

Original instructions

Diesel trucks With SCR (Selective Catalytic Reduction)

RX70-60 RX70-70 RX70-80 RX70-80/900



CE

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STILL

Rules for the operating company of industrial trucks

In addition to these operating instructions, a code of practice containing additional information for the operating companies of industrial trucks is also available.

This guide provides information for handling industrial trucks:

- Information on how to select suitable industrial trucks for a particular area of application
- Prerequisites for the safe operation of industrial trucks
- · Information on the use of industrial trucks
- Information on transport, initial commissioning and storage of industrial trucks

Internet address and QR code

The information can be accessed at any time by pasting the address **https://m.still.de/vdma** in a web browser or by scanning the QR code.





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1 Foreword

Your truck	. 2
Description of the truck	. 2
General	. 5
Note regarding SCR (Selective Catalytic Reduction) as exhaust gas treatment	. 5
Use in the event of frost	. 6
CE labelling	. 6
EC declaration of conformity in accordance with Machinery Directive	. 7
Accessories	. 8
Labelling points	10
Nameplate	13
Production number	14
StVZO (Road Traffic Licensing Regulations) information	14
Using the truck	14
Proper usage	14
Proper use during towing	15
Impermissible use	15
Place of use	16
Using working platforms	17
Information about the documentation	18
Documentation scope	18
Supplementary documentation	19
Issue date and topicality of the operating instructions	20
Copyright and trademark rights	20
Explanation of information symbols used	20
List of abbreviations	21
Definition of directions	23
Schematic views	23
Environmental considerations	25
Packaging	25
Disposal of components and batteries	25

2 Safety

Definition of responsible persons	28
Operating company	28
Specialist	28
Drivers	29
Basic principles for safe operation	31
Insurance cover on company premises	31
Changes and retrofitting	31



Changes to the overhead guard and roof loads	33
Warning regarding non-original parts	33
Damage, defects and misuse of safety systems	34
Tyres	34
Medical equipment	36
Exercise caution when handling gas springs and accumulators	36
Length of the fork arms	37
Residual risk	38
Residual dangers, residual risks	38
Special risks associated with using the truck and attachments	39
Overview of hazards and countermeasures	42
Danger to employees	45
Safety tests	46
Regular safety inspection of the truck	46
Checking the diesel engine emissions	46
Particle filter	47
Insulation testing	48
Safety regulations for handling consumables	49
Permissible consumables	49
Oils	49
Hydraulic fluid	50
Battery acid	51
Diesel fuel	52
Coolant and cooling fluid	54
Disposal of consumables	54
Emissions	56

3 Overviews

Overview	60
Driver's compartment	62
Operating devices and display elements	63
Display and operating unit	63
Operating devices for hydraulic and driving functions	64
Double mini-lever	65
Three-way mini-lever	66
Four-way mini-lever	67
Joystick 4Plus	68
Fingertip	69
Mini console	70



4 Operation

Visual inspections72Climbing into and out of the truck75Shelves and cup holders78Adjusting the MSG 65/MSG 75 driver's seat78Adjusting the armrest82Adjusting the steering column83Unlocking the emergency off switch84Operating the signal horn84Seat belt85Using the driver's cab88Checking the brake system for correct function91Checking the emergency off function91Zero adjustment of the load measurement (variant)92Checking the vertical lift mast position (variant) for correct function94Switching on and starting94Switching on the key switch94Access authorisation with PIN code (variant)97Starting the engine107Operating the display and operating unit109Displays109
Shelves and cup holders78Adjusting the MSG 65/MSG 75 driver's seat78Adjusting the armrest82Adjusting the steering column83Unlocking the emergency off switch84Operating the signal horn84Seat belt85Using the driver's cab88Checking the brake system for correct function88Checking the steering system for correct function91Checking the emergency off function91Zero adjustment of the load measurement (variant)92Checking the vertical lift mast position (variant) for correct function94Switching on and starting94Switching on the key switch94Access authorisation with PIN code (variant)97Starting the engine107Operating the display and operating unit109
Adjusting the MSG 65/MSG 75 driver's seat78Adjusting the armrest82Adjusting the steering column83Unlocking the emergency off switch84Operating the signal horn84Seat belt85Using the driver's cab88Checking the brake system for correct function88Checking the steering system for correct function91Checking the emergency off function91Zero adjustment of the load measurement (variant)92Checking the vertical lift mast position (variant) for correct function94Switching on and starting94Switching on the key switch94Access authorisation with PIN code (variant)97Starting the engine107Operating the display and operating unit109
Adjusting the armrest82Adjusting the steering column83Unlocking the emergency off switch84Operating the signal horn84Seat belt85Using the driver's cab88Checking the brake system for correct function88Checking the steering system for correct function91Checking the emergency off function91Zero adjustment of the load measurement (variant)92Checking the vertical lift mast position (variant) for correct function94Switching on and starting94Switching on the key switch94Access authorisation with PIN code (variant)97Starting the engine107Operating the display and operating unit109
Adjusting the steering column83Unlocking the emergency off switch84Operating the signal horn84Seat belt85Using the driver's cab88Checking the brake system for correct function88Checking the steering system for correct function91Checking the emergency off function91Zero adjustment of the load measurement (variant)92Checking the vertical lift mast position (variant) for correct function94Switching on and starting94Switching on the key switch94Access authorisation with PIN code (variant)97Starting the engine107Operating the display and operating unit109
Unlocking the emergency off switch84Operating the signal horn84Seat belt85Using the driver's cab88Checking the brake system for correct function88Checking the steering system for correct function91Checking the emergency off function91Zero adjustment of the load measurement (variant)92Checking the vertical lift mast position (variant) for correct function94Switching on and starting94Switching on the key switch94Access authorisation with PIN code (variant)97Starting the engine107Operating the display and operating unit109
Operating the signal horn84Seat belt85Using the driver's cab88Checking the brake system for correct function88Checking the steering system for correct function91Checking the emergency off function91Zero adjustment of the load measurement (variant)92Checking the vertical lift mast position (variant) for correct function94Switching on and starting94Switching on the key switch94Access authorisation with PIN code (variant)97Starting the engine107Operating the display and operating unit109
Seat belt85Using the driver's cab88Checking the brake system for correct function88Checking the steering system for correct function91Checking the emergency off function91Zero adjustment of the load measurement (variant)92Checking the vertical lift mast position (variant) for correct function94Switching on and starting94Switching on the key switch94Access authorisation with PIN code (variant)97Starting the engine107Operating the display and operating unit109
Using the driver's cab88Checking the brake system for correct function88Checking the steering system for correct function91Checking the emergency off function91Zero adjustment of the load measurement (variant)92Checking the vertical lift mast position (variant) for correct function94Switching on and starting94Switching on the key switch94Access authorisation with PIN code (variant)97Starting the engine107Operating the display and operating unit109
Checking the brake system for correct function88Checking the steering system for correct function91Checking the emergency off function91Zero adjustment of the load measurement (variant)92Checking the vertical lift mast position (variant) for correct function94Switching on and starting94Switching on the key switch94Access authorisation with PIN code (variant)97Starting the engine107Operating the display and operating unit109
Checking the steering system for correct function91Checking the emergency off function91Zero adjustment of the load measurement (variant)92Checking the vertical lift mast position (variant) for correct function94Switching on and starting94Switching on the key switch94Access authorisation with PIN code (variant)97Starting the engine107Operating the display and operating unit109
Checking the emergency off function91Zero adjustment of the load measurement (variant)92Checking the vertical lift mast position (variant) for correct function94Switching on and starting94Switching on the key switch94Access authorisation with PIN code (variant)97Starting the engine107Operating the display and operating unit109
Zero adjustment of the load measurement (variant)92Checking the vertical lift mast position (variant) for correct function94Switching on and starting94Switching on the key switch94Access authorisation with PIN code (variant)97Starting the engine107Operating the display and operating unit109
Checking the vertical lift mast position (variant) for correct function94Switching on and starting94Switching on the key switch94Access authorisation with PIN code (variant)97Starting the engine107Operating the display and operating unit109
Switching on and starting94Switching on the key switch94Access authorisation with PIN code (variant)97Starting the engine107Operating the display and operating unit109
Switching on the key switch94Access authorisation with PIN code (variant)97Starting the engine107Operating the display and operating unit109
Access authorisation with PIN code (variant) 97 Starting the engine 107 Operating the display and operating unit 109
Starting the engine 107 Operating the display and operating unit 109
Operating the display and operating unit
Adjusting the displays
Symbols in the display
Setting the date or time
Resetting the daily kilometres and daily operating hours
Setting the language
Softkeys for operating various equipment variants
Configuring Blue-Q efficiency mode
Blue-Q efficiency mode
Functional description
Switching off additional consumers
Switching efficiency mode Blue-Q on and off
Driving
Safety regulations when driving
Roadways
Setting the drive programme
Selecting the drive programme
Actuating the drive direction switch, mini-lever version



Actuating the drive direction switch, fingertip version	130
Actuating the drive direction switch, mini-console version	
Starting to drive	131
Starting drive mode, dual pedal version (variant)	133
Operating the service brake	136
Parking brake	137
Actuating the mechanical parking brake	137
Steering	139
Reducing speed when turning (Curve Speed Control)	140
Driving on ascending and descending gradients	
Reducing speed with a raised load (variant)	142
Automatic shut-off of the internal combustion engine (variant)	142
Parking	
Parking the truck securely and switching it off	
Wheel chock (variant)	
Lifting system variants	
Automatic lift cut out (variant)	
Lift mast vertical position (variant)	
Types of lift mast	
Malfunctions during lifting mode	
Hydraulic blocking function	
Lifting system operating devices	
Controlling the lifting system using a double mini-lever	
Controlling the lifting system using a triple mini-lever	
Controlling the lifting system using a quadruple mini-lever	
Controlling the lifting system using the joystick 4Plus	
Controlling the lifting system using the fingertip	
Changing the fork arms	
Fork extension (variant)	
Operation with reversible fork arms (variant)	
Handling loads	
Safety regulations when handing loads	166
Before taking up load	167
Load measurement (variant)	168
Picking up loads	171
Danger area	172
Transporting pallets	173
Transporting suspended loads	173
Load pick up	174
Transporting loads	178



Setting down loads	
Driving on lifts	
Driving on loading bridges	
Particle filter system	183
Particle filter - Function	183
Particle filter - Performing parked regeneration	185
Particle filter - Displays	188
Attachments	190
Fitting attachments	190
Releasing the pressure from the hydraulic system	192
General instructions for controlling attachments	194
Controlling attachments using a double mini-lever	196
Controlling attachments using the double mini-lever and the 5th function	198
Controlling attachments using a triple mini-lever	200
Controlling attachments using the triple mini-lever and the 5th function	202
Controlling attachments using a quadruple mini-lever	204
Controlling attachments using the quadruple mini-lever and the 5th function	206
Controlling attachments via the joystick 4Plus	208
Controlling attachments using the joystick 4Plus and the 5th function	209
Controlling the attachments with the fingertip	210
Controlling attachments with the fingertip and 5th function	211
Clamp locking mechanism (variant)	
Taking up a load using attachments	216
Auxiliary equipment	217
Switching the lighting on and off	
Switching the working spotlight for reverse travel on and off	218
Switching the rotating beacon on and off	
Switching the hazard warning system on and off	219
Switching the turn indicators on and off	220
Switching the double working spotlights on and off.	222
STILL SafetyLight (variant)	224
Operating the windscreen wiper/washer	225
Filling the washer system	225
FleetManager (variant)	226
Shock recognition (variant)	226
Cruise control (variant)	226
12-V socket	230
Driver restraint systems (variants)	231
Ceiling sensor (variant)	231
Cab	237
Opening the cab door	



Closing the cab door
Opening the side windows
Closing the side windows
Operating the interior lighting
Operating the rear window heating
Radio (variant)
Heating system (variant)
Air conditioning (variant)
Push-up roof window (variant)
Clipboard (variant)
Trailer operation
Towed load
Coupling pin in the counterweight
Automatic tow coupling
Towing trailers
Display messages
Display content
Error code table
General messages
Drive-specific messages
Refuelling
Diesel fuel — Specifications
Filling up with diesel fuel
Using the fuel hand pump
Topping up AdBlue
Cleaning
Cleaning the truck
Cleaning the electrical system
Cleaning load chains
Cleaning the windows
After washing
Procedure in emergencies
Emergency shutdown
Procedure if truck tips over
Emergency hammer
Emergency lowering
Releasing the spring-operated brake
Disconnecting and connecting the battery
Jump-starting
Towing
g



Transporting the truck	300
Transport	300
Crane loading	302
Shutdown	306
Shutting down and storing the truck	306
Recommissioning after decommissioning	307

5 Maintenance

Safety regulations for maintenance	310
General information	310
Working on the hydraulic equipment	310
Working on the electrical equipment	311
Working on the ignition system	311
Safety devices	312
Set values	312
Lifting and jacking up	
Working at the front of the truck	312
General maintenance information	314
Personnel qualifications	314
Information for carrying out maintenance	314
Maintenance - 500 hours	317
Maintenance - 1000 hours/annually	319
Maintenance - 3000 hours/every two years	323
Ordering spare parts and wearing parts	323
Quality and quantity of the required operating materials	
Lubrication plan	
Maintenance data table	326
Providing access to maintenance points	329
Opening the bonnet	
Closing the bonnet	331
Removing and attachingthe left side cover	333
Installing and removing the bottom plate	
Opening and closing the right-hand service flap	335
Remaining ready for operation	336
Checking the engine oil level	
Cleaning the dust valve	339
Filling the washer system	339
Checking the pre-cleaner	340
Checking the oil tank on the oil bath air filter	340
Checking the cooling fluid level	341



Topping up the cooling fluid and checking the coolant concentration
Cleaning the radiator and checking for leaks
Draining water from the fuel filter
Cleaning the pre-cleaner
Cleaning the oil tank on the oil bath air filter
Replacing the air filter cartridges
$Changing the heating system fresh air filter \qquad 352$
Lubricating the joints and controls
Maintaining the seat belt
Checking the driver's seat
Checking the door latch
Replacing the recirculated air filter for the heating system
Servicing wheels and tyres
Replacing the fuses
Checking the hydraulic oil level
Checking the hydraulic system for leak tightness
Lubricating the lift mast and roller track
Greasing the automatic tow coupling

6 1000-hour maintenance/annual maintenance

Other tasks	. 368
Checking the exhaust gas system	. 368
Checking the lift cylinders and the hydraulic connections for leak tightness $\ldots \ldots \ldots$. 368
Checking the fork arms	. 369
Checking the reversible fork arms	. 369

7 Technical data

Dimensions	. 372
VDI datasheet	. 374
Ergonomic dimensions	. 378
Fuse assignment	. 380





Foreword

Description of the truck

General

Counterbalanced trucks in the RX70-60/70/80 series with a load capacity of up to 8.0 t are equipped with an internal combustion/electric drive. The internal combustion/electric drive combines the advantages of an internal combustion engine with the precise control of an electric drive.

The bend-resistant and warp-resistant lift mast enables safe load handling, even with heavy loads. The comfortable driver's compartment features the most up-to-date ergonomic design to prevent signs of fatigue and increase safety.

The low centre of gravity of the truck provides stability, which is guaranteed if the truck is used according to its intended use.

The truck is equipped with a particle filter and an SCR system. This means that it is suitable for indoor and outdoor use, and complies with the currently applicable emission directives. The series is suitable for multi-shift operation and supports all FleetManager 4.x functions.

Brake system

The brake system of the truck is comprised of three different brakes:

- · Service brake
- Regenerative brake
- · Parking brake

The service brake is based on a wear-free, oil-immersed multi-disc brake. This multi-disc brake is used as the service brake for heavy braking or emergency braking with the brake pedal. In the normal working mode, the regenerative brake of the electric traction motor takes effect. The regenerative brake converts the acceleration energy of the truck into electrical energy. This causes the truck to decelerate as soon as the accelerator pedal is released. Completely removing your foot from the accelerator pedal causes the truck to brake until it comes to a standstill. A parking



brake ensures that the truck remains securely in place when parked.

Steering

The truck is equipped with a swing axle and has kickback-free hydraulic rear-wheel steering. Stability is guaranteed when cornering thanks to speed limitation based on the steering angle. The simple handling of the truck is assisted by the agile steering axle.

Hydraulic system

All lift cylinders are hydraulically actuated. The oil volume required for the steering and the lift mast is supplied by an electrically controlled hydraulic pump. The directional control valve block with electrical proportional technology ensures extremely sensitive movements and safe handling of the load. The hydraulic functions can be parameterised individually by the authorised service centre.

Up to three hydraulic circuits can be used to activate attachments (variant). Depending on the equipment, a hydraulic accumulator is also available in the lifting circuit for the purpose of dampening pressure peaks in the hydraulic system.

Drive concept

The truck is equipped with an internal combustion engine with an engine power rating of 80 kW. This uses an AC motor to generate current for an electrical traction motor. The electronic revolution control provides high torque on the front wheel axle for forward and reverse travel. This allows sensitive acceleration or deceleration, and enables driving speeds of up to 20 km/h

The components for the drive unit and the lift drive are enclosed in order to prevent the ingress of dust or moisture. This means that the truck is suitable for indoor and outdoor use.

Five drive programmes can be used to adapt the driving characteristics and lifting behaviour to the application or driving habits. The Blue-Q energy-saving mode reduces energy con-



1

Your truck

sumption by up to 10% without impairing performance. The truck's cutting-edge exhaust regeneration system also keeps it well within the thresholds of the currently applicable IIIB EU standard. This is achieved using selective catalytic reduction combined with a diesel particulate filter.

Operating devices

The truck is characterised by an accessible operating concept. When purchasing the truck, a variety of operating devices and equipment variants are available:

- · Double mini-lever
- Triple mini-lever
- · Quadruple mini-lever
- · Joystick 4Plus
- · Fingertip switch
- · Single pedal
- · Dual pedal

Hands are always kept free for steering and for controlling the operational movements to allow efficient working. The forces that need to be applied for this purpose are reduced to a minimum thanks to the compact steering wheel.

Operational information, such as the fuel level or an indication that the Blue-Q energy-saving mode is enabled, is shown in the displayoperating unit.

For drive mode, the truck features either single-pedal or dual-pedal operation. The accelerator pedal is used to accelerate and brake (electric brake) the truck. In emergency situations or when carrying heavy loads, the driver can also brake the truck using the service brake by pressing the brake pedal. In dual-pedal operation, the truck has one pedal for the "Forwards" drive direction and one pedal for the "Reverse" drive direction. Acceleration and braking behaviour can be individually selected from five different drive programmes.



General

The truck described in these operating instructions corresponds to the applicable standards and safety regulations.

If the truck is to be operated on public roads, it must conform to the existing national regulations for the country in which it is being used. The driving permit must be obtained from the appropriate office.

The truck has been fitted with state-of-theart technology. Following these operating instructions will allow the truck to be handled safely. By complying with the specifications in these operating instructions, the functionality and the approved features of the truck will be retained.

Get to know the technology, understand it and use it safely - these operating instructions provide the necessary information and help to avoid accidents and to keep the truck ready for operation beyond the warranty period.

Therefore:

- Before commissioning the truck, read the operating instructions and follow the instructions.
- Always follow all of the safety information contained in the operating instructions and on the truck.

Note regarding SCR (Selective Catalytic Reduction) as exhaust gas treatment

This truck uses the Selective Catalytic Reduction (SCR) process of exhaust gas treatment.

To enable the SCR process to be performed, the truck uses AdBlue (32.5% urea solution, in accordance with DIN 70070 / ISO 22241).

It is recommended that the AdBlue tank be refilled with AdBlue every time the diesel fuel is topped up; see the section "Topping up AdBlue".



The applicable European emission requirements (97/68/EC) state that new engines must have an SCR system.

Use in the event of frost

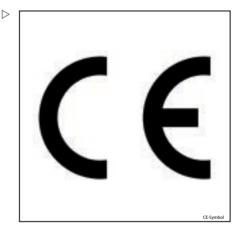
AdBlue freezes at temperatures of -11°C and below. If the AdBlue tank and the lines freeze, they will be heated automatically during startup and operation. The system will thaw out again in under 30 minutes. During this time, the truck can be operated without restrictions.

CE labelling

The manufacturer uses CE labelling to indicate that the truck complies with the standards and regulations valid at the time of marketing. This is confirmed by the issued EC declaration of conformity. The CE labelling is attached to the nameplate.

An independent structural change or addition to the truck can compromise safety, thus invalidating the EC declaration of conformity.

The EC declaration of conformity must be carefully stored and made available to the responsible authorities.





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EC declaration of conformity in accordance with Machinery Directive

	Declaration	
STILL GmbH Berzeliusstraße 10 D-22113 Hamburg Germany		
We declare that the		
Industrial truck Model	according to these operating instructions according to these operating instructions	
conforms to the latest version of the Machinery Directive 2006/42/EC.		
Personnel authorised to compile the technical documents:		
See EC compliance declaration		
STILL GmbH		



1

Your truck

Accessories

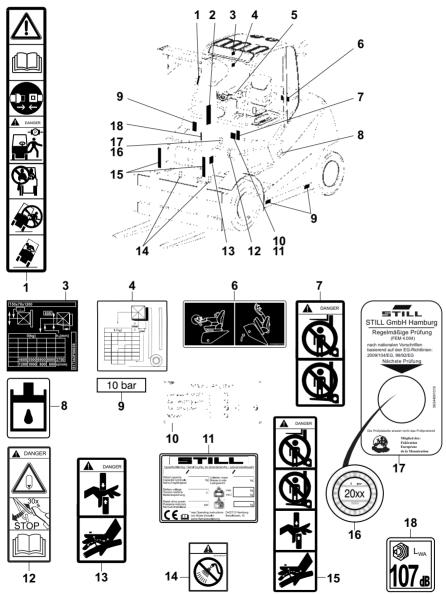
- Key for key switch (two pieces)
- Key for cab (variant)
- Hexagon socket wrench for emergency lowering





Labelling points

Overview of the front of the truck and the left-hand side of the truck



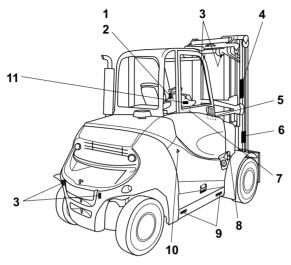


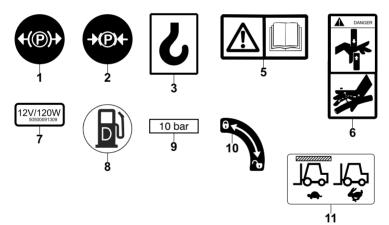
- Decal information: Caution/Read the operating instructions/Fasten seat belt/Apply parking brake when leaving the truck/Passengers are not allowed/Do not jump off if the truck is tipping over/Lean in the opposite direction to which the truck is tilting
- 2 Manufacturer's label text
- 3 Decal information: Capacity rating plate for attachment (variant)
- 4 Decal information: Capacity rating plate
- 5 Manufacturer's label text
- 6 Decal information: Before opening the bonnet, slide the seat forwards, lower the armrest and fold the seat backrest down. Then open the bonnet.
- 7 Decal information: Hydraulic oil tank
- 8 Decal information: Tyre filling pressure (variant)

- 9 Warning sign: Do not stand underneath the fork/Do not stand on the fork
- 10 Decal information: StVZO (German Road Traffic Licensing Regulations) information (variant)
- 11 Decal information: Nameplate
- 12 Warning sign: Actuate accumulator/brake pedal 30x /read operating instructions
- 13 Warning sign: Danger due to shearing/Danger due to high fluid pressure
- 14 Warning sign: Electrical system parts must not be cleaned with water
- 15 Warning sign: Do not stand underneath the fork/Do not stand on the fork/Danger due to shearing/Danger due to high fluid pressure
- 16 Decal information: Inspection sticker
- 17 Decal information: FEM test
- 18 Decal information: Sound power level



Overview of the rear of the truck and the right-hand side of the truck





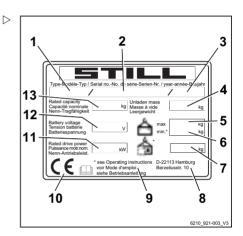


- 1 Decal information: Parking brake released
- 2 Decal information: Parking brake applied
- 3 Decal information: Lifting gear attachment point
- 4 Manufacturer's label text
- 5 Decal information: Caution / Read the operating instructions (variant)
- 6 Warning sign: Danger due to shearing/Danger due to high fluid pressure
- 7 Decal information: 12-V socket
- 8 Decal information: Diesel fuel
- 9 Decal information: Tyre filling pressure (variant)
- 10 Decal information: To unlock, turn 90° to the right/to lock, turn 90° to the left
- 11 Decal information: Ceiling sensor

Nameplate

The truck can be identified from the information on the nameplate.

The information for the battery weights (5, 6) and the ballast weight (7) only applies to electric forklift trucks.



- 1 Type
- 2 Production number
- 3 Year of manufacture
- 4 Tare weight in kg
- 5 Max. permissible battery weight in kg
- 6 Min. permissible battery weight in kg
- 7 Ballast weight in kg
- 8 Address of manufacturer
- 9 Refer to the technical data listed in these operating instructions for more detailed information
- 10 CE labelling
- 11 Nominal drive power in kW
- 12 Battery voltage in V
- 13 Rated capacity in kg



Using the truck

Production number

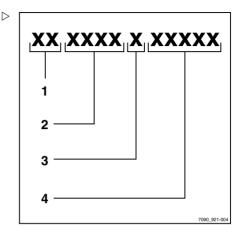
The production number is used to identify the truck. It can be found on the nameplate and must be referred to in all technical questions.

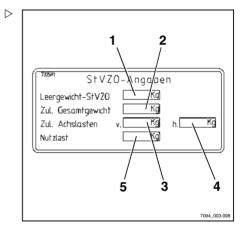
The production number contains the following coded information:

- (1) Production location
- (2) Model
- (3) Year of manufacture
- (4) Sequential number

StVZO (Road Traffic Licensing **Regulations**) information

This label includes information on the weight and load distribution of the truck.





- Tare weight (in kg) 1
- 2 Permitted total weight (in kg)
- 3 Permitted front axle weight (in kg) 4
 - Permitted rear axle weight (in kg)
 - Payload (in kg)

Using the truck

Proper usage

The truck described in these operating instructions is suitable for lifting, transporting and stacking loads.



5

Using the truck

The truck may only be used for its proper purpose as set out and described in these operating instructions.

If the truck is to be used for purposes other than those specified in the operating instructions, the approval of the manufacturer and, if applicable, the relevant regulatory authorities must be obtained beforehand to prevent hazards.

The maximum load to be lifted is specified on the capacity rating plate (load diagram) and must not be exceeded; see also the chapter entitled "Before picking up a load".

Proper use during towing

This truck is suitable for the occasional towing of trailers and is equipped with a towing device for this purpose. This occasional towing may not exceed 2% of the daily operating time. If the truck is to be used for towing on a more regular basis, the manufacturer should be consulted.

The regulations regarding trailer operation must be observed; see chapter "Trailer operation".

Impermissible use

The operating company or driver, and not the manufacturer, is liable for any hazards caused by improper use.



Please observe the definition of the following responsible persons: "operating company" and "driver".

Use for purposes other than those described in these operating instructions is prohibited.



A DANGER

There is a risk of fatal injury from falling off the truck while it is moving!

 It is prohibited to carry passengers on the truck.



Using the truck

The truck may not be operated in areas where there is a risk of fire, explosion or corrosion, or in areas that are particularly dusty.

Stacking or unstacking is not permissible on inclined surfaces or ramps.

Place of use

The truck can be used outdoors.

The truck has a closed particle filter system and therefore fulfils the essential prerequisites for use in ventilated halls. The national regulations for the country of use must be observed.

Operation on public roads is only permitted with the "StVZO" (Road Traffic Licensing Regulations) equipment variant.

If the truck is to be operated on public roads, it must conform to the national regulations for the country in which it is being used.

The ground must have an adequate load capacity (concrete, asphalt) and a rough surface. Routes, work areas and aisle widths must conform to the specifications in these operating instructions, see the "Routes" chapter.

Driving on upward and downward gradients is permitted provided the specified data and specifications are observed, see the "Routes "chapter.

The truck is suitable for use in many different countries, ranging from those situated in the Tropics to those in Nordic regions (temperature range: -20°C to +40°C).

This truck is not designed to be operated in cold stores.

The operating company must ensure suitable fire protection for the relevant application in the truck's surroundings. Depending on the application, additional fire protection must be provided on the truck. If in doubt, contact the relevant authorities.



Please note the definition of "operating company" in the sense of responsible persons!

A DANGER

Risk to health from exhaust gases!

Exhaust gases from internal combustion engines are harmful to your health. In particular, the soot particles contained in the diesel exhaust gas can cause cancer.

When the internal combustion engine is running, there is a risk of poisoning from the CO, CH and NOx components contained in the exhaust gas.

Modern exhaust gas treatment systems (e.g. catalytic converters, particle filters or comparable systems) can clean exhaust gases in a way that reduces the health hazard and risk of poisoning when operating the truck.

- Observe the national laws and regulations when using trucks with an internal combustion engine in entirely or partially enclosed working areas.
- Always ensure sufficient ventilation.

Using working platforms

WARNING

The use of working platforms is regulated by national law. The use of working platforms is only permitted by virtue of the jurisdiction in the country of use.

- Observe national legislation.
- Before using working platforms, consult the national regulatory authorities.



Information about the documentation

Documentation scope

- · Original operating instructions
- Original operating instructions for attachments (variant)
- · Spare parts list
- Depending on the truck equipment, "UPA" operating instructions may also be provided

Refer to the additional information in the section entitled "Rules for the operating company of industrial trucks".

These operating instructions describe all measures necessary for the safe operation and proper maintenance of the truck in all possible variants available at the time of printing. Special versions to meet customer requirements (UPA) are documented in separate operating instructions. If you have any questions, please contact your authorised service centre.

Enter the production number and year of manufacture from the nameplate in the space provided:

Production number:

Year of manufacture:

Please quote the production number in all technical enquiries.

Each truck comes with a set of operating instructions. These instructions must be stored carefully and must be available to the driver and operating company at all times. The storage location is specified in the chapter entitled "Overviews".

If the operating instructions are lost, the operating company must obtain a replacement from the manufacturer immediately.

The operating instructions are included in the spare parts list and can be reordered as a spare part.



The personnel responsible for operating and maintaining the equipment must be familiar with these operating instructions.

The operating company must ensure that all users have received, read and understood these operating instructions.

Safely store the complete documentation and pass on to the subsequent operating company when transferring or selling the truck.

Please observe the definition of the following responsible persons: "operating company" and "driver".

Thank you for reading and complying with these operating instructions. If you have any questions or suggestions for improvements, or if you have found any errors, please contact the authorised service centre.

Supplementary documentation

This industrial truck can be fitted with unplanned equipment (**UPA**) that deviates from the standard equipment and/or the variants.

The UPA may be, for example:

- · Special sensors
- · Special attachments
- · Towing devices
- · Customised attachments

In this case, the industrial truck has additional documentation. This may be in the form of an insert or separate operating instructions.

The original operating instructions for this industrial truck are valid for the operation of standard equipment and variants without restriction. The operational and safety information in the original operating instructions continues to be valid in its entirety unless it is countermanded in this additional documentation.

The requirements for the qualification of personnel as well as the time for maintenance



may vary. This is defined in the additional documentation.

 If you have any questions, please contact your authorised service centre.

Issue date and topicality of the operating instructions

The issue date of these operating instructions can be found on the title page.

STILL is constantly engaged in the further development of trucks. These operating instructions are subject to change, and any claims based on the information and/or illustrations contained in them cannot be asserted.

Please contact your authorised service centre for technical support relating to your truck.

Copyright and trademark rights

These instructions must not be reproduced, translated or made accessible to third parties—including as excerpts—except with the express written approval of the manufacturer.

Explanation of information symbols used

A DANGER

Indicates procedures that must be strictly adhered to in order to prevent the risk of fatalities.

WARNING

Indicates procedures that must be strictly adhered to in order to prevent the risk of injuries.

A CAUTION

Indicates procedures that must be strictly adhered to in order to prevent material damage and/or destruction.



For technical requirements that require special attention.

🕸 ENVIRONMENT NOTE

To prevent environmental damage.

List of abbreviations

i NOTE

This list of abbreviations applies to all types of operating instructions. Not all of the abbreviations that are listed here will necessarily appear in these operating instructions.

Abbrevi- ation	Meaning	Explanation
ABE	Display operating unit	
ArbSchG	Arbeitsschutzgesetz	German implementation of EU occupa- tional health and safety directives
Betr- SichV	Betriebssicherheitsverordnung	German implementation of the EU working equipment directive
BG	Berufsgenossenschaft	German insurance company for the com- pany and employees
BGG	Berufsgenossenschaftlicher Grundsatz	German principles and test specifications for occupational health and safety
BGR	Berufsgenossenschaftliche Regel	German rules and recommendations for occupational health and safety
DGUV	Berufsgenossenschaftliche Vorschrift	German accident prevention regulations
CE	Communauté Européenne	Confirms conformity with product-specific European directives (CE mark)
CEE	Commission on the Rules for the Approval of the Electrical Equipment	International commission on the rules for the approval of electrical equipment
DC	Direct Current	Direct current
DFÜ	Datenfernübertragung	Remote data transmission
DIN	Deutsches Institut für Normung	German standardisation organisation
EG	European Community	
EN	European standard	
FEM	Fédération Européene de la Manutention	European Federation of Materials Han- dling and Storage Equipment
F _{max}	maximum Force	Maximum power

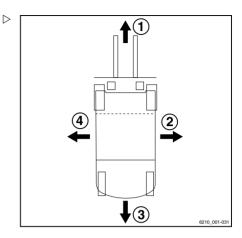


mental protection, and consumer protection GPRS General Packet Radio Service Transfer of data packets in wireless networks ID no. ID number International Organization for Standard-ization ISO International Organization for Standard-ization International standardisation organisation LAN Local Area Network Local area network LED Light Emitting Diode Light emitting diode LpAZ Average continuous sound pressure level in the driver's compartment Distance of the centre of gravity of the load from the front face of the fork backs MAK Maximum workplace concentration Maximum permissible air concentrations of a substance at the workplace Max. Maximum Highest value of an amount Min. Minimum Lowest value of an amount PPE Personal Identification Number Personal identification number StVZO Straßenverkehrs-Zula	Abbrevi- ation	Meaning	Explanation
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International Organization for Standard- ization International standardisation organisation ISO International Standard- ization International standardisation organisation LAN Local Area Network Local area network KpA Uncertainty of measurement of sound pressure levels Light emitting diode LED Light Emitting Diode Light emitting diode LpA Sound pressure level at the workplace Light emitting diode LpAZ Average continuous sound pressure level in the driver's compartment Distance of the centre of gravity of the load from the front face of the fork backs MAK Maximum workplace concentration of a substance at the workplace Maximum permissible air concentrations of a substance at the workplace Max. Maximum Highest value of an amount Min. Minimum Lowest value of an amount PIN Personal Identification Number Personal identification number PPE Personal protective equipment Super-Elastic SIT Snap-In Tyre Tyrees for simplified assembly, without loose rim parts StVZO Straßenverkehrs-Zulassungs-Ordnung German regulations for approval of vehi- cles on public roads	GPRS	General Packet Radio Service	
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LpA2in the driver's compartmentLSPLoad centre of gravityDistance of the centre of gravity of the load from the front face of the fork backsMAKMaximum workplace concentrationMaximum permissible air concentrations of a substance at the workplaceMax.MaximumHighest value of an amountMin.MinimumLowest value of an amountPINPersonal Identification NumberPersonal identification numberPPEPersonal protective equipmentSuperelastic tyres (solid rubber tyres)SITSnap-In TyreTyres for simplified assembly, without loose rim partsStVZOStraßenverkehrs-Zulassungs-OrdnungGerman regulations for approval of vehi- cles on public roadsTRGSTechnische Regel für GefahrstoffeOrdinance on hazardous materials appli- cable in the Federal Republic of GermanyVDEVerband der Elektrotechnik Elektronik InformationstechnikGerman technical/scientific associationVDMAVerband Deutscher IngenieureGerman Mechanical Engineering Industry Association	Lp	Sound pressure level at the workplace	
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VDMA Verband Deutscher Maschinen- und Anlagenbau e.V. German Mechanical Engineering Industry Association	VDE		German technical/scientific association
VDMA Anlagenbau e.V. Association	VDI	Verein Deutscher Ingenieure	German technical/scientific association
WLAN Wireless LAN Wireless local area network	VDMA		o o ,
	WLAN	Wireless LAN	Wireless local area network



Definition of directions

The directions "forwards" (1), "backwards" (3), "right" (2) and "left" (4) refer to the installation position of the parts as seen from the driver's compartment; the load is to the front.

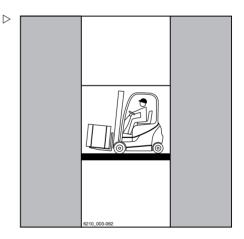


Schematic views

View of functions and operations

This documentation explains the (usually sequential) chain of certain functions or operations. Schematic diagrams of a counterbalance truck are used to illustrate these procedures.

These schematic diagrams are not representative of the structural state of the documented truck. The diagrams are used solely for the purpose of clarifying procedures.

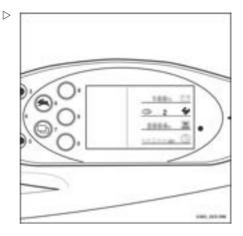




View of the display operating unit



Views of operating statuses and values in the display of the display operating unit are examples and partly dependent on the truck equipment. As a result, the displays shown of the actual operating statuses and values can vary. Information that is not relevant for descriptions is not shown.





Environmental considerations

Packaging

During delivery of the truck, certain parts are packaged to provide protection during transport. This packaging must be removed completely prior to initial start-up.

😉 ENVIRONMENT NOTE

The packaging material must be disposed of properly after delivery of the truck.

Disposal of components and batteries

The truck is composed of different materials. If components or batteries need to be replaced and disposed of, they must be:

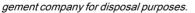
- · disposed of,
- · treated or
- recycled in accordance with regional and national regulations.



The documentation provided by the battery manufacturer must be observed when disposing of batteries.

ENVIRONMENT NOTE

We recommend working with a waste mana-





Environmental considerations



2

Safety

Definition of responsible persons

Definition of responsible persons

Operating company

The operating company is the natural or legal person or group who operates the truck or on whose authority the truck is used.

The operating company must ensure that the truck is only used for its proper purpose and in compliance with the safety regulations set out in these operating instructions.

The operating company must ensure that all users read and understand the safety information.

The operating company is responsible for the scheduling and correct performance of regular safety checks.

We recommend that the national performance specifications are adhered to.

Specialist

A qualified person is defined as a service engineer or a person who fulfils the following requirements:

- A completed vocational qualification that demonstrably proves their professional expertise. This proof should consist of a vocational qualification or a similar document.
- Professional experience indicating that the qualified person has gained practical experience of industrial trucks over a proven period during their career During this time, this person has become familiar with a wide range of symptoms that require checks to be carried out, such as based on the results of a hazard assessment or a daily inspection
- Recent professional involvement in the field of the industrial truck test in question and an appropriate further qualification are essential. The qualified person must have experience of carrying out the test in question or of carrying out similar tests. Moreover, this person must be aware of the latest technological developments



Definition of responsible persons

regarding the industrial truck to be tested and the risk being assessed

Drivers

This truck may only be driven by suitable persons who are at least 18 years of age, have been trained in driving, have demonstrated their skills in driving and handling loads to the operating company or an authorised representative, and have been specifically instructed to drive the truck. Specific knowledge of the truck to be operated is also required.

The training requirements under §3 of the Health and Safety at Work Act and §9 of the plant safety regulations are deemed to have been satisfied if the driver has been trained in accordance with BGG (General Employers' Liability Insurance Association Act) 925. Observe the national regulations for your country.

Driver rights, duties and rules of behaviour

The driver must be trained in his rights and duties.

The driver must be granted the required rights.

The driver must wear protective equipment (protection suit, safety footwear, safety helmet, industrial goggles and gloves) that is appropriate for the conditions, the job and the load to be lifted. Solid footwear should be worn to ensure safe driving and braking.

The driver must be familiar with the operating instructions and have access to them at all times.

The driver must:

- have read and understood the operating manual
- have familiarised himself with safe operation of the truck
- be physically and mentally able to drive the truck safely



Definition of responsible persons

A DANGER

The use of drugs, alcohol or medications that affect reactions impair the ability to drive the truck!

Individuals under the influence of the aforementioned substances are not permitted to perform work of any kind on or with the truck.

Prohibition of use by unauthorised persons

The driver is responsible for the truck during working hours. He must not allow unauthorised persons to operate the truck.

When leaving the truck, the driver must secure it against unauthorised use, e.g. by pulling out the key.



Safety

Insurance cover on company premises

In many cases, company premises are restricted public traffic areas.

The business liability insurance should be reviewed to ensure that, in the event of any damage caused in restricted public traffic areas, there is insurance cover for the truck in respect of third parties.

Changes and retrofitting

If the truck will be used for work that is not listed in the directives or in these instructions, convert or retrofit the truck for this purpose as required. Any structural modification can impair the handling and stability of the truck, and can result in accidents.

Any modifications that adversely affect the stability, the load capacity or the circumferential view of the truck require written approval from the manufacturer.

The following components may only be modified with prior written approval from the manufacturer:

- Brakes
- · Steering
- · Operating devices
- · Safety systems
- · Equipment variants
- · Attachments

The truck may only be converted with written approval from the manufacturer. If necessary, obtain approval from the relevant authorities.

Only the authorised service centre is permitted to perform welding work on the truck.

We warn against installing and using restraint systems not approved by the manufacturer.

 Contact the authorised service centre before converting or retrofitting the truck.





A DANGER

Risk of injury if the truck tips over!

Even if an approved restraint system is in use, there is still a residual risk that the driver could be injured if the truck tips over. The risk of injury can be reduced by using the restraint system in conjunction with the seat belt. In addition, the seat belt protects against the consequences of rear-end collisions and falling off ramps.

- Use the seat belt too.

A DANGER

Risk of fatal injury from falling load!

There is a risk to the driver's life if the truck is not equipped with an overhead guard, as the driver may be struck by a load falling from a lift height of 1800 mm or greater.

Operation of the forklift truck without an overhead guard is prohibited with a lift height greater than 1800 mm.

 At lift heights of 1800 mm and above, only use the truck in conjunction with an overhead guard.

The operating company is only permitted to make modifications to the truck independently if the manufacturer goes into liquidation and the company is not taken over by another legal person.

The operating company must also fulfil the following prerequisites:

- Design documents, test documents and assembly instructions associated with the modification must be permanently archived and remain accessible at all times.
- The capacity rating plate, the decal information, the hazard warnings and the operating instructions must be checked to ensure that they are consistent with the modifications and must be amended if required.
- Modifications must be designed, checked and implemented by a design office that specialises in industrial trucks. The design office must comply with the standards and directives valid at the time that modifications are made.



Decal information with the following data must be permanently affixed to the truck so that it is clearly visible:

- Type of modification
- · Date of modification
- Name and address of the company that carried out the modification

Changes to the overhead guard and roof loads

A DANGER

In the event of the overhead guard failing due to a falling load or the truck tipping over, there are potentially fatal consequences for the driver. There is a risk to life!

Welding and drilling on the overhead guard changes the material characteristics and the structural design of the overhead guard. Excessive forces caused by falling loads or the truck tipping over may result in buckling of the modified overhead guard and no protection for the driver.

- Do not perform welding on the overhead guard.
- Do not perform drilling on the overhead guard.

A CAUTION

Heavy roof loads damage the overhead guard!

To ensure the stability of the overhead guard at all times, a roof load may only be mounted on the overhead guard if the structural design has been tested and the manufacturer has given approval.

- Seek advice from the authorised service centre for the mounting of roof loads.

Warning regarding non-original parts

Original parts, attachments and accessories are specially designed for this truck. We specifically draw your attention to the fact that parts, attachments and accessories supplied by other companies have not been tested and approved by STILL.



Safety

A CAUTION

Installation and/or use of such products may therefore have a negative impact on the design features of the truck and thus impair active and/or passive driving safety.

We recommend that you obtain approval from the manufacturer and, if necessary, from the relevant regulatory authorities before installing such parts. The manufacturer accepts no liability for any damage caused by the use of non-itiginal parts and accessories without approval.

Damage, defects and misuse of safety systems

Damage or other defects on the truck or attachment must be reported to the supervisor or responsible fleet manager immediately so that they can have the defect rectified.

Trucks and attachments that are not functional or safe to drive may not be used until they have been properly repaired.

Do not remove or deactivate safety systems and switches.

Fixed set values may only be changed with the approval of the manufacturer.

Work on the electrical system (e.g. connecting a radio, additional headlights etc.) is only permitted with the manufacturer's written approval. All electrical system interventions must be documented.

Even if they are removable, roof panels may not be removed, as they are designed to protect against small falling objects.

Tyres

A DANGER

Risk to stability!

Failure to observe the following information and instructions can lead to a loss of stability. The truck may tip over, risk of accident!



The following factors can lead to a loss of stability and are therefore **prohibited**:

- Different tyres on the same axle, e.g. pneumatic tyres and superelastic tyres
- · Tyres not approved by the manufacturer
- Excessive tyre wear
- Tyres of inferior quality
- · Changing rim wheel parts
- Combining rim wheel parts from different manufacturers

The following rules must be observed to ensure stability:

- Only use tyres with equal and permitted levels of wear on the same axle
- Only use wheels and tyres of the same type on the same axle, e.g. only superelastic tyres
- Only use wheels and tyres approved by the manufacturer
- Only use high-quality products

Wheels and tyres approved by the manufacturer can be found on the spare parts list. If other wheels or tyres are to be used, authorisation from the manufacturer must be obtained beforehand.

- Contact the authorised service centre on this matter.

When changing wheels or tyres, always ensure that this does not cause the truck to tilt to one side (e.g. always replace righthand and left-hand wheels at the same time). Changes must only be made following consultation with the manufacturer.

If the type of tyre used on an axle is changed, for example from superelastic tyres to pneumatic tyres, the load diagram must be changed accordingly.

Contact the authorised service centre on this matter.



Medical equipment

WARNING

Electromagnetic interference may occur on medical devices!

Only use equipment that is sufficiently protected against electromagnetic interference.

Medical equipment, such as pacemakers or hearing aids, may not work properly when the truck is in operation.

 Ask your doctor or the manufacturer of the medical equipment to confirm that the medical equipment is sufficiently protected against electromagnetic interference.

Exercise caution when handling gas springs and accumulators

WARNING

Gas springs are under high pressure. Improper removal results in an elevated risk of injury.

For ease of operation, various functions on the truck can be supported by gas springs. Gas springs are complex components that are subject to high internal pressures (up to 300 bar). They may under no circumstances be opened unless instructed to do so, and may be installed only when not under pressure. If required, the authorised service centre will depressurise the gas spring in accordance with the regulations before removal. Gas springs must be depressurised before recycling.

- Avoid damage, lateral forces, buckling, temperatures over 80°C and heavy contamination.
- Damaged or defective gas springs must be changed immediately.
- Contact the authorised service centre.

WARNING

Accumulators are under high pressure. Improper installation of an accumulator results in an elevated risk of injury.

Before starting work on the accumulator it must be depressurised.

- Contact the authorised service centre.





Length of the fork arms

A DANGER

Risk of accident due to the incorrect selection of fork arms!

- The fork arms must match the depth of the load.

If the fork arms are too short, the load may fall off the arms after it has been picked up. In addition, be aware that the load centre of gravity may shift as a result of dynamic forces, such as braking. A load that is otherwise resting safely on the fork arms may move forwards and fall.

If the fork arms are too long, they can catch on loading units behind the load that is to be picked up. These other loading units then fall over when the load is raised.

- For help with selecting the correct fork arms, contact the authorised service centre.



Residual dangers, residual risks

Despite careful working and compliance with standards and regulations, the occurrence of other risks when using the truck cannot be entirely excluded.

The truck and all other system components comply with current safety requirements. Nevertheless, even when the truck is used for its proper purpose and all instructions are followed, some residual risk cannot be excluded.

Even beyond the narrow danger areas of the truck itself, a residual risk cannot be excluded. Persons in this area around the truck must exercise a heightened degree of awareness, so that they can react immediately in the event of any malfunction, incident or breakdown etc.

WARNING

All persons that are in the vicinity of the truck must be instructed regarding these risks that arise through use of the truck.

In addition, we draw attention to the safety regulations in these operating instructions.

Risks can include:

- Escape of consumables due to leakages, rupture of lines and containers etc.
- Risk of accident when driving over difficult ground such as gradients, smooth or irregular surfaces, or with poor visibility etc.
- Falling, tripping etc. when moving on the truck, especially in wet weather, with leaking consumables or on icy surfaces
- Fire and explosion risks due to batteries and electrical voltages
- Human error resulting from failure to observe the safety regulations,
- Unrepaired damage or defective and worn components,
- Insufficient maintenance and testing
- · Use of incorrect consumables
- Exceeding test intervals



The manufacturer is not held responsible for accidents involving the truck caused by the failure of the operating company to comply with these regulations either intentionally or carelessly.

Stability

The stability of the truck has been tested to the latest technological standards and is guaranteed provided that the truck is used properly and according to its intended purpose. These standards only take into account the dynamic and static tipping forces that can arise during specified use in accordance with the operating rules and intended purpose. However, the danger of exceeding the moment of tilt due to improper use or incorrect operation and losing stability can never be excluded.

The loss of stability can be avoided or minimised by the following actions:

- Always secure the load against slipping, e.g. by lashing.
- Always transport unstable loads in suitable containers.
- Always drive slowly when cornering.
- Drive with the load lowered.
- Even with sideshifts, align the load as centrally as possible with the truck and transport in this position.
- Avoid turning and diagonally driving across slopes or gradients.
- Never have the load facing downhill when travelling on slopes or gradients.
- Pick up only loads of the approved width.
- Always take great care when transporting suspended loads.
- Do not drive over ramp edges or steps.

Special risks associated with using the truck and attachments

Approval from the manufacturer and attachment manufacturer must be obtained each



time the truck is used in a manner that falls outside the scope of normal use, and in cases where the driver is not certain that he can use the truck correctly and without the risk of accidents.





2

Overview of hazards and countermeasures

This table is intended to help evaluate the hazards in your facility and applies to all drive types. It does not claim to be complete.

- Observe the national regulations for the country in which the truck is being used.

Hazard	Measure	Check note √ Complete - Not applicable	Notes
Truck equipment does not comply with local regulations	Test	0	If in doubt, consult competent factory inspectorate or employers' liability insurance association
Lack of skills and qualification of driver	Driver training (sit-on and stand-on)	0	BGG 925 VDI 3313 driver permit
Usage by unauthorised persons	Access with key only for authorised persons	0	
Truck not in a safe condition	Recurrent testing and rectification of defects	0	German Ordinance on Industrial Safety and Health (BetrSichV)
Risk of falling when using working platforms	Compliance with national regulations (different national laws)	0	German Ordinance on Industrial Safety and Health (BetrSichV) and employer's liability insurance associations
Impaired visibility due to load	Resource planning	0	German Ordinance on Industrial Safety and Health (BetrSichV)
Contamination of respiratory air	Assessment of diesel exhaust gases	0	Technical Regulations for Hazardous Substances (TRGS) 554 and the German Ordinance on Industrial Safety and Health (BetrSichV)
	Assessment of LPG exhaust gases	0	German threshold limit values list (MAK-Liste) and the German Ordinance on Industrial Safety and Health (BetrSichV)



Hazard	Measure	Check note √ Complete - Not applicable	Notes
Impermissible usage (improper usage)	Issuing of operating instructions	0	German Ordinance on Industrial Safety and Health (BetrSichV) and German Health and Iabour protection law (ArbSchG)
	Written notice of instruction to driver	0	German Ordinance on Industrial Safety and Health (BetrSichV) and German Health and Iabour protection Iaw (ArbSchG)
	Note the German Ordinance on Industrial Safety and Health (BetrSichV), the operating instructions and the German Engineering Federation (VDMA) rules	0	
When fuelling		•	•
a) Diesel	Note the German Ordinance on Industrial Safety and Health (BetrSichV), the operating instructions and the German Engineering Federation (VDMA) rules	0	
b) LPG	Note German Social Accident Insurance (DGUV) regulation D34, the operating instructions and the German Engineering Federation (VDMA) rules	0	



Hazard	Measure	Check note √ Complete - Not applicable	Notes
When charging the traction battery	Note the German Ordinance on Industrial Safety and Health (BetrSichV), the operating instructions and the German Engineering Federation (VDMA) rules	0	Association for Electrical, Electronic and Information Technologies (VDE) regulation 0510: In particular - Ensure adequate ventilation - Insulation value within the permissible range
When using battery chargers	Note the German Ordinance on Industrial Safety and Health (BetrSichV), employers' liability insurance association regulation 104 and the operating instructions	0	German Ordinance on Industrial Safety and Health (BetrSichV) and employers' liability insurance association regulation 104
When parking LPG trucks	Note the German Ordinance on Industrial Safety and Health (BetrSichV), employers' liability insurance association regulation 104 and the operating instructions	0	German Ordinance on Industrial Safety and Health (BetrSichV) and employers' liability insurance association regulation 104
With driverless transpo	ort systems		
Roadway quality inadequate	Clean/clear driveways	0	German Ordinance on Industrial Safety and Health (BetrSichV)
Load carrier incorrect/slipped	Reattach load to pallet	0	German Ordinance on Industrial Safety and Health (BetrSichV)
Drive behaviour unpredictable	Employee training	0	German Ordinance on Industrial Safety and Health (BetrSichV)
Driveways blocked	Mark driveways Keep driveways clear	0	German Ordinance on Industrial Safety and Health (BetrSichV)
Driveways intersect	Announce right-of-way rule	0	German Ordinance on Industrial Safety and Health (BetrSichV)
No person detection during depositing and retrieval	Employee training	0	German Ordinance on Industrial Safety and Health (BetrSichV)



Danger to employees

According to the German Ordinance on Industrial Safety and Health (BetrSichV) and labour protection law (ArbSchG), the operating company must determine and assess hazards during operation, and establish the labour protection measures required for employees (BetrSichVO). The operating company must therefore draw up appropriate operating instructions (§ 6 ArbSchG) and make them available to the driver. A responsible person must be appointed.

Please observe the definition of the following responsible persons: "operating company" and "driver".

The construction and equipment of the truck correspond to the Machinery Directive 2006/42/EC and are therefore marked with CE labelling. These elements are therefore not included in the hazard assessment. Attachments possess their own CE labelling and likewise are not included for that reason. The operating company must, however, select the type and equipment of the trucks so as to comply with the local provisions for deployment.

The result must be documented (§ 6 Arb-SchG). In the case of truck applications involving similar hazard situations, the results may be summarised. This overview (see chapter "Overview of hazards and countermeasures") provides help on complying with this regulation. The overview specifies the main hazards that are the most frequent cause of accidents in the event of non-compliance. If other major operational hazards are involved, they must also be taken into consideration.

The conditions of use for trucks are broadly similar in many plants, so the hazards can be summarised in one overview. Observe the information provided by the relevant employers' liability insurance association on this subject.



Safety tests

Regular safety inspection of the truck \triangleright

Safety inspection based on time and extraordinary incidents

The operating company must ensure that the truck is checked by a specialist at least once a year or after particular incidents.

As part of this inspection, a complete check of the technical condition of the truck must be performed with regard to accident safety. In addition, the truck must be thoroughly checked for damage that could potentially have been caused by improper use. A test log must be created. The results from the inspection must be retained until a further two inspections have been carried out.

The inspection date is indicated by an adhesive label on the truck.

- Arrange for the service centre to perform periodic safety inspections on the truck.
- Observe guidelines for checks carried out on the truck in accordance with FEM 4.004.

The operator is responsible for ensuring any defects are remedied without delay.

- Contact your service centre.

Observe the national regulations for your country!

Checking the diesel engine emissions

 Check the diesel engine emissions yearly in accordance with TRGS 554.

The exhaust-gas check must be carried out by a "competent person" and must be recorded in writing.

- Notify the authorised service centre.





Safety tests

Observe the national regulations for the country in which the truck is being used.

Particle filter

The truck has an SCR (Selective Catalytic Reduction) exhaust gas treatment system as part of its standard equipment. The truck may be operated in entirely or partially enclosed working areas.

A DANGER

Risk to health from exhaust gases! Exhaust gases from internal combustion engines are harmful to your health. In particular, the soot particles contained in the diesel exhaust gas can cause cancer. Letting the combustion engine idle runs a risk of poisoning from the CO, CH and NO_x components contained in the exhaust gas.

Modern exhaust gas treatment systems (e.g. catalytic converters, particle filters or comparable systems) can clean exhaust gases in a way that reduces the health hazard and risk of poisoning when operating the truck.

- Observe the national laws and regulations when using trucks with an internal combustion engine in entirely or partially enclosed working areas.
- Always ensure that there is sufficient ventilation available.

Observe the national regulations of the country in which the truck is being used!

The operating company must ensure that the below requirements are met; see the chapter entitled "Definition of terms used for responsible persons":

- Usage must be reported to the responsible occupational health and safety authorities
- Operating instructions must be displayed in the working areas
- Danger areas must be confined and indicated by appropriate warning and safety signs



2

Safety tests

- Employees must be made aware of dangers and protective measures
- The particle filter must be replaced every 6000 operating hours. The exhaust-gas check must be carried out by a competent person (see the chapter entitled "Definition of terms used for responsible persons") and the results must be recorded in writing

Observe the TRGS 554 regulations and the national regulations of the country in which the truck is being used.

Insulation testing

The truck insulation must have sufficient insulation resistance. For this reason, insulation testing in accordance with DIN EN 1175 and DIN 43539, VDE 0117 and VDE 0510 must be conducted at least once every year.

Contact your service centre to arrange for an insulation test.

Measuring the insulation resistance of the electrical system



Nominal battery voltage < test voltage < 500 V.

- Ensure that all voltage sources have been disconnected from the circuit to be tested.
- Measure the insulation resistance with a suitable measuring device.

The insulation resistance can be considered sufficient if it measures at least 1000 Ω /V for nominal battery voltage against ground.

- Contact the authorised service centre.



Permissible consumables

A DANGER

Failure to observe the safety regulations relating to consumables may result in a risk of injury, death or damage to the environment.

 Observe the safety regulations when handling such materials.

Refer to the maintenance data table for the permissible substances that are necessary for operation (see \Rightarrow Chapter "Maintenance data table", P. 5-326).

Oils



Oils are flammable!

- Follow the statutory regulations.
- Do not allow oils to come into contact with hot engine parts.
- No smoking, fires or naked flames!



DANGER

Oils are toxic!

- Avoid contact and consumption.
- If vapour or fumes are inhaled, move to fresh air immediately.
- In the event of contact with the eyes, rinse thoroughly (for at least 10 minutes) with water and then consult an eye specialist.
- If swallowed, do not induce vomiting. Seek immediate medical attention.





🛦 WARNING

Prolonged intensive contact with the skin can result in dryness and irritate the skin!

- Avoid contact and consumption.
- Wear protective gloves.
- After any contact, wash the skin with soap and water, and then apply a skin care product.
- Immediately change soaked clothing and shoes.

WARNING

There is a risk of slipping on spilled oil, particularly when combined with water!

 Spilt oil should be removed immediately with oil-binding agents and disposed of according to the regulations.

NOTE ENVIRONMENT NOTE

Oil is a water-polluting substance!

- Always store oil in containers that comply with the applicable regulations.
- Avoid spilling oils.
- Spilt oil should be removed immediately with oil-binding agents and disposed of according to the regulations.
- Dispose of old oils according to the regulations.

Hydraulic fluid



WARNING

These fluids are pressurised during operation of the truck and are hazardous to your health.

- Do not spill the fluids.
- Follow the statutory regulations.
- Do not allow the fluids to come into contact with hot engine parts.





A WARNING

These fluids are pressurised during operation of the truck and are hazardous to your health.

- Do not allow the fluids to come into contact with the skin.
- Avoid inhaling spray.
- Penetration of pressurised fluids into the skin is particularly dangerous if these fluids escape at high pressure due to leaks in the hydraulic system. In case of such injury, immediate medical assistance is required.
- To avoid injury, use appropriate personal protective equipment (e.g. protective gloves, industrial goggles, skin protection and skin care products).

ENVIRONMENT NOTE

Hydraulic fluid is a water-polluting substance.

- Always store hydraulic fluid in containers that comply with regulations
- Avoid spills
- Spilt hydraulic fluid should be removed immediately with oil-binding agents and disposed of according to the regulations
- Dispose of old hydraulic fluid according to the regulations

Battery acid



WARNING

Battery acid contains dissolved sulphuric acid. This is toxic.

- Avoid touching or swallowing the battery acid at all costs.
- In case of injury, seek medical advice immediately.





WARNING

Battery acid contains dissolved sulphuric acid. This is corrosive.

- When working with battery acid, use appropriate PSA (rubber gloves, apron, protection goggles).
- When working with battery acid, never wear a watch or jewellery.
- Do not allow any acid to get onto clothing or skin or into the eyes. If this does happen, rinse immediately with plenty of clean water.
- In case of injury, seek medical advice immediately.
- Immediately rinse away spilt battery acid with plenty of water.
- Follow the statutory regulations.

🕸 ENVIRONMENT NOTE

 Dispose of used battery acid in line with the applicable regulations.

Diesel fuel



WARNING

Diesel fuel is combustible.

- Observe statutory regulations.
- Do not allow diesel fuel to come into contact with hot engine components.

Do not smoke!



WARNING

Diesel fuel is toxic!

- Avoid contact and swallowing.
- If vapour or fumes are inhaled, administer fresh air immediately.
- After contact with the eyes, rinse thoroughly (for at least 10 minutes) with water and then consult an eye specialist.
- If swallowed, do not induce vomiting. Seek immediate medical attention.





WARNING

Prolonged intensive contact with the skin can result in loss of skin oils and can irritate the skin!

- Avoid contact and swallowing.
- Wear protective gloves.
- After any contact, wash the skin with soap and water, and then apply a skin care product.
- Immediately change soaked clothing and shoes.

WARNING

Risk of slipping due to spilled diesel fuel, particularly in combination with water.

 Immediately collect spilled diesel fuel using an oil-binding agent and dispose of it in accordance with regulations.

ENVIRONMENT NOTE

Diesel fuel is a water-polluting substance!

- Always store in regulation containers.
- Avoid spilling diesel fuel.
- Immediately collect spilled diesel fuel using an oil-binding agent and dispose of it in accordance with regulations.



Coolant and cooling fluid



WARNING

Coolant and cooling fluid can be hazardous to your health and the environment!

Coolants are chemical corrosion inhibitors and cooling system protecting agents such as Glysantin. The cooling fluid is an appropriate mixture of water and coolant. Coolant in both concentrated and dilute form can be hazardous to your health if swallowed, or hazardous to the environment if spilled.

- Store coolant and cooling fluid only in their original containers and do not spill them.
- Never store coolant or cooling fluid in empty food containers, bottles or other containers.
- Observe the national regulations for the country of use.

🕸 ENVIRONMENT NOTE

- Soak up any spilt coolant or cooling fluid immediately using an oil binding agent and dispose of it in accordance with the national regulations for the country of use.
- Dispose of old coolant or cooling fluid in accordance with the national regulations for the country of use.

Disposal of consumables

ENVIRONMENT NOTE

Materials that accumulate during repair, maintenance and cleaning must be collected properly and disposed of in accordance with the national regulations for the country in which the truck is being used. Work must only be carried out in areas designated for that purpose. Care must be taken to minimise any environmental pollution.

 Soak up any spilt fluids such as hydraulic oil or gearbox oil immediately using an oil-binding agent.



- Neutralise any spilt battery acid immediately.
- Always observe national regulations concerning the disposal of used oil.



2

Emissions

Emissions

The values specified apply to a standard truck (compare the specifications in the "Technical data" chapter). Different tyres, lift masts, additional units etc. may produce different values.

Noise emissions

The values were determined based on measuring procedures from the standard EN 12053 "Safety of industrial trucks. Test methods for measuring noise emissions", based on EN 12001, EN ISO 3744 and the requirements of EN ISO 4871.

This machine emits the following sound pressure level:

Continuous sound pressure level in the driver's compartment

LpAZ	Measurement uncertainty K _{PA}	
< 75.0 dB(A)	4 dB(A)	

The values were determined in the test cycle on an identical machine from the weighted values for operating statuses and idling.

Time proportions:

- Lifting 18%
- Idling 58%
- Driving 24%

However, the indicated noise levels at the truck cannot be used to determine the noise emissions at workplaces according to the most recent version of **Directive 2003/10/EC** (daily personal noise pollution). If necessary, these noise emissions should be determined by the operating company directly at the workplace under the actual conditions there (additional noise sources, special application conditions, sound reflections).

Please note the definition of "operating company" in the sense of responsible persons!



Vibrations

The vibrations of the machine have been determined on an identical machine in accordance with the standards DIN EN 13059 "Safety of industrial trucks - Test methods for measuring vibration" and DIN EN 12096 "Mechanical vibration - Declaration and verification of vibration emission values".

Frequency-weighted effective value of acceleration on the seat

MSG 65 driver's seat	Measurement uncertainty	
< 0.31 m/s ²	0.093 m/s ²	

Tests have indicated that the amplitude of the hand and arm vibrations on the steering wheel or the operating devices in trucks is less than 2.5 m/s^2 . There are therefore no measurement guidelines for these measurements.

The personal vibration load on the driver over a working day must be determined by the operating company at the actual place of use in accordance with **Directive 2002/44/EC**, in order to consider all additional influences, such as driving route, intensity of use etc.

Please note the definition of "operating company" in the sense of responsible persons!



Emissions

Exhaust gases

A DANGER

Risk to health from exhaust gases!

Exhaust gases from internal combustion engines are harmful to your health. In particular, the soot particles contained in the diesel exhaust gas can cause cancer.

When the internal combustion engine is running, there is a risk of poisoning from the CO, CH and NOx components contained in the exhaust gas.

Modern exhaust gas treatment systems (e.g. catalytic converters, particle filters or comparable systems) can clean exhaust gases in a way that reduces the health hazard and risk of poisoning when operating the truck.

- Always observe the national laws and regulations of the country of use when using trucks with an internal combustion engine in entirely or partially enclosed working areas.
- Always ensure sufficient ventilation.

Δ

Heat



DANGER

Risk of burns due to hot exhaust gases!

Exhaust gases or components that carry exhaust gases (e.g. exhaust pipes) can become so hot that direct bodily contact can cause burns to the skin, and materials that are too close can be burned or singed.

- Do not grasp or touch hot exhaust pipes.
- Keep combustible materials away from the exhaust pipe.
- In the event of burns, seek first aid immediately.
- If materials are burning, take fire protection measures immediately.



3

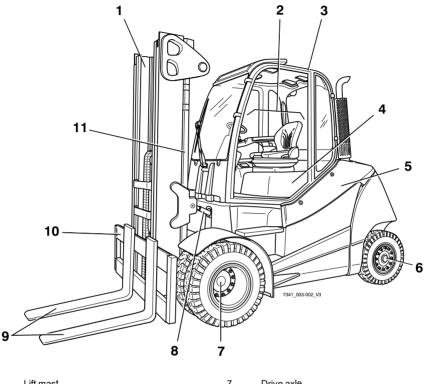
Overviews

3

Overview

Overview

Left-hand side (when viewed in the drive direction)

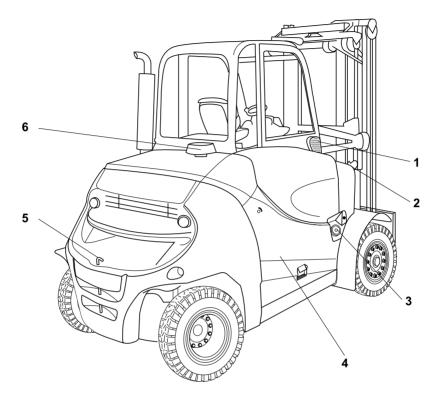


1	Lift mast	7	Drive axle
2	Driver's compartment	8	Tilt cylinder
3	Overhead guard	9	Fork arms
4	Bonnet	10	Fork carriage
5	Battery maintenance lid	11	Lift cylinder
6	Steering axle		



Overview

Right-hand side (when viewed in the drive direction)



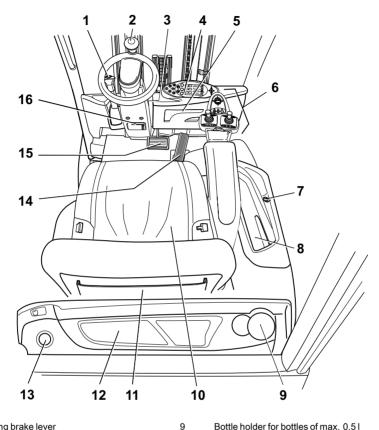
1	Fresh air filter for heating system	4	Right-hand service flap
2	AdBlue filler neck	5	Coupling pin
3	Tank filler neck	6	Pre-cleaner

- Coupling pin
- Pre-cleaner



Driver's compartment

Driver's compartment



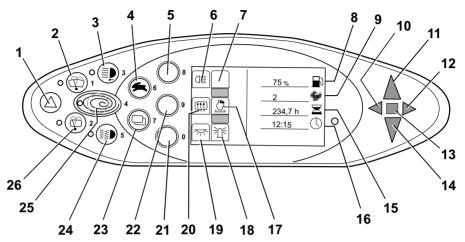
- Parking brake lever 1
- 2 Steering wheel
- 3 Key switch
- 4 Display and operating unit
- 5 Document holder / storage compartment for operating instructions
- 6 Operating devices for hydraulic and traction functions
- 7 12-V socket
- 8 Compartment

- Bottle holder for bottles of max. 0.5 |
- 10 Driver's seat
- 11 Storage compartment / storage compartment with cover (variant)
- 12 Compartment
- 13 Filler cap for windscreen washer reservoir (variant)
- 14 Accelerator pedal
- 15 Brake pedal
- 16 Steering column adjustment lever

The truck equipment may differ from the equipment shown.



Display and operating unit



- 1 Hazard warning system button
- 2 Front windscreen wiper button
- 3 Working spotlight button
- 4 Drive programme selector button
- 5 Softkey Lighting
- 6 Lighting symbol 7
- Not assigned
- 8 Fuel level display (percentage)
- 9 Drive programme display (numerical)
- 10 Left turn indicator display
- 11 Forward travel indicator
- 12 Right turn indicator display
- 13 Malfunction display
- 14 Reverse travel indicator

The Softkeys (5, 21, 22) and the accompanying display elements (6, 7, 17, 18, 19, 20) are assigned according to the equipment variants in use.

The assignment shown here is an example and may differ from the assignment actually programmed on the truck. Softkeys can be assigned multiple functions that are called up according to the menu navigation. For further information, see the section entitled "Operating the display-operating unit".



- 16 Time display (digital)
- 17 Particle filter display
- 18 Rotating beacon display
- 19 Interior lighting display
- 20 Rear window heating display
- 21 Softkey Interior light/rotating beacon
- 22 Softkey Rear window heating/particle filter regeneration
- 23 Menu change button
- 24 Lighting button
- 25 Blue-Q button
- 26 Rear window wiper button



- If you have any questions, please contact your authorised service centre.

Operating devices for hydraulic and driving functions

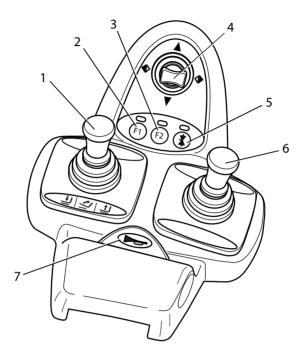
Different versions of the operating devices are available for operating the truck's hydraulic and traction functions.

The truck can be equipped with the following operating devices:

- Double mini-lever
- Triple mini-lever
- Quadruple mini-lever
- Joystick 4Plus
- · Fingertip switch
- Mini-console



Double mini-lever



- 1 "Lift mast" 360° lever
- 2 Function key "F1"
- 3 Function key "F2"
- 4 "Drive direction/turn indicator" cross lever
- 5 Function key "5th function"
- 6 "Attachments" cross lever
- 7 Signal horn button

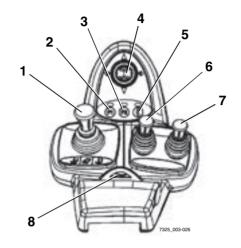
i NOTE

Depending on the specification, various electric attachment parts can be controlled via function keys (2) and (3).

• For alterations, contact the authorised service centre.



Three-way mini-lever



5

6

7

8

- 1 "Lift mast" 360° lever
- 2 Function key "F1"
- 3 Function key "F2"
- 4 "Drive direction/turn indicator" cross lever

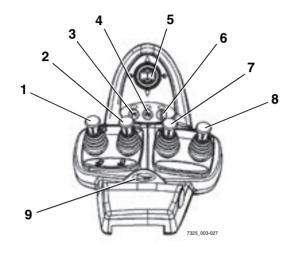
Depending on the specification, various electric attachment parts can be controlled via function keys (2) and (3).

• For alterations, contact the authorised service centre.

- Function key "5th function"
- "Auxiliary hydraulics 1" operating lever
- "Auxiliary hydraulics 2" operating lever
- Signal horn button



Four-way mini-lever



6

7

8

9

- 1 "Lift/lower" operating lever
- 2 "Tilt" operating lever
- 3 Function key "F1"
- 4 Function key "F2"
- 5 "Drive direction/turn indicator" cross lever

i NOTE

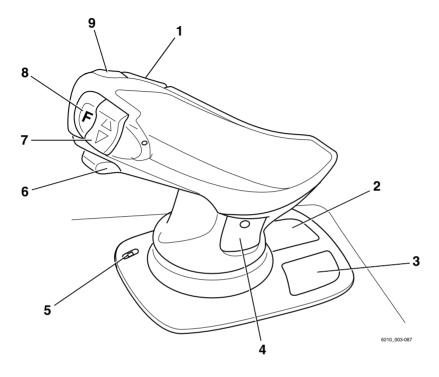
Depending on the specification, various electric attachment parts can be controlled via function keys (3) and (4).

• For alterations, contact the authorised service centre.

- Function key "5th function"
- "Auxiliary hydraulics 1" operating lever
- "Auxiliary hydraulics 2" operating lever
- Signal horn button



Joystick 4Plus



5

6

7

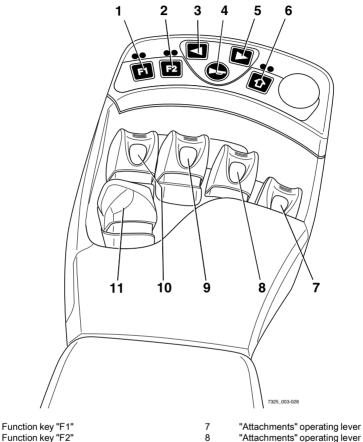
8

9

- 1 Horizontal rocker button for "3rd hydraulic function", tilt the lift mast
- 2 Pictograms for the basic hydraulic functions
- 3 Pictograms for the 5th hydraulic function and
- the clamp locking mechanism (variant)
- 4 Pictograms for the 3rd & 4th hydraulic functions
- LED for clamp locking mechanism (variant) Slider for the "4th hydraulic function", e.g.
- reach frame forwards/backwards
- Vertical rocker button for the "drive direction"
- Shift key "F"
- Signal horn button



Fingertip



- 1
- 2 Function key "F2" 3
- Left turn indicator button 4
- Signal horn button 5 Right turn indicator button
- 6 Function key "5th function"

i NOTE

Depending on the specification, various electric attachment parts can be controlled via function keys (1) and (2).

· For alterations, contact the authorised service centre.



9

10

11

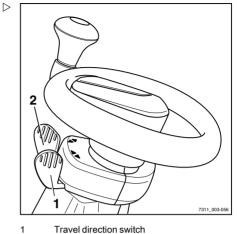
"Tilt" operating lever "Lift/lower" operating lever

Drive direction switch

69

Mini console

The mini console is located on the steering column below the steering wheel.



Travel direction switch

2 Direction indicator switch



4

Operation

Testing and activities before daily use

Visual inspections



4

WARNING

Risk of injury from falling off the truck!

When climbing onto the truck, there is a risk of getting stuck or slipping and falling. Use suitable equipment to reach higher points on the truck.

- Use only the steps provided for this purpose to climb onto the truck.
- Use equipment such as stepladders or platforms to reach inaccessible areas.

Damage to the truck or the attachment (variant), non-functional switches or safety systems and modification of predefined set values can lead to unpredictable and dangerous situations.

The following checks and tasks enable causes of this type to be identified in good time. It is important to run through all the checks and tasks listed in the following table from top to bottom before daily use of the truck.

If damage or other defects are identified on the truck or the attachment (variant), the truck must not be used until it has been properly repaired.

Ensure that the truck is safe for operation each day before it is used:

Component	Course of action	
Fork arms, general lifting accessories	Perform a visual inspection to check for deformation and wear (e.g. to check if they are bent, broken or feature significant wear). Check the condition and function of the fork locking devices for preventing lifting and shifting.	
Lift mast roller tracks	Make sure that there is a film of grease.	
Load chains	Perform a visual inspection to ensure that the chains are intact and have adequate and even tension.	
Attachments (variant)	Ensure correct mounting in accordance with the operating instructions of the manufacturer. Perform a visual inspection to ensure the attach- ments are intact and not leaking. Perform checks to ensure the attachments are working correctly.	



Component	Course of action		
Underside	Check the area under the forklift truck for leaking consumables.		
Overhead guard, guard grille (variant)	Perform a visual inspection for integrity. Check for secure mounting.		
Steps	Make sure they are clean (free of ice, not slippery).		
Panes of glass (variant)	Perform a visual inspection for integrity. Make sure they are clean (also free of ice).		
Handholds	Check for secure mounting.		
Maintenance lids	Check the close function and close the lids.		
Fuel system, fuel tank	Perform a visual inspection for damage and leak- ages. Have damaged components replaced only by the authorised service centre.		
Battery	Perform a visual inspection for integrity and defor- mation.		
Bonnet and side flap	Perform a visual inspection for integrity and defor- mation. Check that the interlock is in good condition and is working correctly. Check the close function and close the cover.		
Coupling pin, tow coupling (variant)	Perform a visual inspection for deformation and wear (for example, bent, torn, broken). Check the securing bush in the counterweight for integrity and that it is working correctly. Check that the linchpin is present and working correctly (chain, rope, split pin).		
Labelling, adhesive label	Check for presence, integrity and legibility. Replace damaged or missing adhesive labels in accordance with the section entitled "Labelling points".		
Driver's seat, seat belt	Check the integrity and function.		
Lighting, warning units	Check the integrity and function.		
Antistatic belt	Perform a visual inspection for integrity. Ensure cleanliness. The antistatic belt must be long enough to touch the ground adequately.		
Lift and tilt cylinders, tank, valve block, hoses, pipes, connections	Perform a visual inspection for damage and leak- ages. Check the area under the truck for leaking consum- ables. Have damaged components replaced only by the authorised service centre.		



Component	Course of action
Wheels, tyres	Perform a visual inspection for wear and damage. Make sure that only rims of the same type from the same manufacturer are fitted. In the event of uneven tyre wear, replace both tyres. Observe the safety regulations in the section entitled "Tyres".
Axle	Make sure that no consumables are escaping from the axle.
Engine	Check the engine oil level. Top up if necessary. Check the cooling fluid level. Top up if necessary.

- Do not use the truck if there is any damage or defects.
- Contact your authorised service centre.



Climbing into and out of the truck

WARNING

Risk of injury when climbing into and out of the truck due to slipping, striking parts of the truck or becoming stuck!

If the footwell cover is very dirty or smeared with oil, there is a risk of slipping. There is a risk of hitting your head on the overhead guard post or of your clothes becoming stuck when climbing out of the truck.

- Ensure that the footwell cover is non-slip.
- Do not jump into or out of the truck.
- Ensure that you have a secure grip on the truck.

WARNING

Risk of injury when jumping out of the truck!

If your clothing or jewellery (e.g. watch, ring etc.) becomes stuck on a component while you are jumping out of the truck, this can lead to serious injuries (e.g. from falling, loss of fingers etc.). It is forbidden to jump out of the truck.

- Do not jump out of the truck.
- Do not wear jewellery at work.
- Do not wear loose-fitting workwear.

A CAUTION

Components may become damaged through incorrect use!

Truck components, such as the driver's seat, steering wheel, parking brake lever etc., are not designed to be used for climbing in and out of the truck and may be damaged due to misuse.

 Only use the fittings specifically designed for the purpose of climbing into and out of the truck.

The foot that the driver starts with when climbing into and out of the truck is crucial in ensuring this action is carried out safely. This will depend on the number of steps. Trucks with a single wheel on the front axle feature two steps. Trucks with two wheels on the front axle feature three steps.



4

Climbing in and out of trucks featuring a single wheel and two steps

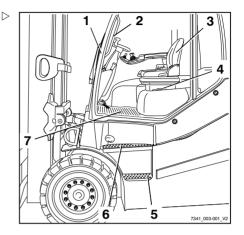
When climbing into and out of the truck, use the handles (2) and (4) for support. The overhead guard post (1) can also be used for support.

Always climb into the truck facing forwards:

- Grip handle (2) with your left hand and hold on.
- Grip handle (4) with your right hand and hold on.
- Place your right foot on the bottom step (5).
- Place your left foot on the top step (6).
- Place your right foot into the footwell (7).
- Enter the truck and sit down on the driver's seat (3).

Always climb out of the truck backwards:

- Grip handle (2) with your left hand and hold on.
- Stand up from the driver's seat and place your left foot on the top step (6).
- Grip the handle (4) with your right hand and hold on.
- Place your right foot on the bottom step (5).
- Place your left foot on the ground and climb down from the truck.





Climbing in and out of trucks featuring two wheels and three steps

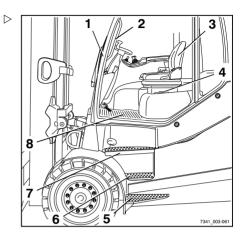
When climbing into and out of the truck, use the handles (2) and (4) for support. The overhead guard post (1) can also be used for support.

Always climb into the truck facing forwards:

- Grip handle (2) with your left hand and hold on.
- Grip handle (4) with your right hand and hold on.
- Place your left foot on the bottom step (5).
- Place your right foot on the middle step (6).
- Place your left foot on the top step (7).
- Place your right foot into the footwell (8).
- Enter the truck and sit down on the driver's seat (3).

Always climb out of the truck backwards:

- Grip handle (2) with your left hand and hold on.
- Stand up from the driver's seat and place your left foot on the top step (7).
- Grip the handle (4) with your right hand and hold on.
- Place your right foot on the middle step (6).
- Place your left foot on the bottom step (5).
- Place your right foot on the ground and climb down from the truck.





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Shelves and cup holders

WARNING

Risk of accident!

Objects that fall into the footwell during travel as a result of steering or braking may slip between the pedals (3) and prevent them from working correctly. It may then be impossible to brake the truck.

- The storage compartment must only be used for objects that cannot fall out.
- Make sure that stored objects cannot fall from the shelves (1) when the truck is started up, steered or braked.
- Bottles with a maximum size of 0.5 I may be stored in the cup holder (2).

Adjusting the MSG 65/MSG 75 driver's seat

A DANGER

There is a risk of accident if the seat or seat backrest shifts suddenly, which could cause the driver to move in an uncontrolled manner. This may result in unintentional actuation of the steering or operating devices and thus cause the truck or load to move in an uncontrolled fashion.

- Do not adjust the seat or seat backrest while driving
- Adjust the seat and the seat backrest so that all operating devices can be actuated safely
- Ensure that the seat and seat backrest are securely engaged

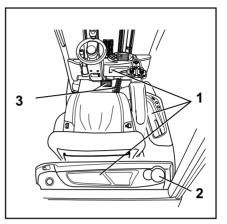


WARNING

On some equipment variants, the amount of head clearance on the truck may be restricted.

On these specific equipment variants, the distance between the head and the lower edge of the roofing sheet must be at least 40 mm.

If there are separate operating instructions for the seat, they must be followed.





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WARNING

To obtain optimum seat cushioning, you must adjust the seat suspension to your own body weight. This is better for your back and protects your health.

- To prevent injury, make sure that there are no objects within the swivel area of the seat

Moving the driver's seat

- Lift and hold the lever (1)
- Push the driver's seat into the desired position.
- Release the lever.
- Ensure that the driver's seat is securely engaged.

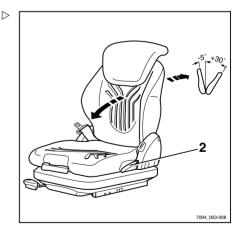


Adjusting the seat backrest

Do not put pressure on the seat backrest while engaging it.

- Lift and hold the lever (2)
- Push the seat backrest into the desired position.
- Release the lever.
- Ensure that the seat backrest is securely engaged.

The backwards tilt angle of the seat backrest can be restricted by the structural condition of the truck.





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Adjusting the seat suspension

4

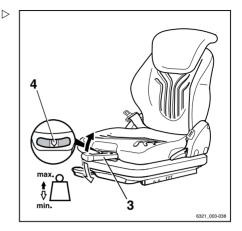
The driver's seat can be adjusted to suit the weight of the individual driver. In order to achieve the best seat suspension setting, the driver should perform the adjustment whilst sitting in the seat.

The driver's seat MSG 65/MSG 75 is designed for people weighing between 45 kg and 170 kg.

The MSG 75 seat is equipped with electric air suspension that is activated using an electric switch instead of the lever (3).

- Fully extend the weight-adjusting lever (3)
- Pump it up or down to set the driver's weight.
- Return the weight adjusting lever to the central initial position before each new lift (audible click).
- Fully fold in the weight adjusting lever once adjustment is complete.

The driver's weight has been selected correctly when the arrow (4) is in the centre of the inspection window. If the seat does not move any further when you pump the weight adjusting lever, the minimum or maximum weight setting has been reached.

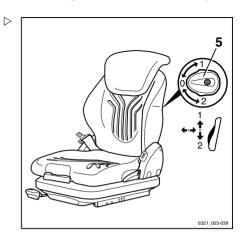




Adjusting the lumbar support (variant)

The lumbar support can be adjusted to suit the contours of the individual driver's spine. Adjusting the lumbar support moves a convex support cushion into the upper or lower part of the backrest.

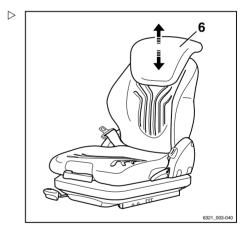
 Turn the turning knob (5) up or down until the lumbar support is in the desired position



Adjusting the backrest extension (variant)

 Adjust the backrest extension (6) by pulling it out or pushing it into the desired position.

To remove the backrest extension, move it past the end stop by jolting it upwards.

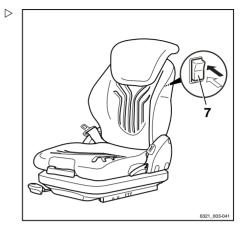




Switching the seat heater (variant) on and off

The seat heater only functions if the seat contact switch is active, i.e. when the driver is sitting on the driver's seat.

- Switch the seat heater (7) on or off using the switch.



Adjusting the armrest

▲ DANGER

There is a risk of accident if the armrest lowers suddenly, causing the driver to move in an uncontrolled manner. This can result in unintentional actuation of the steering or the operating devices and thus cause uncontrolled movements of the truck or load.

- Do not adjust the armrest while driving.
- Adjust the armrest so that all operating devices can be actuated safely.
- Ensure that the armrest is securely tightened.



Adjusting the length of the armrest

- Release the star-grip handle (1) by turning it anti-clockwise.
- Shift the armrest (2) into the desired position.
- Tighten the star-grip handle by turning it clockwise.
- Check that the armrest is firmly attached.

Adjusting the height of the armrest

- Release hand wheel (3) by turning it anticlockwise.
- Shift the armrest (2) into the desired position.
- Tighten the hand wheel by turning it clockwise.
- Check that the armrest is firmly attached.

Adjusting the steering column

A DANGER

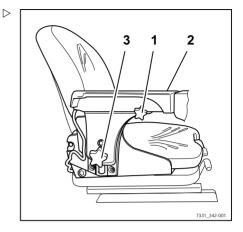
Risk of accidents!

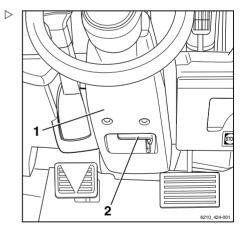
Adjusting the steering column during travel may cause the truck to career out of control.

- Adjust the steering column only when the truck is at a standstill.
- Ensure that the steering column is engaged.
- Press down and hold the lever (2) for steering column adjustment.
- Position the steering column (1) and release the lever.

When the steering column engages, the lever snaps back to the initial position.

 Gently push and pull on the steering column to make sure that the steering column is engaged.





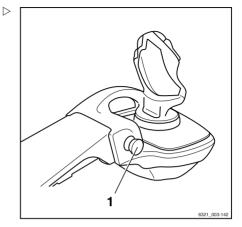


Unlocking the emergency off switch

INOTE

Only trucks with a joystick 4Plus (variant) have an emergency off switch.

Pull out the emergency off switch (1) until it unlatches.



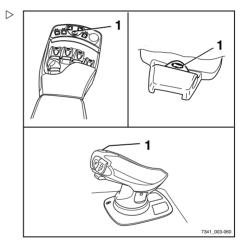
Operating the signal horn

- Push the signal horn button (1).

The signal horn sounds.

i NOTE

The signal horn is used to warn people against imminent danger or to announce your intention to overtake.





Seat belt



DANGER

Even when using an approved restraint system, there is some residual risk that the driver might be injured if the truck tips over.

This risk of injury can be reduced through the combined use of the restraint system and the seat belt.

In addition, the seat belt protects against the consequences of rear-end collisions and falling off a ramp.

 We therefore recommend that you also use the seat belt.

A DANGER

Only bracket doors (variant) or the driver's cab (variant) with closed, fixed doors constitute a driver restraint system. Plastic doors (weather protection) do not constitute a restraint system!

If you need to open or remove the doors, you must use an alternative suitable restraint system (e.g. a seat belt).

Fastening the seat belt

A DANGER

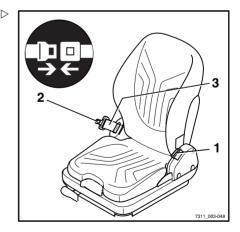
Risk to life when driving without a seat belt!

If the truck tips over or crashes into an obstacle and the driver is not wearing the seat belt, the driver may be thrown from the truck. The driver could slide under the truck or collide with an obstacle.

There is a risk of fatal injury!

- Fasten the seat belt before every trip.
- Do not twist the seat belt when fastening it.
- Only use the seat belt to secure one person.
- Have any malfunctions repaired by the authorised service centre.

The buckle has a buckle switch (variant). In the event of an operating error or malfunction, the message SAFETY BELT appears in the display and operating unit, see the chapter entitled "Display messages".





 Pull the seat belt (3) out of the belt retractor without jerking and fasten closely around the body over the thighs.

Sit as far back as possible so that your back is leaning against the seat backrest. The automatic blocking mechanism permits sufficient freedom of movement on the seat.

- Click the belt tongue (2) into buckle (1).
- Check tension of the seat belt. It should be close to the body.

Fastening on a steep slope

The automatic blocking mechanism prevents the belt from being extended whenever the truck is on a steep gradient. It is not possible to pull the seat belt any further out of the belt retractor.

- Move away carefully on the slope.
- Fasten the seat belt.





Releasing the seat belt

- Push the red button (4) on the buckle (1).
- Manually guide the belt tongue slowly back to the retractor.

Do not allow the seat belt to retract too quickly. The automatic blocking mechanism may be triggered if the belt tongue strikes the housing. It will then no longer be possible to pull the seat belt out with the usual force.

- Using increased force, pull the seat belt around 10-15 mm out of the retractor to disengage the blocking mechanism.
- Slowly allow the seat belt to retract again.
- Protect the seat belt from dirt (for example, by covering it).

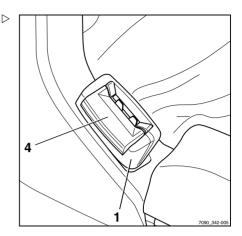
Malfunction due to cold

 If the buckle or belt retractor is frozen, thaw them out and dry them thoroughly to prevent recurrence.

A CAUTION

The seat belt may be damaged by heat! Do not subject the buckle or belt retractor to excessive heat when thawing.

- Do not use air warmer than 60°C when thawing.





Using the driver's cab

A DANGER

Risk of fatal injury in the event of falling from the truck if it tips over!

In order to prevent the driver from sliding underneath the truck and being crushed if the truck tips over, a restraint system must be in place and must be used. This will prevent the driver from falling out of the truck if it tips over. The driver's cab constitutes a driver restraint system only if the cab door is sturdy and closed. Fabric-covered cabs (variant) with doors made of plastic or canvas do not constitute a driver restraint system and offer no protection from the consequences of the truck tipping over!

- Close the cab door before operation.
- If the door is open or has been removed, use a comparably secure restraint system.
- We recommend that you always use the seat belt.

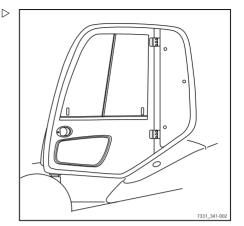
Checking the brake system for correct function

A DANGER

Risk of accident due to failure of the brake system!

If the brake system fails, the truck will be insufficiently braked or will not be braked at all.

Do not commission trucks with a defective brake system.





Checking the service brake

- Release the parking brake.
- Depress the brake pedal (1).

There must be a slight pedal clearance and then a noticeable pressure point at the brake.

- Accelerate the unladen truck in a clear area.
- Press the brake pedal firmly.

The truck must decelerate noticeably.

Checking the parking brake

On a gradient or ramp:



A DANGER

Risk to life if the truck rolls away! The truck could run people over if the parking brake is not applied.

- Do not exit the truck during the following check.
- Stop the truck on a steep gradient (e.g. a ramp) and actuate the parking brake.

The parking brake must hold the truck on the incline.

If the truck rolls back despite the parking brake being applied:

- Secure the truck using the service brake.
- Secure the truck with wedges so that the truck does not roll away.
- Contact your authorised service centre.

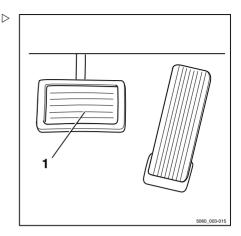
On level ground:

WARNING

Risk of accident!

The truck may decelerate abruptly.

- Fasten the seat belt.
- Activate the available restraint systems.





WARNING

There is no electrical braking assistance when the key switch is switched off!

Switching off the key switch will de-energise the entire electrical system. The regenerative brake will not be available.

▲ CAUTION

There is no power steering when the key switch is switched off!

The truck is equipped with hydraulic power steering. Switching off the key switch shuts down the hydraulics completely. Steering forces are increased by the remaining emergency steering function.

- Steer with a higher level of force.
- Find a sufficiently large, open area in which nobody will be obstructed.
- Accelerate the truck to walking speed.
- Use the key switch to switch off the engine.
- Apply the parking brake.

The truck must decelerate and remain stationary.

If the truck only coasts and does not decelerate or decelerates only slightly:

- Secure the truck using the service brake.
- Secure the truck with wedges so that the truck does not roll away.
- Contact your authorised service centre.

Checking the regenerative brake

A DANGER

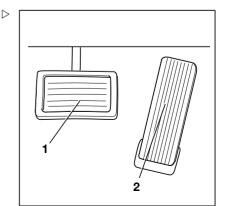
Risk of accident due to reduced braking power!

The regenerative brake may not be sufficient for emergency braking.

 Always actuate the brake pedal (1) for emergency braking.

If the driving speed is restricted or if the opposite drive direction is selected, the truck brakes electrically.

- Release the accelerator pedal (2).
- The truck must brake to a standstill.





Checking the steering system for correct function

A DANGER

If the hydraulics fail, there is a risk of accident as the steering characteristics have changed.

- Do not operate the truck if it has a defective steering system.
- Operate steering wheel (1). The steering play while stationary must not be more than two finger widths.



If the truck is switched on with the steering wheel turned, the maximum driving speed is limited. Travel speed limitation is removed as soon as the steering wheel is moved out of a cornering position into the straight-ahead position. This requires a change in steering angle of about half a revolution.

Checking the emergency off function



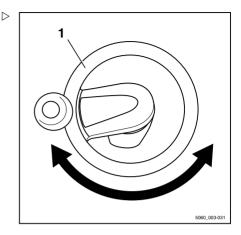
Only trucks with a joystick 4Plus (variant) have an emergency off switch.

A WARNING

No electric braking assistance is available when the emergency off switch is actuated!

Actuating the emergency off switch will de-energise the drive unit. The truck will not be held on a slope by the electric brake.

- Use the emergency off switch only if there is a risk of fire or to carry out a functional test.
- Brake the truck by depressing the brake pedal.





A CAUTION

There is no power steering when the emergency off switch is actuated!

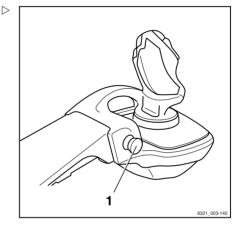
The truck is equipped with a hydraulic power steering system. When the emergency off switch is actuated, the hydraulic system is completely shut down. Steering forces are increased by the remaining emergency steering function

- Use the emergency off switch only if there is a risk of fire or to carry out a functional test.
- Steer with a higher level of force.
- Slowly drive the truck forwards.
- Press the emergency off switch (1).

The truck will coast

- Brake the truck to a standstill by actuating the brake pedal.
- Pull out the emergency off switch (1).

The knob is unlocked and pops out. The truck performs an internal self-test and is then ready for operation again.



Zero adjustment of the load measurement (variant)

A zero adjustment must be carried out in order to guarantee the accuracy of the load measurement (variant) at all times. Zero adjustment is required

- · Before daily use
- · after changing the fork arms
- · after fitting or changing attachments.



Accurate zero adjustment is only possible if the fork is not carrying a load. Do not take up a load yet.



Accurate zero adjustment is only possible within the first lifting stage of the lift mast. When carrying out the zero adjustment, do not raise the fork more than 800 mm above the ground.

The way in which the lifting system is operated depends on the operating devices included in the truck's equipment; see the chapter entitled "Lifting system operating devices".

- Set lift mast to vertical.
- Raise the fork to a height of 300-800 mm.
- Press the Softkey 1 (1).

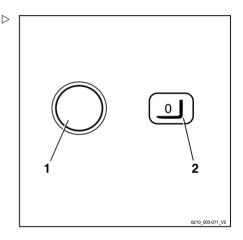
The zero adjustment of the load measurement is switched on. The symbol **1** is displayed. The message LOWER FORKS appears on the display.

During the following process, the fork carriage must be lowered slightly and then stopped abruptly. While doing so, the fork must not touch the ground, otherwise the zero adjustment will not be accurate. To stop the lowering procedure quickly, release the operating device for lowering so that it jumps into the zero position.

 Lower the fork carriage slightly and release the operating device.

When the zero adjustment has been carried out correctly, the value "0 kg" appears on the display.

The zero adjustment of the load measurement is completed. The symbol [1] (2) is displayed.





Switching on and starting

Checking the vertical lift mast position (variant) for correct function

The function check of the lift mast vertical position (variant) must be carried out every time a truck is commissioned.

Press the Softkey (1).

The comfort feature "lift mast vertical position" is switched on. The symbol 2 (2) is displayed.

- Tilt the lift mast backwards.

The lift mast must tilt back fully and move gently as far as the end stop.

- Tilt the lift mast forward.

The lift mast must tilt forwards and stop in the vertical position.

 Release the operating device to tilt and actuate again.

The lift mast must tilt forwards fully and move gently as far as the end stop.

Switching on and starting

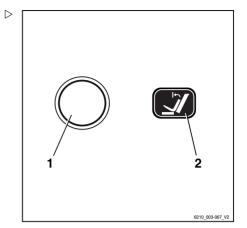
Switching on the key switch

WARNING

Before switching on the key switch, all tests prior to commissioning must be performed without any defects being detected.

- Carry out the checks and tasks that are to be performed before daily use.
- Do not operate the truck if defects have been detected.
- Notify the authorised service centre.

If the steering is turned when switching on the truck, the truck will travel more slowly. This driving speed limitation is disabled as soon as the truck is steered out of cornering to drive in

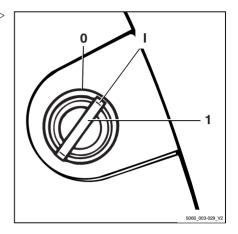




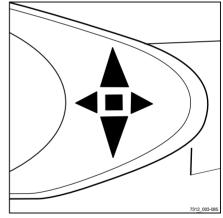
Switching on and starting

a straight line. To do this, rotate the steering wheel by approximately half a turn.

 Insert the switch key (1) into the key switch ▷ and turn to position "I".



This initiates a self-test. All lamps in the drive direction and turn indicator displays light up briefly.





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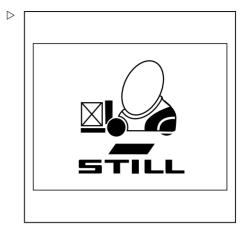
Switching on and starting

When the key switch is switched on, the display shows the welcome screen.

The truck controller is now fully started up.

If the truck is equipped with the "access authorisation with PIN code" variant, the display initially changes to the input menu for access authorisation.

Once the truck is ready for operation, the standard displays are shown.



Standard display elements

In the factory setting, the following indicators can be seen in the display and operating unit:

1 Fuel level

Shows the fuel level in the fuel tank as a percentage (%).

2 Drive programme

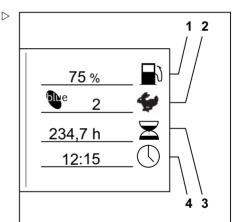
Displays the current drive programme numerically (1-5). The drive programme can be changed; see the chapter entitled "Setting the drive programme".

3 Operating hours

Displays the total operating hours completed by the truck. The hour meter operates as soon as the engine is started.

4 Time

Displays the current time digitally in hours and minutes. The time can be adjusted; see the chapter entitled "Setting the time".





4

A CAUTION

Lack of fuel can cause malfunctions!

If the fuel tank has been run empty, the fuel injection system can draw in air bubbles. This can lead to malfunctions in the fuel injection system.

When the fuel tank is replaced during repair work or because it has been run empty, diesel fuel must be pre-pumped with the fuel hand pump after filling, see the "Using the fuel hand pump" chapter.

- Never run the fuel tank empty.
- If necessary, refuel the truck and pre-pump diesel fuel.

Additional information may appear on the display.

 Refer to the information in the chapter entitled "Display messages".

Access authorisation with PIN code (variant)

Description

Trucks equipped with the "Access authorisation with PIN code" variant are protected against unauthorised use by a five-digit driver PIN. Up to fifty different driver PINs can be defined so that the same truck can be used by different drivers, each with their own driver PIN.

The driver PINs are defined in a truck control unit menu that can only be accessed by persons with the corresponding access authorisation, e.g. fleet managers.

Once the key switch has been switched on, the input menu for the driver PIN appears on the display and operating unit screen. All of the truck's functions (driving, hydraulics, additional electrical installations and the display and operating unit displays) are blocked. The function of the hazard warning system (variant) is guaranteed. Enter the fivedigit driver PIN (possible entries from 00000 to 99999) to enable the blocked functions. Once



the correct driver PIN has been entered, the standard displays are shown. All of the truck functions are available.

The access authorisation can be configured in such a way that the driver PIN has to be re-entered each time the driver steps off the truck, in order for the truck to be operated again.

Contact the authorised service centre on this matter.

The first driver PIN is preset to "11111" at the factory. All others are preset to "0xFFF" but have no function as the highest valid driver PIN is "99999". Persons with the appropriate access authorisation, e.g. fleet managers, can change the driver PINs in the corresponding menu.

When first commissioning the truck, we recommend you change the access authorisation set at the factory. This is the only way to guarantee that the driver PIN is only known to persons with corresponding access authorisation.

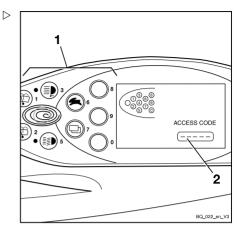
The driver PINs are stored in the truck control unit. These are still available if the display and operating unit has been changed. The authorised service centre can use a diagnostic device to read out the driver PIN and, if necessary, restore the factory default driver PIN.



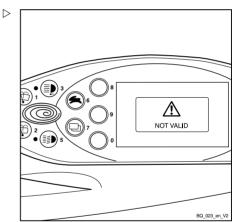
ACCESS CODE input menu

The driver enters the five-digit driver PIN (00000 to 99999) in this input menu.

The driver PIN is entered using the buttons or Softkeys (1). The digits entered for the driver PIN (2) are not visible but are represented by circles instead. If the driver PIN entered is correct, the familiar screen appears with the standard display, and all truck functions are available.

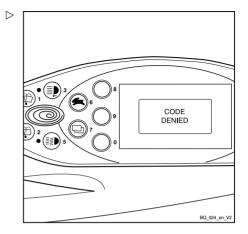


If an incorrect driver PIN is entered, the message INVALID appears for a short time. When the message goes out, the driver PIN can be re-entered.





After three invalid entry attempts, the message CODE DENIED appears. The input is then locked for five minutes before another attempt can be made.

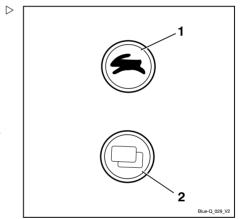


Defining the driver PIN



The driver PINs can be defined only by persons with the appropriate access authorisation, e.g. fleet managers. To set the driver PIN, the fleet manager must access the configuration menu. The configuration menu is password-protected. After entering the password, the fleet manager can configure general settings for the truck. To change the password, see the chapter entitled "Changing the password".

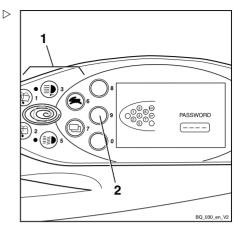
 Push the drive program selection button (1) and the menu change button (2) at the same time.





PASSWORD appears in the display.

- Enter the four-digit password (factory default: 2777) using the buttons (1).
- Confirm the input using Softkey (-)(2).



CONFIGURATION appears in the display.

- Use the drive program selection button (1) and the menu change button (3) to select the ACCESS CODE menu.
- Confirm your selection using Softkey (2).



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Selecting the driver PIN

In the ACCESS CODE menu, there are fifty possible driver PINs to choose from.

The digit sequences can be set or changed in the NEW CODE submenu.

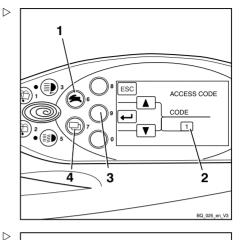
Once the ACCESS CODE menu has been accessed, the CODE selection field (2) contains the number 1. The first of the fifty driver PINs can now be defined.

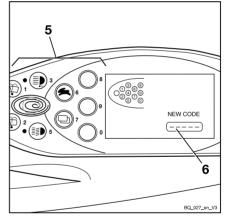
- Use the drive program selection button (1) and the menu change button (4) to select the desired driver PIN (1 to 50).
- Confirm your selection using Softkey (4)(3).

NEW CODE appears in the display.

- Enter the desired driver PIN using the buttons or Softkeys (5).

The digits entered do not appear in the display. Instead they are represented by circles in the NEW CODE field (6).







CONFIRM appears in the display.

The CONFIRM submenu is used to confirm the new driver PIN.

 Enter the new driver PIN for a second time in the CONFIRM field (8) using the buttons or Softkeys (7).

If the entry matches the new driver PIN previously entered, the system will accept the new driver PIN once the last digit has been entered. The display switches back to the ACCESS CODE menu.

Another driver PIN can be defined here.

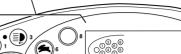
If the driver PIN entered in the CONFIRM sub- ▷ menu does not match the driver PIN entered previously in the NEW CODE submenu, the message INVALID will appear.

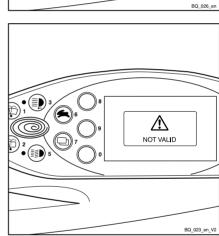
The message will then disappear after a short time. The new driver PIN can be entered in the CONFIRM submenu for further confirmation.

Switching on and starting

CONFIRM

8





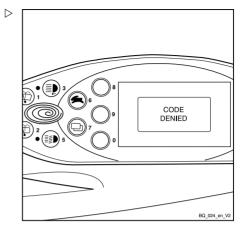


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After three incorrect entries, the CODE DE - NIED message appears.

The display switches back to the ACCESS CODE menu. The desired driver PIN must be re-defined.



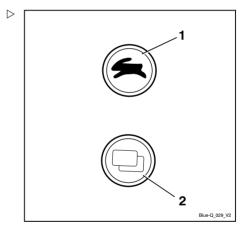
Changing the password

It is recommended that you change the factory default password.



The password can only be changed when the parking brake is applied.

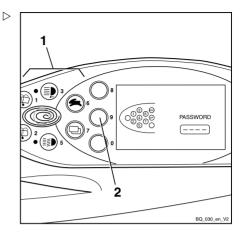
 Push the drive program selection button (1) and the menu change button (2) at the same time.





PASSWORD appears in the display.

- Enter the current password using the buttons (1).
- Confirm the input using Softkey (-)(2).



CONFIGURATION appears in the display.

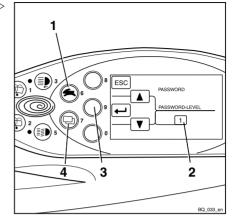
- Use the drive program selection button (1) and the menu change button (3) to select the PASSWORD menu.
- Confirm your selection using Softkey (2).



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 $\label{eq:password_level} \begin{array}{l} \texttt{PASSWORD} \ \texttt{LEVEL} \ \texttt{appears in} \quad \vartriangleright \\ \texttt{the display}. \end{array}$

- Use the drive program selection button (1) and the menu change button (4) to select the desired PASSWORD LEVEL (2).
- Confirm your selection using Softkey (4)(3).



NEW CODE appears in the display.

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The four-digit password can be entered using the buttons (1).

A CAUTION

Do not enter the password 1777!

If this password is entered, the configuration options for the fleet manager are restricted to driver authorisations and cannot be reset independently.

The authorisations can only be reset by the authorised service centre!

- Enter the new desired password using the buttons (1).

The digits entered are shown in plain text in the NEW CODE field (4).

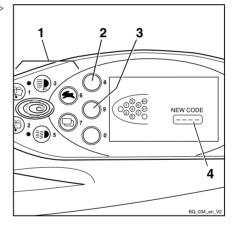
 Confirm your selection using Softkey (4)(3).

In the NEW CODE field, -??- appears briefly. The new password is confirmed.

Press Softkey ^[ESC](2) to correct the new password.

The display switches back to PASS-WORD/PASSWORD LEVEL.

- Repeat the process steps from PASS WORD/PASSWORD LEVEL.
- To exit the configuration menu, press Softkey (ESC)(2) repeatedly until the standard display appears.





Starting the engine

A DANGER

Risk to health from exhaust gases!

Exhaust gases from internal combustion engines are harmful to your health. In particular, the soot particles contained in the diesel exhaust gas can cause cancer.

When the internal combustion engine is running, there is a risk of poisoning from the CO, CH and NOx components contained in the exhaust gas.

Modern exhaust gas treatment systems (e.g. catalytic converters, particle filters or comparable systems) can clean exhaust gases in a way that reduces the health hazard and risk of poisoning when operating the truck.

- Observe the national laws and regulations when using trucks with an internal combustion engine in entirely or partially enclosed working areas.
- Always ensure sufficient ventilation.
- Apply the parking brake.
- Insert the switch key (1) into the key switch and turn to position "I"

The standard displays are shown on the display.

- Turn the switch key to position "II" and hold there until the engine starts.
- Release the switch key as soon as the engine has started.

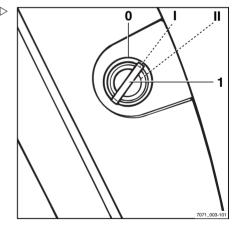
If the engine does not start after 20 seconds, stop the starting procedure and repeat after one minute.

A CAUTION

Risk of engine damage!

If the OIL PRESSURE message appears on the display after starting the engine, there may be insufficient engine lubrication. Insufficient lubrication may cause engine damage.

- Stop the engine immediately.
- Check the engine oil level and top up if necessary
- If the message continues to appear, notify the authorised service centre.
- Refer to the information in the chapter entitled "Display messages".





If the engine does not start due to a discharged battery, it can be jump-started.

If the truck is left turned off for a lengthy period in ambient temperatures below -5°C, the truck will need to pre-heat at the next start-up. The message GLOW flashes on the display. Preheating can take up to 22 seconds. If the message START is displayed, start the engine.



Displays

Standard display elements

In the factory setting, the following indicators can be seen in the display and operating unit:

1 Fuel level

Shows the fuel level in the fuel tank in %.

2 Drive programme

Displays the current drive programme numerically (1-5). The drive programme can be changed; see the chapter entitled "Setting the drive programme".

3 Operating hours

Displays the total operating hours completed by the truck. The hour meter operates as soon as the engine is started.

4 Time

Displays the current time digitally in hours and minutes. The time can be adjusted; see the chapter entitled "Setting the time".

Additional indicators

5 Menu change button

When the menu change button is pressed, the following additional indicators appear:

6 "Service in" indicator

Displays the remaining time in hours until the next service work has to be carried out according to the maintenance schedule in the maintenance instructions. Contact the authorised service centre in good time.

7 Total distance

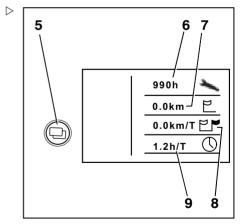
Displays the total distance driven in kilometres.

8 Daily kilometres

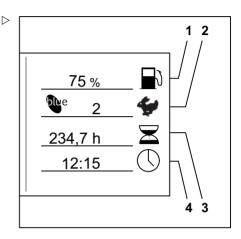
Displays the kilometres driven for the day.

9 Daily driving time

Displays the hours driven for the day.







Adjusting the displays



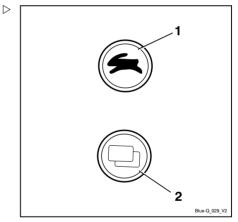
4

The parking brake must always be engaged when you adjust the displays. The displays cannot be adjusted if the parking brake is not engaged.

When adjusting the displays, do not actuate the hydraulic system operating devices. If you do, entry is interrupted and the display returns to the operating display.

The displays are adjusted in the CONFIGU-RATION menu.

- Turn the key switch to position "I".
- Press the drive program button (1) and the menu change button (2) at the same time.

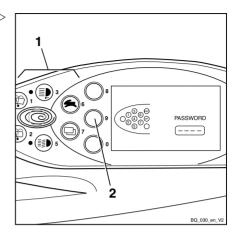




The display changes to the PASSWORD menu. >

It may be necessary to enter a password in order to configure the displays. This depends on the configuration of the display-operating unit.

• For configuration of the display-operating unit, contact the authorised service centre

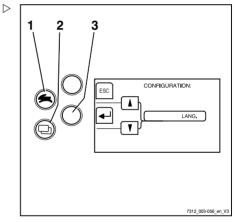


- Press the Softkey (4).

The display changes to the CONFIGURA-TION menu.

The following settings are possible and can be found in the corresponding chapter:

- · Setting the date and time
- Resetting the daily kilometres and daily operating hours
- · Setting the language
- · Configure Blue-Q



Symbols in the display

Messages

To show operating messages, warning messages or error messages in the display, text messages and symbols are used.

Symbols for operating messages

Description	Symbol	
Empty field	No display	
Please wait		



Description	Symbol
Service required	*
Lift limitation	Ľ.
Reference cycle	L
Battery charging	13
Drive program	÷
Hour meter	X
Odometer	1 ²⁹
Daily hour meter	G
Daily odometer	만
Speed	0
Steering angle	÷
Load	6
Time	0
Hydraulic system	Ц
Exh.gas purifier	<u>.</u>
Coolant temperature	el
Fuel level	•
Blue-Q	*
Power rating (average)	Ð
Power rating (trend)	

Symbols for warning messages

Description	Symbol
Parking brake	Ø
Actuate seat switch	Ŀ.
Safety belt	*
Battery acid level	
Neutral warning message	Δ
Are you sure?	?
Oil pressure	遊



Symbols for error messages

Description	Symbol	
Brake system malfunction	Ð	
Overheating of the engine	8	
Overheating	1	
Malfunction in the electrical system	ų	
General malfunction		

Symbols for softkey functions of auxiliary equipment

The following symbols for softkey functions are used on the left of the display for auxiliary equipment:

Description	Symbol
Empty field	No display
General function OFF	F1 F2 F3
General function ON	F1 F2 F3
Rear working spotlight OFF	
Rear working spotlight ON	
Front working spotlight OFF	ID
Front working spotlight ON	
Windscreen heating OFF	() ()
Windscreen heating ON	
Rear window heating OFF	
Rear window heating ON	(III)
Interior lighting OFF	
Interior lighting ON	
Roof wiper/washer OFF	Ð
Roof wiper/washer ON	Ð
Heater blower OFF	4
Heater blower ON	5
Rotating beacon OFF	Ĩ
Rotating beacon ON	



Description	Symbol
Seat heater OFF	(#J)
Seat heater ON	₩)
Signal horn OFF	
Signal horn ON	
Cruise control OFF	\bigcirc
Cruise control ON	Ø
Automatic mast vertical positioning OFF	X
Automatic mast vertical positioning ON	×
Load measurement zero adjustment OFF	E
Load measurement zero adjustment ON	8
Load measurement OFF	
Load measurement ON	

Symbols for softkey functions for menu navigation and for acknowledging messages

The following symbols for the softkey functions are used on the left of the display for menu navigation and to acknowledge messages:

Description	Symbol
Empty field	No display
Cancel input	ESC
Confirm input	Ţ
Confirm information	\checkmark
Reset	RES
Back by one menu level	-
Back to the previous edit field	
Scroll up	
Scroll down	T
Count up	+
Count down	-



Status LEDs of the function keys for additional electrical installations

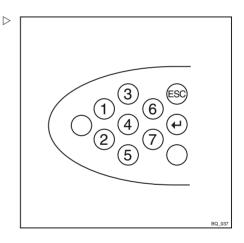
The current switch status of a button is indicated with LEDs next to the relevant function key for the additional electrical installation.

Description	LED	
Function off	LED OFF	
Function on	LED ON	

Symbols for numeric keypad

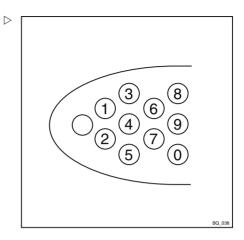
The buttons and Softkeys that can be used to enter numbers and to cancel or confirm input values are shown in the display.

Screen for entering the fleet manager password:





Screen for entering the driver PIN (access code):



Setting the date or time

- Switch to the CONFIGURATION menu; see the chapter entitled "Adjusting the displays".
- Press the Drive programme button (1) or the Menu change button (2) repeatedly until the TIME option appears.
- Confirm your selection using the Softkey (+)(4).

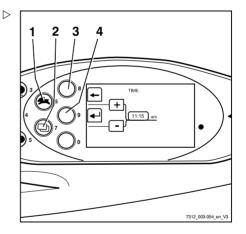
The TIME menu appears.

 Press and hold down the Drive programme button (1) or Menu change button (2) until the desired time appears on the display.

As the buttons are held down for longer, the scrolling speed increases in three levels.

- Confirm the set time using Softkey (4).
- Use the Softkey (3) to exit the menu and return to the next level up.

The date is set in a similar manner.





Resetting the daily kilometres and daily operating hours

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The daily number of kilometres and daily operating hours displays can be reset to zero:

- Switch to the CONFIGURATION menu; see the chapter entitled "Adjusting the displays".
- Press the Drive programme button (1) or the Menu change button (2) repeatedly until the DAY KM option appears.
- Confirm your selection using the Softkey (4).

The DAY KM menu appears.

- Reset the displayed mileage using Softkey (RES) (4).
- Use the Softkey (-) (3) to exit the menu and return to the next level up.

The daily operating hours are reset in the same manner.

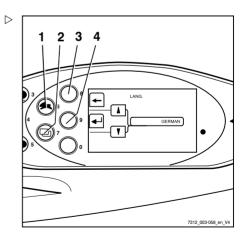
Setting the language

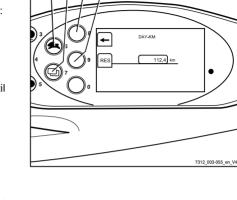
The displays can be shown in additional languages:

- Switch to the CONFIGURATION menu; see the chapter entitled "Adjusting the displays".
- Press the drive programme button (1) or the menu change button (2) repeatedly until the LANGUAGE option appears.
- Confirm your selection using the Softkey (4).

The LANGUAGE menu appears.

- Press drive program button (1) or menu change button (2) until the desired language appears in the display.
- Confirm your selection using the Softkey (4).







 Use the Softkey (3) to exit the menu and return to the next level up.

Softkeys for operating various equipment variants

Additional functions can be displayed on the display-operating unit. These additional functions, e.g. a rotating beacon, can be switched on and off using Softkeys.

Changing the Softkey functions:

A grey bar (3) highlights the Softkey column. This is the right-hand column in the example shown here. These additional functions can now be switched on and off via the corresponding Softkeys (2). The right-hand column is only populated with additional functions if the truck has more than three equipment variants that can be switched on and off using Softkeys.

In this case, proceed as follows to switch between the two columns:

Briefly press the Menu change button (1).

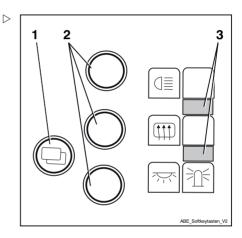
The grey bar jumps to the left-hand column. These additional functions can now be switched on and off via the corresponding Softkeys (2).

Press the Menu change button (1) for approx. 1 second to switch between the individual menus on the display-operating unit.

The additional functions depend on the individual equipment of the truck and may vary from those shown here.

Configuring Blue-Q efficiency mode

The following operating modes can be selected to activate the Blue-Q efficiency mode:





STANDARD

 Blue-Q is turned off whenever the truck is commissioned. The driver can use the Blue-Q button to switch efficiency mode on and off at any time while the truck is being operated

FIXED

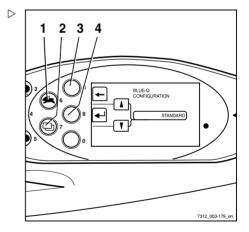
 Blue-Q is switched on permanently whenever the truck is commissioned and during truck operation. The driver cannot turn efficiency mode off

FIXED-FLEX

- Blue-Q is turned on whenever the truck is commissioned. The driver can use the Blue-Q button to switch efficiency mode on and off at any time while the truck is being operated
- Switch to the CONFIGURATION menu; see the chapter entitled "Adjusting the displays".
- Keep pressing the drive programme button (1) or the menu change button (2) until option BLUE Q CONFIGURATION appears.
- Confirm your selection with Softkey (+)(4).

The BLUE-Q CONFIGURATION menu appears.

- Press drive program button (1) or menu change button (2) until the desired efficiency mode appears in the display.
- Confirm the set efficiency mode using Softkey (+)(4).
- Use the Softkey (+)(3) to exit the menu and return to the next level up.





Blue-Q efficiency mode

Blue-Q efficiency mode

Functional description

The Blue-Q efficiency mode affects both the drive unit and the activation of the additional consumers, and reduces the truck's energy consumption.

If the efficiency mode has been activated, the acceleration behaviour of the truck changes to make acceleration more moderate.

When travelling at low speeds—normally when manoeuvring—no reduction is noticeable despite the activated efficiency mode. For moderate speeds of at least approx. 7 km/h, acceleration is gentler. Therefore, on distances of up to approx. 40 m, lower speeds are reached than would be the case if the efficiency mode was not activated.

Blue-Q has no influence on:

- · Maximum speed
- · Climbing capability
- Traction
- · Braking characteristics

The Blue-Q efficiency mode can be switched on and off in the STANDARD and FI -XED-FLEX operating modes. If the FIXED operating mode is configured in the display operating unit, the Blue-Q button has no function and the Blue-Q efficiency mode is switched on permanently; see also chapter "Configuring Blue-Q efficiency mode".



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Switching off additional consumers

If the Blue-Q efficiency mode is activated, the controller switches off various additional consumers after a few seconds in certain conditions. The additional consumers available depend on the truck equipment. The following table shows the conditions that cause additional consumers to be switched off. Only one of the conditions listed must be met.

Additional consumers	Condition			
	Seat switch not actuated	Truck stopped	Truck is in motion	
Front working spotlights	Х	х	Backwards > 3 km/h	
Rear working spotlights	Х	х	Forwards	
Top double working spotlight	Х	х	> 3 km/h	
Headlights	х	х	-	
Front wiper	Х	х	Backwards > 3 km/h	
Rear wiper	Х	х	Forwards	
Seat heater	Х	-	-	
Cab heating	Х	-	-	

i NOTE

On the version with StVZO (German Road Traffic Licensing Regulations) equipment, the Blue-Q efficiency mode does not switch off the lighting devices headlights and working spotlights, side lights, rear lights and license plate lamps.

Switching efficiency mode Blue-Q on and off

The Blue-Q efficiency mode can be switched on and off in the STANDARD and FI -XED-FLEX operating modes. If the FI -XED operating mode is configured in the display-operating unit, the Blue-Q button is disabled and the Blue-Q efficiency mode is switched on permanently. For information on



Blue-Q efficiency mode

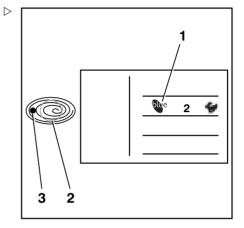
configuring the Blue-Q operating modes, see the "Configuring Blue-Q efficiency mode" section.

 Press the Blue-Q button (2) to switch on Blue-Q.

The Blue-Q symbol (1) is displayed. The LED (3) illuminates in blue. Blue-Q efficiency mode is switched on.

To switch it off, press the Blue-Q button (2) again.

The Blue-Q symbol (1) and the LEDs (3) go out. Blue-Q efficiency mode is switched off.





Driving

Safety regulations when driving

Driving conduct

The driver must follow the public rules of the road when driving in company traffic.

The speed must be appropriate to the local conditions.

For example, the driver must drive slowly around corners, in tight passageways, when driving through swing-doors, at blind spots, or on uneven surfaces.

The driver must always maintain a safe braking distance from vehicles and persons in front, and must always have the truck under control. Stopping suddenly, turning quickly and overtaking at dangerous or blind spots must be avoided.

 Initial driving practice must be carried out in an empty space or on a clear roadway.

The following are forbidden during driving:

- Allowing arms and legs to hang outside the truck
- Leaning the body over the outer contour of the truck
- · Climbing out of the truck
- · Moving the driver's seat
- Adjusting the steering column
- · Releasing the seat belt
- Disabling the restraint system
- Raising the load higher than 300 mm above the ground (with the exception of manoeuvring processes during the placement into stock/removal from stock of loads)
- Using electronic devices, for example radios, mobile phones etc.



4

Driving

🛦 WARNING

The use of multimedia and communication equipment as well as playing these devices at an excessive volume during travel or when handling loads can affect the operator's attention. There is a risk of accident!

- Do not use devices during travel or when handling loads.
- Set the volume so that warning signals can still be heard.

WARNING

In areas where use of mobile phones is prohibited, use of a mobile phone or radio telephone is not permitted.

- Switch off the devices.

Visibility when driving

The driver must look in the drive direction and have a sufficient view of the driving lane.

Particularly for reverse travel, the driver must be sure that the driving lane is clear.

When transporting goods that impair visibility, the driver must drive the truck in reverse.

If this is not possible, a second person acting as a guide must walk in front of the truck.

In this case the driver must only move at walking pace and with extra care. The truck must be stopped immediately if eye contact with the guide is lost.

Rear-view mirrors are only to be used for observing the road area behind the truck and not for reverse travel. If visual aids (mirror, monitor) are necessary to achieve sufficient visibility, it is necessary to practise using them. For reverse travel using visual aids, extra care should be taken.

When using attachments, special conditions apply; see the chapter entitled "Fitting attachments".

Any glass (variant, e.g. windscreen) and mirrors must always be clean and free of ice.



Roadways

Dimensions of roadways and aisle widths

The following dimensions and aisle width requirements apply under the specified conditions to ensure safe manoeuvring. In each case, it must be checked whether a larger aisle width is necessary, e.g. in the case of different load dimensions.

Within the EU, the 89/654/EEC directive (minimum health and safety requirements for the workplace) must be observed. The respective national guidelines apply for areas outside of the EU.

The required aisle widths depend on the dimensions of the load.

		Aisle width [mm]		
Model	Туре	with pallet 1000 x 1200 crosswise	with pallet 800 x 1200 lengthwise	
RX70-60	7341	4907	5107	
RX70-70	7342	4987	5187	
RX70-80	7343	5056	5256	
RX70-80 (LSP 900)	7344	5185	5385	

For pallets, these are:

The truck may only be used on roadways that do not have excessively sharp bends, excessively steep gradients or excessively narrow or low entrances.

Driving on gradients

WARNING

Driving up and down longer gradients may cause the drive unit to overheat and switch off.

Driving up and down long gradients steeper than 15% is not permitted due to the minimum specified braking values. The climbing capability values given below only apply to overcoming obstacles on the roadway and to short differences in level, e.g. ramps.

The truck may be driven on the following upwards or downwards gradients:



Driving

Madal	Turne	Maximum g	radient [%]
Model	Туре	with load	Without load
RX70-60	7341	33	32
RX70-70	7342	27	30
RX70-80	7343	24	30
RX70-80 (LSP 900)	7344	21	29

The stated values are used only to compare performance of trucks in the same category. The gradient values in no way represent the normal daily operating conditions.

▲ CAUTION

To use the truck safely—with or without a load—the maximum ascending or descending gradient permitted for travel is 15%.

 If you have any questions, please contact the authorised service centre.

The upwards and downwards slopes must not exceed the gradients listed above and must have a rough surface.

Smooth and gradual transitions at the top and bottom of the gradient should prevent the load from falling to the ground or the truck being damaged.

Warning in case components project beyond the truck contour

Trucks are often required to drive through very narrow or very low spaces such as aisles or containers. The trucks are dimensioned for this purpose. However, movable parts may project beyond the truck contour and be damaged or torn off. Examples of such components include:

- · A folding roof panel in the driver's cab
- · Cab doors
- · Folding LPG cylinders

Condition of the roadways

Roadways must be sufficiently firm, level and free from dirt and fallen objects.



Drainage channels, level crossings and similar objects must be compensated for, and if necessary, ramps must be provided so that trucks can drive over these with as few bumps as possible.

Ensure sufficient load capacity of manholes, drain covers and the like.

There must be sufficient distance between the highest points of the truck or the load and the fixed elements of the surrounding area. The height is based on the overall height of the lift mast and the dimensions of the load; see the chapter entitled "Technical data".

Rules for roadways and the working area

It is only permitted to drive on routes authorised for traffic by the operating company or its representatives. Traffic routes must be free of obstacles. The load may only be set down and stored in the designated locations. The operating company and its representatives must ensure that unauthorised third parties do not enter the working area.

Please note the definition of "operating company" in the sense of responsible persons!

Hazard areas

Hazardous areas on the roadways must be marked by standard traffic signs or, if necessary, by additional warning signs.

Setting the drive programme

The driving and braking characteristics of the drive can be set on the display and operating unit.



Driving

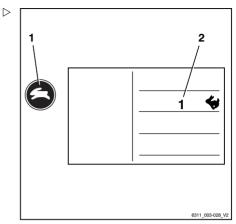
Driving

 Push the drive programme button (1) repeatedly until the number of the required drive programme appears on the display (2).

Drive programmes 1–5 are available.

Essentially, the higher the number of the drive programme, the greater the driving dynamics.

The following drive programmes are available:



Drive programme	1	2	3	4	5
Speed (km/h)	20	20	20	20	20
Acceleration (%) (forwards/backwards)	50	100	120	140	160
Deceleration (%) (forwards/backwards)	50	100	120	140	160
Reversing (%) (forwards/backwards)	50	100	120	140	160
Brake retardation (%) (electric brake booster)	80	90	100	100	100

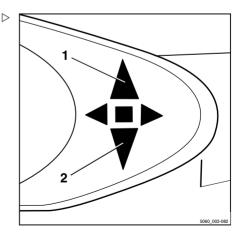
Selecting the drive direction

The desired drive direction of the truck must be selected using the drive direction switch before attempting to drive. The method of actuating the drive direction switch depends on the operating devices included in the truck's equipment.

Possible equipment variants include:

- Mini-lever
- Joystick 4Plus
- Fingertip switch
- Mini-console

The drive direction can also be changed during travel. Your foot can remain on the accelerator pedal while doing so. The truck is





then decelerated and accelerated again in the opposite direction (reversing).

The indicator for the selected drive direction ("forwards" (1) or "reverse" (2)) lights up on the display and operating unit.

Neutral position

If the truck is stopped for an extended period, select the neutral position to prevent the truck from suddenly starting if the accelerator pedal is inadvertently pressed.

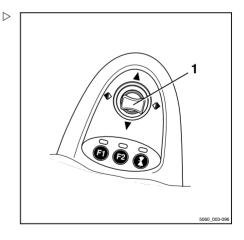
 Briefly select the drive direction switch for the direction opposite to the current direction.

The drive direction indicator on the display and operating unit goes out.

When the seat is vacated, the drive direction switch is set to "Neutral". To drive, the drive direction switch must be actuated again.

Actuating the drive direction switch, mini-lever version

- Push the cross lever (1) forwards to drive "forward".
- Pull the cross lever backwards to drive "backward".



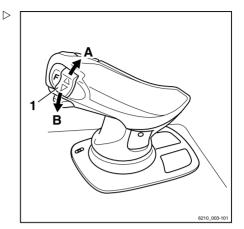


4

Driving

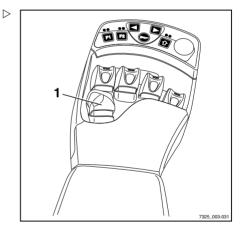
Actuating the vertical rocker switch for the "drive direction", joystick 4Plus version

- For the "forwards" drive direction, push the vertical rocker button for the "drive direction"(1) upwards (A).
- For the "reverse" drive direction, push the vertical rocker button for the "drive direction"(1) downwards (B).



Actuating the drive direction switch, fingertip version

- For the "forwards" drive direction, push the drive direction switch (1) forwards
- For the "backwards" drive direction, push the drive direction switch backwards



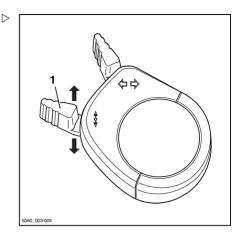


Driving

Actuating the drive direction switch, mini-console version

- For the "forwards" drive direction, push the drive direction switch (1) forwards.
- For the "backwards" drive direction, push the drive direction switch to the rear.

Alternatively, the drive direction can also be selected using the drive direction switches on the operating devices.



Starting to drive

A DANGER

Risk to life if the truck rolls away or tips over!

- Sit on the driver's seat.
- Fasten the seat belt.
- Activate the available restraint systems.

Observe the information in the chapter entitled Safety regulations when driving.

The driver's seat has a seat switch that checks whether the driver's seat is occupied. The truck cannot be moved if the driver's seat is not occupied or if the seat switch malfunctions. All lifting functions are disabled. The SEAT SWITCH message appears on the display-operating unit.

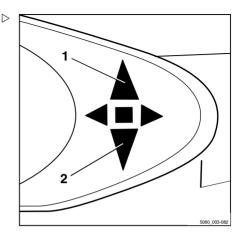
- Lift the fork carriage until the necessary ground clearance is achieved.
- Tilt the lift mast backwards.
- Release the parking brake.
- Select the desired drive direction.



Driving

The indicator for the selected drive direction ("forwards" (1) or "backwards" (2)) lights up on the display and operating unit.

Depending on the equipment, an acoustic signal (variant) may sound a warning during reverse travel, the warning light (variant) may light up or the hazard warning system (variant) may flash.



- Press the accelerator pedal (3).

The truck will travel in the selected drive direction. The accelerator pedal position controls the speed. When the accelerator pedal is released, the truck brakes automatically via the regenerative brake.



The regenerative brake holds the truck briefly, even on ascending or descending gradients, without the parking brake being actuated. The truck will then begin to creep downhill slowly.

A DANGER

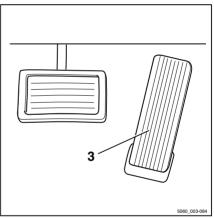
Risk of accident due to brake failure!

The electric brake only functions while the key switch is switched on, the emergency off switch (variant) has not been actuated and the parking brake is released.

- Use the brake pedal if the electrical brake malfunctions
- Only leave the truck when the parking brake is applied.

Changing the drive direction

- Remove foot from accelerator pedal.
- Select the desired drive direction.
- Press the accelerator pedal.





 \triangleright

Driving

The truck will travel in the selected drive direction.

You can also change the drive direction while the truck is in motion. Your foot can remain on the accelerator pedal while you do so. The truck will brake and then accelerate in the opposite direction (reversing).

If an electrical fault occurs in the accelerator, the drive unit switches off. The truck is braked by the regenerative brake. Once the electrical fault has been corrected, it will be possible to drive the truck again by releasing the accelerator pedal and then actuating the accelerator pedal again. If the truck still cannot be operated, park the truck securely and contact your authorised service centre.

Starting drive mode, dual pedal version (variant)

A DANGER

Risk to life if the truck rolls away or tips over!

- Sit on the driver's seat.
- Fasten the seat belt.
- Activate the available restraint systems.

Observe the information in the chapter entitled Safety regulations when driving.

The driver's seat has a seat switch that checks whether the driver's seat is occupied. The truck cannot be moved if the driver's seat is not occupied or if the seat switch malfunctions. All lifting functions are disabled. The SEAT SWITCH message appears on the display-operating unit.

- Lift the fork carriage until the necessary ground clearance is achieved.
- Tilt the lift mast backwards.
- Release the parking brake.

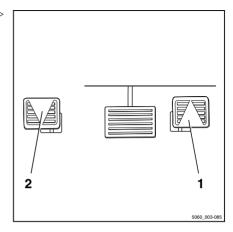


4

Driving

 Actuate the right-hand accelerator pedal (1) ▷ to drive "forward" and actuate the left-hand accelerator pedal (2) to drive "backward".

In the dual pedal version, the drive direction switches on the operating devices do not function.

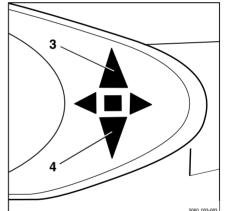


The indicator for the selected drive direction \triangleright ("forwards" (3) or "backwards" (4)) lights up on the display and operating unit.

Depending on the equipment, an acoustic signal (variant) may sound a warning during reverse travel, the warning light (variant) may light up or the hazard warning system (variant) may flash.

The truck will travel in the selected drive direction. The accelerator pedal position controls the speed. When the accelerator pedal is released, the truck brakes automatically via the regenerative brake.

The regenerative brake holds the truck briefly, even on ascending or descending gradients, without the parking brake being actuated. The truck will then begin to creep downhill slowly.





A DANGER

Risk of accident due to brake failure!

The electric brake only functions while the key switch is switched on, the emergency off switch (variant) has not been actuated and the parking brake is released.

- Use the brake pedal if the electric brake malfunctions.
- Only leave the truck when the parking brake is applied.

Changing the drive direction

- Remove your foot from the accelerator pedal.
- Actuate the accelerator pedal for the other direction.

The truck will travel in the selected drive direction.

If an electrical fault occurs in the accelerator, the drive unit switches off. The truck is braked by the regenerative brake. Once the electrical fault has been corrected, it will be possible to drive the truck again by releasing the accelerator pedal and then actuating the accelerator pedal again. If the truck still cannot be operated, park the truck securely and contact your authorised service centre.



4

Driving

Operating the service brake

The electric brake converts the acceleration energy of the truck into electrical energy. This causes the truck to decelerate.

In addition, the truck can be braked using the service brake:

- Press the brake pedal (2).

In the first section of the brake pedal's travel, only the regenerative braking takes effect. As the pedal is depressed further, the service brake is also activated and acts on the drive wheels.

A DANGER

Risk of accident!

If the service brake fails, the truck cannot brake sufficiently.

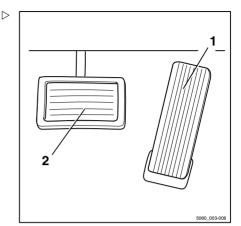
- Bring the truck to a standstill by applying the parking brake.
- Do not operate the truck again until the service brake has been repaired.

A DANGER

Risk of tipping and risk of slipping!

The braking distance of the truck depends on the weather conditions and the level of contamination on the roadway. The braking distance increases with the square of the speed. There is a danger that the truck could slip or overturn.

- Adapt your driving and braking style to suit the weather conditions and the level of contamination on the roadway.
- Always choose a driving speed that will provide a sufficient stopping distance.
- Brake the truck by releasing the accelerator pedal (1).
- If the braking effect is inadequate, brake using the service brake (2) as well.





Zero braking (variant)

A DANGER

Risk of accident!

Trucks with zero braking (variant) are not braked when the accelerator pedal is released.

 Bring the truck to a standstill by actuating the brake pedal.

If your truck features the zero braking equipment variant, the electric brake function is disabled. Taking your foot off the accelerator pedal does not brake the truck.

In this case, the truck can only be slowed by applying the service brake via the brake pedal.

Parking brake

The truck is equipped with a mechanical parking brake.

Actuating the mechanical parking brake

A DANGER

There is a risk of being run over if the truck rolls away, and therefore a danger to life.

- The truck must not be parked on a slope.
- In emergencies, secure with wedges on the side facing downhill.
- Only leave the truck when the parking brake is applied.

Once the parking brake is released, the previously selected drive direction is retained and is shown on the drive direction indicator.

If you operate the accelerator pedal while the parking brake is applied and a drive direction is selected, the message PARKING BRAKE appears in the display.



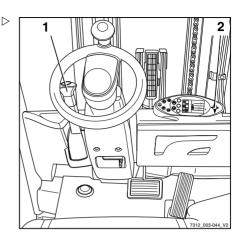
Driving

Apply the parking brake

- Pull the parking brake lever (1) down fully and release.

The parking brake lever swivels back half the distance into the middle position automatically.

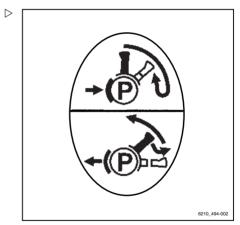
The parking brake is engaged and the wheels are blocked. Driving is no longer possible. The drive direction indicator (2) on the display and operating unit goes out.



Releasing the parking brake

- Pull the parking brake lever (1) down fully out of the middle position.
- In the lower lever position, pull out the lever knob and then guide the parking brake lever up fully.

The parking brake lever swivels to the upper position automatically by means of spring force and should be guided only lightly by hand. If the adjustment is stiff, notify the authorised service centre.





Steering

A DANGER

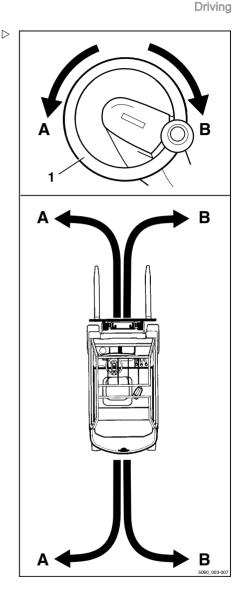
If the hydraulics fail, there is a risk of accident as the steering characteristics have changed.

- Do not operate the truck if it has a defective steering system.
- Steer the truck by turning the steering wheel
 (1) accordingly.

Turning the steering wheel in the direction of arrow (A) steers the truck in drive direction (A).

Turning the steering wheel in the direction of arrow (B) steers the truck in drive direction (B).

For turning radius information, see \Rightarrow Chapter "Technical data", P. 371.





4

Driving

Reducing speed when turning (Curve Speed Control)

This function reduces the speed of the truck as the steering angle increases, regardless of the amount to which the accelerator has been actuated. If the steering angle is reduced again upon exiting the curve, the truck accelerates in line with how far the accelerator is depressed.

However, the function does not release the driver from the duty to approach a curve at a speed according to the following factors:

- · The carried load
- · The roadway conditions
- · The radius of the curve

A DANGER

The Curve Speed Control function cannot override the physical limits of stability. Despite this function, there still is a risk of tipping!

 Before using this function, familiarise yourself with the change to the driving and steering characteristics of the truck.

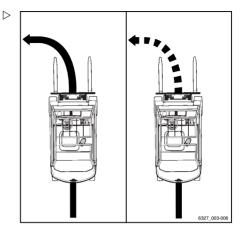
▲ DANGER

Increased risk of tipping if the Curve Speed Control function is disabled! If the controller fails while the truck is in motion or if the controller is disabled, the truck will no longer automatically brake when steering.

- Do not turn off the key switch while driving.
- Actuate the emergency stop switch only in emergencies.
- Always adapt your driving style to the conditions.

Despite the Curve Speed Control function, the truck may overturn in extreme cases within the following situations:

- Cornering too fast on uneven or inclined roadways.
- Turning the steering wheel sharply while driving.
- Cornering with an inadequately secured load.
- Cornering too fast on a smooth or wet roadway.





Driving on ascending and descending gradients

A DANGER

Danger to life!

Driving on ascending and descending gradients carries special dangers!

- Always follow the instructions below.
- On ascending and descending gradients, the load must be carried facing uphill.
- It is only permitted to drive on ascending and descending gradients that are marked as traffic routes and that can be used safely.
- Ensure that the ground to be traversed is clean and provides a good grip.
- Do not turn on ascending and descending gradients.
- Do not drive onto or along ascending and descending gradients at an angle.
- Do not park the truck on ascending or descending gradients.
- In case of emergency, secure the truck with wedges so that the truck does not roll away.
- Reduce the driving speed on descending gradients.

It is not permitted to drive on long ascending and descending gradients greater than 15% due to the specified minimum braking and stability values.

 Before driving on ascending and descending gradients greater than 15%, consult the authorised service centre.

The process of placing loads into stock and removing loads from stock while on an ascending or descending gradient is not permitted!

 Always place loads into stock and remove loads from stock on a horizontal plane.



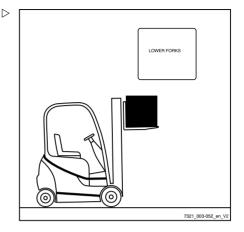


4

Driving

Reducing speed with a raised load (variant)

This function (variant) reduces the speed of the truck with a raised load.



Automatic shut-off of the internal combustion engine (variant)

The truck is equipped with an automatic shut-off function that shuts off the internal combustion engine when certain conditions apply simultaneously after a preset waiting time has elapsed.

The message $\operatorname{CUTOUT}\operatorname{MODE}$ appears in the display.

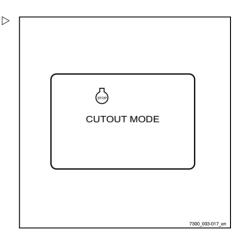
Conditions that apply simultaneously:

- The truck is stationary.
- The parking brake is applied.
- The driver's seat is not occupied.
- · Particle filter regeneration is not in progress.
- There are no consumers switched on that require a significant amount of energy, such as the air conditioning.

The waiting time only starts when all conditions apply simultaneously. If one of the conditions is no longer fulfilled, the waiting time stops and is restored to the preset value.

The waiting time is set to 120 seconds at the factory, but can be changed at a later date.

• Contact the authorised service centre.





Parking the truck securely and switching it off



DANGER

Δ

Risk of fatal injury from being run over if the truck rolls away!

- The truck must not be parked on a slope.
- In emergencies, secure the truck using wedges on the side facing downhill.
- Only leave the truck when the parking brake has been applied.

A DANGER

There is a risk of fatal injury from a falling load or parts of the truck being lowered!

- Lower the load fully before leaving the truck.
- Apply the parking brake.
- Lower the fork carriage to the ground.
- Tilt the lift mast forwards until the tips of the fork arms rest on the ground.
- If attachments (variant) are fitted, retract the working cylinders; see the chapter entitled "General instructions for controlling attachments".
- Take your foot off the accelerator pedal and allow the engine to continue idling for a short while.
- Turn the switch key to the left and remove it.

i NOTE

Switch keys, FleetManager cards (variant), FleetManager transponder chips (variant) and the PIN code for access authorisation (variant) must not be handed over to other persons unless explicit instructions to this effect have been given.





4

Parking

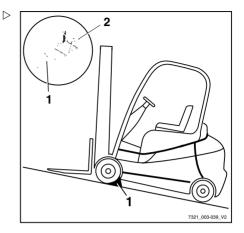
Wheel chock (variant)

The wheel chock (variant) is used to prevent the truck from rolling away on a slope.

- Lift handle (2) on the support mounting.
- Remove wheel chock (1) from the support mounting.
- Push the wheel chock under a front axle wheel on the side facing the downhill slope.

i NOTE

After use, return the wheel chock to the support mounting and press the handle (2) down again.





Lifting system variants

The movement of the fork carriage and the lift mast heavily depends on the following equipment:

- The lift mast with which the truck is equipped, see ⇒ Chapter "Types of lift mast", P. 4-150
- The operating device with which the hydraulic functions are controlled, see ⇒ Chapter "Lifting system operating devices", P. 4-153

Regardless of the equipment variants of the truck, the basic specifications and procedures must be complied with, see \Rightarrow Chapter "Safety regulations when handing loads", P. 4-166.

Automatic lift cut out (variant)

Description:

The automatic lift cut out (variant) means that the load cannot be lifted above a preset height. This function uses a sensor that is welded on at the factory at the required lift mast limit height. Once attached, the height cannot be easily changed.

Application:

- If the ceiling of the building is lower than the maximum lift height of the truck, this variant can prevent the lift mast from accidentally hitting the ceiling, which can result in damage.
- If the truck is frequently used at a particular height, the work is simplified by the automatic lift cut out at this height.

If a load is lifted very quickly, the fork carriage and load are moved approximately 15 cm above the position of the sensor due to inertia. This deviation is already taken into consideration at the factory when determining the position of the sensor.



Overriding and reactivating the automatic lift cut out

If a load needs to be lifted to the truck's maximum lift height and the automatic lift cut out function is not required, it is possible to override the lift cut out. It is automatically reactivated when the truck is switched off and back on again.

To override the automatic lift cut out:

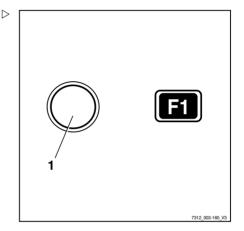
- Press Softkey F1 (1).

Automatic lift cut out is switched off. The $\boxed{F1}$ symbol is displayed. Loads can be lifted to the maximum lift height for the truck.

To switch the automatic lift cut out back on:

- Press Softkey F1 (1).

Automatic lift cut out is switched on. The **1** symbol is displayed. Loads can be lifted only to the set lift height for the truck.



Lift mast vertical position (variant)

Description

If the truck is equipped with the "lift mast vertical position" comfort feature (variant), the driver can put goods, such as paper rolls, down vertically with precision and thus avoid damage when unloading. The tilt cylinders run into the end stops gently to prevent hard vibrations and impacts. Oscillating motions of the truck are minimised, thus increasing work safety. The lift mast vertical position reduces wear on various components and therefore reduces maintenance costs.



A CAUTION

Risk of damage to property due to the lift mast colliding with racks or other objects!

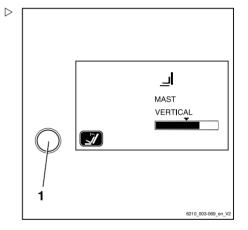
 Before using the "lift mast vertical position" comfort feature, position the truck at a sufficient distance from racks and other objects.

The "lift mast vertical position" comfort feature consists of the following individual functions:

- · Display of the "lift mast vertical position"
- Automatic approach towards the "lift mast vertical position"
- · Gentle running-in to the end stops

Display of the "lift mast vertical position"

The driver can see the mast tilt on the display and operating unit screen. The bar in the display shows the current mast tilt relative to the "lift mast vertical position". The arrow above the bar marks the vertical position of the lift mast.





Automatic approach towards the "lift mast vertical position"

- Switch on the "lift mast vertical position" comfort feature via the button (1) on the display and operating unit.
- Tilt the lift mast forwards using the corresponding operating device. The lift mast stops automatically as soon as the preselected setting is reached for the "lift mast vertical position".

If the comfort feature is switched off, the lift mast tilts forwards past the "lift mast vertical position" without stopping.

If the lift mast is tilted backwards, it moves past the "lift mast vertical position" without stopping, regardless of whether the comfort feature is switched on or not.

Gentle running-in to the end stops

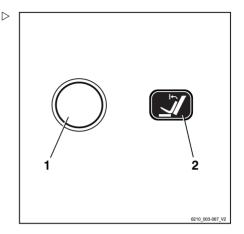
The lift mast is braked gently at the end of the tilt range. This prevents the lift mast from stopping harshly in the end position and reduces severe oscillating motions of the truck.

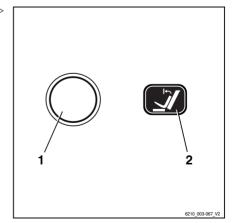
Tilting the lift mast forwards with the "lift mast vertical position"

- Actuate the button (1) to switch on the "lift mast vertical position" comfort feature; the function display (2) in the display shows the activated status.
- Tilt the lift mast forwards.



The way in which the lifting system is operated depends on the operating devices included in the truck's equipment; see the chapter entitled "Lifting system operating devices".







The lift mast is tilted forwards and stops as soon as the vertical position is reached. The arrow above the bar shown on the screen of the display and operating unit represents the "lift mast vertical position".

Tilt the lift mast forwards beyond the vertical position:

 Release the operating device for tilting and actuate again.

The lift mast is tilted beyond the vertical position up to the end stop. The current mast tilt is shown in the display and operating unit.

- To deactivate the "lift mast vertical position", actuate the button (1) again.

Tilting the lift mast backwards with the "lift mast vertical position"

- Tilt the lift mast backwards.

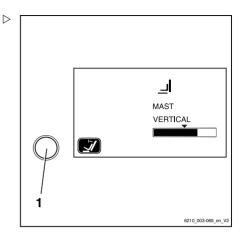
The lift mast is tilted backwards without stopping in the vertical position.

Possible restrictions on the "lift mast vertical position"

In some circumstances, the lift mast cannot move exactly into the preset vertical position. Possible causes include:

- Uneven ground
- · Bent fork
- · Bent attachment
- · Worn tyres
- · Severely deformed lift mast

The vertical position can be corrected by tilting the lift mast using the relevant operating device. If the vertical position has to be corrected frequently, the "lift mast vertical position" should be calibrated.





Lifting

?

POSITION

VERTICAL

4

Lifting

Calibrating the "lift mast vertical position" >

- Set the lift mast to the required position.
- Press and hold the button (1) for the "lift mast vertical position" for at least five seconds.

The message "? VERTICAL POSITION" will appear on the display.

Storing the mast position:

- Press the drive program button (3).

The current mast position is stored.

Cancelling calibration:

- Press the menu change button (2).

The calibration is cancelled.

Types of lift mast

One of the following lift masts may be installed in the truck:

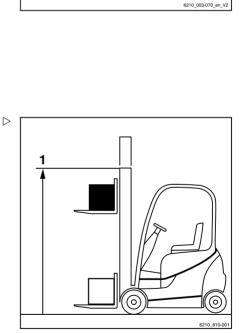
Telescopic mast

During lifting, the lift mast rises over the outer lift cylinders, bringing the fork carriage with it via the chains (fork carriage rises twice as fast as the inner lift mast). The top edge (1) of the inner lift mast can therefore be higher than the fork carriage.

A DANGER

Risk of accident due to collision of the lift mast or load with low ceilings or entrances.

- Note that the inner lift mast or load may be higher than the fork carriage.
- Note the heights of ceilings and entrances.



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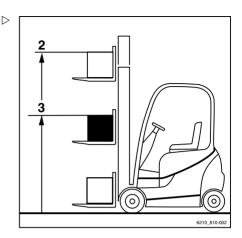
Triplex lift mast (variant)

During lifting, the inner lift cylinder moves up to free lift (3), and then the outer lift cylinders raise the inner lift mast up to the max. height (2).

A DANGER

Risk of accident due to collision of the lift mast or load with low ceilings or entrances.

- Note that the inner lift mast or load may be higher than the fork carriage.
- Note the heights of ceilings and entrances.



Malfunctions during lifting mode

Incorrect extension sequence

A DANGER

Risk of accidents!

With triple masts (variant), an incorrect extension sequence may occur, i.e. the inner lift mast may extend before the free lift has finished. As a result, the overall height is exceeded and damage may occur in passageways or from low ceilings.

An incorrect extension sequence may, for instance, result from:

- · The hydraulic oil temperature being too low.
- The fork carriage becoming blocked in the inner lift mast.
- Blocking of the free lift cylinder.
- The chain roller becoming blocked at the free lift cylinder.
- If the hydraulic oil temperature is too low, slowly actuate the lift mast functions several times in order to raise the oil temperature.

In the event that the fork carriage is blocked in the inner lift mast, or the free lift cylinder or chain roller are blocked, the cause of the blockage must be eliminated before resuming work.

- Notify your service centre



Load chains not under tension

A DANGER

Danger caused by a falling load!

 Make sure that the chain(s) does (do) not become slack when lowering the load.

Slack chains can, for instance, result from:

- Resting the fork carriage or the load on the racking.
- Fork carriage rollers becoming blocked in the lift mast due to contamination.
- If the fork carriage or the load comes to an unexpected stop, lift the fork carriage until the chains are under tension again and lower the load at another suitable location.
- If the fork carriage rollers in the lift mast become blocked due to contamination, lift the fork carriage until the chains are under tension again. Remove the contamination before resuming work.

WARNING

Risk of injury!

 Observe the safety regulations for working on lift masts; see ⇒ Chapter "Working at the front of the truck", P. 5-312.

Hydraulic blocking function

The hydraulic blocking function ensures that all the functions of the working hydraulics are disabled whenever the seat switch in the driver's seat is unloaded.

If the driver stands up from the driver's seat, the blocking function prevents the hydraulic functions that:

- · Lift the load
- · Lower the load
- · Tilt the lift mast
- · Additional functions

Releasing the block on the hydraulics

Proceed as follows to release the block on the hydraulics:



- Sit down on the driver's seat.

All the relevant functions of the working hydraulics will be available again.

If it is not possible to release the block on the hydraulics when the load is raised because of a technical fault, the load must be lowered using the "emergency lowering" mechanism before any further action is taken. Do not operate the truck again until the fault has been rectified by the authorised service centre.

Lifting system operating devices

The method of operating the lifting system depends on the operating devices included in the truck's equipment.

Possible equipment variants include:

- Double mini-lever
- Triple mini-lever
- Quadruple mini-lever
- Joystick 4Plus
- · Fingertip switch
- The following information must be observed regardless of the equipment variant:

A DANGER

Reaching into or climbing between moving parts of the truck (e.g. lift mast, sideshifts, working equipment, load carrying devices etc.) can lead to serious injury or death and is therefore prohibited.

- Observe the safety regulations for handling loads.
- Only operate the lifting system from the driver's seat.



Controlling the lifting system using a bouble mini-lever

A DANGER

Reaching into or climbing between moving parts of the truck (e.g. lift mast, sideshifts, working equipment, load carrying devices etc.) can lead to serious injury or death and is therefore prohibited.

- Observe the safety regulations for handling loads.
- Operate the lifting system from the driver's seat only.

Lifting/lowering the fork carriage

To lift the fork carriage:

 Move the "lift mast" 360° lever (1) in the direction of arrow (B).

To lower the fork carriage:

Move the "lift mast" 360° lever (1) in the direction of arrow (A).

Tilting the lift mast

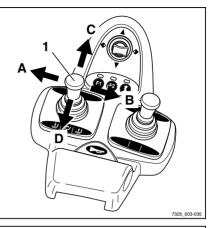
To tilt the lift mast forwards:

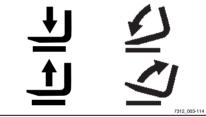
Move the "lift mast" 360° lever (1) in the direction of arrow (C).

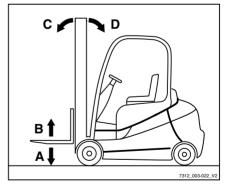
To tilt the lift mast backwards:

 Move the "lift mast" 360° lever (1) in the direction of arrow (D).

The symbols on the 360° lever show the direction of movement of the lift mast and the fork carriage when the 360° lever is moved.









Controlling the lifting system using a triple mini-lever

A DANGER

Reaching into or climbing between moving parts of the truck (e.g. lift mast, sideshifts, working equipment, load carrying devices etc.) can lead to serious injury or death and is therefore prohibited.

- Observe the safety regulations for handling loads.
- Operate the lifting system from the driver's seat only.

Lifting/lowering the fork carriage

To lift the fork carriage:

Move the "lift mast" 360° lever (1) in the direction of arrow (B)

To lower the fork carriage:

Move the "lift mast" 360° lever (1) in the direction of arrow (A)

Tilting the lift mast

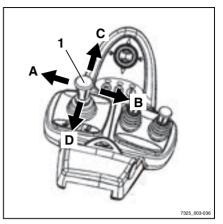
To tilt the lift mast forwards:

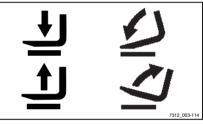
Move the "lift mast" 360° lever (1) in the direction of arrow (C)

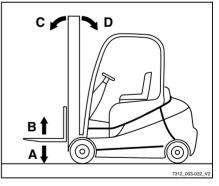
To tilt the lift mast backwards:

Move the "lift mast" 360° lever (1) in the direction of arrow (D)

The symbols on the 360° lever show the direction of movement of the lift mast and the fork carriage when the 360° lever is moved.









Controlling the lifting system using a quadruple mini-lever

A DANGER

Reaching into or climbing between moving parts of the truck (e.g. lift mast, sideshifts, working equipment, load carrying devices etc.) can lead to serious injury or death and is therefore prohibited.

- Observe the safety regulations for handling loads.
- Operate the lifting system from the driver's seat only.

Tilting the lift mast

To tilt the lift mast forwards:

- Move the "lift mast" operating lever (1) in the direction of arrow (A).

To tilt the lift mast backwards:

Move the "lift mast" operating lever (1) in the direction of arrow (B).

Lifting/lowering the fork carriage

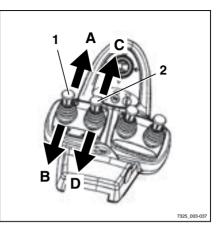
To lift the fork carriage:

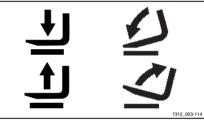
- Move the "lift-lower" operating lever (2) in the direction of arrow (D).

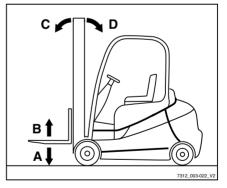
To lower the fork carriage:

 Move the "lift-lower" operating lever (2) in the direction of arrow (C).

The symbols on the operating levers show the direction of movement of the lift mast or fork carriage when the operating lever is moved.









Controlling the lifting system using the joystick 4Plus

A DANGER

Reaching into or climbing between moving parts of the truck (e.g. lift mast, sideshifts, working equipment, load carrying devices etc.) can lead to serious injury or death and is therefore prohibited.

- Observe the safety regulations for handling loads.
- Only operate the lifting system from the driver's seat.

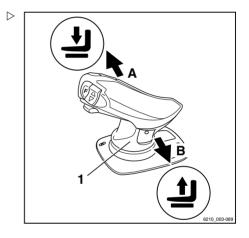
Lifting/lowering the fork carriage

To lift the fork carriage:

- Pull the joystick 4Plus (1) backwards (B).

To lower the fork carriage:

- Push the joystick 4Plus (1) forwards (A).





Lifting

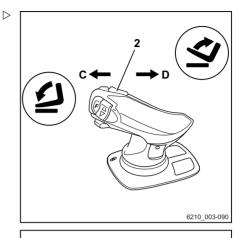
4

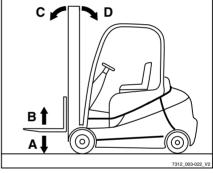
Lifting

Tilting the lift mast

To tilt the lift mast forwards:

- Tilt the horizontal rocker button (2) to the left (C).
- To tilt the lift mast backwards:
- Tilt the horizontal rocker button (2) to the right (D).





Fork-carriage sideshift

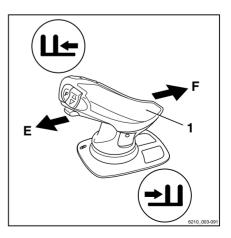
To move the fork carriage to the left.

- Push the joystick 4Plus (1) to the left (E).

To move the fork carriage to the right:

- Push the joystick 4Plus (1) to the right (F).

The symbols on the joystick 4Plus indicate the direction of movement of the lift mast or the fork carriage.





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Controlling the lifting system using the fingertip

A DANGER

Reaching into or climbing between moving parts of the truck (e.g. lift mast, sideshifts, working equipment, load carrying devices etc.) can lead to serious injury or death and is therefore prohibited.

- Observe the safety regulations for handling loads.
- Operate the lifting system from the driver's seat only.

Lifting/lowering the fork carriage

To lift the fork carriage:

 Pull the "lift/lower" operating lever (1) backwards.

To lower the fork carriage:

Push the "lift/lower" operating lever (1) forwards.

Tilting the lift mast

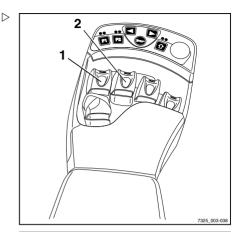
To tilt the lift mast forwards:

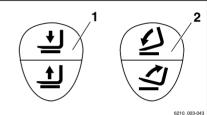
- Push the "tilt" operating lever (2) forwards.

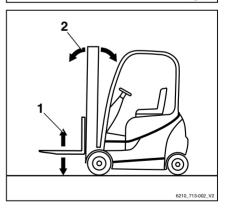
To tilt the lift mast backwards:

- Pull the "tilt" operating lever (2) backwards.

The symbols on the operating levers show the direction of movement of the lift mast or fork carriage when the operating lever is moved.









Changing the fork arms

A DANGER

Risk of fatal injury from being run over if the truck rolls away!

- Do not park the truck on a gradient.
- Apply the parking brake.
- Change the fork arms in a separate, safe location on a level surface.

WARNING

There is a risk of injury when changing the fork arms; the weight of the fork arms could cause them to fall on your legs, feet or knees. The space to the left and right of the fork is a danger area.

- Always wear protective gloves and safety footwear when changing the fork arms.
- Ensure that no one stands in the danger area!
- Do not pull on the fork arms.
- The fork arms must always be carried by two people; if necessary, use a hoist.

- For installation and removal, a transport pallet is recommended for supporting the fork arms. The pallet size depends on the fork arm size used and should be dimensioned such that the fork arms do not protrude after being placed on the pallet. This means the fork arms can be safely placed down and transported.
- Both fork arms can be pushed over to the same side. It is possible to choose the side via which the forks are removed



- Select a pallet corresponding to the fork arm size.
- Set down the pallet next to the fork carriage on the side chosen for removal.
- Lift the fork carriage until the fork arms are approx. 3 cm above the pallet.
- Apply the parking brake.
- Remove the switch key.
- Unscrew the locking screw (2) on the side chosen for removal.
- Pull up the locking lever (1) and push the fork arms onto the pallet one after the other.

Installation

- Make sure that the locking screw is unscrewed on the side chosen for installation.
- Place the fork arms on a pallet next to the fork carriage on the side chosen for installation.
- Pull up the locking lever (1) and push the fork arms onto the fork carriage one after the other.
- Place the fork arms in the required position and push down the locking lever. Ensure that the locking lever snaps into place.
- Screw in and tighten the locking screw (2).

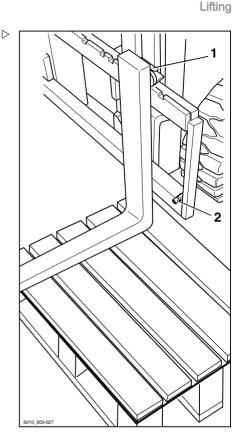
A DANGER

There is a risk of fatal injury from a falling load or fork!

- Tighten the locking screw each time a fork is changed.
- Driving and moving loads without the locking screw is prohibited.

If the truck is equipped with the "load measurement" comfort feature, a "zero adjustment of the load measurement" must always be performed after the fork arms have been chan-





ged. Otherwise, correct load measurement cannot be guaranteed.

Fork extension (variant)

A DANGER

There is a risk of being run over if the truck rolls away and therefore a danger to life.

- Do not park the truck on a slope.
- Apply the parking brake.
- Change the fork extension in a separate, safe location on a level surface.

WARNING

There is a risk of crushing!

The weight of the fork extension can cause crushing or cuts on sharp edges or burrs.

 Always wear protective gloves and safety footwear.

WARNING

There is a risk of tipping!

The weight and dimensions of the fork extension affect the stability of the truck. The permissible weights stated on the capacity rating plate must be reduced in proportion to the actual load distance.

The truck is equipped with a fork extension ex works, the capacity rating plate is already adjusted accordingly.

 Observe load capacity, see the "Before picking up a load" chapter.

If the truck is equipped with the "load measurement" comfort feature, a "zero adjustment of the load measurement" must always be performed after the fork extensions have been changed. Otherwise, correct load measurement cannot be guaranteed.



Attachment

A DANGER

Risk to life from falling load!

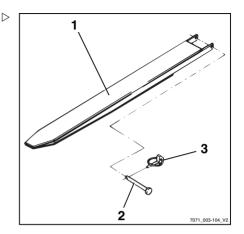
At least 60% of the length of the fork extension must lie on the fork arm. A maximum 40% overhang over the fork arm end is permissible. The fork extension must also be secured against slipping from the fork arm.

If the fork extension (1) is not secured with a securing bolt (2) and linch pin (3), the load with the fork extension may fall.

- Push the fork extension completely to the back of the fork.
- Make sure that 60% of the length of the fork extension is on the fork arm.
- Always secure the fork extension with a securing bolt.
- Always secure the securing bolt with a linch pin.
- Remove the linch pin (3) from the securing bolt (2).
- Remove the securing bolt from the fork extension (1).
- Push the fork extension onto the fork arms until it is flush with the fork back.
- Insert the securing bolts located behind the fork back fully into the fork extension.
- Insert the linch pin into the securing bolt and secure.

Removal

- Remove the linch pin (3) from the securing bolt (2).
- Remove the securing bolt from the fork extension (1).
- Pull the fork extension from the fork arms.
- Insert the securing bolt fully into the fork extension.
- Insert the linch pin into the securing bolt and secure.





Lifting

Operation with reversible fork arms (variant)

A DANGER

Risk to life from falling load!

Standard fork arms are not structurally designed for reverse operation. If this instruction is not observed, it can lead to material failure and the load falling.

 Only work in reverse operation using reversible fork arms (1)

WARNING

Risk of accident from slipping load!

Loads may slip on the reversible fork arms if there is no load support. A fork extension (variant) cannot be secured against slipping.

- Do not use a fork extension (variant)

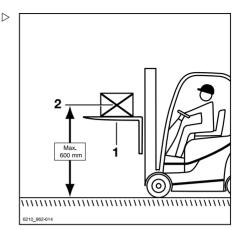
WARNING

Risk of accident from the truck tipping over.

When driving, the centre of gravity of the load (2) must not be higher than 600 mm above the ground. The truck may tip forwards when driving or braking.

 Only drive with a load centre of gravity up to a max. of 600 mm above the ground

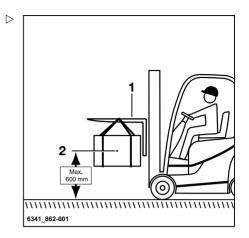
If the truck is equipped with the "load measurement" comfort feature, a "zero adjustment of the load measurement" must always be performed after the reversible fork arms have been changed. Otherwise, correct load measurement cannot be guaranteed.





Reversible fork arms (1) can be used to reach ▷ an additional lift height. The reversible fork arms are installed on the fork carriage in the same manner as standard fork arms. Loads may be lifted on and beneath the reversible fork arms. The mast is lifted and tilted in the same manner.

- Only work in reverse operation using reversible fork arms
- Do not use a fork extension (variant)
- If the "load measurement" comfort feature is available, perform a "zero adjustment of the load measurement"
- To drive, raise the load centre of gravity (2) to a max. of 600 mm above the ground
- Observe the information in the section entitled "Transporting suspended loads"



Lifting

Handling loads

Handling loads

Safety regulations when handing loads

 \triangleright

The safety regulations for handling loads are shown in the following sections.

A DANGER

There is a risk to life caused by falling loads or if parts of the truck are being lowered.

- Never walk or stand underneath suspended loads or raised fork arms.
- Never exceed the maximum load indicated on the capacity rating plate. Otherwise stability cannot be guaranteed!

A DANGER

Risk of accident from falling or crushing!

- Do not step onto the forks.
- Do not lift people.
- Never grab or climb on moving parts of the truck.

A DANGER

Risk of accident from a falling load!

- When transporting small items, attach a load safety guard (variant) to prevent the load from falling on the driver.
- Use a closed roof covering (variant) in addition.





Handling loads

Before taking up load

Load capacity

The load capacity indicated for the truck on the capacity rating plate may not be exceeded. The load capacity is influenced by the load centre of gravity and the lift height as well as by the tyres, if applicable.

The position of the capacity rating plate can be found in the chapter entitled "Identification points".

WARNING

The figures show examples.

Only the capacity rating plates on the truck are valid!

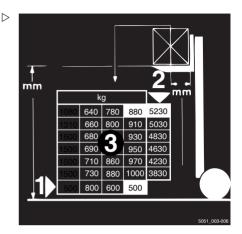
The attachment of additional weights to increase load capacity is prohibited.

A DANGER

Risk to life from the truck losing stability!

Never exceed the maximum loads shown! These values apply to compact and homogenous loads. Otherwise, the stability as well as the rigidity of the fork arms and lift mast cannot be guaranteed.

Improper or incorrect operation or the placement of persons to increase load capacity is prohibited.





4

Handling loads

Example

Weight of load to be lifted: 880 kg (3)

Load distance from fork back: 500 mm (1)

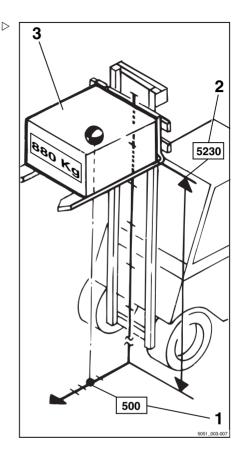
Permitted lift height: 5230 mm (2)

WARNING

Risk of accident from the truck losing stability!

The permissible load of the attachments (variant) and the reduced lifting capacity of the combination of truck and attachment must not be exceeded.

Observe the special capacity rating plate information shown on the truck and the attachment.



Load measurement (variant)

Description

Knowing the weight of the load to be transported gives the driver greater security. If the truck is equipped with the "load measurement" (variant) comfort feature, the weight of the lifted load can be measured and shown in the display and operating unit.

Load measurement is possible only when the truck is at a standstill. Before performing a load measurement, the load must be raised to a height of 300-800 mm above the ground.



The load measurement has an accuracy of +/-3% of the rated capacity of the truck.

In order to ensure accuracy at all times, a zero adjustment of the load measurement must be carried out. Zero adjustment is required.

- as part of daily commissioning
- · after changing the fork arms
- · after fitting or changing attachments.

Performing the load measurement

A DANGER

Risk of accident from a falling load!

The load may fall if the load centre of gravity has not been taken into account or the load has not been picked up securely.

 Pick up the load securely; see the chapter entitled "Picking up loads".

A CAUTION

If the weight determined by a load measurement exceeds the permissible residual load capacity of the truck, the truck cannot be operated safely.

- Set down and reduce load immediately.
- If necessary, use another truck with sufficient load-bearing capacity.

Accurate load measurement is only possible under the following conditions:

- The hydraulic oil is at normal operating temperature
- The load is at rest at the beginning of the load measurement
- The load corresponds to at least 10% of the nominal load capacity in trucks with a load capacity of up to 2.5 t
- The load corresponds to at least 5% of the nominal load capacity in trucks with a load capacity of 3 t and over
- The lift mast is in the vertical position
- The fork is not raised to more than 800 mm above the ground



The method of operating the lifting system depends on the operating devices included in the truck's equipment.

- Ensure that the truck has been in operation for a period of time before carrying out the load measurement.
- Set lift mast to vertical.
- Raise the fork to a height of 300-800 mm.
- Ensure that the load is at rest.
- Press Softkey 🗾 (1).

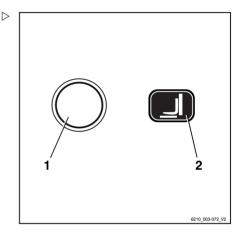
Load measurement is switched on. The **(2)** symbol is displayed.

If the truck is equipped with mini-levers or fingertip operation, the F1 button can also be pressed as an alternative.

During the following process, the fork carriage must be lowered slightly and then stopped abruptly. While doing so, the fork must not touch the ground, otherwise the load measurement will not be accurate. To stop the lowering procedure quickly, release the operating device for lowering so that it jumps into the zero position.

 Lower the fork carriage slightly and release the operating device.

When stopping the lowering process the load must be cushioned in order to create a measurable impulse.

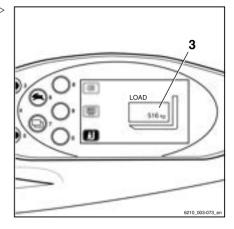




When load measurement has been performed \triangleright correctly, the determined load weight (3) is shown on the display.

i NOTE

If the load measurement is invalid, the value "-9999 kg" is displayed in the operating unit.



Picking up loads

To make sure that the load is securely supported, it must be ensured that the fork arms are sufficiently far apart and are positioned as far as possible under the load.

If possible, the load should rest on the back of the fork.

The load must not protrude too far over the fork tips, nor should the fork tips protrude too far out from the load.

Loads are to be picked up and transported as close to the middle as possible.

▲ DANGER

Risk of accident from a falling load!

When transporting small items, attach a load safety guard (variant) to prevent the load from falling on the driver.

A closed roof covering (variant) should also be used.

Removable roof panels may not be removed.

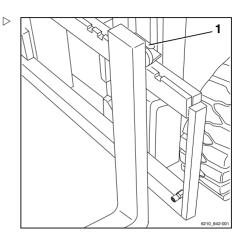


Adjusting the fork

- Lift the locking lever (1) and move the fork arms to the desired position.
- Allow the locking lever to snap back into place.

The load centre of gravity must be midway between the fork arms.

 Only actuate the fork prong positioner (variant) when the fork is not carrying a load.



Danger area

The danger area is the area in which people are at risk due to the movements of the truck, its working equipment, its load-carrying equipment (e.g. attachments) or the load. Also included are the areas where loads could fall or working equipment could fall or be lowered.



A DANGER

Risk of injury!

Do not step on the fork.



A DANGER

Risk of injury!

- Do not step under the raised forks.

A DANGER

People may be injured in the danger area of the truck!

The danger area of the truck must be completely clear of all personnel, except the driver in his normal operating position. If persons fail to leave the danger area despite warnings:

- Cease work with the truck immediately.
- Secure the truck against use by unauthorised parties.





DANGER

Danger of death from falling loads!

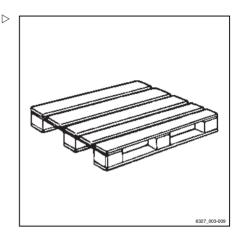
 Never walk or stand underneath suspended loads.

Transporting pallets

As a rule, loads (e.g. pallets) must be transported individually. Transporting multiple loads at the same time is only permitted:

- · when instructed by the supervisor and
- when the technical requirements have been met.

The driver must ensure proper condition of the load. Only safely and carefully positioned loads may be transported.



Transporting suspended loads

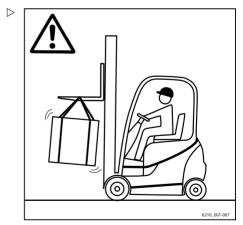
Before transporting suspended loads, consult the national regulatory authorities (in Germany, the employer's liability insurance associations).

National regulations may place restrictions on these operations. Contact the relevant authorities.

A DANGER

Suspended loads that begin to swing can result in the following risks:

- · Impaired braking and steering action
- · Tipping over the load wheels or drive wheels
- Tipping the truck at right angles to the direction of travel
- · Risk of crushing of guide persons
- · Reduced visibility.





A DANGER

Loss of stability.

Slipping or swinging suspended loads can lead to a loss of stability and cause the truck to tip over.

When transporting suspended loads, observe the following instructions

Instructions for transporting suspended loads:

- Swinging loads must be prevented by using the proper driving speed and driving style (careful steering, braking)
- Hanging loads must be hooked on to the truck in such a way that the harness cannot shift or release unintentionally and cannot be damaged
- When transporting suspended loads, suitable devices (e.g. guy wires or supporting poles) must be available so that accompanying persons can guide suspended loads and prevent the loads from swinging
- Take particular care to ensure that there is no one in the drive direction in the driving lane
- If, despite this, the load begins to swing, ensure that no person is placed at risk

A DANGER

Risk of accidents!

When transporting hanging loads, never perform or end driving and load movements abruptly.

Never drive on slopes with a suspended load.

Transporting containers holding fluids as hanging loads is not permitted.

Load pick up

A DANGER

There is a risk to life caused by a falling load or if parts of the truck are being lowered.

- Never walk or stand underneath suspended loads or raised fork arms.
- Never exceed the maximum load values specified on the capacity rating plate. Otherwise, stability cannot be guaranteed.
- Only store pallets which do not exceed the specified maximum size. Damaged loading



equipment and incorrectly formed loads must not be stored.

- Attach or secure the load to the loadcarrying equipment so that the load cannot move or fall.
- Store the load so that the specified aisle width is not reduced by protruding parts.
- Approach the racking carefully, brake gently ▷ and stop just in front of the racking.

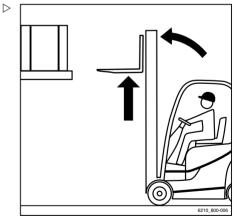


- Position the forks.
- Set lift mast to vertical.
- Lift the fork carriage to the stacking height.

A CAUTION

Component damage possible!

When inserting the fork into the racking, ensure that the racking and load are not damaged.





 Insert the fork as far under the load as possible. Stop the truck as soon as the fork back is resting on the load. The centre of gravity of the load must be positioned between the fork arms in the middle.



 Lift the fork carriage until the load is resting entirely on the forks.

▲ DANGER

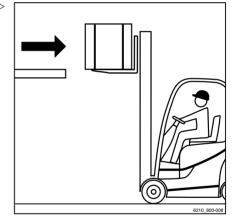
Risk of accidents!

- Beware of any people in the danger area.
- Ensure that the roadway behind you is clear.

A DANGER

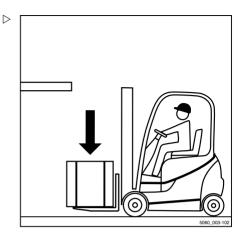
Never tilt the lift mast with a raised load due to the risk of tipping!

- Lower the load before tilting the lift mast.
- Move backwards carefully and slowly until the load is clear of the racking. Brake gently.



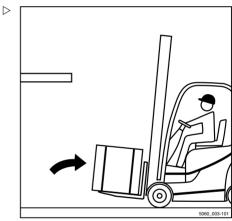


Lower the load while maintaining ground clearance.



- Tilt the lift mast backwards.

The load can be transported.





Transporting loads

4

Observe the information in the chapter entitled "Safety regulations when driving".

A DANGER

The higher a load is lifted, the less stable it becomes. The truck can tip over or the load can fall, increasing the risk of accident!

Driving with a raised load and the lift mast tilted forward is not permitted.

- Only drive with the load lowered.
- Lower the load until ground clearance is reached (not over 300 mm).
- Only drive with the lift mast tilted backwards.
- Drive slowly and carefully round corners!

Observe the information in the chapter entitled "Steering".

- Always accelerate and brake gently!

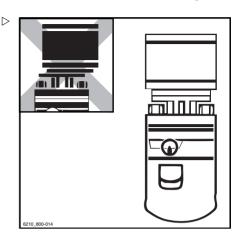
Observe the information in the chapter entitled "Operating the service brake".







Never drive with a load protruding to the side (e.g. with the sideshift)!



Setting down loads

A DANGER

Risk of accident due to changed moment of tilt!

The load centre of gravity and the moment of tilt move due to tilting the lift mast forwards with a raised load or due to the load slipping. The truck may tip forwards.

- Only tilt the lift mast forwards with a raised lifting accessory when it is directly above the stack.
- When the lift mast is tilted forwards, take particular care to ensure that the truck does not tip forwards and that the load does not slip.

WARNING

Risk of accident from a falling load!

If the fork or the load remains suspended during lowering, the load may fall.

 When removing from stock, move the truck far enough back so that the load and the fork can be lowered freely.



- Drive up to the stack with the load lowered in accordance with regulations.
- Set lift mast to vertical.
- Lift the load to the stacking height.
- Drive the truck towards the rack carefully.



 Lower the load until it rests securely on the rack.

▲ DANGER

Risk of accident!

- Beware of any people in the danger area.
- Ensure that the roadway behind you is clear.
- Move the truck back until the fork arms can be lowered without touching the stack.
- Lower the fork while maintaining ground clearance.
- Tilt the lift mast backwards and drive away.





Driving on lifts

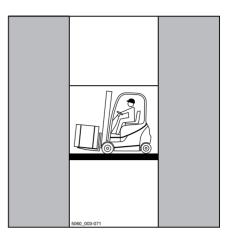
The driver may only use this truck on lifts with a sufficient rated capacity and for which the operating company has been granted authorisation. \triangleright

 \triangleright

A DANGER

There is a risk to life if you are crushed or run over by the truck.

- There must be no personnel already in the lift when the truck is driven into the lift.
- Personnel are only permitted to enter the lift once the truck is secure, and must exit the lift before the truck is driven out.

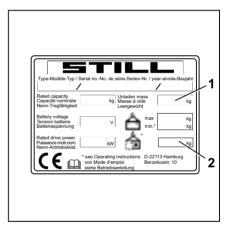


Determining the actual total weight

- Park the truck securely.
- Determine the unit weights by reading the truck nameplate and, if necessary, the attachment (variant) nameplate and, if necessary, by weighing the load to be lifted.
- Add the determined unit weights to obtain the actual total weight of the truck:

Tare weight (1)

- + Ballast weight (variant) (2)
- + Attachment net weight (variant)
- Weight of the load to be lifted
- + 100 kg allowance for driver
- = Actual total weight
- Drive the truck with the forks forwards into the lift without touching the shaft walls.
- Park the truck securely in the lift to prevent uncontrolled movements of the load or the truck.





4

Driving on loading bridges

A DANGER

Risk of accident if the truck crashes!

Steering movements can cause the tail end to veer off the loading bridge towards the edge. This may cause the truck to crash.

The lorry driver and the truck driver must agree on the lorry's departure time.

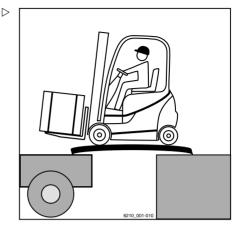
- Before driving across a loading bridge, ensure that it is properly attached and secured and has a sufficient load capacity (lorry, bridge etc.).
- Drive slowly and with care on the loading bridge.
- Ensure that the vehicle onto which you will be driving is secured to prevent it from shifting and that it can support the load of the truck.

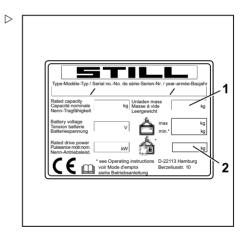
Determining the actual total weight

- Park the truck securely.
- Determine the unit weights by reading the truck nameplate and, if necessary, the attachment (variant) nameplate and, if necessary, by weighing the load to be lifted.
- Add the determined unit weights to obtain the actual total weight of the truck:

Tare weight (1)

- + Ballast weight (variant) (2)
- + Attachment net weight (variant)
- + Weight of the load to be lifted
- + 100 kg allowance for driver
- = Actual total weight









Particle filter - Function

A DANGER

Risk to health from exhaust gases! Exhaust gases from internal combustion engines are harmful to your health. In particular, the soot particles contained in the diesel exhaust gas can cause cancer. Allowing the internal combustion engine to idle represents a risk of poisoning from the CO, CH and NO_x components contained in the exhaust gas.

Modern exhaust gas treatment systems (e.g. catalytic converters, particle filters or comparable systems) can clean exhaust gases in a way that reduces the health hazard and risk of poisoning when operating the truck.

- Observe the national laws and regulations when using trucks with an internal combustion engine in entirely or partially enclosed working areas.
- Always ensure that there is sufficient ventilation available.

This truck is equipped with a closed particle filter system that filters carcinogenic soot particles out of the exhaust gas and collects them in the particle filter.

The use of a particle filter is recommended for applications in closed halls with a low degree of ventilation.

Operating principle during normal operation

The soot particles that are filtered out of the exhaust gas and collected in the filter are removed by means of a continuous regeneration process.

This process requires a sufficiently high exhaust gas temperature, which is also reached during normal operation. The truck is then used to such a degree that it burns off the soot during operation. The driver must not interfere with this process. No other consumables (e.g. additives) are required.

Operating principle during low-load operation

If the truck is used little, a sufficiently high exhaust gas temperature may not be reached.



In addition, very low ambient temperatures may prevent a sufficiently high exhaust gas temperature being reached. This causes the regeneration process to be disrupted. The soot filtered out of the exhaust gas then collects in the particle filter, as it is not burned off during the continuous regeneration process. In this case, a parked regeneration of the particle filter must be performed. This regeneration process, which takes approx. 30 minutes, can only be performed when the truck is stationary, meaning the truck cannot be used during this time. The driver is informed of the need for a parked regeneration in advance by means of corresponding messages on the display and operating unit. Details of these messages are provided in the chapter entitled "Messages regarding parked regeneration on the display and operating unit".

Interrupting parked regeneration

Releasing the parking brake during parked regeneration interrupts the parked regeneration process.

In the display and operating unit, the following message appears: PARK. REG. ERROR.

If regeneration is interrupted too frequently, additional engine maintenance may be required from the authorised service centre.

- Apply the parking brake.
- Restart parked regeneration.

The restarted parked regeneration requires another 30 minutes to complete, no matter how complete the interrupted parked regeneration was.

If the display message PARK. REG. ERROR appears more than twice in succession without the parking brake being released during parked regeneration, there may be a malfunction in the internal combustion engine.

Notify the authorised service centre.



Particle filter - Performing parked regeneration

A CAUTION

Risk of damage to components! If parked regeneration is not performed when required, the particle filter may become damaged.

A full parked regeneration must be performed in order to completely empty the particle filter.

A CAUTION

During the parked regeneration process, very hot combustion gases escape from the exhaust pipe!

The parked regeneration must not be performed in areas containing hazardous materials or highly flammable materials, or in a hall. In addition, the following instructions must be observed exactly.

During parked regeneration, the surface temperature of the exhaust gas system is higher than the usual operating temperature. This can cause adhering dust and oils to ignite. If the truck is operated with an exhaust gas extraction unit, parked regeneration is not permitted. The operating company must determine whether parked regeneration is permitted where the truck is being used or whether the truck must be moved to a separate area for this purpose.

The parked regeneration must be carried out while the internal combustion engine is running. During the regeneration process, the truck automatically changes the speed of the internal combustion engine. The driver cannot influence this change. If the parked regeneration requested by the truck is not performed and this remains the case for an extended period of time, the particle filter may become damaged. If this happens, it would need to be repaired by your authorised service centre.

Before performing parked regeneration, the following points must be observed:

- Observe the operating instructions from the operating company
- Always thoroughly clean dust, oils and other settling substances from the exhaust gas system

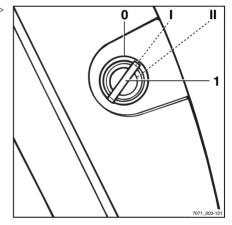


- Remove any connected exhaust gas
 extraction units
- Perform parked regeneration in a suitable place

Parked regeneration can only be performed if the parking brake is engaged. If the parking brake is not engaged, APPLY HANDBRAKE ! appears on the display.

As soon as the message EXH.GAS PURI-FIER appears in the display and operating unit, parked regeneration can be performed. To do this, proceed as follows:

- Park the truck in a place that is suitable for parked regeneration.
- Switch the key switch (1) to position "0" and ▷ wait until the display has turned off.
- Turn the key switch back to the "I" position.



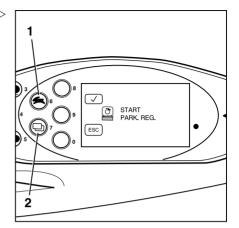


The message START PARK. REG.? as well \triangleright as the soft keys OK(1) and ESC(2) appear on the display.

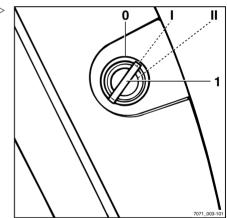
- To start the parked regeneration process, press the OK button (1).

The message $\ensuremath{\texttt{START\,IC}}$ ENGINE appears on the display.

- To interrupt the parked regeneration process, press the ESC button (2).



 Start the engine. To do this, turn the switch key (1) to position "II" and hold it there until the engine has started. Then release the switch key.





The particle filter regeneration process is started. EXH.GAS PURIFIER PLEASE WAIT appears on the display. The status bar (4) below the message indicates the regeneration progress.

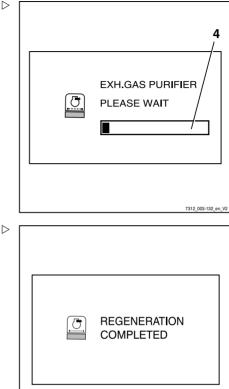


During parked regeneration, the engine speed fluctuates and the power of the radiator fan is reduced. The drive unit and the hydraulic controller are switched off and do not respond when the corresponding operating devices are actuated.

The parked regeneration process is complete when the status bar disappears and REGE -NERATION COMPLETED appears on the display. The truck is ready for operation again.



The system requests parked regeneration every 500 operating hours at the latest if it has not already been performed due to soot accumulation in the particle filter. The message EXH.GAS PURIFIER appears on the display and parked regeneration must be performed.



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Particle filter - Displays



To guarantee economic use of the truck, it is important to follow the specifications in these operating instructions exactly. If notes about particle filter regeneration shown on the screen of the display and operating unit are not observed, this can lead to longer truck downtimes.

The following table describes the messages that appear on the display and operating unit



relating to parked regeneration and if parked regeneration is not performed:

Messages	Meaning	Comment
EXH.GAS PURIFIER	Carry out parked regeneration of the particle filter.	See the section entitled "Per- forming parked regeneration"
START PARK. REG.?	Prompt asking whether parked regeneration of the particle filter should now be performed.	
START IC ENGINE	Request to start the engine.	
EXH.GAS PURIFIER PLEASE WAIT	The particle filter is being regenerated.	A status bar shows the regeneration progress.
REGENERATION COMPLETED	The parked regeneration process is complete.	The truck is ready for operation again.
PARK. REG. URGENT!!!	Parked regeneration of the particle filter is urgently required.	Until parked regeneration has been carried out, the maximum speed of the truck is reduced to 2 km/h. The lifting speed is restricted.
PARK.REG. ERROR	Regeneration was interrupted due to an error.	The parking brake was released during parked regeneration. Apply the parking brake and restart regeneration. If the message appears more than twice in succession without the parking brake being released during parked regeneration, there may be a malfunction in the internal combustion engine. In this case, notify your authorised service centre.
ASH LOAD	The particle filter has become clogged with ash. Repair must be performed by the authorised service centre.	
EXH.GAS PURIFIER SERVICE!!!	Because regeneration has not been performed, the particle filter system must be repaired by the authorised service centre. To avoid further damage, take the truck out of operation until the repair has been performed.	Until the particle filter system has been repaired, the maximum speed of the truck is reduced to 2 km/h. The lifting speed is significantly restricted.



Attachments

Fitting attachments

If the truck is equipped with an integrated attachment (variant) at the factory, the specifications in the STILL operating instructions for integrated attachments must be observed.

If attachments are fitted at the place of use, the specifications in the operating instructions of the attachment manufacturer must be observed.

If an attachment is not delivered together with the forklift truck, the specifications and operating instructions of the attachment manufacturer must be observed.

Before initial commissioning, the function of the attachment and the visibility from the driver's position with and without a load must be checked by a competent person. If the visibility is deemed insufficient, visual aids such as mirrors, a camera/monitor system etc. must be used.

In addition, it is essential that the warnings below are observed.

A CAUTION

Attachments must be CE-certified. If the truck is not fitted with an attachment-specific residual load capacity rating plate, and the operating devices are not marked with the relevant pictograms, the truck must not be used.

- Order the residual load capacity rating plate and pictograms from your authorised service centre in good time.
- The authorised service centre must adapt the hydraulic system to the requirements of the attachment (e.g. by adjusting the pump motor speed).



A DANGER

There is risk to life caused by a falling load!

Attachments that hold the load by exerting pressure on it (e.g. clamps) must be additionally controlled by a second operating function (lock) that is actuated to prevent an unintentional release of the load.

If such an attachment is retrofitted, a second operating function for actuation must also be retrofitted.

- Make sure that the additional clamp locking mechanism function is available.

A DANGER

There is risk to life caused by a falling load!

During installation of a clamp with integral sideshift, ensure that the clamp does not open when the sideshift is actuated.

- Notify your authorised service centre before installation.
- Never grab or climb on moving parts of the truck.

Hydraulic connection

- Before fitting the attachment, release the pressure from the hydraulic system.

A CAUTION

Risk of damage to components!

Open connections of plug connectors can become dirty. The plug connectors can become stiff and dirt can enter the hydraulic system.

 Once the attachments have been disassembled, attach the protective caps to the plug connectors.

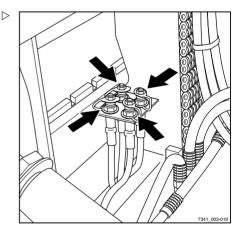
Mounting attachments

Mounting an attachment and connecting the energy supply for an attachment must only be performed by competent persons in accordance with the information provided by the manufacturer and supplier of the attachment. After each installation, the attachment must be checked for correct function prior to initial commissioning.



Please note the definition of "competent person" in the sense of responsible persons!





Attachments

Load capacity with attachment

The permissible load capacity of the attachment and the allowable load (load capacity and load moment) of the truck must not be exceeded by the combination of attachment and payload. The specifications of the manufacturer and supplier of the attachment must be complied with.

 Observe the residual load capacity rating plate, see the chapter entitled "Picking up a load using attachments".

Releasing the pressure from the hydraulic system

Prior to assembling attachments, the pressure must be released from the plug connectors (see image).

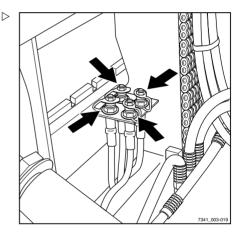
Attachments must only be installed by authorised personnel in accordance with the information provided by the manufacturer and supplier of the attachments. After each installation, the attachment must be checked for correct function prior to initial commissioning.

The pressure release procedure is dependent on the operating devices for controlling the hydraulic functions; see the chapter entitled "Lifting system operating devices".

Before carrying out pressure release, lower the fork carriage and tilt the lift mast back to the stop. The key switch must be switched on to release the pressure from the system, but do not start the engine.

In trucks with the "FleetManager" or "access authorisation with PIN code" equipment variants, access authorisation must be enabled.

- Switch on the key switch.
- Wait two to three seconds.

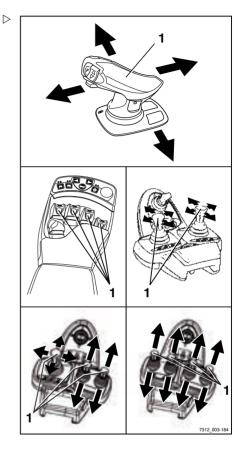




 Actuate the operating lever (1) for controlling the hydraulic functions repeatedly in the direction of the arrow, as far as the end position.

The valves open and the hydraulic system is depressurised.

- Switch off the key switch.





General instructions for controlling attachments

The way in which attachments (variant) are controlled depends on the operating devices included in the truck's equipment.

Essentially, a distinction is drawn between:

- Double mini-lever
- Double mini-lever with a 5th function
 (variant)
- Triple mini-lever
- Triple mini-lever with a 5th function (variant)
- Quadruple mini-lever
- Quadruple mini-lever with a 5th function (variant)
- Joystick 4Plus
- · Joystick 4Plus with a 5th function (variant)
- Fingertip switch
- · Fingertip with a 5th function (variant)
- For information on controlling attachments with the respective operating devices, see the relevant sections in this chapter.

WARNING

Use of attachments can give rise to additional hazards such as a change in the centre of gravity, additional danger areas etc.

Attachments must only be used for their intended purpose as described in the relevant operating instructions. Drivers must be taught how to operate the attachments.

Loads may only be picked up and transported with attachments if the loads are securely grasped and attached. Where necessary, loads must also be secured against slipping, rolling away, falling over, swinging or tipping over. Note that any change to the position of the load centre of gravity will affect the stability of the truck.

Refer to the capacity rating plate for the attachments being used.

Further variants and functions are available in addition to the functions described below. The directions of movement can be seen on the pictograms on the operating devices.



i NOTE

All the attachments described fall into the category of equipment variants. Please see the respective operating instructions for an exact description of the respective movements/actions of the attachment fitted.



Controlling attachments using a double mini-lever

 \triangleright

The attachments (variants) are controlled in this version using the "attachments" cross lever (1).

The pictograms on the "attachments" cross lever show the respective functions that are activated by this lever.

This essentially involves the following:

- Move the "attachments"(1) cross lever in the direction of the arrow (A).

The attachment moves in accordance with the pictogram in position (A).

 Move the "attachments"(1) cross lever in the direction of the arrow (B).

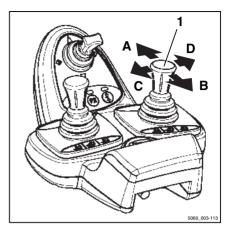
The attachment moves in accordance with the pictogram in position (B).

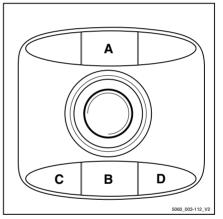
- Move the "attachments"(1) cross lever in the direction of the arrow (C).

The attachment moves in accordance with the pictogram in position (C).

 Move the "attachments"(1) cross lever in the direction of the arrow (D).

The attachment moves in accordance with the pictogram in position (D).

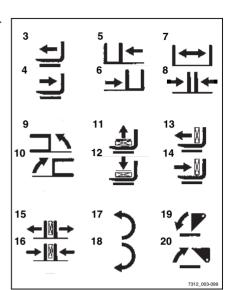






Note the following attachment functions and ▷ pictograms.

Move sideshift frame or fork forwards
Move sideshift frame or fork back- wards
Move sideshift to the left
Move sideshift to the right
Adjust fork arms: open
Adjust fork arms: close
Swivel lift mast or fork to the left
Swivel lift mast or fork to the right
Release load retainer
Clamp load retainer
Push off the load
Pull in the load
Open clamps
Close clamps
Rotate to the left
Rotate to the right
Tip shovel over
Tip shovel back



i NOTE

The pictograms shown correspond to the attachments fitted to this truck at the factory. If an attachment with other functions is fitted, the pictograms must be checked for the correct representation and changed if necessary.

Contact the authorised service centre if required.



Controlling attachments using the double mini-lever and the 5th function



For technical reasons, clamping attachments **must not** be controlled via the 5th function.

The "lift mast" 360° lever (3) and the "attachments" cross lever (2) control four hydraulic functions. The designation "5th function" refers to the fact that the 5th hydraulic function can be controlled with the cross lever by switching the functions using the "5th function" function key (1).

The pictograms on the "attachments" cross lever (2) show the respective functions that are activated by this lever.

This essentially involves the following:

 Actuate the "5th function" function key (1) and move the "attachments" cross lever (2) in the direction of arrow (E).

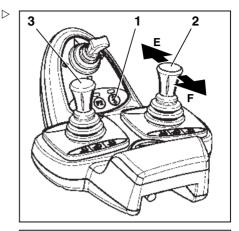
The attachment moves in accordance with the pictogram in position (E).

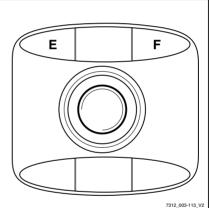
 Actuate the "5th function" function key (1) and move the "attachments" cross lever (2) in the direction of arrow (F).

The attachment moves in accordance with the pictogram in position (F).

The pictograms are attached depending on the pre-assembled attachment. If an attachment with other functions is fitted, the pictograms must be checked for the correct representation and changed if necessary.

Contact the authorised service centre if required.

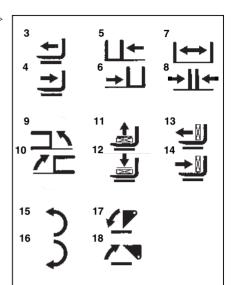






Note the following attachment functions and ▷ pictograms.

	5
3	Move sideshift frame or fork forwards
4	Move sideshift frame or fork back- wards
5	Move sideshift to the left
6	Move sideshift to the right
7	Adjust fork arms: open
8	Adjust fork arms: close
9	Swivel lift mast or fork to the left
10	Swivel lift mast or fork to the right
11	Release load retainer
12	Clamp load retainer
13	Push off the load
14	Pull in the load
15	Rotate to the left
16	Rotate to the right
17	Tip shovel over
18	Tip shovel back





Controlling attachments using a triple mini-lever

The attachments (variant) are controlled in this version using operating levers (1) and (2).

The pictograms on the operating levers show the respective functions that are activated by these levers.

This essentially involves the following:

- Move the operating lever (1) towards (A)

The attachment moves in accordance with the pictogram in position (A).

- Move the operating lever (1) towards (B)

The attachment moves in accordance with the pictogram in position (B).

- Move the operating lever (2) towards (C)

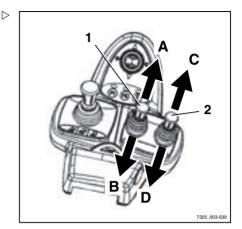
The attachment moves in accordance with the pictogram in position (C).

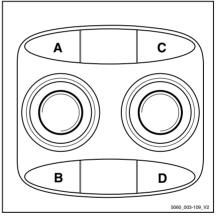
- Move the operating lever (2) towards (D)

The attachment moves in accordance with the pictogram in position (D).

The pictograms are attached depending on the pre-assembled attachment. If an attachment with other functions is fitted, the pictograms must be checked for the correct representation and changed if necessary.

Contact the authorised service centre if required.

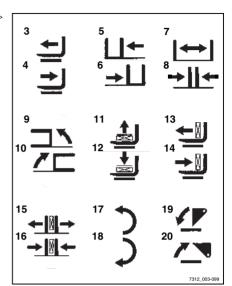






− Note the following attachment functions and pictograms!

3	Move sideshift frame or fork forwards
4	Move sideshift frame or fork back- wards
5	Move sideshift to the left
6	Move sideshift to the right
7	Adjust fork arms: open
8	Adjust fork arms: close
9	Swivel lift mast or fork to the left
10	Swivel lift mast or fork to the right
11	Release load retainer
12	Clamp load retainer
13	Push off the load
14	Pull in the load
15	Open clamps
16	Close clamps
17	Rotate to the left
18	Rotate to the right
19	Tip shovel over
20	Tip shovel back





Controlling attachments using the triple mini-lever and the 5th function

For technical reasons, clamping attachments **cannot** be controlled via the 5th function.

The "lift mast" 360° lever (3) and operating levers (1) and (2) control four hydraulic functions. The designation "5th function" refers to the fact that the 5th hydraulic function can be controlled with the operating lever (1) by switching the functions using the function key (4).

The pictograms on the operating levers show the respective functions that are activated by these levers.

This essentially involves the following:

 Actuate the "5th function" function key (4) and move operating lever (1) towards (E).

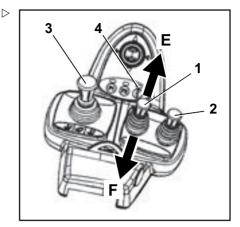
The attachment moves in accordance with the pictogram in position (E).

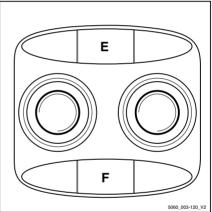
 Actuate the "5th function" function key (4) and move operating lever (1) towards (F).

The attachment moves in accordance with the pictogram in position (F).

The pictograms are attached depending on the pre-assembled attachment. If an attachment with other functions is fitted, the pictograms must be checked for the correct representation and changed if necessary.

Contact the authorised service centre if required.

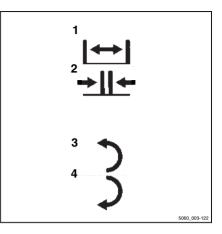






Note the following attachment functions and ▷ pictograms.

1	Adjust fork arms: open
2	Adjust fork arms: close
3	Rotate to the left
4	Rotate to the right





Controlling attachments using a quadruple mini-lever

The attachments (variant) are controlled in this version using operating levers (1) and (2).

The pictograms on the operating levers show the respective function that is activated by these levers.

This essentially involves the following:

- Move the operating lever (1) towards (A)

The attachment moves in the direction shown in pictogram (A).

- Move the operating lever (1) towards (B)

The attachment moves in the direction shown in pictogram (B).

- Move the operating lever (2) towards (C)

The attachment moves in the direction shown in pictogram (C).

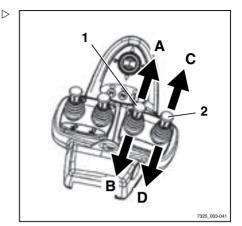
- Move the operating lever (2) towards (D)

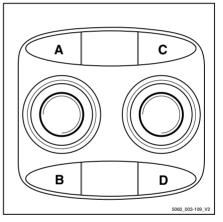
The attachment moves in the direction shown in pictogram (D).



The pictograms are attached depending on the pre-assembled attachment. If an attachment with other functions is fitted, the pictograms must be checked for the correct representation and changed if necessary.

- Contact the authorised service centre if required.

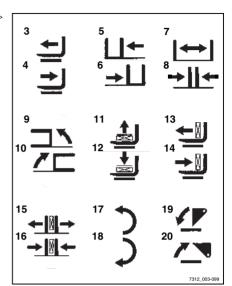






− Note the following attachment functions and pictograms!

3	Move sideshift frame or fork forwards			
4	Move sideshift frame or fork back- wards			
5	Move sideshift to the left			
6	Move sideshift to the right			
7	Adjust fork arms: open			
8	Adjust fork arms: close			
9	Swivel lift mast or fork to the left			
10	Swivel lift mast or fork to the right			
11	Release load retainer			
12	Clamp load retainer			
13	Push off the load			
14	Pull in the load			
15	Open clamps			
16	Close clamps			
17	Rotate to the left			
18	Rotate to the right			
19	Tip shovel over			
20	Tip shovel back			





Controlling attachments using the quadruple mini-lever and the 5th function



For technical reasons, clamping attachments **cannot** be controlled via the 5th function.

Operating levers (1) to (4) are used to control four hydraulic functions. The designation "5th function" refers to the fact that the 5th hydraulic function can be controlled with the operating lever (3) by switching the functions using the "5th function" function key (5).

The pictograms on the operating levers show the respective functions that are activated by these levers.

This essentially involves the following:

 Actuate the "5th function" function key (5) and move operating lever (3) towards (E).

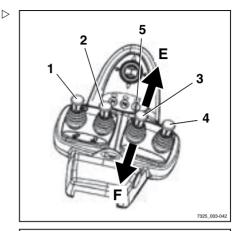
The attachment moves in accordance with the pictogram in position (E).

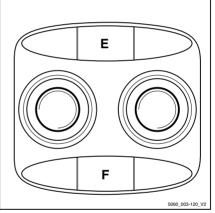
 Actuate the "5th function" function key (5) and move operating lever (3) towards (F).

The attachment moves in accordance with the pictogram in position (F).

The pictograms are attached depending on the pre-assembled attachment. If an attachment with other functions is fitted, the pictograms must be checked for the correct representation and changed if necessary.

 Contact the authorised service centre if required.

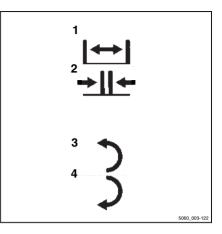






Note the following attachment functions and ▷ pictograms.

1	Adjust fork arms: open
2	Adjust fork arms: close
3	Rotate to the left
4	Rotate to the right

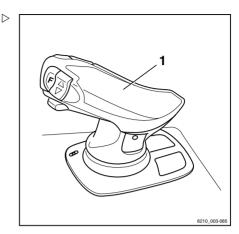




Controlling attachments via the joystick 4Plus

In this equipment, the attachments (variant) are controlled via the joystick 4Plus (1).

The pictograms on the decal information about operation of the joystick 4Plus show the respective functions that are activated by the individual operating devices of the joystick 4Plus.



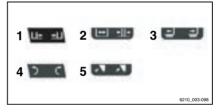
Note the following attachment functions and ▷ pictograms.

	Operating device	Function of the attachment
1	Joystick 4Plus	Move sideshift to the left/right
2	Joystick 4Plus or slider	Adjust fork arms: open/close
3	Slider	Move reach frame or fork carriage forwards/backwards
4	Joystick 4Plus or slider	Rotate attachment left/right
5	Slider	Tip shovel over/tip shovel back

I NOTE

The pictograms on the joystick 4Plus are attached according to the attachments fitted to this truck at the factory. If an attachment with other functions is fitted, the pictograms must be checked for the correct representation and changed if necessary.

 Contact the authorised service centre if required.





Controlling attachments using the joystick 4Plus and the 5th function



For technical reasons, clamping attachments **cannot** be controlled via the 5th function.

The 5th hydraulic function can be used to control an attachment. The pictograms on the joystick 4Plus show which attachment functions can be controlled using the 5th function.

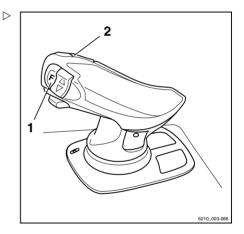
For attachments that are controlled using the 5th hydraulic function, the procedures for operation are as follows:

- Press and hold shift key "F"(1) on the joystick 4Plus.
- Simultaneously actuate the horizontal rocker button (2) in the direction shown in the pictogram.

The attachment moves in the selected direction.

The pictograms are attached depending on the pre-assembled attachment. If an attachment with other functions is fitted, the pictograms must be checked for the correct representation and changed if necessary.

Contact the authorised service centre if required.





Attachments

Controlling the attachments with the \triangleright fingertip

The attachments (variant) are controlled in this version using the operating levers (1).

The pictograms on the operating levers show the functions that are activated by that lever.

- Move the operating lever (1) forwards

The attachment moves in the direction of movement shown in the upper part of the pictogram.

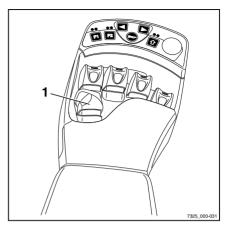
- Move the operating lever (1) backwards

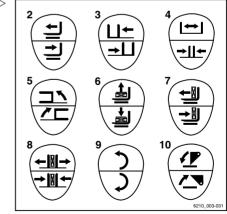
The attachment moves in the direction of movement shown in the lower part of the pictogram.

The pictograms are attached depending on the pre-assembled attachment. If an attachment with other functions is fitted, the pictograms must be checked for the correct representation and changed if necessary.

- Contact the authorised service centre if required.
- − Note the following attachment functions and pictograms!

2	Move side shift frame or fork for- wards/backwards
3	Move sideshift to the left/right
4	Adjust fork arms: open/close
5	Swivel lift mast or fork to the left/right
6	Release/clamp load retainer
7	Push off/pull in load
8	Open/close clamps
9	Turn to the left/right
10	Tip shovel over/tip shovel back







Controlling attachments with the fingertip and 5th function

For technical reasons, clamping attachments **cannot** be controlled via the 5th function.

The designation "5th function" refers to the fact that the four operating levers control four functions, while the "5th function" can be controlled by switching functions.

The attachments (variant) are controlled using the operating levers (1).

You can also use the switch (2) to switch functions, in which case the corresponding operating lever controls the "5th function".

The upper and lower parts of the pictogram (3) behind the operating lever show the function that is activated with this lever.

This essentially involves the following:

- Move the operating lever forwards

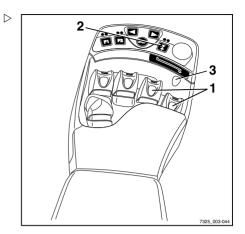
The attachment moves in the direction of movement shown in the upper part of the pictogram.

- Move the operating lever backwards

The attachment moves in the direction of movement shown in the lower part of the pictogram.

- Actuate the switch (2)

The additional function of the attachment is activated/deactivated and can be controlled as the "5th function" using the operating lever.



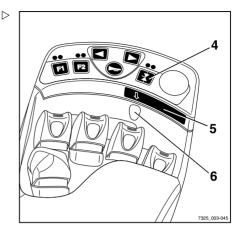


- Press function key (4)

i NOTE

The arrow (5) under the function key indicates which operating lever is equipped with the "5th function".

The "5th function" is switched to the 3rd operating lever; see sticker (6).



- Press function key (7)

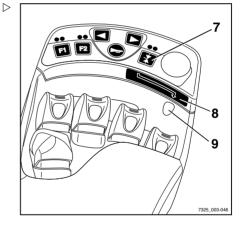
The arrow (8) under the function key indicates which operating lever is equipped with the "5th function".

The "5th function" is switched to the 4th operating lever; see sticker (9).

The movement/action of this "5th function" can be found in the operating instructions of the fitted attachment.

The pictograms are attached depending on the pre-assembled attachment. If an attachment with other functions is fitted, the pictograms must be checked for the correct representation and changed if necessary.

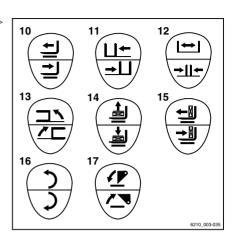
 Contact the authorised service centre if required.





Note the following attachment functions and ▷ pictograms.

10	Move side shift frame or fork for- wards/backwards	
11	Move sideshift to the left/right	
12	Adjust fork arms: open/close	
13	Swivel lift mast or fork to the left/right	
14	Release/clamp load retainer	
15	Push off/pull in load	
16	Turn to the left/right	
17	Tip shovel over/tip shovel back	



Clamp locking mechanism (variant)

This truck can be fitted with a clamp locking mechanism as a variant. This prevents the clamp from opening unintentionally if the operating function is inadvertently triggered.

A DANGER

There is a risk of fatal injury from falling loads if the correct function of the clamp locking mechanism is not guaranteed!

If other attachments are used on this truck in addition to the clamp, make sure that the clamp locking mechanism function is reassigned to the corresponding operating device every time the clamp is reassembled; see the chapter entitled "Fitting attachments".

- Make sure that the additional clamp locking mechanism function is available.



Double mini-lever

- To release the clamp locking mechanism, push the cross lever (1) forwards.

The LED for button $\boxed{F2}$ (2) lights up as long as the clamp locking mechanism is released.

The hydraulic function for opening the clamp is available for one second after the clamp locking mechanism is released. After one second, the clamp locking mechanism is automatically reactivated.

To open the clamp, push the cross lever (1) forwards again.

The clamp can be closed without releasing the clamp locking mechanism.

To close the clamp, pull the cross lever (1) backwards.

Triple mini-lever

- To release the clamp locking mechanism, push the operating lever (1) forwards.

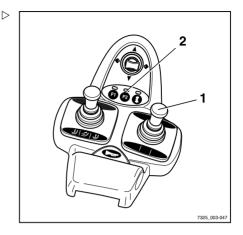
The LED for button $\boxed{F2}$ (2) lights up as long as the clamp locking mechanism is released.

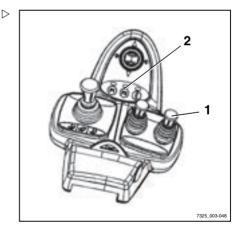
The hydraulic function for opening the clamp is available for one second after the clamp locking mechanism is released. After one second, the clamp locking mechanism is automatically reactivated.

 To open the clamp, push the operating lever (1) forwards again.

The clamp can be closed without releasing the clamp locking mechanism.

To close the clamp, pull the operating lever (1) backwards.







Quadruple mini-lever

- To release the clamp locking mechanism, push the operating lever (1) forwards.

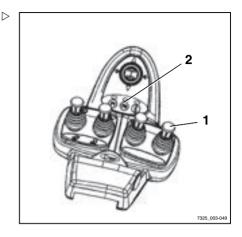
The LED for button $\boxed{F2}$ (2) lights up as long as the clamp locking mechanism is released.

The hydraulic function for opening the clamp is available for one second after the clamp locking mechanism is released. After one second, the clamp locking mechanism is automatically reactivated.

 To open the clamp, push the operating lever (1) forwards again.

The clamp can be closed without releasing the clamp locking mechanism.

 To close the clamp, pull the operating lever (1) backwards.



Joystick 4Plus

- To release the clamp locking mechanism, press and hold shift key F (3) and move the horizontal rocker button (1) to the right.
- Keep shift key F (3) pressed and move the horizontal rocker button (1) back to the neutral position.

The LED (2) lights up as long as the clamp locking mechanism is released.

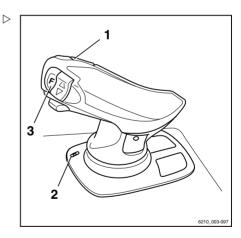
To open the clamp, press and hold shift key
 (3) and move the horizontal rocker button
 (1) to the right.

The hydraulic function for opening the clamp is available for one second after the clamp locking mechanism is released. After one second, the clamp locking mechanism is automatically reactivated.

The clamp can be closed without releasing the clamp locking mechanism.

To close the clamp, press and hold shift key
 (3) and move the horizontal rocker button
 (1) to the left.





Fingertip switch

- To release the clamp locking mechanism, push the operating lever (1) forwards.

The LED for button $\boxed{F2}$ (2) lights up as long as the clamp locking mechanism is released.

The hydraulic function for opening the clamp is available for one second after the clamp locking mechanism is released. After one second, the clamp locking mechanism is automatically reactivated.

To open the clamp, push the operating lever
 (1) forwards again.

The clamp can be closed without releasing the clamp locking mechanism.

To close the clamp, pull the operating lever (1) backwards.

Taking up a load using attachments

WARNING

Risk of accidents!

Attachments may only be used for their intended purpose as described in the relevant operating instructions.

Drivers must be instructed in the handling of the attachments.

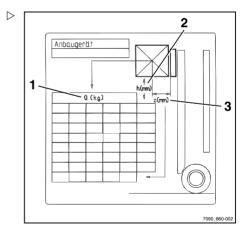
WARNING

Risk of accidents!

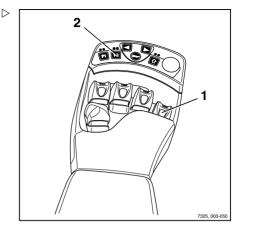
Loads may only be picked up and transported with attachments if they are securely attached. Where necessary, loads should also be secured against slipping, rolling, falling over, swinging or tipping over. Note that any change to the position of the load's centre of gravity will affect the stability of the forklift truck.

Check the capacity rating plates for the attachments or combination of attachments.

The rating plates show the permissible values for:







- Load capacity Q (kg) (1)
- · Lift height h (mm) (2)
- Load distance C (mm) (3)

Switching the lighting on and off

Driving lights

- To switch on the parking light, press the button (1).

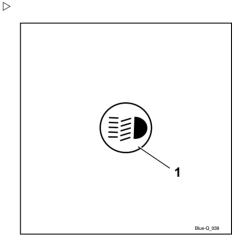
The front sidelights and the rear lights light up. On the variant with StVZO (German Road Traffic Licensing Regulations) equipment, the licence plate lamp also lights up.

To switch on the headlights, press the button (1) again.

The headlights light up in addition to the parking light.

 To switch off the driving lights, press the button (1) again.

The driving lights go out.





Working spotlights

- To switch on the working spotlights (front and rear), press the button (1).

The working spotlights light up.

 To switch off the working spotlights, press the button (1) again.

The working spotlights go out.

In trucks with StVZO (German Road Traffic Licensing Regulations) equipment (variant), the following lighting elements on the truck are also activated when the working spotlights are switched on:

- Rear lights
- · Licence plate lamp
- · Sidelights

Switching the working spotlight for reverse travel on and off

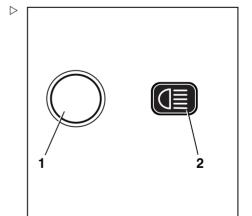
The working spotlight for reverse travel is attached to the overhead guard at the rear. It provides optimal illumination of the roadway if the truck is travelling in reverse.

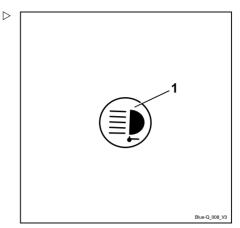
The symbol (2) is displayed. The rear working spotlight does not yet illuminate.

- Set the drive direction to "Reverse".

The rear working spotlight illuminates.

If the drive direction is set to "Forwards", the rear working spotlight goes out.







Operation

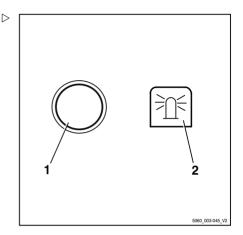
Switching the rotating beacon on and off

Press the Softkey (1) to switch on the rotating beacon.

The rotating beacon is switched on. The symbol **m** is displayed.

 To switch off the rotating beacon, press the Softkey III.

The rotating beacon goes out. The symbol (2) is displayed.



Switching the hazard warning system on and off

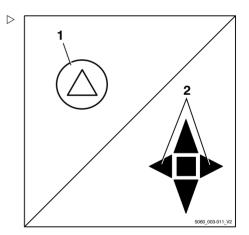
- To switch on the hazard warning system, press the button (1).

All turn indicators and indicator lights (2) flash.

 To switch off the hazard warning system, press the button (1) again.

The hazard warning system goes out.

To switch on the hazard warning system without the key switch being switched on, press and hold the button for three seconds.

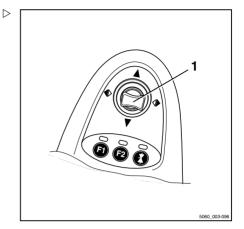




Switching the turn indicators on and off

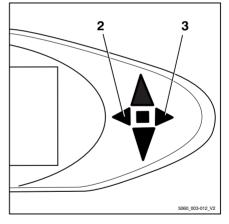
Mini-lever version

 Switch on the turn indicators by moving the cross lever of the drive direction/turn indicator (1) to the left or to the right.



The turn indicators and the corresponding turn \triangleright indicator displays (2) or (3) flash.

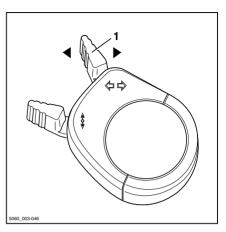
- Switch off the turn indicators by moving the cross lever to the centre position.





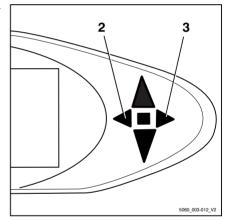
Mini-console version

 Switch on the turn indicators by moving the turn indicator switch (1) to the left or to the right. \triangleright



The turn indicators and the corresponding turn \triangleright indicator displays (2) or (3) flash.

- Switch off the turn indicators by moving the turn indicator switch to the centre position.





Switching the double working spotlights on and off.

The double working spotlights are fitted up on the front right and left on the overhead guard. Each double working spotlight consists of an upper working spotlight (2) and a lower working spotlight (3). The upper working spotlight illuminates the working area at great lift heights, the lower working spotlight illuminates the working area directly in front of the truck.

Depending on the equipment, the upper working spotlights can be switched on/off automatically or manually.

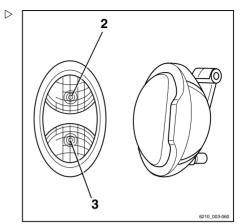
Switching the upper working spotlights on/off manually



The upper working spotlights can be switched on/off independently of the lower working spotlights. For information about switching on the lower working spotlights, see the section entitled "Switching the lighting on and off".

This function is not available if the truck is equipped with rear window heating.

- Turn the key switch to position "I".



Press Softkey (1) to switch on the working spotlights.

The working spotlights are switched on. The symbol is displayed.

Press Softkey D to switch off the working spotlights.

The working spotlights are switched off. The symbol is displayed.

Switching the upper working spotlights on/off automatically

- Turn the key switch to position "I".
- For information about switching on the working spotlights, see the chapter entitled "Switching the lighting on and off".

The lower working spotlights light up.

The upper working spotlights are switched on automatically when the lift mast is lifted for a period of at least two seconds.

During these two seconds, a maximum of two lifts can be executed to prevent the working spotlights from switching on each time a precise adjustment is made. If more lifts are carried out during this time, the upper working spotlights will remain switched off.

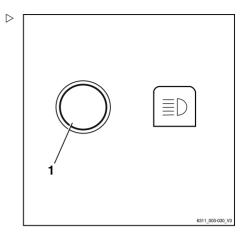
The upper working spotlights are switched off automatically when the truck is driven for longer than one second at a speed faster than 2.1 km/h.

Lift-height-controlled switching on/off of the upper working spotlights

This equipment is available only if a proximity switch is fitted to the lift mast to record a particular lift height of the fork carriage on the lift mast.

- Turn the key switch to position "I".





- Switch on the working spotlights.

The lower working spotlights light up.

The upper working spotlights are switched on by the proximity switch when the fork carriage reaches or exceeds the preset lift height.

The upper working spotlights are switched off by the proximity switch when the fork carriage falls below the preset lift height again.

A CAUTION

Possible component damage caused by collision if the proximity switch is set incorrectly.

- The proximity switch may be adjusted by trained personnel.
- If necessary, inform the authorised service centre.

STILL SafetyLight (variant)



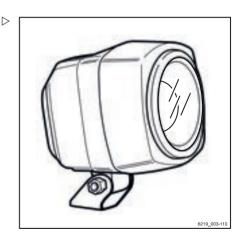
WARNING

Danger of damage to eyes from looking into the STILL SafetyLight. **Do not** look into the STILL SafetyLight.

The STILL SafetyLight is a visual warning unit designed to enable early detection of trucks in driving areas with low visibility (such as drive lanes, high racks), as well as at blind junctions. The STILL SafetyLight is mounted on a support on the overhead guard such that it is not affected by jolts and vibrations. The STILL SafetyLight projects one or more light-blue light spots in front of or behind the truck and thus warns others about the approaching truck. Several light spots are projected as a chase light. The chase light indicates the location of the truck with its direction of travel.

Depending on the configuration of the truck, the STILL SafetyLight automatically switches itself on when the truck is moving. The STILL SafetyLight can also be switched on and off on the display-operating unit.

- To do so, press the corresponding button.





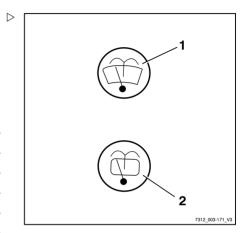
If the truck is to be operated on public roads, the STILL SafetyLight must be switched off.

Operating the windscreen wiper/washer

- Press the button (1) to activate the front wiper/washer (variant) and the roof panel wiper (variant).
- Push button (2) to actuate the rear windscreen wiper/washer (variant).

Repeated pressing of the respective button switches between the operating stages in the sequence shown below.

Button actuation	Operating stage	
	Off	
1st time	On	
2nd time	Interval	
3rd time + hold	Washer	
4th time	Off	



Filling the washer system

A CAUTION

Components may become damaged due to the effects of frost!

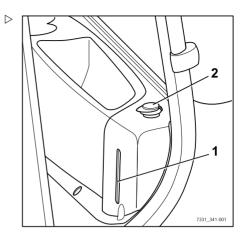
Water expands when it freezes. If there is no anti-freeze in the washer system, the system may be damaged due to the build up of ice in freezing conditions.

- Always use washer fluid containing anti-freeze.

The windscreen washer reservoir is under the compartment behind the driver's seat. The sight glass (1) displays the fill level.



- Open filler cap (2) for the windscreen washer reservoir.
- Fill the windscreen washer reservoir with washer fluid and anti-freeze in accordance with the maintenance data table; see ⇒ Chapter "Maintenance data table", P. 5-326.
- Close lid.
- Operate washer system until washer fluid is discharged from the spray nozzles.



FleetManager (variant)

FleetManager is an equipment variant and can be fitted to the truck in different versions. The description and operation information can be found in the separate operating instructions for the corresponding FleetManager versions.

Shock recognition (variant)

The shock recognition is an equipment variant of the FleetManager (variant) in which an acceleration sensor is installed in the truck. The acceleration sensor records data arising from rapid accelerations or decelerations of the truck, e.g. in the event of an accident. This data can be electronically read out and evaluated.

 If you have any questions, please contact your authorised service centre.

Cruise control (variant)

Using the cruise control function, the driver can save the speed in forwards travel when it is > 6.0 km/h by pressing a button, and continue driving without actuating the accelerator pedal.

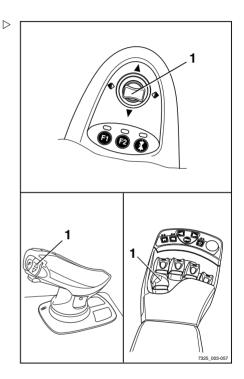


i NOTE

The cruise control function cannot be used for reverse travel or when travelling at speeds below 6.0 km/h.

Depending on the truck equipment, the cruise control can be switched on and off via the drive direction switch or the display and operating unit.

Switching on and off via the drive direction switch (1).





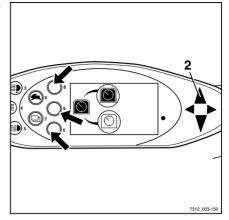
Switching on and off using the Softkeys on the \triangleright display-operating unit.

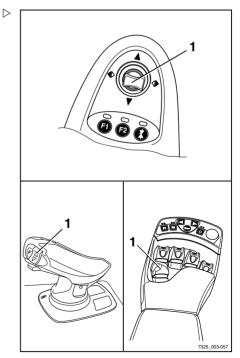
Switching on cruise control

WARNING

Risk of accident from failing to adjust speed! Driving at excessive speeds can cause accidents, e.g. the truck could tip over when cornering.

- Adjust speed along the entire distance being travelled
- Pay particular attention to cornering speed
- Observe safety regulations when driving
- Observe the special behaviour of the cruise control function and the dangers associated with it
- Start drive mode.
- Accelerate the truck to the required speed (at least 6.0 km/h)
- Press the drive direction switch (1) for forward travel again for at least one second, or press the corresponding Softkey on the display-operating unit.





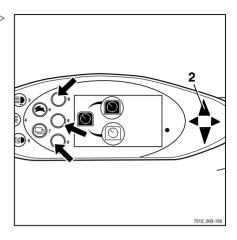


The current speed is saved. The forward travel \triangleright indicator (2) flashes.

Cruise control is switched on. The Symbol is displayed.

 Remove your foot from the accelerator pedal.

The truck continues to drive at the selected speed until the cruise control function is switched off again.



Switching off cruise control

The cruise control function is switched off by means of one of the following actions:

- · Actuate the foot brake
- · Actuate the parking brake
- · Actuate the accelerator pedal
- Move the drive direction switch (1) into the neutral position or reverse
- Actuate the corresponding Softkey (see arrows, previous picture) on the displayoperating unit.

If the seat switch is not actuated, the truck's cruise control function and drive function are switched off.

The accelerator pedal can be used to switch off the cruise control function, depending on which function type is programmed:

• Type 1:

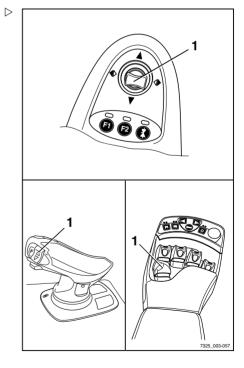
Even slightly depressing the accelerator pedal switches off the cruise control function

• Type 2:

To switch off the cruise control function, the accelerator pedal must be depressed at least as far as it was when saving the speed

- Switch off cruise control

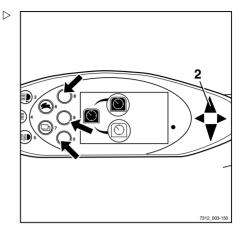




The forward travel indicator (2) illuminates.

Cruise control is switched off. The Osymbol is displayed.

If the truck is configured with automatic functions that reduce the driving speed to 6 km/h or less in certain situations, then these functions will also switch the cruise control off automatically.



12-V socket

To the right of the driver's seat, there is a 12-V socket (1) for connecting an external electrical consumer.

A CAUTION

Risk of short circuit!

The nominal current of the connected consumer must not exceed 10 A.

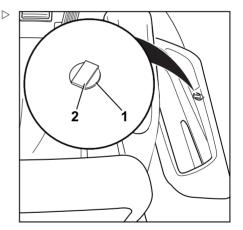
- Before connecting, check the nominal current of the device in question.
- Open the dust guard cover (2).
- Insert the plug of the device to be connected into the socket (1).
- Place the dust guard cover on the plug.
- Perform a functional check of the electrical connection on the connected device.

A CAUTION

Malfunctions possible.

The exposed socket may become dirty and dusty if no plug is inserted or the dust guard cover is not closed. Over time, this can lead to problems with the electrical connection.

 Push the dust guard cover all the way down after using the socket.





57348011800 EN - 11/2018

Driver restraint systems (variants)

Different driver restraint systems are available as variants for this truck. The description and operation for these systems can be found in the separate "Driver restraint systems" operating instructions.

Ceiling sensor (variant)

Description

The ceiling sensor (1) on the overhead guard is an assistance system that automatically reduces the driving speed of the truck within halls. However, this assistance system does not release the driver from the responsibility of observing the speed limits on company premises.

Depending on the system setting, the ceiling sensor can detect overhead structures above the truck at a height of 2 m to 24 m above the sensor.

Operating the ceiling sensor system

The drivers are to be instructed on the use of the ceiling sensor system by the operating company.

When the driver enters a hall for the first time after starting work, he must be certain that the ceiling sensor system is functioning correctly. Despite the ceiling sensor system being installed, the driver must also check the speed indicator on the display-operating unit on a regular basis to ensure that he does not exceed the maximum speed permitted for the environment.

· Entering a hall

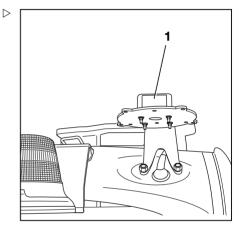
The ceiling detector system automatically detects whether the truck enters a hall. The system then automatically slows the truck to the maximum speed that is set for the hall.

Leaving a hall

If the truck leaves the hall again, the ceiling detector system enables the maximum speed set for areas outside the hall. Due to the range of the sensor, this may not



Auxiliary equipment



happen until the truck is a few metres away from the hall exit. Before the truck is able to accelerate to the maximum speed permitted for outdoor areas, the speed limitation must still be unlocked. To do this, release the accelerator briefly and then operate the accelerator again.

• Switching on the truck in a hall If the truck is switched on inside a hall, the ceiling detector system detects the hall ceiling and reduces the driving speed to the maximum speed that is set for halls.

Possible limitations for object recognition

- If the truck moves under larger overhead structures outdoors, e.g. a pedestrian bridge, the ceiling sensor system may interpret this overhead structure to be a hall ceiling and reduce the maximum speed.
- In rare cases, it may occur that the ceiling sensor system does not recognize a ceiling and does not then reduce the speed. This can happen if the signals from the ceiling sensor are insufficiently reflected due to the ceiling geometry; for example, if there are large window areas at a 45° angle.

In these cases, the sensitivity and the range of the ceiling sensor system must be adjusted. For more information, refer to the next chapter.

Changing the sensor settings

The ceiling sensor system is supplied by STILL with the following factory settings:

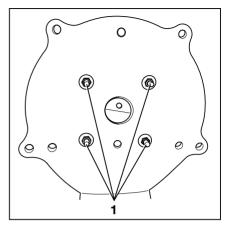
Sensitivity: High

Ceiling height: 24 m

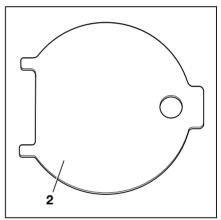
Pull out the connecting cable from the sensor.



- On the underside of the assembly baseplate ▷ on the overhead guard, loosen the four nuts (1) on the sensor.
- Carefully remove the sensor.



 Using the supplied key (2), open the sensor housing to gain access to the DIP switches.





 Using the DIP switches "1" to "5" (3), adjust the range and the sensitivity of the sensor. The DIP switches can be adjusted using a small screwdriver.

A CAUTION

The settings for DIP switches "6" to "8" are the factory settings of the manufacturer.

They must not be changed!

Factory settings of the manufacturer - do not change

DIP switch			
6	7	8	
1	1	0	

The possible settings for DIP switches "1" to "5" are shown in the following tables:

>	

DIP switch		1		
1	2	3	Range	
0	0	0	2 m	
0	0	1	3 m	
0	1	0	4 m	
0	1	1	6 m	
1	0	0	8 m	
1	0	1	12 m	
1	1	0	16 m	
1	1	1	24 m	

4	5	Sensitivity
0	0	Very high
0	1	High
1	0	Medium
1	1	Low

The sensor has different beam angles depending on the combination of range and



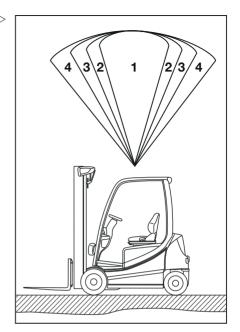
sensitivity that has been set. See the following table:

Sensitivity	Range	Beam angle
	2 m	22.5°
	4 m	22.5°
Low (1)	8 m	20°
	16 m	15°
	24 m	5°
	2 m	35°
	4 m	30°
Medium (2)	8 m	25°
	16 m	22.5°
	24 m	10°

Sensitivity	Range	Beam angle
	2 m	42°
	4 m	33°
High (3)	8 m	22.5°
	16 m	20°
	24 m	15°
	2 m	45°
	4 m	43°
Very high (4)	8 m	30°
	16 m	22.5°
	24 m	18°

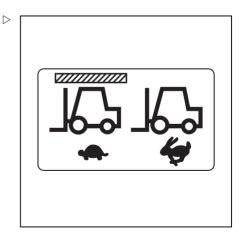


Representation of the beam angle depending \triangleright on the sensitivity of the sensor that has been set, from (1)"low" to (4)"very high".



Additional labelling

Adhesive label next to the display-operating unit





Cab

Opening the cab door

A DANGER

There is a risk of damage caused by collision if the cab door opens while driving.

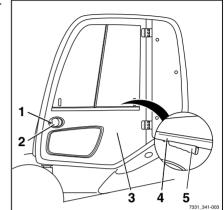
 The cab door must be latched securely in the engaged position.

Opening the cab door from the outside:

- Insert the key in the door lock (1), unlock and remove the key.
- Pull the door handle (2) and release the door lock.
- Open the cab door (3) by pulling outwards.

Opening the cab door from the inside:

- Take hold of the handlebar (4) and latch (5).
- Press the latch in and push the cab door outwards.



STILL

 \triangleright

Closing the cab door

A DANGER

There is a risk of damage caused by collision if the cab door opens while driving.

- The cab door must be latched securely in the engaged position.

Opening the side windows

WARNING

There is a risk of crushing between the window frame and side window from the side windows slipping inadvertently during travel.

 Make sure that the handle engages securely in the corresponding stop slot.

Opening the rear side window:

- Press the handle (2) together and slide the rear side window (1) forwards.
- Make sure that the handle engages in the stop slot (3).

Opening the front side window:

The front side window (4) can be opened in the same way as the rear side window.

Closing the side windows

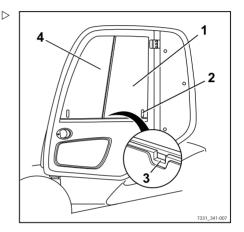
WARNING

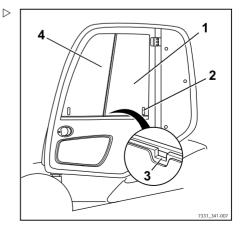
There is a risk of crushing between the window frame and side window from the side windows slipping inadvertently during travel.

 Make sure that the handle engages securely in the corresponding stop slot.

Closing the rear side window:

- Press the handle (2) together and pull the rear side window (1) to the rear.
- Make sure that the handle engages in the stop slot (3).







Closing the front side window:

The front side window (4) can be closed in the same way as the rear side window.

Operating the interior lighting

An interior light (1) with swivelling support (3) is fitted in the right-hand roof lining of the cab.

The interior lighting can be operated using the switch (2) in the roof lining and via the corresponding Softkey on the display-operating unit.

Depending on the configuration of the displayoperating unit, there may be no Softkey function.

The interior lighting cannot be switched on using the switch in the roof lining if it has been switched off on the display and operating unit. The interior lighting cannot be switched on at the display and operating unit if the switch in the roof lining is in position "0".

Switching on the interior lighting

- Check whether the switch in the roof lining is in position "I"; if not, move the switch to position"I".
- To turn on the interior lighting, press the Softkey (m)(1).

The interior lighting is switched on. The symbol is displayed.

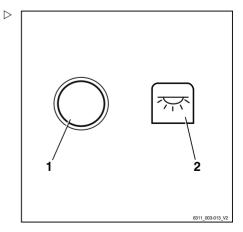
To switch on the interior lighting at the switch in the roof lining, first actuate the Softkey on the display-operating unit, then place the switch in the roof lining in position "I".

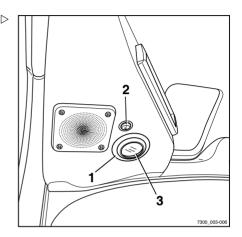
Adjusting the beam direction

 To change the beam direction, carefully swivel the support into the required position.

Switching off the interior lighting







Cab

 To switch off the interior lighting, press the Softkey (1).

The interior lighting is switched off. The symbol $\overline{\text{sm}}(2)$ is displayed.



We do not recommend that you use the switch in the roof lining to turn off the interior lighting. If the interior lighting is switched off using the switch in the roof lining, both the switch in the roof lining **and** the Softkey on the display-operating unit must always be actuated to switch on the light.

Operating the rear window heating

Press Softkey (53) (1) to switch on the rear window heating.

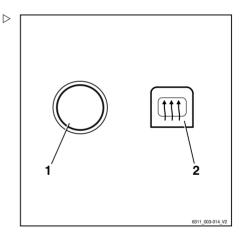
Rear window heating is switched on. The window is displayed.

Press Softkey (1) to switch off the rear window heating.

Rear window heating is switched off. The $(\mathfrak{P})(2)$ symbol is displayed.



Rear window heating will switch off automatically after approximately 10 minutes.





Radio (variant)

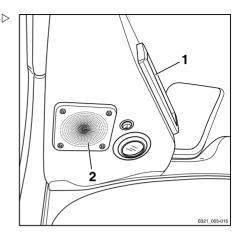
The radio (1) and the loudspeakers (2) are an equipment variant. If the truck is equipped with a radio and loudspeakers, they are integrated into the roof lining.

The description and operation can be found in the separate operating instructions for the radio.

WARNING

The driver's attention is adversely affected by operating the radio or listening to excessive volume while driving or handling loads. There is a risk of accident!

- Do not use the radio when driving or when handling loads.
- Set the radio volume so that you can still hear warning signals.



Heating system (variant)



DANGER

Risk of explosion!

There is a risk of explosion if the heater is operated in the vicinity of storage areas or similar areas where fuel vapours or coal dust, wood dust and crop dust can accumulate.

- Do not expose spray cans or gas cartridges to the flow of hot air.
- Do not operate the heater in hazardous areas.



A DANGER

Risk of fire as a result of heat building up in the heating element!

Heat may build up if the air intake opening is blocked or the heating element collects dust. The heating element may overheat or short-circuit.

- Do not cover the air intake opening.
- Do not operate the heating system without a fresh air filter and recirculated air filter fitted.



4

Cab



A DANGER

Risk of burns!

When the heating system is operated, the heating system housing becomes hot and can burn the skin if it is touched.

 Do not touch the heating system housing during operation.

A CAUTION

Risk of blower malfunction!

The fresh air filter and recirculated air filter collect dust and dirt particles from the intake air. If the filter elements are not fitted, dust and dirt particles may block the blower.

 Do not operate the blower without a fresh air filter and recirculated air filter fitted.

Switching on the blower

 To switch on the blower, turn on the blower switch (1).

The blower runs at the speed level set at the switch.

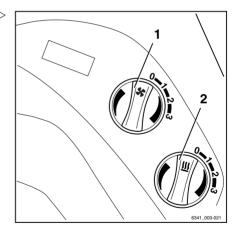
Switching on the heating system



The heating system only heats up when the blower is switched on. If the blower switch is switched off, the heating system will not function, regardless of the position of the heater switch.

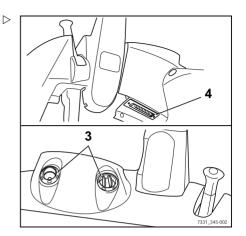
 To switch the heating system on, first switch on the blower switch (1) and then the heating switch (2).

The heating system is in operation. The air is heated up to the heat output level set at the heating switch (2).





Adjust the air flow at the front outlet vents
(3) and at the outlet vent in the footwell (4).



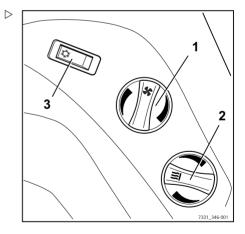
Air conditioning (variant)

Switching on the air conditioning

- Switch the blower switch (1) on.
- Set the cryostat (2) to the desired level.
- Switch on the air conditioning by pressing the switch (3).

Switching off the air conditioning

- Switch off the air conditioning by pressing the switch (3).
- Switch off the blower switch (1).





Cab

Push-up roof window (variant)

WARNING

Risk of crushing!

- When closing the roof window, do not reach between the roof window and the overhead guard.
- Do not reach in to touch components as they are being closed.

The push-up roof window (1) is an equipment variant.

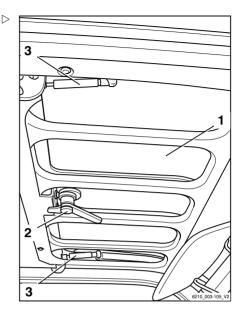
 To unlock and open the roof window, rotate the handle (2) in an anti-clockwise direction and use it to push the roof window upwards.

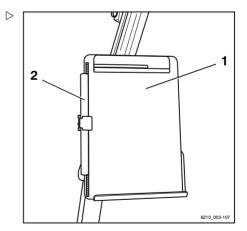
The roof window is held in the open position by means of gas springs (3).

 To close and lock the roof window, pull the roof window downwards using the handle and rotate the handle in a clockwise direction

Clipboard (variant)

The clipboard (1) with reading lamp (2) is an equipment variant.







Trailer operation

Towed load

A DANGER

There is an increased risk of accident when using a trailer.

Using a trailer changes the truck handling characteristics. When towing, operate the truck such that the trailer train can be safely driven and braked at all times. The maximum permissible speed when towing is 5 km/h.

- Do not exceed the permissible speed of 5 km/h.
- Do not couple the truck in front of rail vehicles.
- The truck must not be used to push any kind of trolley.
- It must be possible to drive and brake at all times.

A CAUTION

Risk of damage to components!

The maximum towed load for occasional towing is the rated capacity specified on the nameplate. Overloading can lead to component damage on the truck. The sum of the actual towed load and the actual load on the fork must not exceed the rated capacity. If the towed load present corresponds to the rated capacity of the truck, it is not permitted to transport a load on the fork at the same time. The load can be distributed between the fork and the trailer.

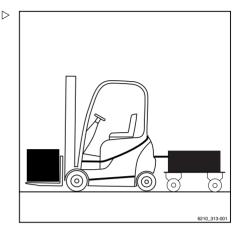
- Check the load distribution and adjust to correspond to the rated capacity.
- Observe the permissible rigidity value of the tow coupling.

A CAUTION

Risk of damage to components!

The maximum towed load only applies when towing unbraked trailers on a level surface (maximum deviation +/-1%) and on firm ground. The towed load must be reduced if towing on gradients. If necessary, notify the authorised service centre of the application conditions. The service centre provides the required data.

- Inform the authorised service centre.





Trailer operation

A CAUTION

Damage to the tow coupling due to overloading!

Tow couplings RO*243 and RO*244 must be individually checked to ensure that they are suitable for the planned towing operation. The permissible rigidity value of the tow coupling must always be taken into account. The authorised service centre can check and/or confirm the maximum towed load for the planned towing operation.

- Observe the operating instructions for the tow coupling.
- Inform the authorised service centre.

A CAUTION

Risk of damage to components!

A support load is not permitted.

Do not use trailers with tillers supported by the tow coupling.

This truck is suitable for the occasional towing of trailers. If the truck is equipped with a towing device, this occasional towing must not exceed 2% of the daily operating time. The manufacturer must be consulted if the truck is to be used for towing on a more regular basis.

Coupling pin in the counterweight

Coupling the trailer

▲ DANGER

If you briefly leave the truck to couple or uncouple, there is a risk to life caused by the truck rolling away and running you over.

- Apply the parking brake.
- Lower the fork to the ground.
- Turn off the key switch and remove the key.

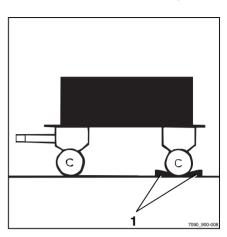


Operation

- Take measures to prevent the trailer from rolling away, e.g. use wheel chocks (1).

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- Push the coupling pin (2) down, turn 90° and pull out.
- Adjust tiller height.

A DANGER

Persons may become trapped between the truck and trailer.

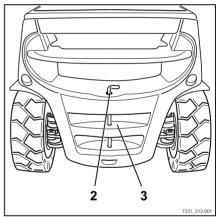
When hooking up, ensure that no one is between the truck and trailer.

- Slowly move the truck back.
- By moving the truck back, introduce the tiller into the gap (3) of the counterweight.

A DANGER

In the event of loss or destruction of the coupling pin or the securing bush during towing, the trailer works loose and becomes uncontrollable, meaning there is a risk of accident!

- Use only original coupling pins that have been checked for good condition.
- Ensure that the coupling pin is correctly inserted and secured.
- Insert the coupling pin into the counterweight, press downwards against the spring pressure and turn 90° (the coupling pin is locked in this position).
- Remove any items used to prevent the trailer from rolling away.

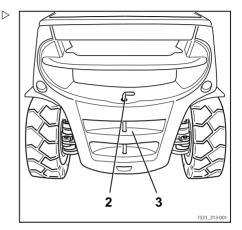




Trailer operation

Uncoupling the trailer

- Take measures to prevent the trailer from rolling away, e.g. use wheel chocks.
- Push the coupling pin (2) down, turn 90° and pull out.
- Slowly move the truck forwards and guide the tow-bar eye completely out of the counterweight.
- Insert the coupling pin into the counterweight, press downwards against the spring pressure and turn 90° (the coupling pin is locked in this position).



Automatic tow coupling

A DANGER

Persons may become trapped between the truck and trailer.

When hooking up, ensure that no one is between the truck and trailer.

A DANGER

Never jack up or crane load the truck on the tow coupling. The tow coupling is not designed for this and could be deformed or destroyed. The truck could fall off, with potentially fatal consequences!

- Use the tow coupling only for towing.
- For jacking up and crane loading, use only the designated lifting points.

A DANGER

The tow coupling is not designed for support loads and could be deformed or destroyed. This could cause the supported load to fall, with potentially fatal consequences!

 The tow coupling should be subjected only to horizontal loads, i.e. the tiller must be horizontal.



A DANGER

If you briefly leave the truck to couple or uncouple, there is a risk to life caused by the truck rolling away and running you over.

- Apply the parking brake.
- Lower the fork to the ground.
- Turn off the key switch and remove the key.

WARNING

Never reach between the coupling pins and the towing jaws. If the component moves suddenly there is a risk of injury!

- To release the coupling pin, actuate the corresponding lever or use a suitable device (e.g. assembly lever).
- When not in use, close the automatic tow coupling.

A CAUTION

Risk of damage due to component collision.

A truck with tow coupling needs more room for manoeuvring due to its overhang. The tow coupling can damage the racking or the tow coupling itself when manoeuvring. If there is a collision with the tow coupling, check the tow coupling for damage such as cracks. A damaged tow coupling must not be used again.

- Always manoeuvre carefully and with sufficient room.
- In the case of a collision, check the tow coupling for damage.
- Replace tow coupling if damaged, if necessary contact the authorised service centre.

A CAUTION

Risk of damage to the tow bar eye or tiller!

Due to the truck's rear wheel steering, the side slewing angle of the tiller may not be adequate. The coupling or the tiller may be damaged! The tow bar eye of the tiller must fit the tow coupling in terms of shape and size.

- Ensure that the tow bar eye and tiller fit correctly.
- Avoid sharp cornering.
- Exercise care when travelling and manoeuvring in reverse.



Trailer operation

A CAUTION

Risk of component damage if the tiller in the tow coupling is tilted!

The tiller should if possible be kept horizontal when towing. This ensures a sufficient rotation range at the top and bottom. The authorised service centre can adjust the assembly height for the tow coupling to the tiller height if necessary.

- Make sure that the tiller is level.
- To change the coupling height, contact the authorised service centre.

Coupling model RO*243

A CAUTION

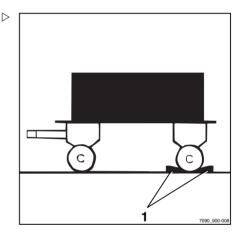
Damage to the tow coupling due to overloading!

Tow couplings RO*243 and RO*244 must be individually checked to ensure that they are suitable for the planned towing operation. The permissible rigidity value of the tow coupling must always be taken into account. The authorised service centre can check and/or confirm the maximum towed load for the planned towing operation.

- Observe the operating instructions for the tow coupling.
- Inform the authorised service centre.

Tow coupling RO*243 is intended for a tow-bar eye in accordance with DIN 74054 (bore diameter 40 mm).

- Take measures to prevent the trailer from rolling away, e.g. use wheel chocks (1).
- Adjust the tow bar eye of the tiller so that it is at the centre of the towing jaws.





- Pull out the safety handle (3).

- Push the hand lever (2) upwards.

A DANGER

Persons may become trapped between the truck and trailer.

When hooking up, ensure that no one is between the truck and trailer.

A CAUTION

When being coupled, the tow-bar eye must engage in the middle of the coupling jaw. Failure to follow these instructions could result in damage to the coupling jaw or to the tow-bar eye!

- Ensure that the tow-bar eye enters the coupling jaw centrally.
- Slowly move the truck back.

A DANGER

If the coupling pin drops out during towing, the trailer will work loose and can no longer be controlled. There is a risk of accident!

A protruding safety handle means that the tow bar eye has not been coupled correctly. The trailer must not be towed in this condition.

- Ensure that the safety handle is flush with the securing bush.
- If the safety handle protrudes, repeat the coupling process.
- Remove any items used to prevent the trailer from rolling away.
- Tow the trailer.

Closing model RO*243 by hand

A DANGER

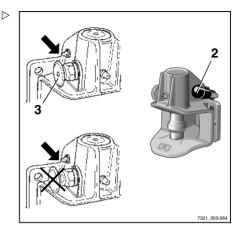
Risk of injury from hand becoming trapped!

Do not reach into the coupling pin area with your hand. If, for example, a tow rope is to be secured in the tow coupling, use only a suitable device to close the tow coupling (e.g. assembly lever).

 Use a suitable device (e.g. assembly lever) to push the coupling pin up.

The coupling pin is released from the latch and then closes the tow coupling automatically.

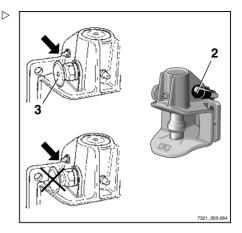




Trailer operation

Uncoupling model RO*243

- Take measures to prevent the trailer from rolling away, e.g. use wheel chocks.
- Pull out the safety handle (3).
- Push the hand lever (2) upwards.
- Slowly drive the truck forwards until the towbar eye and towing jaws are disconnected.
- Close the tow coupling by hand.



Coupling model RO*244 A

A CAUTION

Damage to the tow coupling due to overloading!

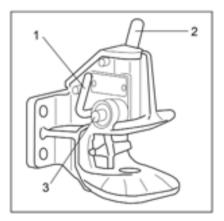
Tow couplings RO*243 and RO*244 must be individually checked to ensure that they are suitable for the planned towing operation. The permissible rigidity value of the tow coupling must always be taken into account. The authorised service centre can check and/or confirm the maximum towed load for the planned towing operation.

- Observe the operating instructions for the tow coupling.
- Inform the authorised service centre.

Tow coupling RO*244 A is intended for a tow-bar eye in accordance with DIN 74054 (bore diameter 40 mm) or DIN 8454 (bore diameter 35 mm).

- Take measures to prevent the trailer from rolling away, e.g. use wheel chocks.
- Adjust the tow bar eye of the tiller so that it is at the centre of the towing jaws.
- Push the hand lever (2) upwards until it snaps into place.

The tow coupling is opened.





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A DANGER

Persons may become trapped between the truck and trailer!

When hooking up, ensure that no one is between the truck and trailer.

A CAUTION

When being coupled, the tow-bar eye must engage in the middle of the coupling jaw. Failure to follow these instructions could result in damage to the coupling jaw or to the tow-bar eye!

 Ensure that the tow-bar eye enters the coupling jaw centrally.

 Move the truck back slowly until the tow bar eye is inserted centrally into the coupling jaw of the tow coupling and the coupling pin engages.

The coupling pin is correctly engaged if the control pin (3) does**not** protrude out of its guide.

A DANGER

If the coupling pin drops out during towing, the trailer will work loose and can no longer be controlled. There is a risk of accident!

The control pin (3) must **not** protrude out of its guide.

Ensure that the coupling pin is engaged correctly.

If the coupling pin is not correctly engaged:

- Remove any items used to prevent the trailer from rolling away.
- Move the truck with the trailer forwards approx.
 1 m and then move it back slightly.
- On the coupling pin, check again that the control pin **does not** protrude out of its guide.
- Remove any items used to prevent the trailer from rolling away.
- Tow the trailer.



Trailer operation

Closing model RO*244 A by hand

A DANGER

Risk of injury from hand becoming trapped!

Do not reach into the coupling pin area with your hand. If, for example, a tow rope is to be secured in the tow coupling, only actuate the tow coupling via the closing lever (1).

 Press the closing lever (1) downwards as far as it will go.

The tow coupling is closed.

Uncoupling model RO*244 A

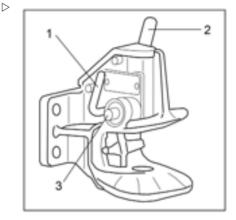
- Take measures to prevent the trailer from rolling away, e.g. use wheel chocks.
- Push the hand lever (2) upwards until it snaps into place.

The tow coupling is opened.

- Slowly drive the truck forwards until the towbar eye and towing jaws are disconnected.
- Close the tow coupling by actuating the closing lever (1).



To protect the lower coupling pin bush against contamination, always keep the tow coupling closed.





Coupling model RO*245

Tow coupling RO 245 is intended for a tow-bar eye in accordance with DIN 74054 (bore diameter 40 mm) or DIN 8454 (bore diameter 35 mm).

- Take measures to prevent the trailer from rolling away, e.g. use wheel chocks.
- Adjust the tow bar eye of the tiller so that it is at the centre of the towing jaws.
- Push the hand lever (5) upwards.

The tow coupling is opened.

A DANGER

Persons may become trapped between the truck and trailer!

When hooking up, ensure that no one is between the truck and trailer.

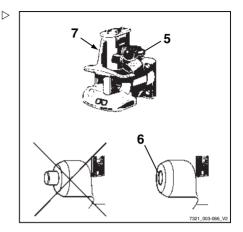
- Slowly move the truck back.

A DANGER

If the coupling pin drops out during towing, the trailer will work loose and can no longer be controlled. There is a risk of accident!

A protruding safety handle means that the tow bar eye has not been coupled correctly. The trailer must not be towed in this condition.

- Make sure that the control pin does **not** protrude from the control bush.
- Repeat the coupling process if necessary.
- Remove any items used to prevent the trailer from rolling away.
- Tow the trailer.



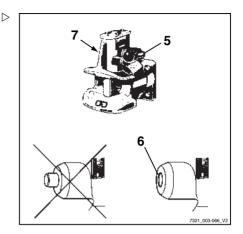


Trailer operation

Uncoupling model RO*245

- Take measures to prevent the trailer from rolling away, e.g. use wheel chocks.
- Push the hand lever (5) upwards.
- Slowly drive the truck forwards until the towbar eye and towing jaws are disconnected.
- Push the closing lever (7) on the left side of the tow coupling down as far as it will go.

The tow coupling is closed.



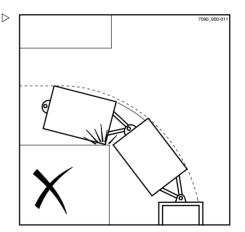
Towing trailers

- Drivers who are towing a trailer for the first time must practise driving with a trailer in a suitable area.
- When passing through narrow road areas (entrances, gates etc.), observe the dimensions of the trailer and load.
- When towing multiple trailers, ensure a sufficient minimum distance to fixed installations when turning and cornering.

The permissible length of the trailer trains depends on the roadways to be driven and may need to be determined during the test drive.

It is the responsibility of the operating company to instruct the drivers regarding the permissible number of trailers and, where required, any additional speed reductions on individual sections of the route.

Please observe the definition of the following responsible persons: "operating company" and "driver".





256

Display content

On the display of the display-operating unit, event-related messages may appear due to certain truck conditions.

The following types of message may appear individually or in combination:

- A graphic symbol (2)
- The message (3)
- An error code (4) consisting of a letter and a four-digit number



Each time a message appears, the "Malfunction" display (1) also lights up.

Messages are always shown repeatedly and for a certain period of time, according to the event.

In the case of successive events, the respective messages are displayed one after another on the display.

After a few seconds, the display will alternate between the last shown operating display and the message.

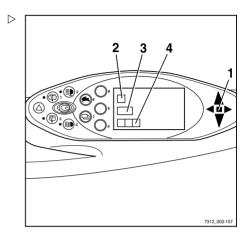
The frequency of alternation depends on the type of event.

 If a message appears, follow these operating instructions.

Once the event is remedied, the message will disappear.

If a malfunction continues to occur, the message will continue to appear.

- Park the truck safely.
- Inform the authorised service centre.





Error code table

The table gives an overview of possible displays. In the "Comment" column, you will find information on how to proceed should any of these messages be displayed.

Message text/ Error code	Comment
Control unit A1401	
Control unit A1431	
A2551	
Oilpressure A3040	No brake oil pressure or sensor fault, truck only moves at emergency mode speed. Notify your authorised service centre.
Oilpressure A3043	Brake oil pressure too high or sensor fault, truck only moves at emergency mode speed. Notify your authorised service centre.
OVERHEATING A5022	Traction motor(s) is/are too hot. 1st phase: regulation of acceleration and speed. 2nd phase: limitation of phase current in converter (emer- gency driving function is retained). The error automatically disappears as soon as the tempera- ture is below the limit. If the error occurs frequently, notify your authorised service centre.
ACCEL. SENSOR A3002 A3003 A3004 A3005 A3006 A3007 A3505	Sensor fault, truck cannot be driven. Contact your service centre.
ACCEL. SENSOR A3008	Accelerator voltages (for dual pedal) do not match; truck cannot be driven. Contact your service centre.
ACCEL. SENSOR A3811	Accelerator configuration is invalid; truck cannot be driven. Notify your authorised service centre.
BRAKE SENSOR A3016 A3017	Sensor fault; truck can only be driven at emergency mode speed. Notify your authorised service centre.
BRAKE SENSOR A3035	Switch defective, truck only moves at emergency mode speed. Notify your authorised service centre.



Message text/ Error code	Comment
CONFIGURATION A2111	Parameterisation error or defective printed circuit board; drive unit and hydraulic drive not functioning. Notify your authorised service centre.
CONFIGURATION A3801	Parameterisation error; drive unit and hydraulic drive not functioning. Notify your authorised service centre.
CONFIGURATION A3812	Drive programme parameters are outside the permitted range. The drive programme parameters are limited inter- nally. Notify your authorised service centre.
SEAT SWITCH A3027	Seat switch has not been operated for approx. 8 hours. Truck can possibly still be driven at a reduced speed and with reduced lifting capacity. Stand up briefly and then sit down again. If this does not resolve the problem, contact your authorised service centre.
STEERING A3215	Sensor fault; truck moves at emergency mode speed. Notify your authorised service centre.
DIRECTION SWITCH A3020	Switch error; no or limited drive unit function. Notify your authorised service centre.
LIFTING A3102 A3103	Sensor fault; no or limited hydraulic drive function. Notify your authorised service centre.
TILTING A3107 A3108	Sensor fault; no or limited hydraulic drive function. Notify your authorised service centre.
EXT1 A3112 A3113	Sensor fault; no or limited hydraulic drive function. Notify your authorised service centre.
EXT2 A3117 A3118	Sensor fault; no or limited hydraulic drive function. Notify your authorised service centre.
VERTICAL MAST A3130 A3131 A3132	No hydraulic function. Turn off "vertical lift mast position". Notify your authorised service centre.
VERTICAL MAST ERROR A3135	No hydraulic function. Turn off "vertical lift mast position". Notify your authorised service centre.
POWER SUPPLY A2242 A2257	Transmitter power supply short circuit. Truck cannot be driven. Notify your authorised service centre.



Message text/ Error code	Comment
SURVEILLANCE A2801 A2802 A2808 A2809 A2810 A2815	Drive unit not functioning. Release accelerator pedal. If this error occurs sporadically, it can be tolerated. If the operational capacity is impaired, notify your authorised service centre.
SURVEILLANCE A2803 A2806	Drive direction is set to neutral. Reselect the drive direction. If this error occurs sporadically, it can be tolerated. If the operational capacity is impaired, notify your authorised service centre.
SURVEILLANCE A2817	Truck is not ready for operation. Turn the key switch to the zero position and restart. If this error occurs sporadically, it can be tolerated. If the operational capacity is impaired, notify your authorised service centre.
DRIVE A5041	Temperature sensor fault Notify your authorised service centre.
OIL PRESSURE A5631	Engine faulty (no oil pressure) or sensor faulty. Engine is switched off for protection. Notify your authorised service centre.
COOLANT LEVEL A5611	Fan is not running. Cooling fluid level too low, check the cooling fluid level and top up the cooling fluid if necessary. If this does not resolve the problem, contact your authorised service centre.
AIR FILTER A5651	Replace the filter cartridges. If this does not resolve the problem, contact your authorised service centre.
CONTROL UNIT A3305	CIO not functioning. Notify your authorised service centre.
EXH. GAS PURIFIER A5791	No regeneration and no intermediate glow. Notify your authorised service centre.
EXH. GAS PURIFIER A5792 A5793 A5794 A5796	Regeneration cannot be started. Notify your authorised service centre.
EXH. GAS PURIFIER A5795 A5797 A5798	Regeneration has been interrupted. Notify your authorised service centre.
ALTERNATOR A5811	Starter battery is not charged. Notify your authorised service centre.



Message text/ Error code	Comment
V-engine malfunction A5821	Engine control unit (ECU) reports engine error. Truck can still be operated. Notify your authorised service centre.
Switch off immediately! V-engine A5822	Engine control unit (ECU) reports serious engine error, switch engine off immediately. Truck only moves at emergency mode speed. The lifting speed is severely reduced. Notify your authorised service centre.

General messages



Some of the following messages are equipment-specific and may not appear on the display and operating unit of every truck. The following messages are therefore intended only as a reference.

SERVICE BRAKE message

If the message SERVICE BRAKE appears on the display, notify the authorised service centre.

- Park the truck securely for checking by the authorised service centre.
- If multi-disc brakes in the drive wheel units are blocked, tow the truck.

APPLY HANDBRAKE message

A DANGER

Risk of fatal injury from being run over if the truck rolls away!

Parking the truck without the parking brake applied is dangerous and is not permitted.

- The truck must not be parked on a slope.
- Only leave the truck when the parking brake has been applied.
- In emergencies, secure the truck using wedges on the side facing downhill.



The truck is equipped with a negative springoperated brake. Switching off the truck will block the multi-disc brakes in the drive wheel units after a few minutes. However, the truck can still roll until the drive wheel units are blocked. For this reason, the parking brake must always be applied before you leave the truck!

If you park the truck without applying the parking brake and then vacate the driver's seat, the APPLY HANDBRAKE message will appear in the display (variant). An optional signal tone sounds.

- Apply the parking brake.

The APPLY HANDBRAKE message disappears.

If the truck moves even though the parking brake is applied:

- Drive the truck onto level ground and park it safely. Secure it with wedges if necessary.
- Notify the authorised service centre.

BRAKE SENSOR message

If the BRAKE SENSOR message appears in the display, the maximum driving speed will be reduced. The brake sensor in the brake pedal must be checked.

- Notify the authorised service centre.

CODE DENIED message

If the message CODE DENIED appears on the display, the driver PIN has been entered incorrectly three times. The input is then locked for five minutes before another attempt can be made.

- Enter the driver PIN again after five minutes.

ACCELERATOR message

If the ACCELERATOR message appears on the display, the truck will remain stationary. The accelerator must be checked.



- Notify the authorised service centre.

SWITCH OFF TRUCK? message

If the message SWITCH OFF THE TRUCK? appears on the display, the switching-off of the truck is verified.

 Press the corresponding softkey on the display and operating unit to switch off the truck or cancel the operation.

PARKING BRAKE ACTIVE message

If the electric parking brake is applied, the PARKING BRAKE ACTIVE message appears on the display for 5 seconds.

 Release the parking brake to enable driving mode.

RELEASE PARKING BRAKE message

If the message RELEASE PARKING BRAKE appears on the display, driving mode cannot be enabled until the parking brake has been released by pressing the button.

 Release the parking brake by pressing the button.

PARKING BRAKE: APPLY HAND-BRAKE! message

If the message PARKING BRAKE : APPLY HANDBRAKE ! appears on the display, the electric parking brake is faulty.

 Release the parking brake by pressing the button.

LOWER FORKS message

A DANGER

There is a risk of fatal injury from a falling load or parts of the truck being lowered!

Parking the truck with the load lifted is dangerous and is not permitted under any circumstances! The increased safety provided by this function must not be misused in order to take safety risks.

- Lower the load fully before leaving the truck.



The fork is not lowered.

If the fork is above the height sensor, the key switch is turned off and the seat vacated, the LOWER FORKS message appears in the display (variant). An optional signal tone sounds.

- Lower the fork to the ground.

The message LOWER FORKS disappears.

STEERING message

If the STEERING message appears in the display, the truck will only move at emergency mode speed. The steering angle sensor must be checked.

- Notify the authorised service centre.

TILTING SPEED message

If the message TILTING SPEED appears on the display after the welcome screen, the tilting speed of the lift mast on this truck is significantly higher than on previous trucks in this family.

EMERGENCY SWITCH message

WARNING

No electric braking assistance is available when the emergency off switch is actuated!

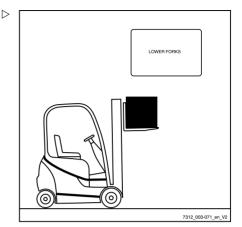
Actuating the emergency off switch will disconnect the drives from the power supply.

- To brake, actuate the service brake.

The truck is equipped with an emergency off switch. When this switch is actuated, the driving functions and the functions of the working hydraulics are blocked.

The EMERGENCY SWITCH message appears periodically when the following criteria are met:

- · The key switch is set to stage "I"
- · The emergency off switch is actuated
- · An operating device is actuated





? VERTICAL POSITION

If the message ? VERTICAL POSITION appears on the display, calibration of the "vertical lift mast position" has been activated.

 Save the mast position or cancel the calibration.

REFERENCE CYCLE message

If the fork was lowered after the truck was switched off, the control electronics do not know the position of the fork when the truck is restarted. The truck will only travel at a reduced driving speed. Depending on the position of the fork, the message REFERENCE CYCLE (variant) may appear in the display. To align the position with the control electronics, the fork must be raised.

- Switch on the key switch.

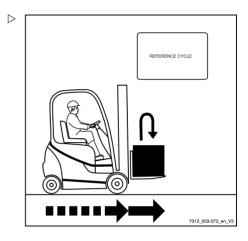
The truck will only travel at a reduced driving speed. The message REFERENCE CYCLE may appear in the display.

- Raise the fork.

The message REFERENCE CYCLE goes out, or now appears in the display for the first time and then goes out.

- To drive again, lower the fork to a maximum of 300 mm above the ground.

The truck can now be driven again with no speed limitation.





SAFETY BELT message



DANGER

Risk of fatal injury in the event of falling from the truck if it tips over!

If the truck tips over, the driver is at risk of injury even if a restraint system is used. The risk of injury can be reduced by using a combination of a restraint system and a seat belt. In addition, the seat belt protects against the consequences of rear-end collisions and falling off ramps.

- We recommend that you always use the seat belt.

This device (variant) ensures that if the seat belt is not being used or is being used incorrectly, the truck will only drive slowly or (optionally) will not drive at all.

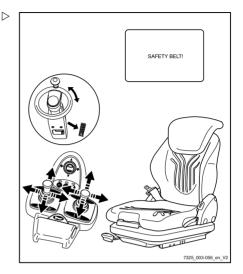
Depending on the configuration selected, the working hydraulics functions (lifting/tilting) are either available as normal, slowed down or not available at all.

The SAFETY BELT message with the restricted driving and lifting functions is triggered by the following circumstances:

- Seat belt not worn and driver's seat occupied
- The seat belt is constantly fastened but the driver's seat is only occupied afterwards
- The seat belt is not fastened until after the key switch has been switched on
- · The seat belt is unfastened while driving
- If the SAFETY BELT message appears, fasten the seat belt in accordance with the regulations.

The truck can again be operated without restrictions.

If the seat belt is released while driving, the truck will be limited to low driving speeds or will be braked to a halt.





A DANGER

Risk of accident!

The speed must be adjusted to suit the driving situation!

The increased safety provided by this function must not be misused in order to take safety risks.

ARE YOU SURE ? message

If the message ARE YOU SURE ? appears on the display, a prior prompt is verified.

 Press the corresponding softkey on the display and operating unit to continue or to cancel the operation.

SEAT SWITCH message

The truck is equipped with a seat switch.

If the SEAT SWITCH message appears, the driving functions and the working hydraulics are blocked.

The SEAT SWITCH message is triggered by the following situations:

- The seat switch is not actuated while the accelerator pedal or steering wheel is actuated
- The seat switch is not actuated while the operating device for the working hydraulics is actuated
- · The shift time has been exceeded
- · The operating time has been exceeded

The operating devices shown in the following illustrations are only examples and may differ from the equipment in your truck.



The seat switch is not actuated while the accelerator pedal or steering wheel is actuated

The accelerator pedal or the steering wheel is actuated, even though no one is sitting in the driver's seat. The message SEAT SWITCH appears on the display. The truck will not move.

Sit in the driver's seat and fasten the seat belt.

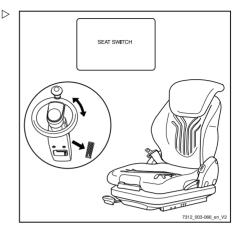
The truck can be driven again without restrictions.

The seat switch is not actuated while the operating device for the working hydraulics is actuated

An operating device for the working hydraulics is actuated, even though no one is sitting in the driver's seat. The message SEAT SWITCH appears on the display. The working hydraulics functions cannot be executed.

- Sit in the driver's seat and fasten the seat belt.

The working hydraulics can be operated again.





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The shift time has been exceeded

The shift time is adjustable.

If the key switch is switched on and the driver does not leave the seat before the set shift time is exceeded, SEAT SWITCH appears on the display. This is also the case if an operating device for the working hydraulics or the accelerator pedal is actuated. Depending on the configuration, the working hydraulic functions can be executed normally, only slowly or not at all.

- Stand up briefly from the seat, sit back down again and fasten the seat belt.

The truck can again be operated without restrictions.

The operating time has been exceeded

The operating time is adjustable.

If the key switch is switched on, the parking brake is released and the driver does not leave the seat before the set operating time is exceeded, and if neither the operating devices for the working hydraulics nor the accelerator pedal are actuated during this time, SEAT SWITCH appears on the display. The truck will not move. Depending on the configuration, the working hydraulic functions can be executed normally, only slowly or not at all.

 Stand up briefly from the seat, sit back down again and fasten the seat belt.

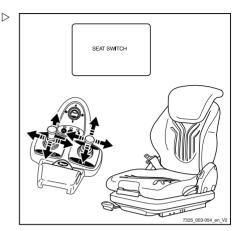
The truck can again be operated without restrictions.

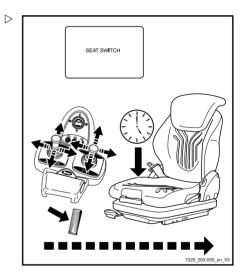
OVERHEATING message

If the message OVERHEATING appears on the display, the traction motors have overheated. The acceleration and the speed of the truck are reduced.

- Allow the truck to cool down.
- If the error persists, contact your authorised service centre.







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SURVEILLANCE message

If the SURVEILLANCE message appears in the display, there is a fault in the process monitoring.

This shuts off the drive unit.

- Switch the key switch to the "0" position and then back to the "I" position.
- Start the engine.
- Release accelerator pedal.
- Select the drive direction again.



If this error occurs sporadically, it can be tolerated. If the operational capacity is impaired, notify your authorised service centre.

NOT VALID message

If the message NOT VALID appears on the display, an incorrect driver PIN has been entered when entering the access code.

 Once the message goes out, enter the driver PIN again.

Drive-specific messages



Some of the following messages are equipment-specific and may not appear on the display and operating unit of every truck. The following messages are therefore intended only as a reference.

EXH.GAS PURIFIER message

If the EXH. GAS PURIFIER message appears on the display, the particle filter is full.

- Regenerate the particle filter.



If the EXH.GAS PURIFIER *message appears during regeneration, a fault has occurred.*

· Notify the authorised service centre

EXH.GAS PURIFIER PLEASE WAIT message

If the EXH. GAS PURIFIER PLEASE WAIT message appears on the display, the particle filter is being regenerated.

- Wait for particle filter regeneration.

EXH.GAS PURIFIER SERVICE!!! message

If the message EXH. GAS PURIFIER SER-VICE!!! appears on the display, the particle filter was not regenerated on time. The particle filter system must be repaired by the authorised service centre.

- To avoid damage, take the truck out of operation until it is repaired.
- Notify the authorised service centre.

CUTOUT MODE message

When automatic shut-off is activated, the message CUTOUT MODE appears on the display; see the section entitled "Automatic shut-off of the internal combustion engine (variant)".

- Sit on the driver's seat.

The message goes out and the truck is ready for operation again.

ADBLUE URGENT! message

If the $AdBlue^{\$}$ filling level drops below 2 litres, the driving speed is limited to 2 km/h.

- Maintain the quality of the AdBlue[®]; see the section entitled "Maintenance data table".
- Top up the AdBlue[®].



ADBLUE FILLING LEVEL message

If the filling level of the AdBlue[®] tank has fallen significantly, the ADBLUE FILLING LEVEL message appears on the display-operating unit.

If an AdBlue[®] filling level of 2 litres is reached, the driving speed is limited to 5 km/h.

- Maintain the quality of the AdBlue[®]; see the section entitled "Maintenance data table".
- Top up the AdBlue[®].

ADBLUE REFILL 5I message

If the message <code>ADBLUE REFILL 51</code> appears, a maximum of 5 litres of <code>AdBlue</code> must be added.

- Maintain the quality of the AdBlue[®]; see the section entitled "Maintenance data table".
- Top up the AdBlue[®].

ADBLUE QUALITY message

This truck is equipped with a sensor that measures the quality of the exhaust gas cleaned using $AdBlue^{\$}$.

If the quality of the exhaust gas deteriorates, the ADBLUE QUALITY message appears on the display and operating unit.

If the exhaust gas quality deteriorates further, the driving speed is limited to 5 km/h.

- Maintain the quality of the AdBlue[®]; see the section entitled "Maintenance data table".
- Top up the AdBlue[®].

ADBLUE QUALITY URGENT! message

If the quality sensor detects a deterioration in the quality of the exhaust gas cleaned using $AdBlue^{\textcircled{M}}$, the message ADBLUE QUALITY URGENT! appears on the display-operating unit.

The driving speed is limited to 2 km/h.

Maintain the quality of the AdBlue[®]; see the section entitled "Maintenance data table".



Top up the AdBlue[®].

ASH LOAD message

If the message ASH LOAD appears on the display, the particle filter has become clogged with ash. Repair must be performed by the authorised service centre.

- Notify the authorised service centre.

GLOW message

If the GLOW message appears in the display, the engine is being preheated.

Preheating can take up to 22 seconds. If the engine is already at operating temperature, preheating is not performed.

 Once the message goes out, start the engine.

HYBRID SYSTEM message

If the message HYBRID SYSTEM is shown on the display, the energy storage system has been deactivated because of an error.

The truck remains operational. However, the fuel consumption increases marginally.

 Contact the authorised service centre in order to rectify the error.

HYDRAULIC PUMP message

If the HYDRAULIC PUMP message appears on the display, there was an error in the hydraulic-pump volume control.

The engine can be overloaded and stall as a result of the overload. This causes the assisted steering and regenerative braking to malfunction. Further operation of the truck is therefore not permissible. The driving speed is limited to 5 km/h.

 Contact the authorised service centre in order to rectify the error.



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FUEL FILTER message

The fuel filter is equipped with a level indicator that reports water aggregation in the fuel filter on the display and operating unit. If the message FUEL FILTER appears in the display, the fuel filter is saturated with water. This water must be drained.

- Drain water from the fuel filter.

COOLANT LEVEL message

If the message COOLANT LEVEL appears on the display, the cooling fluid level is too low.

 Check the cooling fluid level and add cooling fluid if necessary.

A CAUTION

Risk of engine damage!

If the cooling fluid level is low, this indicates a leak in the cooling system.

 Check the cooling system for leaks; see the chapter entitled "Cleaning the radiator, checking for leaks".

EMPTY message

If the message EMPTY flashes on the display, the gas supply is almost exhausted.

Change the LPG cylinder or fill the LPG tank.

ALTERNATOR message

If the ALTERNATOR message appears in the display, this means that the alternator is no longer charging the starter battery.

This may have the following causes:

- · Drive belt loose or damaged
- The electrics to or from the alternator are faulty
- · The alternator is faulty

If the fault is not rectified within a short time, the starter battery will soon run out of charge



and it will no longer be possible to operate the truck.

- Notify the authorised service centre.

LPG AUTO. VALVE message

If the message LPG AUTO. VALVE appears on the display when the LPG engine is switched off, and the engine does not switch off until after approximately 60 seconds, there is an error.

Initially, the truck can still be operated. The error message is shown on the display and operating unit until the error has been rectified by the authorised service centre.

- Notify the authorised service centre.

AIR FILTER message

If the AIR FILTER message appears on the display, the filter insert or the filter cartridge must be replaced.

- Replace the filter insert or the filter cartridge.

OIL PRESSURE message

A CAUTION

Risk of engine damage!

If the OIL PRESSURE message appears in the display, the engine's oil pressure is too low.

- Stop the engine immediately.

The message can have different causes:

- · The engine has overheated
- · Insufficient oil
- · The oil is insufficiently viscous
- Engine damage
- Check engine oil level.
- Change the engine oil if necessary.
- Notify the authorised service centre.

REGENERATION COMPLETED message

If the message REGENERATION COM-PLETED appears on the display, parked re-



Δ

generation is complete. The truck is ready for operation again.

SCR-SYSTEM SERVICE message

If the message SCR-SYSTEM SERVICE appears on the display, there is a fault in the SCR exhaust gas treatment system.

- Notify the authorised service centre.

SCR-SYSTEM MALFUNCTION message

If the message SCR-SYSTEM MALFUNC-TION appears on the display, there is a fault in the SCR exhaust gas treatment system.

- Notify the authorised service centre.

PARK. REG. URGENT!!! message

If the message PARK. REG. URGENT ! ! ! appears on the display, parked regeneration of the particle filter is required urgently.

- Perform parked regeneration.

Until parked regeneration has been carried out, the maximum speed of the truck is reduced to 2 km/h. The lifting speed is restricted.

PARK. REG. ERROR message

If the message PARK. REG. ERROR appears on the display, parked regeneration was interrupted by applying the parking brake or by a malfunction in the internal combustion engine.

- Apply the parking brake.
- Restart parked regeneration.
- If the parking brake was not actuated and the message PARK. REG. ERROR appears anyway, notify the authorised service centre.

START PARK. REG.? message

If the message START PARK. REG.? appears on the display, the truck is ready for parked regeneration.



Refuelling

- Perform parked regeneration.

START IC ENGINE message

If the message START IC ENGINE appears on the display, the internal combustion engine of the truck can be started.

- Start the engine.

Refuelling

Diesel fuel — Specifications

A CAUTION

Risk of component damage if non-approved fuels are used!

Use only approved fuels with the following specifications.

If non-approved fuels are used, compliance with specified emission values and the service life of the engine cannot be guaranteed! This truck is equipped with an engine that fulfils the requirements of the EU level IIIB and US EPA interim Tier 4 standards, and also with an exhaust gas follow-up treatment concept in the form of a particle filter (DPF).

The truck may be operated only with sulphurfree diesel fuels as defined by the following standards:

- EN 590
- ASTM D 975 Grade 2-D S15
- ASTM D 975 Grade 1-D S15
- or non-road fuels (light fuel oils) in line with the EN 590 standard

If these fuel types are not used, compliance with specified emission values and the service life of the engine cannot be guaranteed.

Minimum requirements for fuels in countries in which none of the approved diesel fuels are available can be requested from the authorised service centre. The operating company is obligated to check the permissibility of the fuel used in accordance with national regulations.



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Refuelling

The following is not permitted:

- Admixtures of petroleum, kerosene or additional fluidity additives
- · Distillate fuels for marine engines
- · Jet fuels
- · Biodiesel fuels
- US fuels in line with the ASTM D 975 1-D S500 or ASTM D 975 2-D S500 standards
- If necessary, query with the authorised service centre.

The following limits in accordance with EN 590 must be complied with (amongst other things):

Parameter	Unit	Value
Cetane number ¹⁾	-	Min. 51
Density at 15 C	kg/m ³	820–845
Sulphur content	mg/kg	Max. 10
¹⁾ The use of diesel fuels with a lower cetane		

number can lead to white smoke development and misfiring. In winter, the use of diesel fuels with a higher cetane number is recommended.

Sulphur content in the diesel fuel

A CAUTION

Insufficient lubrication can lead to engine damage!

- Use only sulphur-free diesel fuels in accordance with manufacturer specifications.

Insufficient lubrication capacity in diesel fuels with a sulphur content > 500 mg/kg can lead to serious problems through wear, above all in common rail injection systems. In sulphur-free diesel fuels in accordance with EN 590 and ASTM D 975, sufficient lubrication capacity is guaranteed with corresponding fuel additives during refining.

Fuels with a sulphur content > 0.5% (m/m) require a shortened lubricating oil change interval and must not be used in engines with a particle filter system. Fuels with a sulphur content > 1.0% (m/m) are also not permissible



Refuelling

due to high corrosion and significant lifetime reduction of the engine.

Winter operation with diesel fuel

A CAUTION

Adding petrol can lead to malfunctions in the fuel injection system!

- Do not add petrol.
- Do not add petroleum, kerosene or additional fluidity additives.
- If necessary, query with the authorised service centre.

In winter operation, special demands are placed on the low-temperature performance of fuels. Generally, diesel fuels that can be used at temperatures down to -44 C are available on the open market. Therefore, it is not necessary to add additives to improve the fluidity. Adding petrol can lead to the formation of vapour pockets (cavitation) in the fuel system. This disrupts the function of the fuel injection system and, if done over a long period, can lead to component damage.

Non-road fuels

In some European countries, non-road-fuels are defined with the same characteristics as light fuel oil. The permissibility as a fuel is handled differently in the individual countries. Light fuel oils and non-road-fuels are suitable for the engine if all limits of EN 590 are complied with.

- Use only sulphur-free diesel fuels in accordance with manufacturer specifications.
- The operating company is obligated to check the permissibility of the fuel used in accordance with national regulations.



Refuelling

Filling up with diesel fuel

A CAUTION

Lack of fuel can cause malfunctions!

If the fuel tank has been run empty, the fuel injection system can draw in air bubbles. These air bubbles can lead to malfunctions in the fuel injection system. If the fuel tank has been replaced during repair work or has been run empty, diesel fuel must be pre-pumped with the fuel hand pump after filling; see the section on "Using the fuel hand pump".

- Never run the fuel tank empty.
- Refuel truck and pre-pump diesel fuel.

The fuel reserve is shown by the fuel level indicator (1) flashing on the display screen of the display and operating unit.



A DANGER

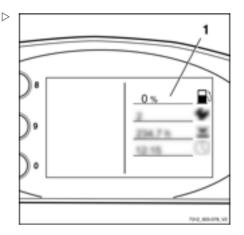
There is a risk of fire when filling up with diesel fuel.

- Turn off the engine before filling up.
- When refuelling, smoking or the use of an open flame is strictly forbidden!
- Comply with the legal provisions for handling diesel fuel.
- Observe the safety regulations when handling diesel.

A CAUTION

Use of non-permissible fuels can lead to engine damage!

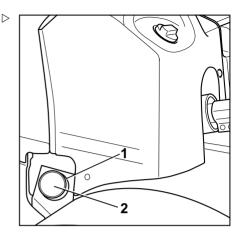
- Use of fuel additives supporting soot burn-off is not permitted.
- Do not use any starting aids (e.g. "Start Pilot").
- In low temperatures use winter diesel.
- Always run the truck on diesel fuel in accordance with the manufacturer specifications; see the section on "Diesel fuel - specifications".





The filler neck (1) for the fuel tank is located on the front right in the drive direction, on the mudguard of the front wheel.

- Turn the locking cap (2) at the filler neck to the left and remove.
- Fill the tank with clean diesel fuel; for the maximum filling quantity, see the "Maintenance data table" section.
- Place the locking cap onto the filler neck and turn completely to the right.



Using the fuel hand pump

A CAUTION

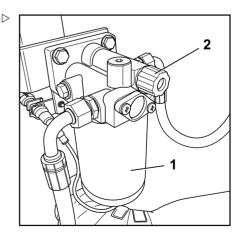
Lack of fuel can cause malfunctions!

If the fuel tank has been run empty, the fuel injection system can draw in air bubbles. This can lead to malfunctions in the fuel injection system.

- Never run the fuel tank empty.
- Refuel truck and pre-pump diesel fuel.

The fuel hand pump (2) is located on the fuel filter (1) beneath the right service flap.

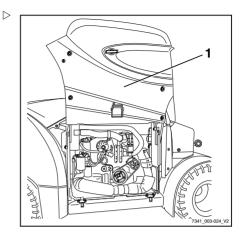
If the fuel tank was complete empty, it is possible that the fuel cannot be supplied by the fuel pump alone after refuelling. Use the fuel hand pump to pre-pump fuel into the system until the fuel pump reaches sufficient supply power. The fuel hand pump must used, for example, after the tank has been run empty, after initial filling or after draining for repair work.





Refuelling

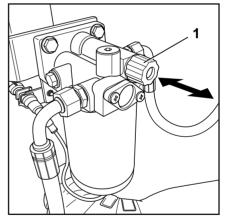
- Open the service flap (1) on the right.



 To pump, pull the fuel hand pump (1) out and push it in again ten times.

I NOTE

A light hissing sound you may hear indicates that the fuel is flowing and is not a fault on the truck.





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Topping up AdBlue

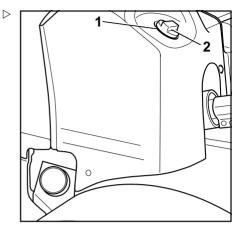
The AdBlue filler neck (1) is located on the front right of the truck.

It is recommended that the AdBlue tank be refilled with AdBlue every time the diesel fuel is topped up.

- Turn the locking cap (2) of the AdBlue filler neck to the left and remove.
- Add AdBlue.

The AdBlue tank holds a maximum of 10 l.

- Place the locking cap onto the AdBlue filler neck and turn completely to the right.





Cleaning

Cleaning

Cleaning the truck



WARNING

Risk of injury from falling off the truck!

When climbing onto the truck, there is a risk of getting stuck or slipping and falling. Use suitable equipment to reach higher points on the truck.

- For climbing onto the truck, use only the steps provided for this purpose.
- For reaching inaccessible places, use devices such as stepladders or platforms.



WARNING

Risk of fire due to flammable cleaning materials!

Flammable cleaning materials can be ignited by hot components.

 Do not use any flammable cleaning materials.



A CAUTION

Risk of fire due to flammable materials!

Deposits and solids can be ignited by hot components, e.g. drive units.

Remove deposits and solids.

A CAUTION

If water penetrates the electrical system, there is a risk of short circuit!

The engine must be switched off during washing.

Do not use water to clean the area around the central electrical system; instead, only clean with a dry cloth or clean compressed air.

- Adhere strictly to the following steps.

A CAUTION

Excessive water pressure or water and steam that are too hot can damage truck components.

- Adhere strictly to the following steps.



A CAUTION

Abrasive cleaning materials can damage the surfaces of components!

Using abrasive cleaning materials that are unsuitable for plastics can cause plastic parts to dissolve or become brittle. The screen on the display-operating unit could become cloudy.

- Adhere strictly to the following steps.
- Park the truck securely.
- Switch off the key switch.
- Do not spray electric motors and other electrical components or their covers directly with water.
- Use only high-pressure cleaners with a maximum output power of up to 50 bar and 85°C.
- If a high-pressure cleaner is used, maintain a distance of at least 20 cm between the nozzle and the object being cleaned.
- Do not aim the cleaning jet directly at adhesive labels or decal information.
- Remove all deposits and accumulations of foreign materials in the vicinity of hot components.
- Use only non-flammable fluids for cleaning.
- Observe the manufacturer's guidelines for working with cleaning materials.
- Clean plastics only with cleaning materials intended for plastics.
- Observe the manufacturer's guidelines for working with cleaning materials.
- Clean the truck exterior using water-soluble cleaning materials and water. Cleaning with a water jet, a sponge or a cloth is recommended.
- Clean all accessible areas.
- Before lubrication, clean the oil filling openings and the area around the oil filling openings, as well as the lubricating nipples.



Cleaning

Cleaning the electrical system



A CAUTION

Cleaning electrical system parts with water can damage the electrical system.

- Cleaning electrical system parts with water is forbidden!
- Use dry cleaning materials in accordance with the manufacturer's specifications.
- Do not remove covers etc.
- Clean the electrical system parts with a metal-free brush and blow the dust off with low-pressure compressed air.

Cleaning load chains

WARNING

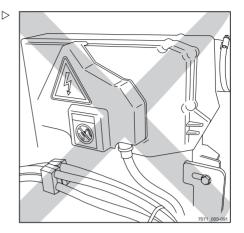
Risk of accident!

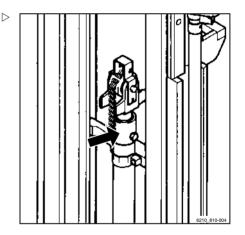
Load chains are safety elements.

The use of cold/chemical cleaners or fluids that are corrosive or contain acid or chlorine can damage the chains and is forbidden!

- Observe the manufacturer's guidelines for working with cleaning materials.
- Place a collection vessel under the lift mast.
- Clean with paraffin derivatives, such as benzine.
- When using a steam jet, do not use additional cleaning agents.
- Remove any water in the chain links using compressed air immediately after cleaning. Move the chain several times during this procedure.
- Immediately after drying the chain, spray it with chain spray. Move the chain several times during this procedure.

For chain spray specifications, see the "Maintenance data table" chapter.







Dispose of any fluid that has been spilled or collected in the collection vessel in an environmentally friendly manner. Follow the statutory regulations.

Cleaning the windows

Any panes of glass, e.g. cab windows (variant), must always be kept clean and free of ice. This is the only means of guaranteeing good visibility.

A CAUTION

Do not damage the rear window heater (inside)!

- Take great care when cleaning the rear window and do not use any objects with sharp edges.
- Clean the windows using a commercially available glass cleaner.

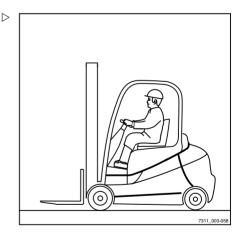
After washing

- Carefully dry the truck (e.g. with compressed air).
- Sit on the driver's seat and start up the truck in accordance with regulations.

A CAUTION

Risk of short circuit!

- If any moisture has penetrated into the engine despite the precautionary measures taken, this must first be dried with compressed air.
- The truck must then be started up to prevent possible corrosion damage.





Emergency shutdown

Only trucks with a joystick 4Plus (variant) are equipped with an emergency off switch (1).

WARNING

No electric braking assistance is available when the emergency off switch is actuated!

Actuating the emergency off switch will de-energise the drive unit. The truck will not be held on a slope by the electric brake.

- Use the emergency off switch only if there is a risk of fire or to carry out a functional test.
- To brake, actuate the service brake.

WARNING

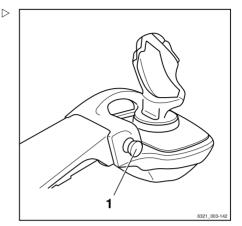
There is no power steering when the emergency off switch is actuated!

The truck is equipped with a hydraulic power steering system. When the emergency off switch is actuated, the hydraulic system is completely shut down. Steering forces are increased by the remaining emergency steering function.

- Use the emergency off switch only if there is a risk of fire or to carry out a functional test.
- Steer with a higher level of force.

Actuating the emergency off switch in drive mode switches off the regenerative brake, the hydraulic system and the drive unit. This has the following effect:

- No reduction in truck speed when the accelerator pedal is released, according to the drive programme selected. The truck will coast
- The electric brake does not function during the first part of brake pedal travel. To brake the truck using the mechanical brake, the brake pedal must be pushed down further
- The truck can only be held on a slope using the mechanical brake, not the electric brake
- No power steering effect. Steering forces are increased by the remaining emergency steering function
- The "Curve Speed Control" system (automatic reduction of truck speed when corner-



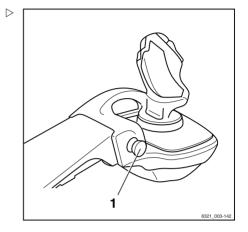


ing) does not function. The truck must be decelerated with the mechanical brake by pressing the brake pedal

- No hydraulic functions are available
- Press the emergency off switch (1).

The truck will roll to a stop in drive mode.

Brake the truck to a standstill by actuating the brake pedal.



Procedure if truck tips over

A DANGER

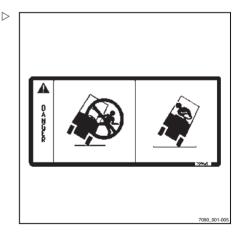
If the truck tips over, the driver could fall out and slide under the truck with potentially fatal consequences. There is a risk to life.

Failure to comply with the limits specified in these operating instructions, e.g. driving on unacceptably steep gradients or failing to adjust speed when cornering, can cause the truck to tip over. If the truck starts to tip over, do not leave the truck under any circumstances. This increases the danger of being hit by the truck.

- Do not release your seat belt.
- Never jump off the truck.
- You must adhere to the rules of behaviour if the truck tips over.

Rules of behaviour if truck tips over:

- Hold onto the steering wheel with your hands.
- Brace your feet in the footwell.
- Bend your upper body over the steering wheel.





Bend your body against the direction of the fall.

Emergency hammer

The emergency hammer is used to rescue the driver if he is shut inside the cab in a hazardous situation, for example if the truck has toppled over and the cab door cannot be opened.

Single-pane safety glass can be struck relatively safely using the emergency hammer in order for the driver to escape or be rescued from the danger area.

Using the emergency hammer

WARNING

When glass is smashed there is a risk of injury caused by glass splinters!

When the cab glass is smashed, splinters of glass can shoot into the face and cause damage to skin and eyes through cuts. When a pane of glass is smashed, the face should be turned away and covered with the crook of the free arm.

- Protect the face when smashing a pane of glass.
- Pull the emergency hammer out of its support mounting at the handle.
- Using one of the two metal tips on the head of the emergency hammer, hit the pane of glass with force until it breaks.

Emergency lowering

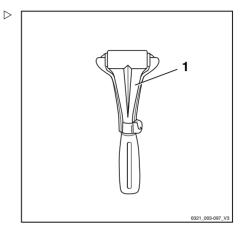
If the hydraulic controller fails whilst a load is raised, emergency lowering can be performed. An emergency lowering screw for this purpose is located on the control block.



A DANGER

There is a risk to life from falling loads or if parts of the truck are being lowered.

- Do not walk beneath the raised load.
- Follow the steps described below.





WARNING

The load is lowered!

The lowering speed is regulated by unscrewing the emergency lowering screw.

- Note the following list.

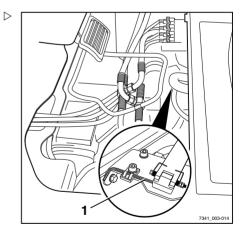
Remember the following:

- Tightening torque: max. 2.5 Nm
- When unscrewed a little: The load lowers slowly
- When unscrewed a lot: The load lowers quickly



A hexagon socket wrench is located beneath the bottom plate on the brake valve for carrying out the steps detailed below. This hexagon socket wrench must remain in the truck at all times.

- Remove the bottom plate
- Take the Allen key (1) out of the support mounting.





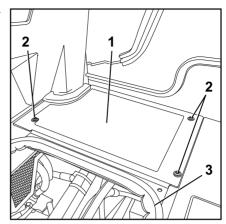
- Remove the rubber edging strip (3) from the valve chamber cover (1).
- Unscrew the screws (2) from the valve chamber cover.
- Lift off the valve chamber cover and place in a safe location.

- Use the hexagon socket wrench (A) to loosen the emergency lowering screw (2) on the control block (1) by a maximum of 1.5 revolutions.
- Tighten the emergency lowering screw again after the load has been lowered (B).
- Return the Allen key to the support mounting provided.
- Insert the valve chamber cover and tighten it.
- Attach the rubber edging strip.
- Install the bottom plate.

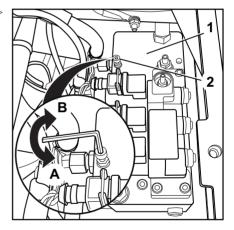
A DANGER

If the truck is operated with the hydraulic controller blocked, there is an increased risk of accidents!

- After the emergency lowering procedure, have the malfunction rectified.
- Notify the authorised service centre.



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Releasing the spring-operated brake

A CAUTION

Component damage as a result of blocked brakes! In order to tow the truck, the multi-disc brakes must not be blocked in the wheel drive units.

 Repeatedly release the spring-operated brake during the towing process, in accordance with the table below.

The truck is equipped with a negative springoperated brake. Switching off the engine will block the multi-disc brakes in the wheel drive units after a few minutes. However, the truck can still be moved until the drive wheel units are blocked. In order to tow the truck, the spring-operated brake must be released by actuating the brake valve. Otherwise, the truck is towed with the wheels blocked.

The brake valve is installed in front of the driver's seat beneath the bottom plate.

The coupling pin from the counterweight can be used as an aid to actuate the brake valve. If there is no removable coupling pin available on the truck, for example, if the truck is equipped with automatic tow coupling (variant), the bottom plate must be raised completely in order to access the brake valve.

Once the spring-operated brake is released, the pressure gradually drops again in the brake hydraulics and the brakes can block again. The towing process must be interrupted at certain times and the spring-operated brake released again, in accordance with the table below.

Hydraulic oil temperature	Period after releasing the spring-operated brake until it is blocked once again	
°C	Minutes	Seconds
-20	190	0
20	7	40
50	2	50
95	1	50



Actuate the brake valve by means of a coupling pin:

- Take the coupling pin out of the counterweight.
- Grip the rubber tab in the rubber mat using the finger opening and pull up the tab.

- Insert the coupling pin (1) into the bore (2) on the bottom plate until the pin noticeably rests on the brake valve plate beneath.
- Repeatedly press the coupling pin down vertically.

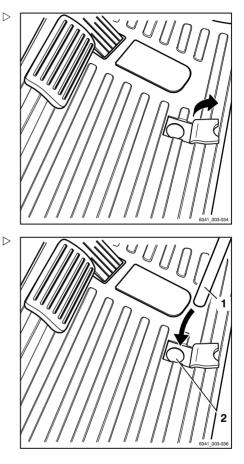
The spring-operated brake is released.

To fully release the spring-operated brake, press down on the brake valve plate at least 30 times. The pressure that builds up in the brake hydraulics as a result releases the spring-operated brake.

- Once the spring-operated brake is released, fold the rubber tab in the rubber mat back down.
- Insert the coupling pin in the counterweight.

Actuate the brake valve without a coupling pin:

- Remove the rubber mat.
- Remove the bottom plate.





Press the brake valve plate (3) down repeatedly.

The spring-operated brake is released.

To fully release the spring-operated brake, press down on the brake valve plate at least 30 times. The pressure that builds up in the brake hydraulics as a result releases the spring-operated brake.

 After releasing the spring-operated brake, re-install the bottom plate and the rubber mat.

WARNING

Risk of injury through falling or slipping!

If the bottom plate is not inserted, there is a danger of shoes getting stuck, causing you to fall. Even when the bottom plate is installed, there is still a danger of slipping and injury if the rubber mat is not used.

- Install the bottom plate and rubber mat.

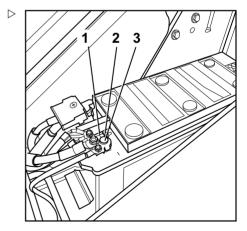
Disconnecting and connecting the battery

Disconnecting the battery:

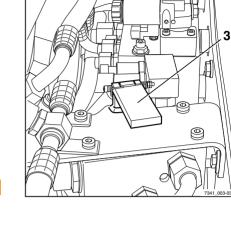
- Remove the left side cover.
- Loosen the screw joint (2) of the batteryterminal clip (1) on the negative terminal (3).
- Lift the battery-terminal clip off the battery negative terminal and place it to the side.

Connecting the battery:

- Connect the battery-terminal clip to the negative terminal of the battery.
- Tighten the battery-terminal clip.
- Attach the left side cover.







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Jump-starting

A 12-V power source (e.g. second forklift truck of the same type) must be available.

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WARNING

Risk of short circuit if the jump leads are connected or disconnected in the incorrect order!

If the batteries' negative terminals are connected to the negative cable, both bodies are also conductively connected to one another. If the positive cable touches one of the two bodies as connection continues, a short circuit can occur.

- Ensure that the correct order is followed when connecting and disconnecting the jump leads.
- Remove the side cover; refer to the section entitled "Attaching and removing the left side cover".
- Leave the engine of the current-giving truck to run.

Connecting the jump leads:

- Connect the positive cable (2) to the positive terminal on the discharged battery.
- Connect the positive cable to the positive terminal on the current-giving battery.
- Connect the negative cable (1) to the negative terminal on the current-giving battery.
- Connect the negative cable to the negative terminal on the discharged battery.

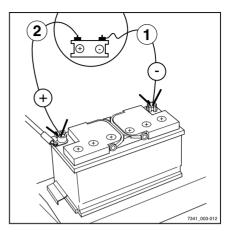
A CAUTION

The vibrations produced when the engine is started can cause the jump leads to slip off. There is a risk of short circuit!

- Before starting the engine, check that the jump leads are connected securely.
- Start the engine.

Disconnecting the jump leads:

 Disconnect the negative cable (1) from the negative terminal on the discharged battery.





- Disconnect the negative cable from the negative terminal on the current-giving battery.
- Disconnect the positive cable (2) from the positive terminal on the discharged battery.
- Disconnect the positive cable from the positive terminal on the current-giving battery.

Leave the engine to run because the battery is not yet sufficiently charged.

- Reattach the side cover.

Towing

A DANGER

Risk of accident due to failure of the brake system of the towing vehicle!

If the brake system of the towing vehicle is not adequately sized, the vehicle may not brake safely or the brakes may fail. The towing vehicle must be designed such that it is able to absorb the pulling and braking forces from the unbraked towed load (the actual total weight of the truck).

 Check the pulling and braking forces of the towing vehicle.

A DANGER

If the towing vehicle brakes, there is a risk that the truck will drive into the towing vehicle!

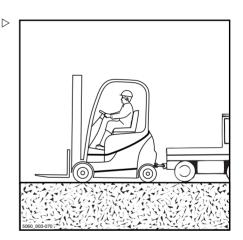
If a rigid connection has not been used for power transmission in two directions during towing, the truck may drive into the towing vehicle when the towing vehicle brakes. Use a tested tow bar for safety reasons.

Use a tested tow bar.

A CAUTION

If the truck drive between the drive motor and the drive axle is not interrupted, the drive may be damaged.

Place the drive direction switch in the neutral position.





A DANGER

While manoeuvring, there is a risk of fatal injury in the area between the truck and the towing vehicle!

Inform the driver of the towing vehicle and the mechanic attaching the tow bar about the risks. When you fit the tow bar, always use a second person to guide the towing vehicle manoeuvres.

- Manoeuvre with a second person as a guide.

▲ CAUTION

Steering is stiff! There is no power steering if the hydraulics fail!

 Select a slow towing speed to ensure that the truck and the towing vehicle can be braked and controlled effectively at all times.

A CAUTION

If the truck is not steered while it is being towed, the truck may veer out in an uncontrolled manner!

- The truck being towed must also be steered by a driver.
- The driver of the truck being towed must sit in the driver's seat and fasten the seat belt before towing.
- Where possible, activate the restraint systems provided.

A CAUTION

Component damage as a result of blocked brakes!

The truck is equipped with a negative springoperated brake. As a result, when you switch the engine off, the multi-disc brakes in the drive wheel units block. For towing, the brake must be released at the brake valve. Otherwise, the truck is towed with the wheels blocked.

Once the spring-operated brake is released, pressure builds up gradually again in the brake hydraulics. The brakes can block again. Note the towing time when the key switch is switched off. The towing process must be interrupted in each case and the brake released again.

- Releasing the spring-operated brake
- Note the towing time and release the springoperated brake again as necessary.
- Set down the load and lower the fork arms so that they are close to the ground.
- Set the drive direction switch to the neutral position.



- Apply the parking brake.
- Switch off the key switch.
- Check the pulling and braking forces of the towing vehicle.
- With a second person as a guide, manoeuvre the towing vehicle to the truck.
- Secure the tow bar to the tow coupling on the towing vehicle and on the truck.
- Release the spring-operated brake
- Sit in the driver's seat of the truck being towed and fasten the seat belt.
- Where possible, activate the restraint systems provided.
- Release the parking brake.
- Select a slow towing speed.
- Tow the truck.
- Observe the towing time (refer to the table in the section entitled "Releasing the spring-operated brake") and release the spring-operated brake again as necessary.
- After towing, secure the truck so that it cannot roll away (e.g. by applying the parking brake or by using wedges).
- Remove the tow bar.



Transporting the truck

Transport

A CAUTION

Risk of material damage from overloading!

If the truck is driven onto a means of transport, the load capacity of the means of transport, the ramps and the loading bridges must be greater than the actual total weight of the truck. Components can be permanently deformed or damaged due to overloading.

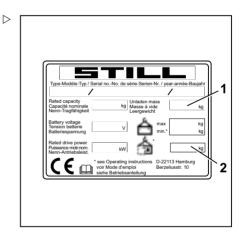
- Determine the total actual weight of the truck.
- Only load the truck if the load capacity of the means of transport, the ramps and the loading bridges is greater than the actual total weight of the truck.

Determining the total actual weight

- Park the truck securely.
- Determine the unit weights by reading the truck nameplate and, if necessary, the attachment nameplate (variant).
- Add the determined unit weights to obtain the total actual weight of the truck:

Tare weight (1)

- + Ballast weight (variant) (2)
- + Attachment net weight (variant)
- + 100 kg allowance for driver
- = Total actual weight





A DANGER

Risk of accident from the truck crashing!

Steering movements can cause the tail end to veer off the loading bridge towards the edge. This may cause the truck to crash

- Before driving across a loading bridge, ensure that the loading bridge is properly attached and secured.
- Ensure that the transport vehicle onto which the truck is to be driven has been sufficiently secured against moving.
- Maintain a safety distance from edges, loading bridges, ramps, working platforms etc.
- Drive slowly and carefully onto the transport vehicle.

Inserting wedges

 Use two wedges to secure each of the front and rear wheels against rolling away.

Lashing down

A CAUTION

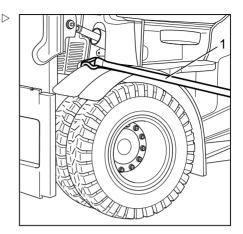
Harnesses can rub against the seating and cause damage!

 Place a slip-resistant material between the harness and the seating, e.g. rubber mats or foam.





- Attach the harness (1) to each side of the truck.
- Lash the truck towards the rear.



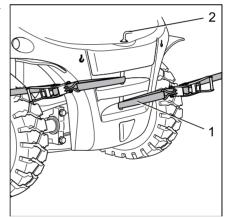
- Attach the harness (1) to the coupling pin (2) ▷ or loop the harness around the coupling pin.
- Lash the truck at both sides.

A DANGER

The truck may slip if the harnesses slip!

The truck must be lashed securely to ensure that it does not move during transportation.

- Ensure that the harnesses are tightened securely and that the pads cannot slip off.



Crane loading

Crane loading is only intended for transporting the complete truck, including the lift mast, for its initial commissioning. For application conditions that require frequent loading or that are not dealt with here, please contact the manufacturer with regard to special equipment variants.

Trucks may only be laden by persons with sufficient experience with the suitable harnesses and hoists.



Determining the loading weight

- Park the truck securely; see chapter "Parking the truck securely".
- Determine the unit weights by reading them off the truck nameplate and, if necessary, the attachment (variant) nameplate.
- Add the determined unit weights to obtain the loading weight of the truck:

Tare weight (1)

- + Ballast weight (variant) (2)
- + Attachment net weight (variant)
- = Loading weight

Hooking on the lifting straps

A CAUTION

Harnesses may damage the truck's paintwork!

Harnesses may damage paintwork by rubbing and pressing on the surface of the truck. Particularly hard or sharp-edged harnesses, such as wires or chains, can quickly damage the surface.

 Use textile harnesses, e.g. lifting straps, with edge protectors or similar protective devices if necessary.

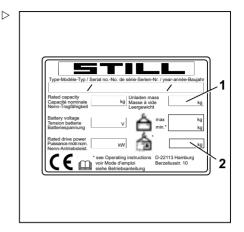
🛕 DANGER

If the hoists and harnesses fail and cause the truck to fall, the consequences are potentially fatal!

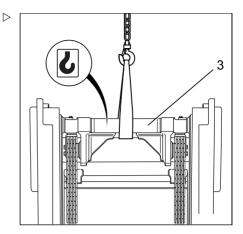
- Use only hoists and harnesses with sufficient load capacity for the determined loading weight.
- Use only the truck's designated lifting points.
- Make sure that harnesses, such as hooks, shackles, belts etc., are only used in the indicated load direction.
- The harnesses must not be damaged by truck parts.

The lifting points are indicated by a hook symbol.

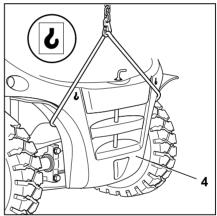




 Loop the lifting straps around the main traverse (3) on the outer mast of the lift mast as shown.



- Loop the lifting straps around the counter weight (4) as shown.
- Determine the truck's centre of gravity, see "Dimensions" chapter.





 Adjust the length of the harnesses so that the lifting eye (6) is vertically above the truck's centre of gravity.

This ensures that the truck hangs level when lifted.

 Attach the lifting straps to the lifting eye and insert the safety device (5).

A CAUTION

Incorrectly fitted harnesses may damage attachment parts!

Pressure from the harnesses can damage or destroy attachment parts when the truck is lifted. If attachment parts are in the way (e.g. lighting, rear window, trademark emblem etc.), these must be removed before loading.

- Secure harnesses in such a way that they do not touch any attachment parts.
- Check that harnesses cannot collide with attachment parts.

Loading the truck

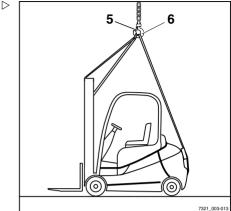


DANGER

If the raised truck swings in an uncontrolled fashion, it may crush people. There is a risk to life!

- Never walk or stand underneath suspended loads.
- Do not allow the truck to bump into anything whilst it is being lifted, or allow it to move in an uncontrolled way.
- If necessary, hold the truck using guide ropes.
- Carefully lift the truck and set it down at the intended location.

Transporting the truck





Shutdown

Shutdown

Shutting down and storing the truck

A CAUTION

Component damage due to incorrect storage!

If the truck is stored or shut down incorrectly for more than two months, it may suffer corrosion damage. If the truck is parked in an ambient temperature of less than -10° C for an extended period, the battery will cool down. The electrolyte may freeze and damage the battery.

 Carry out the following measures before shutdown.

A CAUTION

Danger of tyre deformation by continuously loading on one side!

Have the truck raised and jacked up by the authorised service centre so that all the wheels are clear of the ground. This prevents permanent deformation of the tyres.

A CAUTION

Danger of damage from corrosion due to condensation on the truck!

Many plastic films and synthetic materials are watertight. Condensation water on the truck cannot escape through these covers.

 Do not use plastic film as this encourages the formation of condensation water.

Store only fully charged batteries.

Measures before shutdown

- Store the truck in a dry, clean, frost-free and well ventilated environment.
- Clean the truck thoroughly; see the chapter entitled "Cleaning".
- Lift fork carriage to full extent several times.
- Tilt the lift mast forwards and backwards several times and, if fitted, move attachment repeatedly.



Shutdown

- To relieve the strain on the load chains, lower the fork onto a suitable supporting surface, e.g. a pallet.
- Check the hydraulic oil level and top up if required.
- Apply oil or grease thinly to all uninsulated moving parts.
- Lubricate the forklift truck.
- Lubricate the joints and controls.
- Fill the fuel tank.
- Remove the battery and store in a warm and dry location.
- Regularly check the charge state of the battery and recharge if necessary.
- Apply a suitable contact spray to all exposed electrical contacts.
- Preserve the engine as specified by the manufacturer.
- Cover the truck with vapour permeable materials, such as cotton, in order to protect against dust.
- If the truck is to be shut down for even longer periods, contact your authorised service centre to find out about additional measures.

Recommissioning after decommissioning

If the truck has been decommissioned for longer than six months, the truck must be carefully checked before being recommissioned. As with the yearly safety inspection, this check must also include all safety-related aspects of the truck.

- Thoroughly clean the truck.
- Oil joints and controls.
- Lubricate the lubrication points.
- Check the condition and the acid density of the battery. Charge the battery if necessary.



Shutdown

- Restore engine to normal condition according to regulations of engine manufacturer.
- Check the engine oil for condensation water and replace the oil if necessary.
- Check hydraulic oil for condensation water; change if necessary.
- Have the same checks and tasks carried out by the authorised service centre that were carried out before initial commissioning.
- Carry out the checks and tasks that are to be performed before daily use.
- Recommission the truck.

During recommissioning, the following points in particular must be checked:

- · Drive, control, steering
- Brake system (service brake, parking brake, regenerative brake)
- Lifting system (load-carrying equipment, load chains, mounting)

i NOTE

For further information, see the workshop manual for the truck and contact the authorised service centre.



5

Maintenance

Safety regulations for maintenance

General information

A DANGER

Risk of fatal poisoning!

It is dangerous to leave the engine running in enclosed spaces. The engine consumes oxygen and emits carbon dioxide, carbon monoxide and other poisonous gases. There is a risk of fatal poisoning!

 Only operate the truck in areas that are well ventilated.

To prevent accidents during maintenance work and repair work, all necessary safety measures must be taken, e.g.:

- Apply the parking brake.
- Switch off the key switch and remove the key.
- Ensure that the truck cannot move unintentionally or start up inadvertently.
- If required, have the truck jacked up by the authorised service centre.
- Have the raised fork carriage or the extended lift mast secured against accidental lowering by the authorised service centre.
- Insert an appropriately sized wooden beam as an abutment between the lift mast and the cab, and secure the lift mast to prevent it tilting backwards unintentionally.
- Observe the maximum lift height of the lift mast, and compare the dimensions from the technical data with the dimensions of the hall into which the truck is to be driven. These steps are taken to prevent a collision with the ceiling of the hall and to avoid any damage caused as a result.

Working on the hydraulic equipment

The hydraulic system must be depressurised prior to all work on the system.



Working on the electrical equipment

Work may only be performed on the electrical equipment of the truck when it is in a voltagefree state. Function checks, inspections and adjustments on energised parts must only be performed by trained and authorised persons, taking the necessary precautions into account. Rings, metal bracelets etc. must be removed before working on electric components.

To prevent damage to electronic systems with electronic components, such as an electronic driving regulator or lift control, these components must be removed from the truck prior to the start of electric welding.

Work on the electrical system (e.g. connecting a radio, additional headlights etc.) is only permitted with approval from the authorised service centre.

Working on the ignition system

To prevent personal injury and/or destruction of the ignition system, please observe the following:

- Only connect and disconnect ignition system lines, including high-voltage lines and measuring device lines, with the ignition switched off.
- If the engine is to be operated at starting speed but not actually started (e.g. for a compression pressure test), disconnect the connection assembly from the ignition coil.
- Use of a quick charger to jump start the engine is only permitted for a period of up to 1 minute at max. 16.5 volts.
- The engine may only be washed when the ignition is switched off.
- When performing electric or point welding, completely disconnect the battery.
- Trucks that have a fault in the ignition system, or a suspected fault, may only be towed if the plug is disconnected from the ignition coil.



Safety devices

5

After maintenance and repair work, all safety devices must be reinstalled and tested for operational reliability.

Set values

The device-dependent set values must be observed when making repairs and when changing hydraulic and electrical components. These are listed in the appropriate sections.

Lifting and jacking up

A DANGER

There is a risk to life if the truck tips over!

If not raised and jacked up properly, the truck may tip over and fall off. Only the hoists specified in the workshop manual for this truck are allowed and are tested for the necessary safety and load capacity.

- Only have the truck raised and jacked up by the authorised service centre.
- Only jack the truck up at the points specified in the workshop manual.

The truck must be raised and jacked up for various types of maintenance work. The authorised service centre must be informed that this is to take place. Safe handling of the truck and the corresponding hoists is described in the truck's workshop manual.

Working at the front of the truck

A DANGER

Risk of accident!

If the lift mast or fork carriage is raised, no work may be performed on the lift mast or at the front of the truck unless the following safety measures are observed.

- When securing, only use chains with sufficient load-bearing capacity.
- Contact the authorised service centre.



Safety regulations for maintenance

A CAUTION

Possibility of damage to the ceiling!

- Note the maximum lift height of the lift mast.

Securing the lift mast against tilting backwards

A hardwood beam with a cross-section of 120 x 120 mm is required. The length of the hardwood beam must approximately correspond to the width of the fork carriage (b3). To avoid impact injuries, the hardwood beam must not protrude beyond the outer contour of the truck. A maximum length matching the total width (b1) of the truck is recommended.

- Obtain the dimensions (b1) and (b3) from the corresponding VDI datasheet.
- Clamp the hardwood beam (1) between the ▷ driver protection structure (2) and the lift mast (3).

Removing the lift mast

A DANGER

Risk of accident!

This work must only be performed by an authorised service technician.

Arrange for an authorised service technician to remove the lift mast.

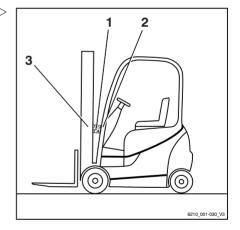
Securing the lift mast against falling off

A DANGER

Risk of accident!

This work must only be performed by an authorised service technician.

 Arrange for an authorised service technician to secure the lift mast.





General maintenance information

Personnel qualifications

5

Only qualified and authorised personnel are allowed to perform maintenance work. Regular safety checks and checks after unusual incidents must be performed by a competent person. The competent person must conduct their evaluation and assessment from a safety standpoint, unaffected by operational and economic conditions. The competent person must have sufficient knowledge and experience to be able to assess the condition of a truck and the effectiveness of the protective devices in accordance with technical conventions and the principles for testing trucks.

Maintenance work without special qualifications

Simple maintenance work, such as checking the hydraulic oil level, may be carried out by untrained personnel. A qualification such as those held by a competent person is not required to carry out this work. The required tasks are described in the chapter entitled "Remaining ready for operation".

Information for carrying out maintenance

This section contains all information required to determine when the truck needs maintenance. Carry out maintenance work within the time limits according to the hour meter and using the following maintenance check lists. This is the only way to ensure that the truck remains ready for operation and provides optimal performance and service life. It is also a precondition for any warranty claims.



Maintenance timeframe

- Carry out maintenance work on the truck in accordance with the "Service in" display (1).
- The maintenance check lists indicate the maintenance work that is due.

The intervals are defined for standard use. Shorter maintenance intervals can be defined in consultation with the operating company, depending on the application conditions of the truck.

The following factors may necessitate shorter maintenance intervals:

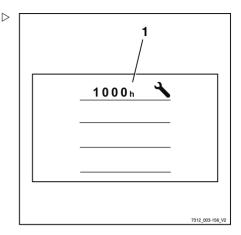
- · Contaminated, poor quality roads
- · Dusty or salty air
- High levels of air humidity
- Extremely high or low ambient temperatures, or extreme changes in temperature
- · Multi-shift operation with a high duty cycle
- Specific national regulations for the truck or individual components

A CAUTION

Risk of component damage!

Any deviating technical information in these operating instructions takes precedence over the information in the original engine operating instructions.

 If you have any questions, please contact your authorised service centre.





Maintenance - 500 hours

At operating hours						Carri	Carried out	
500 1000 1500 2000 2500							×	
Note								
500-hour maintenance is performed by the operating company itself.								
Exhaust sy	Exhaust system							
Deutz TCD 4.1-final: Change the main filter of the feed pump.								



Maintenance - 1000 hours/annually

At operating ho	ours					
1000	2000	4000	5000	7000	Carri	ed out
8000	10000	11000	13000	14000	1	×
Chassis, bodyv	vork and fittings					
Check chassis	for cracks					
Check overhea	d guard/cab and	l panes of glass f	or damage			
Check controls	, switches and jo	ints for damage,	and apply grease	and oil		
Check driver's	seat for correct f	unction and for d	amage			
Check driver re	straint system fo	or correct functior	n and for damage,	and clean.		
Check the sign	al horn					
Variant: Check	the dual pedal for	or damage and co	orrect function, ar	id lubricate		
Tyres and whe	els					
Check tyres for	wear and check	the air pressure	if necessary			
Check wheels f	or damage and	check the tighten	ing torques			
Power unit						
Check the mou	nting of the drive	axle and check t	the drive axle for l	eaks.		
Check cooling	system for leaks	and check water	pumps for correc	t function		
Check gearbox	oil level					
Replace the ge	arbox oil (once a	after 1000 hours)				
Internal combu	stion engine					
Check conditio	n of the internal o	combustion engir	ne (visual inspecti	on)		
Check valve cle	earance and adju	ust if necessary (every 2000 hours)		
Change the eng	gine oil and repla	ace the oil filter				
Replace the air	filter (main cartr	idge)				
Check cooling	system for leaks	and correct func	tion			
Check coolant	and top up if nec	essary				
Check exhaust	system					
Fuel system						
Check fuel syst	em for leaks and	l correct function				
Check fuel pre-	filter (water trap)) and drain water	if necessary			
Replace fuel pr	e-filter (once a y	ear)				



At operating hou	urs					
1000	2000	4000	5000	7000	Carrie	ed out
8000	10000	11000	13000	14000	1	×
Replace fuel filte	er (main filter)					
Steering						
Check steering	system for corre	ct function and fo	orleaks			
Check that the s damage	steering wheel is	firmly attached	and check the tur	ning handle for		
Steering axle: C	check that it is fir	mly attached, ch	eck for leaks, and	apply grease		
Check steering	stop					
Brake						
Check all mecha	anical brake part	s for condition a	nd correct functio	n		
Check brake va	lve for correct fu	nction and leaks				
Service brake fu	unction check					
Parking brake fu	unction check					
Electrical syster	n					
Check all power	cable connection	ons				
Check switches	, transmitters an	d sensors for co	rrect function			
Check lighting a	ind indicator ligh	ts				
Starter battery						
Measure the col	ld-start current; ı	echarge or repla	ice the battery if n	ecessary.		
Hydraulics						
Check hydraulic	system for cone	dition, correct fur	nction and leaks			
Check the hydra	aulics blocking fu	unction (ISO valv	e)			
Check the oil lev	vel					
Lift mast						
Check mast bea	arings for damag	e and lubricate.	Check the tighter	ing torque		
Check mast pro	files for damage	and wear, and lu	ubricate			
Check the guide	e in the lower (loa	ad reversal) mas	t profile for dama	ge and for wear		
Check load chai	ins for damage a	ind wear. Adjust	and lubricate			
Check lift cylind	ers and connect	ions for damage	and leaks			
Check guide pu	lleys for damage	and wear				
Check support r	ollers and chain	rollers for dama	ge and wear			



At operating he	ours					
1000	2000	4000	5000	7000	Carr	ied out
8000	10000	11000	13000	14000	✓	×
Check the play	between the fork	carriage stop ar	nd run-out barrier			
Check tilt cylin	ders and connect	ions for damage	and leaks			
Check fork car	riage for damage	and wear				
Check fork arm	n interlock for dan	nage and correct	function			
Check fork arm	ns for wear and de	eformation				
Check that the	re is a safety scre	w on the fork car	riage or on the at	tachment		
Check the auxiliary hydraulics hoses for damage						
Special equipr	nent					
Check the fres	h-air filter in the h	eating system ar	nd beat out the filt	er if necessary		
ons	n: Check for dam					
Check the fres the filters if neo	h-air filter and rec cessary	irculated air filter	r in the air condition	oning and beat ou	ıt	
Air conditionin	g: function check					
Check attachn instructions	nents for wear and	d damage; obse	rve manufacturer	's maintenance		
Check trailer coupling for wear and damage; observe manufacturer's maintenance instructions						
General						
Read out error	numbers and del	ete list				
Reset mainten	ance interval					
Check labelling	g for completenes	S				
Test drive the t	truck					



Maintenance - 3000 hours/every two years

At operating hou	Irs				Carri	ed out
3000	6000	9000	12000	15000	1	×
Note		· · ·	<u> </u>			
Perform all 1000	-hour maintenar	nce work.				
Power unit						
Change the gear	rbox oil					
Replace the blee	eder screws on th	ne drive wheel u	nits			
Internal combus	tion engine					
Replace the V-b	elt and tensionin	g pulleys (every	2 years)			
Replace the safe	ety cartridge in th	e air filter				
Replace the coo	lant every 6000 l	nours or every 4	years			
Deutz TCD 4.1-i	nterim: Replace	the spark plugs	on the burner			
Replace the filter	r element in the c	liesel particle filt	er (every 6000 to	12,000 hours)		
Internal combust	tion engine, gene	eral overhaul (ev	very 12,000 hours	5)		
Hydraulics						
Replace the hyd	raulic oil					
Replace the return line filter and the breather filter						
Replace the high-pressure filter						
Special equipme	ent					
Replace the fresh-air filter and the recirculated air filter in the air conditioning system						
Replace the accumulator dryer in the air conditioning system and refill with new refrigerant						

Ordering spare parts and wearing parts

Spare parts are provided by our spare parts service department. The information required for ordering parts can be found in the spare parts list.

Only use spare parts as per the manufacturer's instructions. The use of unapproved spare parts can result in an increased risk of accidents due to insufficient quality or incorrect assignment. Anyone using unapproved



5

General maintenance information

spare parts shall assume unlimited liability in the event of damage or harm.

Quality and quantity of the required operating materials

Only the operating materials specified in the maintenance data table may be used.

- The required consumables and lubricants can be found in the maintenance data table.

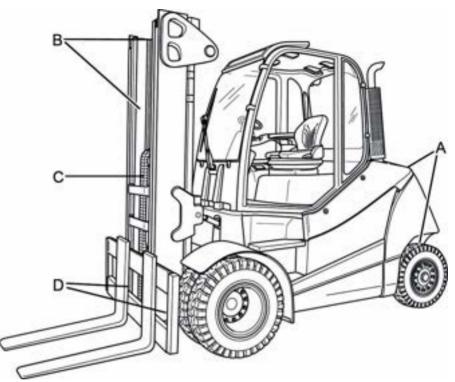
Oil and grease types of a different quality must not be mixed. This negatively affects the lubricity. If a change between different manufacturers cannot be avoided, drain the old oil thoroughly.

Before carrying out lubricating work, filter changes or any work on the hydraulic system, carefully clean the area around the part involved.

When topping up working materials, use only clean containers!



Lubrication plan



Code ¹	Lubrication point					
(A)	Four lubricating nipples on each side of the steering axle for the axle stub bearing and track rod bearings					
(B)	Sliding surfaces on the lift mast					
(C)	Load chains					
(D)	One lubricating nipple on each of the two lift mast bearings					
below, This lut	¹ The respective lubricant specification can be found in the "Maintenance data table" section below, under this Code. This lubrication plan describes the series-production truck with standard equipment. For maintenance points on variant trucks, see the relevant chapter and/or instructions provided by the					



Maintenance data table

General lubrication points

Code	Unit	Operating material	Specifications	Dimensions
	Lubrication	High-pressure	ID no. 0147873	As required
		grease		

Controls/joints

Code	Unit	Operating material	Specifications	Dimensions
		High-pressure grease	ID no. 0147873	As required
		Oil	SAE 80 MIL-L2105 API-GL4	As required
	Dual-pedal operation	High-pressure grease	ID no. 0147873	As required

Battery

Code	Unit	Operating material	Specifications	Dimensions
	System contents	Distilled water		As required
	Insulation resistance		For further information, refer to the work shop manual for the truck in question.	

Electrical system

Code	Unit	Operating material	Specifications	Dimensions
	Insulation resistance		For further informatio shop manual for the tr	,

Hydraulic system

Code	Unit	Operating material	Specifications	Dimensions
	System contents	,	HVLP 68 or ISO VG 68 DIN 51524, part 2	May 1951
		Hydraulic oil for the food industry (variant)	USDA H1 DIN 51524	Max. 1251



Tyres

Code	Unit	Operating material	Specifications	Dimensions
	Superelastic tyres	Wear limit		To wear mark
		Minimum tread depth		1.6 mm
	Pneumatic tyres	Air pressure		See information on truck
		Minimum tread depth		1.6 mm

Steering axle

Code	Unit	Operating material	Specifications	Dimensions
	Wheel nuts/screws	Torque wrench	DIN 74361-A 20-10 A2C	For further information, refer to the workshop manual for the truck in question.
(A)	Axle stub bearing, spherical bearing	Grease	Aralub 4320 DIN 51825- KPF2N20 ID no. 0148659	Fill with grease until a small amount of fresh grease escapes
	Wheel bearing, wheel bearing rotary shaft seal	Grease	DIN 51825-KP2 K-30, lithium- saponified ID no. 0163488	Fill with grease

Drive axle

Code	Unit	Operating material	Specifications	Dimensions
	Wheel nuts/screws	Torque wrench	DIN 74361-A 20-10 A2C	For further information, refer to the workshop manual for the truck in question.
	Filling incl. service brake	Gearbox oil	SAE 80W-90 API-GL4 ARAL EP Plus 80W-90 BP Energear HT 80W-90 Castrol Syntrax Universal 80W-90	For further information, refer to the workshop manual for the truck in question.

Lift mast

Code	Unit	Operating material	Specifications	Dimensions
(B)		High-pressure grease	ID no. 0147873	As required
	Stop	Play		Min. 2 mm



Code	Unit	Operating material	Specifications	Dimensions
	Screws for the lift mast bearing	Torque wrench	Cylinder head bolt M24x90-12.9 ISO 4762	For further information, refer to the workshop manual for the truck in question.
(D)	Lift mast bearing	Grease	Aralub 4320 DIN 51825- KPF2N20 ID no. 0148659	Fill with grease until a small amount of fresh grease escapes

Load chains

Code	Unit	Operating material	Specifications	Dimensions
(C)	Lubrication	spray	Fully synthetic Temperature range: -35°C to +250°C	As required
			ID no. 0156428	

Cooling system

Code	Unit	Operating material	Specifications	Dimensions
	System contents	Corrosion inhibitor and cooling system protecting agent/water	40% coolant/60% water, for frost protection down to -25 C VW G12 plus (violet) TL-VW 774 F	Approx. 421

Air conditioning

Code	Unit	Operating material	Specifications	Dimensions
	System contents	Refrigerant	ID no. 7449600005	1350 g

Fuel tank

Code	Unit	Operating material	Specifications	Dimensions
	System contents		EN 590, DIN 51628, ASTM D975, NATO F-54 non-road fuels (light fuel oils, EN 590 quality)	Approx. 110 I

Engine

Code	Unit	Operating material	Specifications	Dimensions
	System contents	0	DQC III-10 LA,	With filter change:
			DQC IV-10 LA	121



Air filter system

Code	Unit	Operating material	Specifications	Dimensions
	Air filter	Filter cartridge and safety cartridge		
	Oil-bath air filter	•	DQC III-10 LA, DQC IV-10 LA	Level mark on the oil tank

Washer system

Code	Unit	Operating material	Specifications	Dimensions
	System contents	Washer fluid	Winter, ID	As required
			no. 172566	

Exhaust gas treatment (SCR)

Code	Unit	Operating material	Specifications	Dimensions
	System contents		32.5% urea solution, in accordance with DIN 70070 / ISO 22241	Approx. 10 I

Providing access to maintenance points

Opening the bonnet

WARNING

Risk of injury!

- Switch off the engine before opening the bonnet!

A CAUTION

When opening the bonnet, the driver's seat may be damaged if it is not positioned all the way forward.

- Slide the driver's seat all the way forwards.

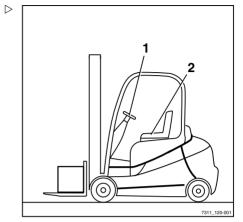
A CAUTION

If the right-hand window of the cab (variant) is open, there is a chance that the window handle may be damaged when the bonnet is opened.

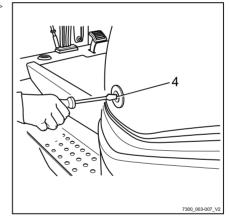
- Make sure that the right-hand cab window is closed.
- On trucks equipped with a cab (variant), close the right-hand cab window.
- Remove all loose objects from the righthand shelf.



- Move the steering column (1) as far forwards as possible and secure; see section entitled "Adjusting the steering column".
- Slide the driver's seat (2) all the way forward; see section entitled "Adjusting the MSG 65/MSG 75 driver's seat".
- On trucks equipped with a rear window (variant), push the seat backrest forwards; see section entitled "Adjusting the MSG 65/MSG 75 driver's seat".



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- Firmly insert a narrow screwdriver into the slot (4) of the bonnet release until the interlock opens.
- Use the handle to open the bonnet fully.





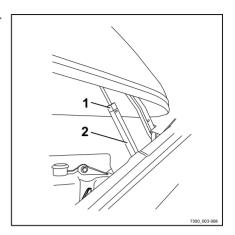
 If the gas spring is equipped with a position ▷ lock (variant), open the bonnet until the latch (1) of the gas spring (2) snaps into place.

WARNING

Risk of injury from the bonnet lowering!

The bonnet is fitted with a gas spring that holds the bonnet in the open position. When additional load is present, for example heavy objects, strong wind or other persons, the bonnet can lower suddenly. Cold weather and ageing can also reduce the performance of the gas spring and cause the bonnet to lower.

- If the force of the gas spring is deteriorating, replace the gas spring.
- If the gas spring has a position lock (variant), make sure that the latch is engaged.
- To replace the gas spring, contact the authorised service centre.



Closing the bonnet

WARNING

When closing the bonnet, there is a risk of crushing!

When closing the bonnet, nothing must come between the bonnet and the edge of the chassis.

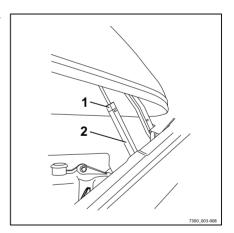
 Do not grasp any edges. Always close the bonnet by placing both hands on the handles.

A CAUTION

Risk of damage!

The bonnet can be equipped with a gas spring (2) with a position lock (variant). This prevents the gas spring from being compressed. Exerting force when closing the bonnet will damage the gas spring or bonnet suspension.

- Before closing the bonnet, check whether the gas spring is equipped with a position lock (variant).
- If the gas spring is equipped with a position lock (variant), release the latch (1) before closing the bonnet.





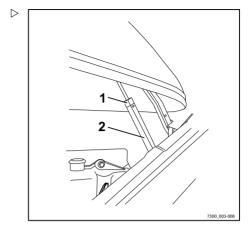
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Releasing the position lock (variant)

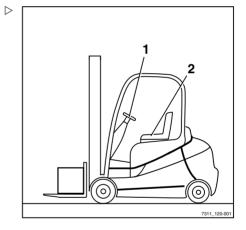
- Press the latch (1) at the PRESS mark and lower the bonnet slightly.
- Release the latch.

Closing the bonnet

- Holding it by the handle, pull down the bonnet until the lock audibly engages.



- Adjust the seat (2); see the section on "Adjusting the MSG 65/MSG 75 driver's seat".
- Adjust the steering column (1); see the section on "Adjusting the steering column".





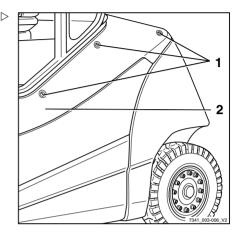
Removing and attaching the left side cover

Removing the cover

- Release the quick release clamps (1) with a 1/4 revolution.
- Remove the cover (2) and put carefully aside.

Attaching the cover

- Carefully position the cover (2).
- Lock the quick release clamps (1) with a 1/4 turn.



Installing and removing the bottom plate

Removing the bottom plate.

A CAUTION

Risk of short circuit if cables are damaged!

- Check the connecting cables for damage.
- When removing and reinstalling the bottom plate, make sure that the connecting cables are not damaged.

A CAUTION

Placing the bottom plate on top of the rubber edging strip can cause damage to the rubber edging strip.

Do not place the bottom plate on top of the rubber edging strip.

The bottom plate has a recess that the operator can insert his fingers into to lift it. The recess is beneath the rubber mat.

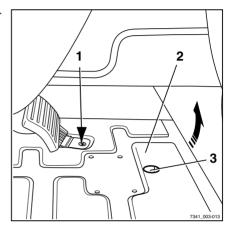


The accelerator pedal is attached to the bottom plate and is removed with this also.



The connecting plug for the accelerator is located underneath the bottom plate.

- Open the bonnet.
- Remove the rubber mat.
- − Grasp the recess (3) in the bottom plate (2). ▷
- Raise the bottom plate slightly.
- Pull out the bottom plate under the brake pedal and set it down upright.



- Disconnect the plug connector (1) on the accelerator pedal.
- Lift bottom plate and place in a safe location.

Installing the bottom plate

WARNING

Risk of crushing between bottom plate and frame edge!

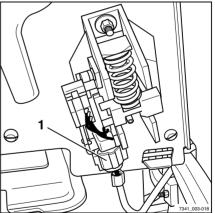
If limbs or objects are between the bottom plate and frame edge when the bottom plate is closed, they can be crushed.

 When closing the bottom plate, ensure that there is nothing between the bottom plate and the edge of the chassis.

A CAUTION

Placing the bottom plate on top of the rubber edging strip can cause damage to the rubber edging strip.

- Do not place the bottom plate on top of the rubber edging strip.
- Set down the bottom plate upright in the footwell.
- Connect the connection assembly to the accelerator pedal.





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- Position the bottom plate at the front.
- Carefully guide the bottom plate down and close.
- Insert the rubber mat.
- Close the bonnet.

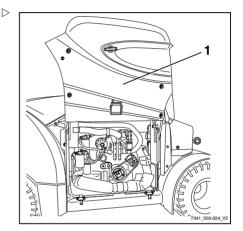
Opening and closing the right-hand service flap

Opening the service flap



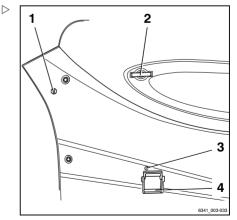
Cold weather and ageing can also reduce the performance of the gas springs and cause the flap to lower.

• If the gas springs no longer hold the service flap (1) independently, notify the authorised service centre.



- Unlock the quick release clamp (1) with a 1/4 turn in a clockwise direction.
- Open the service flap lock (3) with the key.
- To unlock, pull the handle (4) and at the same time use the other handle (2) to swivel the service flap upwards.

Beneath the service flap there is a latch that engages in the upper position of the service flap and prevents accidental closing.





 Make sure that the safety hook (1) engages ▷ in the gap of the holder (2).

Closing the service flap

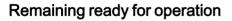
A CAUTION

Limbs can become trapped when closing the service flap — risk of crushing!

When you close the service flap, there must be nothing between the service flap and the edge of the frame.

- Do not grasp any edges. Always close the battery cover by grasping one of the handles in each hand.
- Carefully close the service flap.
- Only close the service flap if there are no parts of the body in the way.
- To close the service flap, take hold of the handles (2) and (4) at the same time and pull down firmly.
- Make sure that the service flap lock engages when you close it.
- Lock (3) the service flap using the key.
- Lock the quick release clamp (1) with a 1/4 turn in an anti-clockwise direction.

The service flap is only correctly locked if the top section of the handle (4) closes flush with the cover.

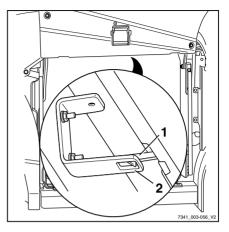


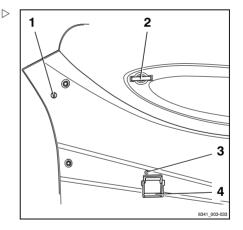
Checking the engine oil level



To determine the oil level exactly, the truck must be horizontal when checking.

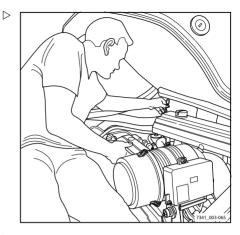
- Ensure that the truck is parked in a horizontal position.
- Open the bonnet.



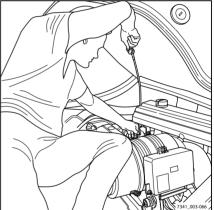




 Stand on the bottom plate of the driver's cab and turn your body slightly to the left as shown.



 Using both hands, pull out the oil dipstick (1) ▷ and wipe it using a cloth.





 Insert the oil dipstick (1) as far as it will go and pull it out again.

The oil level must be between the marks (arrows).

A CAUTION

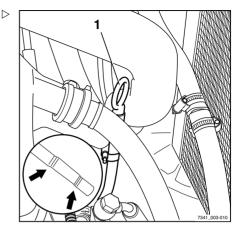
Risk of engine damage!

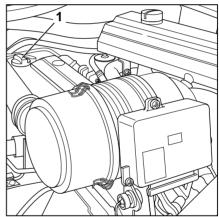
Insufficient engine lubrication can cause engine damage. An insufficient oil level or the use of engine oil with different specifications can lead to the failure of engine lubrication.

- Only use engine oil in line with the maintenance data table.
- If the oil level is at or below the lower mark, top up the engine oil via the oil filling opening (1).
- Insert the oil dipstick to the stop.
- Close the bonnet.

NOTE ENVIRONMENT NOTE

Carefully collect any spilled oil and dispose of it in an environmentally friendly manner.



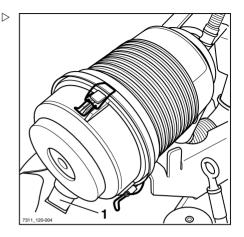




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Cleaning the dust valve

 Press the dust valve (1) on the air filter housing between your fingers until no more dust is emitted.



Filling the washer system

A CAUTION

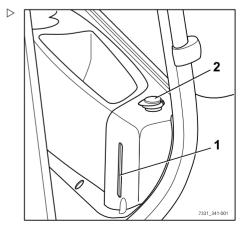
Components may become damaged due to the effects of frost!

Water expands when it freezes. If there is no anti-freeze in the washer system, the system may be damaged due to the build up of ice in freezing conditions.

- Always use washer fluid containing anti-freeze.

The windscreen washer reservoir is under the compartment behind the driver's seat. The sight glass (1) displays the fill level.

- Open filler cap (2) for the windscreen washer reservoir.
- Fill the windscreen washer reservoir with washer fluid and anti-freeze in accordance with the maintenance data table; see ⇒ Chapter "Maintenance data table", P. 5-326.
- Close lid.
- Operate washer system until washer fluid is discharged from the spray nozzles.





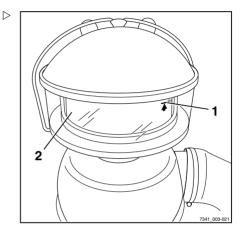
Checking the pre-cleaner

The pre-cleaner is part of the "heavy dust guard" equipment variant and is mounted at the rear of the truck. In the pre-cleaner, coarse dust and dirt are removed from the intake air.

Checking the pre-cleaner

- Check the dirt level in the pre-cleaner (2).

The pre-cleaner must be cleaned if it is filled to the upper marking (1), see the "Cleaning the pre-cleaner" chapter.



Checking the oil tank on the oil bath air filter

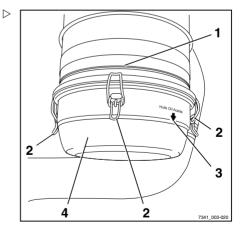
The oil bath air filter is a further variant of the "heavy dust guard" equipment variant and is mounted on the rear right of the truck. The oil bath air filter filters finer dust and dirt particles that have passed through the pre-cleaner out of the intake air.

WARNING

There is a risk of slipping on spilled oil, particularly when combined with water!

The oil tank (4) is filled with oil to the level marker (3).

- Carefully remove the oil tank.
- Collect any spilt oil immediately using an oil binding agent and dispose of it in accordance with regulations.
- Observe the safety information for handling oils, see the "Oils" chapter.
- Fold up the four oil tank locking brackets (2).





- Remove the oil tank from the housing (1).
- Check the dirt level in the oil tank.

The oil tank must be cleaned if the deposited dirt reaches approximately halfway up to the oil level; see the "Cleaning the oil bath filter" chapter.

- Secure the oil tank with the four locking brackets on the housing.

Checking the cooling fluid level

WARNING

Risk of scalding due to hot cooling fluid!

The cooling system is pressurised! Coolant may escape if the coolant tank (2) is opened while the engine is hot.

 Switch off the engine and allow it to cool down before opening the filler cap (1).

WARNING

Coolant and cooling fluid can pose a hazard to health and the environment!

 Observe the safety regulations set out in the section entitled "Coolant and cooling fluid".

A CAUTION

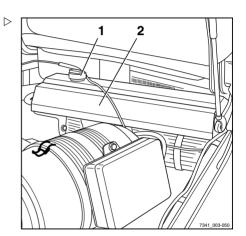
Risk of engine damage!

If the coolant level is low, this indicates a leakage in the cooling system.

The coolant level is monitored by a sensor.

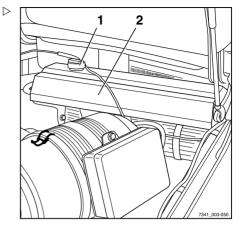
As soon as the COOLANT LEVEL message appears on the display, proceed as described below.

- Switch off engine and let it cool down.
- Open the bonnet.

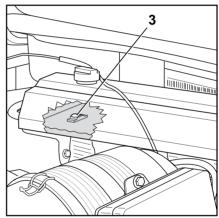




- Slowly open the filler cap (1) of the coolant tank (2) and release the excess pressure.
- Unscrew further and remove the filler cap.



- Check the level of the coolant. The cam (3) ▷ in the coolant tank must be flushed.
- Top up the cooling fluid if necessary; refer to the section entitled "Topping up the cooling fluid and checking the coolant concentration".
- Check the cooling system for leaks; see the section entitled "Cleaning the radiator, checking for leaks".
- Close the bonnet.





Topping up the cooling fluid and checking the coolant concentration

WARNING

Risk of scalding due to hot cooling fluid!

The cooling system is pressurised! Coolant may escape if the coolant tank (2) is opened while the engine is hot.

- Switch off the engine and allow it to cool down before opening the filler cap (1).

WARNING

Coolant and cooling fluid can pose a hazard to health and the environment!

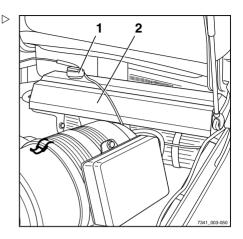
 Observe the safety regulations set out in the section entitled "Coolant and cooling fluid".

A CAUTION

Risk of engine damage!

If the cooling fluid level is low, this indicates a leak in the cooling system.

- Switch off engine and let it cool down.
- Open the bonnet.





- Slowly open the filler cap (1) of the coolant tank (2) and release the excess pressure.
- Unscrew further and remove the filler cap.
- Check the concentration of the coolant.

Concentration of the coolant

A CAUTION

5

Coolant with a different specification must not be mixed in!

- Only use coolant as specified in the maintenance data table.
- Follow the instructions provided by the coolant manufacturer.

A CAUTION

Risk of corrosion!

The percentage of coolant must always be at least 40%, even if frost protection is not needed in warmer climates.

If greater frost protection is required for climatic reasons, the percentage of coolant can be increased to up to 60%.

The percentage of coolant must not exceed 60%, otherwise the frost protection is reduced. In addition, the cooling effect is also reduced.

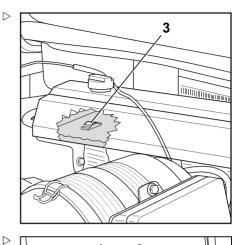
Only use clean, softened water for the water percentage.

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Frost protection up to °C	Water percentage %	Coolant percentage %
-25	60	40
-30	55	45
-35	50	50
-40	40	60

For details of the filling quantity in the cooling system, see the section entitled "Maintenance data table".

- Check the level of the coolant. The cam (3) ▷ in the coolant tank must be flushed.
- Top up the coolant if necessary.



- Screw the filler cap (1) back on tightly.
- Check the cooling system for leaks; refer to the section entitled "Cleaning the radiator and checking for leaks".
- Close the bonnet.



Cleaning the radiator and checking for leaks

WARNING

Risk of burns due to hot components!

Components on the engine (e.g. engine block, radiator, etc.) can be so hot that direct contact can burn the skin and can burn or singe materials.

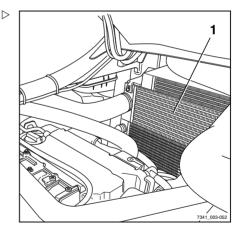
- Make sure that the engine and cooling system have cooled down.
- Do not grasp or touch hot components.
- In the event of burns, seek first aid immediately.
- If materials are burning, take fire-fighting measures immediately.
- Park the truck securely.
- Open the bonnet.
- Clean the radiator fins (1) on the radiator with a suitable brush and blow them out using compressed air (max. 2 bar).
- Check the radiator and coolant hoses for leaks and tighten the clips if necessary.

A CAUTION

In the event of a leak, there is a risk of engine damage due to overheating!

A loss of cooling fluid from leaking coolant hoses or from the radiator reduces the cooling capacity. The engine may become excessively hot and severely damaged.

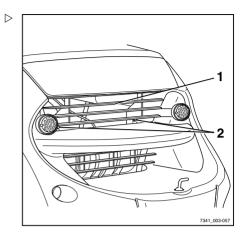
- Tighten clips at leaking hose connections.
- Check whether the leakage has been eliminated. If not, notify the authorised service centre.
- Close the bonnet.





- Perform a visual inspection of the radiator from the rear of the truck.
- If necessary, unscrew the screw joints (2) for the radiator grille and dismantle it to clean the radiator behind.
- Clean the radiator grille (1).
- If necessary, re-attach the radiator grille and screw tight.

Make sure that the radiator grille is tightly screwed on.



Draining water from the fuel filter

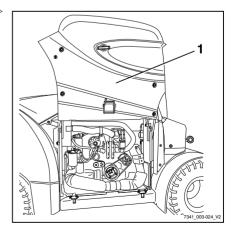


A WARNING

Diesel fuel is flammable, toxic and damages the environment! Contact with diesel fuel can cause skin irritation and spilled diesel fuel can cause slipping.

- Observe safety regulations regarding handling diesel fuel, see the "Safety regulations for handling consumables" chapter.
- Open the service flap (1) on the right.

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Cover the area beneath the fuel filter (1) carefully with a cleaning cloth.

A CAUTION

Risk of fire!

The heat protection sleeve (5) of the exhaust gas system must not be polluted with diesel fuel. If diesel fuel penetrates the material of the heat protection sleeve, this can lead to the sleeve and surrounding components catching fire.

- Make sure that diesel fuel does not pollute the heat protection sleeve.
- Keep a suitable collection container beneath the outlet pipe (3).

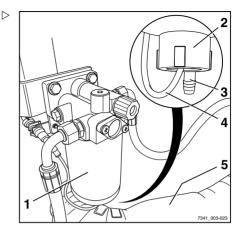
A CAUTION

Component damage possible!

The fuel filter is equipped with a level indicator that reports water aggregation in the fuel filter on the display and operating unit. The sensor cable (4) is embedded with the screw plug (2). Do not loosen the screw plug more than one revolution; otherwise the sensor cable may be damaged.

- Carefully undo the screw plug.
- Undo the screw plug (2) on the fuel filter and drain fluid until clean diesel fuel emerges.
- Tighten the screw plug again by hand.
- Remove the cleaning cloth from the heat protection sleeve.
- Close the service flap on the right.

Draining is particularly necessary in tropical climates and dependent on the fuel quality used.





Cleaning the pre-cleaner

- Loosen clamp (1) on pre-cleaner.
- Remove housing cover (2).
- Remove and empty dust container (3).
- Clean coarse contamination from lower part of container (4).
- Re-attach dust container and secure with clamp.

Do not fill pre-cleaner with oil. Replace damaged container parts.

Cleaning the oil tank on the oil bath air filter

WARNING

There is a risk of slipping on spilled oil, particularly when combined with water!

The oil tank (4) is filled with oil.

- Carefully remove the oil tank.
- Collect spilt oil immediately using an oil binding agent and dispose of in an environmentally friendly way.
- Observe the safety information for handling oils, see the "Oils" chapter.
- Release the four clamps (2) on the oil tank and carefully remove the oil tank (1).
- Empty the oil tank and clean using degreasing cleaning material.

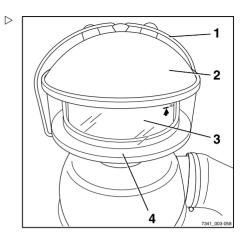
NOTE ENVIRONMENT NOTE

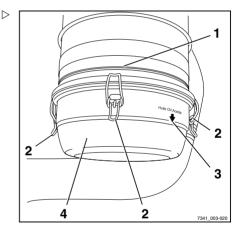
Oils are water pollutants!

- Dispose of contaminated oil, oil sludge and used cleaning material in an environmentally friendly way.
- Fill the oil tank (4) to the level mark (3) with engine oil.

For engine oil specifications, see the chapter entitled "Maintenance data table".







- Carefully install the oil tank and engage the four clamps (2) on the housing (1).

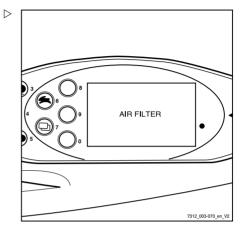
Replacing the air filter cartridges

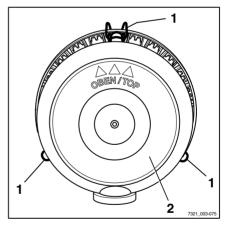
i NOTE

The air filter cartridges must be changed if the AIR FILTER message appears on the display and operating unit, or at least every 3000 hours or every two years.

 Open the bonnet; see the chapter entitled "Opening the bonnet".

 Release the three clamps (1) on the air filter ▷ and remove the air filter cover (2).







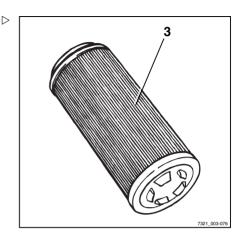
- Remove the filter cartridge (3).

A CAUTION

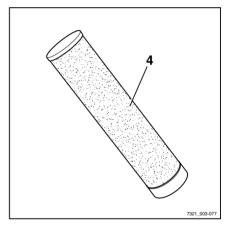
Risk of engine damage!

The safety cartridge must remain in the air filter housing until all residual dirt has been removed from the housing so that no dirt enters the intake system!

- Wipe out the air filter housing using a damp cloth.



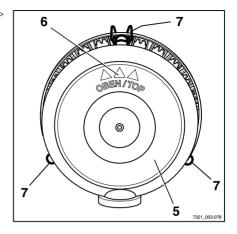
- Remove the safety cartridge (4), check for contamination, and change it if necessary.
- Refit the safety cartridge.
- Insert a new filter cartridge (3).





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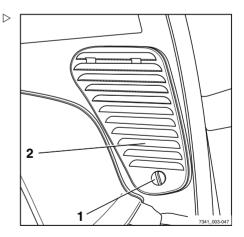
- Refit the air filter cover (5) with the mark (6) ▷ facing upwards
- Engage the clamps (7) on the air filter.
- Close the bonnet.



Changing the heating system fresh air filter

The fresh air filter for the heating system is on the right on the exterior of the cab.

 Loosen the quick-release clamp (1) by turning it and remove the cover (2).





- Grasp the filter insert (3) at the finger opening (4) and remove it completely from the filter housing.
- Check the filter insert for contamination and beat out.

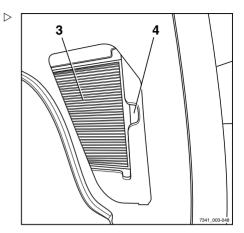
i NOTE

Replace the filter insert when it is clearly grey, but at least every two months.

- Remove pollution present in the filter housing and fresh-air inlet.
- Insert the filter insert back into the filter housing.
- Ensure that the filter insert sits correctly and precisely in the filter housing.
- Attach the cover and lock the quick-release clamp.

Lubricating the joints and controls

- Oil or grease other bearings and joints according to the maintenance data table.
- · Pivots for right service flap
- Driver's seat guide
- · Bonnet hinges
- In the cab, lubricate door hinges at the lubricating nipple (variant)
- Lubricate shafts and joints in dual-pedal operation (variant)





Maintaining the seat belt

A DANGER

There is a risk to life if the seat belt fails during an accident!

If the seat belt is faulty, it may tear or open during an accident and no longer keep the driver in the driver's seat. The driver may therefore be hurled against the truck components or out of the truck.

- Ensure operational reliability by continually testing.
- Do not use a truck with a defective seat belt.
- Have any defective seat belts replaced by your authorised service centre.
- Only use genuine spare parts.
- Do not make any changes to the seat belt.

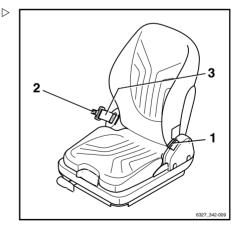
The checks below must be carried out on a regular basis (monthly). In the case of significant strain, a daily check is necessary.

Checking the seat belt

 Pull out the seat belt (3) completely and check for fraying.

The seat belt must not be frayed or cut. The stitching must not be loose.

- Check that the seat belt is not dirty.
- Check whether parts are worn or damaged (including the anchor points).





- Check the buckle (1) for proper locking.

When the belt tongue (2) is inserted, the seat belt must be held securely. The belt tongue (2) must release when the red button (4) is pressed.

- The automatic blocking mechanism must be tested at least once a year:
- Park the forklift truck on level ground.
- Pull out the seat belt using a jerking movement.

The automatic blocking mechanism must block extension of the belt.

- Tilt the seat at least 30°; to do this, tilt the bonnet.
- Slowly pull out the seat belt.

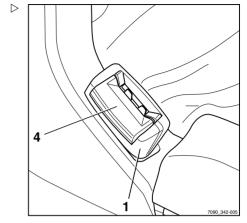
The automatic blocking mechanism must block extension of the belt.

Cleaning the seat belt

 Clean the seat belt if it is dirty but without using chemical cleaning materials (a brush will suffice).

Replacement after an accident

The seat belt must always be replaced by the authorised service centre after an accident.



Remaining ready for operation



Checking the driver's seat

WARNING

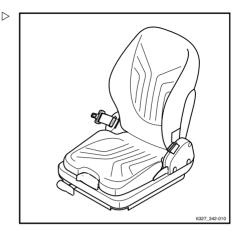
Risk of injury!

- After an accident, check the driver's seat with attached restraining belt and fastening.
- Check the controls for correct operation.
- Check the condition of the seat (e.g. wear on the upholstery) and secure fastening to the hood.

WARNING

Risk of injury!

- Have the seat repaired by the service centre if you identify any damage during the checks.



Checking the door latch

- Inspect the condition of the catch bolt and check for wear.
- Check the lock mechanism for easy operation.

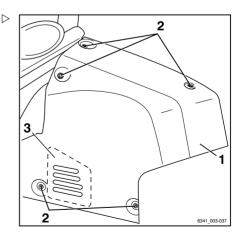
Replacing the recirculated air filter for the heating system

The recirculated air filter for the heating system is located on the right-hand side of the cab, underneath the heating system panelling (1).

- Unscrew the screws (2) and remove the heating system panelling.
- Completely remove the filter mat (3) from the filter housing.
- Check the filter mat for contamination and beat out.

Replace the filter mat when it is clearly grey, but at least every two months.

 Remove any dirt that has collected in the filter housing and recirculated-air inlet.





- Re-insert the filter mat into the filter housing.
- Make sure that the filter mat sits correctly and accurately in the filter housing.
- Attach the heating system panelling and secure tightly in place using the screws.

Servicing wheels and tyres

WARNING

Risk of accident!

Uneven wear reduces the stability of the truck and increases the braking distance. The level of wear exhibited by tyres on the same axle must be approximately the same.

- Worn or damaged tyres (left or right) must be replaced immediately.
- When changing wheels or tyres, ensure that this does not cause the truck to tilt to one side (e.g. always replace right-hand and left-hand wheels at the same time).
- Changes must only be made following consultation with the manufacturer.

WARNING

Risk to stability!

Tyre quality affects the stability of the truck. There is a risk of tipping!

When using pneumatic tyres or solid rubber tyres, rim wheel parts must never be changed and rim wheel parts from different manufacturers must not be mixed.

 Obtain approval from the truck manufacturer before using a different type of tyre or a different tyre manufacturer.



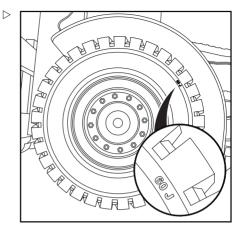
Checking condition and wear of the tyres

Superelastic tyres (variant)

- Check the remaining distance between the tyre tread and the (60 J) wear mark.

Super-elastic tyres (variant) can be worn down to the (60 J) wear mark.

- Remove any foreign bodies embedded in the tyre.



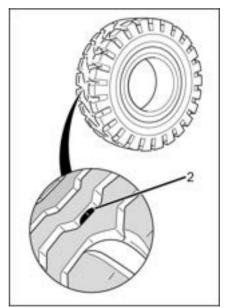
Pneumatic tyres (variant)

- Check the tread depth on all four tyres.

The tread depth for pneumatic tyres (variant) must be **at least 1.6 mm** at every point on the tread. If the tread is worn down to the wear mark (2) at any point on the tyre, replace the tyres on one axle.

Remove any foreign bodies embedded in the tyre.

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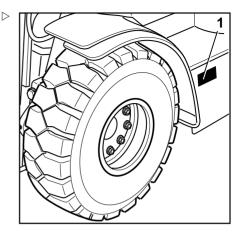
Checking the air pressure

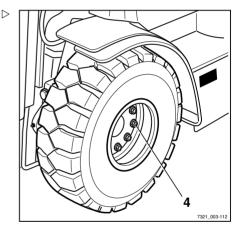
The correct air pressure for pneumatic tyres (variant) is determined by the type of tyre used. The air pressure measured must correspond to the manufacturer's information.

- Observe the air pressure value indicated on the adhesive label (1) on the truck.
- Check the air pressure of all four tyres and compare with the air pressure values stated on the adhesive labels.
- Add or release air as required if the air pressure deviates from the values stated.

Checking wheel fastenings

- Check that all wheel fastenings (4) are securely fastened and retighten as necessary.
- Observe the relevant torques; see section entitled "Maintenance data table".





Replacing the fuses

- Open the bonnet.

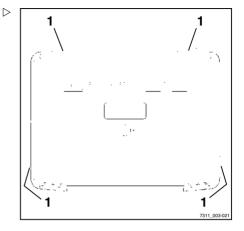
A DANGER

Risk of fire! Using the wrong fuses can result in short circuits.

 Use only fuses with the prescribed nominal current, see the "Fuse assignment" chapter.



- Open the cover fastenings (1) and remove the cover.
- Change the defective fuse.
- Close the bonnet.

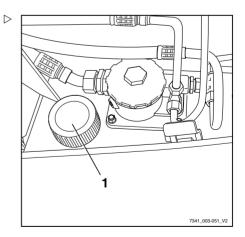


Checking the hydraulic oil level

A CAUTION

Hydraulic oils are hazardous to health and are pressurised during operation.

- Note the safety regulations in the "Hydraulic fluid" chapter.
- Park the truck securely.
- Remove the left side cover.
- Unscrew breather filter (1).





The lower mark, (1) or (2), indicates the minimum filling level. The top mark, (max), indicates the maximum filling quantity.

The lower mark that is applicable for the specific truck depends on the lift mast, the relevant lift height (see table below) and the resulting filling quantities.



		Lift height [mm]											
Lower mark	6	t	7 t/8 t										
	Telescopic	Triplex	Telescopic	Triplex									
1	3550 - 6849	-	3550 - 5249	4205 - 4654									
1	1 6850 - 8449		5250 - 6449	4655 - 5704									
2	8450 - 8850	5820 - 9270	6450 - 8850	5705 - 9755									

- Determine which lift mast is fitted to the truck.
- Use the table to determine which lower mark, (1) or (2), is applicable.
- Check the oil level on the oil dipstick.

The oil level must be between the lower mark, (1) or (2), and the top mark, (max).

If the oil level is too low:

- Insert a funnel into the filler neck.
- Add hydraulic oil with the correct specification according to the maintenance data table.
- Top up the hydraulic oil only as far as the top (max) mark.

NOTE ENVIRONMENT NOTE

Carefully collect any spilled oil and dispose of it in an environmentally friendly manner.

- Screw in the breather filter with oil dipstick.
- Attach the left side cover.



WARNING

5

If the hydraulic oil level is too high, it can lead to inadmissibly high pressure and damage to the hydraulic system.

- If the oil level is higher than the top (max) mark, lower the hydraulic oil level.
- Contact the authorised service centre if required.

Checking the hydraulic system for leak tightness



WARNING

Hydraulic oil is hazardous to health!

Hydraulic oil under pressure can escape from leaking pipes and lines, and cause injuries.

 Wear suitable protective gloves, protection goggles etc.

A CAUTION

Hydraulic hoses become brittle!

- Do not store hydraulic hoses for more than two years.
- Do not use hydraulic hoses for more than six years if they are subject to normal wear.
- Do not use hydraulic hoses for more than two years if they are subject to a high level of wear.
- Comply with the specifications of DGUV 113-020 in Germany.
- Outside of Germany, observe the national regulations for the country of use.
- Check pipe and hose connection screw joints for leaks (traces of oil).

Replace hose lines if they display the following abnormalities:

- Outer layer has been damaged, or is brittle or cracked
- · Leaking
- · Deformation (e.g. with blisters or kinks)
- · A fitting has come loose
- · A fitting is badly damaged or corroded



Replace pipes if they display the following abnormalities:

- Abrasion
- · Deformation and bending
- Leaking

Lubricating the lift mast and roller track

- Remove dirt and lubricant residue from the roller track.
- Lubricate the roller tracks (1) of the outside, middle, and inside mast with a superpressure adhesion lubricant to reduce wear. See ⇒ Chapter "Maintenance data table", P. 5-326.

Spray the roller track evenly from a distance of approx. 15-20 cm. Wait approx. 15 minutes until the equipment is ready to use again.

Greasing the automatic tow coupling

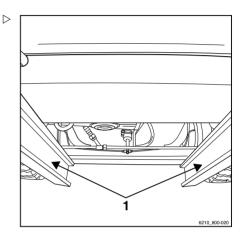


Wear to moving parts can be significantly reduced by appropriate servicing and regular lubrication of the coupling.

- Avoid over-greasing!



Close the coupling before cleaning with a high-pressure cleaner. After cleaning, lubricate the coupling pin, tow bar eye and its supporting surface again.





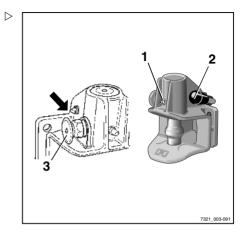
Model RO*243

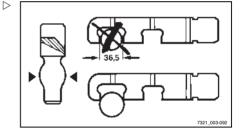
- Pull out the safety handle (3).
- Push the hand lever (2) upwards.
- Grease using the lubricating nipple(1) in accordance with the maintenance data table; see ⇒ Chapter "Maintenance data table", P. 5-326.
- Close the coupling by raising the coupling pin with a suitable tool.
- For journeys with a rigid drawbar trailer, lubricate the underside of the tow bar eye and the supporting surface on the coupling.
- Determine the wear on the coupling pin.

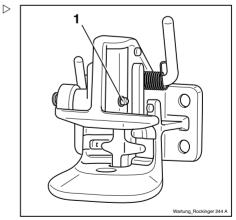
The diameter of the spherical part must not be less than 36.5 mm.

Model RO*244 A

- Open coupling.
- Grease using the lubricating nipple(1) in accordance with the maintenance data table; see ⇒ Chapter "Maintenance data table", P. 5-326.
- Grease coupling pin, tow bar eye and its supporting surface.



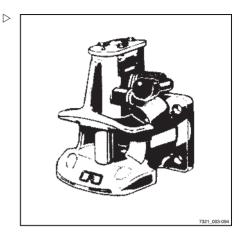






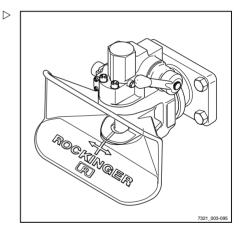
Model RO*245

- Lubricate via the points provided for this purpose (lubricating nipple, opened coupling) in accordance with the maintenance data table; see ⇒ Chapter "Maintenance data table", P. 5-326.
- Grease the supporting surface for the tow-bar eye.



Model RO*841

- Lubricate via the points provided for this purpose (lubricating nipple, opened coupling) in accordance with the maintenance data table; see ⇒ Chapter "Maintenance data table", P. 5-326.
- Grease the supporting surface for the tow-bar eye.







6

1000-hour maintenance/annual maintenance

6

Other tasks

Other tasks

 Perform all tasks required to maintain full operability; see the chapter entitled "Remaining ready for operation".

Checking the exhaust gas system

- Inspect the exhaust gas system for external damage, secure fit, and leaks.

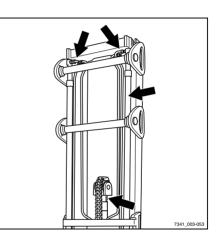
Checking the lift cylinders and the hydraulic connections for leak tightness

WARNING

Risk of injury!

Observe safety regulations for working on the lift mast, see the "Working at the front of the truck" chapter.

- Check the lift cylinders and the hydraulic connections for leak tightness (visual inspection).
- Have any leaking lift cylinders and hydraulic connections repaired by the authorised service centre.





Checking the fork arms

Checking the fork arms

A CAUTION

Fork arms must not be uneven!

- Always replace both fork arms.
- Check the fork arms (1) for visible deformation and excessive wear.

No cracks or deformations must be visible on the fork arms in the area around the fork bend. Wear must not amount to more than 10% of the original thickness.

- Check that the locking screws (2) are present and securely attached.
- Replace any worn or deformed fork arms.

Check the condition and correct operation of the fork latch:

Move the locking lever (3) into a vertical position.

It must be possible to move the fork arm.

 Move the locking lever into a horizontal position.

The latch must engage in a recess on the fork carriage. It must not be possible to move the fork arm.

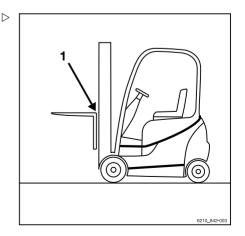
- Replace faulty fork latches.

Checking the reversible fork arms

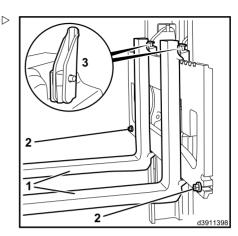
i NOTE

This check is only required for reversible fork arms (variant).

- Check the outside of the fork bend (1) for cracks. Contact your service centre.







Checking the reversible fork arms

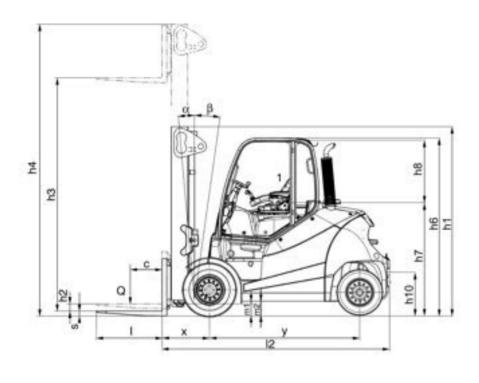


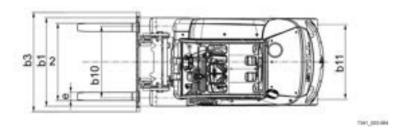
7

Technical data

Dimensions

Dimensions





2

Fork spacing is adjustable



1

Seat is adjustable ± 90 mm

Dimensions

Measurements h_1 , h_3 , h_4 , h_6 and b_1 are customer-specific and can be taken from the order confirmation.

Centre of gravity "S" (distance measured from the front axle)

RX70-60	1036 mm
RX70-70	1036 mm
RX70-80	1036 mm
RX70-80 (LSP 900)	1036 mm



The specified centre of gravity "S" relates to trucks with standard equipment. If, for example, the truck is equipped with a different lift mast, attachment or driver protection structure, this value is only a guide value. If necessary, the centre of gravity "S" must be determined individually for each truck.



· VDI datasheet

VDI datasheet

This VDI datasheet specifies only the technical values of the truck version with standard equipment. Different tyres, lift masts, additional units etc. may produce different values.

Key data

		RX70-60	RX70-70	RX70-80	RX70-80 (LSP 900)
Manufacturer		STILL GmbH	STILL GmbH	STILL GmbH	STILL GmbH
Drive		Diesel en- gine/electric	Diesel en- gine/electric		Diesel en- gine/electric
Operation		Seated	Seated	Seated	Seated
Rated capacity/load	Q (kg)	6000	7000	8000	8000
Load centre of gravity distance	c (mm)	600	600	600	900
Load distance	x (mm)	710	720	720	750
Wheelbase	y (mm)	2285	2285	2405	2480

Weights

		RX70-60	RX70-70	RX70-80	RX70-80 (LSP 900)
Net weight	kg	10477	11370	12274	14690
Axle load with front load	kg	14854	16599	18396	20535
Axle load with rear load	kg	1623	1771	1878	2155
Axle load without front load	kg	5415	5555	6006	7213
Axle load without rear load	kg	5062	5815	6268	7477

Wheels, chassis frame

	RX70-60	RX70-70	RX70-80	RX70-80 (LSP 900)
Tyres: superelastic (SE), solid rubber (V), pneu- matic (L)	SE	SE	SE	SE
Front wheel size	355/65-15	8.25-15	8.25-15	315/70-15
Rear wheel size	28x9-15	250-15	250-15	28x12.5–15



		RX70-60	RX70-70	RX70-80	RX70-80 (LSP 900)
Number of front wheels (x = driven)		2x	4x	4x	4x
Number of rear wheels (x = driven)		2	2	2	2
Front track width, single tyre	b 10 (mm)	1306	1510	1510	1561
Rear track width	b 11 (mm)	1358	1358	1358	1432

Basic dimensions

		RX70-60	RX70-70	RX70-80	RX70-80 (LSP 900)
Tilt of lift mast/fork carriage, forwards	Degrees	5	5	5	5
Tilt of lift mast/fork carriage, backwards	Degrees	8	8	8	8
Height with lift mast retracted	h1 (mm)	2710	2710	2710	2710
Free lift	h2 (mm)	150	150	150	150
Lift height ¹	h3 (mm)	3500	3150	3150	2750
Height with lift mast extended	h4 (mm)	4440	4240	4240	4140
Height above overhead guard	h6 (mm)	2697	2697	2697	2697
Seat height in relation to SIP/standing height	h7 (mm)	1719	1719	1719	1719
Coupling height	h10 (mm)	510/660	510/660	510/660	510/660
Overall length	l1 (mm)	4640	4732	4800	5520
Length including fork back	l2 (mm)	3440	3532	3600	3720
Overall width	b1	1597	1998	1998	2140
Fork arm thickness	s (mm)	70	70	70	70
Fork arm width	e (mm)	150	150	150	150
Fork arm length	l (mm)	1200	1200	1200	1800
Fork carriage DIN 15173, class/form A, B		Class IV, form A	Class IV, form A	Class IV, form A	Class IV, form A
Fork carriage width	b3 (mm)	1600	1800	1800	2180
Ground clearance with load under lift mast	m1 (mm)	220	220	220	220

¹ The specified lift takes into account the tyre deflection and the tolerances of the tyre diameter.



VDI datasheet

		RX70-60	RX70-70		RX70-80 (LSP 900)
Ground clearance at the centre of the wheelbase	m2 (mm)	210	210	210	210
Aisle width for pallets 1000 x 1200 crosswise	Ast (mm)	4907	4987	5056	5185
Aisle width for pallets 800 x 1200 lengthwise	Ast (mm)	5107	5187	5256	5385
Turning radius	Wa (mm)	3007	3067	3136	3235
Smallest pivot point distance	b13 (mm)	877	877	894	900

Performance data

		RX70-60	RX70-70	RX70-80	RX70-80 (LSP 900)	
Driving speed with load	km/h	20	20	20	20	
Driving speed without load	km/h	20	20	20	20	
Lifting speed with load	m/s	0.51	0.42	0.42	0.41	
Lifting speed without load	m/s	0.51	0.42	0.42	0.43	
Lowering speed with load	m/s	0.56	0.50	0.50	0.50	
Lowering speed without load	m/s	0.52	0.42	0.42	0.42	
Pulling force with load	N	51090	46370	46300	43400	
Pulling force without load	N	31680	32540	35460	36750	
Climbing capability ² with load	%	33	27	24	21	
Climbing capability without load	%	32	30	30	29	
Acceleration time with load	s	5.4	5.5	5.6	5.7	
Acceleration time without load	s	4.9	5.0	5.1	5.1	
Service brake		Mech./hydr.	Mech./hydr.	Mech./hydr.	Mech./hydr.	

▲ CAUTION

To use the truck safely—with or without a load—the maximum ascending or descending gradient permitted for travel is 15%.

 If you have any questions, please contact the authorised service centre.

² The stated values are used only to compare performance of trucks in the same category. The gradient values in no way represent the normal daily operating conditions.



VDI datasheet

Engine

		RX70-60	RX70-70	RX70-80	RX70-80 (LSP 900)
Engine manufacturer/model		Deutz/ TCD 4.1 I	Deutz/ TCD 4.1 I	Deutz/ TCD 4.1 I	Deutz/ TCD 4.1 I
Engine power rating in accordance with ISO 1585	kW	80	80	80	80
Nominal speed	rpm	2400	2400	2400	2400
Number of cylinders		4	4	4	4
Displacement	cm ³	4038	4038	4038	4038
Fuel consumption ³ in accordance with the VDI cycle	l/h	7.0	7.8	8.6	9.2
On-board power supply	V	12	12	12	12

Other

		RX70-60	RX70-70	RX70-80	RX70-80 (LSP 900)
Working pressure for attachments	bar	260	260	260	260
Oil flow for attachments	l/min	60	60	60	60
Capacity of fuel tank	I	110	110	110	110
AdBlue tank capacity	I	10	10	10	10
Sound pressure level L _{pAZ} (driver's compartment) ⁴	dB (A)	75	75	75	75
Sound power level LwAZ	dB (A)	97	97	97	97
Human vibration accelera- tion ⁵ according to EN 13059	m/s ²	0.31	0.31	0.31	0.31
Tow coupling, type/model		Bolt	Bolt	Bolt	Bolt

³ With Blue-Q energy-saving programme.

⁴ Without cab. Values differ with a cab.

⁵ With a standard driver's seat.



Ergonomic dimensions

Ergonomic dimensions

WARNING

Danger of impact injuries to the head!

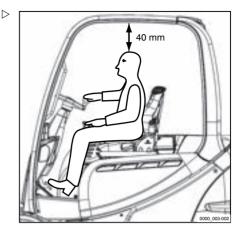
If the head of the operator is located too close to the underside of the roof, the suspension of the driver's seat or an accident may cause the head to strike the overhead guard.

To avoid head injuries, a minimum distance of **40 mm** must be ensured between the underside of the roof and the head of the tallest operator.

To determine the actual head clearance, the operator must sit in the driver's seat and the seat suspension must be set to this driver's requirements.

Due to the individual nature of height and body weight as well as the wide variety of types of driver's seat and overhead guard, the minimum head clearance must be ensured in every truck.

The driver's compartment has been designed taking ergonomics in the workplace into account and in accordance with EN ISO 3411. In general, from the seat position, the operator has sufficient space to reach the operating devices safely, to operate the truck and to view the outline of the truck. Operators whose body size deviates from the specified dimensions on which EN ISO 3411 is based must be individually considered by the operating company.



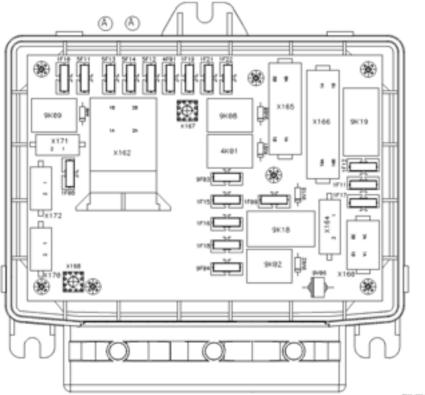


Ergonomic dimensions



Fuse assignment

Fuse assignment



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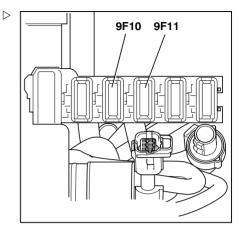
- 1F08 12-V battery (permanent positive), 10 A
- 1F09 Switch lock, terminal 30, 10 A
- 1F10 Butterfly valve for exhaust gas, 10 A
- 1F11 Converter, 10 A
- 1F12 Reserve, 15 A
- 1F15 12 V for truck control unit (TCU), displayoperating unit, 10 A
- 1F16 12 V for servo hydraulics, 10 A
- 1F17 Time-delay relay, terminal 15, 10 A
- 1F18 Coolant pump for converter, traction motor, 15 A

- 1F19 12 V for engine control unit (ECU), 10 A
- 1F21 Exhaust gas recirculation, 10 A
- 1F22 NO_x sensors, 15 A
- 4F01 Signal horn, 10 A
- 5F11 CAN-Power-Port 1 (CPP 1), roof, 30 A
- 5F12 CAN-Power-Port 2B (CPP 2B), lighting, 20 A
- 5F13 CAN-Power-Port 3 (CPP 3), seat, 30 A
- 5F14 12 V for engine control unit (ECU), 20 A
- 9F03 12 V for Option Board, 10 A
- 9F04 DEF heating system, 15 A



Additional fuses

Depending on the truck equipment, additional fuses are located on a fuse holder to the right of the fuse box.



9F10 Air conditioning (variant), compressor / condenser, 20 A

9F11 Air conditioning (variant), evaporator, 20 A



Fuse assignment

NUMBERS AND SYMBOLS

12-V socket	 										230

Α

Access authorisation
Changing the password 104
Defining the driver PIN 100
Entering the access code
Selecting the driver PIN 102
Access authorisation with PIN code 97
Accessories 8
Actuating the drive direction switch
Fingertip version 130
Joystick 4Plus version
Mini-console version
Mini-lever version 129
AdBlue
Topping up 283
Use in the event of frost 6
Address of manufacturer I
Adjusting the armrest 82
Adjusting the fork 172
Adjusting the steering column 83
After washing 287

Attachments	
Controlling using a double	
mini-lever	196
Controlling using the double	
mini-lever and the 5th function	198
Controlling using the joystick 4Plus and the 5th function	209
Controlling using the quadruple mini-lever and the 5th function	206
Controlling using the triple mini-lever and the 5th function	202
Controlling via the joystick 4Plus	
Controlling with a quadruple	200
mini-lever	204
Controlling with a triple mini-lever	200
	210
Controlling with the fingertip and 5th	
function	211
Fitting	190
General controlling	194
Mounting	191
Releasing the pressure from the	
connections	192
Special risks	39
Taking up a load	216
Automatic lift cut out	145
Automatic tow coupling	248
Coupling RO*243	250
Coupling RO*244 A	252
Coupling RO*245	255
Uncoupling RO*243	252
Uncoupling RO*244 A	254
Uncoupling RO*245	256

В

Battery	
Connecting 2	95
Disconnecting 2	95
Disposal	25
Battery acid	51
Before taking up load 1	67



Blue-Q

Configure	118
Functional description	120
Switching off	121
Switching off additional consumers .	121
Switching on	121
Bottom plate	
Installing	334
Removing	333

С

Cab	
Operating the interior lighting	239
Operating the rear window heating	240
CE labelling	6
Ceiling sensor	231
Changes to the forklift truck	. 31
Changing the drive direction	132
Dual pedal version	135
Changing the fork arms	160
Changing the heating system fresh air filter	352
Changing the password	104
Checking for leaks	346
Checking the coolant concentration	343
Checking the cooling fluid level	341
Checking the door latch	356
Checking the driver's seat	356
Checking the engine oil level	336
Checking the exhaust gas system	368
Checking the fork arms	369
Checking wheel fastenings	359
Clamp locking mechanism	
Releasing	213
Cleaning the dust valve	339
Cleaning the electrical system	286
Cleaning the radiator	346
Cleaning the truck	284
Cleaning the windows	287
Climbing into the truck	
Climbing out of the truck	. 75

Clipboard 244
Closing the bonnet
Closing the cab door
Closing the side windows 238
Condition of the roadways 126
Consumables 49
Coolant and cooling fluid safety information 54
Disposal
Safety information for diesel fuel 52
Safety information for handling
battery acid 51
Safety information for handling oils 49
Safety information for hydraulic fluid 50
Contact details I
Coolant 343
Coolant and cooling fluid 54
Cooling fluid
Topping up 343
Copyright and trademark rights 20
Coupling pin in the counterweight \ldots 246
Coupling 246
Uncoupling 248
Crane loading 302
Determining the loading weight 303
Hooking on the lifting straps 303
Cruise control
Curve Speed Control 140
_

D

Damage 34
Danger area 172
Danger to employees 45
Declaration of conformity 7
Decommissioning
Recommissioning 307
Defects 34
Defining the driver PIN 100
Definition of directions 23
Description of the truck 2
Diesel engine emissions
Checking 46



Diesel fuel
Filling up
Non-road fuels 275
Specifications
Sulphur content
Winter operation 275
Dimensions
Dimensions of roadways 12
Display and operating unit
Additional indicators
Adjusting the displays
Configure Blue Q
Standard display elements 96, 109
Display messages
Display content
Drive-specific 270
General
Display operating unit
Resetting the daily kilometres 11
Setting the date 116
Setting the language 11
Setting the time 116
Display symbols
Auxiliary equipment softkey
functions 11;
Error messages 113
Menu navigation softkey functions 114
Numeric keypad 11
Operating messages 11
Status LEDs 11
Warning messages 112
Disposal
Battery 2
Components 2
Documentation scope 18
Double mini-lever 65
Lifting/lowering the fork carriage 154
Tilting the lift mast 154
Driver rights, duties and rules of
behaviour 29
Driver's cab
Use 88

Drivers	. 29
Driving	
Ascending gradients	141
Descending gradients	141
Driving lights	
Switching on and off	217
Driving on gradients	125
Driving on lifts	181
Driving on loading bridges	182

Е

EC declaration of conformity in accordance with Machinery Directive
Emergencies
Truck tipping over 289
Using the emergency hammer 290
Emergency hammer 290
Emergency lowering 290
Emergency off
Checking for correct function
Unlocking the switch
Emergency shutdown 288
Emissions 56
Exhaust gases 58
Heat 58
Noise emissions
Vibrations 57
Entering the access code
Ergonomic dimensions
Error code table 258
Example 168

F

Filling the washer system 225,	339
Fingertip	. 69
Lifting/lowering the fork carriage	159
Tilting the lift mast	159
Fitting attachments	190
FleetManager	226
Shock recognition	226



Length 37	
Fork extension 162	
Four-way mini-lever 67	
Fuel filter	
Draining water from 347	
Fuel hand pump 281	
Fuse assignment 380	

G

Gas spring with position lock (variant)	
Releasing the latch	2
General	5

Н

Handling gas springs and accumulators	. 36
Hazard areas	127
Hazard warning system	219
Hazards and countermeasures	. 42
Heating system	241
Adjusting the air flow	243
Switching on	242
Switching on the blower	242
Hydraulic blocking function	152
Releasing	152
Hydraulic connections	
Checking for leak tightness	368
Hydraulic fluid	. 50
Hydraulic system	
Checking for leak tightness	362
Checking the oil level	360

I

Impermissible use 15
Information for carrying out mainte-
nance 314
Maintenance timeframe 315
Information symbols
Inserting wedges 301
Insulation testing 48

Insurance cover on company premises 31
Interior lighting 239
Issue date of the operating instructions $\dots 20$

J

Jacking up 3	12
Joystick 4Plus	68
Fork-carriage sideshift 1	58
Lifting/lowering the fork carriage 1	57
Tilting the lift mast 1	58
Jump-starting	96

L

Labelling points	. 10
Lashing down	301
Left side cover	333
Attaching	333
Removing	333
Lift cut out	
Automatic	145
Lift cylinder	
Checking for leak tightness	368
Lift mast	
Lubricating the roller track	363
Removing	313
Securing against falling off	313
Securing against tilting backwards	313
Lift mast versions	
Triplex lift mast	151
Lift mast vertical position	146
Automatic approach	148
Calibrating	150
Description	146
Display	148
Possible restrictions	149
Run-in to end stops	148
Tilting the lift mast backwards	149
Tilting the lift mast forwards	148
Lifting	312



Lifting system	
Controlling using a double	
mini-lever	154
Controlling using a quadruple	
mini-lever	156
Controlling using a triple mini-lever	155
Controlling using the fingertip	159
Controlling using the joystick 4Plus .	157
Operating devices	153
Lighting	
STILL SafetyLight	224
Switching on and off	217
List of abbreviations	. 21
Load	
Picking up	174
Setting down	179
transporting	178
Load capacity	167
Load chains	
Cleaning	286
Load measurement	168
Description	168
Execution	169
Zero adjustment	. 92
Lubricating the joints and controls	353

Μ

Maintenance data table	326
Air conditioning	328
Air filter system	329
Battery	326
Controls/joints	326
Cooling system	328
Drive axle	327
Electrical system	326
Engine	328
Exhaust gas treatment (SCR)	329
Fuel tank	328
General lubrication points	326
Hydraulic system	326
Lift mast	327
Load chains	328
Steering axle	327
Tyres	327
Washer system	329
Maintenance work without special	
qualifications	314
Malfunctions during lifting mode	151
Measuring the insulation resistance of	40
the electrical system	
Medical equipment	. 36
	005
? VERTICAL POSITION	
ACCELERATOR	262 272
	272
ADBLUE QUALITY URGENT! ADBLUE REFILL 5I	272 272
ADBLUE REFILE 51	272
	271
	275
ALTERNATOR	274
ARE YOU SURE?	261
	273
	262
COOLANT LEVEL	



EMERGENCY SWITCH	264
ЕМРТҮ	274
EXH.GAS PURIFIER	
EXH.GAS PURIFIER PLEASE	
WAIT	271
EXH.GAS PURIFIER SERVICE!!! .	271
FUEL FILTER	274
GLOW	
HYBRID SYSTEM	273
HYDRAULIC PUMP	273
LOWER FORKS	
LPG AUTO. VALVE	275
NOT VALID	270
OIL PRESSURE	275
OVERHEATING	269
PARK. REG. ERROR	276
PARK. REG. URGENT!!!	276
PARKING BRAKE ACTIVE	263
PARKING BRAKE: APPLY	
HANDBRAKE!	263
REFERENCE CYCLE	265
REGENERATION COMPLETED	
RELEASE PARKING BRAKE	
SAFETY BELT	266
SCR-SYSTEM MALFUNCTION	276
SCR-SYSTEM SERVICE	
SEAT SWITCH	267
SERVICE BRAKE	261
START IC ENGINE	277
START PARK. REG.?	276
STEERING	264
SURVEILLANCE	270
SWITCH OFF TRUCK?	263
TILTING SPEED	264
Messages	
Drive-specific	270
General	261
Mini console	. 70
Misuse of safety systems	. 34

MSG 65/MSG 75 driver's seat	
Adjusting	78
Adjusting the backrest extension	81
Adjusting the lumbar support	81
Adjusting the seat backrest	79
Adjusting the seat suspension	80
Moving	79
Switching the seat heater on and off	82

Ν

Nameplate	. 13
Neutral position	129
Note regarding exhaust gas treatment .	5

0

Oil bath air filter
Cleaning the oil tank 349
Visual inspection 340
Oils 49
Opening the bonnet 329
Opening the cab door 237
Opening the side windows 238
Operating company 28
Operating devices for hydraulic and driving functions
Operating materials
Quality and quantity
Operating procedures 23
Operating the service brake 136
Operating the signal horn 84
Orderingspareparts and wearing parts $$. $$ 323 $$
Overhead guard
Drilling 33
Roof loads 33
Welding 33
Overview
Driver's compartment
Р

Packaging																								25
i uonuging	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	20

Parked regeneration	
Interruption	184
Performing	185
Parking brake	137
Mechanical parking brake	137
Parking the truck securely	143
Particle filter	
Displays	188
Function	183
Low-load operation	183
Normal operation	183
Parked regeneration	185
Personnel qualifications	314
Picking up loads	171
Place of use	. 16
Pre-cleaner	
Cleaning	349
Visual inspection	340
Procedure if truck tips over	289
Production number	. 14
Prohibition of use by unauthorised	
persons	. 30
Proper usage	. 14
Push-up roof window	244

Q

Quadruple mini-lever	
Lifting/lowering the fork carriage	156
Tilting the lift mast	156

R

Radio	241
Rear window heating	240
Recommissioning after decommis-	
sioning	307
Reducing speed when turning	140
Reducing speed with a raised load	142
Replacing the air filter cartridges	350
Replacing the fuses	359
Replacing the recirculated air filter for	
the heating system	356
Resetting the daily kilometres	117

Resetting the daily operating hours 117
Residual dangers 38
Residual risks
Retrofitting 31
Reversible fork arm
Checking 369
Reversible fork arms 164
Right-hand service flap
Closing 336
Opening 335
Roadways 125-127
Rotating beacon
Rules for roadways and the working
area

S

Safety devices	312
Safety inspection	. 46
Safety regulations for maintenance	
General information	310
Safety devices	312
Set values	312
Working on the electrical equip- ment	311
Working on the hydraulic equip-	• • •
ment	310
Working on the ignition system	311
Safety regulations for working on the lift	
mast	312
Safety regulations when driving	123
Safety regulations when handing loads .	166
Schematic views	. 23
Scope of the documentation	
UPA solutions	. 19
Seat belt	. 85
Checking	354
Cleaning	355
Fastening	. 85
Fastening on a steep slope	. 86
Maintaining	354
Malfunction due to cold	. 87
Releasing	. 87
Replacement after an accident	355



Selecting the drive direction	128
Selecting the driver PIN	102
Set values	312
Setting the date	116
Setting the drive programme	127
Setting the language	117
Setting the time	116
Shock recognition	226
Shutting down the truck	306
Special risks	. 39
Spring-operated brake	
Releasing	293
Stability	. 39
Starting drive mode	
Dual pedal version	133
Starting the engine	107
Starting to drive	131
Status LEDs	115
Steering	139
Steering system	
Checking for correct function	. 91
Storing the truck	306
StVZO (Road Traffic Licensing	
Regulations) information	. 14
Switching off the	
air conditioning	243
Switching off the truck	143
Switching on the	
air conditioning	
Switching on the key switch	. 94

Т

Technical data	
Dimensions	372
VDI datasheet	374
Three-way mini-lever	66
Topicality of the operating instructions	20
Towed load	245
Towing	297
Proper use	15
Trailers	
Towing	256
Transport	300
Transporting pallets	173
Transporting suspended loads	173
Triple mini-lever	
Lifting/lowering the fork carriage	155
Tilting the lift mast	155
Turn indicators	220
Mini-console version	221
Mini-lever version	220
Types of lift mast	150
Telescopic mast	150
Tyres	
Safety principles	34
U	

Use in the event of frost								6
Using working platforms								17

V

Variant							
Ceiling sensor	 			 			231

Variants

Access authorisation with PIN code 97
Automatic lift cut out
Automatic shut-off of the internal
combustion engine 142
Clamp locking mechanism 213
Clipboard 244
Cruise control 226
Emergency off switch
FleetManager 226
Fork extension 162
Gas spring with position lock 332
Heating system 241
Lift mast vertical position 146
Lifting systems 145
Load measurement
Push-up roof window
Radio 241
Reducing speed with a raised load 142
Reversible fork arms
Shock recognition
Triplex lift mast 151
Wheel chock
Windscreen wiper/washer
Zero braking 137
VDI datasheet
Vertical lift mast position
Checking for correct function
View of functions and operations 23
View of operating procedures 23
Views of the display operating unit 24

Visual inspection	
Oil bath air filter	340
Pre-cleaner	340
Visual inspections	. 72

W

Warning regarding non-original parts	33
Wheel chock 14	44
Wheels and tyres	
Checking condition and wear of the	
tyres 3	58
Checking the air pressure 3	59
Checking wheel fastenings 3	59
Servicing 3	57
Windscreen wiper/washer 2	25
Working at the front of the truck 3	12
Working on the electrical equipment 3	11
Working on the hydraulic equipment 3	10
Working on the ignition system 3	11
Working spotlight for reverse travel	
Switching on and off 2	18
Working spotlights	
Automatically switching on/off 2	23
Lift-height-controlled switching	
on/off 2	23
Manually switching on/off 2	22
Switching on and off 218, 2	22

Ζ

Zero adjustment of the load measure-	
ment	92



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