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TMT55/HT/XT

T3

OPERATOR MANUAL

Catalog No. 51900010

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THIS OPERATOR'S MANUAL MUST BE KEPT IN THE LIFT TRUCK AND MUST BE READ AND UNDERSTOOD BY OPERATORS.

- INTRODUCTION TO SAFETY -

- ROUGH TERRAIN FORKLIFT TRUCK

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ROUGH TERRAIN FORKLIFT TRUCK
GENERAL SAFETY STANDARDS

ROUGH TERRAIN FORKLIFT TRUCK GENERAL SAFETY STANDARDS

STUDY THE OPERATOR/SERVICE MANUALS

The information in this manual provides general instructions for the safe operation and maintenance of your forklift truck. This information is vital and must be clearly understood by the operator and serviceman. Study this manual and the Rough Terrain Forklift Safety Manual (part no. 422494) thoroughly and carefully before operating or servicing your forklift. Contact your dealer or Manitou North America, Inc. if you have any questions concerning your forklift, its operation, service or parts. Keep both manuals in the literature box on the forklift available for reference. If either manual becomes illegible or is missing, contact your dealer for replacements immediately. This manual cannot cover every situation that might result in an accident. It is the responsibility of the operator to always remain alert for potential hazards and be prepared to avoid them!

ADDITIONAL RECOMMENDED LITERATURE:

ASME B56.6 is the national consensus standard for rough terrain forklift trucks. It contains rules about forklift safety, maintenance, safe operation, training, and supervision. Forklift owners should learn this standard and make it available for their operators, service personnel, and supervisors. These standards can be obtained from the American Society of Mechanical Engineers (ASME), 345 East 47th St., United Engineering Center, New York, NY 10017. The following references are examples from the standard, addressing forklift operators:

A.) OPERATOR TRAINING QUALIFICATIONS

- 1.) The user shall ensure that operators understand that safe operation is the operator's responsibility. The user shall ensure that operators are knowledgeable of, and observe, all safety rules and practices.
- 2.) Create an effective operator training program centered around user company's policies, operating conditions, and rough terrain forklift trucks. The program should be presented completely to all new operators and not be condensed for those claiming previous experience.
- 3.) Information on operator training is available from several sources, including rough terrain forklift truck manufacturers, users, government agencies, etc.
- 4.) An operator training program should consist of the following:
 - a.) careful selection of the operator, considering physical qualifications, job attitude, and aptitude;
 - b.) emphasis on safety of stock, equipment, operator, and other personnel;
 - c.) citing of rules and why they were formulated;
 - d.) basic fundamentals of rough terrain forklift truck and component design as related to safety, e.g., in.-lb (N-m) loading, mechanical limitations, center of gravity, stability, etc.;
 - e.) introduction to equipment, control locations, and functions. Explain how they work when used properly and problems when used improperly.
 - f.) supervise practice on operating course remote from normal activity and designed to simulate actual operations, e.g., lumber stacking, elevating shingles to the roof, etc.;
 - g.) oral, written, and operational performance tests and evaluations during and at completion of the course;
 - h.) refresher courses, which may be condensed versions of the primary course, and periodic "on job" operator evaluation;
 - i.) understanding of nameplate data and operator instructions and warning information appearing on the rough terrain forklift truck.

B.) GENERAL SAFETY PRACTICES

- 1.) Rough terrain forklift trucks can cause injury if improperly used or maintained.
- 2.) Only authorized operators trained to adhere strictly to all operating instructions shall be permitted to operate rough terrain forklift trucks. Unusual operating conditions may require additional safety precautions, training, and special operating instructions.
- 3.) Modifications and additions which affect capacity or safe operation shall not be performed without the manufacturer's prior written approval. Where such authorization is granted, capacity, operation, and maintenance instruction plates, tags, or decals shall be changed accordingly.
- 4.) If the rough terrain forklift truck is equipped with front end attachment(s) or optional forks, the user shall see that the truck is marked to identify the forks or attachment(s), show the approximate weight of the truck and fork or attachment combination, and show the capacity of the truck with forks or attachment(s) at maximum elevation with load laterally centered.
- 5.) The user shall see that all nameplates and caution and instruction markings are in place and legible.
- 6.) The user shall consider that changes in load dimension may affect rough terrain forklift truck capacity.

ROUGH TERRAIN FORKLIFT TRUCK GENERAL SAFETY STANDARDS (cont.)

B.) GENERAL SAFETY PRACTICES (cont.)

- 7.) Where steering can be accomplished with either hand and the steering mechanism is of a type that prevents road reactions from causing the handwheel to spin (power steering or equivalent), steering knobs may be used. When used, steering knobs shall be of a type that can be engaged by the operator's hand from the top and shall be within the periphery of the steering handwheel.
- 8.) Experience has shown that rough terrain forklift trucks which comply with stability requirements are stable when properly operated. However, improper operation, faulty maintenance, or poor housekeeping may contribute to a condition of instability and defeat the purpose of the requirements.
- 9.) Users shall give consideration to special operating conditions. The amount of forward and rearward tilt to be used is governed by the application. Although the use of maximum rearward tilt is allowable under certain conditions, such as traveling with the load lowered, the stability of a rough terrain forklift truck as determined by standardized tests does not encompass consideration for excessive tilt at high elevations or the operation of trucks with excessive off-center loads.
- 10.) Some of the conditions which may affect stability are ground and floor conditions, grade, speed, loading (rough terrain forklift trucks equipped with attachments behave as partially loaded trucks even when operated without a load on the attachment), dynamic and static forces, improper tire inflation, and the judgement exercised by the operator.

C.) OPERATING SAFETY RULES AND PRACTICES

- 1.) Safe operation is the responsibility of the operator.
- 2.) This equipment can be dangerous if not used properly. The operator shall develop safe working habits and also be aware of hazardous conditions in order to protect himself, other personnel, the rough terrain forklift truck, and other material.
- 3.) The operator shall be familiar with the operation and function of all controls and instruments before undertaking to operate the rough terrain forklift truck.
- 4.) Before operating any rough terrain forklift truck, truck operators shall have read and be familiar with the operator's manual for the particular truck being operated.
- 5.) Before starting to operate the rough terrain forklift truck:
 - a.) be in operating position and fasten seat belt;
 - b.) place directional controls in neutral;
 - c.) apply brakes;
 - d.) start engine.
- 6.) Do not start or operate the rough terrain forklift truck, any of its functions, or attachments from any place other than the designated operator's position.
- 7.) Keep hands and feet inside the operator's designated area or compartment. Do not put any part of the body outside the operator compartment of the rough terrain forklift truck.
- 8.) Never put any part of the body into the mast structure or between the mast and the rough terrain forklift truck.
- 9.) Never put any part of the body within the reach mechanism of the rough terrain forklift truck or other attachments.
- 10.) Understand rough terrain forklift limitations and operate the truck in a safe manner so as not to cause injury to personnel.
- 11.) Do not allow anyone to stand or pass under the elevated portion of any rough terrain forklift truck, whether empty or loaded.
- 12.) Do not permit passengers to ride on rough terrain forklift trucks.
- 13.) Check clearance carefully before driving under electrical lines, bridges, etc.
- 14.) A rough terrain forklift truck is attended when the operator is less than 25 ft (7.6m) from the truck, which remains in his view.
- 15.) A rough terrain forklift truck is unattended when the operator is 25ft (7.6m) or more from the truck, which remains in his view, or whenever the operator leaves the truck and it is not in his view.
- 16.) Before leaving the operator's position:
 - a.) bring rough terrain forklift truck to a complete stop;
 - b.) place directional controls in neutral;
 - c.) apply the parking brake;
 - d.) lower load-engaging means fully, unless supporting an occupied elevated platform;
 - e.) stop the engine;
 - f.) if the rough terrain forklift truck must be left on an incline, block the wheels;
 - g.) fully lower the load-engaging means.
- 17.) Maintain a safe distance from the edge of ramps, platforms, and other similar working surfaces.
- 18.) Do not move railroad cars or trailer with a rough terrain forklift truck.

ROUGH TERRAIN FORKLIFT TRUCK GENERAL SAFETY STANDARDS (cont.)

C.) OPERATING SAFETY RULES AND PRACTICES (cont.)

- 19.) Do not use a rough terrain forklift truck for opening or closing railroad car doors.
- 20.) In areas classified as hazardous, use only rough terrain forklift trucks approved for use in those areas.
- 21.) Report all accidents involving personnel, building structures, and equipment to the supervisor or as directed.
- 22.) Do not add to, or modify, the rough terrain forklift truck.
- 23.) Do not block access to fire aisles, stairways, and fire equipment.
- 24.) For rough terrain forklift trucks equipped with a differential lock, the lock should not be engaged when driving on the road or at high speeds or when turning. If the lock is engaged when turning, there could be loss of steering control.
- 25.) Observe all traffic regulations including authorized speed limits. Under normal traffic conditions, keep to the right, maintain a safe distance, based on speed of travel, from the truck ahead; and keep the truck under control at all times.
- 26.) Yield the right-of-way to pedestrians and emergency vehicles such as ambulances and fire trucks.
- 27.) Do not pass another truck traveling in the same direction at intersections, blind spots, or at other dangerous locations.
- 28.) Slow down and sound the audible warning device(s) at cross-aisles and other locations where vision is obstructed.
- 29.) Cross railroad tracks at an angle wherever possible. Do not park closer than 6 ft (1.8m) to the nearest rail of a railroad track.
- 30.) Keep a clear view of the path of travel and observe other traffic, personnel, and safe clearances.
- 31.) If the load being carried obstructs forward view, travel with the load trailing.
- 32.) Ascend or descend grades slowly and with caution.
 - a.) When ascending or descending grades in excess of 5%, loaded rough terrain forklift trucks should be driven with the load upgrade.
 - b.) Unloaded rough terrain forklift trucks should be operated on all grades with the load-engaging means downgrade.
 - c.) On all grades, the load and load-engaging means shall be tilted back, if applicable, and raised only as far as necessary to clear the road surface.
 - d.) Avoid turning, if possible, and use extreme caution on grades, ramps, or inclines; normally travel straight up or down.
- 33.) Under all travel conditions, operate the rough terrain forklift truck at a speed that will permit it to be brought to a stop in a safe manner.
- 34.) Travel with load-engaging means or load low and, where possible, tilted back. Do not elevate the load except during stacking.
- 35.) Make starts, stops, turns, or direction reversals in a smooth manner so as not to shift load and/or overturn the rough terrain forklift truck.
- 36.) Do not indulge in stunt driving or horseplay.
- 37.) Slow down for wet and slippery surfaces.
- 38.) Before driving over a dockboard or bridge plate, be sure that it is properly secured. Drive carefully and slowly across the dockboard or bridge plate, and never exceed its rated capacity.
- 39.) Do not drive rough terrain forklift trucks onto any elevator unless specifically authorized to do so. Approach elevators slowly, and then enter squarely after the elevator car is properly leveled. Once on the elevator, neutralize the controls, shut off engine, and set brakes. It is advisable that all other personnel leave the elevator before truck is allowed to enter or leave.
- 40.) Avoid running over loose objects on the roadway surface.
- 41.) When negotiating turns, reduce speed to a safe level, and turn steering handwheel in a smooth sweeping motion. Except when maneuvering at a very low speed, turn the steering handwheel at a moderate, even rate.
- 42.) Use special care when traveling without load, as the risk of lateral overturning is greater.
- 43.) Improper use of stabilizer controls (if so equipped) could cause rough terrain forklift truck upset. Always lower the carriage before operating stabilizer controls.
- 44.) For rough terrain forklift trucks equipped with lateral leveling:
 - a.) Always level the frame before raising the boom or mast, with or without a load.
 - b.) Lateral leveling should not be used to position an elevated load; instead, lower the load and reposition the rough terrain forklift truck.
- 45.) Handle only stable or safely arranged loads.
 - a.) When handling off-center loads which cannot be centered, operate with extra caution.
 - b.) Handle only loads within the capacity of the rough terrain forklift truck.
 - c.) Handle loads exceeding the dimensions used to establish rough terrain forklift truck capacity with extra caution. Stability and maneuverability may be adversely affected.

ROUGH TERRAIN FORKLIFT TRUCK GENERAL SAFETY STANDARDS (cont.)

C.) OPERATING SAFETY RULES AND PRACTICES (cont.)

46.) When attachments are used, extra care shall be taken in securing, manipulating, positioning, and transporting the load. Operate rough terrain forklift trucks equipped with attachments as partially loaded trucks when not handling a load.

47.) Completely engage the load with the load-engaging means. Fork length should be at least two-thirds of load length. Where tilt is provided, carefully tilt the load backward to stabilize the load. Caution should be used in tilting backward with high or segmented loads.

48.) Use extreme care when tilting load forward or backward, particularly when high tiering. Do not tilt forward with load-engaging means elevated except to pick up or deposit a load over a rack or stack. When stacking or tiering, use only enough backward tilt to stabilize the load.

49.) The handling of suspended loads by means of a crane arm (boom) or other device can introduce dynamic forces affecting the stability of a rough terrain forklift truck. Grades and sudden starts, stops, and turns can cause the load to swing and create a hazard if not externally stabilized. When handling suspended loads:

- a.) do not exceed the truck manufacturer's capacity of the rough terrain forklift truck as equipped for handling suspended loads.
- b.) only lift the load vertically and never drag it horizontally;
- c.) transport the load with the bottom of the load and the mast as low as possible;
- d.) with load elevated, maneuver the rough terrain forklift truck slowly and cautiously, and only to the extent necessary to permit lowering to the transport position;
- e.) use tag lines to restrain load swing whenever possible.

50.) At the beginning of each shift and before operating the rough terrain forklift truck, check its condition, giving special attention to:

- a.) tires and their inflation pressure
- b.) warning devices
- c.) lights
- d.) lift and tilt systems, load-engaging means, chains, cables, and limit switches
- e.) brakes
- f.) steering mechanism
- g.) fuel system(s)

51.) If the rough terrain forklift truck is found to be in need of repair or in any way unsafe, or if it contributes to an unsafe condition, the matter shall be reported immediately to the user's designated authority, and the truck shall not be operated until it has been restored to safe operating condition.

52.) If during operation the rough terrain forklift truck becomes unsafe in any way, the matter shall be reported immediately to the user's designated authority, and the truck shall not be operated until it has been restored to safe operating condition.

53.) Do not make repairs or adjustments unless specifically authorized to do so.

54.) When refueling, smoking in the area shall not be permitted, the engine shall be stopped, and the operator shall not be on the rough terrain forklift truck.

55.) Spillage of oil or fuel shall be carefully and completely absorbed or evaporated and fuel tank cap replaced before restarting engine.

56.) Do not use open flames when checking electrolyte level in storage batteries, liquid level in fuel tanks, or the condition of LPG fuel lines and connectors.

57.) Do not lift personnel with the forklift. If the forklift must be used to lift people, precautions for the protection of the personnel must be taken (see ITSDf B56.6, chapter 5.15 Elevating Personnel)

ROUGH TERRAIN FORKLIFT TRUCK GENERAL SAFETY STANDARDS (cont.)

D.) SUSPENDED LOADS

A jib or truss boom should ONLY be used to lift and place loads when the machine is stationary and the frame is level. Transporting suspended loads must ALWAYS be done slowly and cautiously, with the boom and load as low as possible. Use taglines to restrict loads from swinging, to avoid overturn.

The handling of suspended loads by means of a truss boom or other similar device can introduce dynamic forces affecting the stability of the machine that are not considered in the stability criteria of industry test standards. Grades and sudden starts, stops and turns can cause the load to swing and create a hazard.

Guidelines for “Free Rigging / Suspended Loads”

1. DO NOT exceed the rated capacity of the telescopic handler as equipped for handling suspended loads. The weight of the rigging must be included as part of the load.
2. During transport, DO NOT raise the load more than 12 inches (305 mm) above the ground, or raise the boom more than 45 degrees.
3. Only lift the load vertically – NEVER drag it horizontally.
4. Use multiple pickup points on the load when possible. Use taglines to restrain the load from swinging and rotating.
5. Start, travel, turn and stop SLOWLY to prevent the load from swinging. DO NOT exceed walking speed.
6. Inspect rigging before use. Rigging must be in good condition and in the U.S. comply with OSHA regulation §1910.184, “Slings,” or §1926.251, “Rigging equipment for material handling.”
7. Rigging equipment attached to the forks must be secured such that it cannot move either sideways or fore and aft. The load center must not exceed 24 inches (610 mm).
8. DO NOT lift the load with anyone on the load, rigging or lift equipment, and NEVER lift the load over personnel.
9. Beware of the wind, which can cause suspended loads to swing, even with taglines.
10. DO NOT attempt to use frame-leveling to compensate for load swing.



WARNING

U.S. OSHA regulations effective November 8, 2010 (29 CFR Part 1926, Subpart CC - Cranes and Derricks in Construction) include requirements for employers that use powered industrial trucks (“forklifts”) configured to hoist (by means of a winch or hook) and move suspended loads horizontally. In particular, this regulation applies to any rough-terrain forklift (e.g., “telescopic handler”) equipped with a jib or truss boom with a hook (with or without a winch), or a hook assembly attached to the forks. [Note: This regulation is in addition to the OSHA regulation that requires specific forklift operator training: §1910.178(l).]

When a forklift / telescopic handler is configured and used for hoisting, the employer must ensure that:

1. Forklift, lift equipment and rigging have been inspected (each shift, month and year) and are in good, safe condition and properly installed.
2. An operator's manual and applicable load charts are on the forklift.
3. Work zone ground conditions can support the equipment and load. Any hazardous conditions in the work area have been identified, and the operator notified.
4. Equipment is being used within its rated capacity and in accordance with the manufacturer's instructions.

5. Operator and crew members have been trained in the safe use and operation of the equipment, including how to avoid electrocution.
6. During use, no part of the equipment, load line or load will be within the minimum clearance distance specified by OSHA [10 feet (3.0 m), and more for lines rated over 50 kV] of any energized power line, and any taglines used are non-conductive.
7. In addition, for lift equipment with a rated capacity greater than 2000 lbs. (907 kg), the employer must ensure that:
 - a.) An accessible fire extinguisher is on the forklift;
 - b.) Monthly and annual inspections are performed and documented, and records retained (three months for monthly, one year for annual);
 - c.) Before November 10, 2014, operators must have had the additional training and qualification / certification required by OSHA regulations §1926.1427 and §1926.1430.

Note: Refer to the full text of the OSHA crane regulation (29 CFR Part 1926, Subpart CC) for a detailed description

ROUGH TERRAIN FORKLIFT TRUCK GENERAL SAFETY STANDARDS (cont.)

CONCLUSION:

1.) ATTEND OPERATOR TRAINING CLASSES

The forklift operator must clearly understand all instructions concerning the safe operation of the forklift and all safety rules and regulations of the work site. They must have successfully completed a training course in accordance with the Powered Industrial Truck Standard (29 CFR 1910.178) as described by the Occupational Safety and Health Administration (OSHA). They must be qualified as to their visual, hearing, physical, and mental ability to operate the equipment safely. NEVER use drugs or alcohol while operating a forklift! NEVER operate or allow anyone to operate a forklift when mental alertness or coordination is impaired! An operator on prescription or over-the-counter drugs must consult a medical professional regarding any side effects of the medication that may impair their ability to safely operate the forklift.

2.) CREATE A MAINTENANCE PROGRAM

OSHA recommends a maintenance log, listing repairs requested and completed, for each forklift. Also, "lock out tag procedures" should be utilized. If the forklift malfunctions; park it safely, remove the key, tag "Do Not Use", and report the problem to the proper authority or authorized service personnel immediately.

For the best forklift performance and operation, a maintenance program is required. Use the hour meter on the instrument panel to keep maintenance properly scheduled (see SECTION TWO - "Servicing Schedule"). For repairs on major components (engine, transmission, etc.), contact your nearest dealer for a Repair Manual. Do not operate a forklift that is damaged or does not function properly. Only authorized personnel may make repairs or adjustments to the lift truck. After repairs, the lift truck must be tested for safe operation before returning to service.

3.) FORKLIFT KNOWLEDGE

Forklift trucks can cause serious injury if improperly used or maintained. Study all of the manuals provided for your forklift model. Learn the locations and meanings of all safety decals. If any decals are illegible or missing, have them replaced immediately. Make sure all safety features provided by the original manufacturer are in place and function properly. Do not operate a forklift with damaged, missing or unsafe components. Have it repaired by authorized service personnel. Learn the functions of all controls, gauges, indicator lights, etc. on the forklift. Know the speed/gear ranges, braking and steering capabilities, load ratings and clearances. When referring to the location of forklift components, the terms "left", "right", "front", and "rear" are related to the operator seated normally, facing forward in the operator's seat. If you have any questions about the forklift, consult your supervisor. Failure to fully understand or obey safety warnings can result in serious injury or death!

4.) WORK SITE KNOWLEDGE

Before operating on a work site, learn the rules for movement of people, forklifts and all other traffic. Check the size, weight, and condition of the loads you will be expected to handle. Verify that they are properly secured and safe to transport. Learn where the loads are to be placed, planning your route for a safe approach, watching for hazardous conditions. Will a signal man be required to help place the load? Remove any debris which may cause tire damage or rupture. Plan your route around problem areas or have them corrected. Inform the supervisor of any unsafe conditions observed at the site. Examples of hazards: power lines, cables, low clearance structures, garage doors, telephone pole guide lines, fencing, loose lumber, building materials, drop-offs, trenches, rough/soft spots, oil spills, deep mud, steep inclines, railroad tracks, curbs, etc.. NEVER approach power lines, gas lines or other utilities with the forklift! Always verify that local, state/provincial and federal regulations have been met. Report any accidents involving personnel, building structures, and equipment to the supervisor immediately. Always remain alert - conditions are constantly changing at the work site!

5.) TECHNICAL SUPPORT

All data provided in this manual is subject to production changes, addition of new models, and improved product designs. If a question arises regarding your forklift, please consult your dealer or Manitou Americas, Inc. for the latest information. When ordering service parts or requesting technical information, be prepared to quote the applicable Model/Serial Numbers.

SAFETY MESSAGES

NOTE THE SAFETY ALERT SYMBOL (SHOWN BELOW). IT IDENTIFIES POTENTIAL HAZARDS WHICH, IF NOT AVOIDED MAY RESULT IN INJURY OR DEATH! Observe the safety messages placed throughout this manual; providing special instructions, telling you when to take precautions and identify potential hazards. The safety messages are highlighted and outlined in a box similar to those shown in the examples below.

SAFETY ALERT SYMBOL



NOTE or NOTICE

Provides information, special instructions or references about the lift truck.

IMPORTANT

Precautions which must be taken to avoid damage to the lift truck.



CAUTION

Indicates a potentially hazardous situation which, if not avoided, may result in minor or moderate injury. May also alert unsafe practices.



WARNING

Indicates a potentially hazardous situation which, if not avoided, *may result in death or serious injury!*

DANGER

Indicates an imminently hazardous situation which, if not avoided, *will result in death or serious injury.*

CALIFORNIA PROPOSITION 65 WARNING

Diesel Engine Exhaust and some of its constituents are known to the State of California to cause cancer, birth defects or other reproductive harm.

WARNING: Battery posts, terminals and related accessories contain lead and lead compounds. **Wash hands after handling.**

SAFETY DECALS

The purpose of this chapter is to introduce you to the safety messages, decals, and nameplates found on your forklift truck. The decals are identified by name, part number, location, and a brief description. (The forklift model logos, and other misc. decals not shown, can be found in your forklift parts manual.) The decals illustrated may not be exactly the same as those installed on your forklift; installation of the decals varies depending on the forklift model, series, decal updates, etc.. The size and location of some decals limit the amount of information that can be placed upon it. For this reason, additional detailed information not found on the decals is provided through-out this manual.

Every decal placed on the lift truck is important; they are constant reminders of safety and instructions that should never be taken for granted. Even experienced operators can be seriously injured or killed by ignoring, refusing to enforce, or forgetting to follow safe operating procedures! Do not assume you know all safety issues concerning the decals. Before operating the lift truck; learn the meaning(s) of the decals as described in this manual. If any decal becomes illegible or missing, have it replaced immediately! Always replace decals using the same decal part no., unless otherwise specified by the manufacturer. For replacement decals not found in your parts manual, contact your nearest dealer. If you have any questions, contact your supervisor or nearest dealer for advice before operating your forklift!

801011

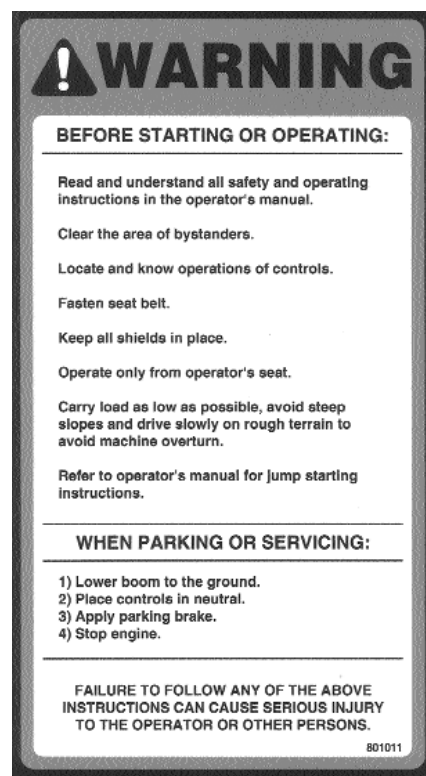
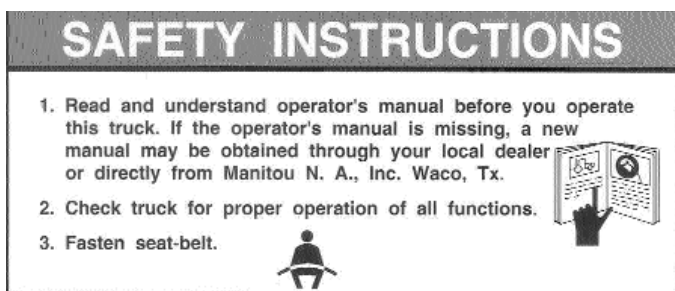
Before Starting - 801011

(Boom equipped models). Location: on the brake fluid cover panel (to the left and below the dash panel).

Safety Instructions - 420792

(Mast equipped models). Location: on or near the operator manual storage case, and/or on the dash panel.

Instructions for the forklift operator; before operating the forklift.



Use of Seat Belt - 801012

(Boom equipped models). Location: to the right of the operator, near the hydraulic control lever.

Instructs the operator to always wear the seat belt during operations, and never jump from an over-turning forklift.



SAFETY DECALS

Emergency and Parking Brake - 801010

Location: near the park brake lever.

Identifies the Emergency/Parking Brake Lever.



Alarm Must Sound - 496162

Location: on the dash, in direct view of the operator.

The backup alarm must sound when the forklift is placed in reverse gear.



No Riders - 420732

Location: on the cab entrance(s), and on or near wheel fenders and engine cover.

Inform: riders are not allowed on the forklift.



Clear of Raised Boom - 801006

(Boom equipped models). Location: on both sides of the boom nose.

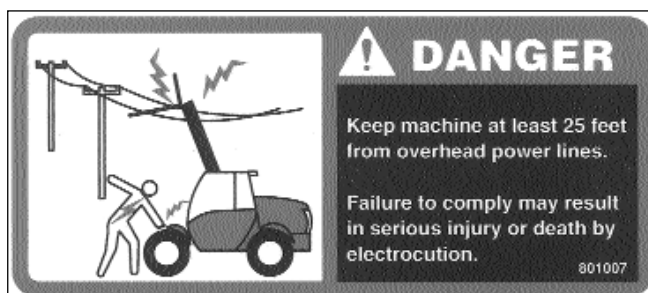
Keep away from unsupported boom.



Clear of Power Lines - 801007

(Boom equipped models). Location: on both sides of the boom nose.

Keep away from power lines.

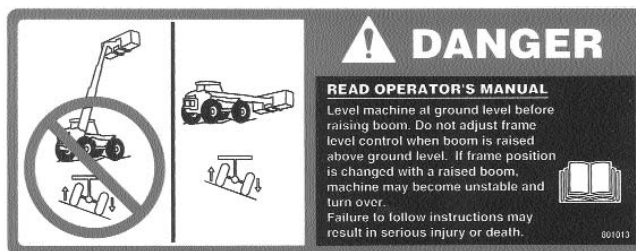


SAFETY DECALS

Use of Frame Leveling - 801013

(Boom equipped models). Location: to the right of the operator near the hydraulic control lever.

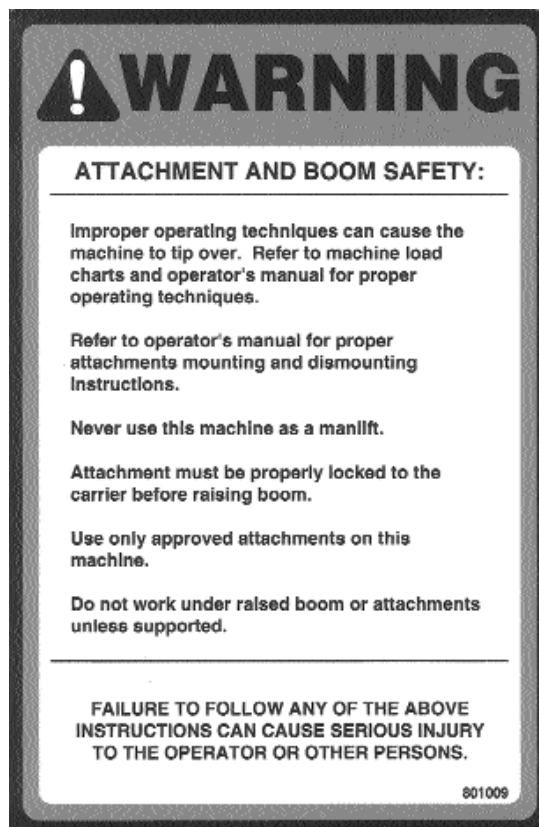
Frame leveling notice; load must be lowered.



Attachment and Boom Safety - 801009

(Boom equipped models). Location: on both sides of the boom nose.

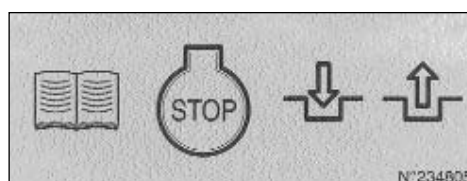
Important reminders of attachment and boom safety.



Hydraulic Coupling - 234805

Location: near the quick-disconnect adapters.

Stop the engine and release hydraulic pressure before changing attachments.



Rotating Fan and Belt(s) - 801008

Location: on the radiator near the fan, and on any fan belt/pulley cover(s).

Keep hands and clothing away from rotating fan and belts.

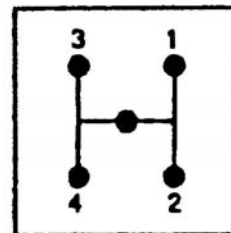


SAFETY DECALS

Gear Shift Pattern - 33460

(4-speed transmission models). Location: near the gear shift lever.

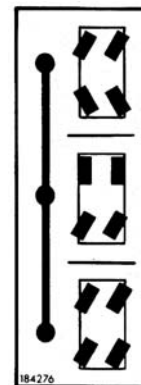
Identifies the gear shift pattern of the forklift transmission.



Steering Mode - 184276

(4 wheel steer equipped models). Location: near the steering mode selection lever.

Identifies the steering mode selection.



Mineral Oil (Brake Reservoir) - 221322 or 234800 has been replaced by 164091.

Location: near the brake fluid reservoir where applicable.

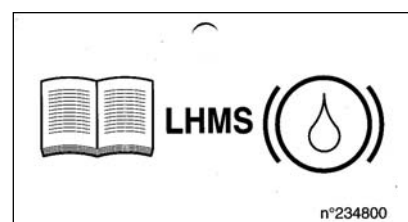
Refer to the Operator/Service Manual for the correct brake fluid (mineral oil) to be used in the brake system.



221322



234800

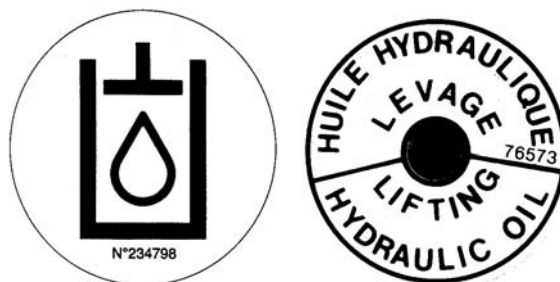


SAFETY DECALS

Hydraulic Oil - 234798 or 76573

Location: on the hydraulic tank or filler cap.

Identifies the hydraulic reservoir (tank) or filler cap.



Hydraulic Oil - 61024

Location: on the hydraulic tank.

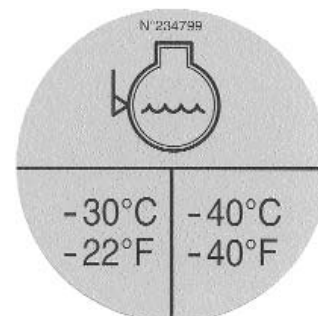
Identifies the hydraulic reservoir (tank).



Anti-Freeze - 234799

Location: on the radiator, near the radiator filler cap.

Indicates required minimum to maximum anti-freeze protection (-22°F to -40°F).



Diesel Fuel - 161101

Location: on the fuel tank, near the filler cap.

Identifies the fuel tank, and use of diesel fuel.



No Step - 496735

Location: varies, depending on the forklift model.

Instructs personnel not to use the designated area as a step.



Do Not Tow - 494918

(Hydrostatic equipped models). Location: on the dash, in view of the operator.

Towing the forklift will damage the transmission; refer to the operator's manual.



SAFETY DECALS

Attachment Warning - 421016

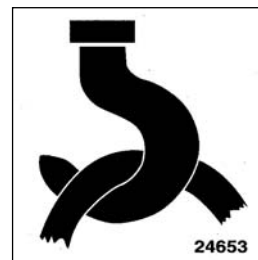
(Boom equipped models). Location: on the boom coupler, near where the retaining shaft is installed.

Reminder to operator; install attachment retaining shaft and safety pin before operations.



Hook Here - 24653

Location: at points provided on the forklift, where straps or chains may be attached to secure the forklift to a trailer during transport.



Fork Safety - 426641

(Mast equipped models). Location: on the front and back side of the mast's outer rails, at eye level (4 required).

Instructs personnel not to travel beneath or upon the lift truck forks.

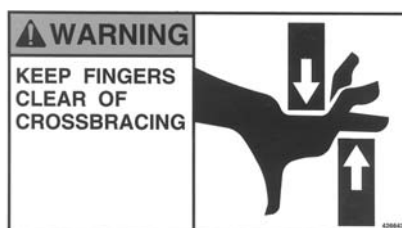


Pinch Point, Large, 2.5 x 4.5 in. - 426643

Pinch Point, Small, 1.5 x 2.75 in. - 426642

(Mast equipped models). Location: on the front and rear sides of the mast cross bracing.

Keep fingers away from the mast crossbracing.



HAND THROTTLE DANGER - 804784

(Boom equipped models, option). Location: Near the hand throttle mechanism.

Reminder to operator; set parking brake before operating hand throttle. Disengage hand throttle before leaving the forklift.



SAFETY DECALS

Acid in Battery - 801014

Location: in or near the battery storage compartment.

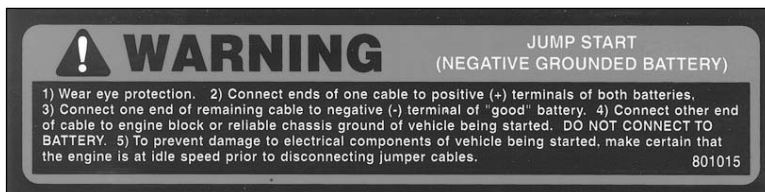
Addresses battery hazards.



Jump Start Battery - 801015

Location: in or near the battery storage compartment.

Jump start instructions.



Attachment Plate - 425995

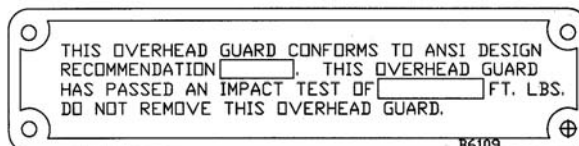
Location: on the optional removeable forklift attachment.

Important manufacturer information about the attachment. Record this information for use when contacting the manufacturer for parts and service.

Overhead Guard Data Plate - B6109

Location: attached to the overhead guard.

Overhead guard conformity.



Forklift Data Plate - 496550

(Boom equipped models)

Forklift Data Plate - 496538

(Mast equipped models)

Location: within the operator's compartment.

Important forklift truck identification. Record this information for use when contacting the manufacturer for parts and service.

496550

496538

1 - OPERATING AND SAFETY INSTRUCTIONS

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INSTRUCTIONS TO THE COMPANY MANAGER

THE OPERATOR

- Only qualified, authorized personnel can use the lift truck. This authorization is given in writing by the appropriate person in the establishment with respect to the use of lift trucks and must be carried permanently by the operator.



WARNING

On the basis of experience, there are a number of possible situations in which operating the lift truck is prohibited. Such foreseeable abnormal uses, the main ones being listed below, are strictly forbidden.

- *The foreseeable abnormal behavior of neglect, but not intending to put the machinery to any improper use.*
 - *The reflex reactions of a person in the event of a malfunction, incident, fault, etc. during operation of the lift truck.*
 - *Behavior resulting from application of the "principle of least action" when performing a task.*
 - *For certain machines, the foreseeable behavior of such persons as unauthorized: apprentices, teenagers, handicapped persons and trainees tempted to drive a lift truck. Truck drivers tempted to operate a truck to win a bet, in competition or for their own personal experience.*
- The person in charge of the equipment must take these criteria into account when assessing whether or not a person will make a suitable driver.*

THE LIFT TRUCK

A - THE LIFT TRUCK'S SUITABILITY FOR THE JOB

- MANITOU has ensured that this lift truck is suitable for use under the standard operating conditions defined in this operator's manual, in accordance to ASME B56.6 - 2002.
- Before commissioning, the company manager must make sure that the lift truck is appropriate for the work to be done, and perform certain tests (in accordance with current legislation).

B - ADAPTATION OF THE LIFT TRUCK TO STANDARD ENVIRONMENTAL CONDITIONS

- In addition to series equipment mounted on your lift truck, many options are available, such as : road lighting, stop lights, flashing light, reverse lights, reverse buzzer alarm, front light, rear light, light at the boom head, etc.
- The operator must take into account the operating conditions to define the lift truck's signalling and lighting equipment. Contact your dealer.
- Take into account climatic and atmospheric conditions of the site of utilization.
 - . Protection against frost (see : 3 - MAINTENANCE : LUBRICANTS AND FUEL).
 - . Adaptation of lubricants (ask your dealer for information).
 - . I.C. engine filtration (see : 3 - MAINTENANCE : FILTERS CARTRIDGES AND BELTS).

IMPORTANT

For operation under average climatic conditions, i.e. between -15 °C and + 35 °C (5° to 95°F), correct levels of lubricants in all the circuits are provided in production. For operation under more severe climatic conditions, before starting up, it is necessary to drain all the circuits, then add the correct levels of lubricants properly suited to the relevant ambient temperatures. It is the same for the cooling fluid (Contact your dealer for information, if necessary).

- A lift truck operating in an area without fire extinguishing equipment must be equipped with an individual extinguisher. There are solutions, consult your dealer.



WARNING

Your lift truck is designed for outdoor use under normal atmospheric conditions and indoor use in suitably aerated and ventilated premises. It is prohibited to use the lift truck in areas where there is a risk of fire or which are potentially explosive (i.e. refineries, fuel or gas depots, stores of inflammable products...). For use in these areas, specific equipment is available (ask your dealer for information).

C - MODIFICATION OF THE LIFT TRUCK

- For your safety and that of others, you must not change the structure and settings of the various components used in your lift truck (hydraulic pressure, calibrating limiters, I.C. engine speed, addition of extra equipment, addition of counterweight, unapproved attachments, alarm systems, etc.) yourself. In this event, the manufacturer cannot be held responsible.

- The operator's manual must always be in good condition and kept in the place provided on the lift truck and in the language used by the operator.
- The operator's manual and any plates or stickers which are no longer legible or are damaged, must be replaced immediately.

THE MAINTENANCE

- Maintenance or repairs other than those detailed in part : 3 - MAINTENANCE must be carried out by qualified personnel (consult your dealer) and under the necessary safety conditions to maintain the health of the operator and any third party.



WARNING

Your lift truck must be inspected periodically to ensure that it remains in compliance. The frequency of this inspection is defined by current legislation in the country in which the lift truck is used.

INSTRUCTIONS FOR THE OPERATOR

FOREWORD



DANGER

The risk of accident while operating, servicing or repairing your lift truck can be reduced if you follow the safety instructions and safety measures detailed in this manual. Failure to respect the safety and operating instructions, or the instructions for repairing or servicing your lift truck can lead to serious injury or fatal accident.

- Only the operations and maneuvers described in these operator's manual must be performed. The manufacturer cannot predict all possible risky situations. Consequently, the safety instructions given in the operator's manual and on the lift truck itself are not exhaustive.
- At any time, as an operator, you must envisage, within reason, the possible risk to yourself, to others or to the lift truck itself when you use it.

GENERAL INSTRUCTIONS

A - OPERATOR'S MANUAL

- Read the operator's manual carefully.
- The operator's manual must always be in good condition and in the place provided for it on the lift truck.
- You must report any plates and stickers which are no longer legible or which are damaged.

B - AUTHORIZATION FOR USE

- Only qualified, authorized personnel may use the lift truck. This authorization is given in writing by the appropriate person in the company, in charge of using the lift truck, and must be permanently carried by the operator.
- The operator is not competent to authorize the driving of the lift truck by another person.

C - MAINTENANCE

- The operator must immediately advise his superior if his lift truck is not in good working order or does not comply with the safety notice.
- The operator is prohibited from carrying out any repairs or adjustments himself, unless he has been trained for this purpose. He must keep the lift truck properly cleaned if this is among his responsibilities.
- The operator must carry out daily maintenance (see : 3 - MAINTENANCE : A - DAILY OR EVERY 10 HOURS SERVICE).
- The operator must ensure tires are adapted to the nature of the ground (see area of the contact surface of the tires in the chapter : 2 - DESCRIPTION : CHARACTERISTICS). There are optional solutions, consult your dealer.
 - . SAND tires.
 - . LAND tires.
 - . Snow chains.



DANGER

Do not operate the lift truck if the tires are incorrectly inflated, damaged or excessively worn. Bad tires can put your safety or that of others at risk, or cause damage to the lift truck. The installation of foam inflated tires is prohibited and is not guaranteed by the manufacturer (prior authorization is required).

D - MODIFICATION OF THE LIFT TRUCK


- For your safety and that of others, you must not change the structure and settings of the various components used in your lift truck (hydraulic pressure, calibrating limiters, I.C. engine speed, addition of extra equipment, addition of counterweight, unapproved attachments, alarm systems, etc.) yourself. In this event, the manufacturer cannot be held responsible.

E - LIFTING PEOPLE

- The use of working equipment and load lifting attachments to lift people is strictly forbidden.


F - SYTEMS FOR HOOKING

- Optional solutions exist, consult your dealer.

 WARNING	<i>Manitou's consent is required before using any system for hooking a forklift truck to or on the back of a trailer or any other equipment.</i>
--	--

G - CLIMBING ONTO THE TRUCK

- Optional solutions exist, consult your dealer.

 DANGER	<i>To climb onto the truck, it is strictly prohibited to use the lift truck hydraulic system if it is not equipped with a suitable hydraulic safety device kit.</i>
---	---

IF NECESSARY, CONSULT YOUR DEALER.

A - BEFORE STARTING THE LIFT TRUCK

- Carry out daily maintenance (see : 3 - MAINTENANCE : A - DAILY OR EVERY 10 HOURS SERVICE).
- Make sure the lights, indicators and windscreen wipers are working properly.
- Make sure the rear view mirrors are in good condition, clean and properly adjusted.
- Make sure the horn and backup alarm work.

B - DRIVER'S OPERATING INSTRUCTIONS

- Whatever his experience, the operator is advised to familiarize himself with the position and operation of all the controls and instruments before operating the lift truck.
- Wear clothes suited for driving the lift truck, avoid loose clothes.
- Make sure you have the appropriate protective equipment for the job to be done.
- Prolonged exposure to high noise levels may cause hearing problems. It is recommended to wear ear muffs to protect against excessive noise.
- Always pay attention when using the lift truck. Do not listen to the radio or music using headphones or earphones.
- Never operate the lift truck when hands or feet are wet or soiled with greasy substances.
- For increased comfort, adjust the seat to your requirements and adopt the correct position in the driver's cab.



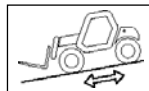
CAUTION

Under no circumstances should the seat be adjusted while the lift truck is moving.

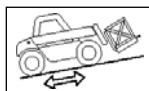
- The operator must always be in his normal position in the driver's cab. It is prohibited to have arms or legs, or generally any part of the body, protruding from the driver's cab of the lift truck.
- The safety belt must be worn and adjusted to the operator's size.
- The control units must never in any event be used for any other than their intended purposes (e.g. climbing onto or down from the lift truck, etc.).
- If the control components are fitted with a forced operation (lever lock) device, it is forbidden to leave the cab without first putting these controls in neutral.
- It is prohibited to carry passengers either on the lift truck or in the cab.

C - ENVIRONMENT

- Comply with site safety regulations.
- If you have to use the lift truck in a dark area or at night, make sure it is equipped with working lights.
- During handling operations, make sure that no one is in the way of the lift truck and its load.
- Do not allow anybody to come near the working area of the lift truck or pass beneath an elevated load.
- When using the lift truck on a transverse slope, before lifting the boom, follow the instructions given in the paragraph : INSTRUCTIONS FOR HANDLING A LOAD : D - TRANSVERSE ATTITUDE OF THE LIFT TRUCK.
- Travelling on a longitudinal slope :
 - Drive and brake gently.
 - Moving without load : Forks or attachment facing downhill.



- Moving with load : Forks or attachment facing uphill.



- Take into account the lift truck's dimensions and its load before trying to negotiate a narrow or low passageway.
- Never move onto a loading platform without having first checked :
 - That it is suitably positioned and made fast.
 - That the unit to which it is connected (wagon, truck, etc.) will not shift.
 - That this platform is prescribed for the total weight of the lift truck to be loaded.
 - That this platform is prescribed for the size of the lift truck.
- Never move onto a foot bridge, floor or freight lift, without being certain that they are prescribed for the weight and size of the lift truck to be loaded and without having checked that they are in sound working order.
- Be careful in the area of loading bays, trenches, scaffolding, soft land and manholes.
- Make sure the ground is stable and firm under the wheels and/or stabilizers before lifting or removing the load. If necessary, add sufficient wedging under the stabilizers.
- Make sure that the scaffolding, loading platform, pilings or ground is capable of bearing the load.
- Never stack loads on uneven ground, they may tip over.




WARNING


If the load or the attachment must remain above a structure for a period of time, there is the risk that it will settle upon the structure as the hydraulic oil in the cylinders cools.

To eliminate this risk :

- Regularly check the distance between the load or the attachment and the structure and readjust as necessary.
- If possible use the lift truck at an oil temperature as close as possible to ambient temperature.

- In the case of work near aerial lines, ensure that the safety distance is sufficient between the working area of the lift truck and the aerial line.

 DANGER	<i>You must consult your local electrical agency. You could be electrocuted or seriously injured if you operate or park the lift truck too close to power lines.</i>
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 DANGER	<i>During high winds do not attempt moving loads that may catch the wind or cause the fork lift to be unstable.</i>
---	---

D - VISIBILITY


- The safety of personnel within the lift truck's radius of operation as well as that of the lift truck and its operator, depends on the operator having good visibility of the environment immediately around the lift truck, under all circumstances at all times.
- This lift truck was designed to provide the operator with good visibility (direct or indirect via rear-view mirrors) of the immediate environment during movement with the lift truck empty and boom in transport position.
- If the volume of the load limits visibility ahead, particular precautions must be taken :
 - move in reverse ;
 - adjust the site layout ;
 - be assisted by someone (outside the area of operations of the lift truck) who can direct movements, making sure that this person is always in view.
 - always avoid maneuvering too far in reverse.
- With certain specific attachments, lift truck moving operations may need the boom to be in high position. In this case, visibility on the right is limited and particular precautions must be taken :
 - adjust the site layout ;
 - be assisted by someone (outside the area of operations of the lift truck) who can direct movements.
- In any situation where visibility of the route is inadequate, obtain the help of someone (outside the area of operations of the lift truck) to direct movements, making sure that this person is always in view.
- Maintain all components used for visibility clean, well-adjusted, and in good working order : windscreen and windows, windscreen wipers and washers, road and work lights, rear-view mirrors.

E - STARTING THE LIFT TRUCK

SAFETY NOTICE

 WARNING	<i>The lift truck must be started or maneuvered only when the operator is sitting in the driver's cab, his seat belt fastened and properly adjusted.</i>
---	--

- Never try to start the lift truck by pushing or towing it. Such operation may cause severe damage to the transmission. If necessary, to tow the lift truck in an emergency, the transmission must be placed in the neutral position (see : 3 - MAINTENANCE : G - OCCASIONAL MAINTENANCE).
- If using an emergency battery for start-up, use a battery with the same characteristics and respect battery polarity when connecting it. Connect at first the positive terminals before the negative terminals.


 WARNING	<i>Failure to respect polarity between batteries can cause serious damage to the electrical circuit. The electrolyte in the battery may produce an explosive gas. Avoid flames and generation of sparks close to the batteries. Never disconnect a battery while it is charging.</i>
--	--

INSTRUCTIONS

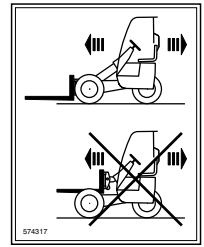
- Check the closing and locking of the hood(s).
- Make sure that the forward/reverse lever is in neutral.
- Turn the ignition key to the position I to activate the electrical system.
- Make sure the signal lights on the instrument control panel and fuel level indicators are working properly (see : 2 - DESCRIPTION : INSTRUMENTS AND CONTROLS).
- Turn the ignition key to position II to preheat for 5 seconds and turn the ignition key fully : the I.C. engine should then start. Release the ignition key and let the I.C. engine run at idle.
- Do not engage the starter motor for more than 15 seconds and carry out the preheating for 5 seconds between unsuccessful attempts.
- Make sure all the signal lights on the control instrument panel are off.
- Check all control instruments when the I.C. engine is warm and at regular intervals during use, so as to quickly detect any faults and to be able to correct them without any delay.
- If an instrument does not show the correct display, stop the I.C. engine and immediately carry out the necessary operations.

F - DRIVING THE LIFT TRUCK

SAFETY NOTICE

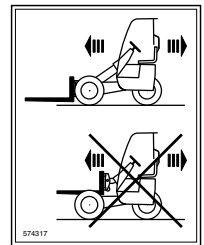
 DANGER	<p>Operators' attention is drawn to the risks involved in using the lift truck, in particular :</p> <ul style="list-style-type: none">- Risk of losing control.- Risk of losing lateral and frontal stability of the lift truck. <p>The operator must remain in control of the lift truck. In the event of the lift truck overturning, do not try to leave the cab during the incident. YOUR BEST PROTECTION IS TO STAY FASTENED IN THE CAB.</p>
--	--

- Observe the company's traffic regulations or, by default, the public highway code.
- Do not carry out operations which exceed the capacities of your lift truck or attachments.
- Always drive the loaded lift truck with the forks or attachment at the transport position, i.e. at 12 in. from the ground, the boom retracted and the carriage sloping backwards.
- When unloaded, travel with the boom extended as shown and the forks 12 in. from the ground (transport position).
- Only carry loads which are balanced and properly anchored to avoid any risk of a load falling off.
- Ensure that pallets, cases, etc, are in good order and suitable for the load to be lifted.
- Familiarise yourself with the lift truck on the terrain where it will be used.
- Ensure that the service brakes are working properly.
- The loaded lift truck must not travel at speeds in excess of 7 mph.
- Drive smoothly at an appropriate speed for the operating conditions (land configuration, load on the lift truck).
- Do not use the hydraulic boom controls when the lift truck is moving.
- Do not manoeuvre the lift truck with the boom in the raised position unless under exceptional circumstances and then with extreme caution, at very low speed and using gentle braking. Ensure that visibility is adequate.
- Take bends slowly.
- In all circumstances make sure you are in control of your speed.
- On damp, slippery or uneven terrain, drive slowly.
- Brake gently, never abruptly.
- Only use the lift truck's forward/reverse lever from a stationary position and never do so abruptly.
- Do not drive with your foot on the brake pedal or with the parking brake on.
- Always remember that hydrostatic type steering is extremely sensitive to movement of the steering wheel, so turn it gently and not jerkily.
- Never leave the I.C. engine on when the lift truck is unattended.
- Do not leave the cab when the lift truck has a raised load.
- Look where you are going and always make sure you have good visibility along the route.
- Use the rear-view mirrors frequently.
- Drive around obstacles.
- Never drive on the edge of a ditch or steep slope.
- It is dangerous to use two lift trucks simultaneously to handle heavy or voluminous loads, since this operation requires particular precautions to be taken. It must only be used exceptionally and after risk analysis.



INSTRUCTIONS

- Always drive the loaded lift truck with the forks or attachment at the transport position, i.e. 12 in. from the ground, the boom retracted and the carriage sloping backwards.
- When unloaded, travel with the boom extended as shown and the forks 12 in. from the ground (transport position).
- Release the parking brake.
- Shift the forward/reverse lever to the selected direction of travel and accelerate gradually until the lift truck moves off.



G - STOPPING THE LIFT TRUCK

SAFETY NOTICE

- Never leave the ignition key in the lift truck during the operator's absence.
- When the lift truck is stationary, or if the operator has to leave his cab (even for a moment), place the forks or attachment on the ground, place the gear lever in neutral, apply the parking brake and put the forward/reverse lever in neutral.
- Make sure that the lift truck is not stopped in any position that will interfere with the traffic flow and is at least 6 ft from the track of a railway.
- In the event of prolonged parking on a site, protect the lift truck from bad weather, particularly from frost (check the level of antifreeze), close and lock all the lift truck accesses (door, window, engine cover...).

INSTRUCTIONS

- Park the lift truck on flat ground or on an incline lower than 15 %.
- Place the forward/reverse lever in neutral.
- Apply the parking brake.
- Lower the forks or attachment to rest on the ground.
- When using an attachment with a grab or jaws, or a bucket with hydraulic opening, close the attachment fully.

- Before stopping the lift truck after a long working period, leave the I.C. engine idling for a few moments, to allow the coolant liquid and oil to lower the temperature of the I.C. engine and transmission. Do not forget this precaution, in the event of frequent stops or warm stalling of the I.C. engine, or else the temperature of certain parts will rise significantly due to the stopping of the cooling system, with the risk of badly damaging such parts.
- Stop the I.C. engine with the ignition switch.
- Remove the ignition key.
- Make sure all means of access to the lift truck are closed and locked (door, window, engine cover...).

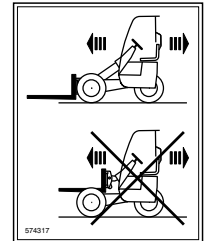
H - DRIVING THE LIFT TRUCK ON THE PUBLIC HIGHWAY


SAFETY INSTRUCTIONS

- Operators driving on the public highway must comply with current highway code legislation.
- The lift truck must comply with current road legislation. If necessary, there are optional solutions. Contact your dealer.

INSTRUCTIONS

- Make sure the revolving light is in place, switch it on and verify its operation.
- Check the good working order and cleanness of lights, indicators and windscreen wiper.
- Switch off the working headlights if the lift truck is fitted with them.
- Always drive the loaded lift truck with the forks or attachment at the transport position, i.e. at 12 in. from the ground, the boom retracted and the carriage sloping backwards.
- When unloaded, travel with the boom extended as shown and the forks 12 in. from the ground (transport position).
- Lift up the stabilizers to the maximum.



 DANGER	<p><i>Do not allow the lift truck to coast in neutral (using either the forward/reverse lever, gear shift lever or transmission cut-off button). Coasting on a slope will lead to excessive speed which may make the lift truck uncontrollable (steering, brakes) and may cause serious mechanical damage.</i></p>
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DRIVING THE LIFT TRUCK WITH A FRONT-MOUNTED ATTACHMENT

- You must comply with current regulations in your country, covering the possibility of driving on the public highway with a front-mounted attachment on your lift truck.
- If road legislation in your country authorizes circulation with a front-mounted attachment, you must at least :
 - Protect and report any sharp and/or dangerous edges on the attachment.
 - The attachment must not be loaded.
 - Make sure that the attachment does not mask the lighting range of the forward lights.
 - Make sure that current legislation in your country does not require other obligations.

OPERATING THE LIFT TRUCK WITH A TRAILER

- For using a trailer, observe the regulations in force in your country (maximum travel speed, braking, maximum weight of trailer, etc.).
- Do not forget to connect the trailer's electrical equipment to that of the lift truck.
- The trailer's braking system must comply with current legislation.
- If pulling a trailer with assisted braking, the lift truck must be equipped with a trailer braking mechanism. In this case, do not forget to connect the trailer braking equipment to the lift truck.
- The maximum vertical pull on the trailer hook must not exceed 3372 ft/lbs.
- The authorized maximum train weight must not exceed the maximum weight authorized by the manufacturer (consult the manufacturer's plate on your lift truck).

IF NECESSARY, CONSULT YOUR DEALER.

INSTRUCTIONS FOR HANDLING A LOAD

A - CHOICE OF ATTACHMENTS

- Only attachments approved by MANITOU can be used on its lift trucks.
- Make sure the attachment is appropriate for the work to be done (see : 4 - ADAPTABLE ATTACHMENTS IN OPTION ON THE RANGE).
- Make sure the attachment is correctly installed and locked onto the lift truck carriage.
- Make sure that your lift truck attachments work properly.
- Comply with the load chart limits for the lift truck for the attachment used.
- Do not exceed the rated capacity of the attachment.
- Never lift a load in a sling without the attachment provided for the purpose. There are optional solutions ; contact your dealer.

B - MASS OF LOAD AND CENTER OF GRAVITY

- Before taking up a load, you must know its mass and its center of gravity.
- The load chart for your lift truck is valid for a load in which the longitudinal position of the center of gravity is 24 in. from the base of the forks (fig. B1). For a higher center of gravity, contact your dealer.
- For irregular loads, determine the transverse center of gravity before any movement (fig. B2) and set it in the longitudinal axis of the lift truck.



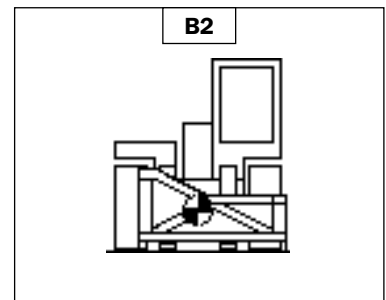
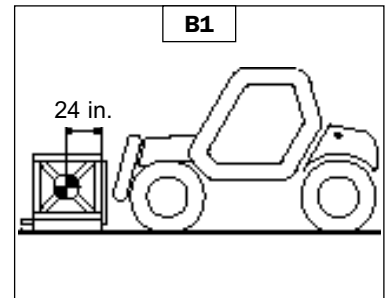
CAUTION

Do not attempt to move a load heavier than the effective capacity defined on the lift truck load chart.



CAUTION

For loads with a moving center of gravity (i.e., liquids), take into account the variations of the center of gravity in order to determine the load to be handled (Consult your agent or dealer). Be vigilant and take extra care to limit these variations as much as possible.



C - TRANSVERSE (LEVEL) ATTITUDE OF THE LIFT TRUCK

The transverse attitude is the transverse slope of the chassis with respect to the horizontal.

Raising the boom reduces the lift truck's lateral stability. The transverse attitude must be set with the boom in the lowered position as follows :

1 - LIFT TRUCK WITHOUT SLOPE CORRECTOR USED ON TIRES

- Position the lift truck so that the bubble in the level is between the two lines (see : 2 - DESCRIPTION : INSTRUMENTS AND CONTROLS).

2 - LIFT TRUCK USED ON STABILIZERS

- Position the lift truck so that the bubble in the level is between the two lines (see : 2 - DESCRIPTION : INSTRUMENTS AND CONTROLS).

D - TAKING UP A LOAD ON THE GROUND

- Direct the lift truck perpendicular to the load, with the boom retracted and the forks in a horizontal position (fig. E1).

- Adjust the fork spread and centering in connection with the load (fig. E2) (optional solutions exist, consult your dealer).

- Never lift a load with a single fork.

 CAUTION
<i>Beware of the risks of pinching or crushing fingers when manually adjusting the forks.</i>

- Move the lift truck forward slowly (1) and bring the forks in front of the load (fig. E3), if necessary, slightly lift the boom (2) while taking up the load.

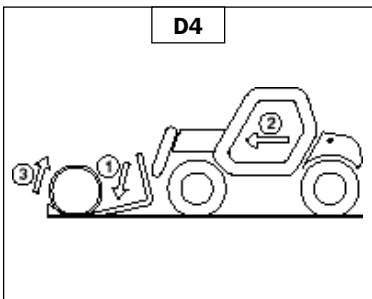
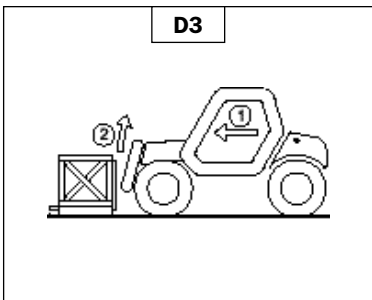
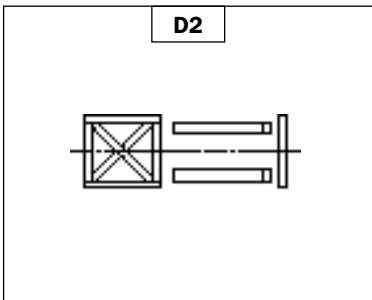
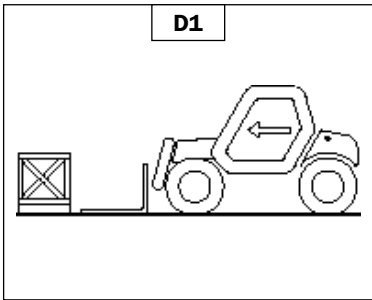
- Bring the load into the transport position.

- Tilt the load far enough backwards to ensure stability (loss of load on braking or going downhill).

FOR A NON-PALLETIZED LOAD

- Tilt the carriage (1) forwards and move the lift truck slowly forwards (2), to insert the fork under the load (fig. E4) (block the load if necessary).

- Continue to move the lift truck forwards (2) tilting the carriage (3) (fig. E4) backwards to position the load on the forks and check the load's longitudinal and lateral stability.



D - TAKING UP AND LAYING A HIGH LOAD ON TIRES

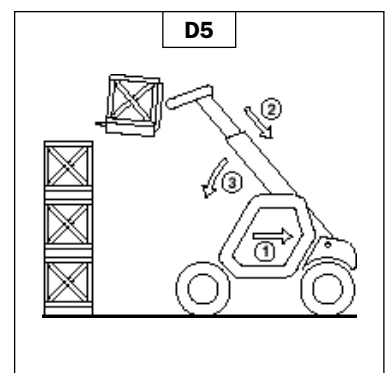
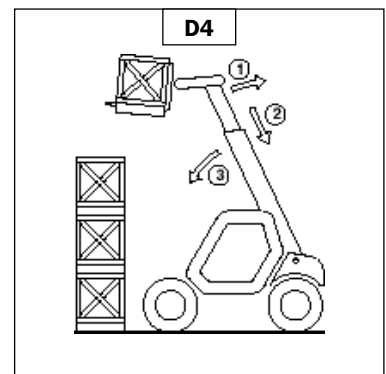
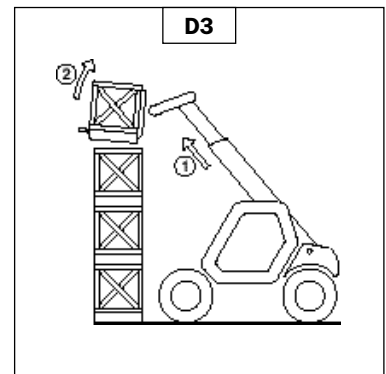
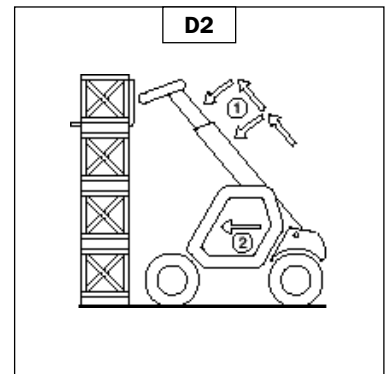
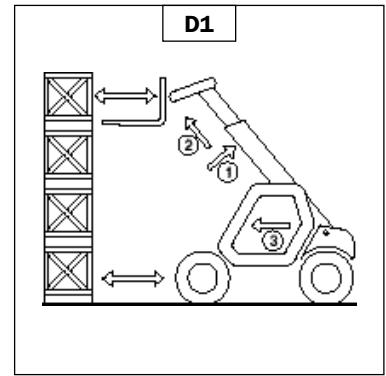
WARNING

Do not raise the boom until you have first checked the level attitude of the lift truck (see : INSTRUCTIONS FOR HANDLING A LOAD : D - TRANSVERSE ATTITUDE OF THE LIFT TRUCK).

REMINDER : Make sure that the following operations can be performed with good visibility (see : OPERATIONS INSTRUCTIONS UNLADEN AND LADEN : D - VISIBILITY).

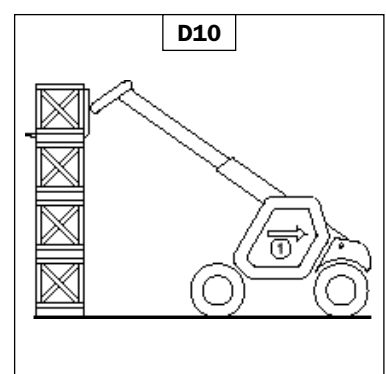
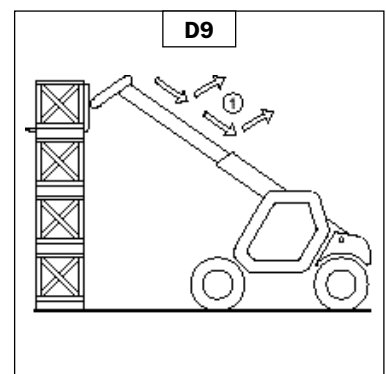
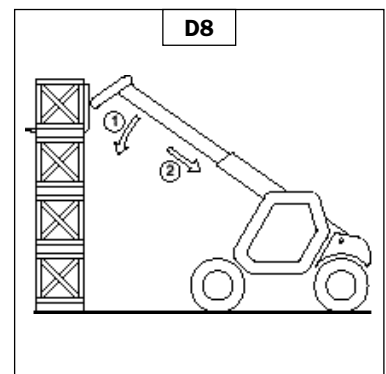
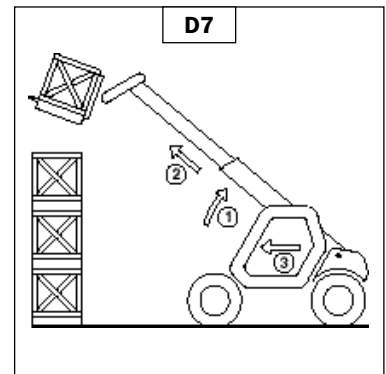
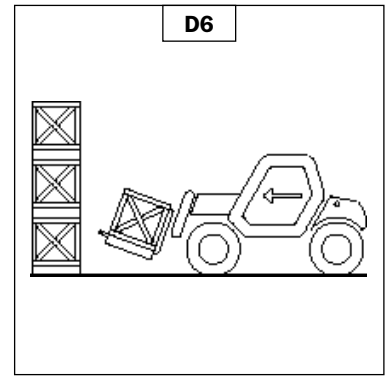
TAKING UP A HIGH LOAD ON TIRES

- Ensure that the forks will easily pass under the load.
- Lift and extend the boom (1) (2) until the forks are level with the load, moving the lift truck (3) forward if necessary (fig. F1), moving very slowly and carefully.
- Always think about keeping the distance necessary to fit the forks under the load, between the pile and the lift truck (fig. F1) and use the shortest possible length of boom.
- Place the forks in front of the load by alternately extending and raising the boom (1) or, if necessary, moving the lift truck forward (2) (fig. F2). Put the handbrake on and set the reverse gear to neutral.
- Slightly lift the load (1) and incline the carriage (2) backwards to stabilize the load (fig. F3). Watch the load, if it is unstable, lower the load in the place from which it was taken.
- If possible lower the load without shifting the lift truck. Lift the boom (1) to raise the load, retract (2) and lower the boom (3) to bring the load into the transport position (fig. F4).
- If this is not possible, back up the lift truck (1), maneuvering very gently and carefully to remove the load. Retract (2) and lower the boom (3) to bring the load into the transport position (fig. F5).



LAYING A HIGH LOAD ON TIRES

- Approach the load in the transport position in front of the pile (fig. F6).
- Put the handbrake on and set the reversing lever to neutral.
- Lift and extend the boom (1) (2) until the load is above the pile, if necessary, move the lift truck (3) forward (fig. F7), driving very slowly and carefully.
- Place the load in a horizontal position and lay it down on the pile by lowering and retracting the boom (1) (2) in order to position the load correctly (fig. F8).
- If possible, release the fork by alternately retracting and raising the boom (1) (fig. F9). Then set the forks into transport position.
- If this is not possible, reverse the lift truck (1) very slowly and carefully to release the forks (fig. F10). Then set them into transport position.



E - TAKING UP AND LAYING A HIGH LOAD ON STABILIZERS



CAUTION

You must not raise the boom if you have not checked the transverse (level) attitude of the lift truck (see : INSTRUCTIONS FOR HANDLING A LOAD : D - TRANSVERSE ATTITUDE OF THE LIFT TRUCK).

REMINDER : Make sure that the following operations can be performed with good visibility (see : OPERATIONS INSTRUCTIONS UNLADEN AND LADEN : D - VISIBILITY).

USING THE STABILIZERS

The stabilizers are used to optimize the lift truck's lifting performances (see : 2 - DESCRIPTION : INSTRUMENTS AND CONTROLS).

Position the stabilizers with the forks in transport position (unladen and laden)

- Set the forks in transport position in front of the elevation.
- Stay far enough away to have room for the boom to be raised.
- Put on the parking brake and set the gear reverser lever to neutral.
- Lower both stabilizers fully (fig. G1), while maintaining its transverse stability.

Raise the stabilizers with the forks in transport position (unladen and laden)

- Raise both stabilizers fully.

Setting the stabilizers with the boom up (unladen and laden)



CAUTION

This operation must be exceptional and performed with great care.

- Raise the boom and retract the telescope completely.
- Set the lift truck in position in front of the elevation (fig. G2) moving very slowly and carefully.
- Put on the parking brake and set the gear reverser lever to neutral.
- Move the stabilizers very slowly and gradually as soon as they are close to the ground or in contact with it.
- Lower both stabilizers fully (fig. G3). During this operation, transverse attitude must be permanently maintained : the bubble in the level must be kept between the two lines.

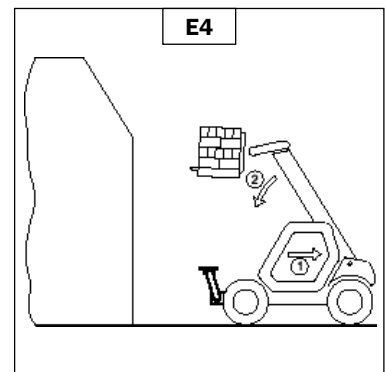
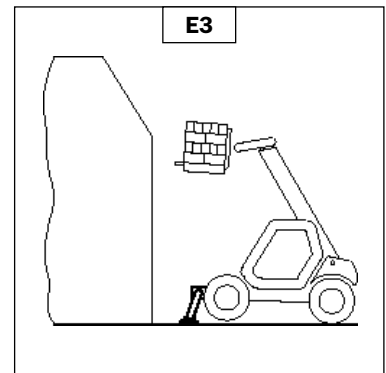
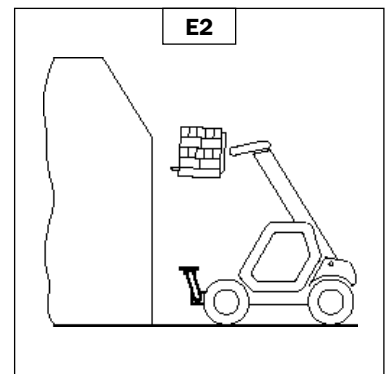
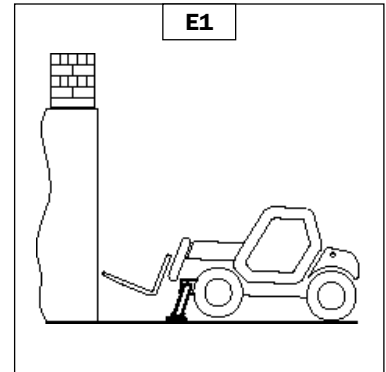
Raising the stabilizers with the boom up (unladen and laden)



CAUTION

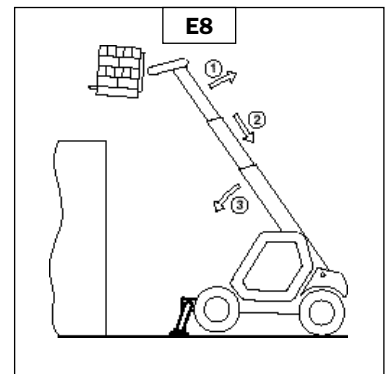
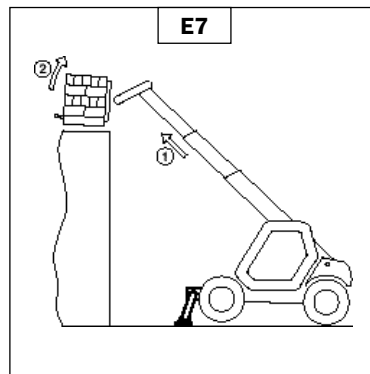
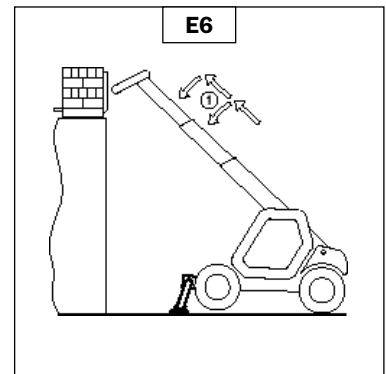
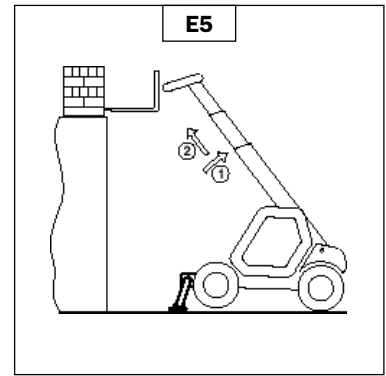
This operation must be exceptional and performed with great care.

- Keep the boom up and retract the boom completely (fig. G3).
- Move the stabilizers very slowly and gradually as soon as they are in contact with the ground and when they leave the ground. During this operation, the transverse attitude must be permanently maintained : the bubble in the level must be kept between the two lines.
- Raise both stabilizers completely.
- Release the parking brake and reverse the lift truck (1) very slowly and carefully, to release it and lower the forks (2) into transport position (fig. G4).



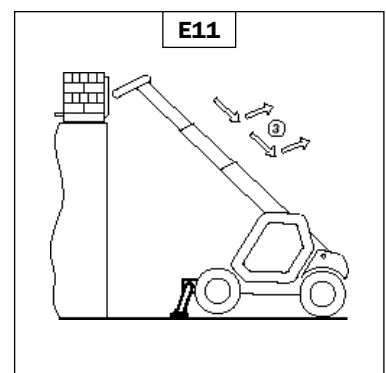
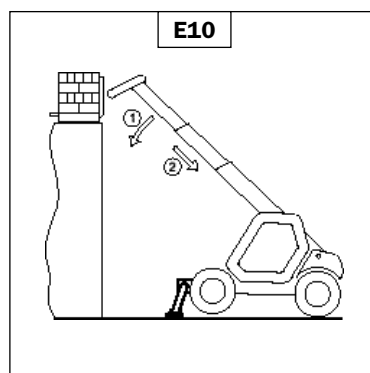
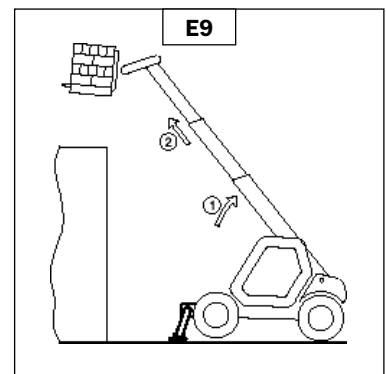
TAKING UP A HIGH LOAD ON STABILIZERS

- Make sure the forks will fit easily under the load.
- Check the position of the lift truck with respect to the load and make a test run, if necessary, without taking the load.
- Raise and extend the boom (1) (2) until the forks are at the level of the load (fig. G5).
- Block the forks in front of the load by alternately using the controls to extend and lower the boom (1) (fig. G6).
- Lift the load slightly (1) and tilt the carriage (2) backwards to stabilize the load (fig. G7). If it is overloaded, set the load down in the place from where it was taken.
- If possible lower the load without moving the lift truck. Raise the boom (1) to release the load, retract (2) and lower the boom (3) to set the load into transport position (fig. G8).



LAYING A HIGH LOAD ON STABILIZERS

- Raise and extend the boom (1) (2) until the load is above the elevation (fig. G9).
- Position the load horizontally and release it by lowering and retracting the boom (1) (2) (fig. G10).
- Release the forks by alternating retracting and raising the boom (3) (fig. G11).
- If possible, set the boom in transport position without moving the lift truck.



MAINTENANCE INSTRUCTIONS OF THE LIFT TRUCK

GENERAL INSTRUCTIONS

- Ensure the area is sufficiently ventilated before starting the lift truck.
- Wear clothes suitable for the maintenance of the lift truck, avoid wearing jewelry and loose clothes. Tie and protect your hair, if necessary.
- Stop the I.C. engine and remove the ignition key, when an intervention is necessary.
- Read the operator's manual carefully.
- Carry out all repairs immediately, even if the repairs concerned are minor.
- Repair all leaks immediately, even if the leak concerned is minor.
- Make sure that the disposal of process materials and of spare parts is carried out in total safety and in a ecological way.
- Be careful of the risk of burning and splashing (exhaust, radiator, I.C. engine, etc.).

MAINTENANCE

- Perform the periodic service (see : 3 - MAINTENANCE) to keep your lift truck in good working conditions. Failure to perform the periodic service may cancel the contractual guarantee.

LUBRICANT AND FUEL LEVELS

- Use the recommended lubricants (never use contaminated lubricants).
- Do not fill the fuel tank when the I.C. engine is running.
- Only fill up the fuel tank in areas specified for this purpose.
- Do not fill the fuel tank to the maximum level.
- Do not smoke or approach the lift truck with a flame, when the fuel tank is open or is being filled.

HYDRAULIC

- Do not attempt to loosen unions, hoses or any hydraulic component with the circuit under pressure.



WARNING

BALANCING VALVE : For inspection, see : 3 – MAINTENANCE : D - EVERY 500 HOURS SERVICE. It is dangerous to change the setting or remove the balancing valves or safety valves which may be fitted to your lift truck cylinders. These operations must only be performed by approved personnel (consult your dealer).



WARNING

The HYDRAULIC ACCUMULATORS which may be fitted on your lift truck, are under high pressure, it is dangerous to dismantle them. This operation must only be performed by approved personnel (consult your dealer).



WARNING

STEERING SLOW SPEED SYSTEM: controlling the overall condition. The slow speed system is triggered when the rear wheel is turned to the left or the right. If the operator notices any operating anomaly, make the necessary repairs immediately. Any modification or dismantlement to the slow speed system is forbidden. These operations must be performed by approved personnel only (consult your dealer).

ELECTRICITY

- Do not short-circuit the starter relay to start the lift truck. If the reverse gear is not in neutral, the lift truck will start to move immediately.
- Do not drop metallic items on the battery.
- Disconnect the battery before working on the electrical circuit.

WELDING

- Disconnect the battery before any welding operations on the lift truck.
- When carrying out electric welding work on the lift truck, connect the negative cable from the equipment directly to the part being welded, so as to avoid high tension current passing through the alternator.
- Never carry out welding or work which gives off heat on an assembled tire. The heat would increase the pressure which could cause the tire to explode.
- If the lift truck is equipped with an electronic control unit, disconnect this before starting to weld, to avoid the risk of causing irreparable damage to electronic components.

WASHING THE LIFT TRUCK

- Clean the lift truck or at least the area concerned before any intervention.
- Remember to close and lock all accesses to the lift truck (door, window, engine cover...).
- During washing, avoid the articulations and electrical components and connections.
- If necessary, protect against penetration of water, steam or cleaning agents, components susceptible of being damaged, particularly electrical components and connections and the injection pump.
- Clean the lift truck of any fuel, oil or grease trace.

FOR ANY INTERVENTION OTHER THAN REGULAR MAINTENANCE, CONSULT YOUR DEALER.

IF THE LIFT TRUCK IS NOT TO BE USED FOR A LONG TIME

INTRODUCTION

The following recommendations are intended to prevent the lift truck from being damaged when it is withdrawn from service for an extended period.

For these operations, we recommend the use of protective products.

Instructions for using the product are given on the packaging.

IMPORTANT

It is recommended that your dealer perform the following procedures for lift truck storage and returning it to service.

PREPARING THE LIFT TRUCK

- Clean the lift truck thoroughly.
- Check and repair any leakage of fuel, oil, water or air.
- Replace or repair any worn or damaged parts.
- Wash the painted surfaces of the lift truck in clear and cold water and wipe them.
- Touch up the paintwork if necessary.
- Shut down the lift truck (see : OPERATING INSTRUCTIONS UNLADEN AND LADEN).
- Make sure the boom cylinder rods are all in retracted position.
- Release the pressure in the hydraulic circuits.

PROTECTING THE I.C. ENGINE

- Fill the tank with fuel (see : 3 - MAINTENANCE : A - DAILY OR EVERY 10 HOURS SERVICE).
 - Empty and replace the cooling liquid (see : 3 - MAINTENANCE : F - EVERY 2000 HOURS SERVICE).
 - Leave the I.C. engine running at idling speed for a few minutes, then switch off.
 - Replace the I.C. engine oil and oil filter (see : 3 - MAINTENANCE : D - EVERY 500 HOURS SERVICE).
 - Add a protective product to the engine oil.
 - Run the I.C. engine for a short time so that the oil and cooling liquid circulate inside.
 - Disconnect the battery and store it in a safe place away from the cold, after charging it to a maximum.
 - Remove the injectors and spray a protective product into each cylinder for two seconds with the piston in low neutral position.
 - Turn the crankshaft once slowly and install the injectors (see I.C. engine REPAIR MANUAL).
 - Remove the intake hose from the manifold or turbocharger and spray a protective product into the manifold or turbocharger.
 - Cap the intake manifold or turbocharger hole with waterproof adhesive tape.
 - Remove the exhaust pipe and spray a protective product into the exhaust manifold or turbocharger.
 - Install the exhaust pipe and block the outlet with waterproof adhesive tape.
- NOTE : The spray time is noted on the product packaging and must be increased by 50 % for turbo engines.
- Open the filler plug, spray a protective product around the rocker arm shaft and install the filler plug.
 - Cap the fuel tank using waterproof adhesive tape.
 - Remove the drive belts and store them in a safe place.
 - Disconnect the engine cut-off solenoid on the injection pump and carefully insulate the connection.

PROTECTING THE LIFT TRUCK

- Set the lift truck on axle stands so that the tires are not in contact with the ground and release the handbrake.
- Protect cylinder rods which will not be retracted, from corrosion.
- Wrap the tires.

NOTE : If the lift truck is to be stored outdoors, cover it with a waterproof tarpaulin.

BRINGING THE LIFT TRUCK BACK INTO SERVICE

- Remove the waterproof adhesive tape from all the holes.
- Install the intake hose.
- Install and reconnect the battery.
- Remove the protection from the cylinder rods.
- Perform the daily service (see : 3 - MAINTENANCE : A - DAILY OR EVERY 10 HOURS SERVICE).
- Put the handbrake on and remove the axle stands.
- Empty and replace the fuel and replace the fuel filter (see : 3 - MAINTENANCE : D - EVERY 500 HOURS SERVICE: 3 - MAINTENANCE : E - EVERY 1000 HOURS SERVICE).
- Install and set the tension in the drive belts (see : 3 - MAINTENANCE : E - EVERY 1000 HOURS SERVICE).
- Turn the I.C. engine using the starter, to allow the oil pressure to rise.
- Reconnect the engine cut-off solenoid.
- Lubricate the lift truck completely (see : 3 - MAINTENANCE : SERVICING SCHEDULE).



WARNING

Insure the area is adequately ventilated before starting the lift truck.

- Start up the lift truck, following the safety instructions and regulations (see : OPERATING INSTRUCTIONS UNLADEN AND LADEN).
- Run all the boom's hydraulic movements, concentrating on the ends of travel for each cylinder.

2 - DESCRIPTION

TMT 55 HT



IDENTIFICATION OF THE LIFT TRUCK

Our policy is to promote a constant improvement to our products, for this reason our range of telescopic lift trucks may undergo certain modifications without prior notice.

When you order parts, or when you require any technical information, always specify:

NOTE: For the owner's convenience, it is recommended that a note of these numbers be made in the spaces provided, at the time the lift truck is delivered.

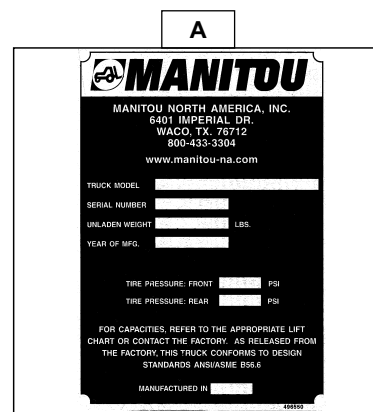
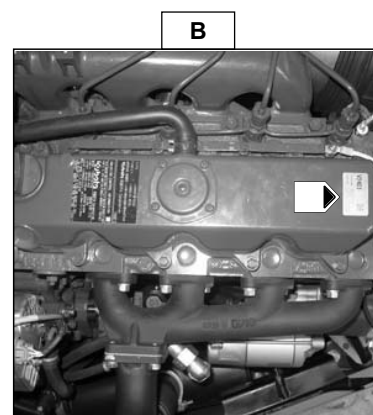


PLATE MANUFACTURER OF THE LIFT TRUCK (FIG. A)

- Model _____
- Series _____
- Serial No. _____
- Chassis No. _____
- Year of manufacture _____

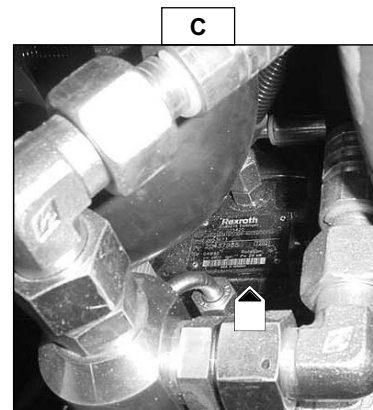
I.C. ENGINE (FIG. B)

- Engine No. _____



TRANSMISSION (FIG. C)

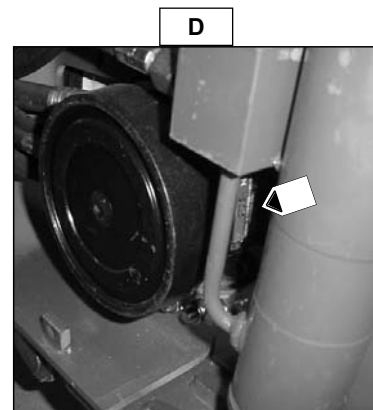
- Transmission type _____
- MANITOU parts No. _____
- Serial No. _____



FRONT WHEEL REDUCER (FIG. D)

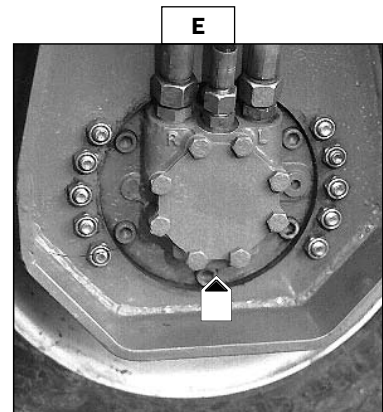
(Remove cover plate to expose ID Plate)

- Type _____
- Code _____
- Serial No _____



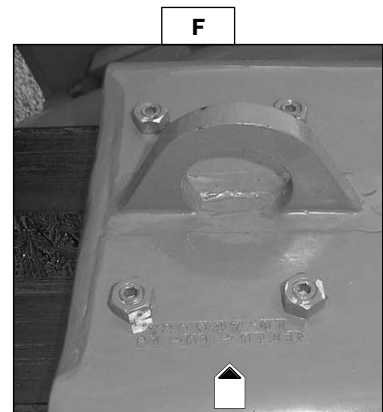
REAR WHEEL REDUCER (FIG. D)

- Type
- Code
- Serial No



BOOM (FIG. F)

- Boom No _____
- Date of manufacture _____



CHARACTERISTICS

COMMON CHARACTERISTICS - TMT 55 /HT / XT

ENGINE

- Type	KUBOTA V2403 M
- Fuel	Diesel
- Number of cylinders	4 in line
- Number of strokes	4
- Injection system	Mechanical
- Firing order	1.3.4.2.
- Capacity	148.53 in ³ (2434 cm ³)
- Bore	3.4 in (87 mm)
- Stroke	4. in (102.4 mm)
- Compression ratio	23:1
- Nominal running speed	2700 rpm
- Idle speed	900 rpm
- Full speed	2920 rpm
- Power ISO/TR 14396	49 cv - 37 kw
- Power DIN 6270 B	38,8 cv - 28,6 kw
- Power SAE	41,3 cv - 30,4 kw
- Maximum torque	116 ft/lb to 1450 rpm (157 Nm)
- Air cleaner	dry 3 microns

COOLING CIRCUIT

- Type	By water
- Fan	Puller
. Number of blades	8
. Diameter	16.1 in (410 mm)
- Thermostat	
. Start opening	159.8 °F (71 °C)
. Full opening	185 °F (85 °C)

ELECTRIC CIRCUIT

- Ground	Negative
- Battery	12 V - 74 Ah - 680A EN
- Alternator	14 V - 70 A
- Tension regulator	Incorporated into the alternator
- Starter	12 V

HYDRAULIC CIRCUIT

- Lifting, tilting, telescoping, travel circuit, stabilizer	
. Type of pump	Gear
. Flow rate at full speed	9.51gpm (36 L/min)
. Pressure	3600 psi (245 Bar)
. Capacity	1.86 in ² (12 cm ³ /tr)
- Steering direction	
. Provided by flow distributor (Loadsensing)	
. Pressure	1740 psi (120 Bar)
- Filtration	
. Suction	100 Microns
. Return	10 Microns
. Air contained in the tank	5 Microns

HYDROSTATIC TRANSMISSION

HYDROSTATIC PUMP

- Type
- Gear reverser
- Inching starter

MAIN PUMP

- Displacement MAX.
MIN.
- Flow rate at 3,000 rpm MAX.
MIN.
- Working pressure

BOOST PUMP

- Cubic capacity
- Flow rate at 3,000 rpm MAX.
MIN.
- Boost pressure Max. rpm

FRONT WHEEL REDUCER MOTOR W/BRAKE

- Type
- Cubic capacity
- Working pressure

REAR WHEEL REDUCER MOTOR

- Type
- Cubic capacity
- Working pressure

FRONT WHEEL REDUCER MOTOR W/BRAKE

- Type
- Cubic capacity
- Working pressure

REAR WHEEL REDUCER MOTOR

- Type
- Cubic capacity
- Working pressure

BRAKE

- Type
- Service brakes
- Parking brakes

TMT55 / HT

A4VG 40 DA
variable displacement
Electromagnetic 12V

Hydraulic through
outside inching valve

2.44 in³/rev
0 in³/rev

31.7 gpm
0 gpm

6090 psi

.513 in³/tr
6.66 gpm
0 gpm

406/435 psi

TMT 55 / HT

MSE02 POCLAIN Motor wheel with brakes
24.3 in³/tr (398 cm³/tr)
6090 psi (420 bar)

TMT 55

MSE02 POCLAIN Motor wheel fixed displacement
24.3 in³/tr (398 cm³/tr)
6090 psi (420 bar)

TMT 55 / XT

MSE05 POCLAIN Motor wheel fixed displacement
45.8 in³ (625 cm³/tr)
6090 psi (420 bar)

TMT 55 HT / XT

MSE05 POCLAIN Motor wheel fixed displacement
45.8 in³ (625 cm³/tr)
6090 psi (420 bar)

Multidisc brake immersed in oil
Hydrostatic
Electrically controlled on dashboard. Acts on the
front wheels through hydraulic pressure break

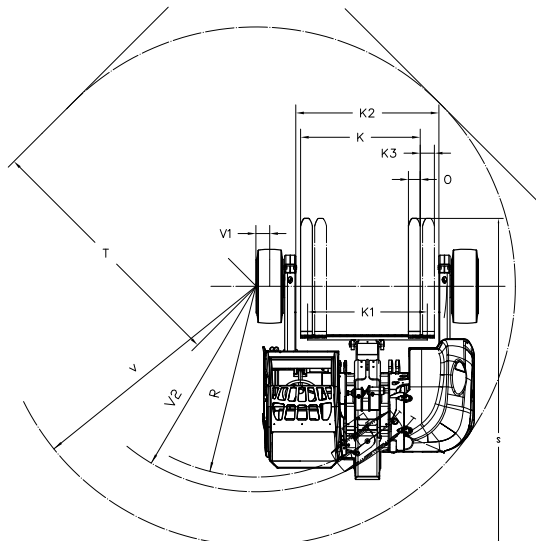
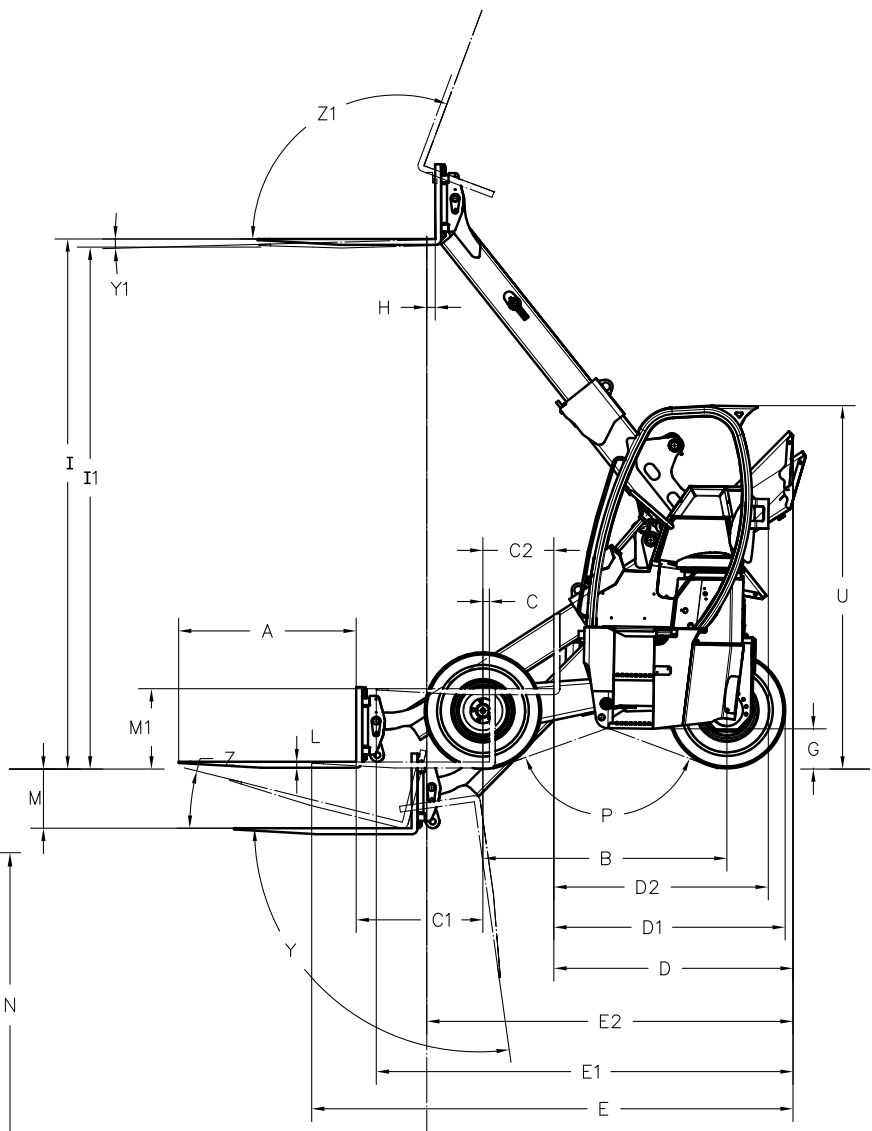
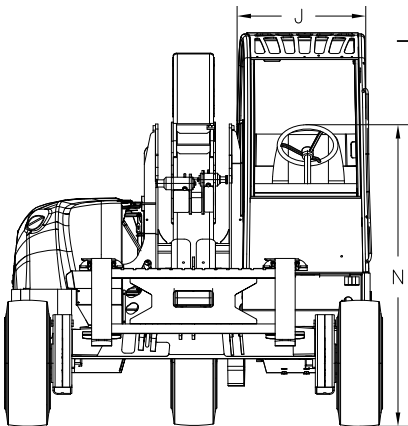
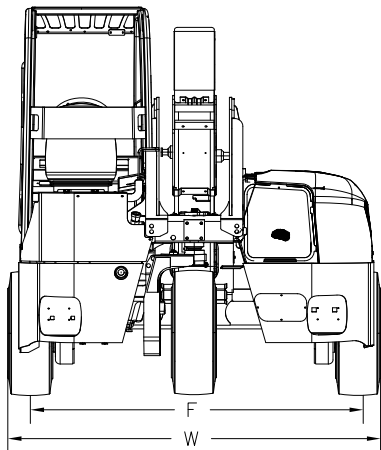
TMT 55/HT/XT

SPECIFICATIONS

- Level of sound pressure in the driver's cabin (According to norm prEN 12053 : 1995)	dB		
- Travel speed of the lift truck			
. Front unloaded	7.00 mph	(11.2 km/h)	
. Rear unloaded	7.00 mph	(11.2 km/h)	
- Standard lift height	135 in	(3429 mm)	
- Rated capacity with standard attachment	5500 lb	(2495 kg)	
- Load center	24 in	(610 mm)	
- Weight of forks (Each)	121 lb	(55 kg)	
- Lifting motions (Telescopes retracted)			
. Unloaded lifting	6 s	81.0 ft/min(24.7 m/min)	
. Rated load lifting	6.5 s	74.8 ft/min (22.8 m/min)	
. Unloaded lowering	4.5 s	107.9 ft/min (32.9 m/min)	
. Rated load lowering	5.4 s	89.9 ft/min (27.4 m/min)	
- Telescoping motions (Lifting boom)			
. Extending of telescope unloaded	4,2 s	61.3 ft/min (18.7 m/min)	
. Extending of telescope loaded	4,6 s	56.0 ft/min (17.1 m/min)	
. Retracting of telescope unloaded	6.3 s	41 ft/min(12,5 m/min)	
. Retracting of telescope loaded	5.9 s	43.6 ft/min (13.3 m/min)	
- Reverse tilt time unloaded	8.1 s	13.8 °/s	
- Forward tilt time unloaded	3 s	37.3 °/s	
- Lift truck weight with standard attachment			
. Unloaded	TMT 55	HT	XT
. Rated load	5861 lb(2659 kg)	5941lb(2695 kg)	5986 lb(2715 kg)
	11361 lb(5153 kg)	11426lb(5183kg)	11486lb(5210kg)
- Axle weight with standard attachment (Transport position)			
. Front unloaded	lb	(kg)	
rated load	lb	(kg)	
. Rear unloaded	lb	(kg)	
rated load	lb	(kg)	
- Drawbar pull			
. Rated load			

DIMENSIONS AND LOAD CHART

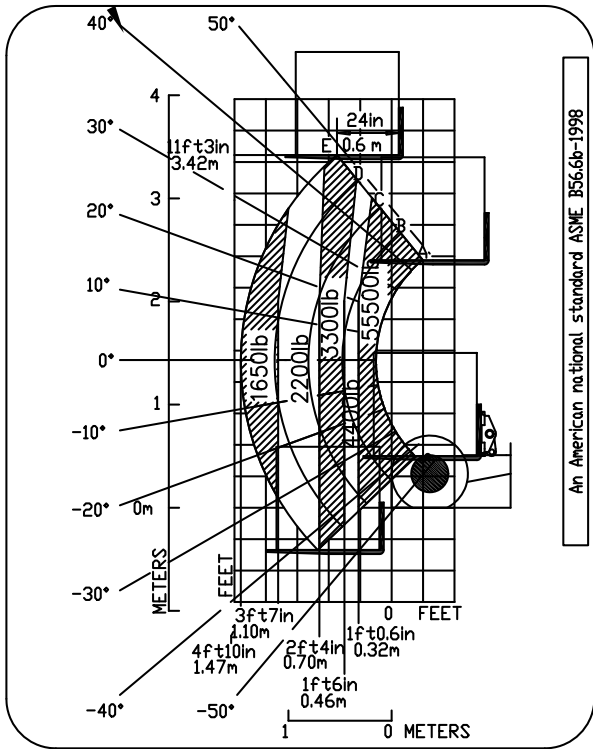
TMT 55 / HT / XT



	TMT 55		TMT 55
A	4'0" (1219)	K3	0'6" (152)
B	5'5" (1651)	L	0'1.6" (40)
C	0'1.7" (43)	M	0'4.5" (114)
C1	1'2.5" (368)	M1	1'9" (533)
C2	1'7" (482)	N	6'2" (1879)
D	6'3" (1905)	O	0'4" (101)
D1	6'7" (2006)	P	140°
D2	6'2" (1879)	R	6'8" (2032)
E	10'2" (3098)	S	11'5" (3479)
E1	8'9.5" (2679)	T	9'0.5" (2755)
E2	8'1" (2463)	U	8'0.5" (2451)
F	7'0" (2133)	V	9'0.5" (2755)
G	0'10" (254)	V1	0'5.75" (146)
H	0'2.3" (58)	V2	7'2" (2184)
I	11'3" (3429)	W	7'11" (2413)
I1	11'7" (3530)	Y	98°
J	2'7.5" (800)	Y1	1,58°
K	4'2" (1270)	Z	14°
K1	4'2" (1270)	Z1	110,4°
K2	5'0" (1524)		

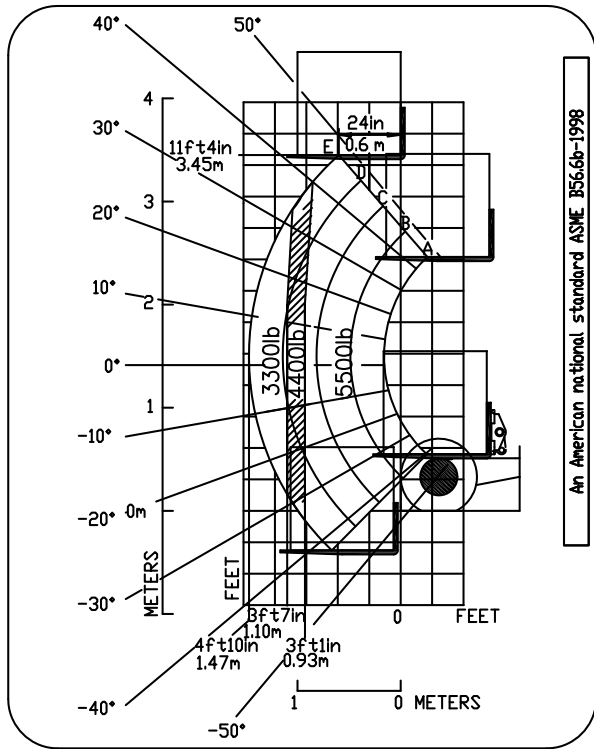
	TMT 55 HT/XT		TMT 55 HT/XT
A	4'0" (1219)	K3	0'6" (152)
B	5'5" (1651)	L	0'1.6" (40)
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I1	11'7" (3530)	Y	98°
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K	4'2" (1270)	Z	14°
K1	4'2" (1270)	Z1	110,4°
K2	5'0" (1524)		

TMT 55 FL



812389

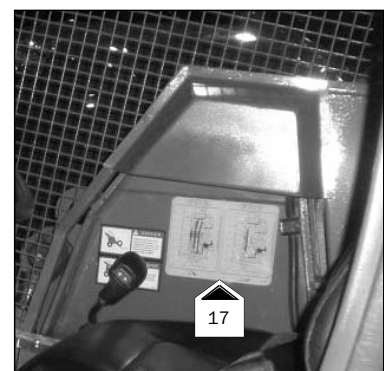
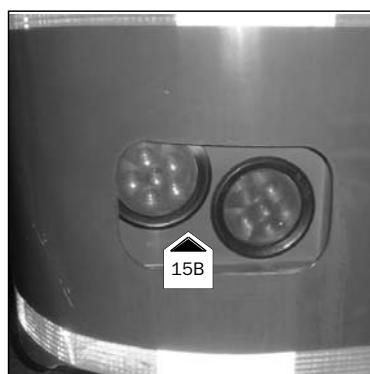
TMT 55 FL



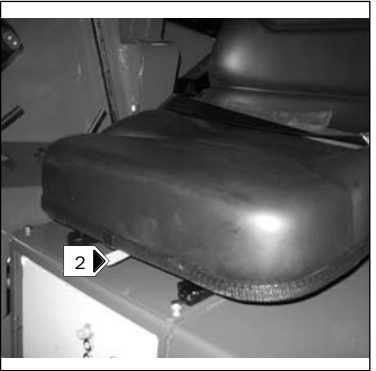
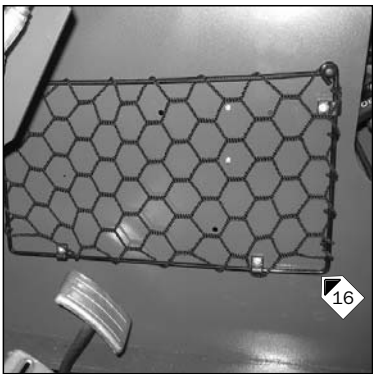
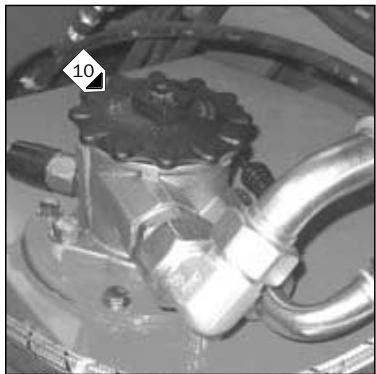
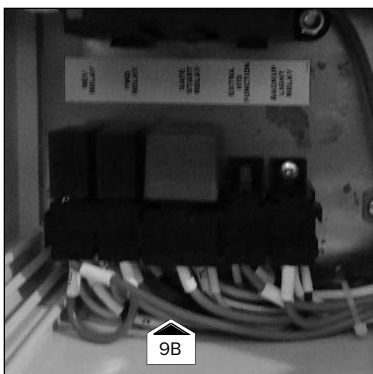
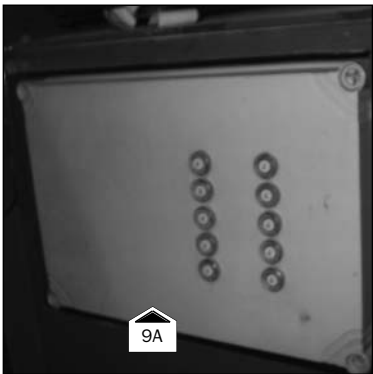
DESCRIPTION

- 1 - DRIVER'S SEAT**
- 2 - SAFETY BELT**
- 3 - SIGNAL LAMP PANEL**
- 4 - FUEL LEVEL GAUGE AND HOURMETER**
- 5 - SWITCH PANEL**
- 6 - DIFFERENTIAL LOCK SWITCH**
- 7 - IGNITION SWITCH**
- 8 - SOUND ALARM SWITCH (HORN)**
- 9A - BREAKER SWITCHES**
- 9B - RELAYS (BREAKER PANEL REMOVED)**
- 10 - PLATE ACCESS TO TANKS**
- 11 - ACCELERATOR PEDAL**
- 12 - INCHING PEDAL**
- 13 - FORWARD/REVERSE LEVER**
- 14 - HYDRAULIC CONTROL DISTRIBUTOR LEVERS**
- 15A - SOCKET FOR TRUCK TRAILER**
- 15B - REAR LIGHTS AND INDICATORS**
- 16 - DOCUMENT HOLDER**
- 17 - LOAD CHARTS**
- 18 - BATTERY CUTOFF**

NOTE: Terms such as RIGHT, LEFT, FRONT, REAR are reference points as observed by the driver seated normally, facing forward.



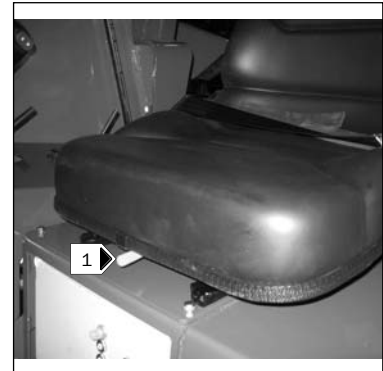
INSTRUMENTS AND CONTROLS



1 - DRIVER'S SEAT

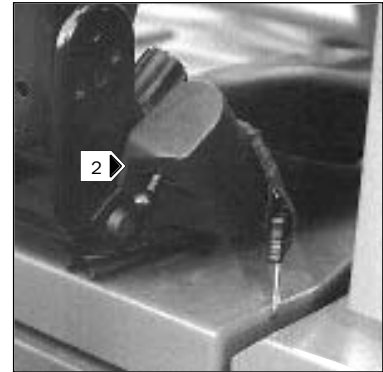
LONGITUDINAL ADJUSTMENT

- Push locking lever 1 towards the right.
- Slide the seat to the required position.
- Release the lever and insure it returns to the locked position.



2 - SAFETY BELT

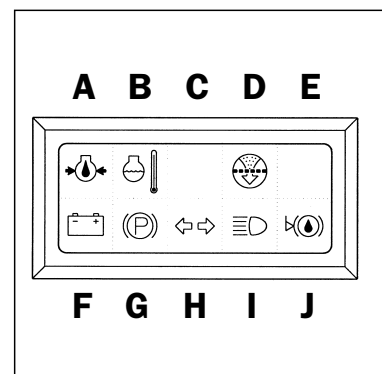
- Sit correctly on the seat.
- Check that the seat belt (B) is not twisted.
- Pull the safety belt across the lap and attach.
- Check that it adjusts and locks in place.
- Press the red latch button (C) down to release the seat belt.



3 - SIGNAL LAMP PANEL

- When activating the ignition on the lift truck, all panel lamps must light to indicate their good working order. If one of the panel lamps is not working, carry out the necessary repairs.

- A - Red engine oil pressure lamp.
- B - Red water temperature lamp.
- C - Red hydrostatic transmission oil filter clog lamp.
- D - Red air filter clog lamp.
- E - not used.
- F - Red alternator charge lamp.
- G - not used
- H - not used
- I - not used
- J - Red preheating lamp.



A - RED ENGINE OIL PRESSURE LAMP

If the lamp or the buzzer come on while the lift truck is running, safely park the fork lift immediately and determine the cause (See oil level in engine crankcase).

B - RED WATER TEMPERATURE LAMP

If the warning lamp lights while operating the lift truck, safely park the fork lift immediately and allow the engine to cool. Check the cooling system for leaks.

C - RED HYDROSTATIC TRANSMISSION OIL FILTER CLOG LAMP

The warning lamp lights when the oil filter cartridge is clogged or damaged. Park the lift truck and carry out the necessary repairs (See cleaning and changing schedules in SECTION 3: FILTERS, CARTRIDGES AND BELTS).

Note: This lamp may light in cold weather when starting the truck; it will go out when the hydraulic oil reaches its working temperature.

D - RED AIR FILTER CLOG LAMP

The warning lamp lights when the air filter cartridge is clogged. Park the lift truck and carry out the necessary repairs (See cleaning and changing schedules in SECTION 3: FILTERS, CARTRIDGES AND BELTS)

F - RED ALTERNATOR CHARGE LAMP

If the warning lamp lights while operating the lift truck, immediately park the lift truck and check the electrical circuit and alternator belt.

J - RED PREHEATING LAMP

The warning lamp lights when the operator turns the ignition key in preheating position and goes out when the operator turns the key in engine starting position.

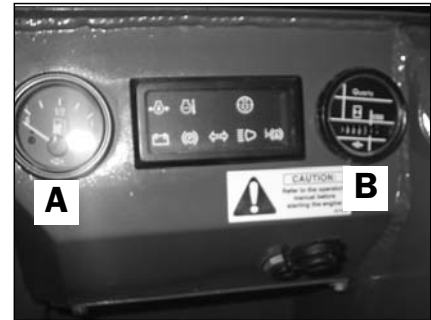
4 - FUEL LEVEL GAUGE AND HOURMETER

A - FUEL LEVEL GAUGE

Shows approximate level of fuel in the fuel tank. To reduce condensation in the fuel tank, keep the fuel level near full.

B - HOURMETER

It shows the number of hours the lift truck has run. Use the hourmeter to schedule routine maintenance.



5 - SWITCH PANELS

- A - Parking brake switch.
- B - Front white work lights.
- C - OPTION.

A - PARKING BRAKE SWITCH

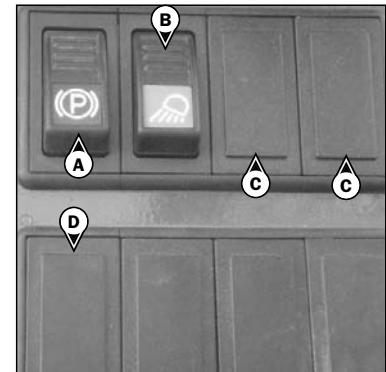
This switch engages the parking brake. The lighted switch indicates the park brake is on.

B - FRONT WHITE WORK LIGHTS

Operates with the ignition switch turned on. The lighted switch indicates the work lights are on.

C - BLANK (LOCATION FOR SWITCHED OPTION)

D - BLANK (LOCATION FOR SWITCHED OPTIONS)



6 - DIFFERENTIAL LOCK SWITCH

This switch locks all 3 wheels into drive, causing all 3 wheels to rotate at the same time and speed (for temporary use in loose or muddy terrain).

NOTE: This operation limits steering the forklift, and is best utilized with the steer tire directed straight ahead before engaging the switch and during use.

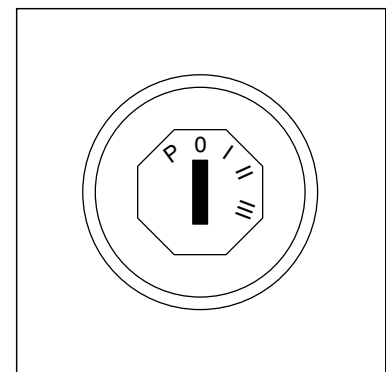
- Press and hold the switch as required.
- Release the switch to resume normal operation.



7 - IGNITION SWITCH

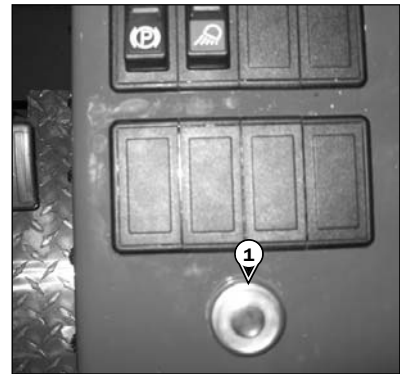
The key switch has five positions :

- P - Ignition off, parking position.
- O - Ignition switched off and engine stopped.
- I - Ignition on.
- II - Engine Pre-heating.
- III - Engine start, switch returns to position I when the key is released.



8 - HORN SWITCH

Pressing the switch sounds the horn.

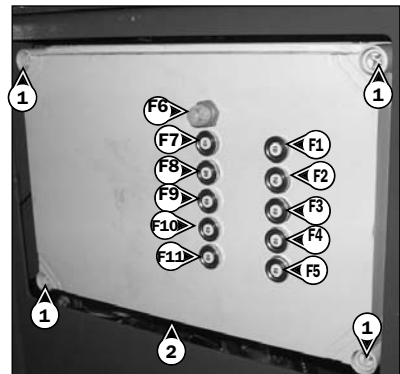


9A/9B - FUSES AND RELAYS

Breaker switches are used in place of fuses. If a breaker switch pops into the raised position it indicates a short in the circuit. Before resetting the breaker switch determine the source of the short and repair the problem. Press the raised button to reset the breaker switch.

Unscrew the four plastic screws 1 and remove the protective cover on the fuses 2.

Remove the plastic cover to access the fuses F1 to F11.



FUSES

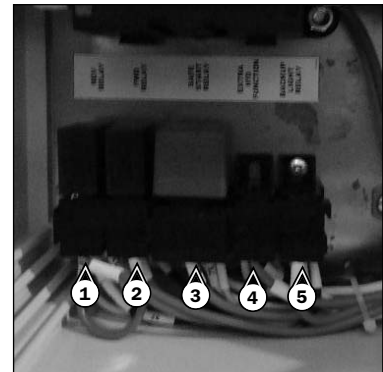
NOTE: Replace a used fuse with a new fuse of the same quality and capacity.

Never reuse a repaired fuse.

- F1 - (10A MAXI) - Gauges.
- F2 - (10A MAXI) - Park Brake Switch
- F3 - (10A MAXI) - Brake Switch
- F4 - (10A MAXI) - Forward/Reverse Switch
- F5 - (10A MAXI) - Fuel Pump Switch
- F6 - (10A MAXI) - Fuel Sender Switch
- F7 - (10A MAXI) - OPTIONAL Backup Light
- F8 - (30A MAXI) - Preheat Relay
- F9 - (10A MAXI) - Rotating Beacon
- F10 - (10A MAXI) - Extra Hydraulic Function
- F11 - (10A MAXI) - Extra Hydraulic Function 4 way Option

RELAY

- 1 - W - Reverse gear relay.
- 2 - W - Forward gear relay.
- 3 - V1 - Safe Start relay
- 4 - U - Extra Hydraulic Function
- 5 - U1 - Backup Light relay



OPTIONAL RELAY

- 6 - S - Preheat relay
- 7 - S1 - Backup Alarm Cutout

10 - PLATE ACCESS TO TANKS

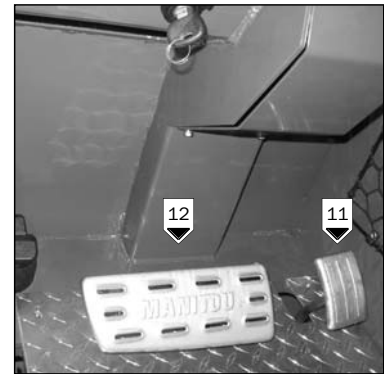
Remove plate to gain access to the hydraulic filter assembly.



11 - ACCELERATOR PEDAL

12 - INCHING PEDAL

- Progressively cuts the hydrostatic transmission, enabling a slow approach with full engine power.



13 - FORWARD/REVERSE LEVER

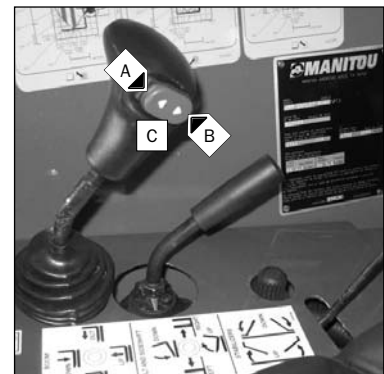
When operating this control, the truck should be travelling at very low speed and not accelerating.

FORWARD: Push the switch forward (position A).

REVERSE: Push the switch backwards (position B).

NEUTRAL: The switch must be in the neutral position to start the lift truck (position C).

NOTE: When in reverse gear the backup alarm must sound, indicating the lift truck is in reverse. Also, the backup light is illuminated.



14 - HYDRAULIC CONTROL DISTRIBUTOR LEVERS

LEVER A: Controls lifting the load and telescoping the boom.

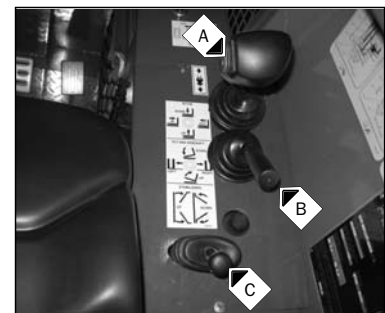
- The lever backwards when lifting.
- The lever forwards when lowering.
- The lever to the left for retracting.
- The lever to the right for extending.

LEVER B: Controls the tilt of the carriage and side shifting the boom.

- The lever backwards when reverse tilt.
- The lever forwards when forward tilt.
- The lever to the left for side shifting to the left.
- The lever to the right for side shifting to the right.

LEVER C: controls the stabilizers

- Move the lever forward to lower the stabilizers.
- Move the lever backward to raise the stabilizers.



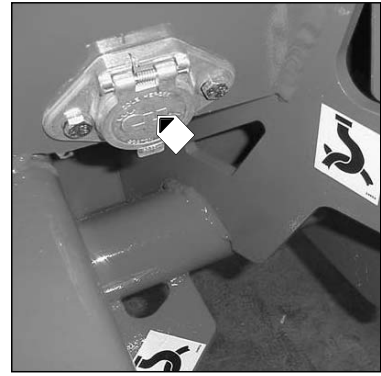
CAUTION

Do not attempt to alter the hydraulic system pressure by interfering with the pressure regulating valve. In the event of suspected malfunction, contact your dealer.

ANY ALTERATION MAY VOID THE WARRANTY.

15A - TRUCK TRAILER CONNECTOR

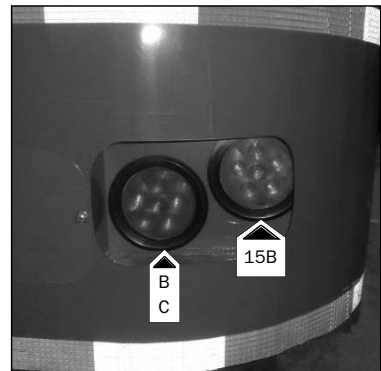
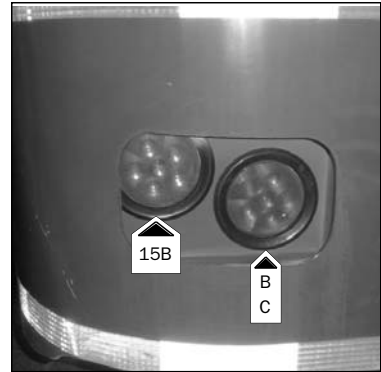
Plug the semi-truck trailer lighting system into this connector to utilize rear forklift lights as trailer road lighting.



15B - REAR LIGHTS AND INDICATORS

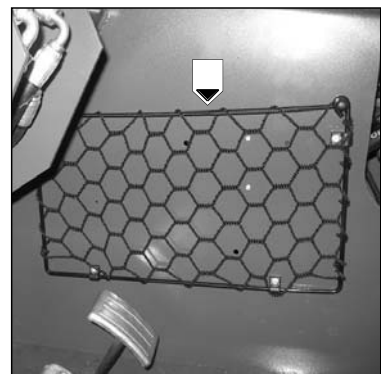
These lights function only while in the transport position, attached to the tractor trailer lighting system.

- A - Turn indicators.
- B - Brakelights.
- C - Tail or running lights.

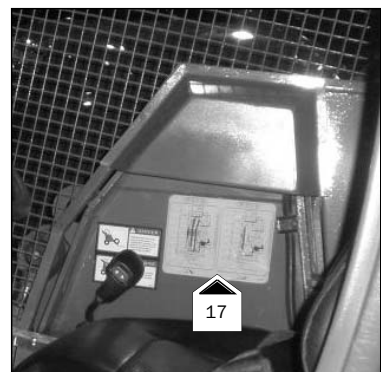


16 - DOCUMENT HOLDER

Store the Operator's Manual in the document holder.



17 - LOAD CHARTS

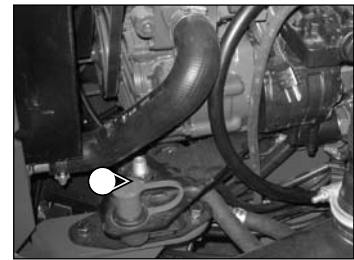
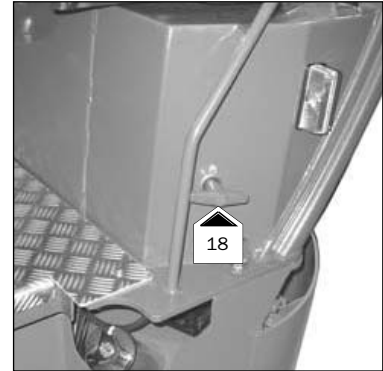


18 - BATTERY CUTOFF

Enables the battery to be rapidly cut off from the electric circuit in the event of a short circuit or a fire.

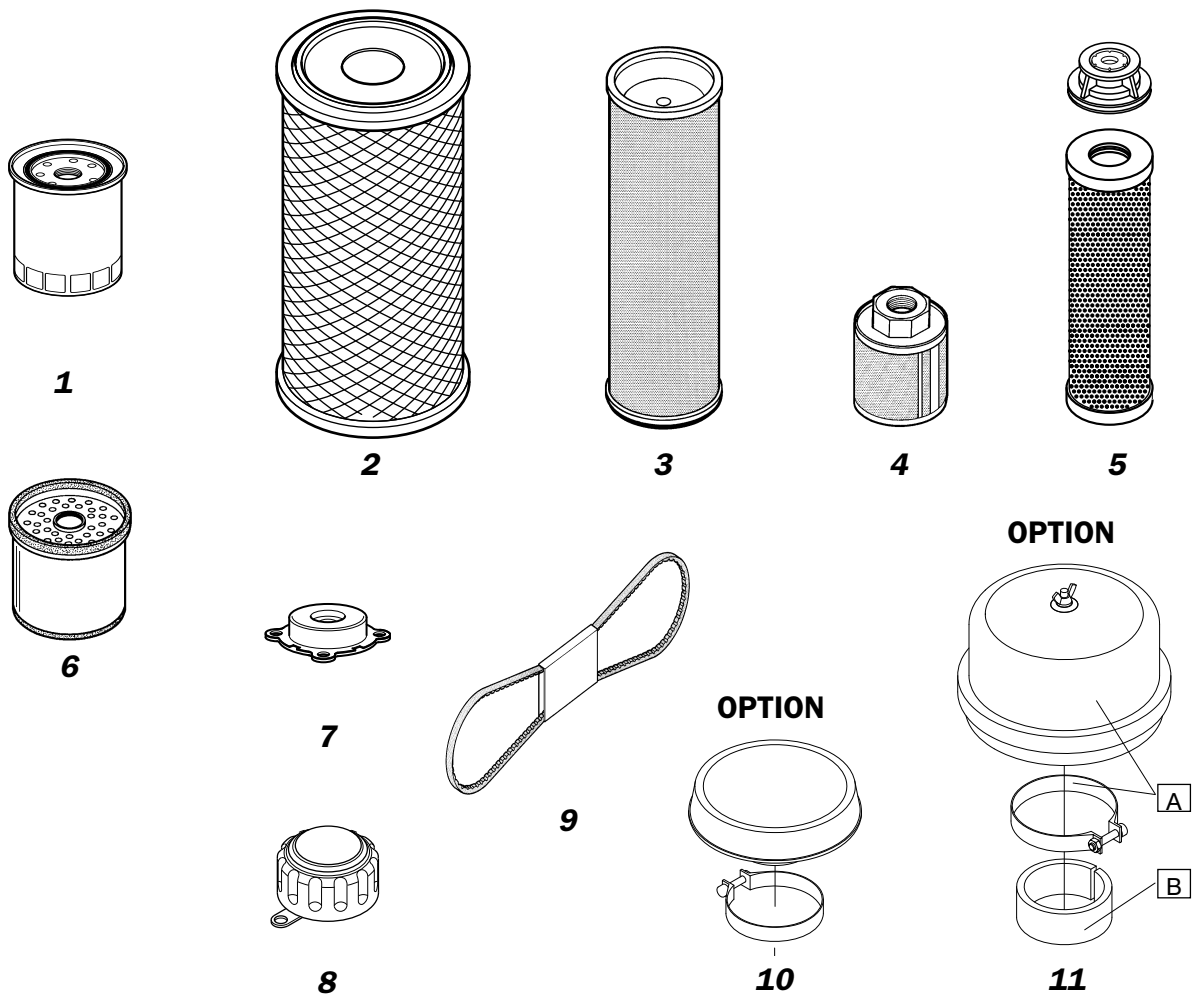
BATTERY JUMPER CONNECTION

Located in the motor compartment.



3 - MAINTENANCE

FILTER CARTRIDGES AND BELTS



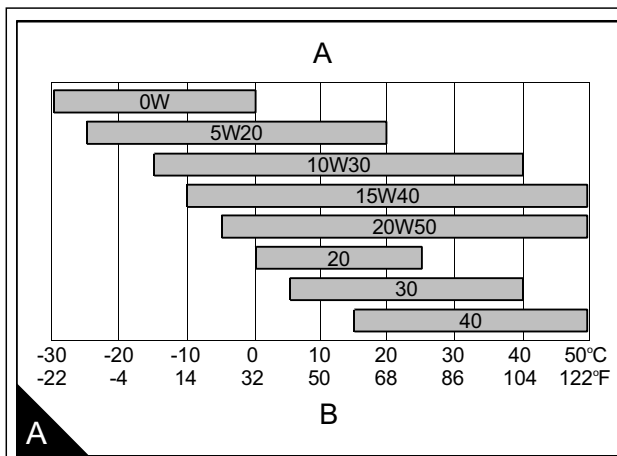
DESIGNATION	PART NUMBER	CLEAN	CHANGE
1A - Engine oil filter -	749613		500 H
2 - Dry air filter cartridge	227959	50 H	500 H
3 - Safety dry air filter cartridge	227960		1000 H
4 - Suction strainer for hydraulic oil tank	721939	1000 H	
5 - Hydraulic oil filter cartridge	686237		500 H
6 - Fuel filter cartridge (standard engine)	781909		500 H
7A - Engine breather (standard engine)	703289		2000 H
8 - Hydraulic oil breather cap	62415		1000 H
9 - Alternator belt / Fan / Crankshaft (standard engine)	749605		1000 H
10 - Rain cap w/ clamp	19740		
11 - Automatic vacuum-cleaning pre-filter (A)	240334	500 H	
Adapter (B)	686273		

LUBRICANTS

COMPONENT	CAPACITY	RECOMMENDATION
ENGINE,	10.9 Litres (2.8 gal)	Shell: Rotella 15w40 Citgo: C-600 15w40 SEE ENGINE OIL SPECS BELOW
HYDRAULIC OIL TANK	45 Litres (11.9 gal)	Shell: Tellus T46 Citgo: Transguard THF Lo-temp Shell: Tellus T32 (-2°F to +124°F)
GENERAL GREASING		Shell: Rentinax Am Citgo: Lithoplex CM-2
BOOM PADS		Shell: Rentinax Am Citgo: Lithoplex CM-2
GREASING THE BOOM		Shell: Rentinax Am Citgo: Lithoplex CM-2
GREASING THE STABILIZERS		Shell: Rentinax Am Citgo: Lithoplex CM-2
COOLING CIRCUIT	8 Litres (2.1 gal)	Tulco 50/50 premix
FUEL TANK	31 L (8.2 gal)	Diesel fuel - Grade 1-D

DIAGNOSTIC ANALYSIS OF OIL

In the event of a maintenance or service contract with the dealer, you may be requested a diagnostic analysis of engine, transmission and axle oils, according to the utilization rate.



**ENGINE
OIL SPECIFICATIONS:**

API CG4 / CH4

ACEA E3 / ES

Caution: The above oils are to the minimum specification recommended. Higher grades may be used but not until after the first service, nor for light load applications.

SERVICING SCHEDULE

A = AJUST **N = CLEAN**
C = CHECK **P = BLEED**
D = DESCALE **R = CHANGE**
G = GREASE **V = DRAIN & CHANGE**

After the first 50 hours	Day or 10 hours	50 hours	6 month or 250 hours	1 year or 500 hours	1 year or 1000 hours	2000 hours	4000 hours
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I.C. ENGINE

I.C. engine oil level	C	◀◀	◀◀	◀◀	◀◀	◀◀	◀◀
Cooling liquid level	C	◀◀	◀◀	◀◀	◀◀	◀◀	◀◀
Fuel level	C	◀◀	◀◀	◀◀	◀◀	◀◀	◀◀
Dry air filter cartridge		N***	◀◀	R	◀◀	◀◀	◀◀
Dry air filter valve	N	◀◀	◀◀	◀◀	◀◀	◀◀	◀◀
Radiator core		N	◀◀	◀◀	◀◀	◀◀	◀◀
Alternator/crankshaft belt tension			C	◀◀	◀◀	◀◀	◀◀
I.C. engine oil				V	◀◀	◀◀	◀◀
I.C. engine oil filter				R	◀◀	◀◀	◀◀
Fuel filter cartridge				R	◀◀	◀◀	◀◀
Fuel tank					N	◀◀	◀◀
Safety dry air filter cartridge					R	◀◀	◀◀
Alternator belt					R	◀◀	◀◀
I.C. engine mounts					C**	◀◀	◀◀
I.C. engine rates					C**	◀◀	◀◀
Valves clearances					C**	◀◀	◀◀
Cooling liquid						V	◀◀
Coolant concentration			C	◀◀	◀◀	◀◀	◀◀
Engine breather						R	◀◀
Radiator						N/D**	◀◀
Water pump and thermostat						C**	◀◀
Alternator and starter motor						C**	◀◀

TRANSMISSION

Hydrostatic transmission circuit pressures							C**
Governing start of the hydrostatic transmission							C**
Working order of the transmission cut-off hydraulic valve							C**

TIRES

Tires pressure	C	◀◀	◀◀	◀◀	◀◀	◀◀	◀◀
Wheel nuts torque	C	◀◀	◀◀	◀◀	◀◀	◀◀	◀◀
Condition of wheels and tires					C**	◀◀	◀◀

BOOM

Boom pads	G**	◀◀	G	◀◀	◀◀	◀◀	◀◀
Boom		G	◀◀	◀◀	◀◀	◀◀	◀◀
Boom pads wear						C**	◀◀
Condition of boom unit							C**
Bearings							C**

HYDRAULICS

Hydraulic oil level		C	◀◀	◀◀	◀◀	◀◀	◀◀
Hydraulic return filter cartridge	R			R	◀◀	◀◀	◀◀
Balancing valve	C			C	◀◀	◀◀	◀◀
Hydraulic oil					V	◀◀	◀◀
Suction strainer for hydraulic oil tank					N	◀◀	◀◀
Filter cap for hydraulic oil tank					R	◀◀	◀◀
Speeds of hydraulic movements					C**	◀◀	◀◀
Condition of hoses					C**	◀◀	◀◀
Condition of cylinders (leakage, shafts)					C**	◀◀	◀◀
Hydraulic circuit pressures						C**	◀◀
Hydraulic circuit outputs						C**	◀◀
Hydraulic oil tank						N**	◀◀

A = AJUST	N = CLEAN
C = CHECK	P = PURGER
D = DESCALE	R = CHANGE
G = GREASE	V = DRAIN & CHANGE

After the first 50 hours	Day or 10 hours	50 hours	6 month or 250 hours	1 year or 500 hours	1 year or 1000 hours	2000 hours	4000 hours
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BRAKE

Wear on the disc brakes on the front or rear wheel motors **C****

CAB

Seat belt **C** << <<

Rear view mirrors **C**** << <<

ELECTRICITY

Battery electrolyte level **C** << << << << <<

Battery electrolyte density **C** << << <<

Condition of wiring harness and cables **C**** << <<

Lights and signals **C**** << <<

Warning indicators **C**** << <<

Adjust the front headlamps

FRONT AXLE ASSEMBLY

Rear wheel steering pivot **G** << << << << **C****

Rear wheel steering cylinder **G** << << << << **C****

Steering **C**** <<

CHASSIS

Structure **C**** << <<

Bearings **C**** <<

ATTACHMENTS

Forks wear **C**** << << <<

Attachment carriage **C**** << <<

Condition of attachments **C**** << <<

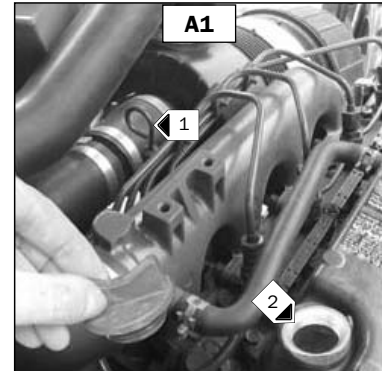
(*) : Every 10 hours during the first 50 hours, then once at 250 hours.
 (**): Consult your dealer.
 (***) : Reduce this interval in very dusty environments.

A - EVERY DAY OR EVERY 10 WORKING HOURS SERVICE

A1 - CHECK THE ENGINE OIL LEVEL

Park the truck on level ground with the engine stopped, allow the oil to settle.

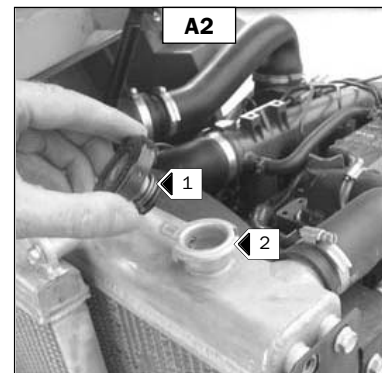
- Open the engine compartment.
- Remove the dipstick 1 (fig. A1).
- Clean the dipstick and check that the oil level is at the upper mark.
- If necessary, add oil (See: LUBRICANTS) by the filler port 2 (fig. A1).



A2 - CHECK THE COOLING LIQUID LEVEL

Park the truck on level ground with the engine stopped, allow the engine to cool.

- Open the engine compartment.
- Slowly turn the radiator filler cap 1 (fig. A2) counterclockwise up to safety stop.
- Allow any pressure or steam to escape.
- Remove the cap and add fluid through the filler 2 hole if necessary (See: LUBRICANTS).



A3 - CHECK THE FUEL LEVEL

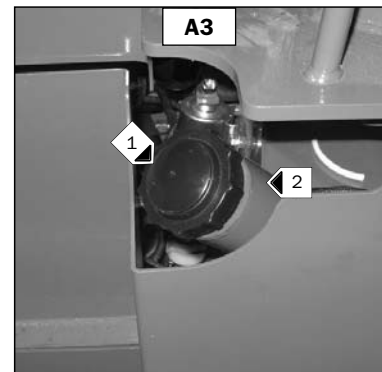
Keep the fuel tank near full to reduce condensation in the tank.

- Remove cap 1 (fig. A3).
- Fill the fuel tank with clean fuel, filtered through a strainer or a clean, lint free cloth, through filler port 2 (fig. A3).
- Re-install the cap.

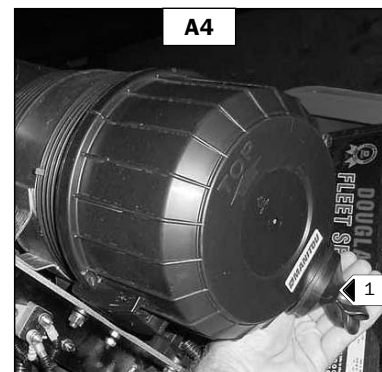


WARNING

Never smoke or approach with a flame during filling operations or when the tank is open. Never refill while engine is running.




A4 - EMPTY THE AIR CLEANER DUST EJECTER VALVE



A5 - CHECK THE TIRE PRESSURE AND WHEEL NUT TORQUE

- Check and adjust the tire pressure if necessary (See: SECTION 2: (your lift truck model) SPECIFICATIONS, TIRES).
- Check the condition of the tires: cuts, protrusions, wear, etc.
- Check the torque load on the wheel nuts (fig. A5).

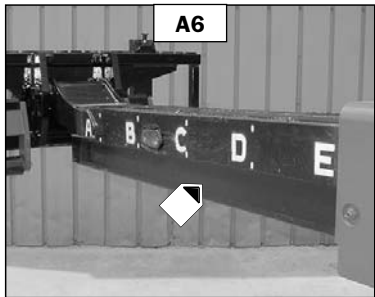
	DANGER	<i>Improper wheel nut torque can cause the wheel bolts to shear off or break. Or cause the wheels to deform and fail, resulting in loss of load or overturning the forklift.</i>
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A5	
WHEEL NUT TORQUE	
FRONT WHEEL	125 ft/lb)
REAR WHEEL	125 ft/lb)

A6 - CLEAN AND GREASE THE BOOM PADS

To be carried out every 10 hours during the first 50 hours service, then once every 250 hours.

- Fully extend the telescopic boom.
- With a brush, apply a coat of grease (See: LUBRICANTS) on all 4 sides of the boom (fig. A6).
- Telescope the boom several times in order to spread the coat of grease evenly.
- Remove any surplus grease.
- Lower and adjust the boom to the transport position.



IMPORTANT	<i>If the truck is used in an abrasive environment (Dust, sand, coal...) use lubricating varnish (Dry lubrication). Consult your agent or dealer.</i>
------------------	---

B - EVERY 50 WORKING HOURS SERVICE

B1 - CLEAN THE DRY AIR FILTER CARTRIDGE

Use in a heavy dust atmosphere requires more frequent cleaning, see: FILTERS CARTRIDGES AND BELTS.

- Open the engine compartment.
- Unhook both latches 1, and remove the cover 2 (fig. B1/1).
- Pull the primary filter cartridge out 3 (fig. B1/2).
- Leave the safety cartridge in place.
- Clean the filter cartridge using a low pressure air jet directed from the inside to the outside surface of the cartridge only.

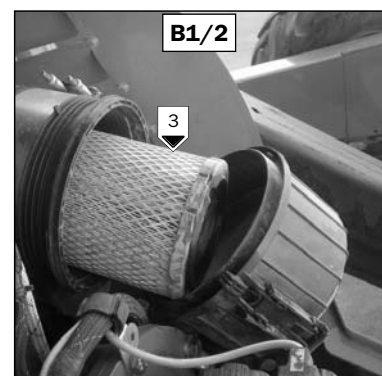
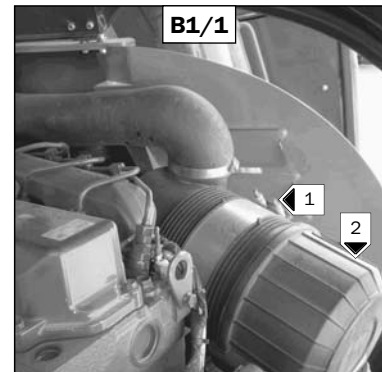
IMPORTANT

Keep a safe distance between the nozzle and the cartridge to avoid tearing or piercing it.

- Clean the inside of the casing with a clean, damp lint-free cloth.
- Check the condition of the filter cartridge, replace the cartridge if necessary.
- Install the air filter cartridge and cover.

IMPORTANT

Do not clean the dry air filter cartridge by washing it in liquid. Do not clean the safety cartridge located inside the filter cartridge, exchange it for a new one if it is dirty or damaged.

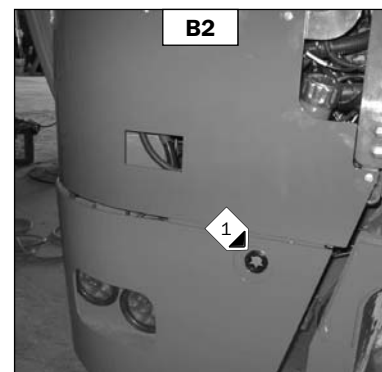


B2 - CHECK THE HYDRAULIC OIL LEVEL

Park the lift truck on level ground with the engine stopped, the boom retracted and lowered as far as possible.

- Refer to gauge 1 (fig. B2).
- The level is correct when it is midway up the glass display.
- If necessary, add hydraulic oil (See: LUBRICANTS).
- Add oil through filler port 2 (fig. B2).

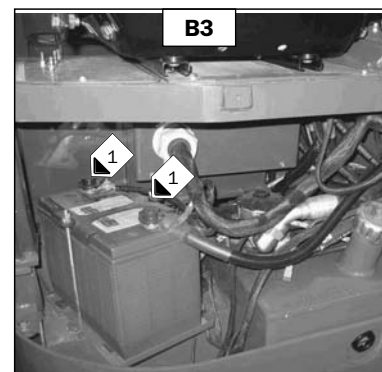
Maintain the correct oil level, proper cooling depends on adequate oil flowing through the tank.



B3 - CHECK THE BATTERY ELECTROLYTE LEVEL

The factory installed battery is maintenance free, requiring no service to the electrolyte.

- Remove plate 3 (fig. B2).
- Check the connections to the battery 1 (fig. B3), remove any corrosion on the terminals.
- Apply petroleum jelly to prevent corrosion.
- Check the battery mounts and over-all condition of the battery for leaks, cracks, etc..
- If the original battery is replaced with a serviceable battery, follow the manufacturer's instructions for maintenance.



- See CAUTION on the following page -



CAUTION

Handling and servicing a battery can be dangerous, take the following precautions:

- Wear protective goggles.
- Keep the battery horizontal.
- Never smoke or work near an open flame.
- Work in a well-ventilated area.
- In the event of electrolyte being spilled onto the skin or splashed in the eyes, rinse thoroughly with cold water for 15 minutes and call a doctor.

B4 - RADIATOR CORE CLEANING (NOT SHOWN)

- Open the engine compartment.

Clean the radiator core with compressed air directed from the back to the front of the radiator. Avoid high pressure washing which may damage the radiator.

IMPORTANT

When handling straw, grains or cereals, clean the radiator core every day.

B5 - REAR WHEEL STEERING PIVOT

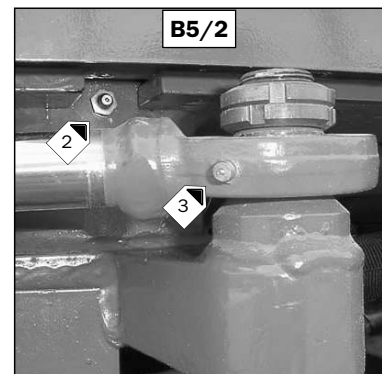
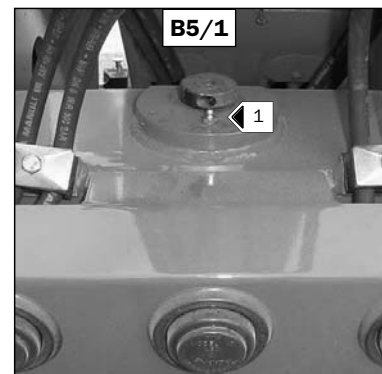
Clean and lubricate the following points with grease (See: LUBRICANTS), remove any surplus.

LUBRICATORS OF THE REAR WHEEL PIVOT (2 lubricators).

- Lubricator 1 (fig. B5/1)
- Lubricator 2 (fig. B5/2)

LUBRICATOR OF THE STEERING CYLINDER

- Lubricator 3 (fig. B5/2)

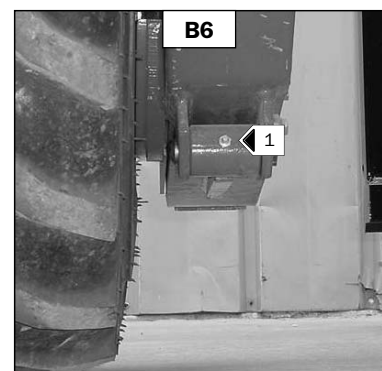


B6 - STABILIZERS

Clean and lubricate the following points with grease (See: LUBRICANTS), remove any surplus.

LUBRICATORS OF THE STABILIZERS

- (2 lubricators) 1 (fig. B6)



B7 - BOOM AND LIFT CYLINDER LUBRICATION

Clean and lubricate at the following points with grease (See: LUBRICANTS) remove any surplus.

B7/1 - CARRIAGE PIVOT AXLE 1 (1 lubricator).

B7/2 - LIFT CYLINDER BASE END 2 (1 lubricator)

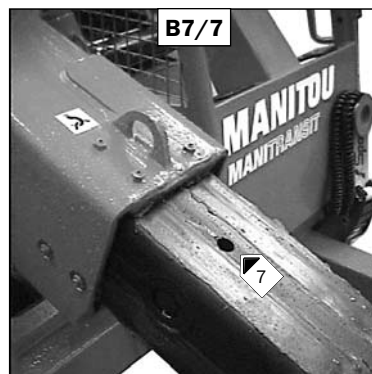
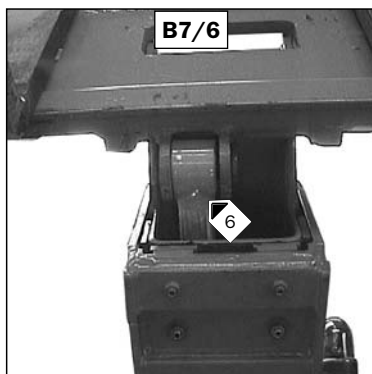
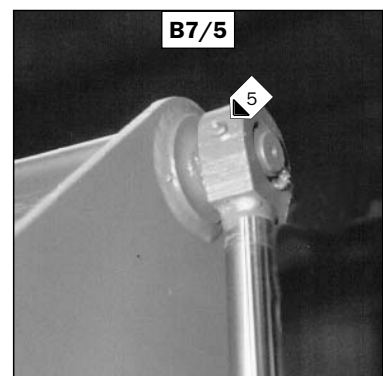
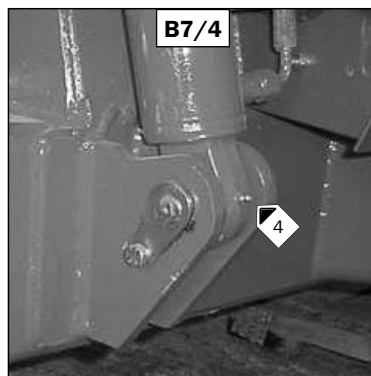
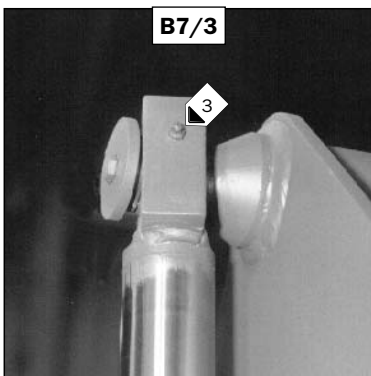
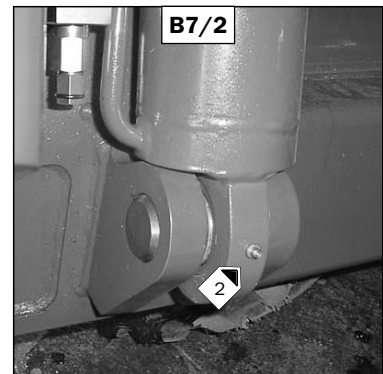
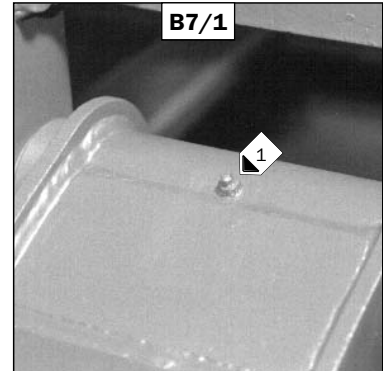
B7/3 - LIFT CYLINDER ROD END 3 (1 lubricator).

B7/4 - COMPENSATION CYLINDER BASE 4 (1 lubricator)

B7/5 - COMPENSATION CYLINDER ROD END 5 (1 lubricator).

B7/6 - CARRIAGE TILT CYLINDER BASE 6 (1 lubricator)

B7/7 - CARRIAGE TILT CYLINDER BASE 7 (1 lubricator).

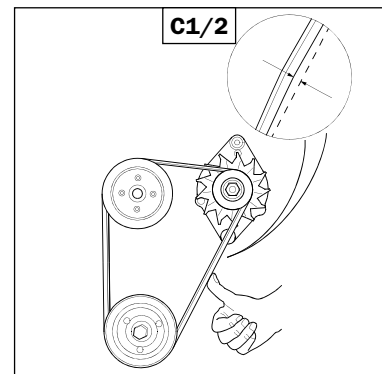
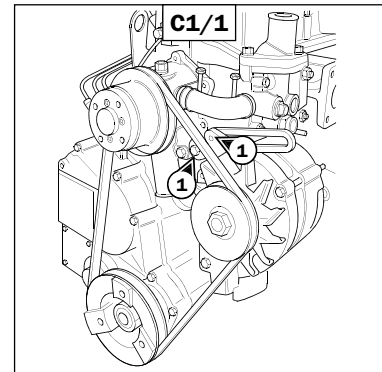


C - EVERY 250 WORKING HOURS SERVICE

C1 - CHECK AND ADJUST THE ALTERNATOR BELT TENSION

Park the truck on level ground with the engine stopped, allow the engine to cool.

- Open the engine compartment.
- Remove the fan belt guard.
- Check the belt for wear and cracks, change it if necessary.
- Check the belt tension between the pulleys of the crankshaft and alternator.
- Under a normal pressure exerted with the thumb, the tension should be approximately 3/8" (fig. C1/2).
- Make adjustments if necessary.
- Loosen screws 1 (fig. C1/1) by two or three turns.
- Swivel the alternator assembly to obtain the belt tension required.
- Retighten screws 1 (fig. C1/1).



D - EVERY 500 WORKING HOURS SERVICE

D1 - DRAIN AND CHANGE THE ENGINE OIL

D2 - CHANGE THE ENGINE OIL FILTER

Park the truck on level ground, run the engine at idle for a few minutes to warm the oil, then stop the engine.

DRAINING THE OIL

- Open the I.C. engine cover.
- Place a receptacle under the drain hole 1 (fig. D1) and the filter 2 (fig. D2/2).
- Unscrew the drain plug 1 (fig. D2).
- Remove filler cap 3 (fig. D2/1) to ensure that the oil is drained properly.

IMPORTANT

Dispose of the drain oil in an ecological manner.

REPLACEMENT OF THE FILTER

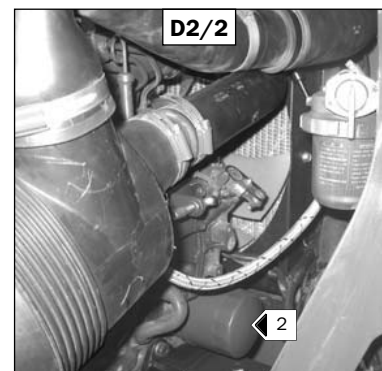
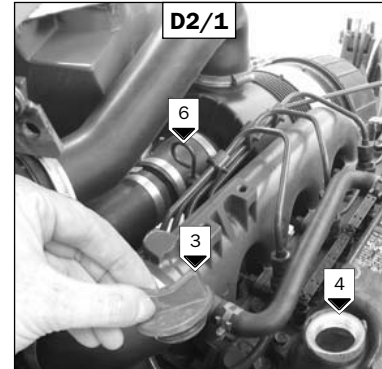
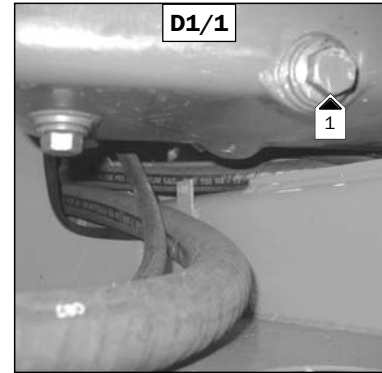
- Clean the filter bracket with a clean, lint-free cloth.
- Remove engine oil filter 2 (fig. D2/2); discard the filter and filter seal.
- Lightly lubricate the new seal.
- Fill the oil filter with fresh clean oil (this will prime the filter).
- Install the new oil filter and seal.

IMPORTANT

Tighten the oil filter by hand pressure only and lock the filter in place by a quarter turn.

FILLING UP THE OIL

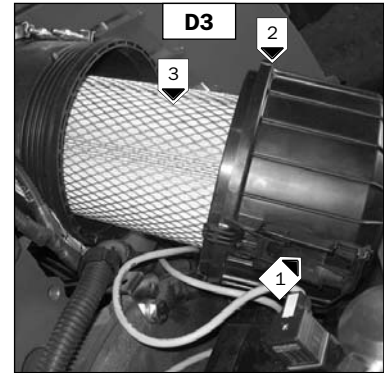
- Reinstall and tighten the drain plug cap 2 (fig. D2/1).
- Fill up with oil (See: LUBRICANTS) by filler port 4 (fig. D2/1)
- Allow the oil to settle.
- Start the engine and let it run for a few minutes.
- Check for leaks at the drain plug and oil filter.
- Stop the engine, allow the oil to settle, then check the oil level, it should be between the notches on the dipstick 5 (fig. D2/1).
- Adjust the oil level if necessary.



D3 - CHANGE THE DRY AIR FILTER CARTRIDGE

The air used to burn the fuel is purified by dry air filters. It is very important that the lift truck engine not be operated with the cartridges removed or damaged.

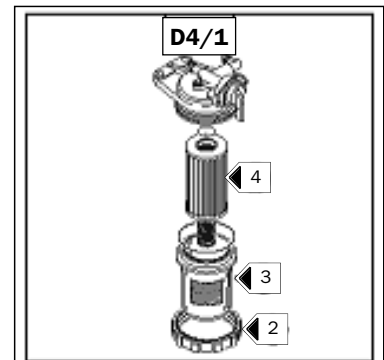
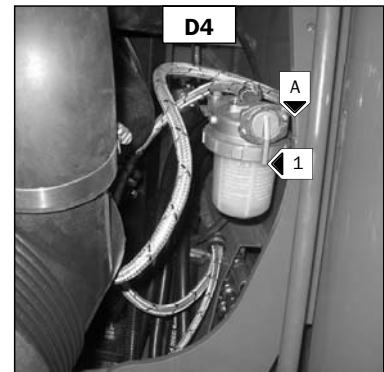
- Open the engine compartment.
- Unlatch clamps 1 (fig. D3) and remove cover 2 (fig. D3).
- Pull out and discard the filter cartridge 3 (fig. D3).
- Leave the safety cartridge in place.
- Clean the inside of the casing with a clean, damp, lint free cloth.
- Install a new cartridge and latch the filter cover in place.



When operating the truck in a heavy dust environment see: FILTERS CARTRIDGES AND BELTS for additional precleaner protection.

D4 - CHANGE THE FUEL FILTER CARTRIDGE

- Open the engine compartment.
- Carefully clean the exterior of the filter and bracket to prevent dirt from entering the fuel system.
- Close valve 1 (fig. D4) by setting to position A.
- Unscrew the retaining ring 2, remove housing 3 and clean inside using a brush immerse in clean diesel oil.(fig. D4/1).
- Remove the filter cartridge 4 (fig. D4/1).
- Install a set of new seals and a new cartridge (see: 3 - MAINTENANCE: FILTERS CARTRIDGES AND BELTS).
- Start up the I.C. engine and check for leaks.
- If necessary, bleed the fuel circuit (see: 3 - MAINTENANCE: G1 - OCCASIONAL MAINTENANCE).

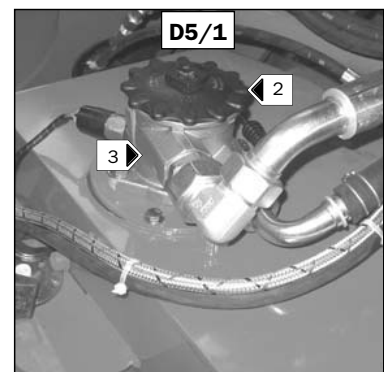
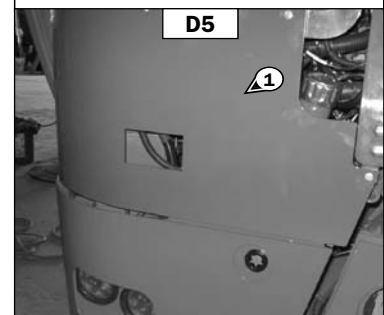


D5 - CHANGE THE HYDRAULIC RETURN OIL AND BREATHER FILTER CARTRIDGE

To be performed after the first 50 hours of operation and then every 500 hours.

Park the lift truck on level ground and stop the engine. Release hydraulic pressure from the system by operating the control valve handles.

- Remove the rear plate 1 (fig D5).
- Remove the filter head cap 2 (fig. D5/1) with a wrench.
- Remove the hydraulic return oil filter cartridge 3 (fig. D5/1) and replace it with a new one (see: 3 - MAINTENANCE: LUBRICANTS AND FUEL).
- Make sure that the cartridge is installed correctly.
- Refit the filter head cap 2 (fig. D5/1) and lock it in place with a wrench.



D6 - CHECK THE DENSITY OF THE BATTERY ELECTROLYTE

The factory installed battery is maintenance free, requiring no service to the electrolyte.

- If the original battery is replaced with a serviceable battery, follow the manufacturer's instructions for maintenance.

D7 - CHECK THE BALANCING VALVE

To be performed after the first 50 hours of operation and then every 500 hours.

Park the lift truck on level ground.

ROLE OF BALANCING VALVES

- The balancing valves protect the user from risk due to a fall in hydraulic pressure or an exploding hose during hydraulic operations.



DANGER

Keep everyone well away during these inspections. In all cases, the balancing valve(s) must be repaired or replaced if hydraulic movement continues after the I.C. engine has been switched off. Never use the lift truck with a defective balancing valve.

TESTING EACH HYDRAULIC MOVEMENT

LIFTING CIRCUIT:

- Start up the lift truck and raise the boom by about 45°.
- With the I.C. engine running at mid- speed, lower the boom. While the boom is being lowered, switch off the I.C. engine; movement should slow down as the I.C. engine speed falls and stop when the I.C. engine stops.

TELESCOPING CIRCUIT:

- Start up the lift truck and raise the boom as far as it will go, fully extend the boom.
- With the I.C. engine running at mid- speed, retract the boom. While retracting the boom, switch off the I.C. engine; movement should slow down as the I.C. engine speed falls and stop when the I.C. engine stops.

TILT CIRCUIT:

- Place the nominal load on the forks, anchor it securely to prevent it from falling off during the test.
- Start up the lift truck and tilt the carriage backwards, lifting the boom sufficiently to allow the carriage to tilt back.
- With the I.C. engine running at mid-speed, tilt the carriage forwards. While it is tilting, switch off the I.C. engine; movement should slow down as the I.C. engine speed falls and stop when the I.C. engine stops.

E - EVERY 1000 WORKING HOURS SERVICE

E1 - DRAIN AND CHANGE THE HYDRAULIC OIL

FLUSHING THE HYDRAULIC CIRCUIT

This operation directs debris from the hydraulic circuit into the hydraulic return oil filter.

- Park the lift truck on level ground.
- Allow the engine to run at half throttle for 5 minutes without operating hydraulic movements, then again for 5 minutes utilizing all hydraulic movements (except the steering system and brakes).
- Accelerate the engine to full speed for 1 minute, then activate the steering system and brakes.

DRAINING THE OIL

Park the lift truck on level ground with the engine stopped, the boom retracted and lowered as far as possible.

- Place a container under drain plug 1 (fig. E1) and remove the plug.
- Disconnect the clogging indicator 3 (fig. E1/1) and disconnect the hoses at the filter.
- Unscrew the four screws 4 of plate 5 and remove the complete filter 6.
- Remove and clean the strainer using a compressed air jet, check its condition and replace if necessary (see : 3 - MAINTENANCE : FILTERS CARTRIDGES AND BELTS).
- Install the strainer, the plate and filter making sure that the seal is properly in place, reconnect the hoses and the clogging indicator.

IMPORTANT

Dispose of the drain oil in an ecological manner. Use only clean equipment and funnel to fill the system.

FILLING THE OIL

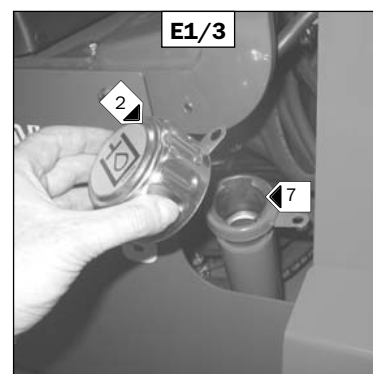
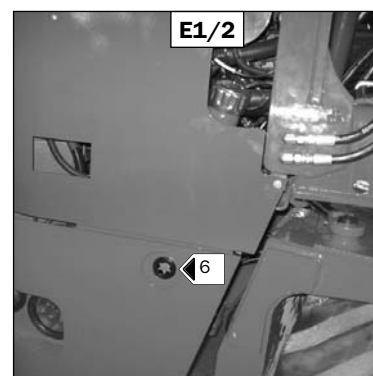
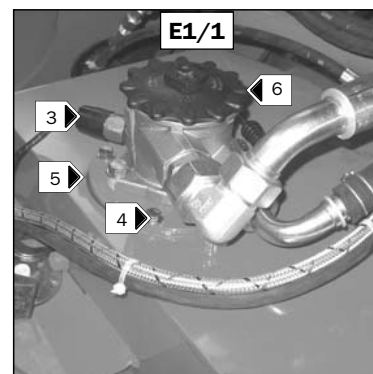
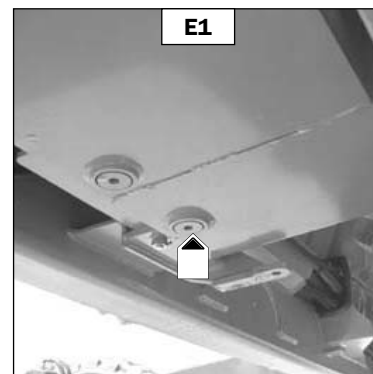
- Install and tighten the drain plug 1 (fig. E1) (Tightening torque 22 ft/lb).
- Fill with oil (See: LUBRICANTS) through filler port 7 (fig. E1/3).
- Observe the oil level through the glass display 6 on the hydraulic tank (fig. E1/2)
- Check for leaks at the drain plug.
- Install the new hydraulic oil filter cartridge and filter cap.
- Install a new hydraulic oil filler cap 2 (Fig. E1/3).

IMPORTANT

It may be necessary to bleed the system at the inlet of the pumps if air bubbles have formed during the draining; if so, consult your dealer.

IMPORTANT

Do not operate the lift truck without the oil filter cartridge. Serious damage may result in the transmission hydraulic circuit, the hydrostatic wheel motors or hydrostatic pump.



E2 - DRAIN AND CLEAN THE FUEL TANK



WARNING

While performing these operations, do not smoke or work near a flame.

Park the truck on level ground with the engine stopped.

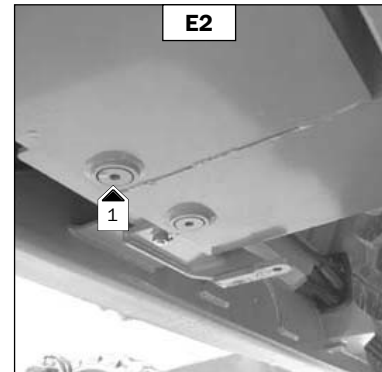
- Check for leaks in the fuel circuit and tank.
- **In the event of a leak, contact your dealer.**



WARNING

Never weld onto or near the fuel tank, this could provoke an explosion or a fire.

- Place a container under drain plug 1 (fig. E2) and remove the plug.
- Remove fuel cap 2 (fig. E2/1).
- Flush the tank with 2 gal. of clean fuel through the filler port 3 (fig. E2/1).
- Reinstall and tighten drain plug 1 (fig. E2).
- Fill the fuel tank with clean fuel filtered through a strainer or a clean, lint-free cloth. Reinstall the fuel cap 2 (fig. E2/1).
- If necessary, bleed the system (See SECTION: I1).



E3 - CHECK THE SEAT BELT

- Check the following points :
 - Anchoring points on the seat.
 - Cleanness of the strap and the locking mechanism.
 - Condition of the strap (cuts, curled edges, etc.).
 - The correct winding of the belt.
 - Roller locking mechanism.

NOTE: After an accident, replace the seat belt.

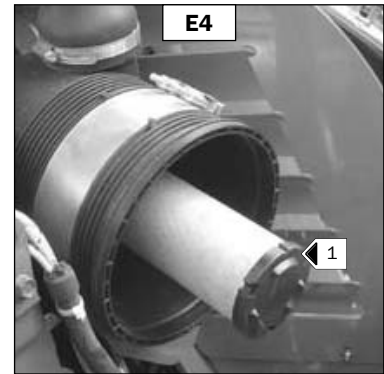


WARNING

Under no circumstances should you use the lift truck if the seat belt is damaged. Repair or replace the seat belt immediately.

E4 - CHANGE THE SAFETY AIR FILTER CARTRIDGE

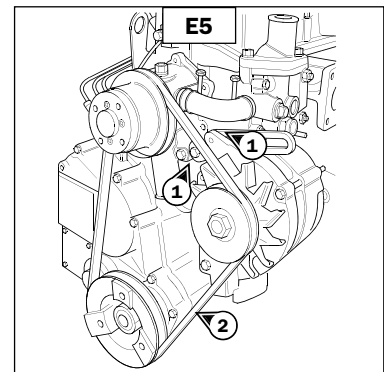
- Disassemble the air filter.
- Remove the air filter cartridge (see fig. D3).
- Remove the air filter safety cartridge 1 (fig. E4), taking care to avoid spilling the dust.
- Clean the gasket surface and inner housing with a damp, clean, lint-free cloth.
- Before installing the new filters, closely check their condition (see: 3 - FILTERS CARTRIDGES AND BELTS).
- Install the air filter safety cartridge and then the air filter cartridge.
- Place the new filter into position by pushing it from the ends, careful not to bend or distort the shape of the filter.
- Reassemble the air filter housing.



E5 - ALTERNATOR BELT

Park the lift truck on level ground with the I.C. engine stopped and cool.

- Remove the protective guard.
- Loosen screws 1 (fig. E5) by two to three thread turns.
- Swivel the alternator assembly to loosen the belt.
- Remove the belt 2 (fig. E5) and replace it with a new one, (see: FILTERS CARTRIDGES AND BELTS).
- Set the belt's tension, (see: 3 - MAINTENANCE: C1 - CHECK AND ADJUST THE ALTERNATOR BELT TENSION).



IMPORTANT

When the alternator belt has to be changed, check the tension again after the first 20 hours of operation.

E6 - CHECK THE WEAR OF THE BOOM PADS

(CONSULT YOUR DEALER)

E7 - CHECK THE CONDITION OF THE CARRIAGE

(CONSULT YOUR DEALER)

E8 - CHECK THE CONDITION OF THE ATTACHMENTS

(CONSULT YOUR DEALER)

F - EVERY 2000 WORKING HOURS SERVICE

F1 - DRAIN AND CHANGE THE COOLING LIQUID

These operations are to be carried out as necessary or at least once a year with the coming of winter.

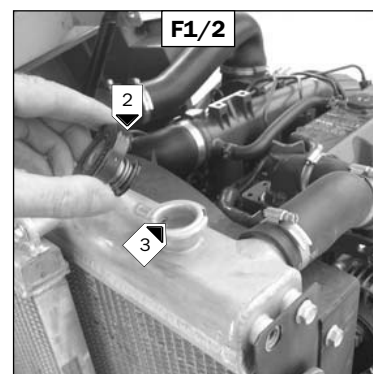
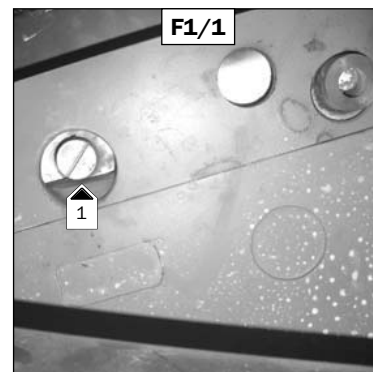
Park the truck on level ground with the engine stopped and cool.

DRAINING THE LIQUID

- Open the engine compartment.
- Place a container under drain plug 1 (fig. F1/1) of the radiator.
- Remove filler cap 2 (fig. F1/2) from the radiator.
- Drain the cooling circuit completely while ensuring that the ports do not become blocked.
- Check the condition of the hoses and clamps, change them if necessary.
- Rinse the circuit with clean water, use a cleaning agent if necessary.

FILLING THE LIQUID

- Install the radiator drain plug 1 (fig. F1/1).
- Slowly fill the circuit with coolant via the filling hole 3 (fig. F1/2) (see: 3 - MAINTENANCE: LUBRICANTS AND FUEL).
- Install the radiator cap 2 (fig. F1/2).
- Let the engine turn at idle a few minutes.
- Check for leaks.
- Check the level and refill if necessary.



IMPORTANT

The I.C. engine cooling system does not contain a corrosion resistor and must be filled with a minimum mixture of 25% ethylene glycol-based antifreeze to prevent corrosion.

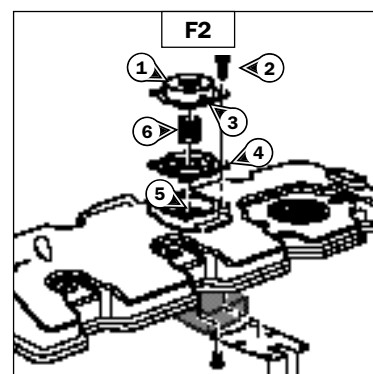
F2 - ENGINE CRANKCASE BREATHER

Park the lift truck on level ground with the I.C. engine stopped and cold.

- Open the I.C. engine compartment.
- Remove the 4 screws 2 (fig. F2) and breather cover 1 (fig. F2), the spring 6 (fig. F2) and diaphragm assembly 4 (fig. F2).
- Clean the breather cavity 5 (fig. F2) on the rocker arm cover.
- Install the new breather assembly (see: 3 - MAINTENANCE: FILTERS CARTRIDGES AND BELTS), ensure that the breather cover, the membrane and the spring are all correctly installed.
- Tighten the 4 screws.

IMPORTANT

The breather must be properly assembled and kept clean at all times to avoid engine damage.



G - OCCASIONAL MAINTENANCE

G1 - BLEED THE FUEL SYSTEM

Bleeding the fuel system may be required after:

- A changed or drained component in the fuel system.
- A drained tank.
- Running out of fuel.

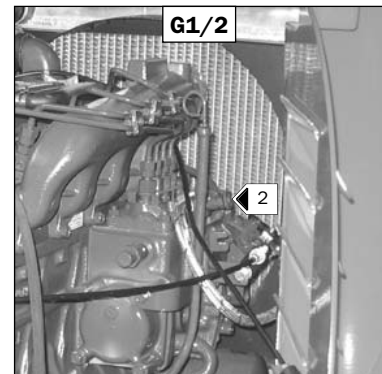
Make sure that the fuel level is sufficient in the tank, turn the ignition key to the notch I to turn on the ignition.

- Open the engine compartment.
- Loosen the bleed screw 1 (fig. G1/1).
- Tighten the bleed screw 1 (fig. G1/1) while the fuel is draining out.



BLEED THE INJECTION NOZZLES

- Loosen the bleed screw 2 (fig. G1/2).
- Operate the truck ignition until the diesel fuel flows cleanly from the screw, with no air bubbles.
- Tighten the bleed screw while the fuel is draining out.
- The engine is ready to start.



IMPORTANT

Idle the engine for 5 minutes immediately after bleeding the fuel feed circuit, to ensure the injection pump thoroughly bled.

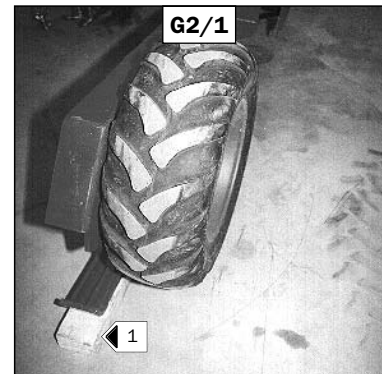
NOTE: If the I.C. engine runs correctly for a short time then stops or runs irregularly, check for possible leaks in the low pressure circuit. If in doubt, **contact your dealer.**

G2 - CHANGING A WHEEL

- Park the lift truck on a level hard surface.
- Switch the warning lights on, if available.

FRONT WHEEL

- Chock the lift truck in both directions on the wheel opposite to the wheel to be changed.
- Loosen the wheel nuts.
- Place a block under the stabilizer 1 (fig. G2/1) of the wheel to be changed.
- Lower the stabilizers.
- Remove the wheel nuts.
- Remove the wheel and roll it aside.
- Place the new wheel on the wheel hub.
- Start the wheel nuts by hand, if necessary lubricate them, then hand tighten.
- Lift the stabilizers and remove the block.
- Tighten the wheel nuts with a torque wrench. (See: A - DAILY OR EVERY 10 HOURS SERVICE for tightening torque).



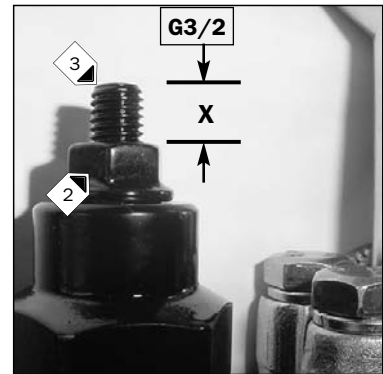
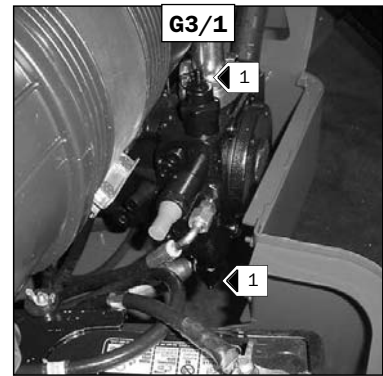
CHANGING THE REAR WHEEL

- Chock the lift truck in both directions on both front wheels.
- Loosen the rear wheel nuts.
- Place the hydraulic jack under the rear pivot.
- Lift the wheel until it is raised from the ground. Place security blocks or an approved support stand under the lift truck for additional support.
- Remove the wheel nuts.
- Remove the wheel and roll it aside.
- Slide the new wheel onto the wheel hub.
- Tighten the nuts by hand, if necessary, lubricate them.
- Lower the wheel to the ground.
- Torque the wheel nuts with a torque wrench (See: A - DAILY OR EVERY 10 HOURS SERVICE for tightening torque).

G3 - TOWING THE LIFT TRUCK

- Open the engine compartment.
- Locate both high pressure relief valves 1 (fig. G3/1).
- Determine the distance X (fig. G3/2) on both high pressure relief valves.
- Loosen the jam nut 2 (fig. G3/2).
- Tighten the screw 3 (fig. G3/2) until flush with the jam nut 2 (fig. G3/2).
- After towing proceed in reverse order to reposition the HP valves to the X position. Tighten the jam nut.

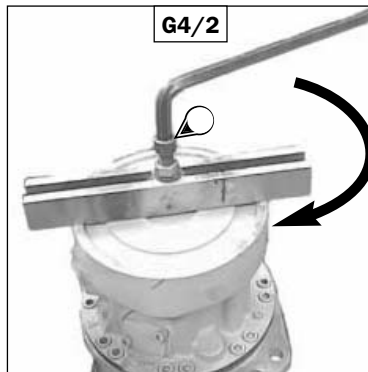
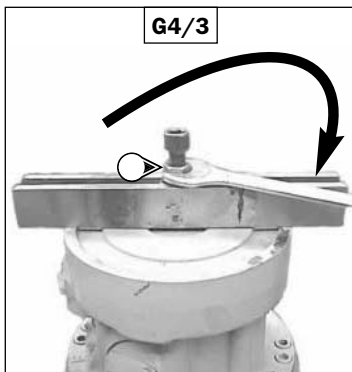
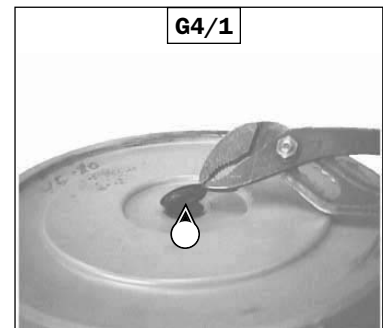
IMPORTANT	<i>Tow the lift truck at very slow speed (less than 3 mph) over the shortest possible distance (less than 300 ft).</i>
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G4 - MECHANICAL BRAKE RELEASE

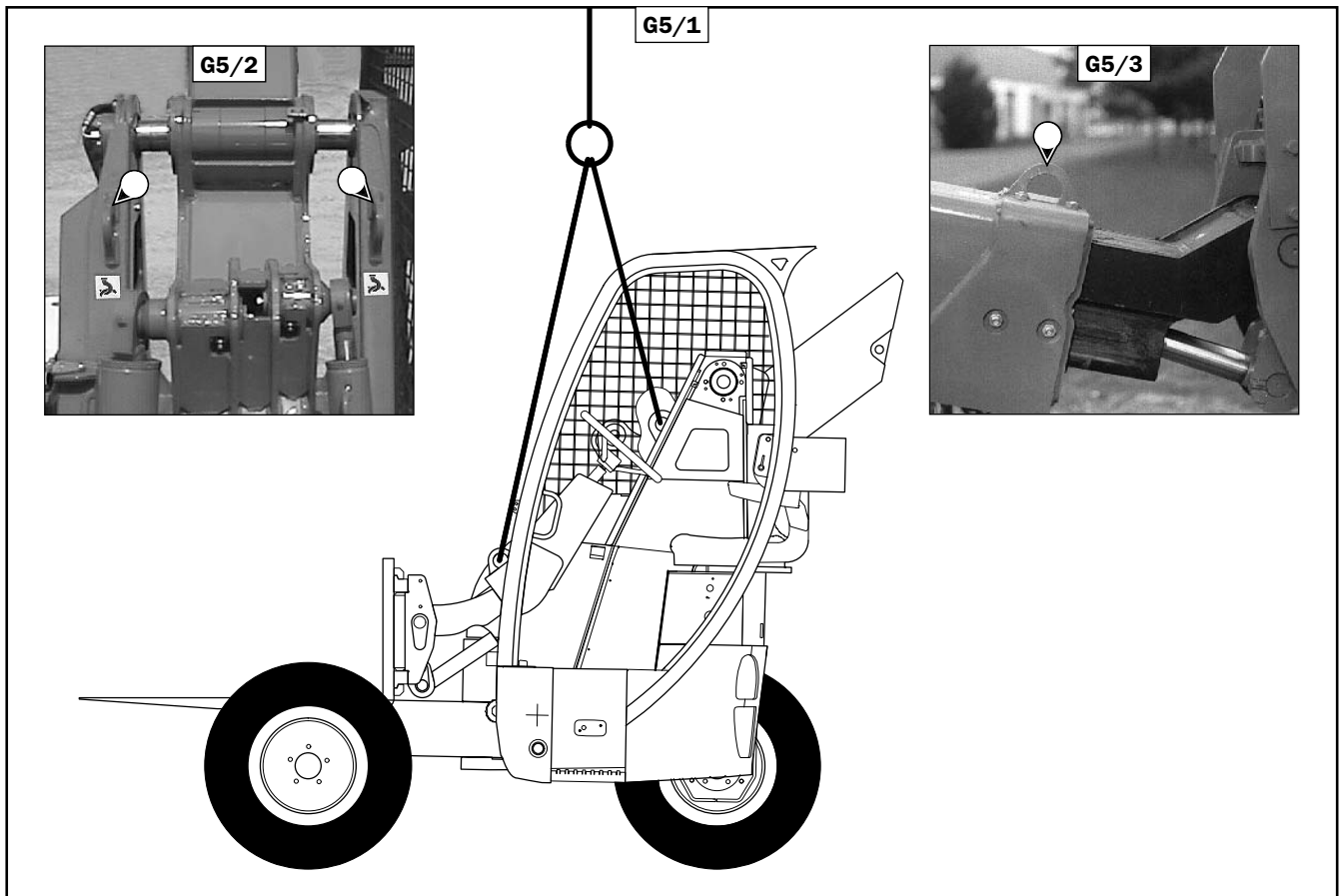
RELEASE

- Extract and release the plug from the brake cover. fig. G4/1
- Tighten the screw in the piston. fig. G4/2
- Tighten the nut until the motor shaft turns freely. fig. G4/3



G5 - SLING THE LIFT TRUCK

- Take into account the center of gravity of the lift truck before lifting (fig. G5/1).
- Place the hooks into the fastening points provided (fig. G5/2 and G5/3).



G6 - TRANSPORT THE LIFT TRUCK ON A FLATBED TRAILER



When using ramps to load the lift truck, it is imperative that the lift truck be backed onto the trailer in reverse, and unloaded in forward motion.



Ensure safety procedures involving the flatbed trailer are observed before loading the lift truck and that the driver has been informed about the dimensions and weight of the lift truck (See: CHARACTERISTICS).



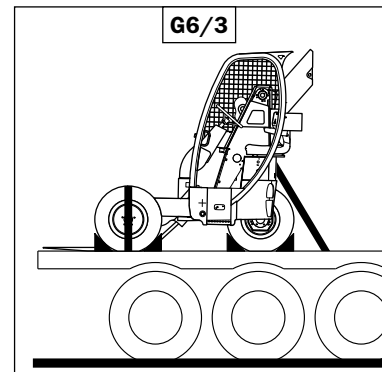
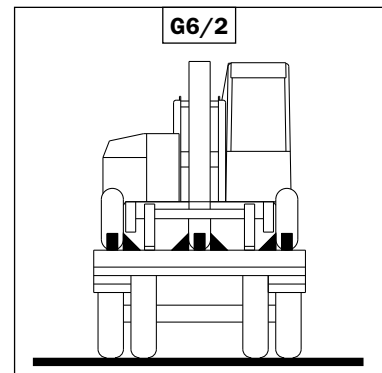
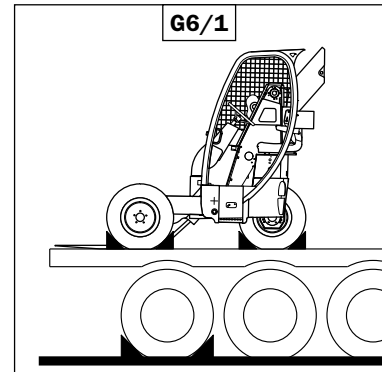
Ensure the flatbed trailer is the proper size and load capacity for transporting the lift truck. Verify pressure point load capacity on the flatbed surface.

LOAD THE LIFT TRUCK

- Block/chock the wheels of the semitrailer.
- Use only approved capacity loading ramps, avoid steep inclines.
- Load the lift truck parallel to the semitrailer.
- Stop and park the lift truck (See: DRIVING THE LIFT TRUCK in SECTION: STOPPING THE LIFT TRUCK).

STOW THE LIFT TRUCK

- Fix the blocks to the semitrailer at the front and back of each tire (fig. G5/1).
- Also fix the blocks to the semitrailer on the inside of the front wheels and on each side of the rear wheel (fig. G5/2).
- Secure the lift truck to the semitrailer with approved straps or chains. Utilize the tie downs provided on either side of the forklift, also secure the front end as shown (fig. G5/3).
- Properly tighten the straps or chains.



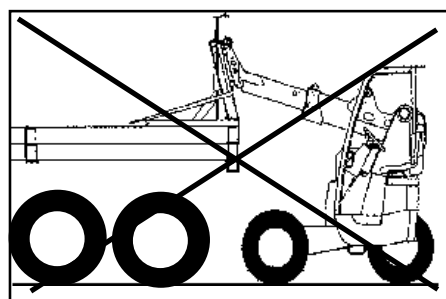
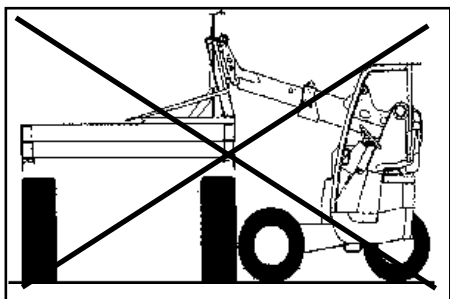
4 - MOUNTING THE LIFT TRUCK

MOUNTING THE LIFT TRUCK ONTO THE TRAILER OR CARRIER



DANGER

Never mount the TMT Lift Truck to the trailer as shown below! Use only the Mounting Kit as approved by Manitou Americas, Inc.. The approved kit mounts the lift truck below the trailer bed at the rear of the trailer. Mounting the forklift higher than recommended may result in damage to the lift truck, serious injury or death!



WARNING

The mounting kit for the TMT must be supplied or approved in writing by Manitou Americas, Inc.



WARNING

Ensure the tractor/trailer is properly parked and secured, utilizing wheel chocks as required.



The joystick operations may be viewed as clock positions:

- Lever forward -
- Lever back -
- Lever right -
- Lever left -

- Lever 1

- Controls Lifting the boom: Move Lever back -
- Controls Lowering the boom:- Move Lever forward -
- Controls Extending the boom: Move Lever right -
- Controls Retracting the boom: Move Lever left -

- Lever 2

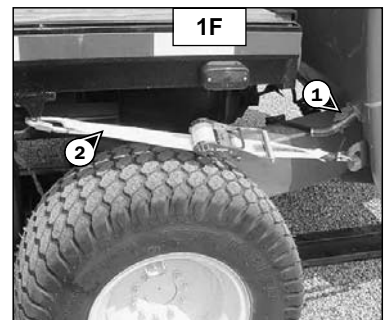
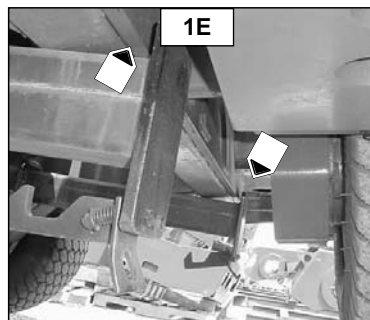
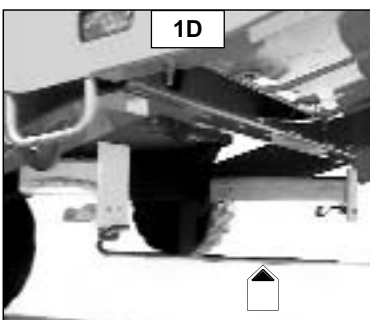
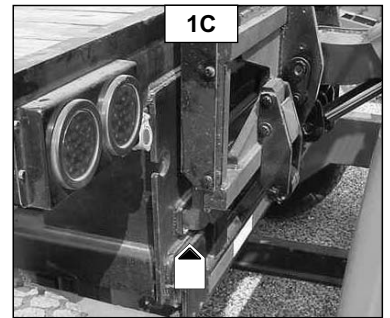
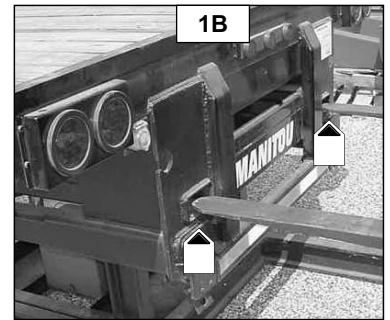
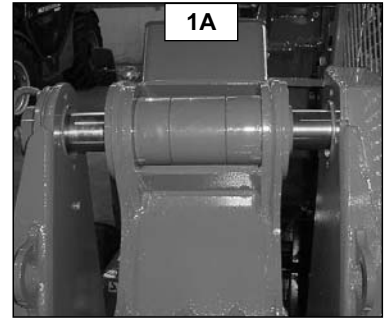
- Controls Tilting the carriage forward: Move Lever forward -
- Controls Tilting the carriage backward: Move Lever back -
- Controls Side Shifting the boom to the right: Move Lever right -
- Controls Side Shifting the boom to the left: Move Lever left -

 WARNING
<i>Ensure the tractor/trailer is properly parked and secured, utilizing wheel chocks as required.</i>

1 - MOUNTING THE LIFT TRUCK ONTO THE TRAILER

- MANITOU SYSTEM MOUNTING-

- 1.) Learn the controls. Execute all movements slowly. All forklift movements are to be made by the operator positioned in the operator's seat, with the seat belt fastened. Take extra precaution when entering and exiting the cab while it is in the raised position.
- 2.) Fully retract the boom, Lever 1 left.
- 3.) Side shift the boom until it is centered, move Lever 2 to the right or left as needed (fig. 1A shows the boom centered on the side shift cylinder).
- 4.) Align the forks to the trailer sleeves (fig. 1B), insure the forks are equally spaced from the center of the carriage.
- 5.) Maneuver the forks into the sleeves, make adjustments as required, insure both forks are fully inserted and flush with the trailer bed (fig. 1C).
- 6.) Tilt the carriage back slightly, until the forks are tight in the sleeves, Lever 2 back.
- 7.) Raise the forklift off the ground, Lever 1 forward, the full distance of travel.
- 8.) Tilt the lift truck fully forward, Lever 2 back.
- 9.) Extend the boom - 5" max., Lever 1 to the right. Carefully exit the cab.
- 10.) With the hook tool, fully extend both support arms (fig. 1D).
- 11.) Carefully enter the cab. Retract the boom, Lever 1 to the left.
- 12.) To set the forklift on the support arms, tilt the lift truck back, Lever 2 forward.
- 13.) Make sure the support arms are locked in place (fig. 1E).
- 14.) Stop the engine and remove the key.
- 15.) Connect the trailer lights electrical cable (1) and straps (2) (fig. 1F).

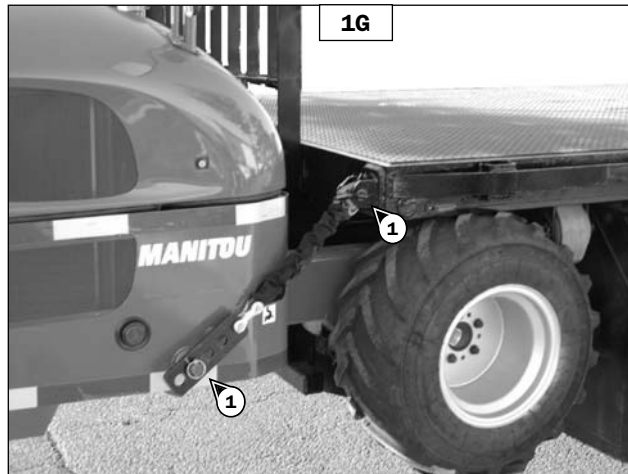


MANITOU SYSTEM MOUNTING	
1.) Lever 2	Locks Forks in place
2.) Lever 1	Fully raise Forklift
3.) Lever 2	Tilt Forklift fully forward
4.) Lever 1	Extend Boom 5 inches
5.) Extend Support Arms fully	
6.) Lever 1	Fully retract the Boom
7.) Lever 2	Levels TMT on Support Arms
8.) Connect Trailer Lights and Locking Straps	

1 - MOUNTING THE LIFT TRUCK ONTO THE TRAILER (CONTINUED)

- CHAIN SYSTEM MOUNTING-

- 1) Learn the controls. Execute all movements slowly. All forklift movements are to be made by the operator positioned in the operator's seat, with the seat belt fastened. Take extra precaution when entering and exiting the cab while it is in the raised position.
- 2) Fully retract the boom, Lever 1 left.
- 3) Side shift the boom fully left, Lever 2 to the left as needed.
- 4) Align the forks to the trailer sleeves, insure the forks are equally spaced from the center of the carriage.
- 5) Maneuver the forks into the sleeves, moving the forklift forward until the front tires contact the trailer wheel pads. Extend the boom, Lever 1 to the right, to insure both forks are fully inserted.
- 6) Tilt the carriage back slightly, until the forks are tight in the sleeves, Lever 2 back.
- 7) Raise the forklift off the ground, Lever 1 forward, and retract the boom, Lever 1 left, until the front tires rest against the wheel pads.
- 8) Carefully exit the cab. Attach and adjust both support chains on the trailer brackets (Item 1, fig. 1G). Use the chain pin w/handle and lynch pin to attach the chains to the trailer brackets. Secure the lift truck end of the chain with a lynch pin.
- 9) Carefully enter the cab. Tilt the cab backward, Lever 2 forward, until the forklift rests fully on the chains.
- 10) Stop the engine and remove the key.
- 11) Connect the trailer lights electrical cable.



CHAIN SYSTEM MOUNTING

- | | |
|----------------------------|------------------------------|
| 1.) Lever 2 | Side shift Boom fully left |
| 2.) Lever 2 | Extend Boom as required |
| 3.) Lever 2 | Lock Forks in place |
| 4.) Lever 1 | Raise Forklift as required |
| 5.) Lever 1 | Retract the Boom as required |
| 6.) Attach the Chains | |
| 7.) Lever 2 | Tilt Forklift fully backward |
| 8.) Connect Trailer Lights | |

2 - DISMOUNTING THE LIFT TRUCK FROM THE TRAILER

- MANITOU SYSTEM DISMOUNTING -

- 1) Execute all movements slowly. All forklift movements are to be made by the operator positioned in the operator's seat, with the seat belt fastened. Take extra precaution when entering and exiting the cab while it is in the raised position.
- 2.) Disconnect the electrical cable and straps.
- 3.) Tilt the lift truck fully forward, Lever 2 back.
- 4.) Extend the boom 5" max., Lever 1 right.
- 5.) Carefully exit the cab. With the support hook, push the support bars in, insure they are locked in place.
- 6.) Fully retract the boom, Lever 1 left.
- 7.) Lower the forklift, Lever 1 back, until the front wheels touch the ground.
- 8.) Tilt the forklift back, Lever 2 forward, until the rear wheel is on the ground.
- 9.) Slowly back the forklift away from the trailer, adjust fork angle as needed for smooth exit.

MANITOU SYSTEM DISMOUNTING	
1.) Lever 2	Tilt Forklift fully forward
2.) Lever 1	Extend Boom 5 inches
3.) Push Support Bars in	
4.) Lever 1	Retracts Boom
5.) Lever 1	Lowers the Forklift
6.) Lever 2	Tilts the Forklift back
7.) Back out of fork sleeves	

- CHAIN SYSTEM DISMOUNTING -

- 1) Execute all movements slowly. All forklift movements are to be made by the operator positioned in the operator's seat, with the seat belt fastened. Take extra precaution when entering and exiting the cab while it is in the raised position.
- 2) Disconnect the electrical cable.
- 3.) Tilt the lift truck up fully, pull Lever 2 back.
- 4.) Disconnect and remove the chains.
- 5.) Alternate extending the boom, Lever 1 right, and lowering the forklift, Lever 1 back, until the wheels clear the bottom pads and touch the ground.
- 7.) Tilt the Forklift back, Lever 2 forward, until the Forklift settles on the ground.
- 8.) Slowly back the forklift away from the trailer, adjust fork angle as needed for smooth exit.

CHAIN SYSTEM DISMOUNTING	
1.) Disconnect the electrical cable	
2.) Lever 2	Tilt Forklift fully forward
3.) Disconnect and remove the chains	
4.) Alternate until tires touch the ground:	
Lever 1	Extend Boom as required
Lever 1	Lowering the forklift as required
6.) Lever 2	Tilts the Forklift back
7.) Back out of fork sleeves	

