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A MESSAGE TO HYUNDAI LIFT TRUCK OPERATORS

Lift trucks are specialized machines with unique operating characteristics, designed to perform a specific job. Their function and operation is not like a car or ordinary truck. They require specific instructions and rules for safe operation and maintenance.

Safe operation of lift trucks is of primary importance to HYUNDAI.

Our experience with lift truck accidents has shown that when accidents happen and people are killed or injured, the causes are:

- Operator not properly trained
- Operator not experienced with lift truck operation
- Basic safety rules not followed
- Lift truck not maintained in safe operating condition

For these reasons, HYUNDAI wants you to know about the safe operation and correct maintenance of your lift truck.

This manual is designed to help you operate your lift truck safely.

This manual shows and tells you about safety inspections and the important general safety rules and hazards of lift truck operation. It describes the special components and features of the truck and explains their function. The correct operating procedures are shown and explained. Illustrations and important safety messages are included for clear understanding. A section on maintenance and lubrication is included for the lift truck mechanic.

The operator's manual is not a training manual. It is a guide to help trained and authorized operators safely operate their lift truck by emphasizing and illustrating the correct procedures. However, it cannot cover every possible situation that may result in an accident. You must watch for hazards in your work areas and avoid or correct them. It is important that you know and understand the information in this manual and that you know and follow your company safety rules!

Be sure that your equipment is maintained in a safe condition. Do not operate a damaged or malfunctioning truck. Practice safe operation every time you use your lift truck. Let's join together to set high standards in safety.

Remember, before you start operating this lift truck, be sure you understand all driving procedures. It is your responsibility, and it is important to you and your family, to operate your lift truck safely and efficiently.

△ Be aware that the Federal Occupational Safety and Health Act (OSHA) and state laws require that operators be completely trained in the safe operation of lift trucks; It is also an (OSHA) requirement that a machine inspection be performed before every shift. If you need training in operating or inspecting your lift truck, ask your supervisor.

HYUNDAI lift trucks are built to take hard work, but not abuse. They are built to be dependable, but they are only as safe and efficient as the operator and the persons responsible for maintaining them. Do not make any repairs to this truck unless you have been trained in safe lift truck repair procedures and are authorized by your employer.

This manual describes procedures for operation, handling, lubrication, maintenance, checking and adjustment. It will help the operator realize peak performance through effective, economical and safe machine operation.

INTRODUCTION

HYUNDAI welcomes you to the growing group of professionals who own, operate and maintain HYUNDAI lift trucks. We take pride in the long tradition of quality products and superior value the HYUNDAI name represents. This manual familiarizes you with safety, operating, and maintenance information about your new lift truck. It has been specially prepared to help you use and maintain your HYUNDAI lift truck in a safe and correct manner.

Your HYUNDAI lift truck has been designed and built to be as safe and efficient as today's technology can make it. As manufactured, for some models, it meets all the applicable mandatory requirements of ANSI B56.1-1988 Safety Standard for Powered Industrial Trucks. Some trucks are also furnished with equipment to help you operate safely; for example, load back rest, parking brake and horn are standard equipment.

Safe, productive operation of a lift truck requires both skill and knowledge on the part of the operator. The operator must know, understand, and practice the safety rules and safe driving and load handling techniques described in this manual. To develop the skill required, the operator must become familiar with the construction and features of the lift truck and how they function, the operator must understand its capabilities and limitations, and see that it is kept in a safe condition.

Routine Servicing and Maintenance

Regular maintenance and care of your lift truck is not only important for economy and utilization reasons; it is essential for your safety. A faulty lift truck is a potential source of danger to the operator, and to other personnel working near it. As with all quality equipment, keep your lift truck in good operating condition by following the recommended schedule of maintenance.

Operator Daily Inspection - Safety and Operating Checks

A lift truck should always be examined by the operator, before driving, to be sure it is safe to operate. The importance of this procedure is emphasized in this manual with a brief illustrated review and later with more detailed instructions. HYUNDAI dealers can supply copies of a helpful **Drivers Daily Checklist**. It is an OSHA requirement.

Planned Maintenance

In addition to the daily operator inspection, HYUNDAI recommends that a planned maintenance and safety inspection program (PM) be performed by a trained and authorized mechanic on a regular basis. The PM will provide an opportunity to make a thorough inspection of the safety and operating condition of your lift truck. Necessary adjustments and repairs can be done during the PM, which will increase the life of components and reduce unscheduled downtime and increase safety. The PM can be scheduled to meet your particular application and lift truck usage.

The procedures for a periodic planned maintenance program that covers inspections, operational checks, cleaning, lubrication, and minor adjustments are outlined in this manual. Your HYUNDAI dealer is prepared to help you with a Planned Maintenance Program by trained service personnel who know your lift truck and can keep it operating safely and efficiently.

Service Manual

In-depth service information for trained service personnel is found in Service Manual.

HOW TO USE THIS MANUAL

This manual is a digest of essential information about the safe operation, the features and functions and explains how to maintain your lift truck. This manual is organized into nine major parts:

Section 1. Safety hints, reviews and illustrates accepted practices for safe operation of a lift truck.

Section 2. Operating Hazards, warns of conditions that could cause damage to the truck or injury to the operator or other personnel.

Section 3. Know Your Truck, describes the major operating components, systems, controls, and other features of your truck and tells how they function.

Section 4. Operator Maintenance and Care, presents details on how to perform the operator's daily safety inspection and refuel the lift truck.

Section 5. Starting and Operating Procedures, discusses specific instructions on the safe, efficient operation of your lift truck.

Section 6. Emergency Starting and Towing, gives instructions for towing your truck in an emergency and for using battery jumper cables to start your truck in an emergency.

Section 7. Planned Maintenance and Lubrication, describes the PM (Planned Maintenance) program.

Section 8. Specifications, provides reference information and data on features, components, and maintenance items.

Section 9. Troubleshooting, provides trouble symptoms, causes and methods of remedy.

Section 10. Testing and Adjusting, gives instructions for testing and adjusting.

※ **The descriptions and specifications included in this manual were in effect at the time of printing.** HYUNDAI reserves the right to make improvements and changes in specifications or design, without notice and without incurring obligation. Please check with your authorized HYUNDAI dealer for information on possible updates or revisions.

The examples, illustrations, and explanations in this manual should help you improve your skill and knowledge as a professional lift truck operator and take full advantage of the capabilities and safety features of your new lift truck.

The first section of the manual is devoted to a review, with illustrations and brief messages, of general safety rules and the major operating hazards you can encounter while operating a lift truck. Next, you will find description's of the components of your specific lift truck model and how the instruments, gauges, and controls operate. Then, you will find a discussion of safe and efficient operating procedures, followed by instruction's on how to tow a disabled lift truck. The later sections of the manual are devoted to maintenance and truck specifications.

Take time to carefully read the **Know Your Truck** section. By acquiring a good basic understanding of your truck's features, and how they function, you are better prepared to operate it both efficiently and safely.

In **Planned Maintenance**, you will find essential information for correct servicing and periodic maintenance of your truck, including charts with recommended maintenance intervals and component capacities. Carefully follow these instructions and procedures.

Each major section has its own table of contents, so that you can find the various topics more easily.

We urge you to first carefully read the manual from cover to cover. Take time to read and understand the information on general safety rules and operating hazards. Acquaint yourself with the various procedures in this manual. Understand how all gauges, indicator lights, and controls function. Please contact your authorized HYUNDAI dealer for the answers to any questions you may have about your lift truck's features, operation, or manuals.

Operate your lift truck safely; careful driving is your responsibility.

Drive defensively and think about the safety of people who are working nearby. Know your truck's capabilities and limitations. Follow all instructions in this manual, including all symbols (▲ △ ※) and messages to avoid damage to your lift truck or the possibility of any harm to yourself or others.

This manual is intended to be a permanently attached part of your lift truck. Keep it on the truck as a ready reference for anyone who may drive or service it. If the truck you operate is not equipped with a manual, ask your supervisor to obtain one and have it attached to the truck. And, remember, your HYUNDAI dealer is pleased to answer any questions about the operation and maintenance of your lift truck and will provide you with additional information should you require it.

※ Illustrations may differ from your machine, but they are applicable to your machine.

EC REGULATION APPROVED

- Noise level (2000/14/EC and EN 12053) are as followings.

| Model | LWA (EU only) | LPA |
|-----------------|---------------|-------|
| 22/25/30/33D-9T | 103 dB | 80 dB |

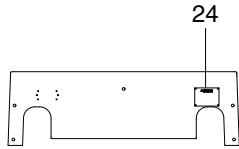
- The value of vibrations transmitted by the operator's seat are lower than standard value of (2005/88/EC)



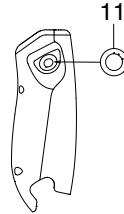
SAFETY LABELS

1. LOCATION

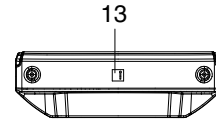
Always keep these labels clean. If they are lost or damaged, attach them again or replace them with new labels.



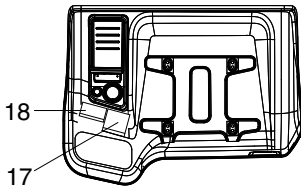
DASH BOARD COVER



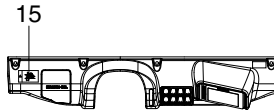
STEERING COLUMN COVER



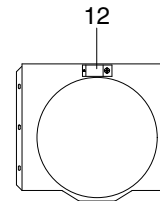
SUB BONNET



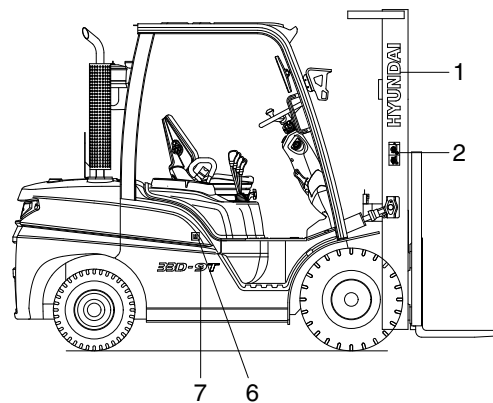
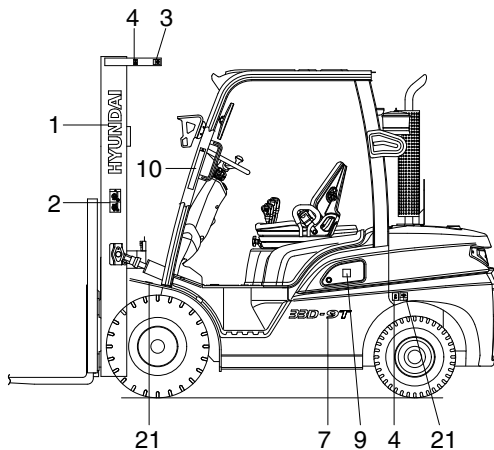
BONNET



DASHBOARD COVER



FAN SHROUD



22D9TOM101

- | | | |
|-----------------|------------------------|-----------------------|
| 1 Logo | 10 Warning safety | 17 Load chart |
| 2 Warning plate | 11 Start key | 18 Safety instruction |
| 3 Hand caution | 12 Radiator & fan | 20 Fire extinguisher |
| 4 Hook | 13 Temperature | 21 Tire caution |
| 6 Hydraulic oil | 14 Solid tire (option) | 24 Name plate (CE) |
| 7 Model name | 15 Operator warning | |
| 9 Diesel fuel | 16 Brake fluid | |

2. DESCRIPTION

There are several specific warning labels on this machine please become familiarized with all warning labels.

Replace any safety label that is damaged, or missing.

1) WARNING PLATE (item 2)

This warning label is positioned on the both side of the mast.

⚠ Never stand or work under the raised forks even if the hydraulic safety lock lever is applied.

⚠ In case of working under the forks, it is essential to support the carriage with blocks.

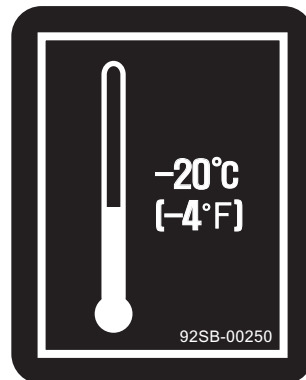


25L7A0OM06

2) TEMPERATURE (item 13)

This warning label is positioned on the left of top side of sub bonnet.

⚠ Coolant must be checked as specified in planned maintenance intervals.



20DE0FW06

3) RADIATOR & FAN (item 12)

This warning label is positioned on the cooling fan shroud of the radiator to warn of the danger or injury from spinning fan blades and forbid to open the filler cap of the radiator because operator might get scalded due to spouting of hot water. When the engine is running. Be sure that you keep your hands, fingers, arms, and clothing away from a spinning fan. Fan blades can break at excessively high RPM and be thrown out of the engine compartment.



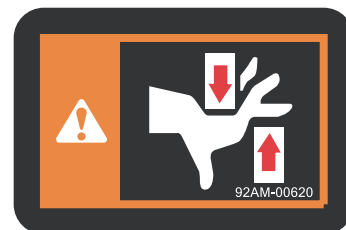
25L7A0OM07

- ⚠ **Never open the filler cap while engine running or at high coolant temperature.**

4) HAND CAUTION (item 3)

This label is positioned on respectively near the front fender and the rear fender of the left side of the main frame.

- ⚠ It warns of the danger of injury from movement between rails, chains, sheaves, fork carriage, and other parts of the mast assembly. Do not climb on or reach into the mast. Personal injury will result if any part of your body is put between moving parts of the mast.

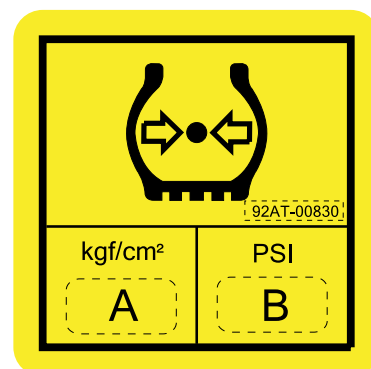


35DEOM103

5) TIRE CAUTION (item 21)

This label is positioned on both side of main frame.

- ⚠ Tire pressure must be checked in accordance with planned maintenance intervals.
- ⚠ Refer to page 5-3 for the regulated tire air pressure (A and B).

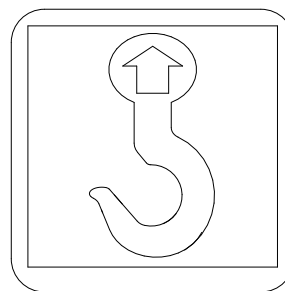


20DEOM104

6) HOOK (item 4)

This warning label is positioned respectively on the both top side of mast and near rear tire of the both side of the main frame.

▲ Refer to page 7-37 for safe loading procedures.



50DEOM35

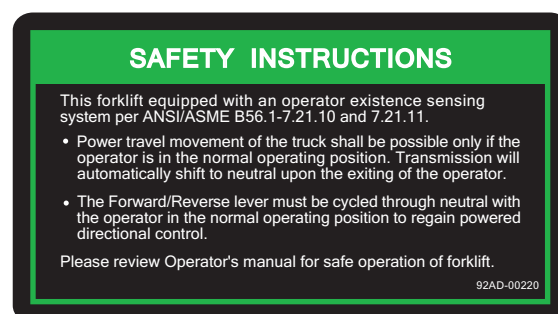
7) SAFETY INSTRUCTION (item 18)

This warning label is positioned on the dashboard cover if the truck is for USA or equipped with *OPSS.

▲ This forklift is equipped with an operator existence sensing system per ANSI/ASME B56.1-7.21.10 / 7.21.11 and ISO 3691.

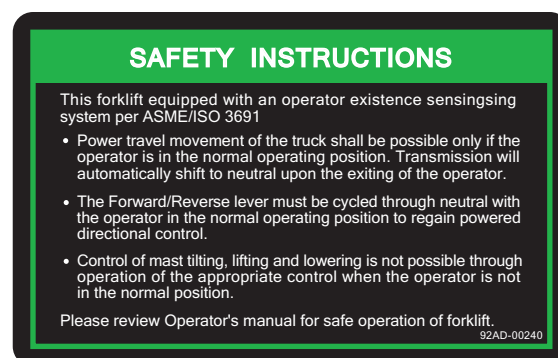
1. Powered travel movement of the truck shall be possible only if the operator is in the normal operating position. Transmission will automatically shift to neutral upon the exiting of the operator.
2. The forward/reverse lever must be cycled through neutral with the operator in the normal operating position to regain powered directional control.
3. Control of mast tilting, lifting and lowering is not possible through operation of the appropriate control when the operator is not in the normal position.

Truck for USA or travel *OPSS



92AD-00220

Truck for travel and mast *OPSS



92AD-00240

*OPSS : Operator Presence Sensing System

8) BRAKE FLUID (item 16)

This warning label is located on the left side of dashboard cover.

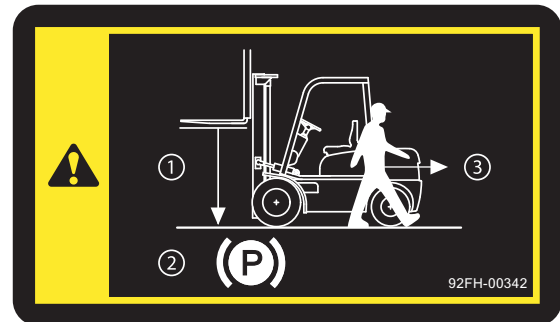


92HN-00881

9) OPERATOR WARNING (item 15)

This warning and caution plate are located on the right side of the dashboard cover.

1. Warnings before leaving the operator seat.
 - Be sure to lower the attachment to the ground.
 - Apply the parking brake.

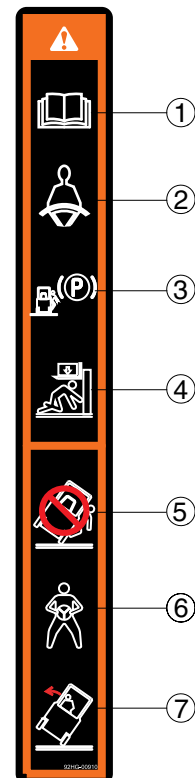


91FH-00342

10) WARNING SAFETY (item 10)

This warning label is positioned on the front outside of overhead guard stay-LH.

- ① Refer to operator's manual in detail.
- ② Always buckle up the seat belt for safety operation.
- ③ When the operator get off the machine, always lock the parking switch so that the machine can keep with stopping condition.
- ④ The people should not pass through under forks and other attachments which are lifted or being lifted.
- ⑤ Do not jump down from the machine. It can be caused that the operator have severe injury or death in the event of a tip over.
- ⑥ Outstretch the legs as widely as possible and grasp firmly the steering handle.
- ⑦ Learn the body to the opposite direction in order to avoid severe injury or death when the machine is tipped over.



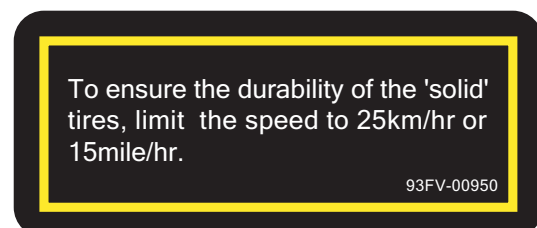
25L7AOM09-1

※ Refer to page 3-3 for details.

11) SOLID TIRE (item 14)

This decal located on the right side of dashboard.

To ensure the durability of the 'solid' tire, limit the speed to 25 km/hr or 15 mile/hr.



93FV-00950

12) FIRE EXTINGUISHER (Item 20)

This label is positioned on the rear top of overhead guard.

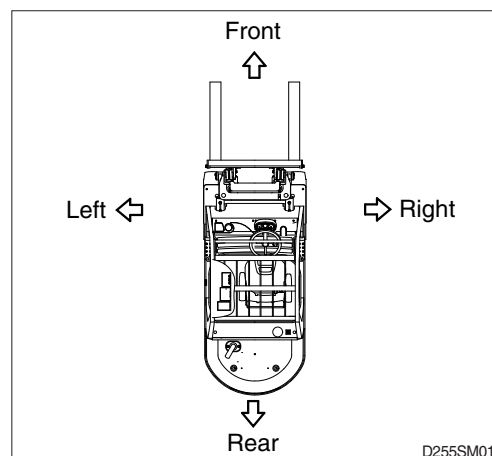
- ⚠ **Be familiarized with the fire extinguisher instructions.**



3000SL02

1. DIRECTION

The directions of this machine indicate forward, backward, right and left when machine is in the travelling direction.

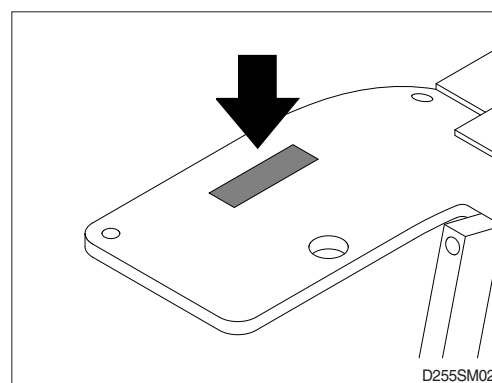


2. SERIAL NUMBER

Inform following when you order parts or the machine is out of order.

1) MACHINE SERIAL NUMBER

It's shown on front of the right side frame.



3. SYMBOLS

▲ Important safety hint

△ It indicates matters which can cause the great loss on the machine or the surroundings.

※ It indicates the useful information for operator

1. SAFETY HINTS

1. DAILY INSPECTION

At the beginning of each shift, inspect your truck and fill out a check, maintenance and lubrication table.

Check for damage and maintenance problems.

Have repairs made before you operate the truck.

Do not make repairs yourself. Lift truck mechanics are trained professionals. They know how to make repairs safely.



2. DO'S AND DON'TS



Do watch for pedestrians.



Do wear safety equipment when required.



Don't mix drugs or alcohol with your job.



Don't block safety or emergency equipment.



Don't smoke in NO SMOKING areas or when refueling.



Don't operate the truck outdoors in rainy day.

※ **Exclude the truck equipped cabin.**



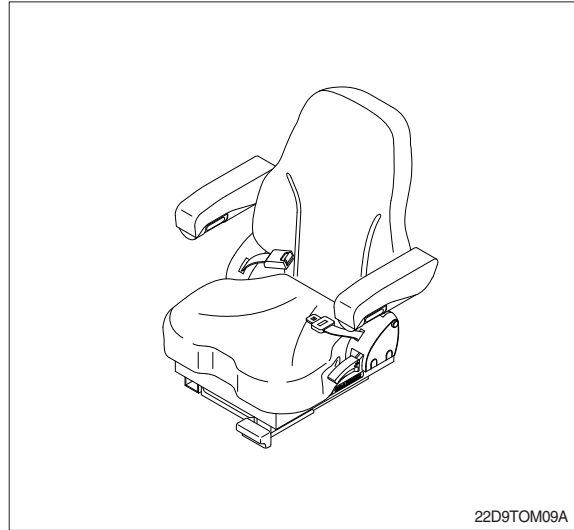
Exhaust gas is dangerous.

Do not operate the truck at the inhouse, if possible.

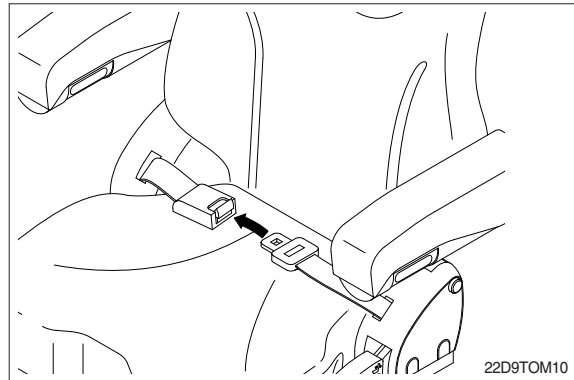
Provide adequate ventilation when working in a closed space.

3. SEAT BELTS

▲ Always buckle up for the machine equipped with safety belt.

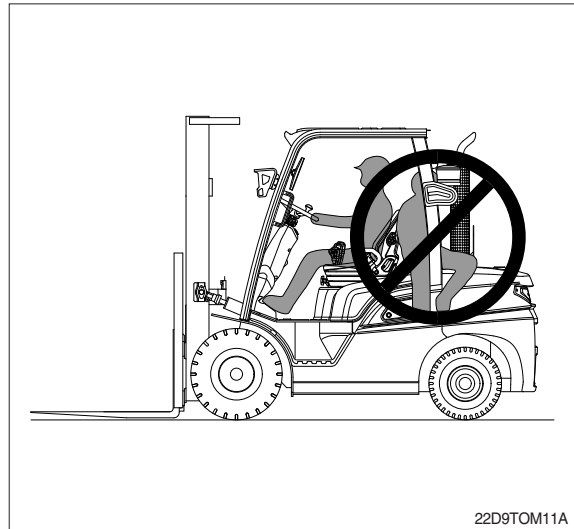


▲ Seat belts can reduce injuries.

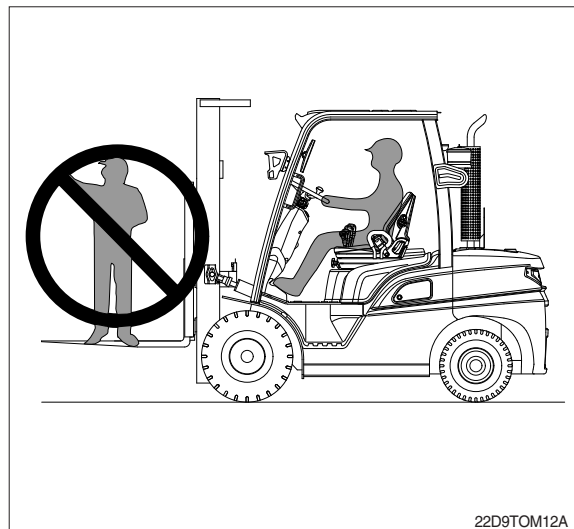


4. NO RIDERS

- 1) The operator is the only one who should be on a truck.

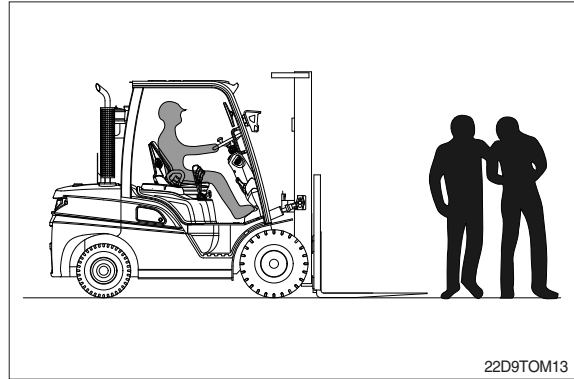


- 2) Never transport personnel on the forks of a lift truck.

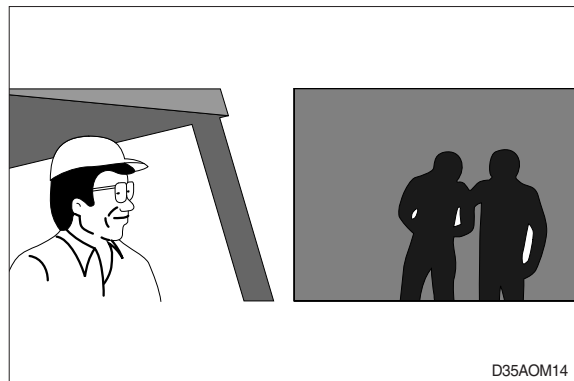


5. PEDESTRIANS

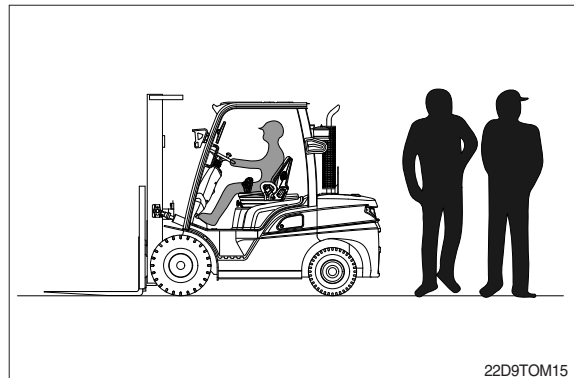
- 1) Watch where you are going. Look in the direction of travel. Pedestrians may use the same roadway you do. Sound your horn at all intersections or blind spots.



- 2) Watch for people in your work area even if your truck has warning lights or alarms. People may not watch for you.

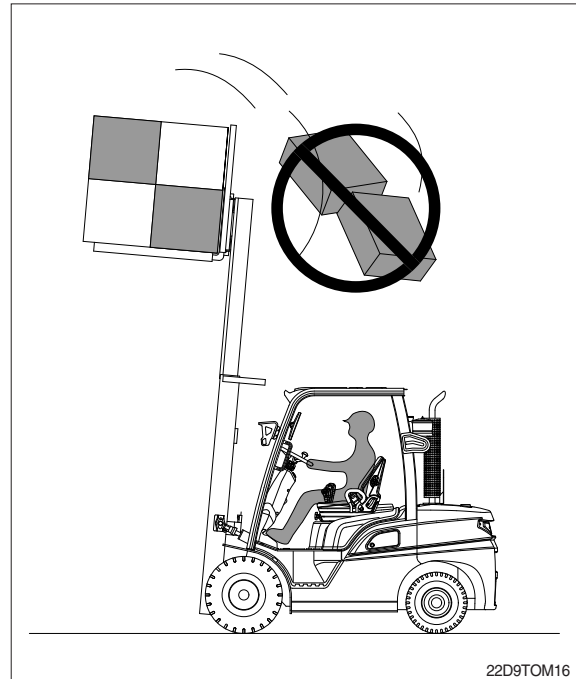


- 3) Watch for people standing back, even when you are parked.



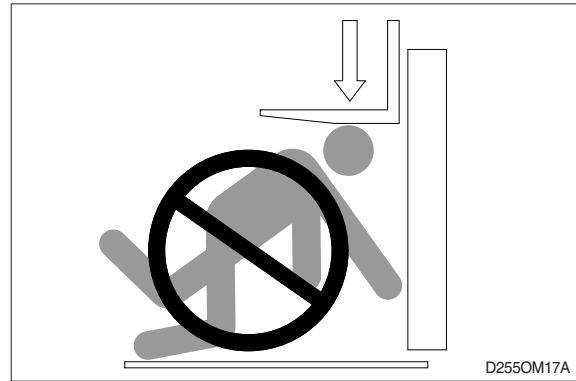
6. OPERATOR PROTECTION

- 1) Keep under the overhead guard.
 - 2) Always keep your body within the confines of the truck.
- ⚠ Do not operate truck without overhead guard, unless condition prevent use of a guard.**



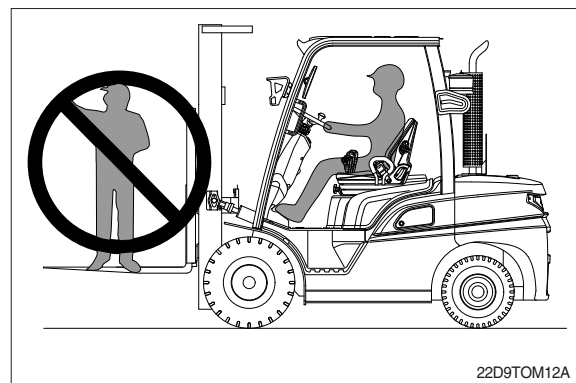
7. FORK SAFETY

Never allow anyone to walk under raised forks.



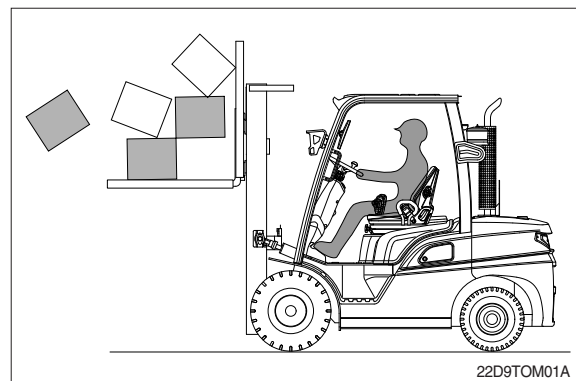
There is special equipment to raise people for overhead work.

DO NOT USE LIFT TRUCKS.



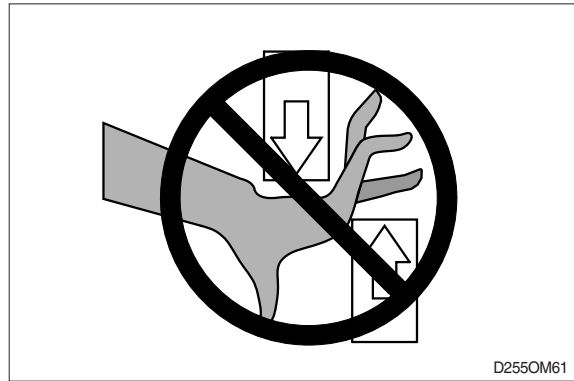
Always lower the load slowly.

Raise and lower with mast vertical or tilted slightly back (Never forward).



8. PINCH POINTS

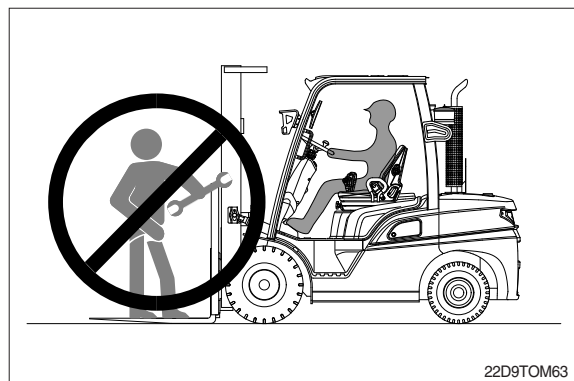
⚠ Keep hands, feet and legs out of the mast.



⚠ Don't use the mast as a ladder.



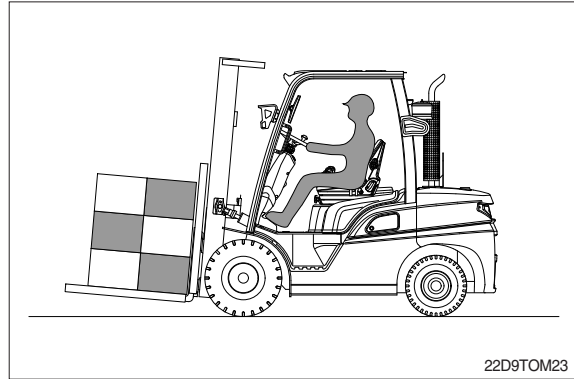
⚠ Never try to repair the mast, carriage, chain, or attachment by yourself. Always get a trained mechanic.



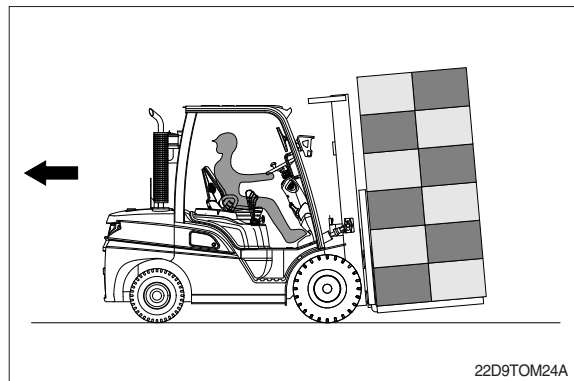
9. TRAVEL

- 1) Travel with the load near the floor/ground, with mast tilted back to cradle the load whenever possible.

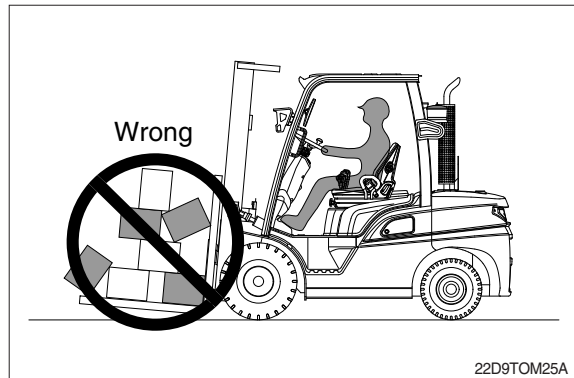
⚠ Never lift or lower the load when the truck is in motion.



- 2) When handling bulky loads that restrict your vision operate your truck in reverse to improve visibility. Be sure to pivot in the seat to give maximum visibility.



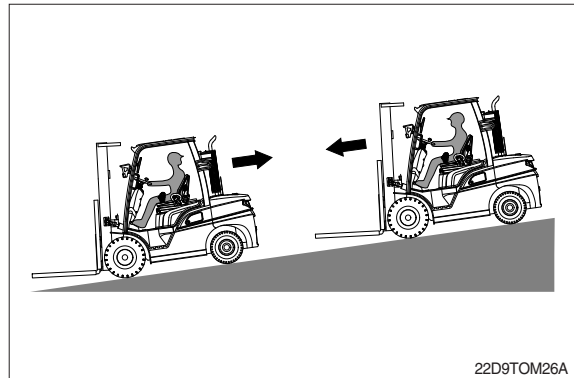
- 3) Unstable loads are a hazard to you and to your fellow workers. Always make certain that the load is well stacked and evenly positioned across both forks. Never attempt to lift a load with only one fork.



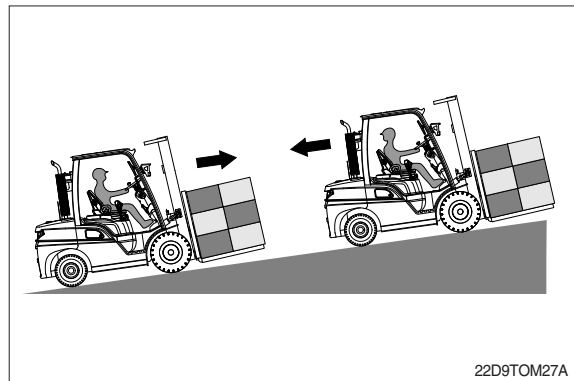
10. GRADES, RAMPS, SLOPES AND INCLINES

⚠ Never turn on a grade, either loaded or unloaded.

1) Unloaded-Forks downgrade



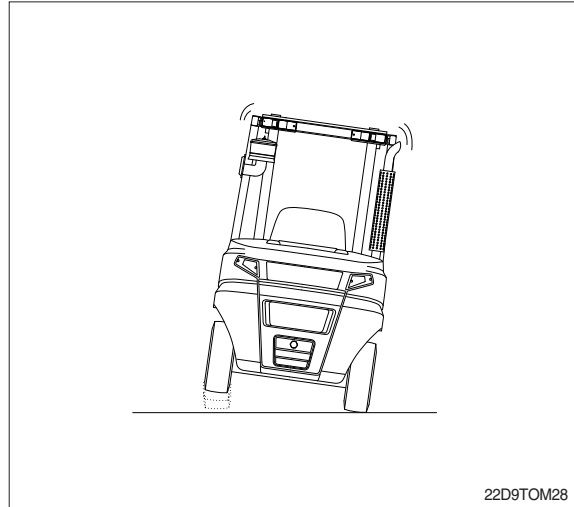
2) Loaded - Forks upgrade



11. TIP OVER

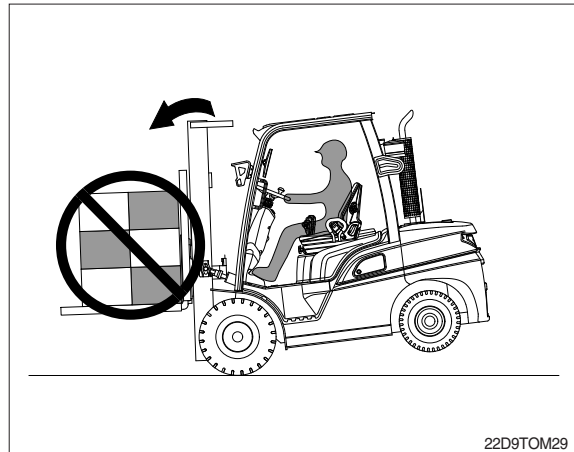
1) LATERAL TIP OVER

- (1) Lateral tip over can occur with a combination of speed and sharpness of turn. This combination will exceed the stability of the truck. This condition is even more likely with an unloaded truck.
- (2) With the load or mast raised, lateral tip over can occur while turning and/or braking when traveling in reverse or accelerating and turning while traveling forward.
- (3) Lateral tip over can occur loaded or unloaded by turning on an incline or ramp.



2) LONGITUDINAL TIP OVER

- (1) Longitudinal tip over can occur with combination of overloading and load elevated also with capacity load and elevated. This combination will exceed the stability of the truck. This condition is even more likely with excessive forward tilt, braking in forward travel or accelerating rearward.
- (2) Longitudinal tip over can occur by driving with the load down slope on a steep grade.



Lateral and longitudinal tip over can occur if the truck is driven over objects on the floor or ground, off the edge of improved surfaces, or into potholes in the road surface, or by running into overhead objects or collisions.

An off dock type of tip over can occur if the truck is steered too close to the dock edge, driven off the edge of the dock or ramp, or if the highway truck or trailer rolls away from the dock or is driven away during loading.

- ▲ **The conditions listed above can be further aggravated by overloading, excessive tilt, or off center loads.**
- ▲ **Lift truck tip over can cause serious injury or death if the operator is trapped between the truck and the ground.**

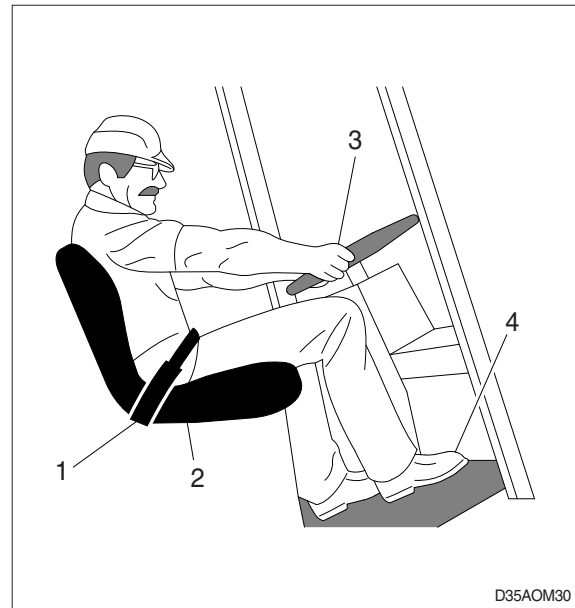
3) WHAT TO DO IN CASE OF A TIP OVER

⚠ If your truck starts to tip over, do not jump.

⚠ Brace yourself as illustrated right.

1. Make sure your seat belt is fastened securely, if the truck is equipped with seat belt.
2. Stay in your seat.
3. Grip the wheel.
4. Brace your feet.

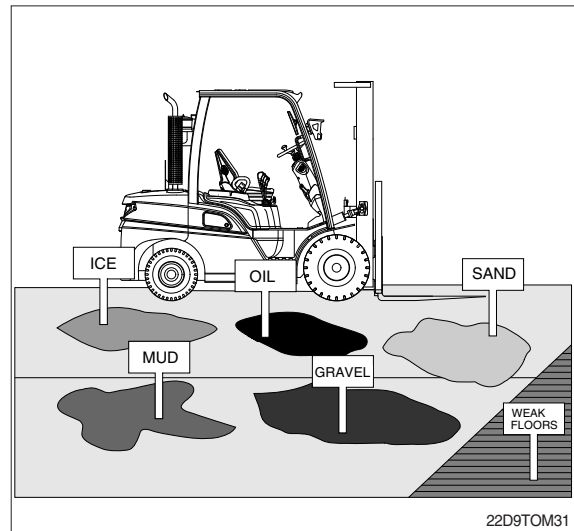
⚠ Your chances for survival in a tip-over are better if you stay with the truck, in your seat.



12. SURFACE AND CAPACITY

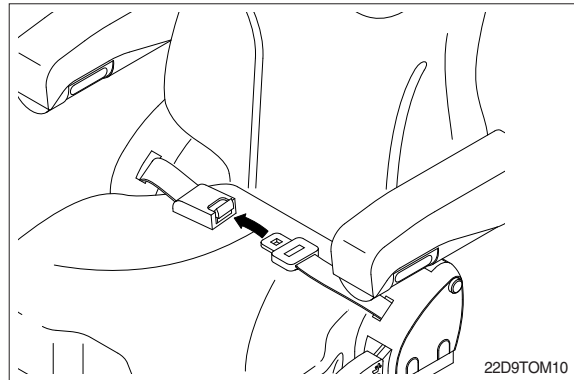
Avoid these conditions. They can cause a truck to tip over or lose traction for braking or driving.

- ⚠ **Know the weight of your truck and load.** Especially when using elevators, know the capacity of the elevator you intend to use. Do not overload.



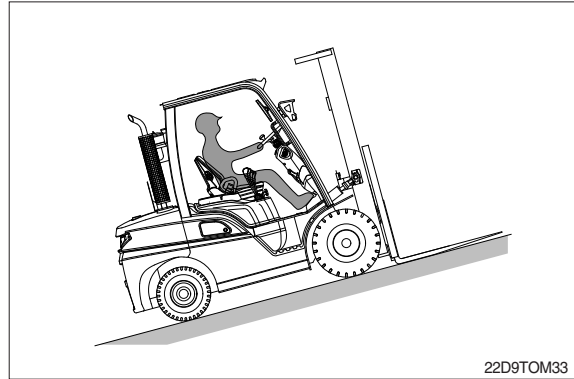
TIPOVER

- ⚠ **Seat belts can reduce injuries.** ALWAYS BUCKLE UP.

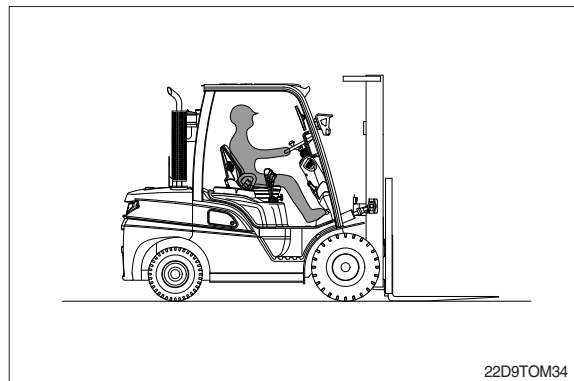


13. PARKING

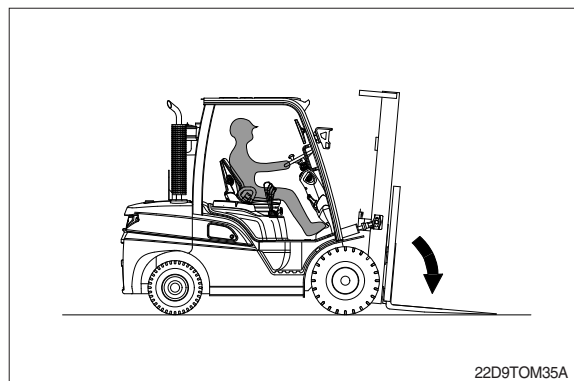
1) Never park on a grade.



2) Always come to a complete stop before leaving truck. Be sure travel control is in NEUTRAL.



3) Lower forks fully to floor and tilt forward.

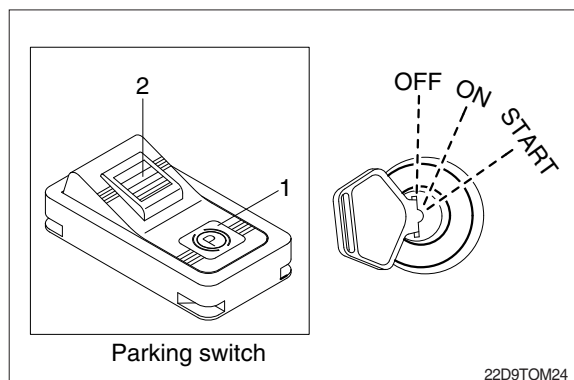


4) Set parking brake.

Position 1 : Lock

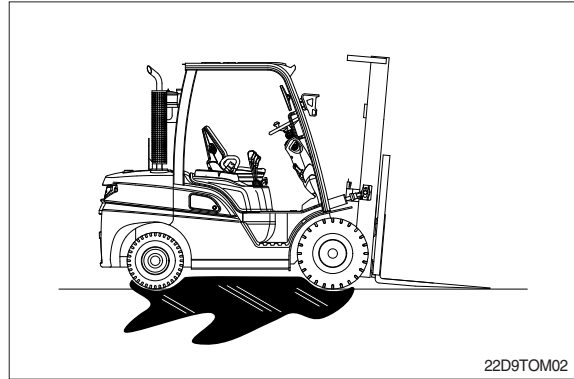
Position 2 : Release

5) Turn key to OFF position.

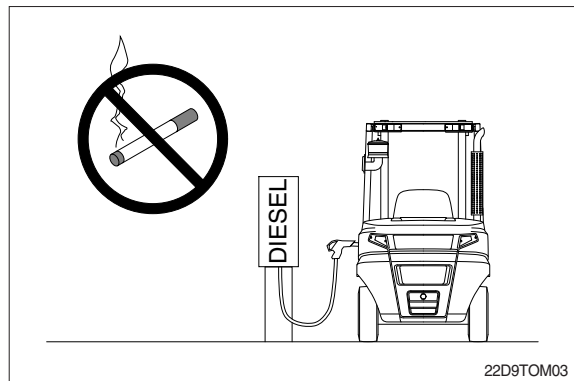


14. REFUELING

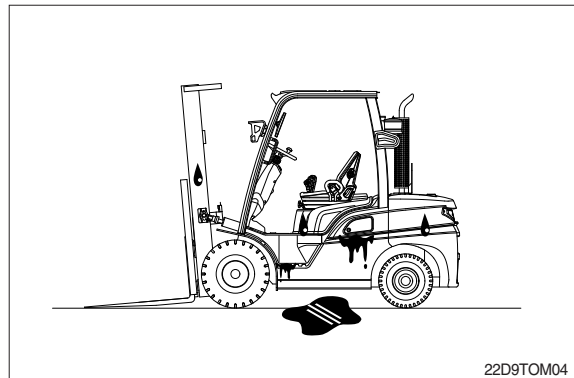
- 1) Before adding oil, check around machine for oil leakage.



- 2) Keep away from fire when adding oil or during operation.

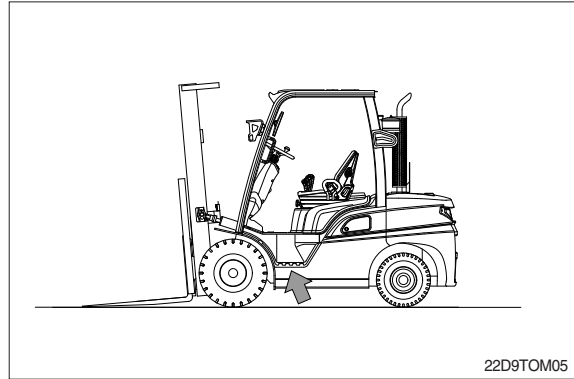


- 3) After adding oil, wipe off any oil spilled on machine.

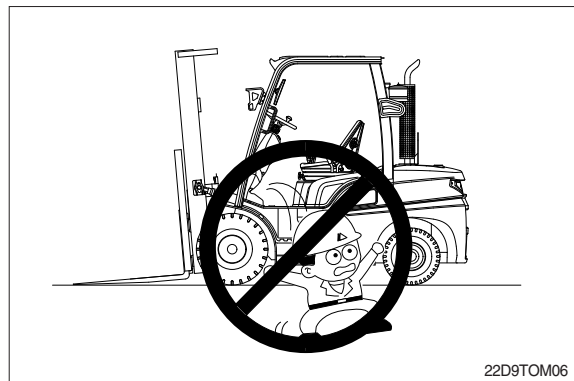


15. STEP

- 1) When getting on or off the machine, use the step provided.



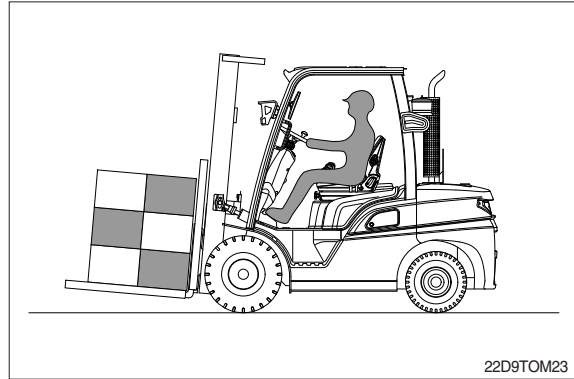
- 2) Do not jump up or down from the machine.



16. OPERATOR'S SAFETY RULES

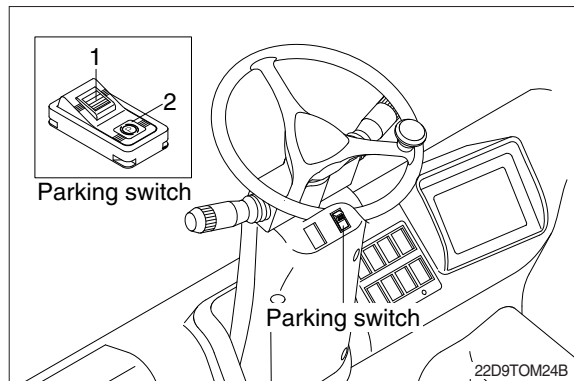
1) All operational functions require that the operator be seated in the operator's seat.

▲ Always buckle up if a seat belt is provided.



2) Parking brake must be locked in the PARK POSITION before exiting from the vehicle.

▲ Parking brake must remain locked in the park position (2) except when an operator is in the normal operating position.



3) ANSI/ASME REGULATIONS

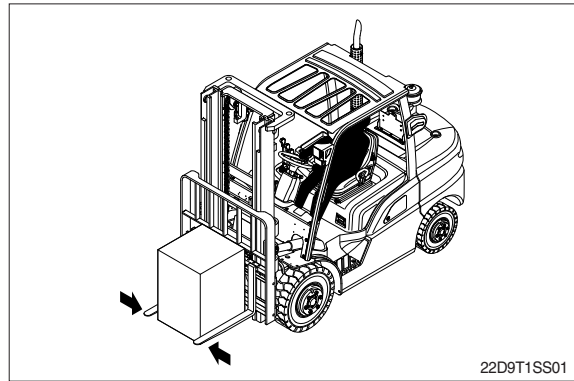
▲ This forklift truck is equipped with an Operator Existence Sensing System per ANSI/ASME B56.1 ~ 7.21.10 and 7.21.11 (travel OPSS) or ISO 3961 (travel and mast OPSS).

(1) Traction safety warning

- ① This function works when the key switch is ON or START position.
- ② The transmission shifts automatically to neutral in 2 seconds from the driver's off the seat.
- ③ At the same time, the alarm will sound intermittently.
- ④ To release the function, the forward-reverse lever must be cycled through neutral with the operator in the normal operating position to regain powered directional control.

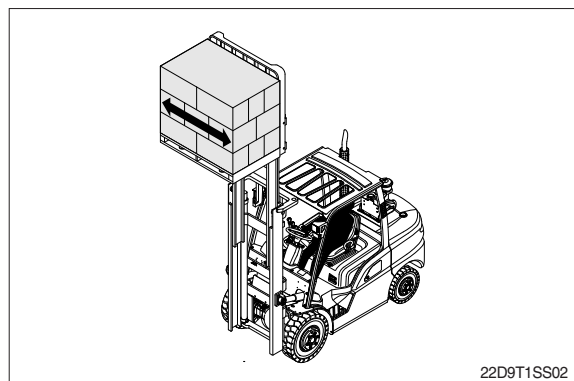
17. SIDE SHIFT

⚠ Do not put side loads on forks.



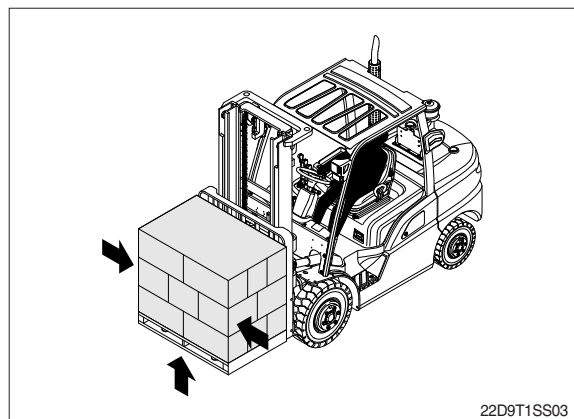
⚠ Restrict the sideshift movement with raised load.

Abrupt sideshifting under such condition will dramatically reduce the stability of machine and may cause over-turning.

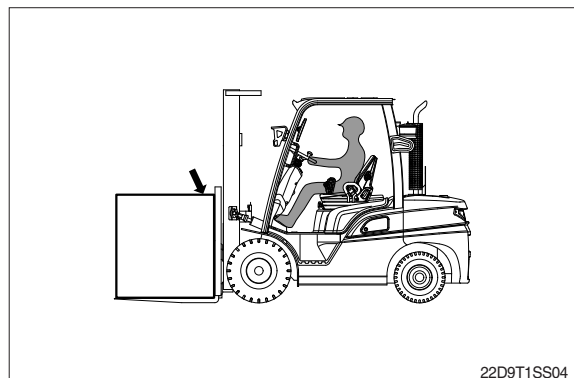


⚠ Avoid overloading or uneven loading.

Load on forks according to load capacity mentioned on machine name plate when sideshift is applied. Uneven loading will deteriorate the stability of machine when load is raised.



⚠ Top of load should not extend above backrest.

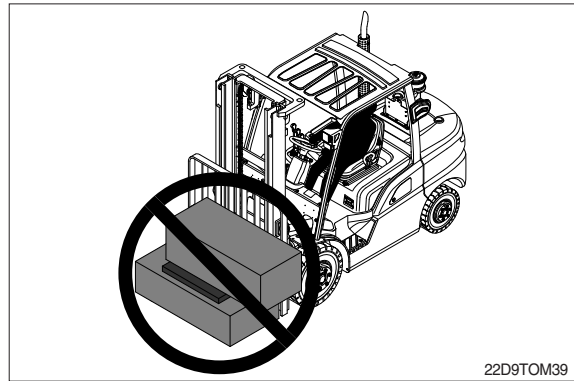


2. OPERATING HAZARDS

1. LOOSE LOADS

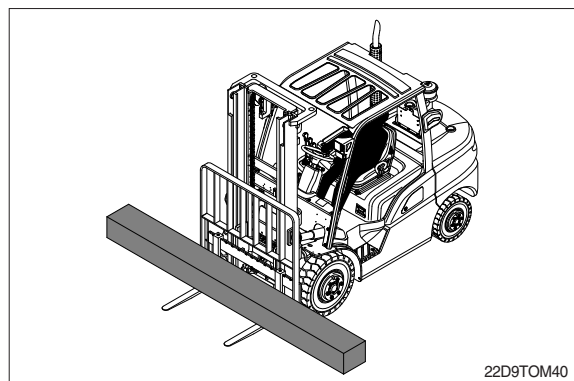
▲ Loose or unbalanced loads are dangerous.
Observe these precautions.

Never carry loose or uneven material.



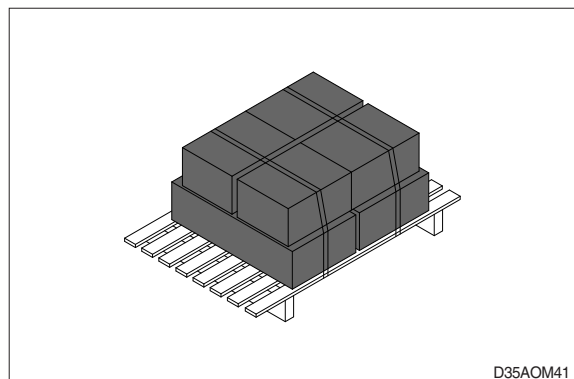
22D9TOM39

Center wide loads.



22D9TOM40

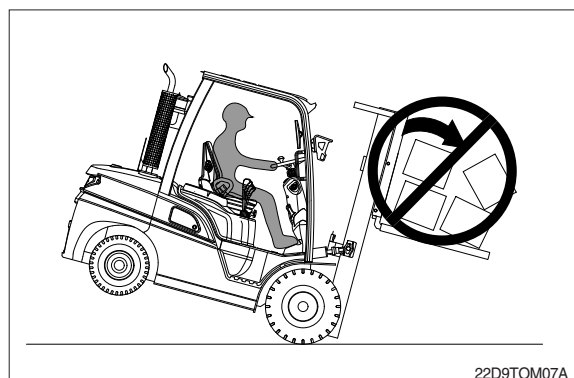
Stack and band loose material.



D35AOM41

Avoid sudden braking or starting

▲ When the machine is loaded, do not drive at maximum speed.



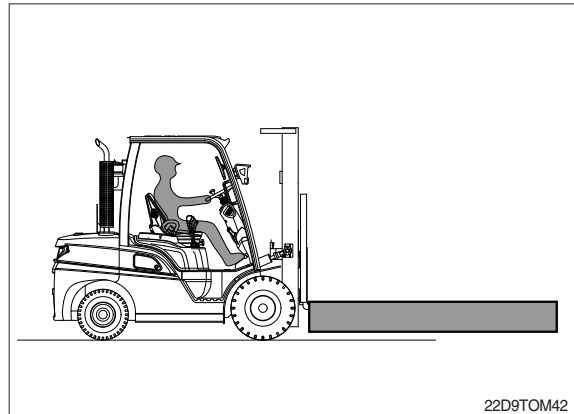
22D9TOM07A

2. LONG AND WIDE LOADS

- ⚠ With long or wide loads, you need more room. So slow down and watch your clearance.

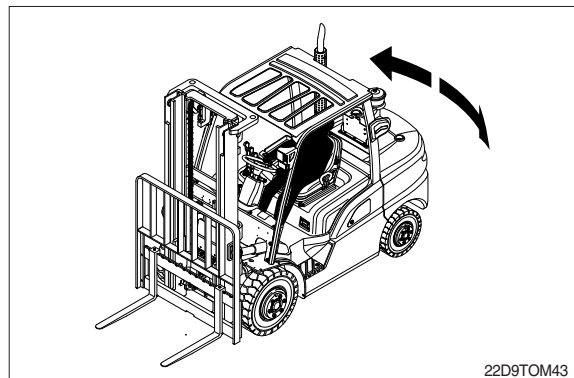
When extra-long material makes it necessary to travel with the load elevated, do so with extreme care and be alert to load end-swing when turning.

- ⚠ A long load reduces the capacity of the truck. Know and understand your truck load rating.



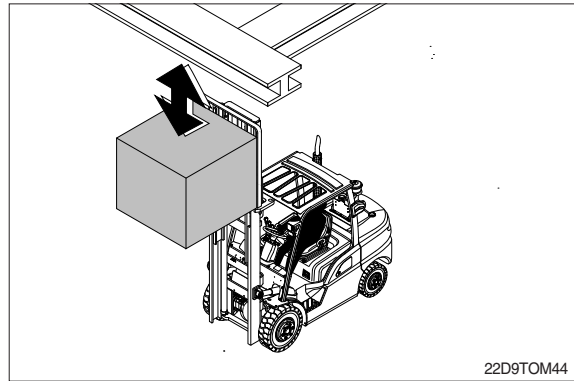
3. REAR SWING

- ⚠ When turning, be sure the rear end of the truck does not swing into racks, posts, etc. Watch for pedestrians beside the truck.

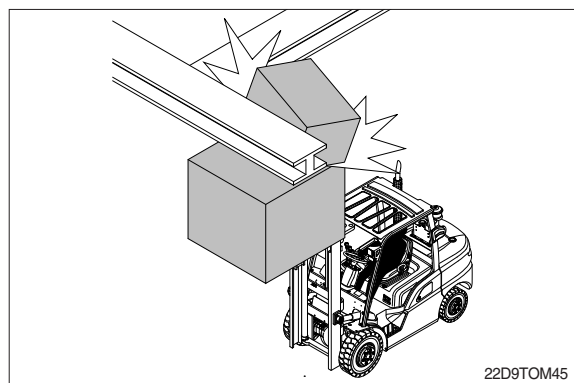


4. LOW OVERHEAD CLEARANCE

- ▲ Know the height of your truck, with and without a load. Check your clearances. Keep the load low and tilted back.

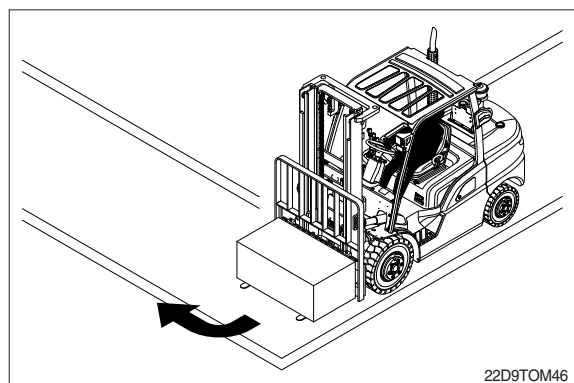


- ▲ Watch overhead clearance: Moving into overhead structures can tip a truck over, or spill a load.

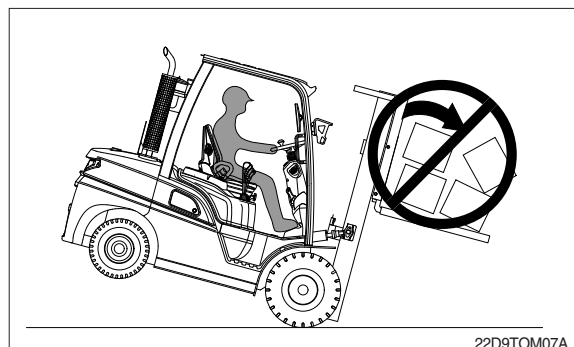


5. FAST TURNS AND HIGH LOADS

- ▲ Slow down before turning. The truck can tip over.



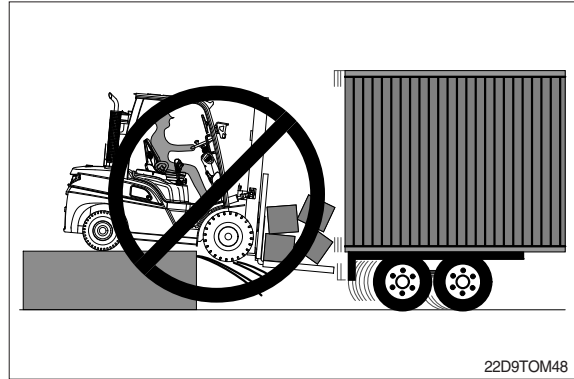
- ▲ Turn too sharp with a raised load and your truck can tip even at slow speeds. Travel with a load raised only when removing or depositing a load.



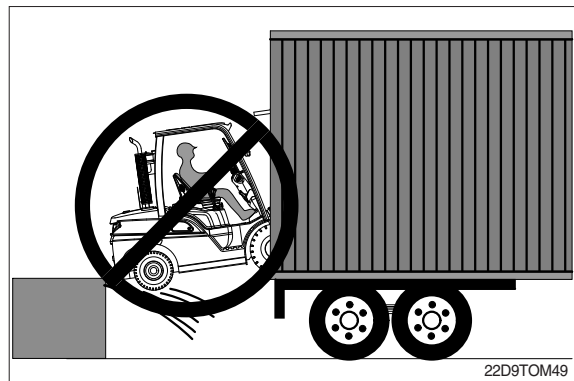
6. DROP-OFFS

⚠ To avoid these hazards, you must:

- 1) Talk to the truck driver yourself: make sure the driver does not move the trailer until you are done.
- 2) Apply trailer brakes.
- 3) Use wheel chocks.
- 4) Use trailer-to-dock locking system if available.

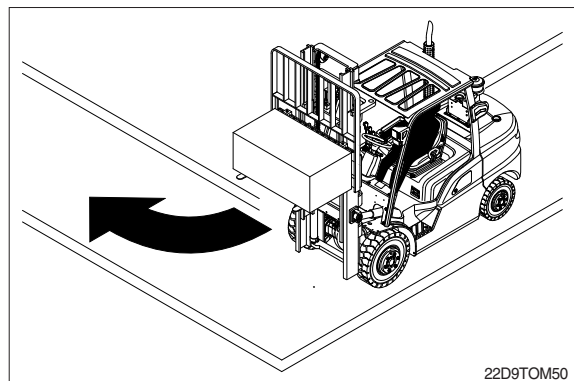


⚠ The impact of moving in and out of a trailer may cause the trailer to creep or move.



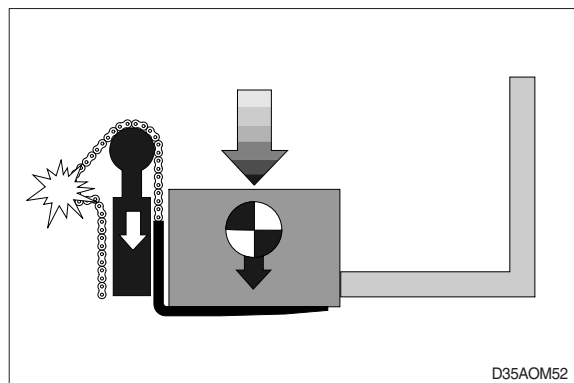
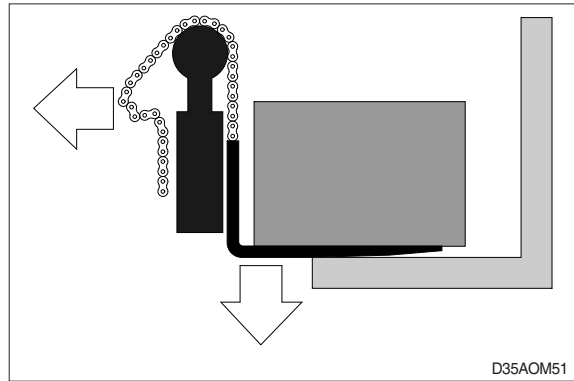
7. RIGHT ANGLE STACKING

⚠ When right angle stacking or moving with a raised load to clear low objects, avoid sharp turns and move slowly.



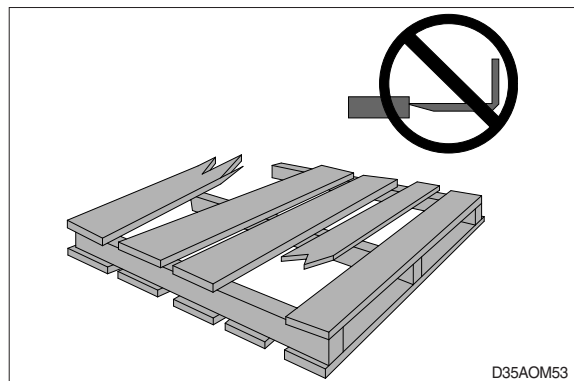
8. CHAIN SLACK

- ⚠ Slack chains mean rail or carriage hang-up.
Raise the forks before you move, or broken chains can result.
- ⚠ In case forks with loads are stuck while lowering the mast, lift the mast again and prevent chains from being slack.



9. PALLETS AND SKIDS

- ⚠ Do not move or store materials on damaged pallets or skids. Items can fall through them causing severe injury or death.
- ⚠ Be sure the pallet or skid you are using is in good condition and does not have defective or missing components and fasteners.



10. CAUTION FOR ELECTRICAL LINES

⚠ When moving the machine with the mast raised, watch out electrical lines over the machine.

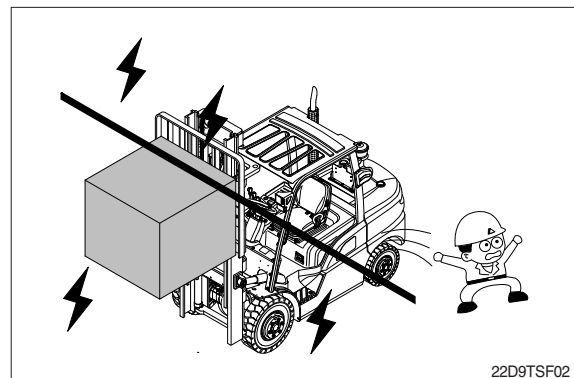
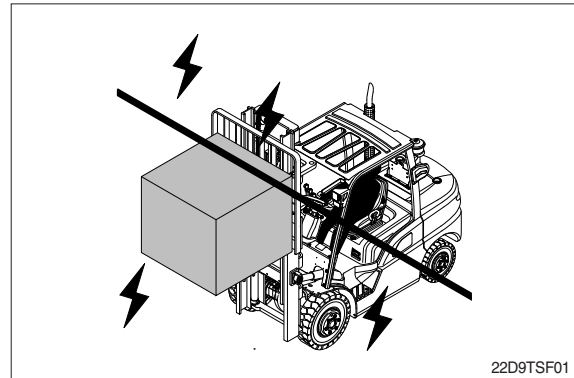
⚠ The operating near the electrical lines is very dangerous.

Operate within safe working permitted as below.

| Supply voltage | Min safe separation |
|----------------|---------------------|
| 6.6 kV | 3 m (10 ft) |
| 33.0 kV | 4 m (13 ft) |
| 66.0 kV | 5 m (16 ft) |
| 154.0 kV | 8 m (26 ft) |
| 275.0 kV | 10 m (33 ft) |

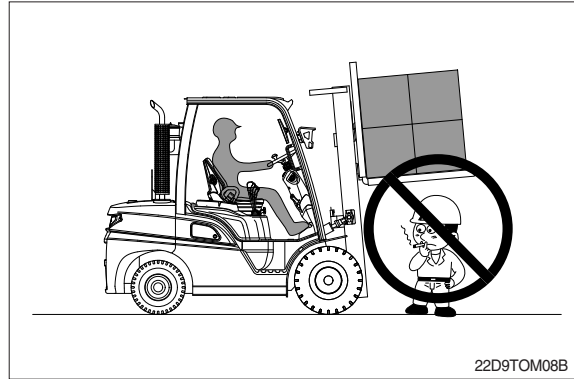
⚠ If the machine touches the electric power lines, keep sitting on the operator's seat and make sure the personnel on the ground not to touch the machine until turning off the electric current.

Jump off the machine without contacting the machine when you need to get off.

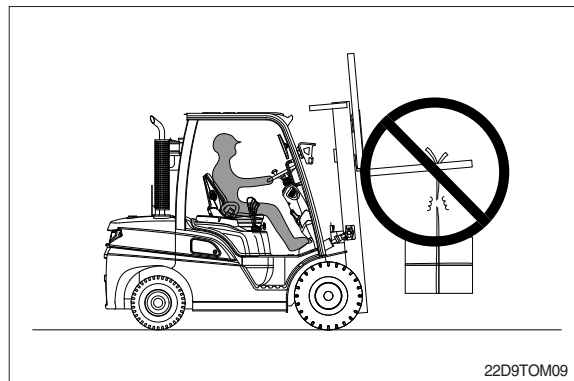


11. LIFTING LOADS

Never permit any persons to stand or pass under lifted load.



Never use wire rope to lift a load.



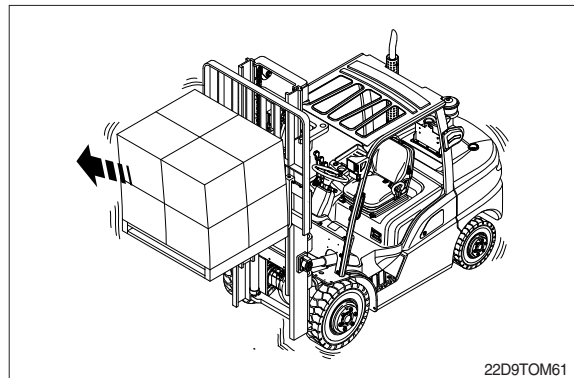
12. SIDE SHIFT

Never operate the side shift while the forks are not equipped with supports such as a load table for the load.

Never travel the fork lift while the side shift is moved with load.

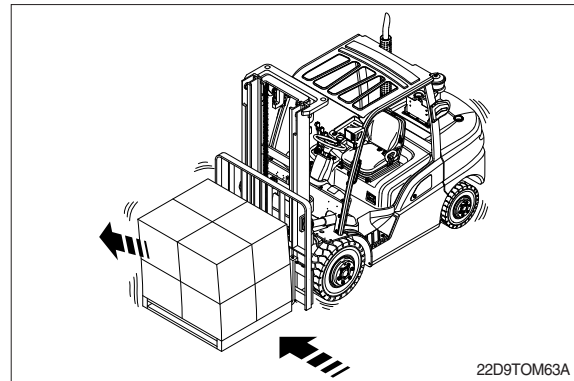
In case of moving the side shift with load, it can be caused load dropping or overturning of the fork lift due to unbalanced weight.

▲ The fork lift can be overturned due to the unbalanced load.



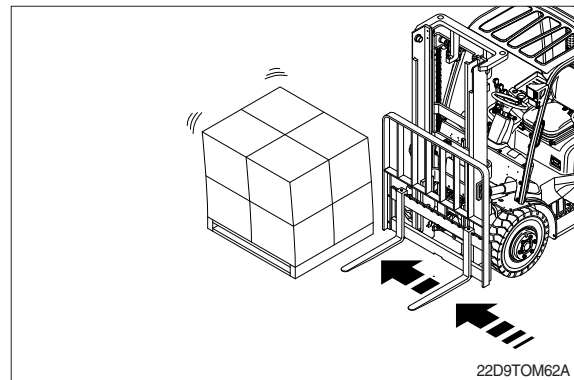
It should be observed that the side shift with load is operated in natural position before traveling.

When operating side shift with load, operate slowly so that it can not avoid from dropping of the load or overturning of the fork lift.



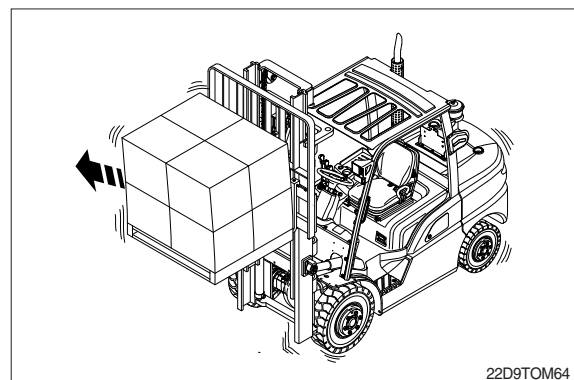
Never move the load to push or pull of it by the side shift.

It can be caused damaging of the loads or injuring of the people.



While traveling the fork lift with the load on the side shift, if the operator lift or lower the load without shifting it in the natural position, it can be overturned the fork lift due to unstabled load.

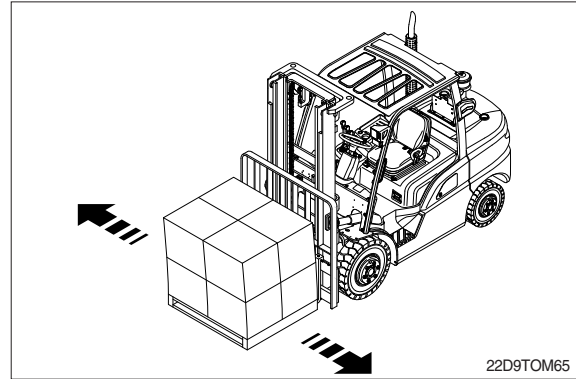
When lifting or lowering the side shift with load, it should be observed that the load is moved into the natural position.



13. FORK POSITIONER

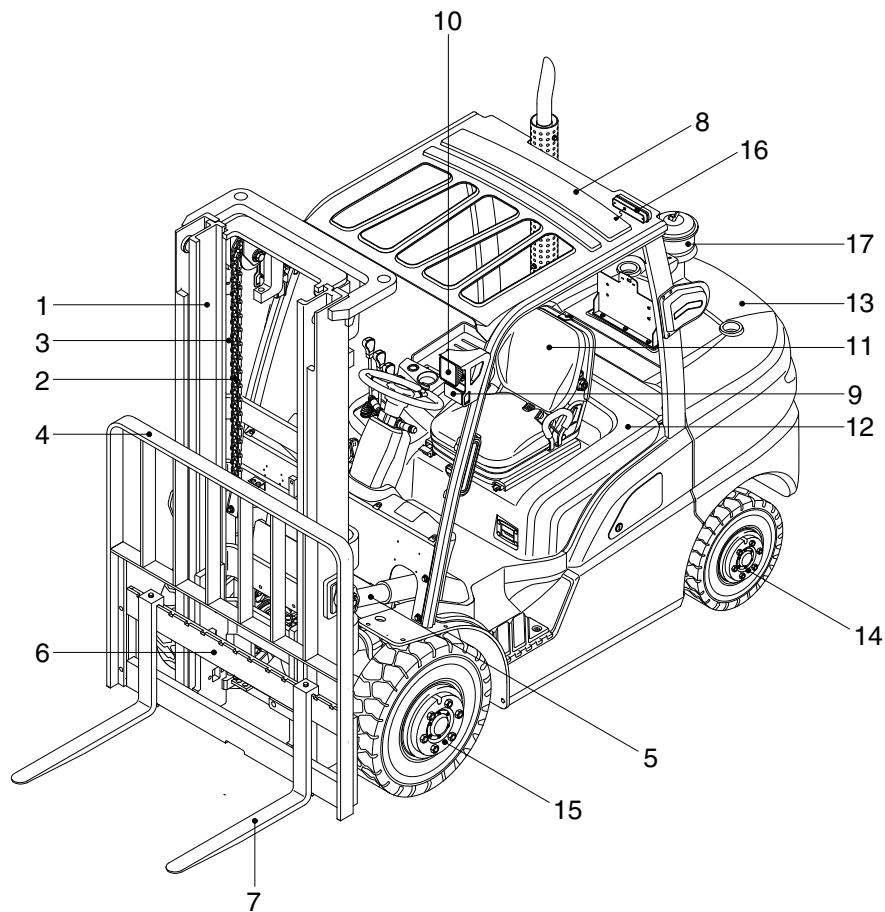
Do not operate the fork positioner with a load, or with the fork arm on the ground.

- ⚠ **Never move the levers to operate the fork positioner suddenly and quickly. It can be caused to drop the load.**



3. KNOW YOUR TRUCK

1. GENERAL LOCATIONS



22D9TOM54

- | | | |
|-----------------|--------------------|--------------------------|
| 1 Mast | 7 Forks | 13 Counterweight |
| 2 Lift chain | 8 Overhead guard | 14 Rear wheel |
| 3 Lift cylinder | 9 Turn signal lamp | 15 Front wheel |
| 4 Backrest | 10 Head lamp | 16 Rear combination lamp |
| 5 Tilt cylinder | 11 Operator's seat | 17 Pre-cleaner |
| 6 Lift bracket | 12 Bonnet | |

2. DATA/SAFETY PLATES AND DECALS

1) TRUCK DATA AND CAPACITY PLATE

CE HYUNDAI
CONSTRUCTION EQUIPMENT
75, Yulgok-ro, Jongno-gu, Seoul, 03058, KOREA
FROM THE FACTORY THIS TRUCK MEETS ISO 6055

MODEL TYPE
ATTACHMENTS TRUCK WEIGHT
PRODUCT IDENTIFICATION NUMBER MFG. YEAR

LOAD C.G. A B C
LOAD CAPACITY Vertical Forward Tilt
kg kg
kg kg

92FT-00423

35D9SOM56

(1) Truck model number or registered name

(2) Truck type

The type is indicated a type of the truck such as diesel, LPG or battery.

(3) Truck serial number

An identification number assigned to this particular truck and should be used when requesting information or ordering service parts for this truck from your authorized HYUNDAI dealer. The serial number is also stamped on the frame.

(4) Attachment description (If any installed)

The user must see that the truck is marked to identify the attachment (s), including the weight of the truck/attachment combination and truck capacity with the attachment.

(5) Capacity rating, load center, and lifting height data

Shows the maximum load capacity of this truck with relation to load centers and fork heights (See diagram on plate). Personal injury and damage to the truck can occur if these capacities are exceeded.

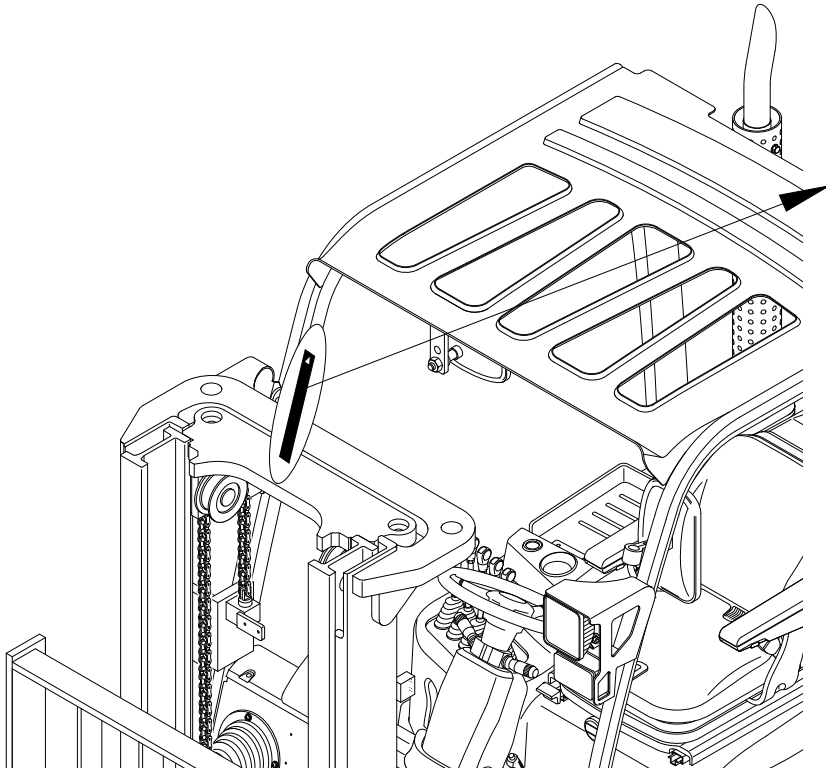
Do not exceed the maximum capacity specified.

(6) Truck weight

The approximate weight of the truck without a load on the forks. This weight plus the weight of the load must be considered when operating on elevators, elevated floors, etc. to be sure they are safe.

▲ Before modifications that affect the stability of safety systems are made written approval from HYUNDAI. Contact your authorized HYUNDAI dealer for a new nameplate showing the revised capacity.

2) OPERATOR SAFETY WARNING DECAL



22D9TOM59K

- ▲ Safety and warning decals are placed in conspicuous locations on the truck to remind you of essential procedures or to prevent you from making an error that could damage the truck or possibly cause personal injury. You should know, understand, and follow these instructions. Safety and warning decals. Should be replaced immediately if missing or defaced (Damaged or illegible). Refer to your Service manual for the location of all decals.

▲ Operator/Tip-over warning decal

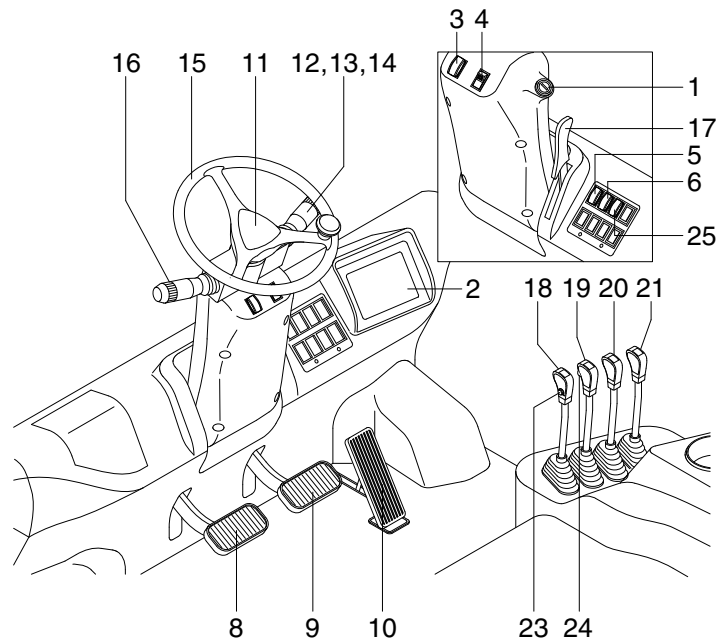
This decal is located on the front right hand leg of the driver's overhead. Its purpose is to remind the operator that staying in the seat provides the best chance of avoiding injury in the event of a truck-tipping or driving off a dock mishap.

Lift trucks can be tipped over if operated improperly. Experience with lift truck accidents has shown that the driver cannot react quickly enough to jump clear of the truck and overhead guard as the truck tips. To protect operators from severe injury or death in the event of a tip over, it is best to be held securely in the seat. So, please, always buckle up when driving your lift truck.



35D9SOM09A

3. INSTRUMENTS AND CONTROLS



22D9TOM64T

- | | | |
|----------------------------|---------------------------------|-----------------------|
| 1 Start switch | 10 Accelerator pedal | 18 Lift lever |
| 2 Cluster | 11 Horn button | 19 Tilt lever |
| 3 Hazard lamp switch (opt) | 12 Head lamp switch | 20 Attach lever 1 |
| 4 Parking switch | 13 Illumination lamp | 21 Attach lever 2 |
| 5 Work lamp switch (opt) | 14 Turn signal switch | 23 Horn switch (opt) |
| 6 Beacon switch (opt) | 15 Steering wheel | 24 Tilt switch (opt) |
| 8 Inching pedal | 16 Forward-reverse lever | 25 Wiper switch (opt) |
| 9 Brake pedal | 17 Steering column adjust lever | |

△ Familiarize yourself with the controls and follow safe operating procedures.

4. CLUSTER

1) STRUCTURE

Like following figure, cluster is consisted of LCD and switch. LCD will indicate the operation and abnormal status of vehicle to the driver in order to use and maintenance.

Also, LCD allows to set and indicate the various modes, monitoring, and gadgets.



35D9SCL001

2) GAUGE

(1) Operation screen

Operating screen will be displayed if turn on the ignition switch.



35D9SCL002K

- 1 Speed meter
- 2 Fuel indicator

- 3 Coolant temperature indicator
- 4 Clock

(2) Speed meter

① Display the trip speed of vehicle.

② Speed unit is km/h or mile.

※ **Speed unit can be set in the speed unit menu of display set up.**




35D9SCL003K

(3) Fuel indicator




35D9SCL004K

- ① Display the remains of fuel tank.
- ② If the indicator point to the red zone, or warning lamp  will be lit up in red, please refuel.

(4) Coolant temperature indicator



35D9SCL005K

- ① Display the coolant temperature.
 - While zone : 40 ~ 120°C
 - Red zone : Over 120°C
 - Warning lamp on : Over 115°C
- ② If the gauge points to the red zone, or warning lamp  is on, please stop the engine and inspect the coolant system.

(5) Clock



35D9SCL006K

- ① Display current time.
- ② You can enter current time at display Set Up > Time Set Up menu.

3) WARNING LAMP AND INDICATOR LAMP



35D9SCL007K

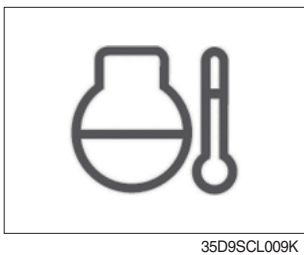
※ Warning and Indicator lamp will display only items that were set as ON, and all warning and indicator except fuel level warning and coolant temperature warning will be displayed in order from the left of screen.

(1) Fuel level warning lamp



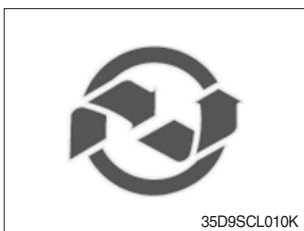
- ① Warning lamp will be displayed if fuel level is low.
- ② Please refuel immediately if the lamp is on.

(2) Coolant temperature warning lamp



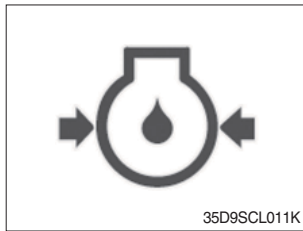
- ① Coolant temperature warning will be lit up when temperature is over 115°C.
- ② If the warning lamp is on continuously, please inspect the coolant system.

(3) Expendables replacement indicator lamp



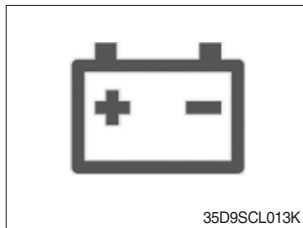
- ① Light up if expendables which must be replaced are exist.
- ② The indicator will light up only 3 minutes since KEY ON, and then light off.
- ③ Please check the expendables management list in maintenance menu.

(4) Engine oil pressure warning lamp



- ① This warning lamp will be lit up when engine oil pressure is low.
- ② Stops the engine immediately if the warning lamp is lit up.
- ③ Please check the engine oil.

(5) Battery charge warning lamp



- ① This warning lamp is lit when battery charging voltage is low.
- ② Please inspect the battery charging circuit if the warning lamp is lit.

(6) Air cleaner warning lamp



- ① This warning lamp is lit when air cleaner filter is clogged up.
- ② Please clean up or replace the filter.

(7) Engine warm-up Indicator lamp



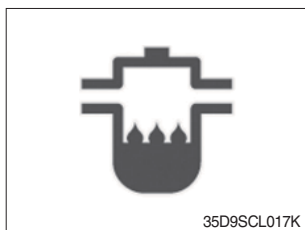
- ① If the ignition is on, the warm-up will be started. Please start the engine after Indicator lamp is turned off.

(8) TM oil temperature warning lamp



- ① Transmission oil temperature warning is consisted of two indications.
 - 110°C or higher : Amber is light up
 - 120°C or higher : Red is flashing
- ② When this lamp light up during operation, stop the engine and check the machine.

(9) Water in fuel indicator lamp



- ① Light up when water in fuel.
- ② Stop the engine and please drain the water of water separator.

(10) OPSS Indicator lamp



- ① Light up if driver leave seat during operation.
- ② Machine driving and control will be blocked if lamp is lit up.

(11) Parking indicator lamp



- ① Light up when parking brake is ON.

(12) Tilt lock Indicator lamp



- ① The Indicator lamp will be lit up if the tilt lock switch (optional) is entered.
- ② Tilt action will be limited if this Indicator lamp is lit up and the mast is located at 90 degrees.

(13) Communication error warning lamp



- ① This warning lamp will be lit up if the communication with MCU is fail.
- ② Please check the communication line if the warning lamp is lit up.

(14) Maximum speed warning indicator lamp



- ① This Indicator lamp is lit up on the middle of screen if vehicle speed is exceeded maximum speed that was set.
- ② Alarm buzzer will ring every two seconds.
- ③ Alarm will go off if the speed goes down below set up speed.

(15) Brake oil level warning lamp



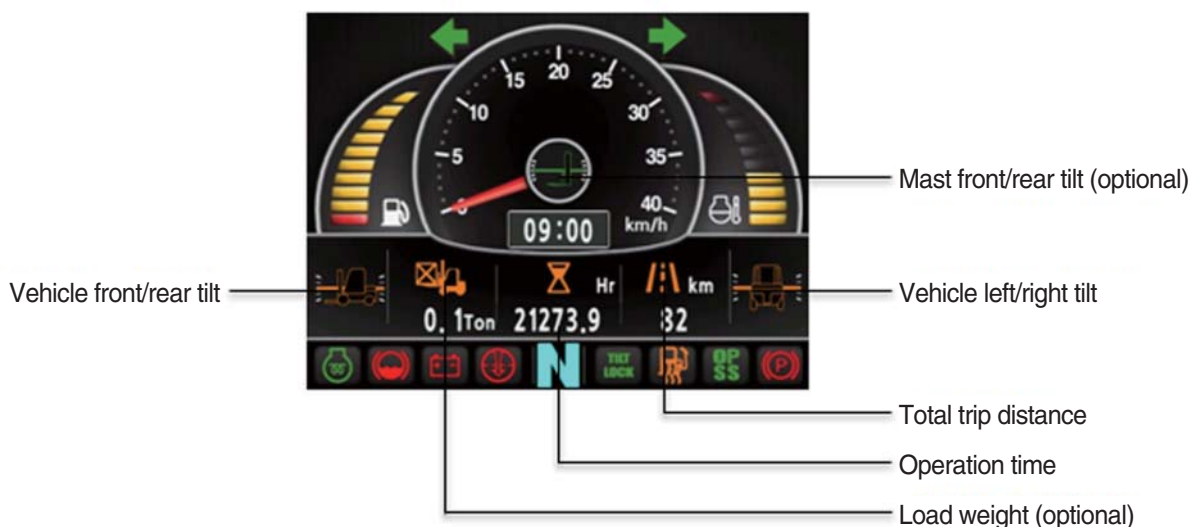
- ① Warning lamp will be displayed if brake oil is low of reservoir tank.
- ② Please refill immediately if the lamp is on.

(16) T/M oil pressure warning lamp



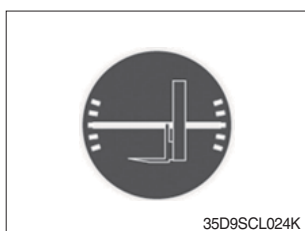
- ① Warning lamp will be displayed if transmission oil pressure is not enough.
- ② The lamp also will be displayed while inching operation.
- ③ Please check the transmission when the lamp is displayed without inching operation.

4) INFORMATION DISPLAY



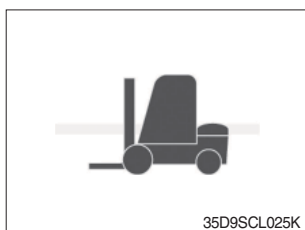
35D9SCL023K

(1) Mast front/rear tilt (optional)



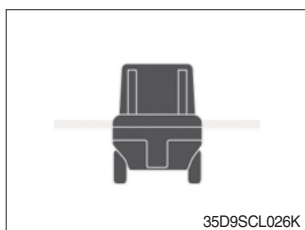
- ① Display the real time tilt of mast.

(2) Vehicle front/rear tilt



- ① Display the front/rear tilt of vehicle in real time.
 - Stop : Tilt angle is higher than 2.3° then the red warning symbol.
 - Driving : Tilt angle is higher than 10.2° then the red warning symbol.

(3) Vehicle left/right tilt



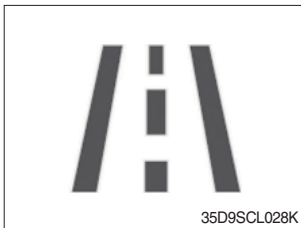
- ① Display the left/right tilt of vehicle in real time.
 - Stop : Tilt angle is higher than 3.4° then the red warning symbol.
 - Driving : Tilt angle is higher than 24.2° then the red warning symbol.

(4) Load weight (optional)



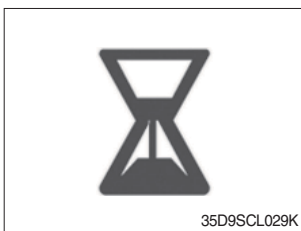
- ① Display the load weight.
- ② Screen will display blurry if the weight sensor has not been mounted.

(5) Total trip distance



- ① Display total trip distance of vehicle.
- ② Unit of distance is kilometer.

(6) Operation time



- ① Display the used time of vehicle.
- ② Icon will be changed as follow if starts ignition.



35D9SCL030K

(7) Explanation of warning lamp and indicator lamp



Explanation of selected warning lamp or indicator lamp

Selected icon

35D9SCL031K

- ① Explanation will be displayed if press the arrow (refer to page 3-17) while warning lamp or indicator lamp is on.
- ② Explanation for warning lamp or indicator lamp that are shown on the screen will be displayed if press the arrow continuously.

5) DRIVING INDICATOR LAMP



35D9SCL032K

(1) Neutral



- ① This Indicator lamp will be lit up when direction lever is located in neutral.

(2) Forward



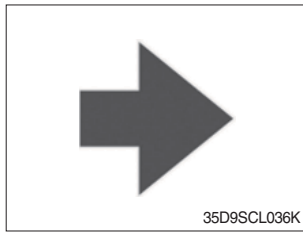
- ① This indicator lamp is displayed if the forward gear is selected.
- ② First gear will be displayed as **F**.

(3) Reverse



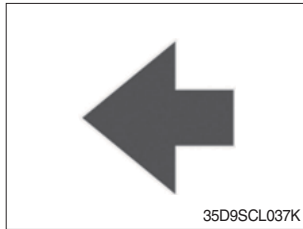
- ① This indicator lamp is displayed if the reverse gear is selected.
- ② First gear will be displayed as **R**.

(4) Right turning pilot lamp



① This pilot lamp will flash if turns on the right turn signal.

(5) Left turning pilot lamp



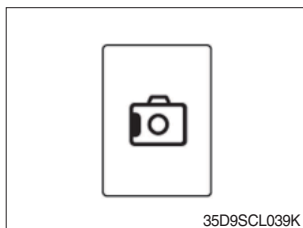
① This pilot lamp will flash if turns on the left turn signal.

6) SWITCH



35D9SCL038K

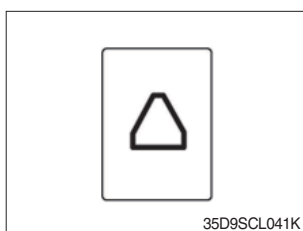
(1) Camera



- ① This switch displays rear camera images. (if the camera is mounted)

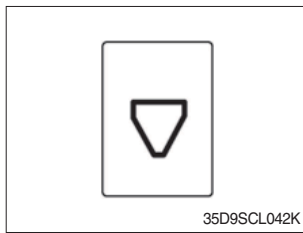


(2) UP/Left



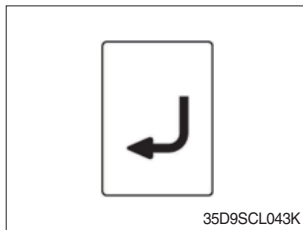
- ① This switch is used to move upward or leftward in menu or increase the value.

(3) Down/Right



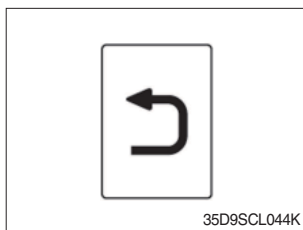
- ① This switch is used to move downward or rightward in menu or decrease the value.

(4) Select



- ① This switch is used to enter into the menu or to select.

(5) Cancel (ESC)



- ① This switch is used to cancel or move to upper menu.



35D9SCL045

7) MAIN MENU

Operation Screen



Main Menu Screen




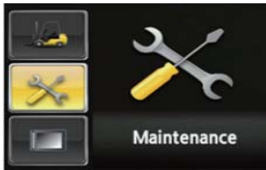

Sub-Menu Screen



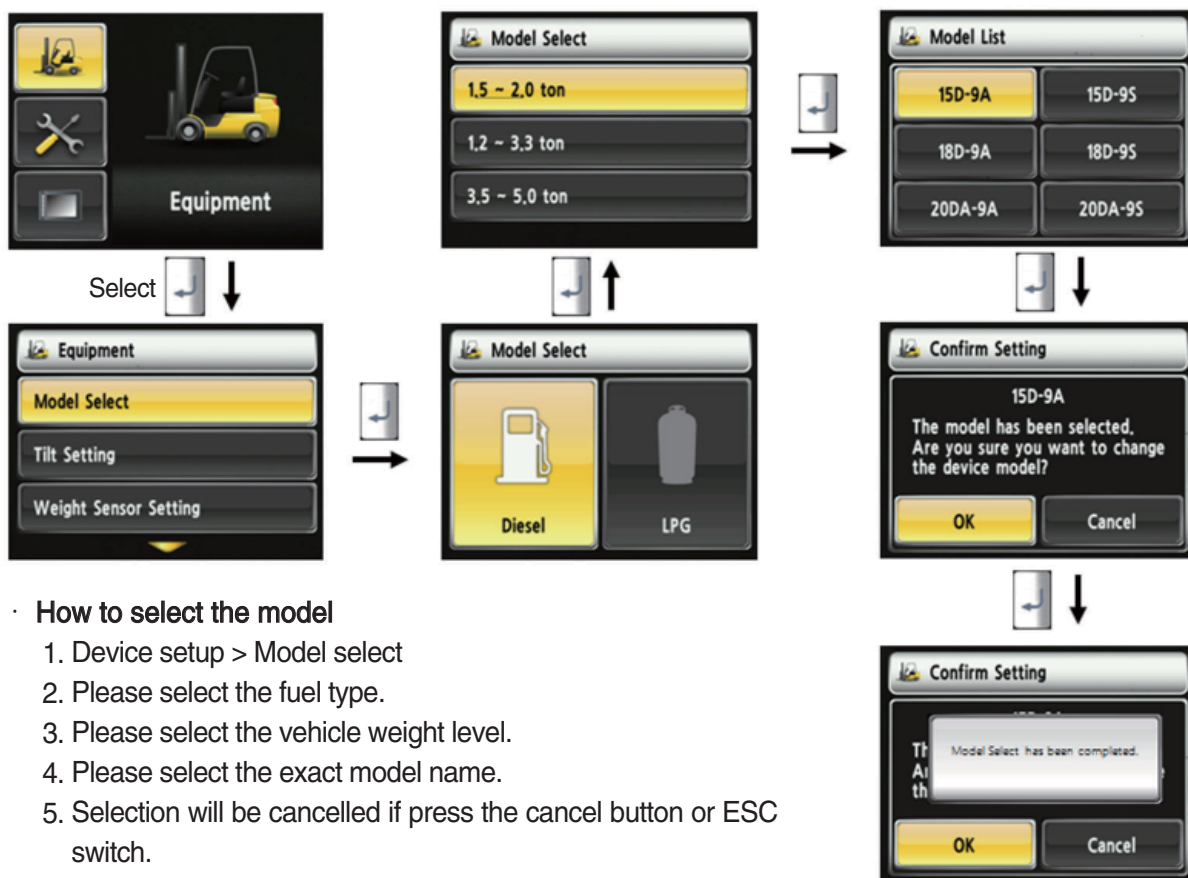
35D9SCL046

A menu consists of main menu and sub-menu.

(1) Structure

| No | Main menu | Sub menu | Explanation |
|----|---|--|---|
| 1 |  | Model select Vehicle tilt Initialize Weight sensor setup Ignition control setup Camera setup Auto-shift speed setup DCSR speed setup Maximum speed warning MCU Monitor information | Diesel, LPG Vehicle tilt initialize Enter the cylinder cross section area , Adjust load weight, Weight display setup Ignition control, Change password Interoperate with reverse gear 1st gear-> Switching speed to 2nd gear, 2nd gear -> Switching speed to 1st gear DCSR On, Block driving speed, Restore driving speed Maximum speed warning MCU/Monitor information |
| 2 |  | Failure History Expendables management I/O Information A/S Contact | Current engine failure, Engine failure history Change oil and filter replacement cycle Analog input, Digital input/output Change A/S contact |
| 3 |  | LCD Brightness Time Setup Unit Setup Language Setting | Automatic, Manual Clock Speed, Weight, Temperature, Pressure, Date type Korean, English |

(2) Model select

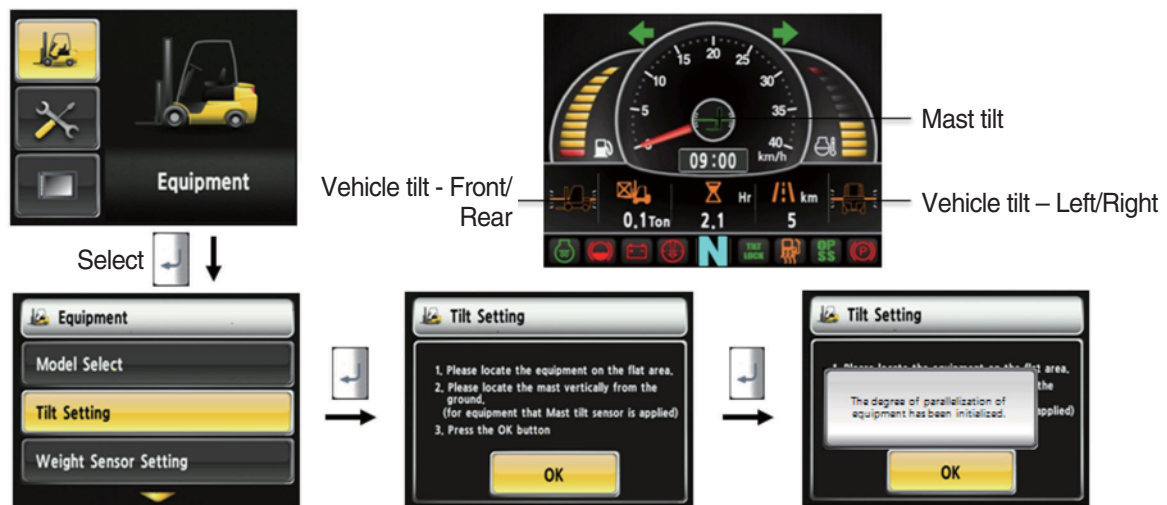


How to select the model

1. Device setup > Model select
 2. Please select the fuel type.
 3. Please select the vehicle weight level.
 4. Please select the exact model name.
 5. Selection will be cancelled if press the cancel button or ESC switch.
- ※ To use full function of vehicle, exact model must be selected.

35D9SCL047

(3) Initialize vehicle tilt

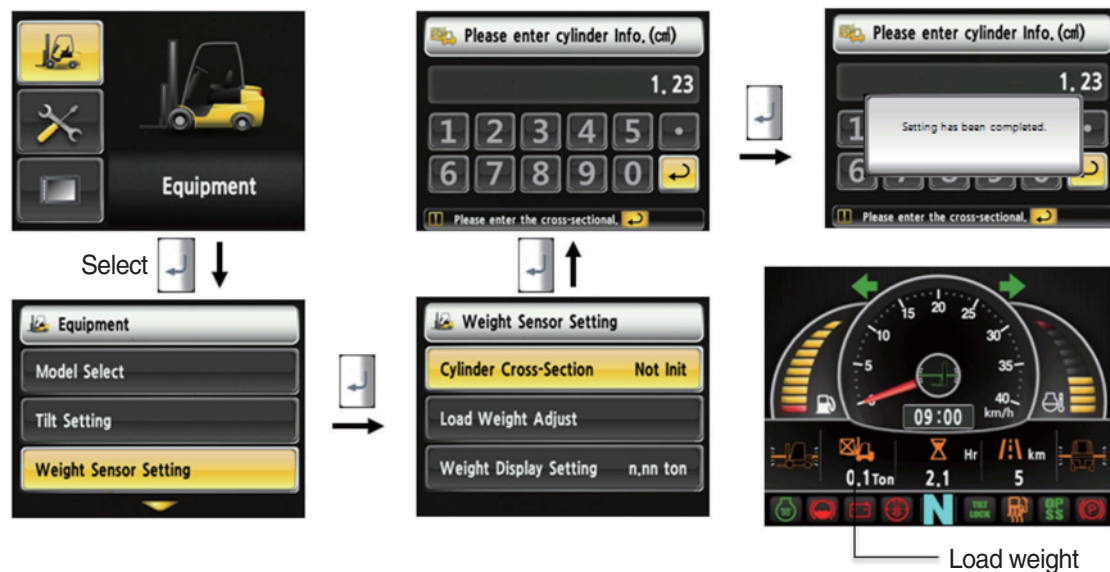


35D9SCL048

Initialize vehicle tilt

1. The tilt sensor has already been initialized when deliver the vehicle from factory.
2. Initialize vehicle tilt if the tilt sensor figure or vehicle tilt is not horizontal in the flatland.
Vehicle set up > Initialize vehicle tilt
3. You must set tilt in the flatland since this is a horizontal set up.
4. If tilt sensor for mast is mounted (optional), locates the mast vertically.
5. Mast maximum angle depends on the vehicle.

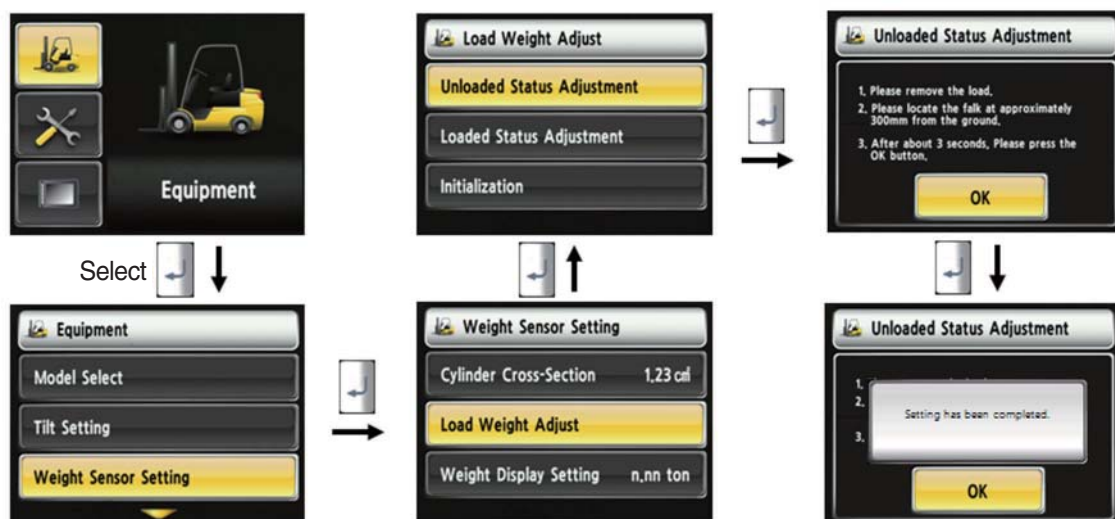
(4) Weight sensor set up



35D9SCL049

How to set weight sensor

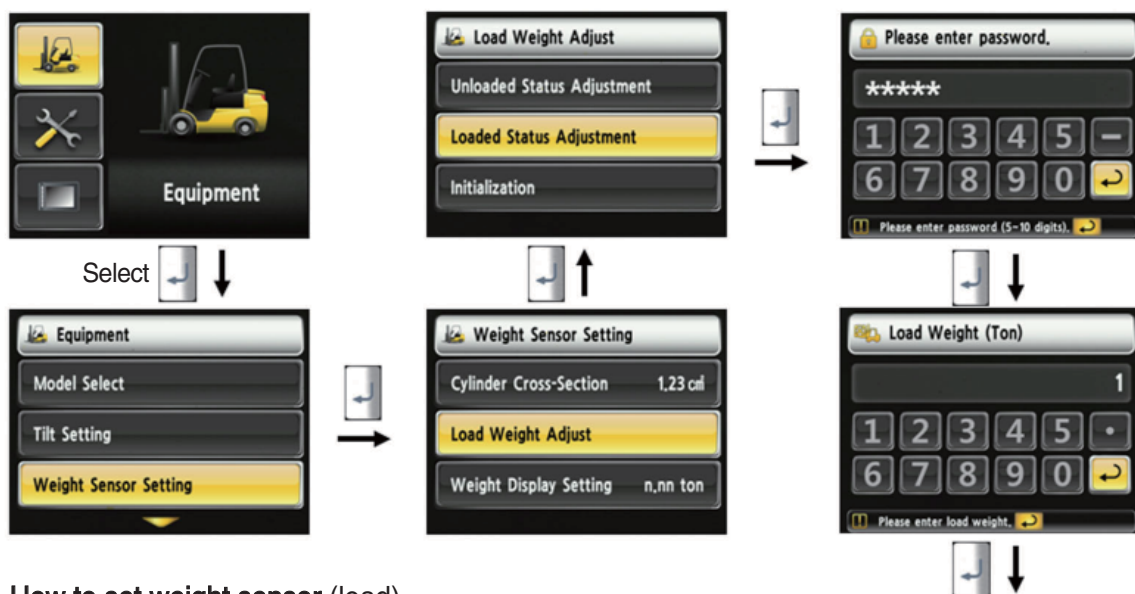
1. The weight sensor has already been set when deliver the vehicle from factory.
2. Device setup > Weight sensor setup
3. There are three ways to setup. (unload, load, initialization)
4. A cylinder cross sectional area value will be displayed in initial screen, please enter the cross sectional area using shift and select button if there are changes.
5. Please finish setup using enter button when input is done.



35D9SCL050

How to set weight sensor (unload)

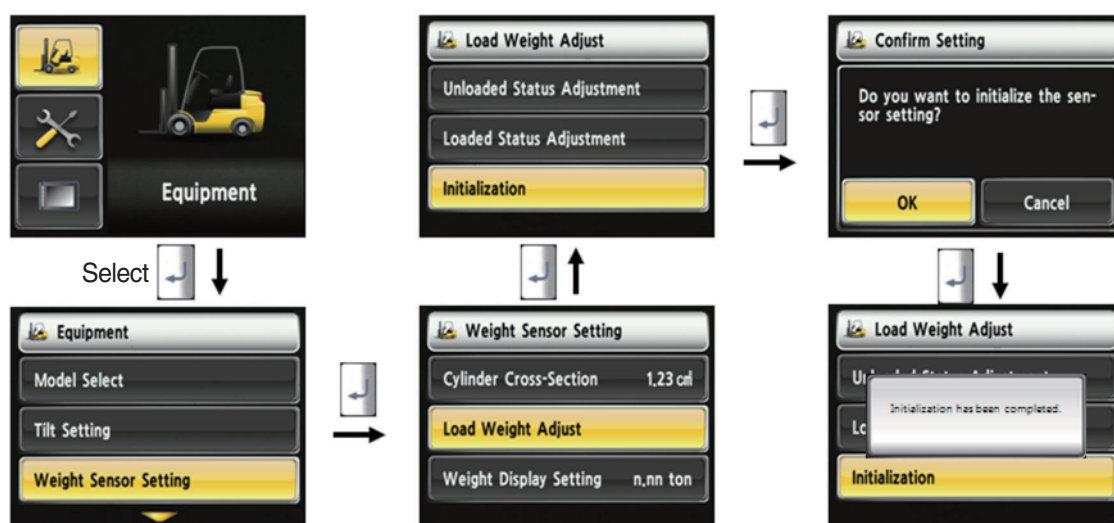
1. Device setup > Weight sensor setup
2. The way to adjust the no-load weight is as follow
3. First, please select the no-load adjust.
4. Wait 3 seconds after lifting no-load fork approximately 30 cm from the ground level, then press OK button.



How to set weight sensor (load)

1. Device Setup > Weight Sensor Setup
2. The way to adjust the load weight is as follow
3. First, please select the load adjust.
4. Please enter user password.
5. Please enter load weight.
6. Please locate the loaded fork approximately 30 cm from the ground level.
7. If set is completed, the screen will be switched automatically.
8. Please proceed the operation within 30 seconds.
9. Operating will be cancelled automatically if the time is elapsed longer than 30 seconds

35D9SCL051

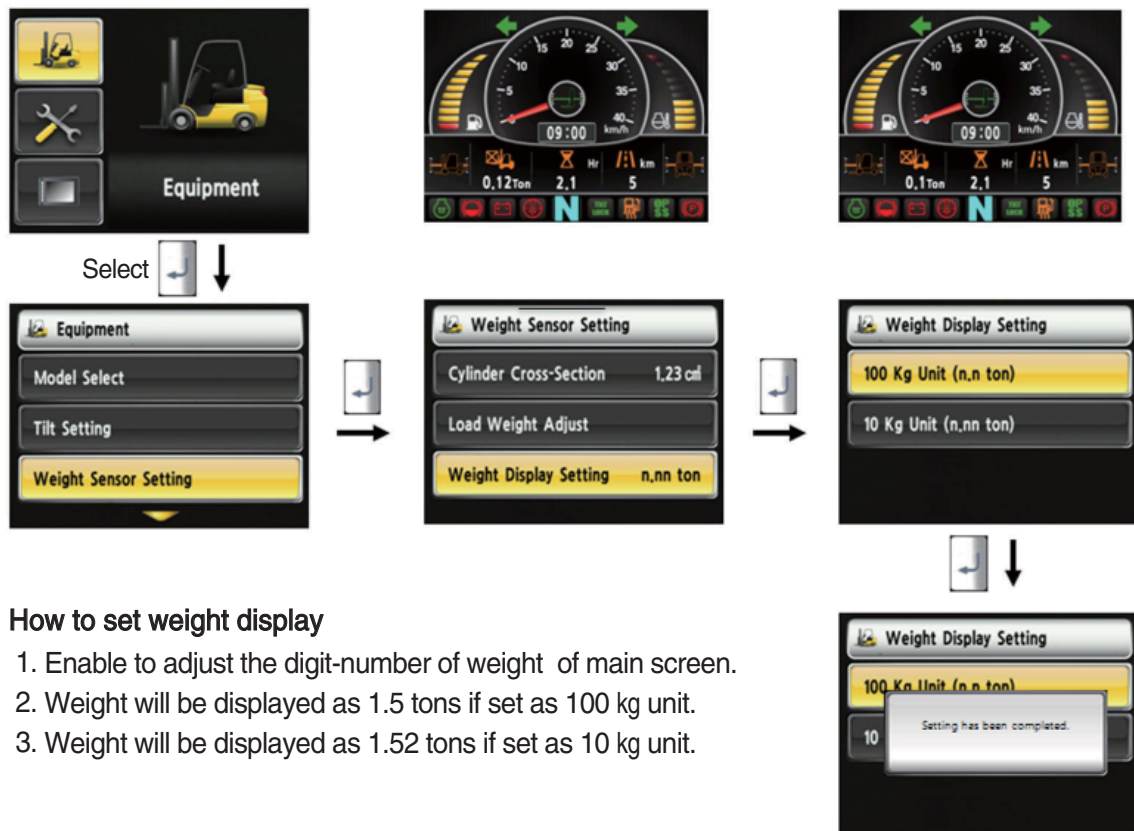


35D9SCL052

How to set weight sensor (initialization)

1. Initialize Menu calculates the weight using only cylinder cross sectional area and no-load setting.

(5) Weight setup

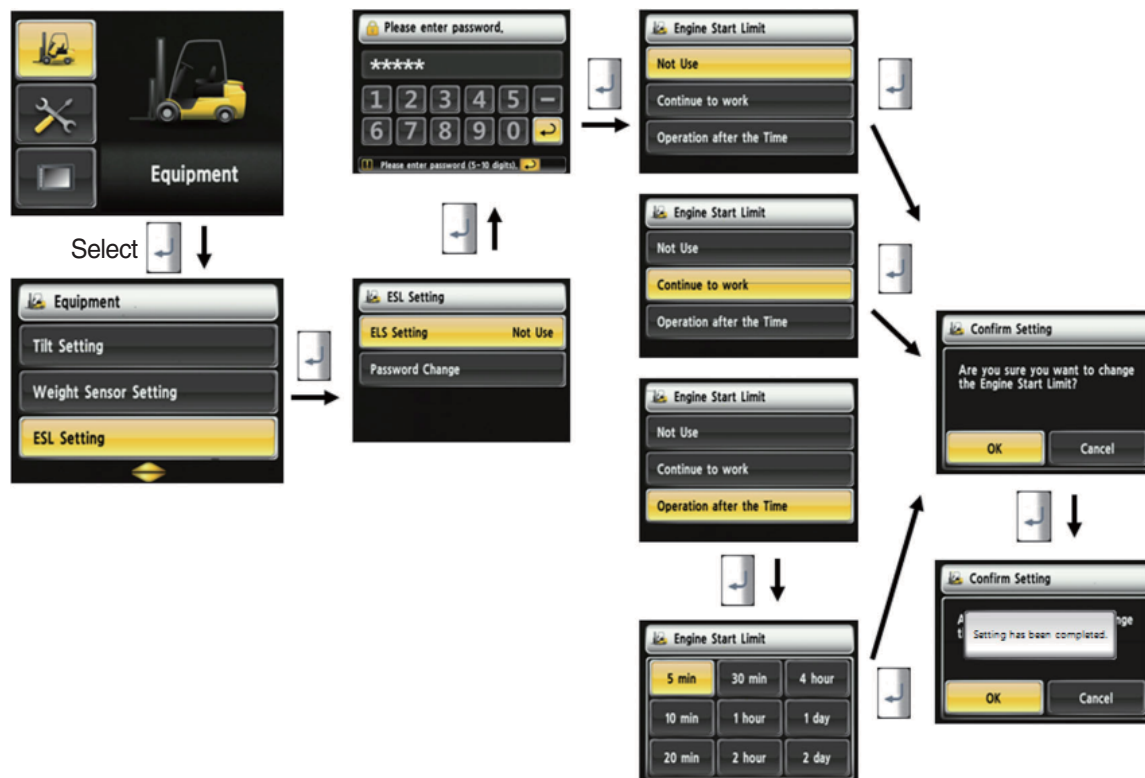


How to set weight display

1. Enable to adjust the digit-number of weight of main screen.
2. Weight will be displayed as 1.5 tons if set as 100 kg unit.
3. Weight will be displayed as 1.52 tons if set as 10 kg unit.

35D9SCL053

(6) Ignition control

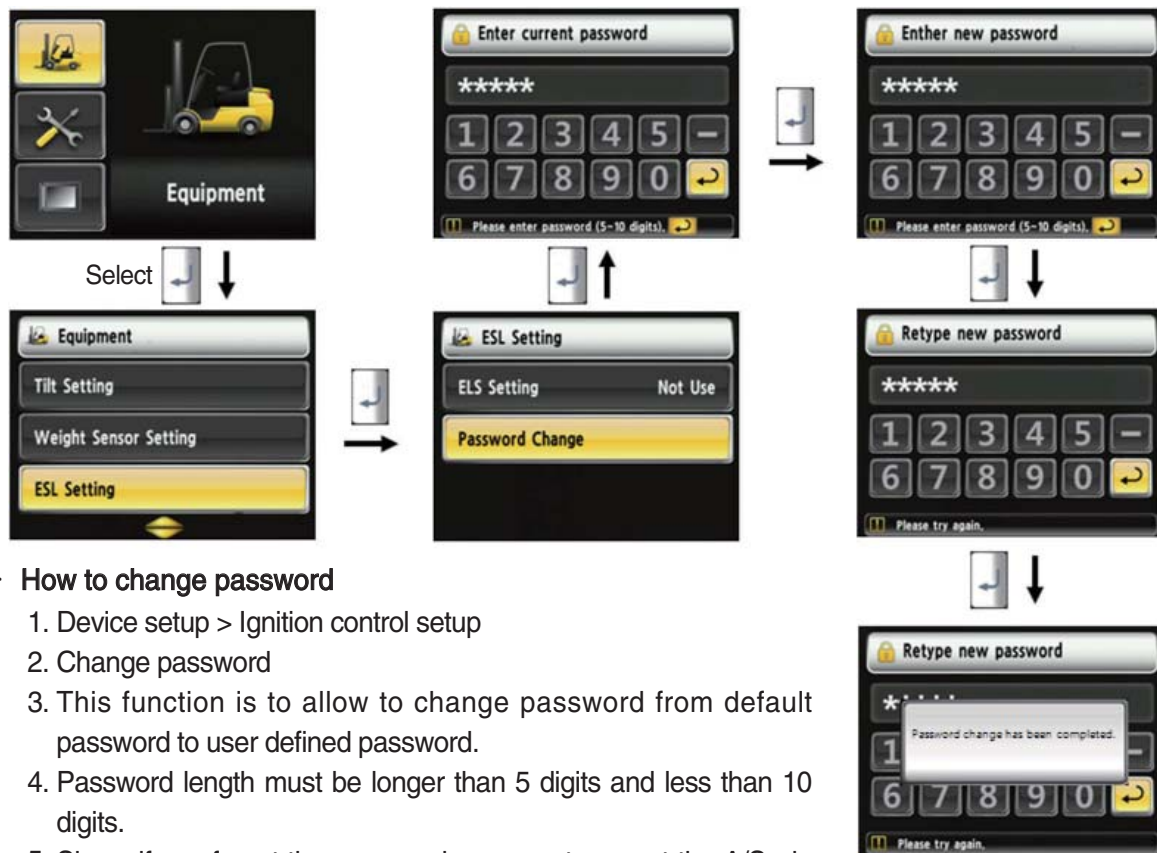


35D9SCL054

How to set ignition control

1. Device Setup > Ignition control
2. Password request screen will be displayed if you select the menu. Default password is "00000".
3. Password length must be longer than 5 digit and less than 10 digit.
4. Next step is allowed only if password is authenticated.

(7) Change password

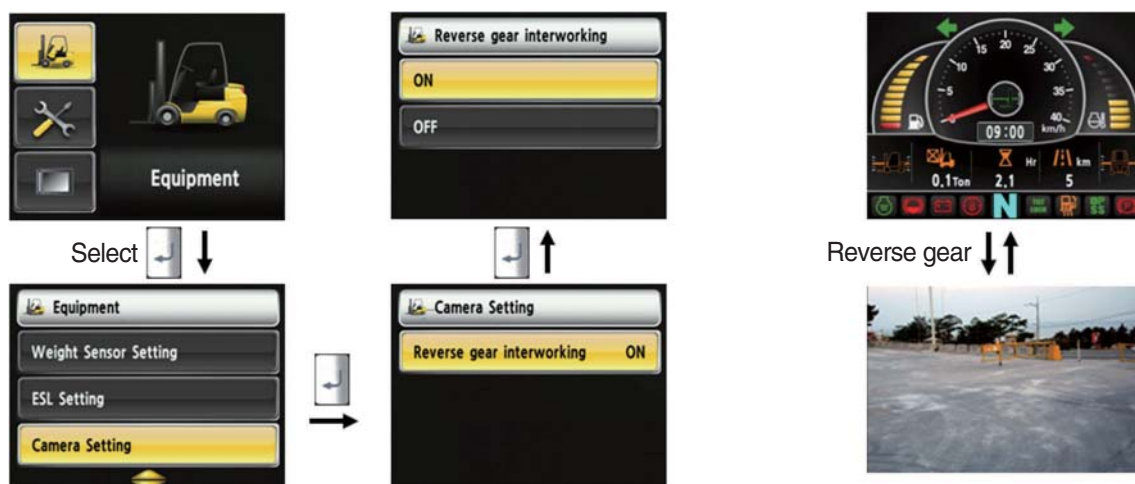


How to change password

1. Device setup > Ignition control setup
2. Change password
3. This function is to allow to change password from default password to user defined password.
4. Password length must be longer than 5 digits and less than 10 digits.
5. Since, if you forget the password, you must request the A/S, do not forget the password.

35D9SCL055

(8) Camera setup

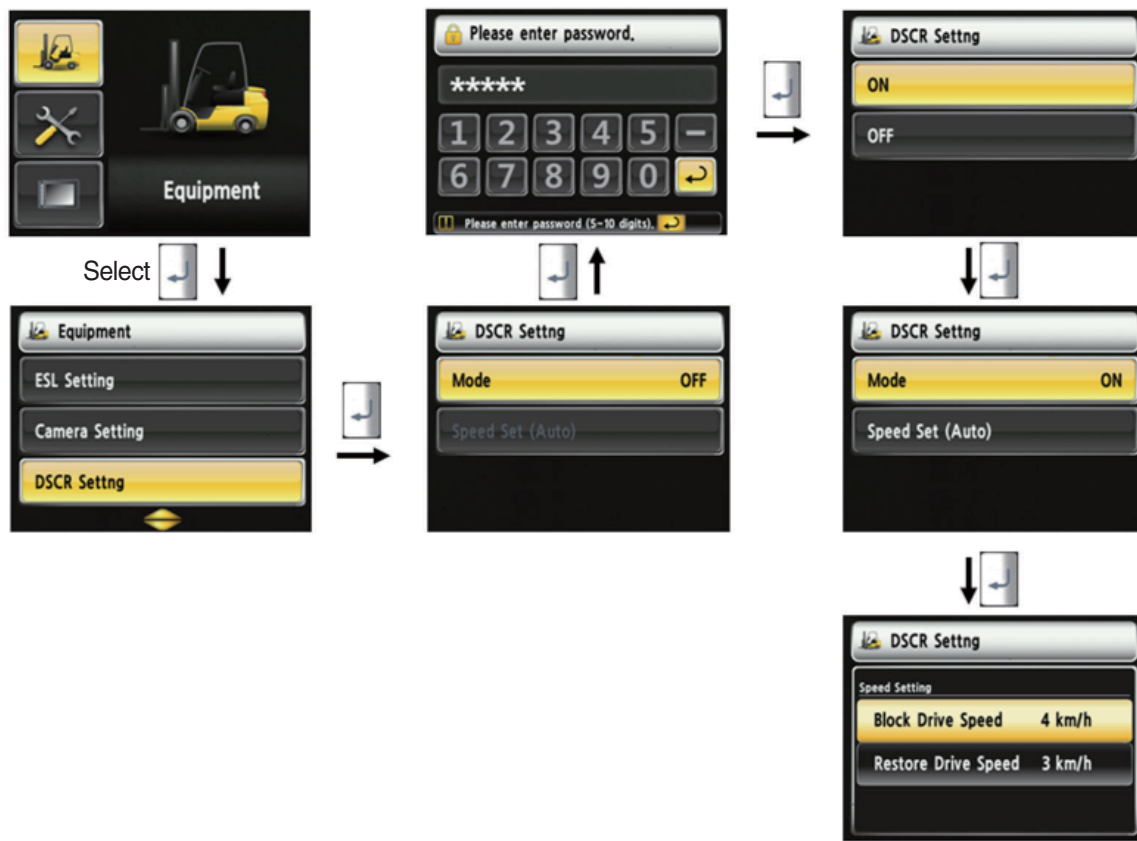


35D9SCL056

How to set camera

1. Device setup > Camera setup
2. After set the reverse gear interoperation as ON, the screen will be changed from main screen to camera mode if put gear into reverse, and if the gear is changed, screen will be back to the main screen.

(9) DCSR Setup

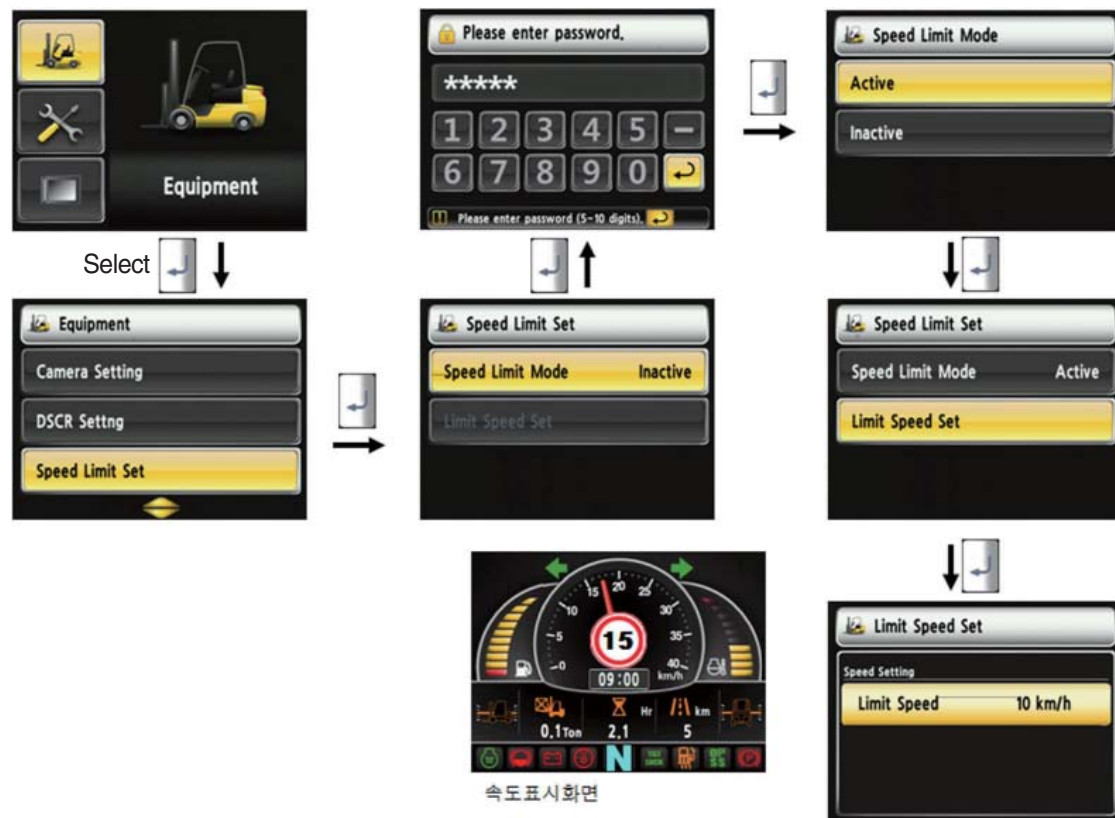


35D9SCL058

How to set DCSR

1. Device setup > DCSR setup
 2. User password is required in order to set this function.
 3. If the setting is ON, driving will be blocked if the driving speed is over the specified speed.
 4. Driving will be continued if the driving speed is not over the specified speed.
- ※ DCSR : Direction change shock relief

(10) Driving speed warning setup

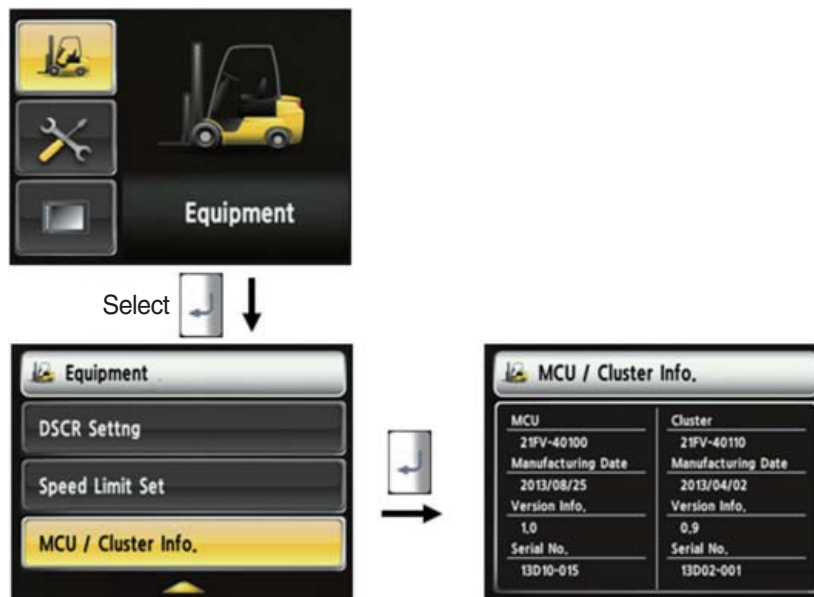


35D9SCL059

How to set driving speed warning

1. Device Setup > Driving speed warning
2. User password is required in order to set this function.
3. If alarm is set as enable, setting speed will be displayed on the screen, and the buzzer rings every 2 seconds.

(11) MCU/Monitor information

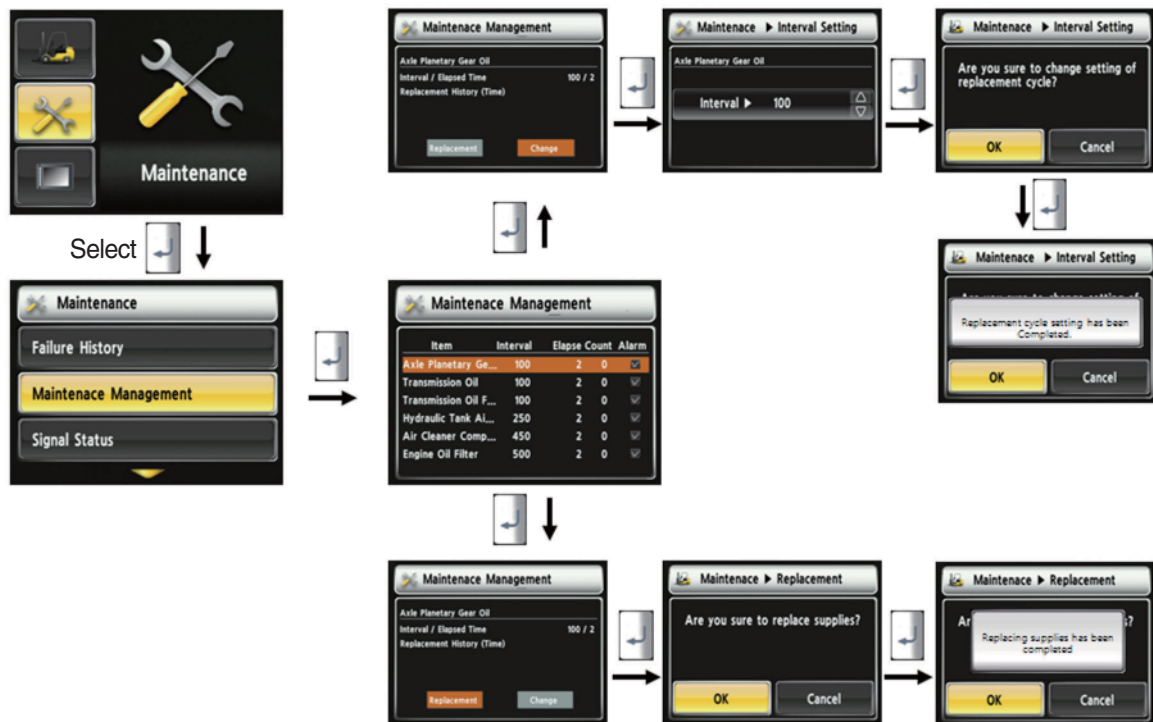


35D9SCL060

MCU / Monitor information

1. Device Setup > MCU/Monitor information
2. MCU, manufactured date and version of monitor, and serial number will be displayed.

(12) Expendables replacement management

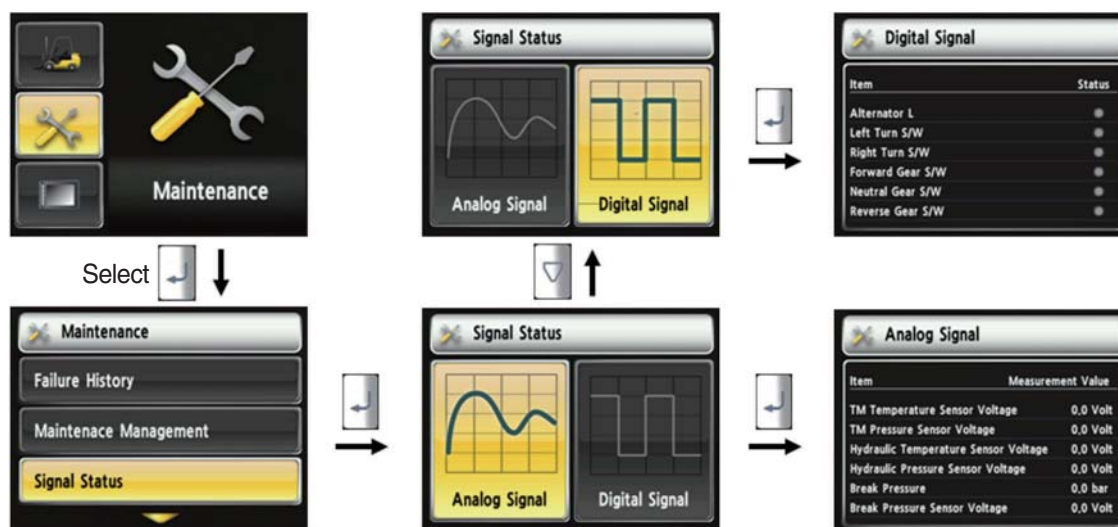


35D9SCL061

How to replace expendables

1. Device setup > Expendables management
2. If the expendables replacement cycle has been passed, alarm will be displayed as ON
3. Press the "Expendables replacement" if replaced the expendables.
4. Information about recent replacement (max. 9) will be displayed.
5. If you want to change the cycle, please press the "Change cycle" button.

(13) I/O Information



35D9SCL062

· How to set I/O information



1. Maintenance > I/O information
2. I/O information can be classified as two signals. Analog signal can see the numeric data. Digital signal can indicate only ON/OFF.
3. User can change the cycle.

(14) A/S Contact Setup

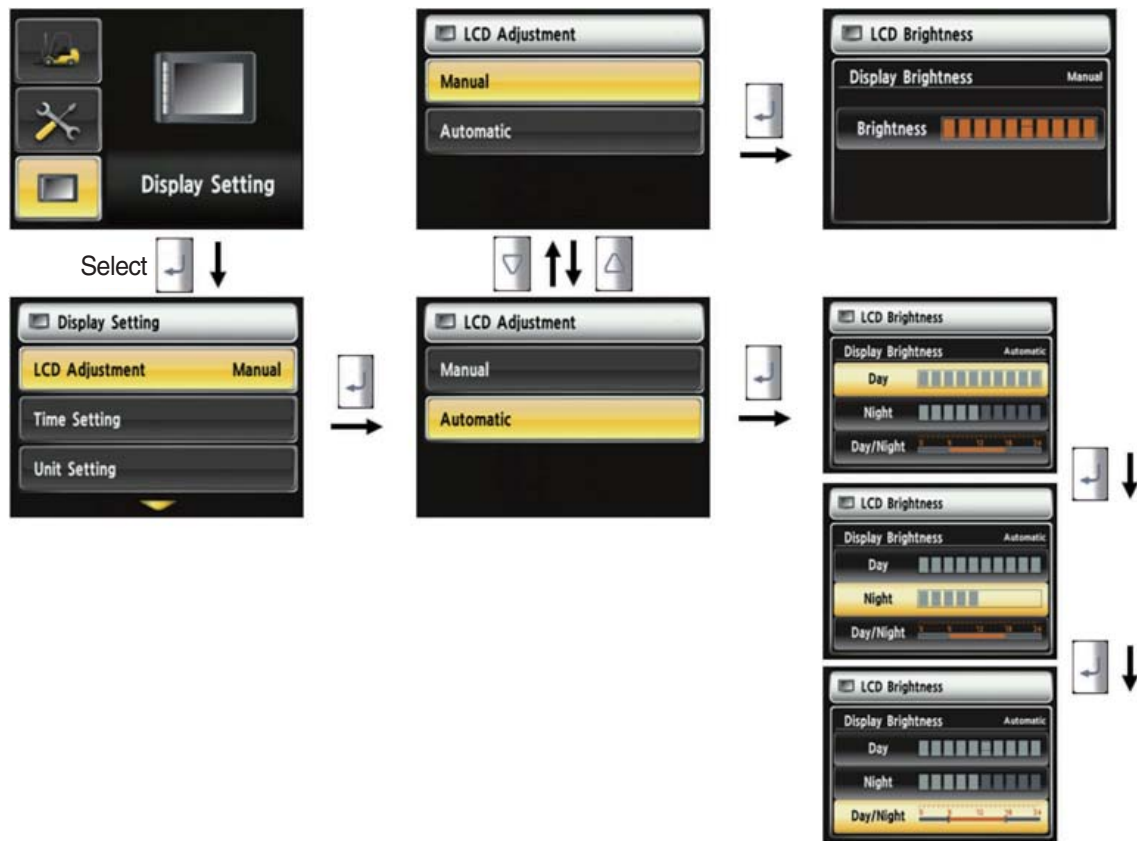


35D9SCL063

· How to set A/S contact

1. Maintenance > A/S Contact
2. User can change the A/S contact when deliver the vehicle from factory.
3. If user moves numeric number using arrow, and press the  select button, number will be displayed on the screen.
4. If user press the  enter key, the value will be set.
5. Contact will be displayed as the modified value.

(15) LCD brightness

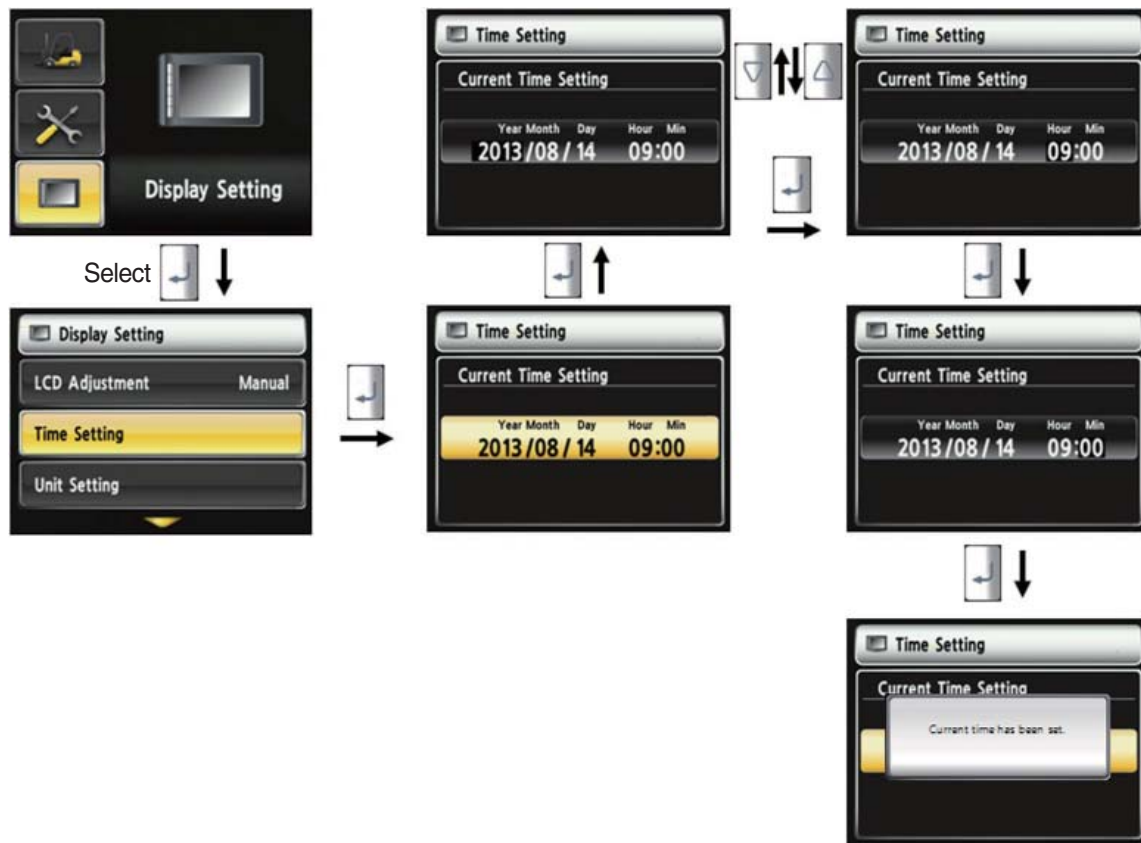


35D9SCL064

How to set LCD brightness

1. Display > LCD brightness
2. LCD brightness has two options. Automatic mode and manual mode.
3. Manual mode always keeps the selected brightness.

(16) Time setup

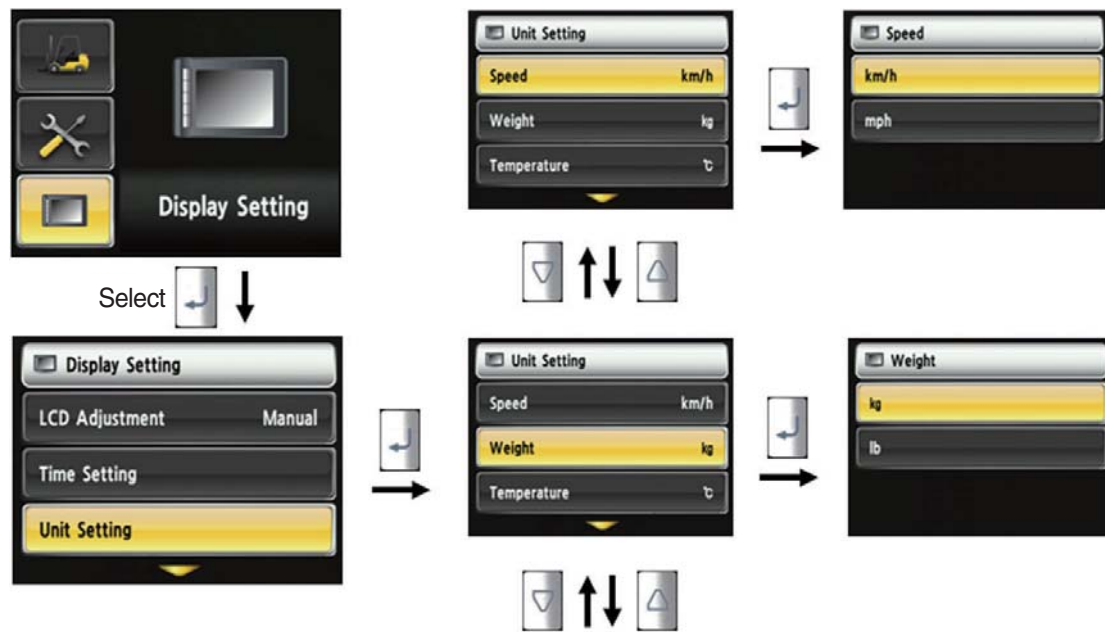


35D9SCL065

How to set current time

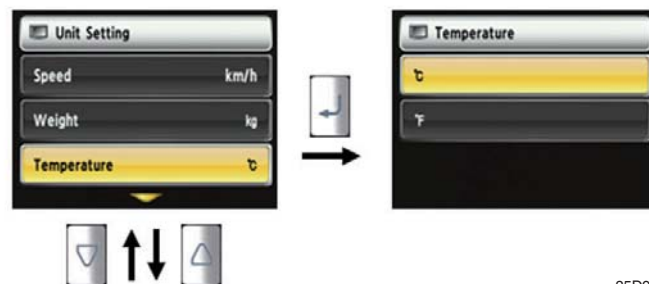
1. Display setup > Time setup
2. Enable to set the time that is displayed in main screen.
3. Set time in following order. (year > month > day > hour > minute)

(17) Unit setup

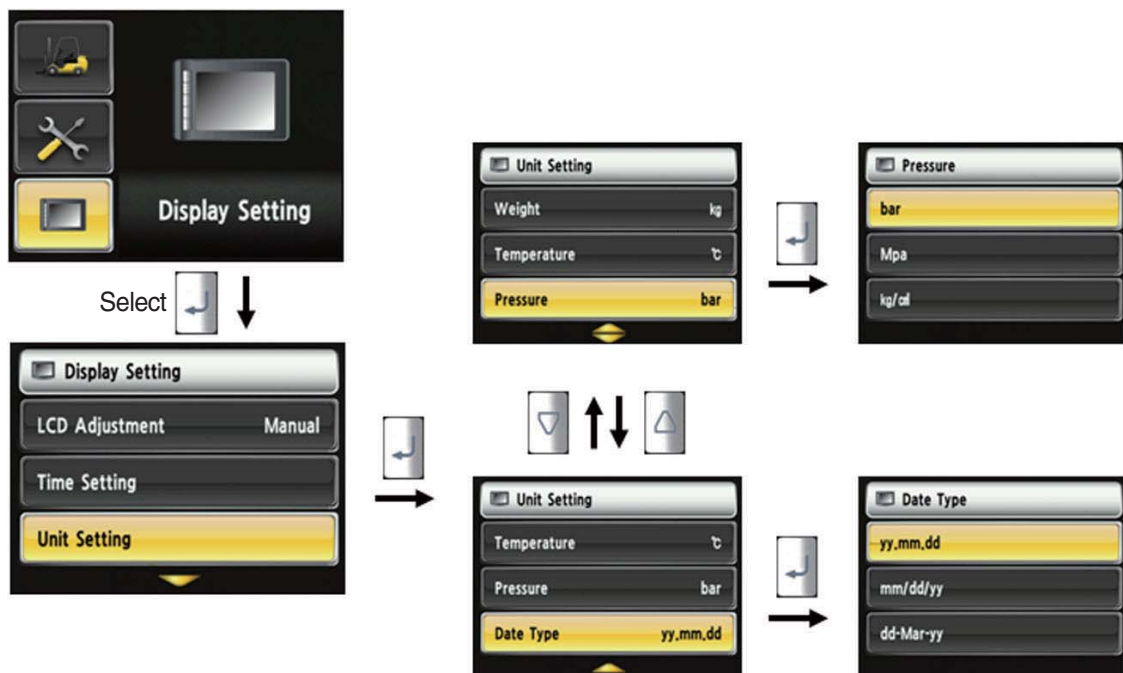


Unit setup

1. Display setup > Unit setup
2. Enable to set all unit values that displayed on screen.
3. It is displayed by calculating as setting unit.

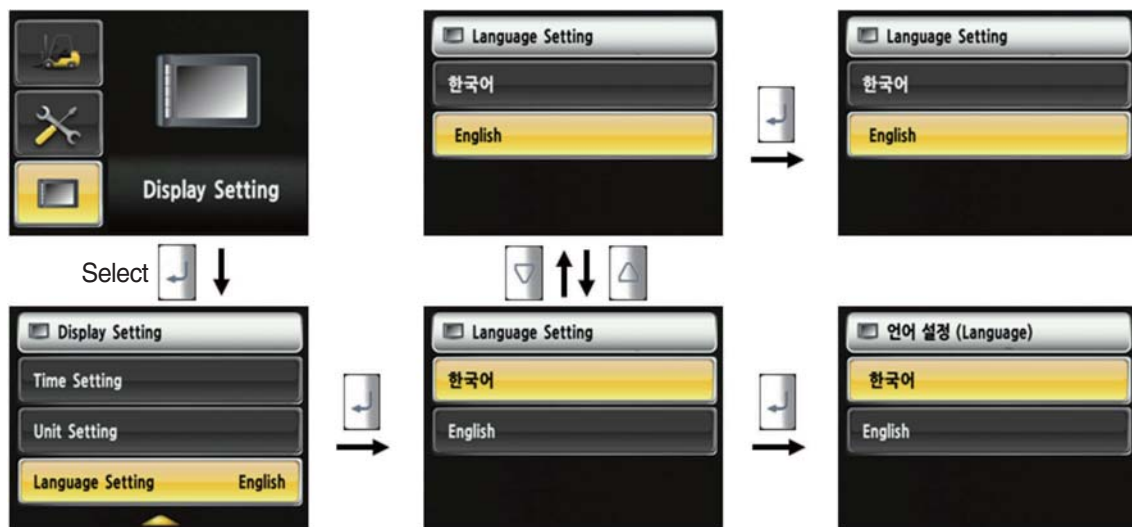


35D9SCL066



35D9SCL067

(18) Language setup













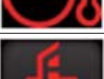







35D9SCL068

· How to set language

1. Display Setup> Language setup
2. Language setup changes the language that is displayed on the screen to language that user defined.
3. Currently, supported language is Korean and English.

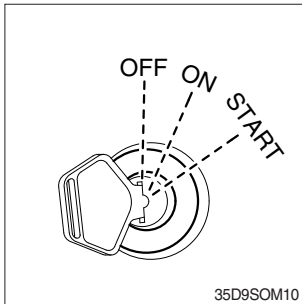
8) CAUSES AND CORRECTION OF CLUSTER WARNING LAMP

| S/No. | Warning lamp types | Symbol | Warning and indicator lamp | Causes and correction |
|-------|------------------------------|--|---|--|
| 1 | Engine oil pressure warning |  | Engine oil pressure warning lamp | Engine oil pressure is low. Please the engine oil refill. |
| 2 | Engine warm-up indicator |  | Engine warm-up indicator lamp | Warm-up will be started. |
| 3 | Air cleaner warning |  | Air cleaner warning lamp | Replace the filter. |
| 4 | Water in fuel warning |  | Water in fuel warning lamp | Please drain the water of water separator. |
| 5 | TM oil temperature warning | Yellow  | TM oil temperature warning lamp | TM oil is over temperature condition. |
| 6 | Parking brake indicator lamp |  | Parking brake indicator lamp | Parking brake is operating. |
| 7 | Brake oil level warning |  | Brake oil level warning lamp | Brake oil level is low. Please the brake oil refill. |
| 8 | Battery charging warning |  | Battery charging warning lamp | Charging the battery is bad. Please check alternator and wiring. |
| 9 | Tilt lock indicator |  | Tilt lock indicator lamp | Auto-leveling is the operational status. |
| 10 | OPSS indicator |  | OPPS indicator lamp | OPPS is working. Blocking driving or operation of the device. |
| 11 | Fuel warning |  | Fuel warning lamp | Fuel level is low. Please the diesel oil refill. |
| 12 | Coolant temperature warning |  | Engine coolant temperature warning lamp | Engine coolant is over temperature condition. |
| 13 | T/M oil pressure warning |  | Clutch oil pressure warning lamp | Inching operation. Check T/M to find out pressure drop. |
| 14 | Cummunication error warning |  | Cummunication error warning lamp | Communication with MCU is fail condition. Check communication line. |
| 15 | LH Turn indicator |  | LH Turning pilot lamp | - |
| 16 | RH Turn indicator |  | RH Turning pilot lamp | - |

| S/No. | Warning lamp types | Symbol | Warning and indicator | Causes and correction |
|-------|--------------------|---|-----------------------------------|-----------------------|
| 17 | Forward first gear |  | Forward first gear indicator lamp | - |
| 18 | Reverse first gear |  | Reverse first gear indicator lamp | - |

5. OPERATING LEVER AND SWITCH

1) START SWITCH



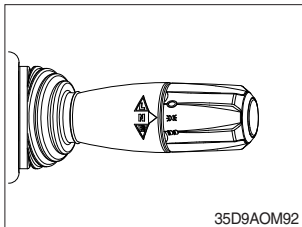
(1) There are three positions, OFF, ON and START.

※ Before starting, set gear shift lever at N, and pull parking brake.

- OFF : None of electrical circuits activates.
- ON : All the systems of machine operate.
Preheat the system for 10~20 seconds.
- START : Use when starting the engine.
Release key immediately after starting.

※ Key must be in the ON position with engine running to maintain electrical and hydraulic function and prevent serious machine damage.

2) CLEARANCE LAMP SWITCH



(1) Clearance lamp lights up

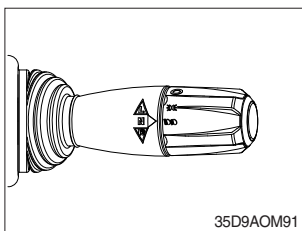
Twist the handle beneath steering wheel and make the notch align to ☹.

(2) Clearance lamp goes out

Twist the handle just opposite until the notch being aligned to ○.

※ When clearance lamp light up, then the Clearance lamp and all panel lamps light up too.

3) HEAD LAMP SWITCH



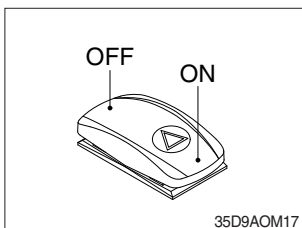
(1) Head lamp lights up

Twist the handle beneath steering wheel and make the notch align to ☹.

(2) Small lamp goes out

Twist the handle just the opposite direction described as above.

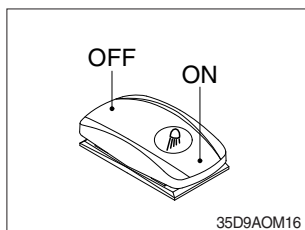
4) HAZARD LAMP SWITCH



(1) Use for parking, or loading machine.

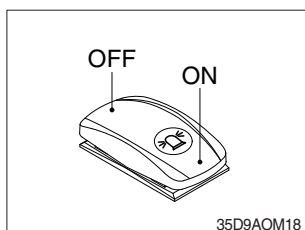
※ If the switch is left ON for a long time, the battery may be discharged.

5) REAR WORK LAMP SWITCH (option)



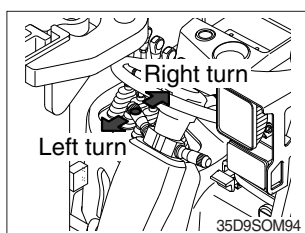
- (1) This switch is used to operate work lamps.
Press this switch to turn on work lamps.

6) BEACON SWITCH (option)



- (1) This switch turn ON the rotary light.

7) TURN SIGNAL SWITCH

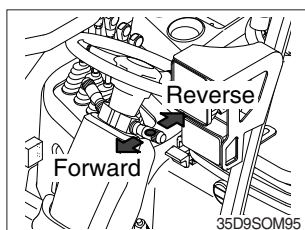


- (1) This lever makes the turn signal lamp flash.

- ① Turning LEFT : Push lever forward
- ② Turning RIGHT : Pull lever backward

※ **When the steering wheel is returned to straight, the turn signal is not cancelled. Return the lever to central position by hand.**

8) DIRECTION CONTROL LEVER

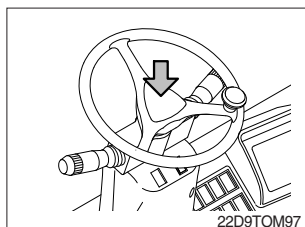


- (1) Push lever for forward driving.

- (2) Pull lever for reverse driving.

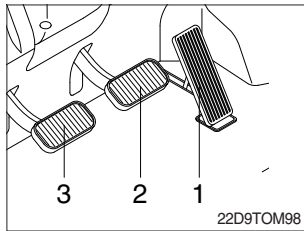
※ **When changing direction or speed, there can be some sound but it's nothing to do with performance.**

9) HORN BUTTON



- (1) The horn sounds when the button is depressed.

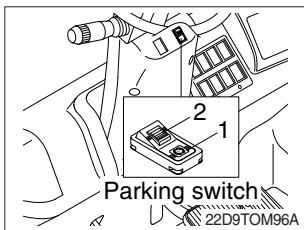
10) PEDALS



- (1) 1 : Accelerator pedal
- 2 : Brake pedal
- 3 : Inching pedal

- ※ The inching pedal is used for fine control of forward and reverse movement when lifting up or putting down loads.
- ※ Do not put your foot on the inching pedal or brake pedal unless using it.

11) PARKING BRAKE SWITCH

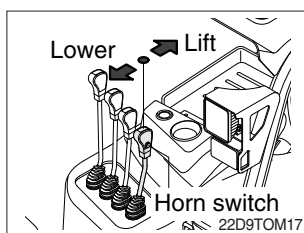


- (1) Position 1
Parking brake is applied and front wheel is locked.

- (2) Position 2
Parking brake is released.

- ※ Before moving the truck be sure the parking brake is released.

12) LIFT LEVER



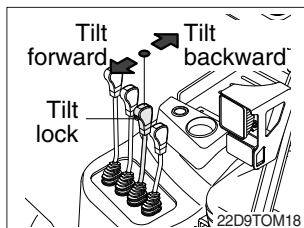
- (1) LIFT
PULL the lever BACK to LIFT the load.

- (2) LOWER
PUSH the lever FORWARD to LOWER the load.

- (3) HOLDING
When the lever is released, the lifting or lowering action stops.
※ Lifting speed is controlled by accelerator pedal.
Lowering speed is controlled by lever only.

- (4) The horn sounds when the button is pressed.

13) TILT LEVER



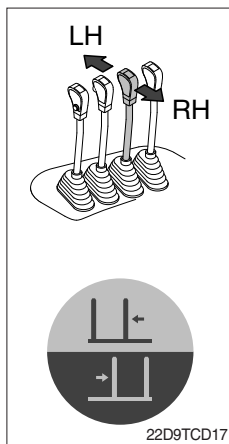
- (1) TILT FORWARD
PUSH the lever FORWARD to tilt mast FORWARD.

- (2) TILT BACK
PULL the lever BACK to tilt mast BACKWARD.

- (3) HOLDING
When the lever is released, tilting action stops.
※ Forward and backward tilting speeds are controlled by tilt lever and accelerator pedal.

- (4) TILT LOCK (OPTION)
When the tilt switch is activated auto tilt levelling.

14) LEVER FOR SIDE SHIFT



(1) LH MOVEMENT

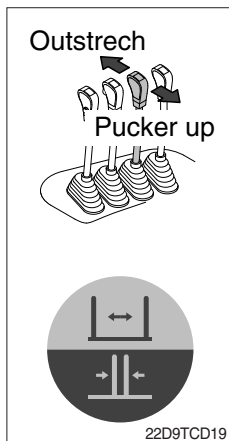
Push the lever forward to move the left hand for the side shift.

(2) RH MOVEMENT

Pull the lever backward to move the right hand for the side shift.

15) LEVER FOR FORK POSITIONER ONLY

(1) Fork positioner (synchronizer type)



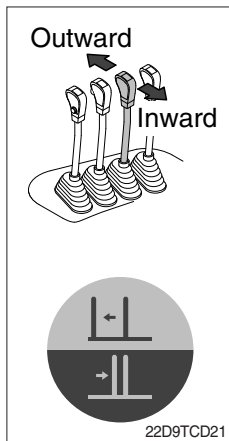
① OUTSTRECH THE FORKS

Push the lever forward to outstreich simultaneously outward of the both forks.

② PUCKER UP THE FORKS

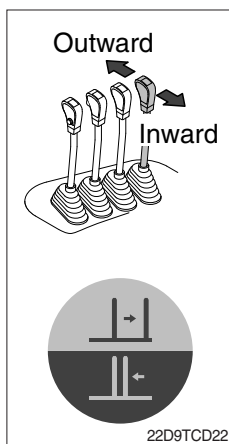
Pull the lever backward to pucker up simultaneously inward of the both forks.

(2) Fork positioner (independent type)



① LH FORK MOVEMENT

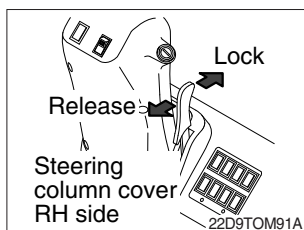
- Push the lever forward to move outward for the LH fork.
- Pull the lever backward to move inward for the LH fork.



② RH FORK MOVEMENT

- Push the lever forward to move outward for the RH fork.
- Pull the lever backward to move inward for the RH fork.

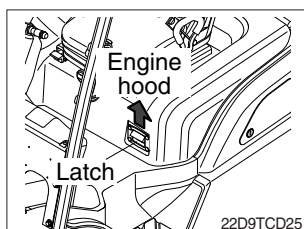
16) STEERING WHEEL LOCK KNOB



- (1) The angle of the steering shell can be adjusted forward and backward.

- ① **Release** : Pull the knob backward.
- ② **Lock** : Release the knob.

17) ENGINE HOOD



- (1) Pull the latch on the engine hood and raise the engine hood to open it. Pressed down on the engine hood, latch is easy operate.
- (2) Inspection and maintenance can then be carried out easily.

4. OPERATOR MAINTENANCE AND CARE

1. DAILY SAFETY INSPECTION

Before using a lift truck, it is the operator's responsibility to check its condition and be sure it is safe to operate.

Check for damage and maintenance problems; have repairs made before you operate the truck. Unusual noises or problems must be reported immediately to your supervisor or other designated authority.

Do not make repairs yourself unless you are trained in lift truck repair procedures and authorized by your employer. Have a qualified mechanic make repairs using genuine HYUNDAI or HYUNDAI-approved parts.

▲ Do not operate a truck if it is in need of repair. If it is in an unsafe condition, remove the key and report the condition to the proper authority. If the truck becomes unsafe in any way while you are operating it, stop operating the truck, report the problem immediately, and have it corrected.

Lift trucks should be inspected every eight hours, or at the start of each shift. In general, the daily inspection should include the visual and functional checks described on the followings.

▲ Leaking hydraulic oil may be hot or under pressure. When inspecting a lift truck, wear safety glasses and do not check for leaks with bare hands.

1) VISUAL CHECKS

First, perform a visual inspection of the truck and its major components;

- (1) Walk around your lift truck and take note of obvious damage that may have been caused by operation during the last shift.
- (2) Check that all capacity, safety, and warning plates or decals are attached and legible.
- (3) Check before and after starting engine for leaking fuel, engine coolant, transmission fluid, etc.
- (4) Check for hydraulic oil leaks and loose fittings.

▲ Do not use bare hands to check. Oil may be hot or under pressure.

- (5) Be sure that the driver's overhead guard, load back rest and all other safety devices are in place, securely fastened and undamaged. Inspect for damaged or missing parts, corrosion, cracks, breaks etc.
- (6) Check all of the critical components that handle or carry the load.
- (7) Look the mast and lift chains over. Check for obvious wear and maintenance problems such as damaged or missing parts, leaks, slack or broken chains, rust, corrosion, bent parts, cracks, etc.
- (8) Carefully inspect the load forks for cracks, breaks, bending, twists, and wear. Be sure that the forks are correctly installed and locked in their proper position.
- (9) Inspect the wheels and tires for safe mounting, wear condition, and air pressure.
- (10) Check the hydraulic sump oil level, engine oil level, and fuel level.

2) FUNCTIONAL CHECKS

Check the operation of the truck as follows.

※ **Before performing these checks, familiarize yourself with the starting, operating, and shutdown procedures in Section 5 of this manual. Also, know the safety rules given in Section 1 of this manual.**

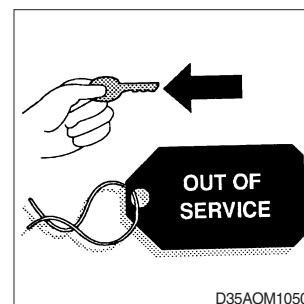
- (1) Test warning devices, horn, light, and other safety equipment and accessories.
- (2) Start the engine and be sure all controls and systems operate freely and return to neutral properly. Check the:
 - ① Gauges, meters, and indicator lights
 - ② Service brakes, inching pedal, and parking brakes
 - ③ Hydraulic controls: lift, tilt, and auxiliary (If installed)
 - ④ Accelerator
 - ⑤ Directional control
 - ⑥ Steering system
 - ⑦ Lift mechanism and any attachments.

When the functional check are completed, follow the **standard shutdown procedures** given in Section 5, **Starting and operating procedures**.

3) CONCLUDING THE INSPECTION

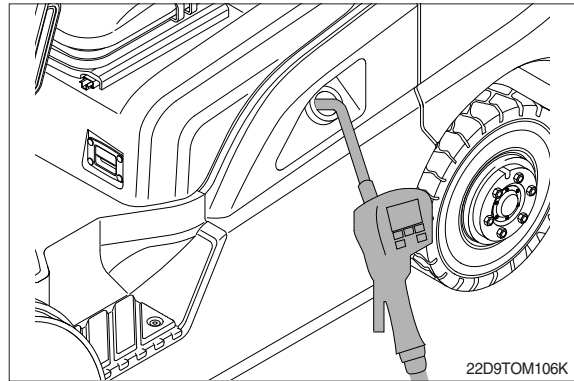
▲ **Do not operate a lift truck that has a maintenance problem or is not safe to operate.**

- (1) Instead, remove the key from the starting switch and put an **Out of service tag** on the truck.
- (2) If all of the daily inspection checks were normal or satisfactory, the truck can be operated.

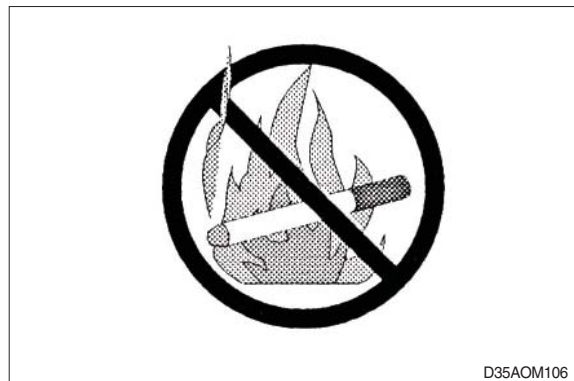


2. FUEL SAFETY PRACTICES

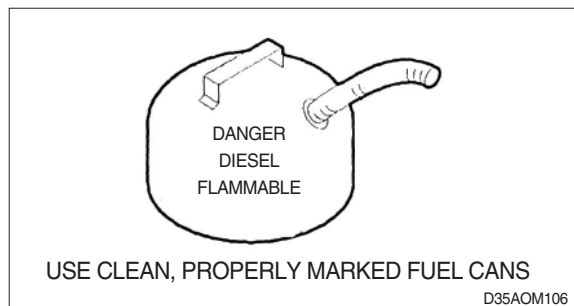
REFUELING DIESEL TRUCKS



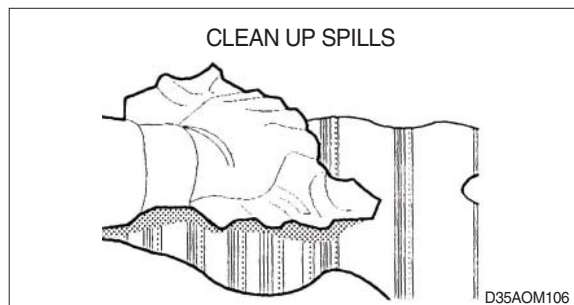
- ⚠ Stop the engine when refueling.
All lights and flames shall be kept at a safe distance while refueling.



- ⚠ Make sure that the fuel oil cans are kept cleaned and attached safety indication or letters on the can.



- ⚠ Wipe off the spilt fuel oil immediately.



3. ENGINE OIL SERVICE INTERVAL AND MANAGEMENT

It is the operator's responsibility to check its condition and be sure it is safe to operate. Please check engine oil condition periodically.

▲ Daily check

- Engine oil should be checked once a day before operation.

▲ Periodic check

- Service should be done whichever comes first from operating hours or usage period.
- Be sure to use prescribed engine oil.

| Service item | Action | Service interval | |
|---------------------------|---------|---------------------------|-----------------------------|
| Engine oil and oil filter | Replace | General condition | Harsh condition |
| | | Every 500 hours or 1 year | Every 250 hours or 6 months |

※ This oil service interval can be different by engine models.

Harsh condition is as follows.

1. Repeated short operation (repeated cold operation)
2. Frequent driving in sandy or dusty places
3. When using excessive engine idle
4. Frequent driving on uphill and downhill roads
5. Frequent driving with rapid acceleration/deceleration or continuous high-load
6. When operating in salt, corrosion or low temperature conditions

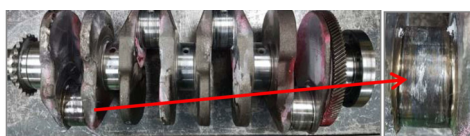
※ Problems with poor engine oil management

▲ Excessive or little engine oil filling

| | | |
|-----------------------------|--|---|
| Engine oil quantity (lower) | <ul style="list-style-type: none"> ① Damage on E/G moving parts with poor lubrication due to premature E/G oil deterioration ☞ Crankshaft, camshaft, conrod bearing, piston scuffing, etc. ② Damage on moving parts due to aeration in E/G oil, etc | Oil level gauge unchecked after filling E/G oil |
| Engine oil quantity (over) | <ul style="list-style-type: none"> ① Damage on after-treatment unit due to excessive blow-by gas ② Dieseling due to excessive blow-by gas ③ Damage (melting) on piston due to E/G oil flow into combustion chamber ④ Injector tip burnout and E/G hesitation due to abnormal combustion by E/G oil in combustion chamber | |

※ This service interval is for R-engine model.

< Problem pictures >



< Crankshaft pin seizure >



< Engine oil in combustion chamber >



< Connecting rod bearing seizure >

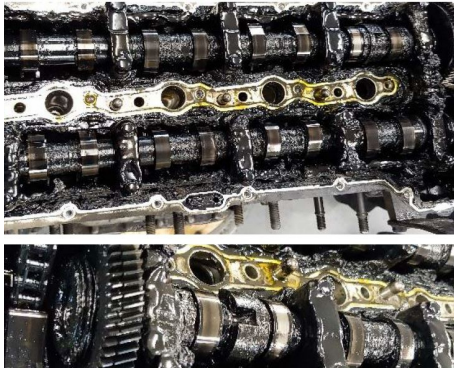


< Connecting rod broken >

⚠ Engine oil contamination (neglecting daily and periodic check)

| | | |
|------------------|---|--|
| Gelled | <ul style="list-style-type: none"> ① Excessive wear and seizure of turbocharger shaft bearings due to delayed oil supply to turbocharger ② Excessive wear and seizure of crankshaft main bearing ③ Excessive oil consumption due to piston scuffing and cylinder block bore scratches | Checking and replacement not performed |
| Viscosity (high) | <ul style="list-style-type: none"> ④ Excessive wear and seizure of connecting rod bearings ⑤ Excessive wear and seizure of cam shaft bearings ⑥ Engine power reduction and hesitation due to poor autolash ⑦ Excessive chain noise due to poor timing chain tensioner ⑧ Wear and burnout due to lack of lubrication of timing chain lever, guide | Water inflow etc |

< Problem pictures >



< Contaminated and gelled engine oil >



< Excessive wear of moving parts >

5. STARTING AND OPERATING PROCEDURES

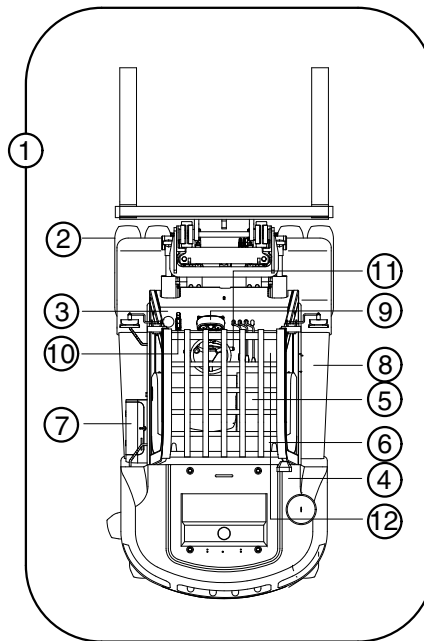
1. BEFORE OPERATING THE TRUCK

Be sure that you have read and understand the information in this Operator's Manual and are trained and authorized before operating the lift truck.

- ⚠ **A lift truck can be dangerous if not used properly. Safe operation is the responsibility of the operator.**
- ⚠ **Do not start or operate the truck, or any of its functions or attachments, from any place other than the designated operator's position.**
- ⚠ **Inspect your lift truck before operating at the start of each shift. Before putting your truck to use, check the operation of the controls and all systems.**
- ⚠ **Protect yourself. Do not operate truck without a DRIVER'S OVERHEAD GUARD unless conditions prevent its use. Do not remove overhead guard unless specifically authorized. Use special care if operation without this safety device is required.**

2. CHECK BEFORE STARTING

- 1) The Occupational Safety and Health Act(OSHA) required that truck users examine their trucks before each shifts to be sure they are in safe working order. Defects when found shall be immediately reported and corrected. The truck shall be taken out of service until it has been restored to safe operating condition.



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- 2) A thorough walk-around check should be made BEFORE starting engine. This is required for your personal safety and to realize maximum service life for your machine.
- ① The numbers on the inspection chart show the order of inspection
 - ② These numbers correspond to the check item numbers given on the following pages.
 - ③ Hang a caution sign on the truck(for example, **Do not start** or **Maintenance in progress**). This will prevent anyone from starting or moving the truck by mistake.

3. CHECK BEFORE STARTING ENGINE

1) CHECK FOR WATER OR OIL LEAKAGE

- (1) Walk around your HYUNDAI truck and check for water, oil or hydraulic leakage. Examine truck for obvious damage.
- (2) Check overhead guard, backrest, forks, mast and lift chains for crack or obvious damage.
- (3) If any damage or leaks are detected contact your HYUNDAI dealer or tire repair shop.

2) CHECK TIRE AIR PRESSURE/CHECK TIRE RIM

(1) Front tire (Pneumatic type only)

| Item | Unit | Front tire | | |
|---------------------------|---------------------|-------------|-------------|-------------|
| | | Single | | Double |
| | | 2.2/2.5 ton | 3.0/3.3 ton | 2.2~3.3 ton |
| Tire air pressure | kgf/cm ² | 9.0 | 10 | 8.25 |
| | psi | 130 | 145 | 118 |
| | bar | 8.8 | 9.8 | 8.1 |
| Hub nut tightening torque | kgf · m | 30~50 | | 30~50 |
| | lbf · ft | 217~362 | | 217~362 |
| | N.m | 294~490 | | 294~490 |

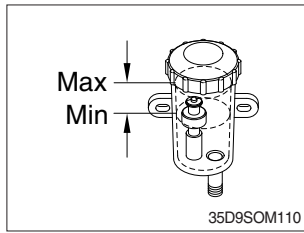
(2) Rear tire (Pneumatic type only)

| Item | Unit | Rear tire | |
|---------------------------|---------------------|-----------|--------|
| | | Single | Double |
| Tire air pressure | kgf/cm ² | 10.0 | 9.0 |
| | psi | 145 | 130 |
| | bar | 9.8 | 8.8 |
| Hub nut tightening torque | kgf · m | 16~20 | |
| | lbf · ft | 116~145 | |
| | N.m | 157~196 | |

⚠ The tires are under high inflation pressure, so failure to follow the correct procedures when changing or servicing tires and rims could cause the tire to explode, causing serious injury or damage. The tires and rims should always be serviced or changed by trained personnel using the correct tools and procedures. For details of procedures, contact your HYUNDAI dealer or tire repair shop.

⚠ If there is any deformation, damage, or wear of the rim, or any doubt about the condition, always replace the rim. Never try repairing, welding, or heating.

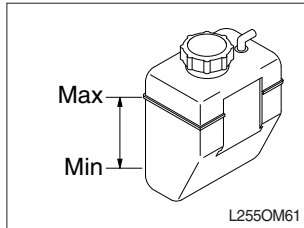
3) CHECK BRAKE FLUID



- (1) Remove reservoir cap, and check level.
If necessary, add brake fluid.

| Type | Brake fluid |
|----------|---------------------------------|
| Wet type | Azolla ZS32 or hyd oil ISO VG32 |

4) CHECK COOLANT LEVEL



- (1) If the cooling water in the radiator sub-tank is not within normal range when cool, add water to the MAX line.

※ **Always check the coolant level in the radiator sub-tank prior to beginning of daily operation of the machine.**

⚠ If antifreeze is being used, pay careful attention to the ratio of antifreeze and water when adding coolant.

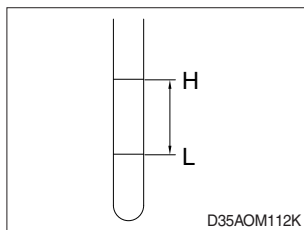
⚠ If the sub-tank is completely empty, first add water directly to the radiator. Then add water to the sub-tank.

Always allow the radiator to cool down before adding water.

At the operating temperature, the engine cooling water is at high temperature and pressure, so it is dangerous to try to open the radiator cap. Wait until the radiator is cool enough to be touched by hand before opening the radiator cap. Loosen the radiator cap slowly to release the pressure, then loosen the cap.

※ After filling the coolant into the radiator, check for leakage for the radiator, radiator hoses and other parts of the cooling system and also for traces of water leakage under the engine.

5) CHECK OIL LEVEL IN ENGINE OIL PAN



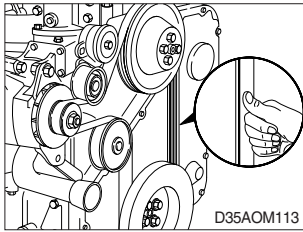
- (1) Stop the engine, pull out the dipstick and check the oil level.
(2) The oil surface line on the dipstick should be between H and L.
If below L, remove the filler cap and add engine oil through the oil level.

※ Change the oil if it is marked dirty or discolored.

⚠ Oil level is to be checked with the truck placed at flat level and at least 3 minutes after the engine stopped.

⚠ Do not touch hot components or allow hot oil to contact your skin.

6) CHECK FAN BELT TENSION

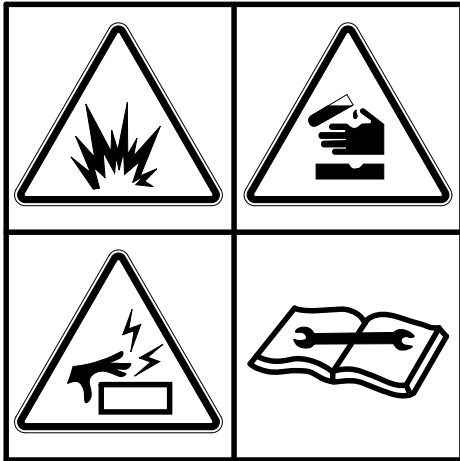


- (1) The fan belt must depress the specified value when the midpoint between the generator and fan pulley is depressed.

⚠ If the belt is stretched beyond the adjustment allowance, or there are cuts or cracks, replace the V-belt.

• Specification : 10~15 mm (0.4~0.6 in)

7) BATTERY



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- (1) Wash the terminal with hot water if it is contaminated, and apply grease to the terminals after washing.

⚠ Battery gas can explode. Keep sparks and flames away from batteries.

⚠ Always wear protective glasses when working with batteries.

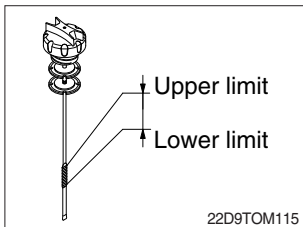
⚠ Do not stain clothes or skin with electrolyte as it is acid.

Be careful not to get the electrolyte in eyes.

Wash with clean water and go to the doctor if it enters the eyes.

※ **Make sure to keep the batteries fully charged at all times, when operating the machine in cold weather.**

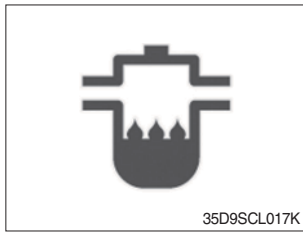
8) CHECK HYDRAULIC OIL LEVEL



- (1) Rest fork on ground and stop engine. Pull out dipstick and check oil level. If insufficient, add oil.

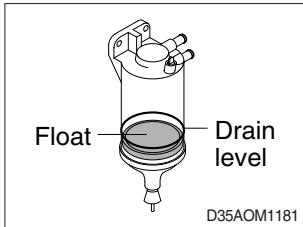
⚠ Hot oil and components can cause personal injury. Do not allow hot oil or components to contact skin.

9) CHECK GAUGES



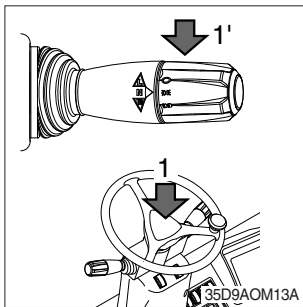
(1) Separator warning lamp (For diesel type/trucks with separator).

If the warning lamp stays on, drain the water from the fuel filter.



(2) When the float of separator meets the red line(drain level), drain water.

10) CHECK HORN AND LAMPS



(1) Check horn button and lamp switch if operate normally or not.

1 : Horn button

1' : Lamp switch

(2) If horn and lamp are malfunctioning, contact your HYUNDAI forklift distributor.

11) CHECK PEDALS

Check for any catching or abnormal heaviness when depressing the pedals.

(1) Inching pedal

| | Unit | Specification |
|-----------------------------------|---------|-------------------|
| Free play | mm (in) | 2~4 (0.07~0.16) |
| Interlock stroke with brake pedal | mm (in) | 15~20 (0.59~0.79) |

(2) Brake pedal

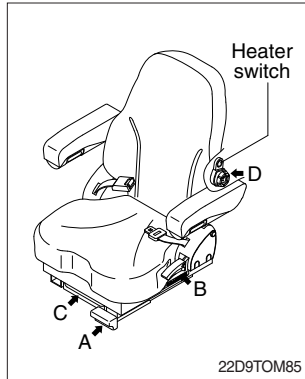
| | Unit | Specification |
|-----------|---------|-----------------|
| Free play | mm (in) | 2~4 (0.07~0.16) |

4. SEAT ADJUSTMENT

1) SEAT ADJUSTMENT

The seat adjustable to fit the contours of the operator's body. It will reduce operator fatigue due to long works hours and enhance work efficiency.

Grammer seat (std)



(1) Forward/Backward adjustment (A)

Pull lever A to adjust seat forward or backwards.

(2) Reclining adjustment (B)

Pull lever B to adjust seat backrest.

(3) Weight adjustment (C)

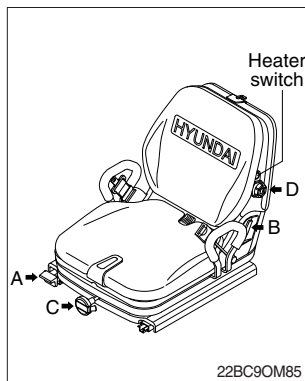
(4) Lumbar adjustment (D)

Turn line knob D to adjust lumbar support up and down.

(5) Heated seat switch (option)

Press this switch in order to heat the seat.

KAB seat (option)



(1) Forward/Backward adjustment (A)

Pull lever A to adjust seat forward or backwards.

(2) Reclining adjustment (B)

Pull lever B to adjust seat backrest.

(3) Weight adjustment (C)

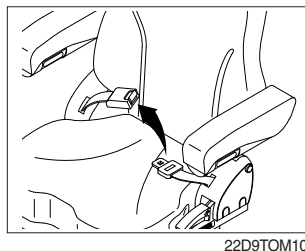
(4) Lumbar adjustment (D)

Turn line knob D to adjust lumbar support up and down.

(5) Heated seat switch (option)

Press this switch in order to heat the seat.

2) BUCKLING UP



(1) Buckling up. Be sure that you put on the seat belt. Connect and adjust the seat belt strap to a snug, comfortable position.

⚠ Always wear your seat belt when operating a lift truck.

Failure to wear seat belt will result in injury or death in an event of an accident.

⚠ Always check the condition of the seat belt and mounting hardware before operating the machine.

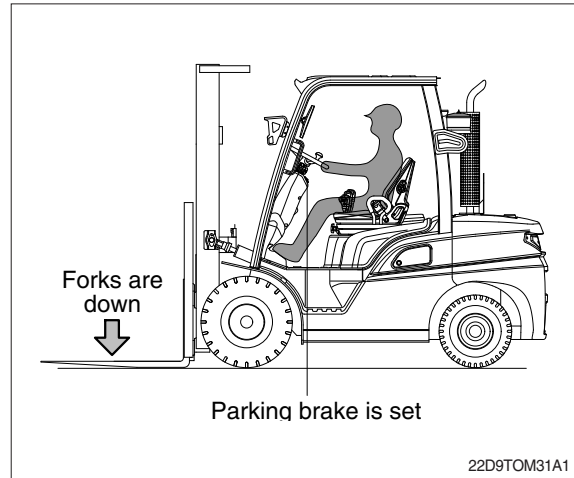
⚠ Replace the seat belt at least once every three years, regardless of appearance.

5. STARTING FROM A SAFE CONDITION

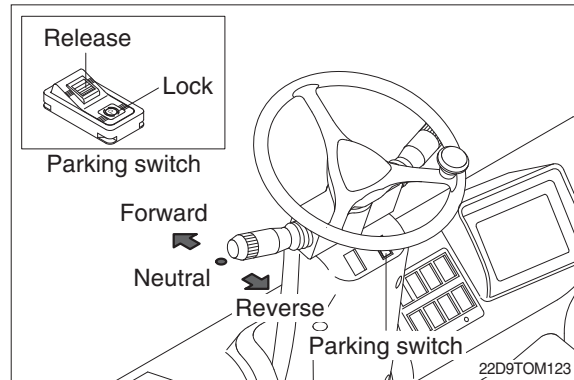
Always start from a safe condition.

Before operating a lift truck, make sure that :

- You are safely seated in the truck.
- The parking brake is applied.
- The forks are fully lowered to the floor or ground.
- You are familiar with how all the controls function.
- All controls are in neutral or other correct position.
- The truck has received its daily inspection and ready and safe to operate.



Put the direction control lever in the NEUTRAL position, before starting. The truck should start only in the NEUTRAL position. If it starts in gear, have the truck serviced.



6. GENERAL STARTING AND OPERATING TIPS

Before you start the truck, make sure that you have taken all the above-mentioned precautions, you have read this manual, you are starting from a safe condition, with the directional control in NEUTRAL, the seat adjusted, and your seat belt buckled.

▲ INSPECT YOUR LIFT TRUCK BEFORE OPERATING at the start of each shift. Before you put your truck to use, check the operation of the controls and all systems.

Turn off any lights or optional electrical equipment while you crank the engine. This reduces the electrical load on your battery.

Avoid excessive starter cranking (In excess of 30 seconds). To avoid starter overheating or damage, do not crank the starter continuously for more than 30 seconds at a time. If the engine fails to start, wait two to three minutes before again attempting to start your lift truck.

If your battery is **run down** (discharged) or becomes discharged while you try to start your truck, please refer to Section 6, **Emergency Starting and Towing**, in this manual.

To avoid damage to your truck or possible harm to yourself. Follow these recommendations :

- Warm the engine up before driving or applying a load. Idle engine at low idle rpm for a few minutes to circulate and warm the oil. Then increase speed to approximately half-throttle for a short period or until the engine coolant reaches approximately 100°F . This procedure helps prolong engine life.
- Let the engine run until the normal operating temperature is reached. Then operate the controls and check all gauges and warning indicators to be sure they are functioning properly. Stop the engine and make a visual inspection for oil, water, or fuel leaks.
- Do not operate the engine at speeds above idle for more than brief periods without a load.
- Do not run the engine at maximum power continuously until the engine is fully warmed up.
- Never operate the engine at more than the regular no-load governed speed. Excessive speeds are harmful.

※ **The governor is set at the factory and should not need adjustment.**

- Avoid extended (in excess of 10 minutes) and unnecessary idling of the engine. Turn off the engine instead.
- **Carbon monoxide** is colorless and odorless, but can be present with all other exhaust fumes.

▲ Exhaust gases are harmful and can cause serious injury or death. Proper ventilation is always necessary for safe inside operation or warm-up.

▲ Due to the precise tolerances of diesel injection systems, it is extremely important that the diesel fuel be kept clean and free of dirt or water. Dirt or water in the system can cause severe damage to both the injection pump and the injection nozzles.

7. STARTING THE ENGINE

1) START FROM A SAFE CONDITION

Before you start the truck, safely seat yourself on the truck, fasten seat belt, apply the parking brake, make sure all controls are in neutral or other correct position, lower the forks fully to floor or ground, put the direction control lever in NEUTRAL, and make sure you know how to operate the truck and all its controls.

Cold Start Preheating

With the switch in the ON position the indicator will light up showing the glow plugs are pre-heating automatically, after 6 seconds the indicator light will go out. The engine can then be started. For improved starting, pre-heating is continued for about 5 seconds after the indicator light has gone out. To repeat the preheating process turn the key to the OFF and then into the ON position.

▲ DO NOT USE STARTING FLUID to help start an engine. The fluid contains ether or other explosive substances that could cause serious injury. Starting fluid is especially dangerous when used on engines with glow plugs. Never use starting fluid with a glow plug equipped engine.

2) Turn the start switch to the START position to crank the engine. Release the key the ON position and return the accelerator to idle as soon as the engine starts.

※ **If the engine stalls or falters in starting, wait two to three minutes before re-engaging the starter. This prevents possible serious damage to the starter or engine.**

3) When starting a cold engine, increase the engine speed (rpm) slowly to be sure adequate lubrication is available to the bearings and to allow the oil pressure to stabilize.

4) Idle the engine three to five minutes at idle rpm before operating with a load.

8. CHECK AFTER STARTING ENGINE

1) CHECK FOR ABNORMAL NOISE OR VIBRATION

2) CHECK ENGINE EXHAUST GAS COLOR

| Exhaust gas color | Criteria |
|-----------------------|---------------------------------|
| Colorless, light blue | OK |
| Black | Check for incomplete combustion |
| White | Check for oil leakage |

3) CHECK FUEL TANK LEVEL



If the indicator is in the **Full** range, the tank is full. If the indicator is in the **Empty** range, refill the fuel tank immediately. Do not operate the truck below this level. Do not use low quality fuel or fuel mixed with kerosene. Clean the area around the cap before adding fuel to prevent dirt from entering the tank.

Always fill the tank at the end of the day's operation. If air remains in the tank, the moisture in the air will condense inside the tank and form water in the fuel.

※ The moisture in the fuel system can be caused a difficulty of the engine starting and may lead to a serious problem for the engine function.

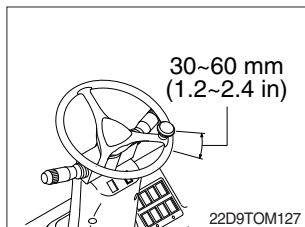
▲ Do not smoke or allow any flame near the truck when refilling. Refilling produces explosive fumes. The truck should be refilled only at the specified refilling point. Stop the engine and get off the truck when refilling.

4) CHECK MONITOR

These lamps light up to indicate an abnormality.

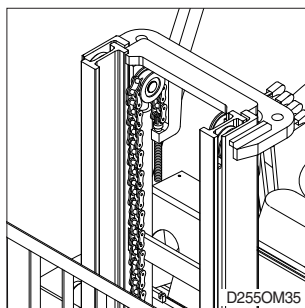
※ Cluster warning lamps light up to indicate an abnormality. (refer to page 3-35)

5) CHECK STEERING WHEEL PLAY



If the steering wheel play is over 30~60 mm (1.2~2.4 in), check or repair it.

6) CHECK LIFT CHAIN TENSION



Raise forks 100 to 150 mm (4 to 6 in) from ground. Push with a rod check that both chains have approximately same amount of slack.

· Adjusting lift chain

- ① Loosen locknut and turn nut.
- ② Equalize tension on the lift chain.

▲ Do not put hands into the mast.

7) CHECK STEERING WHEEL

Check that steering wheel does not wobble or suddenly pull to one side. Check also for any abnormal heaviness in steering.

8) CHECK REARVIEW MIRROR (Option)

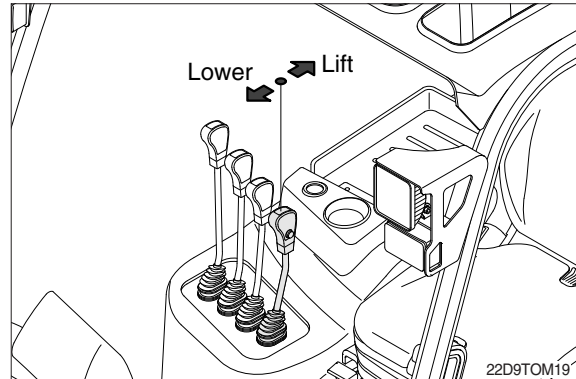
Adjust the rearview mirror for best rearward visibility.

9. LEVERS AND PEDALS

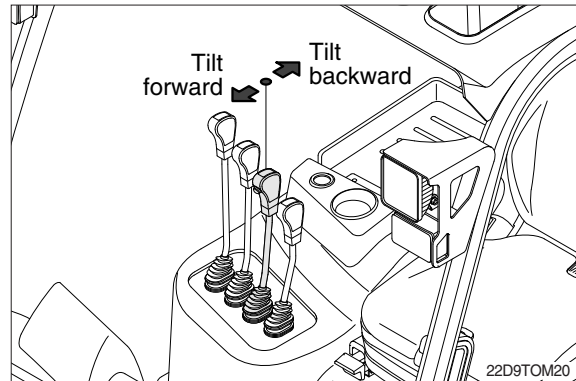
1) POSITIONING FORKS AND MAST

When driving, with or without a load, it is a good practice to always raise the forks slightly and tilt the mast (forks) backward. Raising the forks and tilting them back prevents the fork tips from catching on possible obstructions and reduce the wear on the fork blades from striking or dragging on the floor or ground. See safety messages on next page.

Pull back on the lift control lever and raise the forks 150 to 200 mm (6 to 8 inch) above the floor. Then, using the tilt control, tilt the mast back slightly to raise the fork tips.



The mount of forward and backward tilt to be used is governed by the application.



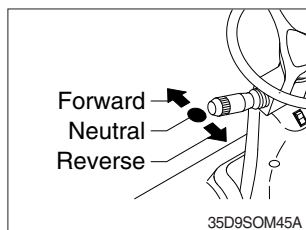
⚠ Illustrations may differ from your machine, but the operation is common each other.

⚠ When the mast (carriage and/or load) is raised into a high (elevated) position, the stability of the truck is reduced.

Some of the other conditions that may affect stability are ground and floor conditions, grade, speed, loading, dynamic and static forces, and the judgement exercised by the operator. Trucks equipped with attachments behave as partially loaded trucks even when operated without a load on the attachment. Also, improper operation, faulty maintenance, or poor housekeeping may contribute to a condition of instability.

⚠ For stability, do not travel with the load or carriage in a highly elevated position. Travel with the lift mechanism raised only enough to clear the ground or obstacles.

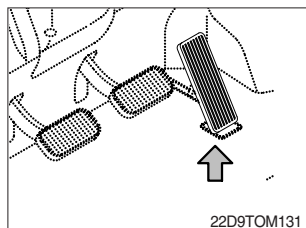
2) SELECTING DIRECTION OF TRAVEL



Push the direction control lever forward, center it, or pull it back for FORWARD, NEUTRAL, or REVERSE, respectively. Traction is disabled in NEUTRAL.

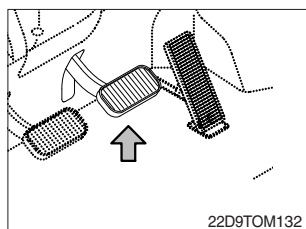
⚠ During traveling in forward or reverse direction rapid turning of the machine can cause dropping of a load and damage of the machine.

3) USING THE ACCELERATOR PEDAL



With the parking brake released and the direction control in FORWARD or REVERSE, put your foot on the accelerator pedal and push down smoothly until the truck is moving at the desired speed.

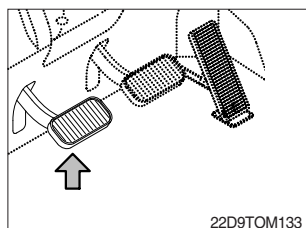
4) BRAKING PEDAL



To stop the truck, lift your foot from the accelerator pedal and put it on the brake pedal. Push down on the brake pedal in a smooth, firm motion until the truck is stopped.

⚠ Stop the lift truck as gradually as practical. Hard braking and wheel sliding are dangerous, increase wear, and can cause you to lose a load and damage to the lift truck. Can cause tip-over.

5) INCHING PEDAL



Use the inching pedal and the accelerator pedal in combination to vary lift and travel speeds independently. The further you depress the inching pedal, the more the driving clutch slips, reducing travel motion. With the inching pedal fully depressed, the brakes fully engage. You operate the inching pedal with your left foot for precise control of travel speed, while you operate the accelerator pedal together with the lift control to vary lift speed.

⚠ When slipping the clutch, it can happen heating in the system and reduced durability of the components. When operating accelerator, avoid frequent use and cut off the power of the traveling by pressing sufficiently the inching pedal.

10. OPERATING SAFELY

Safe operation is the responsibility of the operator.

1) WATCH WHERE YOU ARE GOING. DON'T GO IF YOU CAN'T SEE...

- (1) Before driving, check all around to be sure that your intended path of travel is clear of obstructions and pedestrians.

▲ LOOK WHERE YOU DRIVE. Watch out for pedestrians, other vehicles, obstructions (especially overhead), and drop-offs. If the load blocks your view, drive backwards, except up slopes.

- (2) Do not allow anyone to stand or pass under the load or raised forks.
Watch for people in your work area even if your truck has warning lights or alarms. They may not watch for you.
- (3) Sound horn at intersections and wherever vision is obstructed.
Do not drive a truck up to anyone standing in front of an object.

2) PROTECT YOURSELF AND THOSE AROUND YOU...

- (1) Operate the truck only from the designated operator's position. Stay within the confines of the lift truck profile dimensions. Keep all body parts inside the operator's compartment and away from the danger of passing obstructions. Keep under overhead guard.

※ An overhead guard is intended to offer protection to the operator from falling objects, but cannot protect against every possible impact. Therefore, it should not be considered a substitute for good judgement and care in loading, handling, storage, etc.

▲ Keep clear of the mast and lift mechanism. NEVER reach into or put hands, arms, legs, or head into or through the mast structure or near the carriage or lift chains. Never put any part of your body between the mast and the truck.

Don't use the mast as a ladder.

Keep all other persons clear of the load and mast mechanism while attempting to handle a load.

3) NO RIDERS...

- (1) Do not carry passengers. The operator is the only one who should be on the truck.

4) ALWAYS BE IN FULL CONTROL OF YOUR LIFT TRUCK...

- (1) Never operate a lift truck or its attachments if you are not in the designated operator's position.
- (2) Never operate a lift truck when your hands and feet are wet or greasy.
- (3) Always pick the smoothest travel route for your lift truck. Avoid bumps, holes, slick, spots, and loose objects or debris in your path that may cause the truck to swerve or tip. If these conditions are unavoidable, slow down and carefully drive past them. Slow down for wet or slippery surfaces.
- (4) Avoid any sudden movement, it can cause the machine to tip-over.
Start, stop, travel, steer, and brake smoothly.
- (5) Operate your lift truck under all conditions at a speed that will permit it to be brought safely to a stop.

- (6) Travel with the fork carriage tilted back and raised only enough to fully clear the ground or obstacles. When the carriage (load) is in an elevated position the stability of the truck is reduced.
- (7) Do not elevate the load except during stacking.

5) GRADES, RAMPS, AND INCLINES...

- (1) Use special care when operating on ramps, inclines, and uneven areas. Travel slowly. Travel straight up and down. Do not turn or drive at an angle across an incline or ramp. Do not attempt to operate on grades in excess of those specified and/or recommended by the manufacturer.
- (2) When the truck is loaded, travel with the load up grade. When the truck is empty, travel with lifting mechanism (mast) down grade.
- (3) Always brake with the right foot pedal (Not with the inching pedal) when travelling down incline.

6) PRACTICE SAFE OPERATION EVERY TIME YOU USE YOUR TRUCK...

- (1) Careful driving and operation is your responsibility. Be completely familiar with all the safe driving and load handling techniques in this Operator's Manual. Use common sense. Drive carefully; do not indulge in stunt driving or horseplay. Observe traffic rules. Watch for people and hazards. Slow down, be in full control of your lift truck at all times.
- (2) Follow the instructions in this manual to avoid damage to your truck or the possibility of injury to yourself or others.
- (3) During your work, observe all functions of your lift truck. This allows you to immediately recognize a problem or irregularity that could affect the safe operation of your truck.
- (4) Periodically check the gauges and warning indicator lights in the instrument panel to be sure they indicate a normal condition. If an abnormal condition appears bring the machine to a safe condition and safe location, shut off the starting switch immediately and report the problem.

▲ Do not continue to operate a truck that has a malfunction. Stop and have it fixed.

▲ Always wear your seat belt when operating your truck.

11. LOAD HANDLING

1) GENERAL

Handle only loads that are within the truck rated capacity as shown on the nameplate. This rating specifies the maximum load that should be lifted. However, other factors such as special load handling attachments, load having a high center of gravity, or uneven terrain may dictate that the safe working load be less than the rated capacity. Under these conditions, the operator must reduce the load carried so that the lift truck remains stable.

Handle only stable or safely arranged loads. Do not handle loads made up of loose, unevenly stacked, or unstable items that can easily shift and fall. Take the time to correctly stack and hand loose items. Center the load on the forks.

Do not lift anything that might fall on the operator or a bystander. Do not handle loads that are higher than the fork carriage unless the load is secured so that no part of it can fall backward.

Keep the load back against the LBR. Loads placed out on the ends of the forks can make the lift truck less stable and more likely to tip up.

Lift and lower with the mast vertical or tilted slightly back-never tilted forward.

Operate lift and tilt controls slowly and smoothly. Never tilt the mast forward when the carriage(load) is raised, except to pick up or deposit a load over a rack or stack.

▲ Slack chains mean rail or carriage hang-up. Raise the mast before you move. If the mast malfunctions in any way or becomes stuck in a raised position, operate the lift control to eliminate any slack chains by raising the carriage. DO NOT go under a raised mast or forks to attempt repairs.

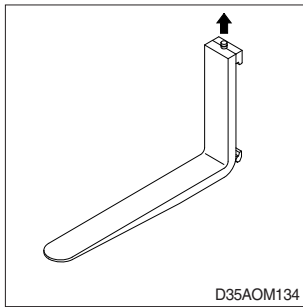
DO NOT climb the mast or the truck.

Remember your truck is designed to carry loads forward of the front wheels so that the weight of the load is counterbalanced by the weight of the truck.

The farther the load is carried from the pivot point (Center of front wheels), the less the weight on the steer wheels. Therefore, always carry the load as close to the front wheels as possible (Back and flush against the face of the forks.)

The capacity load shown on the nameplate is represented by a cube in weight is evenly distributed, with the center of gravity located a standard distance from the face of the forks. If the weight of the actual load to be handled is not evenly distributed, put the heaviest part closest to the carriage.

2) ADJUSTING THE LOAD FORKS



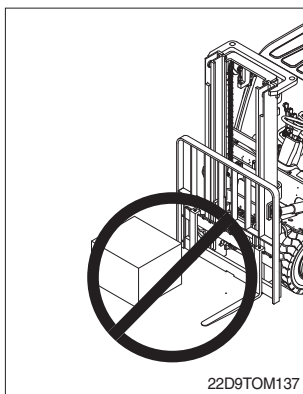
The load forks are adjustable on the hanger, carriage. Forks should be spaced as far apart as the load will allow. Both forks should always be the same distance from the center of the fork carriage. To adjust the forks, raise the carriage slightly. Tilt the mast fully forward to reduce friction and make the fork slide easier.

Unlock the fork locking pins.

Position the forks by pushing them away from you. Secure the fork locking pins.

▲ Make sure the load backrest (LBR) or fork retaining bolts are fasten securely in place.

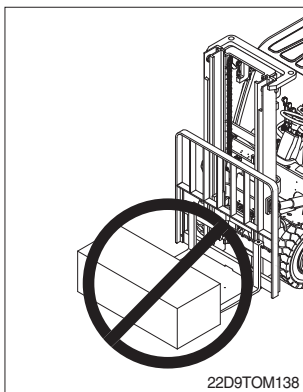
3) LOAD ON FORKS



(1) Do not elevate the load with one forks.

Loading with one fork can cause the tip over and serious injury or death of operator.

This can cause the height difference between both fork tips due to overload.



(2) Do not elevate the load with the ends of the forks.

This can cause the height difference between both fork tips due to overload in the end of the forks.

The load should be loaded at least over 2/3 of fork length.

4) TRAVELING WITH LOAD

Travel with load or carriage as low as possible and tilted back. Never travel with the load or carriage raised (elevated) in a high position. Do not elevate the load except during stacking.

Observe all traffic regulations and watch for other traffic, pedestrians, and safe clearances. Always look in the direction of travel. Keep a clear view of the path of travel and when the load blocks your visibility, travel in reverse with load trailing (Except when climbing an incline).

Avoid sudden movements when carrying a load-start, stop, travel, steer, and brake smoothly. Steer clear of bumps, holes, and loose materials or debris on the ground. Lift and tilt slowly and smoothly. Go slowly when turning. Cross railroad tracks slowly and at an angle wherever possible.

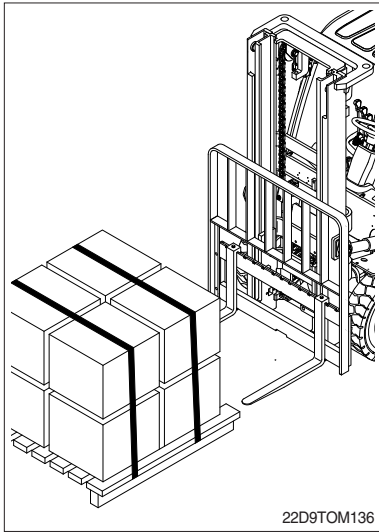
Use special care when handling and traveling with long, high, or wide loads-to avoid losing the load, striking bystanders or obstructions, or tipping the truck.

Watch clearances around the truck and load as you travel. Raise the forks or attachment only to pick up or stack a load. Look out for obstructions, especially overhead.

Be aware that exaggerated tail swing, when turning while traveling forward, is a characteristic of lift trucks that are steered by the rear wheels. Accordingly, you need to become accustomed to tail swing and always check the tail swing area of the counterweight to be sure it is clear before you turn.

Always be concerned about the stability of your lift truck. When attachments are used, extra care should be taken in securing, manipulating, positioning, and transporting the load. Because attachments generally add extra weight and complexity to the truck, operate trucks equipped with attachments as partially-loaded trucks when not handling load.

5) PICKING UP AND MOVING LOADS



When picking up a load from the ground, approach the load slowly and carefully align the truck square with the load. The forks should be adjusted to fit the load or pallet being handle and spread as wide as possible to provide good stability and balance. Before lifting, be sure the load is centered and the forks are fully under and supporting the load. Fork length should be at least 2/3 of load length. With the lift and tilt controls, adjust the forks to the correct height and angle for freely engaging the load pallet. Move forward until the forks are squarely and completely under the load.

⚠ Be sure that the forks do not extend beyond the load, causing damage or tipping of other adjacent loads or materials behind the load being moved.

If the forks are longer than the load, move the tips partially under the load without extending beyond the load. Raise the load to clear the ground. Back out several inches, or whatever distance is necessary, then set the load down and move forward until the load is positioned against the carriage.

Raise the load from the ground or stack by tilting the mast back just enough to lift the load from the surface. When stacking or tiering, use only enough backward tilt to stabilize the load.

Then raise the load to traveling height and tilt fully back to travel (Except for loads that must be transported as level as possible).

6) UNLOADING

To deposit a load on the floor after being moved into the correct position, tilt the mast forward to a vertical position and lower the load.

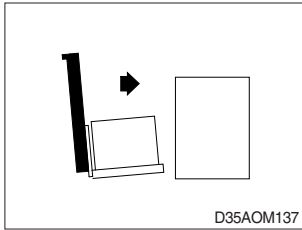
Adjust the fork height and tilt the mast forward slightly, as necessary, for smooth removal of the forks from the load (Pallet).

Carefully back away to clear the forks from the load.

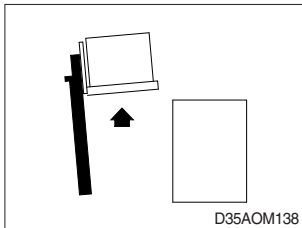
Raise the forks to traveling height and tilt forks to a level position 150~200 mm (6~8 in) off the floor.

7) STACKING

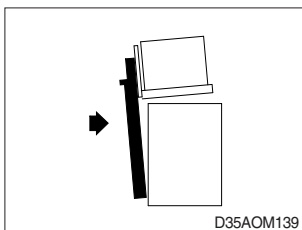
(1) To put a load on a stack



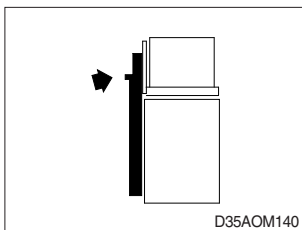
- ① Approach slowly and align the lift truck and load squarely with the stack.



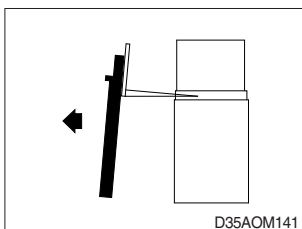
- ② Raise the load as the lift truck nears the stack.



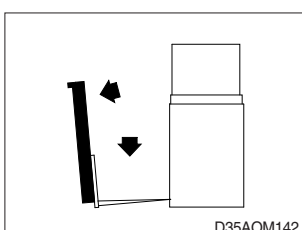
- ③ Move forward slowly until the load almost touches the stack. The leading edge and sides of the load pallet should line up exactly with the near edge and side of the load or rack on which you are stacking.



- ④ Stop close to the stack and further lift the load high enough to clear the top of the stack. Slowly move the load into position. Use care not to damage or move adjacent loads.
- ⑤ When the load is aligned with the stack beneath it, tilt the mast to the vertical position and carefully lower the load onto the top of the stack.



- ⑥ Lower the forks slightly to clear the load pallet. Tilt the forks forward slightly, if necessary.



- ⑦ Check your travel path, then carefully back away until the forks are clear of the stack. Stop and lower the forks to the travel position [150~200 mm (6~8 in) above the ground], then tilt back for travel.

(2) To move a load from a stack

Approach the stack carefully, truck lined up squarely with the load. With mast vertical, raise the forks to the correct height for freely engaging the load pallet. Adjust fork angle as necessary to fit squarely under the load. Move (inch) forward until the forks are under the load.

Be sure that the forks do not extend beyond the load, causing damage or tipping of other adjacent loads or materials behind the load being moved. If the forks are longer than the load, move the tips partially under the load without extending beyond the load.

Raise the load to clear the under surface. Back out several inches, then set the load down and move forward until the front face of the forks contacts the load. Be careful that the fork tips now clear the adjacent load or material behind the load being moved.

Raise the load from the stack by tilting the mast back just enough to lift the load from the surface. Or, with the mast still vertical, raise the forks until they begin to lift the load. at this point, apply the minimum back tilt that will stabilize the load.

Check your travel path, slowly back up until clear of the stack, stop, and then lower the load to the travel position [150~200 mm (6~8 in) off the ground]. Tilt full back to travel (Except for certain loads that may have to be transported as level as possible). Be sure the load is back flush against the carriage or front face of the forks.

※ **Certain loads must be transported as level as possible.**

12. SHUT DOWN PROCEDURE

※ Always leave your lift truck in a safe condition.

1) WHEN YOU LEAVE YOUR TRUCK, OR PARK IT, FOLLOW THESE SAFETY RULES

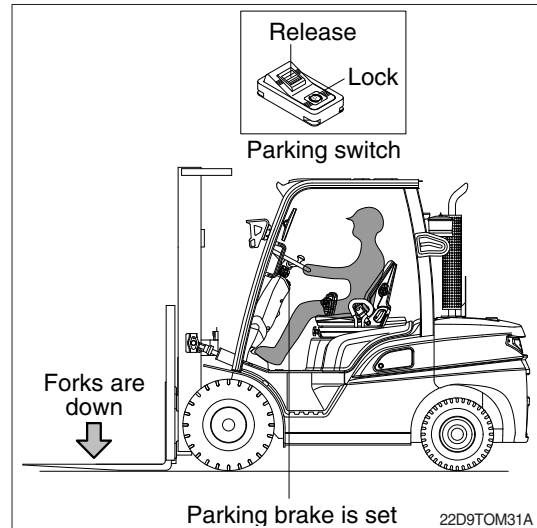
- (1) Park in a safe area away from normal traffic.
- (2) Never park on a grade.
- (3) Never park in areas that block emergency routes or equipment, access to fire aisles, or stairways and fire equipment.

2) BEFORE LEAVING THE OPERATOR'S POSITION

- (1) Bring the truck to a complete stop.
- (2) Put the directional control lever in the NEUTRAL position.
- (3) Apply the parking brake.
- (4) Lower the lifting mechanism-carriage and forks or attachment fully to the ground.

3) IN ADDITION, WHEN LEAVING THE TRUCK UNATTENDED

- (1) Tilt the mast forward until the forks are level and flat on the ground. Let the engine run at idle speed.
 - (2) Turn the starting switch to the OFF position and remove the key.
 - (3) Block the wheels, if the truck must be left on an incline or you have any doubt about the truck moving from a safe position.
- ※ If the lift has been working hard, let the engine idle a few minutes before shutting it off.



▲ CAUTION FOR TURBOCHARGER PROTECTION

In order to prevent turbocharger failure, please let the engine idle for more than 5 minutes before shutting it off.

6. EMERGENCY STARTING AND TOWING

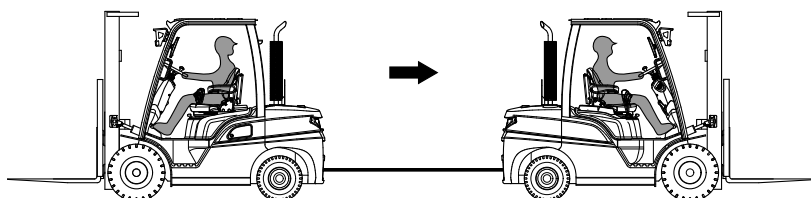
1. HOW TO TOW A DISABLED TRUCK

If your lift truck becomes disabled but it can be moved freely on its own wheels without further damage, use the following procedures to tow it safely to a repair area.

△ It is important for your safety and the care of your lift truck to use the proper equipment and carefully follow these recommendations for safe towing.

▲ DO NOT tow a lift truck if there is a problem with the brakes or tires or the steering cannot be operated. DO NOT tow up or down ramps and steep inclines. DO NOT attempt to tow a lift truck if traction or weather conditions are poor.

- 1) Be sure to apply the parking brake or block the drive wheels on the disabled truck while working around it.
- 2) When possible, raise the carriage (forks) on the disabled truck about 300 mm (12 in) from the floor or ground. Secure the carriage with a chain.
- 3) Obtain another lift truck of equal or larger size carrying a partial load for traction.
- 4) Check that the counterweight bolts are in place and properly torqued. (This bolt is made of a special high tensile steel and is not commercially available. Replace it, when necessary, only with a genuine HYUNDAI replacement part).
- 5) Use an approved, solid metal tow bar with towing couplers that connect to the towing pins in the counterweights.
- 6) Release the parking brake on the towed truck. (Refer to page 6-3)
- 7) Put the directional control lever in the NEUTRAL position.



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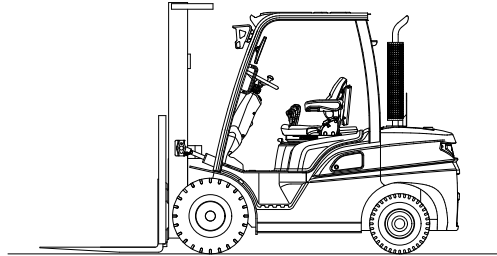
- 8) Tow the disabled truck backward. An operator must be on the towed truck.

Tow the truck slowly. Careful towing is necessary to prevent injury to personnel or damage to the truck. The truck should be towed at a speed of less than 8 km/h (5 mph) with a driver in the seat. Do not lift the truck or any wheels off the floor or ground while the truck is being towed.

▲ The power steering will not operate on the disabled truck when the engine is not running.

- 9) Park the disabled truck in authorized areas only. Fully lower the forks to the floor, put the directional control lever in the NEUTRAL position and turn the starting switch to the OFF position. Engage the parking brake. Remove the key and, when necessary, block the wheels to prevent the truck from rolling.

Lift truck parking



22D9OM32

- ▲ Always engage the parking brake when parking a lift truck. The truck can move and cause injury or death to personnel near it.**

2. PARKING BRAKE RELEASE

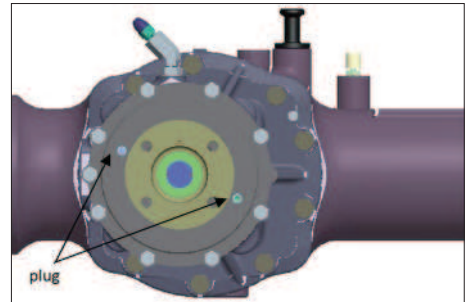
In case of malfunction of transmission, it's hard to supply pressure at parking brake.

Using function of parking force release at carrier sub assembly of drive axle, it is possible to tow the truck.

1) DISASSEMBLE PLUG

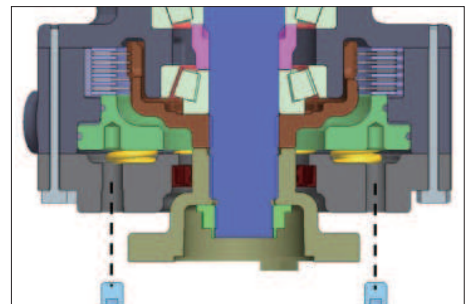
Must wash surrounding plug before disassembly

Tool : Use 5 mm six-angular lench or bitsocket



22D9TDA208

※ Correspond with hole of assembly and tap hole of piston by guide pin.



22D9TDA209

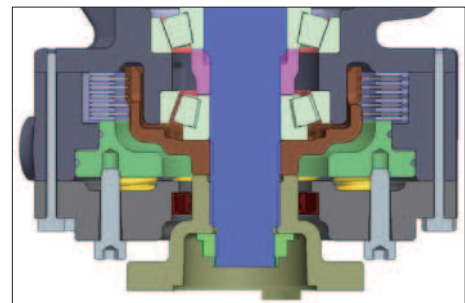
2) ASSEMBLE BOLT OF RELEASED PARKING

(1) Assemble bolt for released parking at hole of plug by disassemble.

Bolt spec : M8x1.25P × 30L

Socket-bolt, S109-080304

(2) Assemble bolt by hand to reach axle housing.



22D9TDA210

(3) Tighten two bolt like clockwise rotation.

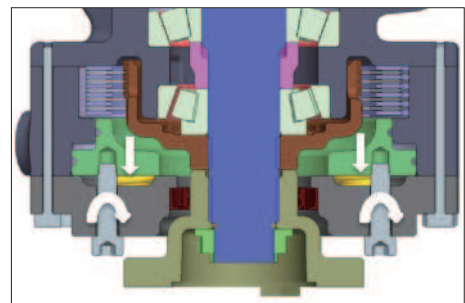
According to the force of tighten bolt, pull piston and release parking brake.

Tool : Use 6 mm six-angular lench or bitsocket

(4) Rotate 1.5~2 times by clockwise direction, and then release parking brake.

Do not exceed tightening torque 400 kgf-cm

(5) Check parking to rotate flange shaft by hand.



22D9TDA211

3. HOW TO USE BATTERY JUMPER CABLES

If your lift truck battery is discharged (dead), you can start your lift truck by jumping it from another lift truck that has a 12V, negative-ground electrical system. The "Booster" battery must be fully charged and in good condition. This section explains how to perform this procedure safely. To avoid damage to your lift truck and your battery or the possibility of harm to yourself, follow the instructions and warnings carefully. If you have any doubts, ask for help from an experienced mechanic.

If your truck has a battery with terminals on the side you will need a set of jumper cables with matching connector clamps or cable adapters for side mounted battery terminals.

△ **Use only a 12V, NEGATIVE GROUND SYSTEM to jump your truck. You can injure yourself and permanently damage your truck's 24V, starting motor and ignition system by connecting it to a 12V, power supply or to a positive ground system.**

▲ **BATTERIES CONTAIN SULFURIC ACID. Avoid acid contact with skin, eyes, or clothing. If acid contacts your eyes or skin, flush immediately with water and get medical assistance. Wear safety glasses when working near the battery to protect against possible splashing of the acid solution.**

1) If the discharged battery has filler caps, check the fluid level. Do not use an open flame to check and do not smoke. If low, add distilled water to the correct level. Be sure to install the caps before jump starting.

2) Do not jump start, charge, or test a sealed type battery if the test indicator looks illuminated or has a bright color. Install a new battery.

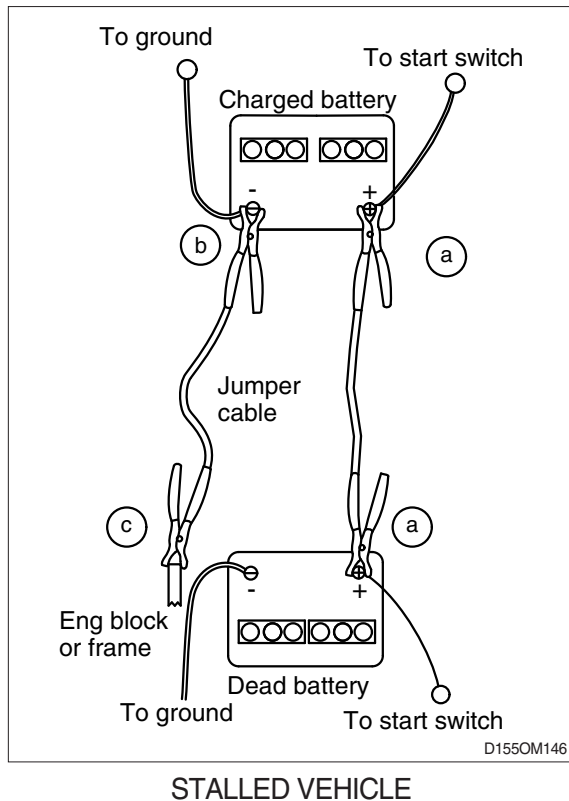
▲ **BATTERIES EMIT EXPLOSIVE GAS. Do not smoke or have open flames or sparks in battery charging areas or near batteries. An explosion can result and cause injury or death. Hydrogen gas is produced during normal battery operation. Hydrogen can explode if flames, sparks, or lighted tobacco are brought near the battery. When charging or using a battery in an enclosed space, always provide ventilation and shield your eyes. Wear safety glasses when working around batteries.**

3) Put the truck with the booster battery as near to the other truck as necessary for the jumper cables to reach both batteries. Check and make sure that the trucks do not touch each other. Use particular care when connecting a booster battery to prevent sparks.

4) On both trucks:

- ① Apply the parking brake.
- ② Put the directional control lever in the NEUTRAL position.
- ③ Turn the starting switch to the OFF position.
- ④ Turn all accessories to the OFF position and leave them off until after the engine has been started and the jumper cables have been removed.

▲ **To avoid short circuits, remove all jewelry and do not permit any metal tools to make contact between the positive battery terminal and other metal on the truck. When you connect jumper cable clamps to the positive terminals of the two batteries, make sure that neither clamp contacts any other metal. Injury can occur from electrical shock or explosion.**



5) Connect the jumper cables in the following sequence:

- ① Connect a jumper cable from the positive (+; red) terminal on one battery to the positive (+; red) terminal on the other battery. Never connect positive (+; red) to negative (-; black), or negative to positive.
- ② Connect one end of the second cable to the grounded negative (-; black) terminal of the **Jumper vehicle** battery.
- ③ Connect the other end of the second cable to a stationary, solid metallic point on the engine of the **Stalled vehicle**, not to the negative (-; black) terminal of its battery. Make this connection at a point at least 450mm(18in) away from the battery, if possible. Do not connect it to pulleys, fans or other parts that move. Do not touch hot manifolds that can cause severe burns.

6) Start the engine on the **Jumper vehicle** and run the engine at a moderate speed for a minimum of five minutes.

7) Start the engine on the **Stalled vehicle**. Follow the starting instructions in section 5, **Starting and Operating Procedures** in this manual. Be sure that the engine is at idle speed before disconnecting the jumper cables.

8) Remove the jumper cables by reversing the installation sequence exactly. Start by removing the last jumper cable from the stalled vehicle first. Remove the cable end from the engine block first, then the other end of the negative (-; black) cable.

9) Remove both ends of the positive (+; red) cable.

7. PLANNED MAINTENANCE AND LUBRICATION

1. INTRODUCTION

ONLY TRAINED AND AUTHORIZED PERSONNEL should perform planned maintenance. Local HYUNDAI dealers are prepared to help customers put in place a planned maintenance program for checking and maintaining their lift trucks according to applicable safety regulations.

▲ Powered industrial trucks may become hazardous if maintenance is neglected.

As outlined in section 4, operator maintenance and care, the operator should make a safety inspection of the lift truck before operating it. The purpose of this daily examination is to check for any obvious damage and maintenance problems, and to have minor adjustments and repairs made to correct any unsafe condition.

In addition to the operator's daily inspection, HYUNDAI recommends that the owner set up and follow a periodic planned maintenance (PM) and inspection program. The PM identifies needed adjustments, repairs, or replacements so they can be made before failure occurs. The specific schedule(frequency) for the PM inspections depends on the particular application and lift truck usage.

Planned maintenance is the normal maintenance necessary to provide proper and efficient machine operation. To protect your investment and prolong the service life of your machine, follow the scheduled maintenance check list.

This section recommends typical planned maintenance and lubrication schedules for items essential to the safety, life, and performance of the truck. It also outlines safe maintenance practices and gives brief procedures for inspections, operational checks, cleaning, lubrication, and minor adjustments.

Specifications for selected components, fuel, lubricants, critical bolt torques, refill capacities, and settings for the truck are found in section 8.

If you have needed for more information on the care and repair of your truck, see your HYUNDAI dealer.

2. SAFE MAINTENANCE PRACTICES

The following instructions have been prepared from current industry and government safety standards applicable to industrial truck operation and maintenance. These recommended procedures specify conditions, methods, and accepted practices that aid in the safe maintenance of industrial trucks. They are listed here for the reference and safety of all workers during maintenance operations. Carefully read and understand these instructions and the specific maintenance procedures before attempting to do any repair work. When in doubt of any maintenance procedure, please contact your local HYUNDAI dealer.

- 1) Powered industrial trucks can become hazardous if maintenance is neglected. Therefore, suitable maintenance facilities and trained personnel and procedures shall be provided.
- 2) Maintenance and inspection of all powered industrial trucks shall be performed in conformance with the manufacturer's recommendations.
- 3) Follow a scheduled planned maintenance, lubrication, and inspection system.
- 4) Only trained and authorized personnel are permitted to maintain, repair, adjust, and inspect industrial trucks and must do so in accordance with the manufacturer's specifications.
- 5) Always wear safety glasses. Wear a safety (hard) hat in industrial plants and in special work areas where protection is necessary and required.
- 6) Properly ventilate work area, vent exhaust fumes, and keep shop clean and floors dry.
- 7) Avoid fire hazards and have fire protection equipment present in the work area. Do not use an open flame to check for level or leakage fuel, electrolyte, or coolant. Do not use open pans of fuel or flammable cleaning fluids for cleaning parts.
- 8) Before starting work on truck.
 - (1) Raise drive wheels free of floor and use oak blocks or other positive truck positioning devices.
 - (2) Remove all jewelry (watches, rings, bracelets, etc.).
 - (3) Put oak blocks under the load engaging means, inner masts, or chassis before working on them.
 - (4) Disconnect the battery ground cable (-) before working on the electrical system.

※ **Refer to the jacking and blocking section in the service manual for proper procedures.**
- 9) Operation of the truck to check performance must be conducted in an authorized, safe, clear area.
- 10) Before starting to operate the truck.
 - (1) Be seated in a safe operating position and fasten your seat belt.
 - (2) Make sure parking brake is applied.
 - (3) Put the direction control in NEUTRAL.
 - (4) Start the engine.
 - (5) Check functioning of lift and tilt systems, direction and speed controls, steering, brakes, warning devices, and load handling attachments.

- 11) Before leaving the truck.
 - (1) Stop the truck.
 - (2) Fully lower the load-engaging means: mast, carriage, forks or attachments.
 - (3) Put the directional control in NEUTRAL.
 - (4) Apply the parking brake.
 - (5) Stop the engine.
 - (6) Turn the key switch to the OFF position.
 - (7) Put blocks at the wheels if the truck must be left on an incline.
- 12) Brakes, steering mechanisms, control mechanisms, warning devices, lights, governors, lift overload devices, lift and tilt mechanisms, articulating axle stops, load backrest, overhead guard and frame members must be carefully and regularly inspected and maintained in a safe operating condition.
- 13) Special trucks or devices designed and approved for hazardous area operation must receive special attention to insure that maintenance preserves the original approved safe operating features.
- 14) Fuel systems must be checked for leaks and condition of parts. Extra special consideration must be given in the case of a leak in the fuel system. Action must be taken to prevent the use of the truck until the leak has been corrected.
- 15) All hydraulic systems must be regularly inspected and maintained in conformance with good practice. Tilt and lift cylinders, valves, and other parts must be checked to assure that drift or leakage has not developed to the extent that it would create a hazard.
- 16) When working on the hydraulic system, be sure the engine is turned off, mast is in the fully-lowered position, and hydraulic pressure is relieved in hoses and tubing.
- ▲ Always put oak blocks under the carriage and mast rails when it is necessary to work with the mast in an elevated position.**
- 17) The truck manufacturer's capacity, operation, and maintenance instruction plates, tags, or decals must be maintained in legible condition.
- 18) Batteries, limit switches, protective devices, electrical conductors, and connections must be maintained in conformance with good practice. Special attention must be paid to the condition of electrical insulation.
- 19) To avoid injury to personnel or damage to the equipment, consult the manufacturer's procedures in replacing contacts on any battery connection.
- 20) Industrial trucks must be kept in a clean condition to minimize fire hazards and help in detection of loose or defective parts.
- 21) Modifications and additions that affect capacity and safe truck operation must not be done without the manufacturer's prior written approval. This is an OSHA requirement. Capacity, operation, and maintenance instruction plates, tags, or decals must be changed accordingly.

- 22) Care must be taken to assure that all replacement parts, including tires, are interchangeable with the original parts and of a quality at least equal to that provided in the original equipment. Parts, including tires, are to be installed per the manufacturer's procedures. Always use genuine HYUNDAI or HYUNDAI-approved parts.
- 23) When removing tires follow industry safety practices. Most importantly, deflate pneumatic tires completely prior to removal. Following assembly of tires on multi-piece rims, use a safety cage or restraining device while inflating.
- 24) Use special care when removing heavy components, such as counterweight, mast, etc.. Be sure that lifting and handling equipment is of the correct capacity and in good condition.

3. INSTRUCTIONS BEFORE MAINTENANCE

1) INTERVAL OF MAINTENANCE

- (1) You may inspect and service the machine by the period as described at based on service meter of LCD.
- (2) Shorten the interval of inspect and service depending on site condition. (Such as dusty area, quarry, sea shore and etc.)
- (3) Practice the entire related details at the same time when the service interval is doubled.
For example, in case of 250 hours, carry out all the maintenance each 250hours, each 100 hours and daily service at the same time.



※ Time intervals between maintenance are largely determined by operating conditions. For example, operation in sandy, dusty locations requires shorter maintenance intervals than operation in clean ware-houses. The indicated intervals are intended for normal operation. The operating condition classifications are ;

① Normal operation

Eight hour material handling, mostly in buildings or in clean, open air on clean paved surfaces.

② Harsh operation

- a. All harsh working environment
- b. Long term heavy load operation
- c. High and low temperature working environment
- d. Sudden change in temperature
- e. Dusty or sandy working environment
- f. Highly corrosive chemical working environment
- g. Damp working environment

If the lift truck is used in severe or extreme operating conditions, you must shorten the maintenance intervals accordingly.

※ Since the operating environment of lift trucks varies widely, the above descriptions are highly generalized and should be applied as actual conditions dictate.

2) PRECAUTION

- (1) Start maintenance after you have the full knowledge of machine.
- (2) The monitor installed on this machine does not entirely guarantee the condition of the machine.
Daily inspection should be performed according to maintenance.
- (3) Engine and hydraulic components have been preset in the factory.
Do not allow unauthorized personnel to reset them.
- (4) Ask to your local dealer or Hyundai for maintenance advise it unknown.
- (5) Drain the used oil and coolant in a container and handle according to the method of handling for industrial waste to meet with regulations of each province or country.

3) PROPER MAINTENANCE

- (1) Replace and repair of parts
It is required to replace the wearable and consumable parts such as hose, tube and filter etc., regularly. Replaced damaged or worn parts at proper time to keep the performance of machine.
- (2) Use genuine parts.
- (3) Use the recommended oil.
- (4) Remove the dust or water around the inlet of oil tank before supplying oil.
- (5) Drain oil when the temperature of oil is warm.
- (6) Do not repair anything while operating the engine.
- (7) Stop the engine when you fill the oil.
- (8) Relieve hydraulic system of the pressure by opening of breather when repairing the hydraulic system.
- (9) Confirm if the cluster is in the normal condition after completion of service.
- (10) For more detail information of maintenance, please contact local hyundai dealer.

※ **Be sure to start the maintenance after fully understanding the section 1, safety hints.**

4) PRECAUTION WHEN INSTALLING HYDRAULIC HOSES OR PIPE.

- (1) Be particularly careful that joint of hose, pipe and functioning item are not damaged.
Avoid contamination.
- (2) Assemble after cleaning the hose, pipe and joint of function item.
- (3) Use genuine parts.
- (4) Do not assemble the hose in the condition of twisted or sharp radius.
- (5) Keep the specified tighten torque.

5) PERIODICAL REPLACEMENT OF SAFETY PARTS

- (1) These are the parts which the operator cannot judge the remained lifetime of them by visual inspection.
- (2) Repair or replace if an abnormality of these parts is found even before the recommend replacement interval.

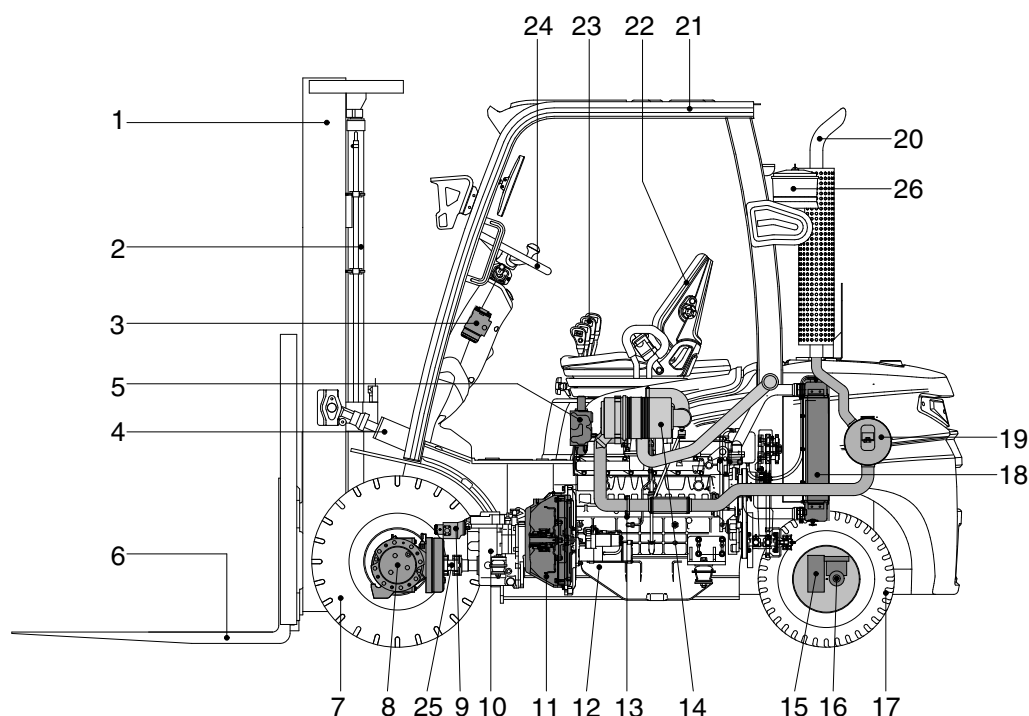
※ Replacement of consumable service parts is not covered under warranty.

| No. | Periodical replacement of safety parts | Interval |
|-----|--|--------------------|
| 1 | Fuel hose | Every 2 to 4 years |
| 2 | Hydraulic pump hose | Every 2 years |
| 3 | Power steering hose | Every 2 years |
| 4 | Packing, seal, and O-ring of steering cylinder | Every 2 to 4 years |
| 5 | Lift chain | Every 2 to 4 years |
| 6 | Lift cylinder hose | Every 1 to 2 years |
| 7 | Tilt cylinder hose | Every 1 to 2 years |
| 8 | Side shift cylinder hose | Every 1 to 2 years |
| 9 | Master cylinder and wheel cylinder caps dust seals | Every 1 years |
| 10 | Brake hose or tube | Every 1 to 2 years |
| 11 | Brake reservoir tank tube | Every 2 to 4 years |

- ※ Replace the O-ring and gasket at the same time when replacing the hose.
- ※ Replace clamp at the same time if the hose clamp is cracked when checking and replacing hose.

4. PLANNED MAINTENANCE INTERVALS

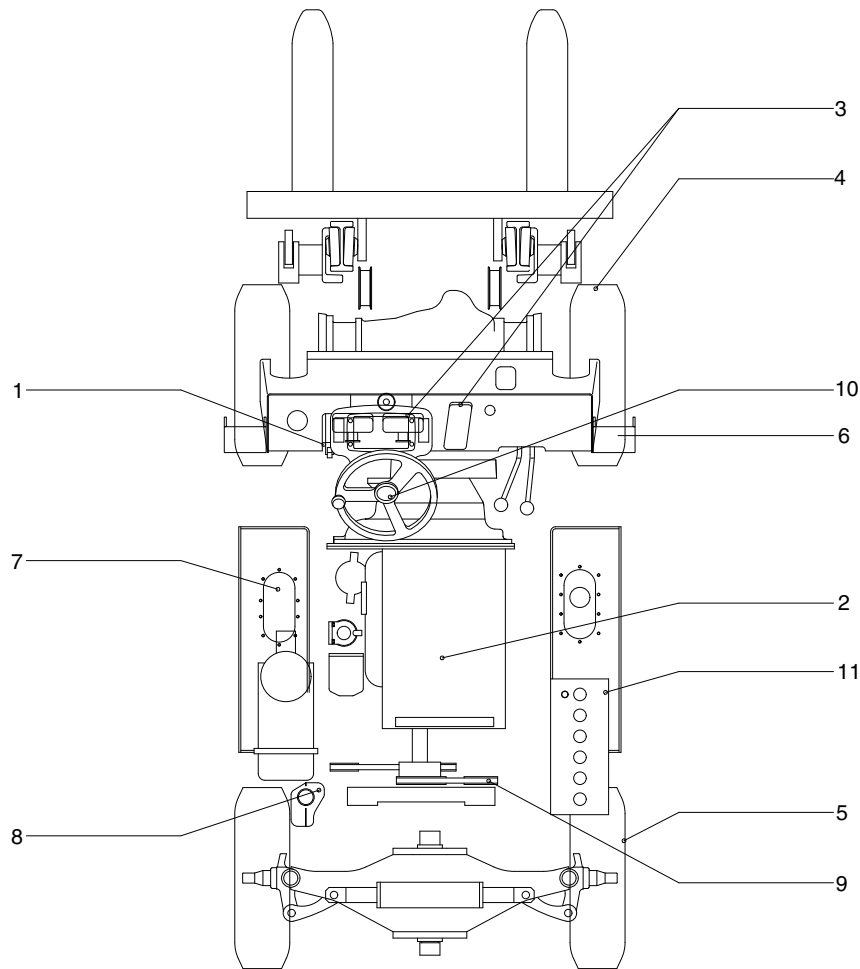
1) MAJOR COMPONENT LOCATIONS



22D9TOM21

| | | |
|------------------|----------------------|-------------------|
| 1 Mast | 10 Transmission | 19 Muffler |
| 2 Lift cylinder | 11 Torque converter | 20 Silencer |
| 3 Steering unit | 12 Engine | 21 Overhead guard |
| 4 Tilt cylinder | 13 Exhaust pipe | 22 Seat |
| 5 Control valve | 14 Air cleaner | 23 Control lever |
| 6 Fork | 15 Steering axle | 24 Steering wheel |
| 7 Front wheel | 16 Steering cylinder | 25 Drive shaft |
| 8 Drive axle | 17 Rear wheel | 26 Pre-cleaner |
| 9 Hydraulic pump | 18 Radiator | |

2) SERVICE LOCATIONS



22D9TMA01A

- ※ Service intervals are based on the hourmeter reading.
- ※ Stop the engine when servicing.
- ※ Do not open the cap or drain plug to avoid injury by unexpected spouting of high temperature fluid or gas.
- ※ Open the cap slowly to relieve pressure.
- ※ Always keep the surface of control & instrument panels clean in case of damage or malfunction detected in panel, replace it with a new one.
- ※ Depending on the ambient and operation conditions, the replacement cycle may be shortened.
 - All harsh working environment
 - Long term heavy load operation
 - High and low temperature working environment
 - Sudden change in temperature
 - Dusty or sandy working environment
 - Highly corrosive chemical working environment
 - Damp working environment
- ※ For other details, refer to the service manual.

3) DAILY (OR EVERY 10 HOURS) CHECK LIST

| Item No. | Description | Service Action | Oil symbol | Capacity ℓ (U.S. gal) | Service point | Remark |
|----------|---------------------------------|------------------------|------------|--------------------------------------|---------------|-----------|
| 1 | Parking brake operation | Check, Adjust | - | - | 1 | 7-24 |
| 2 | Engine oil level | Check, Add | EO | HMC : 5.4 (1.43) WIA : 7.4 (.195) | 1 | 7-17 |
| 3 | Pedal linkage operation | Check, Adjust | - | - | 1 | 7-24 |
| 4 | Drive rim and tire air pressure | Check, Add | - | - | 2 | 5-3, 7-14 |
| 5 | Steer rim and tire air pressure | Check, Add | - | - | 2 | 5-3, 7-14 |
| 6 | Lamp operation | Check, Replace | - | - | 9 | 7-23 |
| 7 | Fuel level | Check, Add | DF | 55 (14.5) | 1 | 5-12 |
| 8 | Radiator coolant | Check, Add | C | 9.4 (2.48) | 1 | 5-4 |
| 9 | Fan belt tension and damage | Check, Adjust, Replace | - | - | 1 | 5-5 |
| 10 | Horn operation | Check, Replace | - | - | 1 | 7-23 |
| 11 | Battery | Check, Clean | - | - | 1 | 7-15 |

※ Oil symbol

Refer to the recommended lubricants for specification.

DF : Diesel fuel

HO : Hydraulic oil

EO : Engine oil

GO : Gear oil

MO : Transmission oil

BF : Brake fluid

C : Coolant

G : Grease

4) PERIODICAL CHECK LIST

| Service item | | Oil Symbol | Service interval Hours | | | | | | | | Initial Hours | | |
|-------------------------------|---|---------------|------------------------|-----|-------|------|------|-------|------|---------------|---------------|------|------|
| | | | 50 | 250 | 500 | 1000 | 1500 | 2000 | 3000 | 4000 | 50i | 100i | 250i |
| Tightening (Mounting bolt) | Pump, MCV, steering unit, priority valve | | | | T | | | | | | | | T |
| | Tilt cylinder rod cover | | | | T | | | | | | | | T |
| | Lift, attachment, steering cylinder | | | | | | | T | | | | | |
| | Mast | | | | T | | | | | | | | |
| | Drive and steering axle | | | | T | | | | | | | | |
| | Drive and steering axle wheel | | T | | | | | | | | | | |
| | Counterweight, cabin | | T | | | | | | | | | | |
| | Engine, radiator, transmission | | T | | | | | | | | | | |
| | Hose, fitting, clamp (fuel, coolant, hydraulic) | | | | | | | T | | | | | |
| Lubrication | Tilt pin and mast roller | G | | | L | | | | | | | | L |
| | Lift chain | EO | | | L | | | | | | | | L |
| | Steering axle (linkage, kingpin, trunnion) | G | | L | | | | | | | | | |
| | Attachment cylinder rod and tube end | | | L | | | | | | | | | |
| | Pedal pivot | | | | L | | | | | | | | |
| | Drive shaft | | | L*1 | L*2 | | | | | | | | |
| | Tilt cylinder rod | G | | L*1 | L*2 | | | | | | | | |
| | Tilt cylinder tube end | G | | | L | | | | | | | | |
| | Steering unit spline (column shaft) | G | | | | | | L | | | | | |
| Oli Leakage | Hydraulic tank | | | | I | | | | | | | | I |
| | Valve (MCV, priority, brake) | | | | I | | | | | | | | I |
| | Pump, steering unit | | | | I | | | | | | | | I |
| | Lift, tilt, steering cylinder | | | I*1 | I*2 | | | | | | | | I |
| Function test | Steering wheel operation | | | | I | | | | | | | | I |
| | Natural drop and forward tilt | | | | | | | I | | | | | |
| | Fork load indicator (option) | | | | | | | I | | | | | |
| | Mast tilt angle measurement | | | | | | | M | | | | | |
| Periodic replacement parts | Engine oil | EO | | | R | | | | | | R | | |
| | Engine oil filter | | | | R | | | | | | R | | |
| | Fuel filter | | | | R | | | | | | | | |
| | Air cleaner element | | | | Clean | | | R | | | | | |
| | Transmission oil | MO | | | A | R | | | | | | R | |
| | Transmission oil filter | | | | | R | | | | | | R | |
| | Differential gear oil | GO | | | A | R | | | | | | R | |
| | Brake oil | BF | | | | R | | | | | | | |
| | Radiator coolant | C | | | | | | R | | | | | |
| | Timing belt (HMC) | C | | | | | | | | R | | | |
| | Fork condition and wear | | | | C | | | | | | | | |
| | Fan belt | | | | | R | | | | | | | |
| | Hydraulic oil tank air breather filter | | | R*1 | R*2 | | | | | | | | |
| | Hydraulic oil return filter | | | | | R | | | | | | | |
| | Hydraulic oil suction strainer | | | | | | | Clean | | | | | |
| | Hydraulic oil | HO | | A | | | | R*3 | | R*4 (5000) | | | |

*1 Harsh condition *2 Normal condition *3 Conventional hydraulic oil *4 Hyundai genuine long life hydraulic oil

A : Aid C : Checking L : Lubrication R : Replacement T : Retightening

I : Visual inspection (repair or replace if required) M : Measurement (adjust if required)

5. HOW TO PERFORM PLANNED MAINTENANCE

1) VISUAL INSPECTION

First, perform a visual inspection of the lift truck and its components. Walk around the truck and take note of any obvious damage or maintenance problems.

Check to be sure all capacity, safety, and warning plates are attached and legible.

- ※ **NAMEPLATES AND DECALS:** Do not operate a lift truck with damage or lost decals and nameplates. Replace them immediately. They contain important information.

Inspect the truck, before and after starting the engine, for any sign of external leakage of fuel, engine coolant, transmission fluid, etc..

Check for hydraulic oil leaks and loose fittings.

- ▲ **HYDRAULIC FLUID PRESSURE:** Do not use your hands to check for hydraulic leakage. Fluid under pressure can penetrate your skin and cause serious injury.

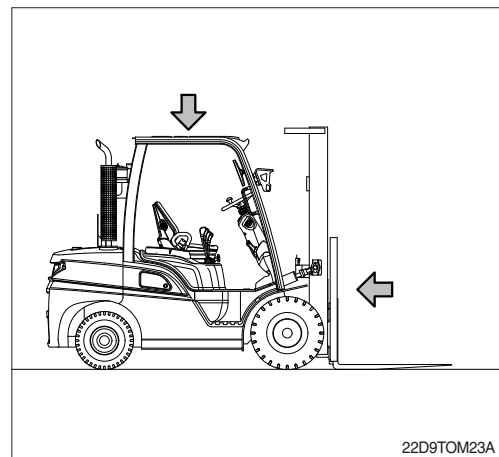
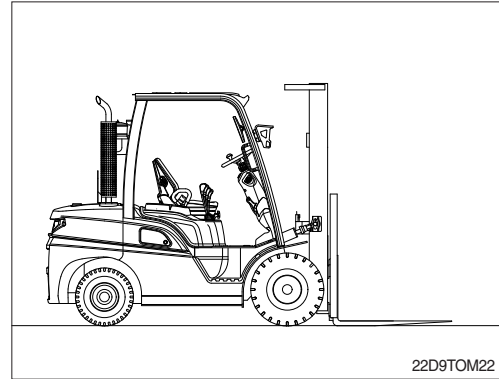
2) OVERHEAD GUARD

Be sure that the driver's overhead guard and any safety devices are in place, undamaged, and attached securely. Check the overhead guard for damage. Be sure that it is properly positioned and all mounting fasteners are in place and tight.

3) LOAD HANDLING COMPONENTS

Inspect the mast assembly, load backrest (LBR), rails, carriage rollers, lift chains, and lift and tilt cylinders. Look for obvious wear and maintenance problems and damaged or missing parts. Check for any loose parts or fittings. Check for leaks, damaged or loose rollers, and rail wear (metal flaking). Carefully check the lift chains for wear, rust, corrosion, cracked or broken links, stretching etc.. Check that the lift and carriage chains are correctly adjusted to have equal tension. Check that the lift chain anchor fasteners and locking means are in place and tight. Inspect all lift line hydraulic connections for leaks.

- △ **Mast and lift chains require special attention and maintenance to remain in safe operating condition. Refer to lift chain maintenance in this section for additional information.**

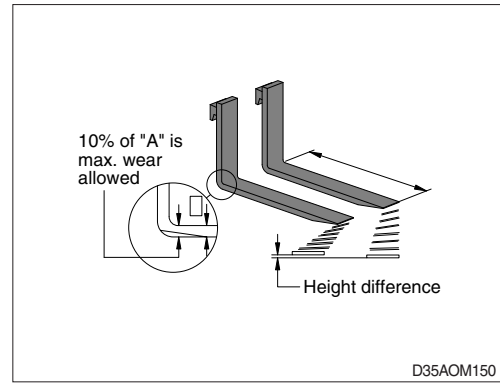


4) FORKS

Inspect the load forks for cracks, breaks, bending, and wear. The fork top surfaces should be level and even with each other. The height difference between both fork tips refer to below table.

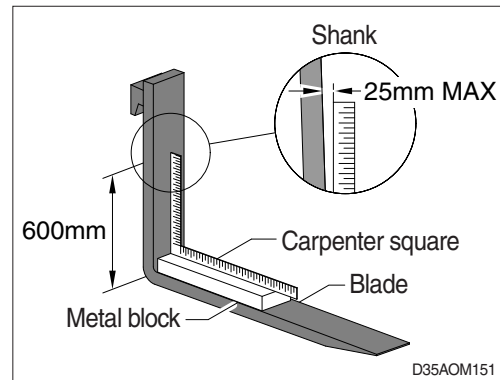
mm

| Model | Fork length | Height difference |
|------------|---------------------|-------------------|
| All models | equal or below 1500 | 3 |
| | above 1500 | 4 |



- ▲ If the fork blade at the heel is worn down by more than 10%, the load capacity is reduced and the fork must be replaced.

Inspect the forks for twists and bends. Put a 50 mm (2 in) thick metal block, at least 100 mm (4 in) wide by 600 mm (24 in) long with parallel sides, on the blade of the fork with the 100 mm (4 in) surface against the blade. Put a 600 mm (24 in) carpenter's square on the top of the block and against the shank. Check the fork 500 mm (20 in) above the blade to make sure it is not bent more than 25 mm (1 in) maximum.

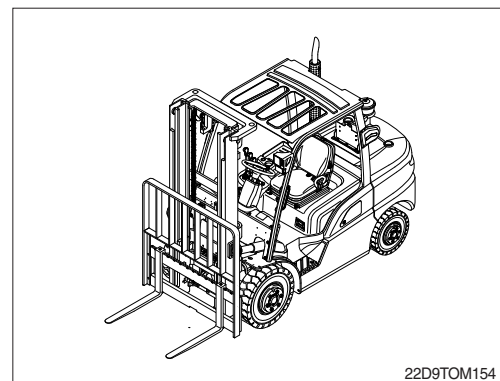


- ※ If the fork blades are obviously bent or damaged, have them inspected by a trained maintenance person before operating the truck.

Inspect the fork locking pins for cracks or damage. Reinsert them and note whether they fit properly.

5) SIDE SHIFT

When operating the lever for the side shift and the hanger bar which the forks and the backrest are mounted on it, operator can accurately insert the forks under pallets or stack loads correctly without moving the fork lift.

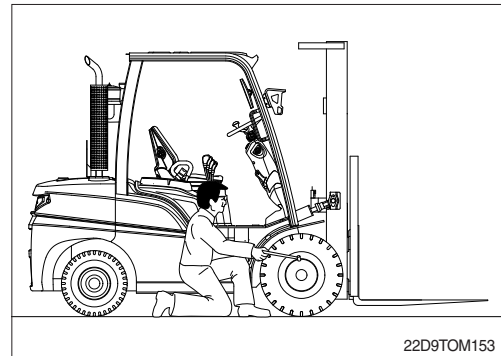
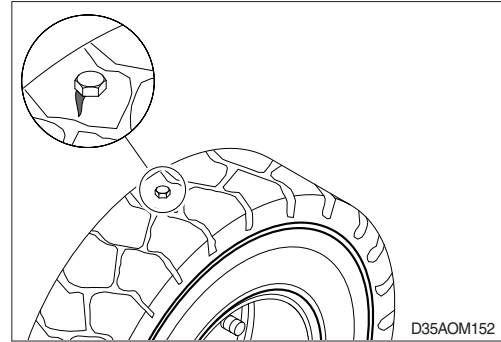


6) WHEEL AND TIRES

Check the condition of the drive and steering wheels and tires. Remove objects that are embedded in the tread. Inspect the tires for excessive wear and breaks or **chunking out**.

Check all wheel lug nuts or bolts to be sure none are loose or missing. Replace missing bolts or lug nuts. Torque loose or replaced items to specifications.

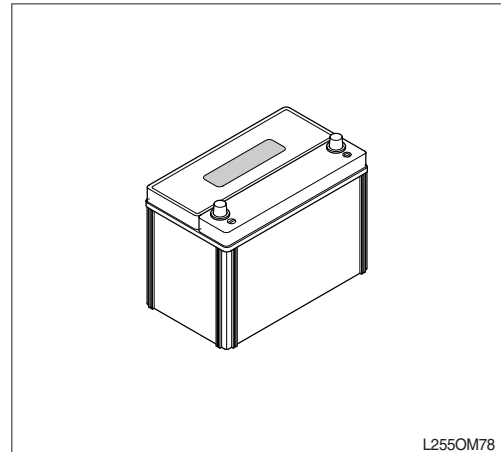
- ⚠ Check tire pressure from a position facing the tread of the tire, not from the side. Use a long handled gauge to keep your body away from the side. If tires are low, do not operate and do not add air. Check with a mechanic. The tire may require removal and repair. Incorrect (low) tire pressure can reduce the stability of your lift truck. Do not operate truck with low tire pressure. Proper cold inflation is 689 kpa (100 psi).



6. REPLACEMENT AND CHECK

⚠ BATTERIES EMIT EXPLOSIVE GAS. Do not smoke or have open flames or sparks in battery charging areas or near batteries. An explosion can result and cause injury or death. Hydrogen gas is produced during normal battery operation. Hydrogen can explode if flames, sparks, or lighted tobacco are brought near the battery. When charging or using a battery in an enclosed space, always provide ventilation and shield your eyes. Wear safety glasses when working around batteries.

⚠ The electrolyte is sulphuric acid, so it is dangerous. When measuring the specific gravity or temperature of the electrolyte, or when adding distilled water, be careful not to get electrolyte on your skin or clothes. If electrolyte gets on your skin or clothes, wash it off with fresh water immediately. If electrolyte gets in your eyes, wash it out with fresh water and go to a doctor immediately.



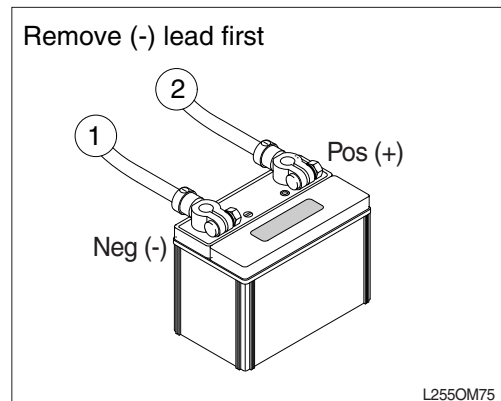
1) REMOVING AND INSTALLING

① Remove the lead from the ground side (Normally the (-) terminal side) of the battery. It is dangerous to let a tool, etc., touch the (+) terminal and the body at the same time, since this causes a spark.

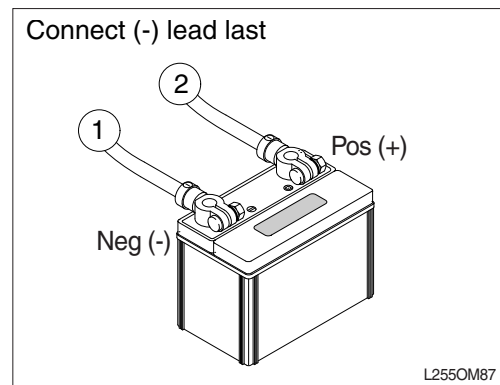
② When remounting, connect the ground connection last

⚠ Do not allow tools to touch the (+) terminal and the body of the truck at the same time. This can cause sparking and explosion.

When reinstalling the cables after replaced the battery, pay close attention to maintaining the same alignment state of the cables as it was when supplied. Otherwise, the machine can be exposed to the fire hazards.



▲ Prior to reinstall the cable, inspect in detail and confirm the condition of the cables and replace it when the cables possess any kind of abnormal damages such as cracking and wear out of the cable sheath that make you feel somedangerous to use it. Do consult an expert about this matter when you are not able to judge its condition. It is strongly recommended to keep the surroundings of the battery cables clean so that the machine can be freed from the risk of firing by eliminating the flammable contaminations such as oil, dust and etc. acting as a fire developer. Dispose of the old battery in locally approved manner.



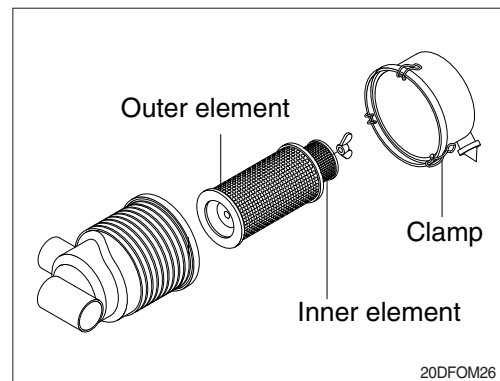
2) AIR CLEANER ELEMENT

(1) Removal

① Double element type

Remove the cover by pulling off the clamps, and loosen the wing nut to pull out the outer element.

※ During periodic service, replace only the outer element. Do not replace the inner element unless damaged.



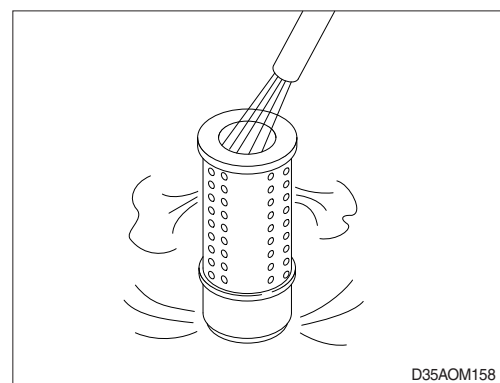
(2) Cleaning

① Cleaning with compressed air

Blow dry compressed air (Max 30 psi) from inside along pleats. Next blow air from outside along pleats, then blow from inside again and check element.

② Cleaning with cleaning agent

If there is grease or carbon on the element, use a special element cleaner, following the instruction given with the cleaner. Have a spare element ready so that the machine can start working again immediately.



※ Keep clean condition for the air cleaner element all the times.

A dirty air cleaner could be decreased output power of the engine at worst and it also will be caused to increase fuel consumption and black smoke.

(3) Installation

When installing the element, check that the cleaner housing and element cover are completely in close contact then tighten the nut.

※ **Make sure that bottom cap are securely installed. If it is loosely installed, dust will be drawn in and air cleaner will fail to function properly.**

▲ **When using compressed air, use safety glasses, face shield and other protective clothes. Never point the air nozzle at anyone. Never clean or replace air cleaner while engine is running.**

▲ **OSHA approved eye protection rated for 200 kPa (30 psi) is required for air cleaning operation. Replace element if exhaust is black, or if lack of engine power is noted even after cleaning element. When cleaning the element or element housing, cover the air flow outlet port of the housing with a clean cloth or tape to prevent dirt or dust from entering. Do not clean the elements by bumping or tapping them.**

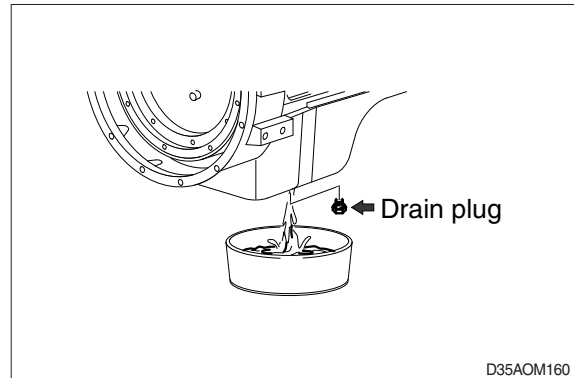
3) ENGINE

(1) Engine oil change

Warm up engine oil then park the truck in level place with forks lowered. Stop the engine and apply parking brake.

Remove drain plug and drain engine oil.

▲ **Also replace the engine oil filter. Check oil level using dipstick after changing the engine oil. Dispose of old oil in locally approved manner.**



(2) Engine oil filter replacement

- Remove the filter using a filter wrench.
- Clean the filter by removing dust and oil from the filter base bottom.
- Install the new filter after thinly coating the packing surface with engine oil.

▲ **After replacing the engine oil filter element, start the engine to check for oil leakage from the filter mounting surface. Check the engine oil level using the dipstick. When adding engine oil, do not let the oil overflow from the filler port.**

(3) Fuel filter replacement

Replace the fuel filter when the engine is cool. Carry out this maintenance in a place away from fire. Removing the fuel filter will produce explosive fumes. Wipe off any spilled fuel or oil immediately from the truck or surrounding area.

- ① Using a filter wrench, remove the cartridge.
- ② Fit the new cartridge with fuels coat the surface of the packing lightly with engine oil, then install.

※ **When the fuel filter is replaced, the fuel system should be bled to remove air if the fuel supply is exhausted during driving.**

4) TRANSMISSION OIL

▲ Do not touch hot components or allow hot oil to contact your skin.

(1) Transmission oil

Park the truck in a level place and lower the forks. Apply the parking brake.

(2) Oil level check

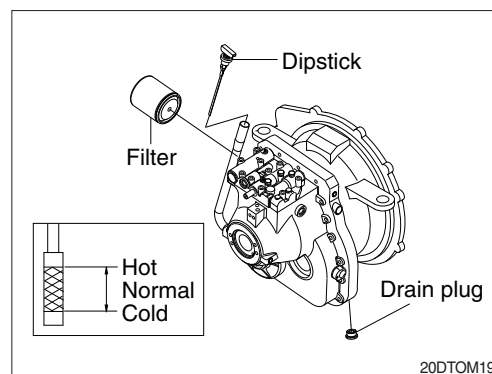
- ① At engine idling speed.
- ② Open inspection plate, and oil level can be checked using dipstick.
- ③ Add oil through oil filler plug if necessary.
- ④ Always check oil level using dipstick after add oil.

(3) Change

- ① Remove drain plug.
- ② When changing oil, remove strainer and clean it with flushing oil.

▲ OSHA approved eye protection rated for 200 kPa (30 psi) is required for air cleaning operation.

- Blow dry compressed air from the inside of strainer to outside and install when completely dry.
- Dispose of used oil in locally approved manner.



5) DIFFERENTIAL CASE

(1) Differential oil

Park the truck in a level place. Set the mast vertical, and raise the forks approx. 1 m. Put blocks under the fork carriage.

Then stop the engine and apply the parking brake.

(2) Oil level check

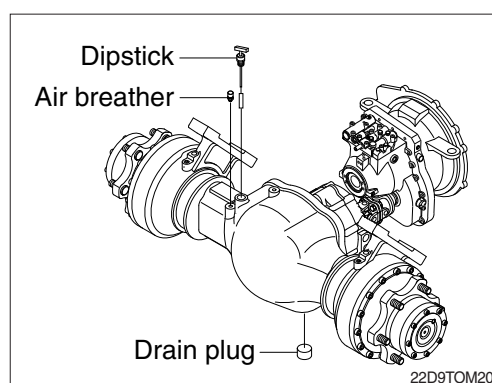
Remove level plug, and check that oil is filled up to hole.

(3) Change

Change oil after removing drain plug.

Add oil until it just begins to flow out of the oil level.

Dispose of used oil in locally approved manner.



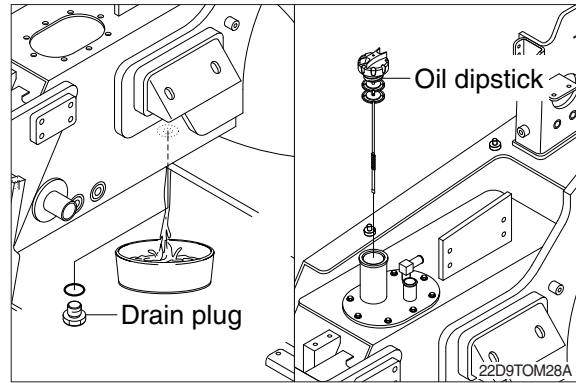
6) HYDRAULIC TANK

(1) Hydraulic oil change

Park the truck in a level place and lower the forks.

Then stop the engine and apply the parking brake.

Change oil after removing drain plug on tank bottom.



(2) Strainer Cleaning

▲ OSHA-approved eye protection rated for 200 kPa (30 psi) is required for air cleaning operation.

- ① When changing oil, remove strainer and clean it with flushing oil. Blow dry compressed air from inside of strainer to outside and install when completely dry.
Dispose of oil in locally approved manner.
- ② Bleed the air after checking the oil level as below;
 - Start engine.
 - Check for mast overhead clearance.
 - Fully raise and lower mast and also fully tilt it forward and backward several times.
 - Recheck oil level.

7) COOLING SYSTEM

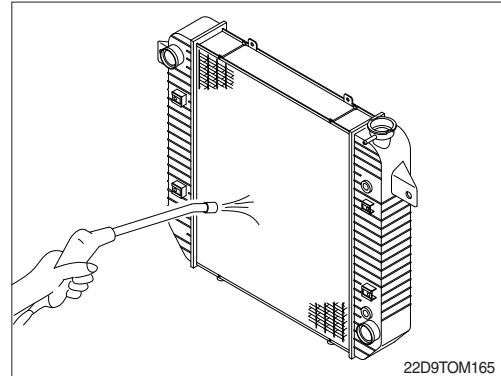
(1) Radiator fins cleaning

Remove dust between radiator fins with compressed air. Steam or water may be used instead of compressed air. Air pressure should be less than 200 kPa (30 psi). Nozzle of cleaning device should be held about 50 mm (2 in) from radiator fins. Also, check rubber hose connected to radiator. Replace if cracked or deteriorated. Check that hose clamps are tight.

▲ Be sure to keep air or steam nozzle at right angles to radiator. Wear safety glasses and a face shield when using compressed air.

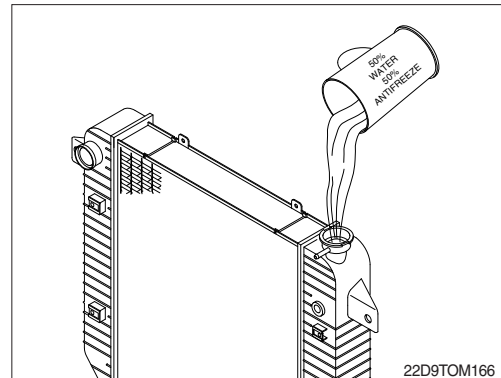
(2) Radiator Cleaning

- ① Close drain valves and add clean, soft water (city water, etc.) through water filler. Add radiator cleaner and run the engine at idling speed for 15 minutes.
- ② Stop engine and drain water from drain valves.
- ③ Add clean water and run at idling speed (5 to 10 minutes). Then stop the engine and drain water.
- ④ Close drain valves and fill radiator with clean water.



※ Do not pour cold water in an overheated engine. It can be caused the crack of the engine block due to sudden cooling.

▲ For low temperatures, add antifreeze.(See cold weather operation for details). When not using antifreeze, add anticorrosive compound. Park truck on level ground and clean radiator.



※ Replace the coolant from time to time to clean up the cooling system so that it can prevent the engine from overheating problem and always keep the specified level for the coolant.

※ Dispose of used antifreeze mixture in locally approved manner.

8) TIRE REPLACEMENT

- ① Park the truck in a safe and level place suitable for changing the tire. Then lower the forks, stop the engine, and apply the parking brake.

▲ The tires are under high inflation pressure, so failure to follow the correct procedures, when changing or servicing tires and rims could cause the tire to explode, causing serious injury or damage. The tires and rims should always be serviced or changed by trained personal using the correct tools and procedures. For details of procedures, contact your HYUNDAI dealer. Wear safety glasses and a face shield when using compressed air.

- ② Block the tire at the opposite corner from the tire to be replaced.
- ③ Loosen the lug nuts slightly with a lug nut wrench.
- ④ Jack up the truck to raise the tire from the ground, then remove the lug nuts and take off the tire.

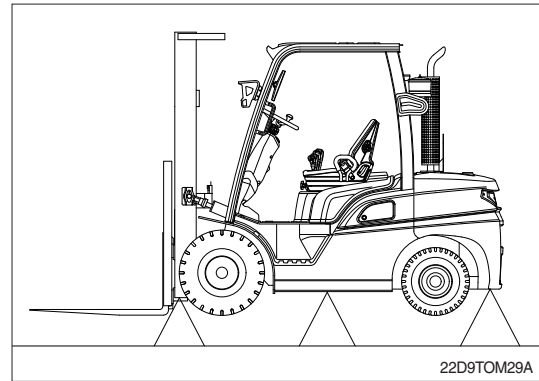
※ Points to fit jack when jacking up

Front tires : Bottom of outer mast or bottom of frame.

Rear tires : Bottom of counterweight or bottom of rear axle.

▲ When jacking up the truck, always check carefully that the jack does not come out of position. When jacking up the truck, never go under the truck. For wheels using a separate type rim, check first that the rim nut is not loose before loosening the lug nuts.

Be careful not to mistake the rim nuts and lug nuts.



- ⑤ Replace the tire and tighten the lug nuts partially. The mounting faces of the wheel, lug nuts and wheels must be free from any dirt or lubricant of any kind.
- ⑥ Tighten the lug nuts on opposite sides in turn, and check that there is no play in the wheel.
- ⑦ Lower the jack to lower the truck to the ground, then tighten the lug nuts to the specified tightening torque (For details, see service data).
- ⑧ Check and adjust the inflation pressure.

Tire inflation pressure : For details, see 5-3 page, CHECK BEFORE STARTING ENGINE.

▲ Precautions for adjusting the inflation pressure when repairing a puncture.

※ The tires used on forklift trucks have a high inflation pressure, so any cracks or deformation of the rim are extremely dangerous. When adjusting the inflation pressure, do not raise the pressure above the correct level under any circumstances. If the pressure of the compressor is not adjusted beforehand, the pressure inside the tire will rise to the maximum air pressure of the compressor, and this may cause a serious accident. Therefore, always be extremely careful when carrying out this work.

9) FUSES REPLACEMENT

| No. | Capacity | Related electrical component |
|-----|----------|------------------------------|
| ① | 60A | Alternator (B+) |
| ② | 60A | Glow plug |
| ③ | 5A | Horn |
| ④ | 5A | Flasher unit |
| ⑤ | 5A | Warning buzzer |
| ⑥ | 5A | MCU |
| ⑦ | - | - |
| ⑧ | - | - |
| ⑨ | - | - |
| ⑩ | - | - |
| ⑪ | - | - |
| ⑫ | 10A | OHG/Cabin |
| ⑬ | 5A | Gear selector |
| ⑭ | - | - |
| ⑮ | 5A | OPSS solenoid |
| ⑯ | 5A | Parking |
| ⑰ | 15A | Combi switch |
| ⑱ | 5A | Alternator IG |
| ⑲ | - | - |
| ⑳ | - | - |
| ㉑ | - | - |
| ㉒ | 5A | Glow relay |
| ㉓ | 60A | Main power |
| ㉔ | 5A | MCU/Cluster |
| ㉕ | 15A | OHG/Cabin |
| ㉖ | 5A | Brake lamp |
| ㉗ | 5A | Seat heater |
| ㉘ | 10A | Work/beacon lamp |
| ㉙ | 5A | Fuel warmer |
| ㉚ | 5A | Signal power |
| ㉛ | 5A | Start relay |
| ㉜ | - | - |
| ㉝ | - | - |

| | | ③ | ④ | ⑤ | ⑥ | ⑦ | ⑧ | ⑨ | ⑩ | ⑪ | ⑫ |
|--|--|--------------------|---------------------|-------------------|----------------|-----------------------|--------------------|-----------------|----------------|---|-----------------|
| COVER P/N : 21HN-26160 | | HORN | FLASHER UNIT | WARNING BUZZER | MCU | | | | | | OHG/ CABIN |
| ① ALT (B+) 60A | | 5A | 5A | 5A | 5A | | | | | | 10A |
| ② GLOW PLUG 60A | | ⑬ GEAR SELECTOR 5A | ⑭ | ⑮ OPS SOLENOID 5A | ⑯ PARKING 5A | ⑰ COMBI. SWITCH 15A | ⑱ ALT (IG) 5A | | | ㉑ | ㉒ GLOW RELAY 5A |
| ⑳ SPARE ㉓ SPARE | | | | | | | | | | | |
| ㉔ SPARE ㉕ SPARE ㉖ SPARE ㉗ MAIN POWER 60A | | MCU/ CLUSTER 5A | OHG/ CABIN (IG) 15A | BRAKE LAMP 5A | SEAT HEATER 5A | WORK/ BEACON LAMP 10A | FUEL CUTOFF SOL 5A | SIGNAL POWER 5A | START REALY 5A | | |
| | | ㉘ | ㉙ | ㉚ | ㉛ | ㉜ | ㉝ | ㉞ | ㉟ | ㊱ | ㊲ |

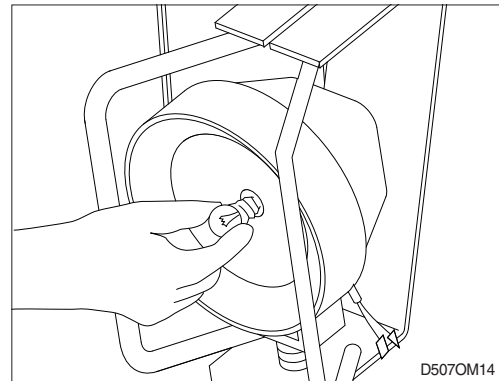
22D9TFUSEBOX

- ① Turn the starting switch OFF.
- ② Open the cover of the fuse box, and replace fuses inside (To open the cover of the fuse box, push the side of the cover lightly with a finger, and pull the cover forward to remove it.)

▲ When replacing the fuse, check the relationship between the fuse and the electrical components it protects. Always replace fuses with a fuse of the same capacity. Always turn the starting switch OFF before replacing any fuse.

10) LAMP BULBS REPLACEMENT

| Lamp | Spec (for 12V) |
|-----------------------|----------------|
| Head lamp | 55W |
| Turn signal lamp | LED |
| Clearance lamp | LED |
| Stop lamp | LED |
| Backup lamp | LED |
| License lamp (option) | 3.4W |
| Beacon lamp (option) | Strobe type |
| Rear work lamp | 55W |



▲ After checking that the fuse is not blown and that there is no disconnection in the wiring harness, replace the lamp bulb.

11) FUNCTIONAL TESTS

You will start the engine to complete the functional tests, so be sure that:

- The parking brake is applied.
- Directional control is in NEUTRAL.
- Forks are fully lowered to the floor or ground.
- All controls are in neutral or other correct position.
- You are familiar with the safety procedures given in section 5, **Starting and operating procedures**, in this manual.

As you test the following components, be sure they are properly mounted and working correctly.

(1) Horn

Press the horn button to check horn function. If the horn or any other part does not operate, report the failure and have it repaired before the truck is put into operation.

(2) Hour meter

Start the engine and let it warm up until it runs evenly and accelerates smoothly when you push on the accelerator pedal. Check the hour meter for operation with the engine running. Write the hour meter reading on the PM report form. Report any malfunction or damage.

(3) Indicator lights

Check that all lights are functioning and indicate normal truck operation as described in section 3, **Know your truck**, in this manual.

(4) Service brakes and inching pedal

With the direction control in NEUTRAL and the engine running, push the service brake pedal fully down and hold. The brakes should apply before the pedal reaches the floor plate. If the pedal continues to creep downward, report the failure immediately. Do not operate the truck until the brakes are repaired. Perform the same check with the inching pedal. (Additional braking/inching checks will follow).

(5) Parking brake

Check the function of the parking brake. Release, then reapply. To check parking brake holding capability, park the lift truck on a grade and apply the parking brake. The parking brake should hold a lift truck with rated load on a 15% grade.

▲ Do not operate a lift truck if the service or parking brakes are not operating properly.

(6) Lift mechanisms and controls

Pull back on the tilt control lever and hold until the mast reaches the full back tilt position. Push forward on the lever to return the mast to the vertical position. Release the lever.

▲ Be sure that there is adequate overhead clearance before raising the mast.

Pull back on the lift control lever and raise the fork carriage to full height. Watch the mast assembly as it rises. Release the lever.

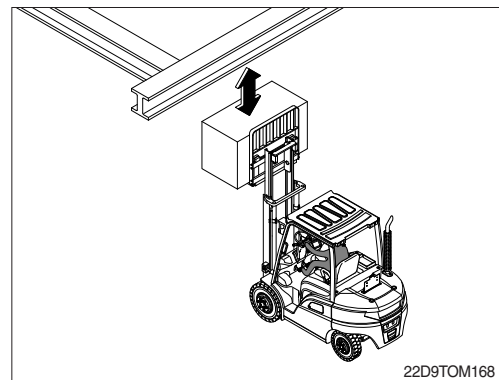
If the maximum fork height is not reached, this indicates there is an inadequate (low) oil level in the hydraulic sump tank or severe binding within the mast.

Push forward on the lift control lever. Watch the mast as it lowers. When the forks reach the floor, release the lever.

All movements of the mast, fork carriage, and lift chains must be even and smooth, without binding or jerking. Watch for chain wobble or looseness; the chains should have equal tension and move smoothly without noticeable wobble.

(7) Auxiliary controls (Option)

If your lift truck is equipped with an attachment, test the control lever for correct function and briefly operate the attachment.



(8) Steering system

- ※ **The steering system, steering axle, and steering linkage on your truck should be inspected periodically for abnormal looseness and damage, leaking seals, etc.. Also, be alert for any changes in steering action. Hard steering, excessive freeplay (looseness), or unusual sound when turning or maneuvering indicates a need for inspection or servicing.**

Check the steering system by moving the steering handwheel in a full right turn and then in a full left turn. Return the handwheel to the straight ahead position. The steering system components should operate smoothly when the handwheel is turned. Never operate a truck that has a steering system fault.

- ▲ **Fasten your seat belt before driving the truck.**

(9) Direction control, braking and inching

- ※ **Be sure that the travel area is clear in front of the truck.**

- ① Push firmly on the brake pedal. Release the parking brake. Move the directional control lever from NEUTRAL to FORWARD.
- ② Remove your right foot from the service brake pedal and put it on the accelerator pedal. Push down until the truck moves slowly forward. Remove your foot from the accelerator pedal and push down on the service brake pedal to stop the truck. The brakes should apply smoothly and equally.

- ※ **Be sure that the travel area is clear behind the truck.**

- ③ Put the directional control lever in the REVERSE travel position. Release the service brake and push down on the accelerator pedal until the truck moves slowly in the reverse direction. Remove your foot from the accelerator pedal and push down on the service brake pedal to stop the truck. The brakes should apply smoothly and equally.
- ④ Put the directional control in FORWARD. Press the inching pedal fully down and hold. Depress the accelerator. The truck should not move. Now, with the accelerator still depressed, slowly release the inching pedal until the truck Inches forward smoothly and slowly.

- ※ **Report any problems.**

- ※ **When you have completed the operational tests, park and leave the truck according to standard shut down procedure as described in section 5 of this manual. Be sure to make a record of all maintenance and operating problems you find.**

12) FLUIDS, FILTERS AND ENGINE ACCESSORIES

To check fluid levels and other components within the engine compartment, unlatch and open the hood to access the engine compartment.

- ▲ **To avoid the possibility of personal injury, never work in the engine compartment with the engine running, except when it is absolutely necessary to check or make adjustments. Take extreme care to keep hands, tools, loose clothing, etc., away from fan and drive belts. Also remove watches, bracelets, and rings.**

(1) Engine accessories

Inspect the engine coolant hoses and fan belt (s). Look for leaking and obvious damage, worn (frayed) condition, breaks, etc. that could cause failure during operation.

(2) Engine air cleaner

Check the engine air cleaner for damage and contamination (excessive dirt build-up and clogging). Be sure that the air cleaner hose is securely connected (not loose or leaking). Fan or cone shaped dust deposit on tube or hose surfaces indicate a leak.

Change or service the air cleaner element every 1000 operating hours, depending upon your application. Service intervals may also be determined by the air restriction indicator.

(3) Battery

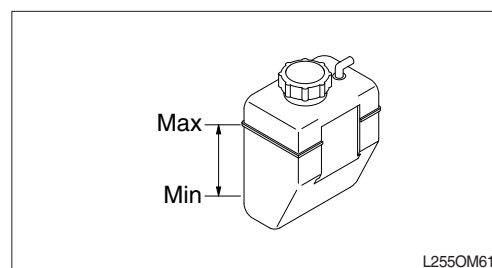
Inspect the battery for damage, cracks, leaking condition, etc.. If the terminals are corroded, clean and protect them with HYUNDAI battery saver (Available from your HYUNDAI dealer). If your battery has removable cell caps, check to be sure the cells are all filled. Refill them with distilled water.

▲ When refill the distilled water in the battery, be careful not to allow the fluid to come in contact with eyes, skin, clothing and metal surface. If the fluid has come in contact with them, wash it out immediately with water.

▲ EXPLOSIVE GASES : Do not smoke or have open flames or sparks near batteries. An explosion can cause injury or death.

(4) Engine cooling system

To check engine coolant level open the hood to the engine compartment. Visually inspect the recovery bottle, locate the MAX and MIN marks. The MAX mark indicates maximum level at operating temperature. The MIN mark indicates additional coolant needs to be added to the system.



△ A level anywhere between the MAX and MIN marks is normal.

※ Inspect the coolant level in the overflow bottle only.

▲ Do not remove the radiator cap when the radiator is hot. STEAM from the radiator will cause severe burns. Do not remove the radiator cap to check the coolant level.

▲ Never remove the radiator cap while the engine is running. Stop the engine and wait until it has cooled. Failure to do so could result in serious personal injury from hot coolant or steam blowout and/or damage to the cooling system or engine.

If the level is low, add a 50/50 mixture of specified coolant and water to the correct fill level. If you have to add coolant more than once a month or if you have to add more than one quart at a time, check the coolant system for leaks.

- Check engine oil for presence of coolant leaking into engine.
- Inspect the coolant for condition. Look for excessive contamination or rust or oil in the coolant solution.
- Check the PM time interval for need to change coolant.
- Check the condition of radiator cap rubber seal and radiator filler neck for damage. Be sure they are clean.
- Check overflow hose for logging or damage.

- ※ Your lift truck cooling system is filled with a factory installed solution of 50% water and 50% permanent-type antifreeze containing rust and corrosion inhibitors. You should leave the solution in year around. Plain water may be used in an emergency, but replace it with the specified coolant as soon as possible to avoid damage to the system. Do not use alcohol or methanol antifreeze.

(5) Engine oil and filter

Locate the engine oil dipstick. Pull the dipstick out, wipe it with a clean wiper, and reinsert it fully into the dipstick tube. Remove the dipstick and check oil level.

It is normal to add some oil between oil changes. Keep the oil level between the Full and Low mark on the dipstick by adding oil as required. **Do not overfill.** Use the correct oil as specified under lubricant specification.

It is recommended to :

- Check and add the engine crankcase oil every day (Depending on application).
- Replace the diesel engine oil filter every 250 or 500 hours.
- Remove the oil pan drain plug to drain old oil after the truck has been in operation and the engine (oil) is operating temperature.

▲ Engine oil at operating temperature is hot and can cause burns. Beware of splashing oil.

- Carefully check for leaks after changing oil and installing new filter.

- ※ The time interval for changing engine oil depends upon your application and operating conditions. To determine the correct schedule for your truck, it is suggested that you periodically submit engine oil samples to a commercial laboratory for analysis of the condition of the oil.

OIL PERFORMANCE DESIGNATION : To help achieve proper engine performance and durability, use only engine lubricating oils of the proper quality. For diesel engines, HYUNDAI recommends that you use motor oil that meets API CH4, SAE 10W-30.

(6) Hydraulic sump tank

Check the hydraulic sump tank fluid level. Correct fluid level is important for proper system operation. Low fluid level can cause pump damage. Over filling can cause loss of fluid or lift system malfunction. Hydraulic fluid expands as its temperature rises. Therefore, it is preferable to check the fluid level at operating temperature (after approximately 30 minutes of truck operation). To check the fluid level, first park the truck on a level surface and apply the parking brake.

Put the mast in a vertical position and lower the fork carriage fully down. Pull the dipstick out, (attached to the sump breather) wipe it with a clean wiper, and reinsert it. Remove dipstick and check oil level. Keep the oil level above the LOW mark on the dipstick by adding recommended hydraulic fluid only, as required. **Do not overfill.**

Check the condition of the hydraulic fluid (age, color or clarity, contamination). Change (replace) the oil as necessary.

(7) Hydraulic fluid and filter change

Drain and replace the hydraulic sump fluid every 2000 or 5000 operating hours. (Severe service or adverse conditions may require more frequent fluid change). Please to the page 7-11 for service interval. Replace the hydraulic oil filter element at every oil change. Remove, clean, and reinstall the hydraulic and steer system suction line screens at first PM and every 500 hours thereafter.

Check for leaks after installation of the filter. Also, check that the hydraulic line connections at the filter adapter are tightened correctly.

(8) Sump tank breather maintenance and inspection

Remove the sump tank fill cap/breather and inspect for excessive (obvious) contamination and damage. Replace the fill cap/breather, per recommended PM schedule or as required by operating conditions.

(9) Transmission fluid check

To check the transmission fluid locate the dipstick. The dipstick is located on the driver's left hand side under the floor plate near the transmission valve. Before checking, run the engine until the unit is at operating temperature. This is important since transmission oil temperature should be minimum of 150 to 250°F maximum, the engine should also be at operating temperature. Apply the parking brake.

With the engine operating at idle and the transmission in NEUTRAL, and the parking brake set, check the fluid on the dipstick. Fill, if necessary, to the FULL mark on the dipstick, using the transmission fluid recommended by HYUNDAI.

※ **Check the planned maintenance interval (operating hours) or the condition of the oil to determine if the transmission fluid needs to be changed.**

13) LUBRICATION

(1) Truck chassis inspection and lubrication

Lubrication and inspection of truck chassis components, including steering wheels, steering axle linkage, steering cylinder, and wheel bearings are easier if the truck is raised and blocked up under the frame. Refer to your service manual for additional information on machine blocking and jacking. Also refer to your service manual for the location of grease fittings.

Inspect the steering cylinder piston rods, seals, and fasteners for damage, leaks, and looseness. Lubricate the steering axle linkage rod ends and linkage pivot points. Be sure to clean the grease fittings before lubricating, and remove the excess grease from all points after lubricating. Lubricate miscellaneous linkage as needed.

(2) Mast and tilt cylinder lubrication

Clean the fittings and lubricate the tilt cylinder rod end bushings (forward end) and both the base rod-end bushings (rear end). Clean and lubricate the mast trunnion bushings.

(3) Lift chains

Lubricate the entire length of the mast rail lift and carriage chains with HYUNDAI chain and cable lube.

14) AIR CLEANING

Always maintain a lift truck in a clean condition. Do not allow dirt, dust, lint, or other contaminants to accumulate on the truck. Keep the truck free from leaking oil and grease. Wipe up all oil spills. Keep the controls and floorboards clean, dry, and safe. A clean truck makes it easier to see leakage and loose, missing, or damaged parts, and helps prevent fires. A clean truck runs cooler. The environment in which a lift truck operates determines how often and to what extent cleaning is necessary.

For example, trucks operating in manufacturing plants that have a high level of dirt, dust, or lint (for example, cotton fibers or paper dust) in the air or on the floor or ground, require more frequent cleaning. The radiator especially may require daily air cleaning to ensure correct cooling.

If air pressure does not remove heavy deposits of grease, oil, etc., it may be necessary to use steam or liquid spray cleaner.

※ Lift trucks should be air cleaned at every PM interval, or more often if necessary.

Use an air hose with special adapter or extension, a control valve, and a nozzle to direct the air properly. Use clean, dry, low pressure, compressed air. Restrict air pressure to 207 kPa (30 psi), maximum (OSHA requirement).

▲ Wear suitable eye protection and protective clothing when air cleaning. Never point the air nozzle at anyone.

Air clean the mast assembly, drive axle, radiator - from both counterweight and engine side, engine and accessories, drive line and related components, and steering axle and cylinder.

15) CRITICAL FASTENER TORQUE CHECKS

Fasteners in highly loaded (critical) components can quickly fail if they become loosened. Also, loose fasteners can cause damage or failure of the component. For safety, it is important that the correct torque be maintained on all critical fasteners of components that directly support, handle, or control the load and protect the operator. (SEE 8. SPECIFICATIONS)

Critical items include:

- Drive axle mounting
- Overhead guard
- Drive and steering wheel mounting
- Tilt cylinder mounting and yokes
- Counterweight mounting
- Mast mounting and components

Torque specifications are in your service manual.

16) LIFT CHAIN MAINTENANCE

The chain system on the mast was designed for safe, efficient, and reliable transmission of lifting force from hydraulic cylinder to the forks. Safe use of your truck with minimum down time depends on the correct care and maintenance of the lift chains. Most complaints of unacceptable chain performance are a result of poor maintenance. Chains need periodic maintenance to give maximum service life.

▲ Do not attempt to repair a worn chain. Replace worn or damaged chains. Do not piece chains together.

(1) Lift chain inspection and measurement

Inspect and lubricate the lift chains every PM (50~250 hours). When operating in corrosive environments, inspect the chains every 50 hours. During the inspection, check for the following conditions:

- Rust and corrosion, cracked plates, raised or turned pins, tight joints, wear, and worn pins or holes.
- When the pins or holes become worn, the chain becomes longer. When a section of chain is 3% longer than a section of new chain, the chain is worn and must be discarded.
- Chain wear can be measured by using a chain scale or a steel tape measure. When checking chain wear, be sure to measure a segment of chain that moves over a sheave. Do not repair chains by cutting out the worn section and joining in a new piece. If part of a chain is worn, replace all the chains on a truck.

(2) Lift chain lubrication

Lift chain lubrication is an important part of your maintenance program. The lift chains operate under heavy loadings and function more safely and have longer life if they are regularly and correctly lubricated. HYUNDAI chain lubricant is recommended; it is easily sprayed on and provides superior lubrication. Heavy motor oil may also be used as a lubricant and corrosion inhibitor.

(3) Lift chain wear and replacement criteria

① New chain length

The distance from the first pin counted to the last pin counted in a span while the chains are lifting a small load.

② Worn chain length

The distance from the first pin counted to the last pin counted in a span while the chains are lifting a small load.

③ Span

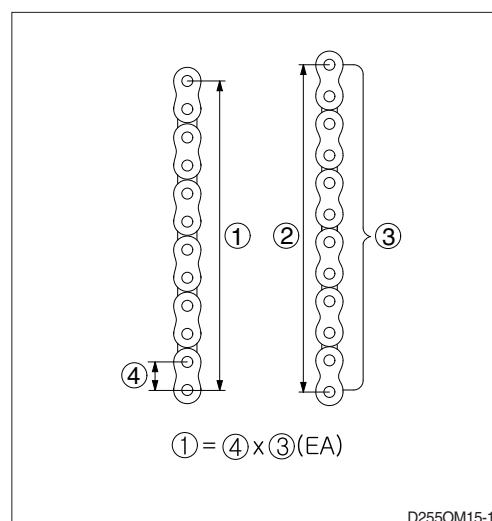
The number of pins in the length (Segment) of chain to be measured.

④ Pitch

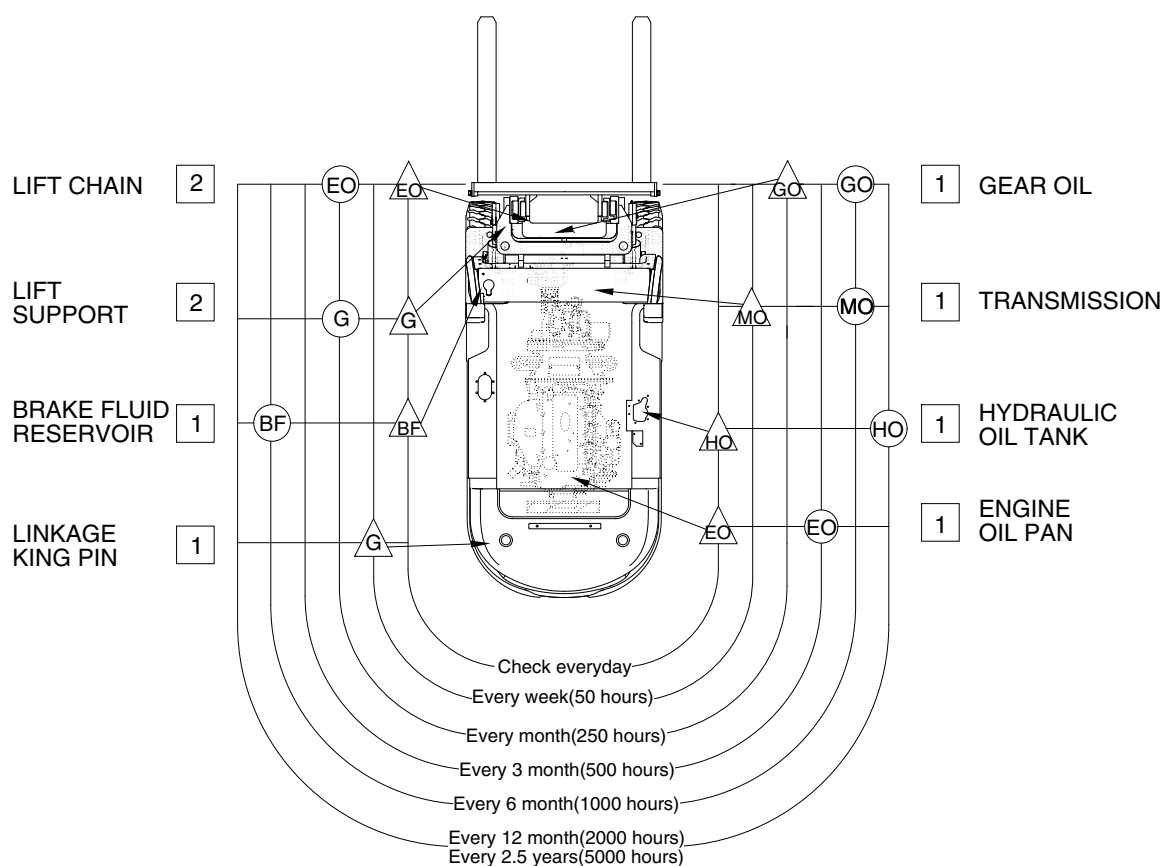
The distance from the center of one pin to the center of the next pin.

All chains must be replaced if any link has wear of 3% or more, or if any of the damaged conditions notes above are found during inspection. Order replacement chains from your HYUNDAI dealer. Replace all chains as a set. Do not remove factory lubrication or paint new chains. Replace anchor pins and worn or broken anchors when installing new chains. Adjust tension on new chains. Lubricate chains when they are installed on the mast.

※ Please refer to your service manual for additional information on lift chain measurement and maintenance.



7. LUBRICATION CHART



20DTLUB01

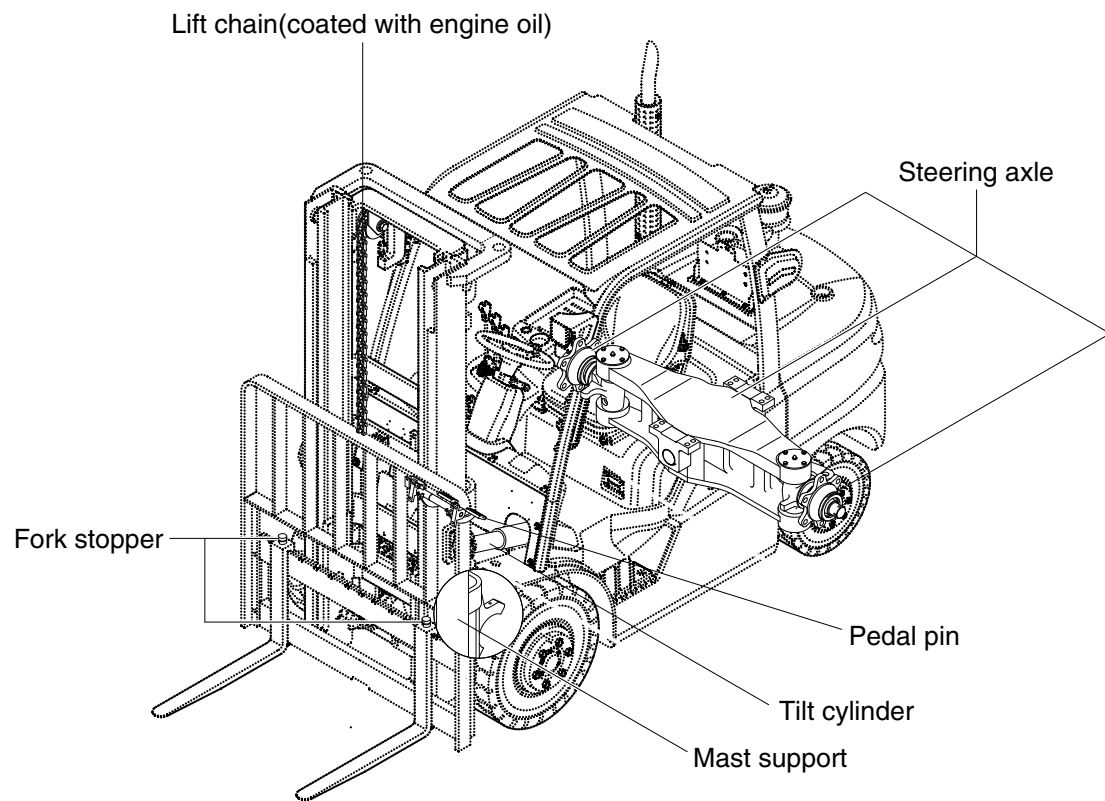
NOTES

- ① △: Check, add oil when needed.
- ② ○: Change oil or add oil.
- ③ Figures in squares indicate number of lubricating points.
- ④ All service intervals in the chart are based on daily, 2 weeks, 1 month, 3 months, 6 months, and service meter readings.

| Mark | Kind of lubricants | In moderate weather | Cold region★ |
|------|--------------------|--------------------------------------|--------------|
| EO | Engine oil | API CH4 class or better | |
| MO | T/M oil | ATF DEXRON III | |
| GO | Gear oil | Shell DONAX TD | |
| HO | Hydraulic oil | ISO VG 46, VG 68 | ISO VG 15 |
| BF | Brake fluid | AZOLLA ZS32 (Hydraulic oil ISO VG32) | |
| G | Grease | NLGI No. 2 | NLGI No.1 |

★ : Cold region
Russia, CIS, Mongolia

8. GREASING POINT



22D9TOM172

9. HANDLING MACHINE IN EXTREMELY HOT PLACES

Pay careful attention particularly to the following points when handling the machine in extremely hot places.

■ Cooling system

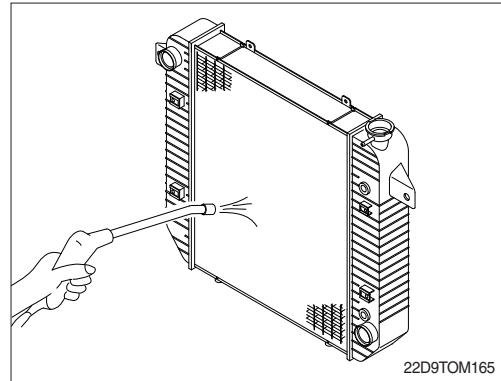
- 1) Scale and rust form more easily in the cooling system, so wash with anticorrosion liquid. Always try to have clean and soft water circulating in the system.
- 2) Clogging of the radiator fins is one cause of overheating, so use air or water jets to clean the fins. When doing this, the air nozzle must be at right angles to the radiator.
 - Air pressure max : 2 kgf/cm² (30 psi)
- 3) Check the fan belt tension. If it is too slack, adjust the tension. (SEE 8. SPECIFICATIONS)
- 4) In case of overheating, do not stop the engine immediately.
 - (1) Run the engine at low idling.
 - (2) Open the hood to ventilate the engine compartment.
 - (3) When the water temperature drops, stop the engine.
 - (4) Check the cooling water level. If it is low, add more water.

▲ Wear safety glasses and a face shield when using compressed air. Never touch the radiator cap while the engine is hot. Steam may spurt out. Wait until the water temperature drops. It is extremely dangerous to try to check the fan belt tension while the engine is running. When inspecting the fan belt or other moving parts, or near such parts, always stop the engine first.

※ Always keep fill the coolant to specified level and check for coolant leaks if necessary.

■ Battery

In case of operating the machine in hot weather, it will be fallen fast the electrolyte level of the battery. Always check the electrolyte level of the battery and make sure that the level is kept near the upper level.



10. COLD WEATHER OPERATION

1) PREPARATION FOR LOW TEMPERATURE

- (1) Replace lubrication oil with oil of the prescribed viscosity.
- (2) Fuel of low pour point must be used. ASTM D975 No.1 diesel fuel should be used at ambient temperature lower than -5°C .
- (3) When ambient temperatures are below use an anti-freeze mixture per the above table to prevent freezing of the cooling system.

| Min ambient temperature (°C) | -5 | -10 | -15 | -20 | -25 | -30 | -50 |
|------------------------------|----|-----|-----|-----|-----|-----|-----|
| Amount of antifreeze (%) | 25 | 30 | 35 | 40 | 45 | 50 | 60 |
| Amount of water (%) | 75 | 70 | 65 | 60 | 55 | 50 | 40 |

- ▲ Use permanent type antifreeze.
- ▲ Use soft water (city water, etc.) as mixing water.
- ▲ Cooling system must be thoroughly flushed before filling with antifreeze mixture.
- ▲ When the climate becomes warmer and antifreeze is not needed, replace with soft water (city water, etc.) after thoroughly cleaning the cooling system.
- ▲ Do not expose antifreeze to flame. It is inflammable.
- ※ Dispose of old antifreeze mixture in locally approved manner.

2) BATTERY

As ambient temperature drops, battery capacity will drop and electrolyte may sometimes freeze if battery charge is low. Maintain battery at a charge level of over 75% and insulate it against cold temperature so that machine can be readily started the next morning.

- ※ When the electrolyte level is low, add distilled water in the morning before work instead of after the day's work. This is to prevent fluid from freezing at night.

3) CARE AFTER DAILY OPERATION

- (1) Drain water from fuel system to prevent freezing.
- (2) Fill the tank at the end of each day of operation to drive out moisture laden air to prevent condensation.

Do not fill the tank to top.

- ▲ Explosive fumes may be present during refueling.

11. STORAGE

1) BEFORE STORAGE

When you keep your forklift truck in storage for an extended period of time, observe the following safeguard instruction:

- (1) Wash and tidy the truck and house it in a dry building.
- (2) When the truck has to be placed outdoors, park it on a even ground and cover it securely with canvas.
- (3) Give enough fuel, grease, lubricant and oil.
- (4) Coat exposed piston rods of all hydraulic cylinders fully with grease.
- (5) Cover batteries after removing terminals, or remove battery from the machine and store separately.
- (6) When the atmospheric temperature is anticipated to drop below 0°C , add antifreeze. (Refer to COLD WEATHER OPERATION about ratio of water and antifreeze.)

2) DURING STORAGE

- (1) Operate the engine and move the machine for a short distance **once a month** so that a new oil film will be coated over movable parts and component surfaces. Remove and storage the battery at the same time.

▲ The above operations should be performed in the open. If they have to be performed inside a building, open the windows and doors to improve ventilation.

This is to avoid the danger of gas poisoning.



※ BATTERY

- ① Once a month, start the engine for 15 minutes (or use a charger) to charge the battery.
- ② Every 2 months, check the battery voltage and keep battery voltage over 12.54V.
- ③ If the machine stock period is over 6 months, disconnect the battery negative (-) terminal.

3) AFTER STORAGE

After storage (When it is kept without cover or the rust-preventive operation once a month is not carried out), you should apply the following treatment before operation.

- (1) Remove the drain plugs from the oil pan and other cases and drain any water.
- (2) Remove the rocker housing cover and lubricate the valves and rocker arms well. Inspect the valve operation.
- (3) After the engine is started, run it at idling speed until it is warmed up completely.

12. TRANSPORT

1) PRECAUTIONS FOR LOADING AND UNLOADING

Contact your HYUNDAI forklift distributor for advice regarding transportation of the machine.

When loading or unloading the machine on or from a transporter, using loading ramp, the following precautions must always be observed.

▲ Check travel route for overpass clearance.

Make sure there is adequate clearance if the lift truck being transported is equipped with a high mast or cab.

Remove ice, snow or other slippery material from the shipping lift truck and the loading dock.

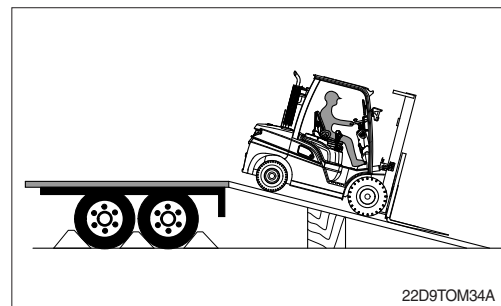
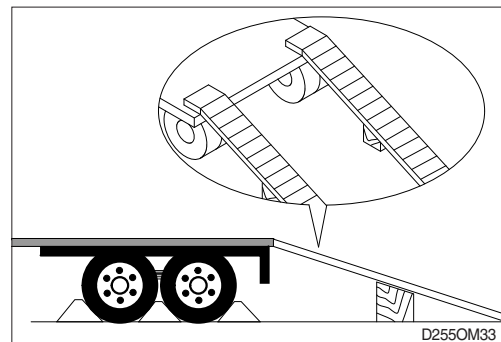
- (1) Ensure that the transporter cannot move by applying the brake and putting blocks under the wheels. Place the transmission control in NEUTRAL.

- (2) Fix the loading ramps securely so that the centers of the transporter and machine are aligned. (The loading ramps should be of sufficient width, length and thickness to permit safe loading or unloading.)

- (3) After checking that the machine is aligned with the loading ramps, back the machine slowly up the ramps to load it on the transporter.

▲ When on the loading ramps, never change direction. If it is necessary to change direction, drive off the ramp and realign the machine.

Block the wheels and secure the lift truck with tiedowns.



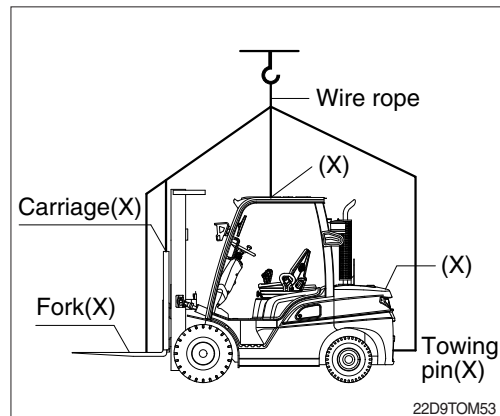
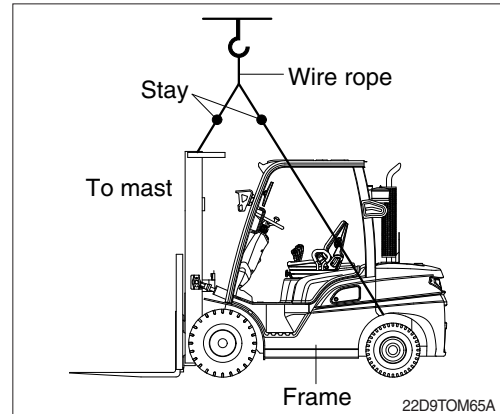
13. LOADING AND UNLOADING BY CRANE

- 1) Check the weight, length, width and height of the truck referring to the chapter 8, specifications when you are going to hoist the truck.
- 2) Use long wire rope and stay to keep the distance with the machine as it should avoid touching with the truck body.
- 3) Put a rubber plate where the wire rope contact with the truck's body to prevent damage.
- 4) Place crane on the proper place.
- 5) Install the wire rope and stay like the illustration.

- ▲ Make sure wire rope is proper size.
- ▲ Make sure that the truck is shut down before hoisting. Lifting the truck with engine running can cause serious accident.
- ▲ The wrong hoisting method or installation of wire rope can cause damage to driver and truck.
- ▲ Do not load abruptly.
- ▲ Keep area clear of personnel.

- 6) If there is lifting brackets on the truck's body, use them to lift a truck.

- ▲ Use appropriate method for your forklift truck.
- ▲ Do not install the wire to unsafe position such as forks, carriage, head guard, counterweight lifting hole or towing pin, etc.. It can cause serious injury or damage to driver and truck.
- ▲ If there is any problem to lift a truck, please contact your dealer.
- ▲ Perform the lifting service with skilled service men.



14. RECOMMENDATION TABLE FOR LUBRICANTS

1) NEW MACHINE

New machine uses following fuel, coolant and lubricant.

| Description | Specification |
|---------------|--|
| Engine oil | SAE 10W-30(API CH4 class or better) |
| T/M oil | ATF DEXRON III |
| Gear oil | Shell DONAX TD |
| Hydraulic oil | ISO VG46/VG68, Hyundai genuine long life hydraulic oil ISO VG15, Conventional hydraulic oil★ ¹ |
| Brake oil | AZOLLA ZS32 (Hydraulic oil ISO VG32) |
| Grease | Lithium base grease NLGI No.2 |
| Fuel | ASTM D975-No.2 |
| Coolant | Mixture of 50% ethylene glycol base antifreeze and 50% water |

- SAE : Society of Automotive Engineers
- API : American petroleum Institute
- ISO : International Organization for Standardization
- NLGI : National Lubricating Grease Institute
- ASTM : American Society of Testing and Material

★¹ : Cold region
Russia, CIS, Mongolia

15. FUEL AND LUBRICANTS

| Service point | Kind of fluid | Capacity ℓ (U.S. gal) | Ambient temperature °C(°F) | | | | | | | | | |
|-------------------------------|---------------------------|---|--|---------------------------------------|----------------|-------------|-----------|------------|------------|------------|-------------|--|
| | | | -50 (-58) | -30 (-22) | -20 (-4) | -10 (14) | 0 (32) | 10 (50) | 20 (68) | 30 (86) | 40 (104) | |
| Engine oil pan | Engine oil | HMC : 5.4 (1.43) WIA : 7.4 (1.95) | ★SAE 5W-40 | | | | | | | | | |
| | | | | | | | | SAE 30 | | | | |
| | | | | SAE 10W | | | | | | | | |
| | | | | SAE 10W-30 | | | | | | | | |
| | | | | SAE 15W-40 | | | | | | | | |
| Torque converter transmission | Transmission oil | 10 (2.6) | ATF DEXRON III | | | | | | | | | |
| Axle | Gear oil | 5 (1.3) | Shell DONAX TD | | | | | | | | | |
| Hydraulic tank | Hydraulic oil | 22/25D-9T : 36 (9.5) 30/33D-9T : 38 (10.0) | ★ISO VG 15 | | | | | | | | | |
| | | | | | ISO VG 46 | | | | | | | |
| | | | | | ISO VG 68 | | | | | | | |
| Fuel tank | Diesel fuel★ ¹ | 55 (14.5) | ASTM D975 NO.1 | | | | | | | | | |
| | | | | | ASTM D975 NO.2 | | | | | | | |
| Fitting (Grease nipple) | Grease | - | ★NLGI NO.1 | | | | | | | | | |
| | | | | | NLGI NO.2 | | | | | | | |
| Brake reservoir tank | Brake oil | 0.5 (0.13) | ★AZOLLA ZS10 (ISO VG10) | | | | | | | | | |
| | | | | AZOLLA ZS32 (Hydraulic oil, ISO VG32) | | | | | | | | |
| Radiator | Antifreeze : Water | 9.4 (2.48) | Ethylene glycol base permanent type (50:50) | | | | | | | | | |
| | | | ★Ethylene glycol base permanent type (60 : 40) | | | | | | | | | |

NOTES :

- ① SAE numbers given to engine oil should be selected according to ambient temperature.
- ② For engine oil used in engine oil pan, use SAE 10W oil when the temperature at the time of engine start up is below 0°C, even if the ambient temperature in daytime is expected to rise to 10°C or more.
- ③ If any engine oil of API service class CF is used instead of class CH4 engine oil, the frequency of oil change must be doubled.

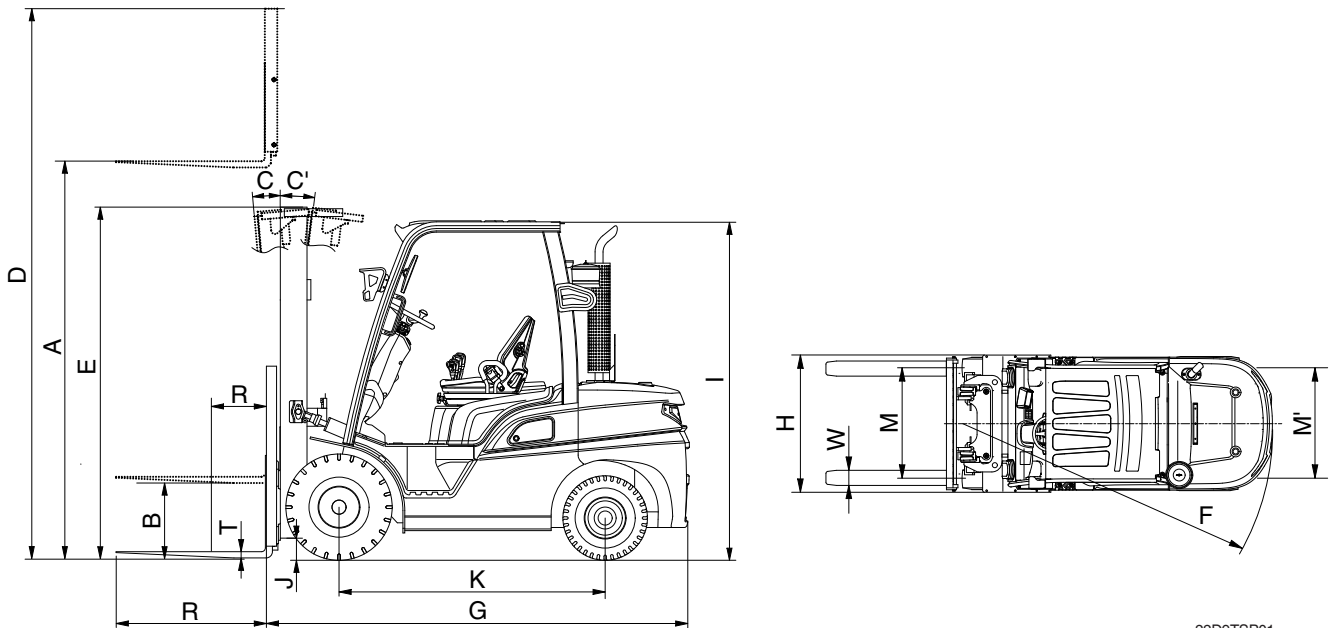
★¹ : Ultra low sulfur diesel
- sulfur content ≤ 15 ppm

★ : Cold region
Russia, CIS, Mongolia

8. SPECIFICATIONS

1. SPECIFICATION TABLE

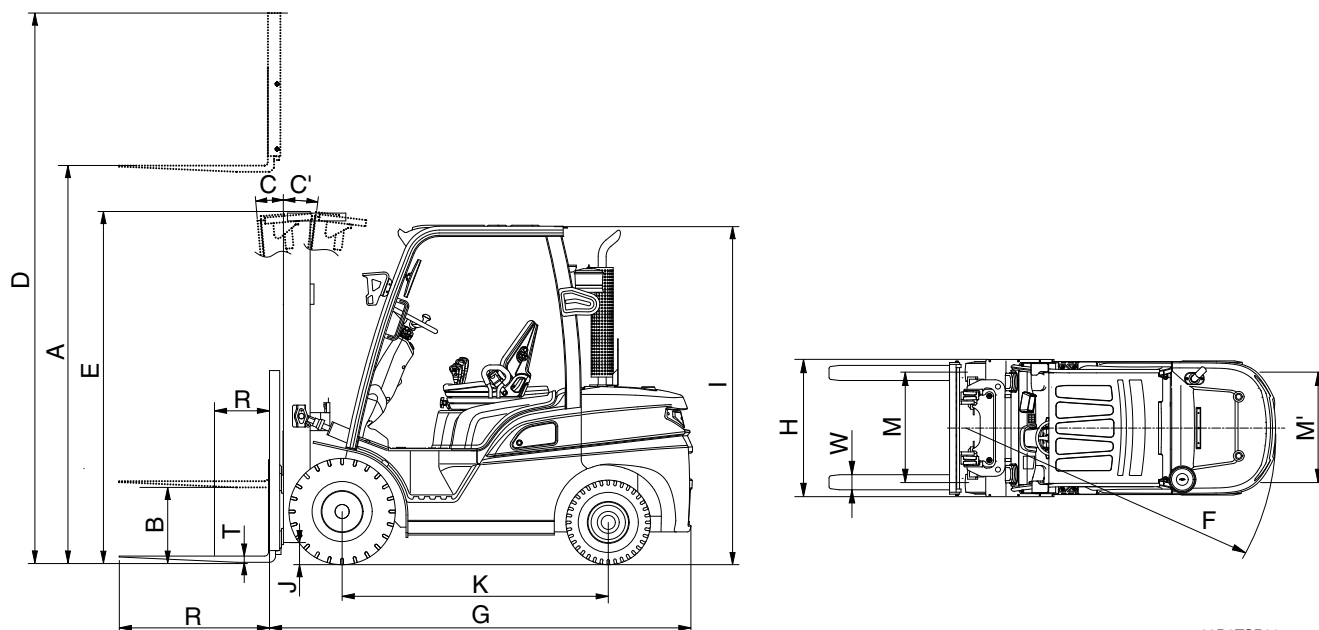
1) HMC ENGINE



22D9TSP01

| Model | | Unit | 22D-9T | 25D-9T | 30D-9T | 33D-9T |
|------------------------|-------------------------------|---------|---------------------|-------------------------------|--------------|-------------------------------|
| Capacity | | kg (lb) | 2200 (4400) | 2500 (5000) | 3000 (6000) | 3300 (6500) |
| Load center | R | mm (in) | 500 (24") | ← | ← | ← |
| Weight (Unloaded) | | kg (lb) | 3587 (7910) | 3897 (8590) | 4298 (7475) | 4567 (10070) |
| Fork | Lifting height | A | mm (ft. in) | 3305 (10' 10") | ← | ← |
| | Free lift | B | mm (in) | 155 (6.1") | ← | ← |
| | Lifting speed (Unload/Load) | | mm/sec | 550/530 | 550/520 | 460/440 |
| | Lowering speed (Unload/Load) | | mm/sec | 450/500 | ← | ← |
| | L × W × T | L, W, T | mm (in) | 1050×100×45 (41.3×3.9×1.8) | ← | 1050×122×45 (41.3×4.8×1.8) |
| Mast | Tilt angle (forward/backward) | C/C' | degree | 6/10 | ← | ← |
| | Max height | D | mm (ft. in) | 4485 (14' 9") | ← | ← |
| | Min height | E | mm (ft. in) | 2175 (7' 2") | ← | 2190 (7' 2") |
| Body | Travel speed (Unload) | | km/h | 18.7 | 16.5 | 20.0 |
| | Gradeability (Load) | | % | 38.1 | 34.1 | 26.6 |
| | Min turning radius (Outside) | F | mm (ft. in) | 2286 (7' 6") | 2342 (7' 8") | 2413 (7' 11") |
| ETC | Operating pressure | | kgf/cm ² | 200 | ← | ← |
| | Hydraulic oil tank | | ℓ (usgal) | 40 | ← | ← |
| | Fuel tank | | ℓ (usgal) | 55 | ← | ← |
| Overall length | | G | mm (ft. in) | 2577 (8' 5") | 2607 (8' 7") | 2676 (8' 9") |
| Overall width | | H | mm (ft. in) | 1200 (3' 11") | ← | 1230 (4' 0") |
| Overhead guard height | | I | mm (ft. in) | 2160 (7' 1") | ← | 2180 (7' 2") |
| Ground clearance | | J | mm (in) | 130 (3.1") | ← | 145 (5.7") |
| Wheel base | | K | mm (ft. in) | 1650 (5' 5") | ← | 1700 (5' 7") |
| Wheel tread front/rear | | M/M' | mm (ft. in) | 999/980 (3' 3"/3' 3") | ← | 1005/980 (3' 6"/3' 3") |

2) WIA ENGINE



22D9TSP01

| Model | | Unit | 22D-9T | 25D-9T | 30D-9T | 33D-9T |
|------------------------|-------------------------------|---------|---------------------|-------------------------------|--------------|-------------------------------|
| Capacity | | kg (lb) | 2200 (4400) | 2500 (5000) | 3000 (6000) | 3300 (6500) |
| Load center | R | mm (in) | 500 (24") | ← | ← | ← |
| Weight (Unloaded) | | kg (lb) | 3587 (7910) | 3897 (8590) | 4298 (7475) | 4567 (10070) |
| Fork | Lifting height | A | mm (ft·in) | 3305 (10' 10") | ← | ← |
| | Free lift | B | mm (in) | 155 (6.1") | ← | ← |
| | Lifting speed (Unload/Load) | | mm/sec | 550/530 | 550/520 | 460/440 |
| | Lowering speed (Unload/Load) | | mm/sec | 450/500 | ← | ← |
| | L × W × T | L,W,T | mm (in) | 1050×100×45 (41.3×3.9×1.8) | ← | 1050×122×45 (41.3×4.8×1.8) |
| Mast | Tilt angle (forward/backward) | C/C' | degree | 6/10 | ← | ← |
| | Max height | D | mm (ft·in) | 4485 (14' 9") | ← | ← |
| | Min height | E | mm (ft·in) | 2175 (7' 2") | ← | 2190 (7' 2") |
| Body | Travel speed (Unload) | | km/h | 20.0 | 20.0 | 21.6 |
| | Gradeability (Load) | | % | 37.0 | 33.1 | 26.3 |
| | Min turning radius (Outside) | F | mm (ft·in) | 2286 (7' 6") | 2342 (7' 8") | 2413 (7' 11") |
| ETC | Operating pressure | | kgf/cm ² | 200 | ← | ← |
| | Hydraulic oil tank | | l (usgal) | 40 | ← | ← |
| | Fuel tank | | l (usgal) | 55 | ← | ← |
| Overall length | | G | mm (ft·in) | 2577 (8' 5") | 2607 (8' 7") | 2676 (8' 9") |
| Overall width | | H | mm (ft·in) | 1200 (3' 11") | ← | 1230 (4' 0") |
| Overhead guard height | | I | mm (ft·in) | 2160 (7' 1") | ← | 2180 (7' 2") |
| Ground clearance | | J | mm (in) | 130 (3.1") | ← | 145 (5.7") |
| Wheel base | | K | mm (ft·in) | 1650 (5' 5") | ← | 1700 (5' 7") |
| Wheel tread front/rear | | M/M' | mm (ft·in) | 999/980 (3' 3"/3' 3") | ← | 1005/980 (3' 4"/3' 3") |

2. SPECIFICATION FOR MAJOR COMPONENTS

1) HMC ENGINE

(1) Engine

| Item | Unit | Specification |
|-------------------------------------|-------------|---|
| Model | - | HMC D4BB |
| Type | - | Vertical, water-cooled, 4-cycle diesel, Turbo |
| Cooling Method | - | Water cooling |
| Number of cylinders and arrangement | - | 4 cylinders, in-line |
| Firing order | - | 1-3-4-2 |
| Combustion type | - | Swirl |
| Cylinder bore X stroke | mm (in) | 91.1 × 100 (3.6 × 3.9) |
| Piston displacement | cc (cu in) | 2607 (159) |
| Compression ratio | - | 22 |
| Rated gross horse power | ps/rpm | 60/2500 |
| Maximum gross torque at rpm | kgf · m/rpm | 17.3/2000 |
| Engine oil quantity | l (U.S.gal) | 5.4 (1.43) |
| Dry weight | kg (lb) | 200 (440) |
| High idling speed | rpm | 2570 |
| Low idling speed | rpm | 850 ± 50 |
| Rated fuel consumption | g/ps.hr | 173 |
| Starting motor | V-kW | 12V, 2.2kW |
| Alternator | V-A | 12V, 65A |
| Battery | V-AH | 12V, 72AH |
| Fan belt deflection | mm (in) | 10~13 (0.39~0.51) |

(2) Main pump

| Item | Unit | Specification |
|----------------------------|--------|------------------------------|
| Type | - | Fixed displacement gear pump |
| Capacity | cc/rev | 27.7 |
| Maximum operating pressure | bar | 250 |
| Rated speed (Max/Min) | rpm | 2700/500 |

(3) Main control valve

| Item | Unit | Specification |
|----------------------------|--------------------|---------------|
| Type | - | Sectional |
| Operating method | - | Mechanical |
| Main relief valve pressure | kg/cm ² | 200/165 |
| Flow capacity | lpm | 76 |

2) WIA ENGINE

(1) Engine

| Item | Unit | Specification |
|-------------------------------------|-------------|--|
| Model | - | WIA WC30D |
| Type | - | Vertical, water-cooled, 4-cycle diesel |
| Cooling Method | - | Water cooling |
| Number of cylinders and arrangement | - | 4 cylinders, in-line |
| Firing order | - | 1-3-4-2 |
| Combustion type | - | Swirl |
| Cylinder bore X stroke | mm (in) | 98 × 98 (3.86 × 3.86) |
| Piston displacement | cc (cu in) | 2957 (180) |
| Compression ratio | - | 21.5 |
| Rated gross horse power | ps/rpm | 60/2500 |
| Maximum gross torque at rpm | kgf · m/rpm | 18.7/1800 |
| Engine oil quantity | l (U.S.gal) | 7.4 (1.95) |
| Dry weight | kg (lb) | 200 (440) |
| High idling speed | rpm | 2750 ± 50 |
| Low idling speed | rpm | 800 ± 50 |
| Rated fuel consumption | g/ps.hr | 192 |
| Starting motor | V-kW | 12-2.2 |
| Alternator | V-A | 13.5-75 |
| Battery | V-AH | 12V, 72AH |
| Fan belt deflection | mm (in) | 10~13 (0.39~0.51) |

(2) Main pump

| Item | Unit | Specification |
|----------------------------|--------|------------------------------|
| Type | - | Fixed displacement gear pump |
| Capacity | cc/rev | 32 |
| Maximum operating pressure | bar | 250 |
| Rated speed (Max/Min) | rpm | 2700/500 |

(3) Main control valve

| Item | Unit | Specification |
|----------------------------|--------------------|---------------|
| Type | - | Sectional |
| Operating method | - | Mechanical |
| Main relief valve pressure | kg/cm ² | 200/165 |
| Flow capacity | lpm | 76 |

(4) Power train devices

| Item | | | Specification |
|------------------|---------------------|---------|---|
| Torque converter | Model | | KAPEC 280 DB |
| | Type | | 3 Element, 1 stage, 2 phase |
| | Stall ratio | | 2.90 |
| Transmission | Type | | Power shift |
| | Gear shift(FWD/REV) | | 1/1 |
| | Control | | Solenoid ON/OFF type |
| | Overhaul ratio | FWD | 1.143 |
| | | REV | 1.143 |
| Axle | Type | | Front-wheel drive type, fixed location |
| | Gear ratio | | 14.2 : 1 |
| | Gear | | Spiral bevel gear type |
| Wheels | Q'ty (FR/RR) | | Single : 2/2, Double : 4/2 |
| | Front (drive) | 2.2/2.5 | Single : 7.00-12-14 PR (STD), 8.15-15-14 PR (OPT) |
| | | | Double : 6.00-15-10 PR |
| | | 3.0/3.3 | Single : 8.5-15-14 PR |
| | | | Double : 6.00-15-10 PR |
| | Rear (steer) | 2.2~3.3 | Single : 6.50-10-14 PR |
| | | | Double : 6.50-10-12 PR |
| Brakes | Travel | | Front wheel, wet disk brake |
| | Parking | | Wet disk (negative brake) |
| Steering | Type | | Full hydraulic, power steering |
| | Steering angle | | 78.9° to both right and left angle, respectively |

3. TIGHTENING TORQUE

| No. | Items | | Size | kgf · m | lbf · ft |
|-----|--------------------|---|------------|------------|------------|
| 1 | Engine (HMC) | Engine mounting bolt (RH, engine-bracket) | M12 × 1.25 | 7.7 ± 1.9 | 70 ± 13 |
| 2 | | Engine mounting bolt (LH, engine-bracket) | M10 × 1.25 | 7.4 ± 1.5 | 53.5 ± 10 |
| 3 | | Engine mounting nut (bracket-mount) | M12 × 1.25 | 9.7 ± 1.9 | 70 ± 13 |
| 4 | | Engine mounting bolt (mount-frame) | M12 × 1.75 | 12.8 ± 3 | 92.6 ± 21 |
| 5 | | Radiator mounting bolt, nut | M 8 × 1.25 | 2.5 ± 0.5 | 18 ± 3.6 |
| 6 | | Torque converter mounting bolt (8EA) | M10 × 1.25 | 7.4 ± 1.5 | 53.5 ± 10 |
| 7 | Engine (WIA) | Engine mounting bolt (engine-bracket) | M10 × 1.5 | 7.4 ± 1.5 | 53.5 ± 10 |
| 8 | | Engine mounting nut (bracket-mount) | M12 × 1.25 | 9.7 ± 1.9 | 70 ± 13 |
| 9 | | Engine mounting bolt (mount-frame) | M12 × 1.75 | 12.8 ± 3 | 92.6 ± 21 |
| 10 | | Radiator mounting bolt, nut | M 8 × 1.25 | 2.5 ± 0.5 | 18 ± 3.6 |
| 11 | | Torque converter mounting bolt (8EA) | M10 × 1.25 | 7.4 ± 1.5 | 53.5 ± 10 |
| 12 | Hydraulic system | MCV mounting bolt | M10 × 1.5 | 4 ± 0.5 | 29 ± 3.6 |
| 13 | | Steering unit mounting bolt | M10 × 1.5 | 4 ± 0.5 | 29 ± 3.6 |
| 14 | | Pump mounting bolt | M10 × 1.0 | 5.3 ± 0.5 | 38.3 ± 3.6 |
| 15 | Power train system | Transmission mounting bolt, nut | M16 × 2.0 | 7.5 | 54 |
| 16 | | Drive axle mounting bolt, nut | M20 × 1.5 | 65 ± 3 | 470 ± 21 |
| 17 | | Steering axle mounting bolt | M20 × 2.5 | 58 ± 8.5 | 420 ± 61 |
| 18 | | Front wheel mounting nut | M20 × 1.5 | 40 ± 10 | 289 ± 72 |
| 19 | | Rear wheel mounting nut | M14 × 1.5 | 18 ± 2 | 130 ± 14 |
| 20 | Others | Counterweight mounting bolt | M30 × 3.5 | 199 ± 30 | 1439 ± 217 |
| 21 | | Operator's seat mounting nut | M 8 × 1.25 | 2.5 ± 0.5 | 18.1 ± 3.6 |
| 22 | | Head guard mounting bolt, nut | M12 × 1.75 | 12.3 ± 1.2 | 89.0 ± 8.7 |

9 . TROUBLESHOOTING

1. ENGINE SYSTEM

| Trouble symptom | Probable cause | Remedy |
|--|--|---|
| Oil pressure caution lamp fails to go out. | <ul style="list-style-type: none"> • Low oil level in oil pan. • Oil filter element clogged. • Loose or worn oil pipe joint leaks oil. | <ul style="list-style-type: none"> • Add oil. • Replace element. • Check and repair. |
| Radiator pressure valve spouts steam. | <ul style="list-style-type: none"> • Lack of cooling water or water leakage. • Loosen fan belt. • Dust and scale accumulated in, cooling system. | <ul style="list-style-type: none"> • Add water or repair. • Adjust belt. • Change water and clean the interior of cooling system. |
| Water temp gauge indicates red range, on right. | <ul style="list-style-type: none"> • Radiator fin clogged or fin damaged. • Thermostat or water temp gauge faulty. • Radiator filler cap loosening. | <ul style="list-style-type: none"> • Clean or repair. • Replace • Retighten cap or replace packing. |
| Water temp gauge indicates red range, on left. | <ul style="list-style-type: none"> • Thermostat faulty. • Water temperature gauge faulty. | <ul style="list-style-type: none"> • Replace • Replace |
| Engine fails to start. | <ul style="list-style-type: none"> • Lack of fuel. • Air mixed in fuel system. • Fuel injection pump or nozzle defective. • Starting motor rotates slowly. • Engine compression insufficient. • Valve clearance out of adjustment. | <ul style="list-style-type: none"> • Addfuel. • Repair. • Replace. • See " Electrical system." • Adjust clearance |
| Engine emits whitish or bluish smoke. | <ul style="list-style-type: none"> • Excessive quantity of oil in oil pan. • Poor quality of fuel. | <ul style="list-style-type: none"> • Reduce oil quantity. • Replace with specified fuel. |
| Engine emits blackish smoke. | <ul style="list-style-type: none"> • Air cleaner element clogged. | <ul style="list-style-type: none"> • Clean or replace element. |
| Irregular fuel feeding sound heard. | <ul style="list-style-type: none"> • Fuel feed pump faulty. | <ul style="list-style-type: none"> • Replace pump. |
| Abnormal sound heard. (Fuel combustion or mechanical sound) | <ul style="list-style-type: none"> • Poor quality of fuel. • Overheating • Muffler interior damaged. • Excessively large valve clearance. | <ul style="list-style-type: none"> • Replace with specified fuel. • See Symptom "Radiator pressure valve spouts steam". • Replace • Adjust clearance. |

2. ELECTRICAL SYSTEM

| Trouble symptom | Probable cause | Remedy |
|--|--|---|
| Lamps dimming even at maximum engine speed. | • Faulty wiring. | • Check for loose terminal and disconnected wire. |
| Lamps flicker during engine operation. | • Improper belt tension. | • Adjust belt tension. |
| Charge lamp does not light during normal engine operation. | • Charge lamp defective. • Faulty wiring. | • Replace. • Check and repair. |
| Alternator makes abnormal sounds. | • Alternator defective. | • Replace |
| Starting motor fails to run. | • Faulty wiring. • Insufficient battery voltage. | • Check and repair. • Recharge battery. |
| Starting motor pinion repeats going in and out. | • Insufficient battery voltage. | • Recharge battery. |
| Excessively low starting motor speed. | • Insufficient battery voltage. • Starting motor defective. | • Recharge battery. • Replace |
| Starting motor comes to a stop before engine starts up. | • Faulty wiring. • Insufficient battery voltage. | • Check and repair. • Recharge battery. |
| Heater signal does not become red. | • Faulty wiring. • Glow plug damaged. | • Check and repair. • Replace |
| Engine oil pressure caution lamp does not light when engine is stopped (with starting switch left in "ON" position). | • Caution lamp defective. • Caution lamp switch defective. | • Replace • Replace |

3. TORQUE FLOW SYSTEM

| Trouble symptom | Probable cause | Remedy |
|--|--|--|
| 1. Excessive oil temperature rise 1) Torque converter 2) Transmission | <ul style="list-style-type: none"> Improper oil level. Impeller interfering with surroundings. Stator and free wheel malfunctioning. Air sucked in. Water intruding into transmission case. Bearing worn or seizing. Gauge malfunctioning. Clutch dragging. Bearing worn or seized. | <ul style="list-style-type: none"> Check oil level. Add or drain oil as necessary. After draining oil from oil tank and transmission, check and replace interfering parts. Check engine (stalling) speed. If necessary, replace. Check the inlet side joint or pipe. If necessary, retighten joint or replace gasket. Check drained oil. If necessary, change oil. Disassemble, inspect, repair or replace. Check and, if necessary, replace. Check to see whether or not machine moves even when transmission is placed in neutral position. If so, replace clutch plate. Disassemble, check and replace. |
| 2. Noise operation 1) Torque converter 2) Transmission | <ul style="list-style-type: none"> Cavitation produced. Flexible plate damaged. Bearing damaged or worn. Gear damaged. Impeller interfering with surroundings. Bolt loosening. Spline worn. Noise gear pump operation. Dragging caused by seizing clutch. Bearing worn or seizing. Gear damaged. Bolt loosening. Spline worn. | <ul style="list-style-type: none"> Change oil, replace parts leaking air. Listen to rotating sound at lowspeed operation. If necessary, replace flexible plate. Disassemble, check and replace. Disassemble, check and replace. Check impeller or check drained oil for mixing of foreign matter. If necessary, change oil. Disassemble and check. If necessary, retighten or replace. Disassemble, check and replace. Disassemble, check and replace. Check to see whether or not machine moves even when transmission is in neutral position. If so, replace clutch plate. Disassemble, check and replace Disassemble, check and replace Disassemble, check and retighten or replace Disassemble, check and replace |

| Trouble symptom | Probable cause | Remedy |
|--|--|---|
| 4. Unusual oil pressure 1) Oil pressure is high 2) Oil pressure is low 3) Transmission | <ul style="list-style-type: none"> Control valve malfunctioning. Cold weather. (high oil viscosity) Use of improper oil. Gear pump malfunctioning (worn). Oil leaks excessively : <ul style="list-style-type: none"> (1) Control valve oil spring defective. (2) Control valve spool defective. Air sucked in. Low oil level. Oil filter clogging. Oil leaks excessively. | <ul style="list-style-type: none"> (1) Check for spool operation. If necessary, replace valve. (2) Check for clogging of small hole in valve body. If necessary, clean or repair. When atmospheric temp is below freezing point (when normal oil pressure is recovered if heated to 60~80°C), change oil. Check and change oil. Disassemble, check and replace. Check spring tension (see spring specification). If necessary replace. Disassemble, check, and repair or replace valve. Check joints and pipes. If necessary, retighten joint or replace packing. Check oil level and add oil. Check and replace. Disassemble, check (piston ring and O-ring for wear and other defects), and replace. |
| 5. Power is not transmitted 1) Torque converter 2) Transmission | <ul style="list-style-type: none"> Clutch plate damaged. Low oil level. Oil pump driving system faulty. Shaft broken. Lack of oil pressure. Low oil level. Inching valve and link lever improperly positioned. Forward/reverse spool and link lever improperly positioned. Clutch fails to disengage : <ul style="list-style-type: none"> (1) Clutch case piston ring defective. (2) Main shaft plug slipping out. Clutch seizing. Shaft broken off. Clutch drum damaged (spring groove). Clutch snap ring broken. | <ul style="list-style-type: none"> Check for damage by listening to abnormal sounds at a low converter speed and replace. Check oil level and add oil Disassemble and check for wear of pump gear, shaft and spline. Replace defective parts. Check and replace. Check oil pump gear for wear and for oil suction force. If necessary, replace pump. Check oil level and add oil. Check measure and adjust. Check and adjust. Disassemble, check and replace Disassemble, check and repair or replace Check to see whether or not machine moves even then transmission is in neutral position. If so, replace. Disassemble, check(main shaft, etc.), and replace. Disassemble, check and replace. Disassemble, check and repair or replace. |

| Trouble symptom | Probable cause | Remedy |
|--|---|---|
| 5. Power is not transmitted (Continue) | <ul style="list-style-type: none"> • Foreign matter intruding into oil passage to clutch. • Shaft spline worn. | <ul style="list-style-type: none"> • Disassemble, check and repair or replace. • Disassemble, check and replace. |
| 6. Oil leakage (Transmission and torque converter) | <ul style="list-style-type: none"> • Oil leaks from oil seal. • Oil leaks from case joining surfaces. • Oil leaks from joint or pipe. • Oil leaks from drain plug. • Oil leaks from a crack. | <ul style="list-style-type: none"> • Disassemble and check for wear of seal lips and mating sliding surfaces (pump boss, coupling etc.) Replace oil seal, pump boss, coupling, etc. • Check and retighten or replace packing. • Check and repair or replace gasket. • Check and retighten or gasket. • Check and replace cracked part. |

4. STEERING SYSTEM

| Trouble symptom | Probable cause | Remedy |
|---|--|---|
| 1. Steering wheel drags. | <ul style="list-style-type: none"> • Low oil pressure. • Bearing faulty. • Spring spool faulty. • Reaction plunger faulty. • Ball-and-screw assembly faulty. • Sector shaft adjusting screw excessively tight. • Gears poorly meshing. • Flow divider coil spring fatigued. • Brake valve spool malfunctioning. | <ul style="list-style-type: none"> • Check locknut. Repair. • Clean or replace. • Clean or replace. • Replace. • Clean or replace. • Adjust. • Check and correct meshing. • Replace. • Clean or replace. |
| 2. Steering wheel fails to return smoothly. | <ul style="list-style-type: none"> • Bearing faulty. • Reaction plunger faulty. • Ball-and-screw assy faulty. • Gears poorly meshing. | <ul style="list-style-type: none"> • Clean or replace. • Replace. • Clean or replace. • Check and correct meshing. |
| 3. Steering wheel turns unsteadily. Steering system makes abnormal sound or vibration. | <ul style="list-style-type: none"> • Locknut loosening. • Metal spring deteriorated. • Gear backlash out of adjustment. • Locknut loosening. • Air in oil circuit. | <ul style="list-style-type: none"> • Retighten. • Replace. • Adjust. • Retighten. • Bleed air. |
| 4. Abnormal sound heard when steering wheel is turned fully | <p>Valve</p> <ul style="list-style-type: none"> • Faulty. (Valve fails to open.) <p>Piping</p> <ul style="list-style-type: none"> • Pipe (from pump to power steering cylinder) dented or clogged. | <ul style="list-style-type: none"> • Adjust valve set pressure and check for specified oil pressure. • Repair or replace. |
| 5. Piping makes abnormal sounds. | <p>Oil pump</p> <ul style="list-style-type: none"> • Lack of oil. • Oil inlet pipe sucks air. • Insufficient air bleeding. | <ul style="list-style-type: none"> • Add oil. • Repair. • Bleed air completely. |
| 6. Valve or valve unit makes abnormal sounds. | <p>Oil pump</p> <ul style="list-style-type: none"> • Oil inlet pipe sucks air. <p>Valve</p> <ul style="list-style-type: none"> • Faulty. (Unbalance oil pressure) <p>Piping</p> <ul style="list-style-type: none"> • Pipe (from pump to power steering) dented or clogged. • Insufficient air bleeding. | <ul style="list-style-type: none"> • Repair or replace. • Adjust valve set pressure and check specified oil pressure. • Repair or replace. • Bleed air completely. |
| 7. Insufficient or variable oil flow. | <ul style="list-style-type: none"> • Flow control valve orifice clogged. | <ul style="list-style-type: none"> • Clean. |
| 8. Insufficient or variable discharge pressure. | <p>Piping</p> <ul style="list-style-type: none"> • Pipe (from tank to pipe) dented or clogged. | <ul style="list-style-type: none"> • Repair or replace. |

5. BRAKE SYSTEM

| Trouble symptom | Probable cause | Remedy |
|--|---|---|
| 1. Insufficient braking force | <ul style="list-style-type: none"> Hydraulic system leaks oil. Hydraulic system has air in line. Friction plate worn. Brake valve or brake piston mal-functioning. Hydraulic system clogged. | <ul style="list-style-type: none"> Repair and add oil. Bleed air. Replace. Repair or replace. Clean. |
| 2. Brake acting unevenly. (Machine is turned to one side during braking.) | <ul style="list-style-type: none"> Tires unequally inflated. Brake out of adjustment. Friction plate worn. Disc worn or damaged (distortion or rusting). Piston in axle mal-functioning. Hydraulic system clogged. | <ul style="list-style-type: none"> Adjust tire pressure. Adjust(Refer to service manual). Replace. Replace. Repair or replace. Clean. |
| 3. Brake trailing. | <ul style="list-style-type: none"> Pedal has no play. Piston in axle mal-functioning. Return spring damaged. Parking brake fails to return or out of adjustment. Brake valve return port clogged. Hydraulic system clogged. | <ul style="list-style-type: none"> Adjust. Repair or replace. Relace. Repair or adjust. Clean. Clean. |
| 4. Brake chirps | <ul style="list-style-type: none"> Brake trailing. Piston fails to return. Friction plate worn. | <ul style="list-style-type: none"> See 3. Brake trailing. Replace. Replace. |
| 5. Brake noise | <ul style="list-style-type: none"> Incorrect axle oil. Oil change interval passed. Friction plate worn. | <ul style="list-style-type: none"> Replace with approved oil. Replace. Replace. |
| 6. Large pedal stroke | <ul style="list-style-type: none"> Brake out of adjustment. Hydraulic line sucking air. Oil leaks from hydraulic line, or lack of oil. Friction plate worn. | <ul style="list-style-type: none"> Adjust. Bleed air. Check and repair or add oil. Replace. |
| 7. Pedal dragging. | <ul style="list-style-type: none"> Twisted push rod caused by improperly fitted brake valve. Brake valve seal faulty. Flow control valve orifice clogged. Lack of grease on pivot. | <ul style="list-style-type: none"> Adjust. Replace. Clean or replace. Add grease. |

6. HYDRAULIC SYSTEM

| Trouble symptom | Probable cause | Remedy |
|--|---|---|
| 1. Large fork lowering speed. | <ul style="list-style-type: none"> Seal inside control valve defective. Oil leaks from joint or hose. Seal inside cylinder defective. | <ul style="list-style-type: none"> Replace spool or valve body. Replace. Replace packing. |
| 2. Large spontaneous tilt of mast. | <ul style="list-style-type: none"> Tilting backward : Check valve defective. Tilting forward : tilt lock valve defective. Oil leaks from joint or hose. Seal inside cylinder defective. | <ul style="list-style-type: none"> Clean or replace. Clean or replace. Replace. Replace seal. |
| 3. Slow fork lifting or slow mast tilting. | <ul style="list-style-type: none"> Lack of hydraulic oil. Hydraulic oil mixed with air. Oil leaks from joint or hose. Excessive restriction of oil flow on pump suction side. Relief valve fails to keep specified pressure. Poor sealing inside cylinder. High hydraulic oil viscosity. Mast fails to move smoothly. Oil leaks from lift control valve spool. Oil leaks from tilt control valve spool. | <ul style="list-style-type: none"> Add oil. Bleed air. Replace. Clean filter. Adjust relief valve. Replace packing. Change to SAE10W, class CF engine oil. Adjust roll to rail clearance. Replace spool or valve body. Replace spool or valve body. |
| 4. Hydraulic system makes abnormal sounds. | <ul style="list-style-type: none"> Excessive restriction of oil flow pump suction side. Gear or bearing in hydraulic pump defective. | <ul style="list-style-type: none"> Clean filter. Replace gear or bearing. |
| 5. Control valve lever is locked | <ul style="list-style-type: none"> Foreign matter jammed between spool and valve body. Valve body defective. | <ul style="list-style-type: none"> Clean. Tighten body mounting bolts uniformly. |
| 6. High oil temperature. | <ul style="list-style-type: none"> Lack of hydraulic oil. High oil viscosity. Oil filter clogged. | <ul style="list-style-type: none"> Add oil. Change to SAE10W, class CF engine oil. Clean filter. |

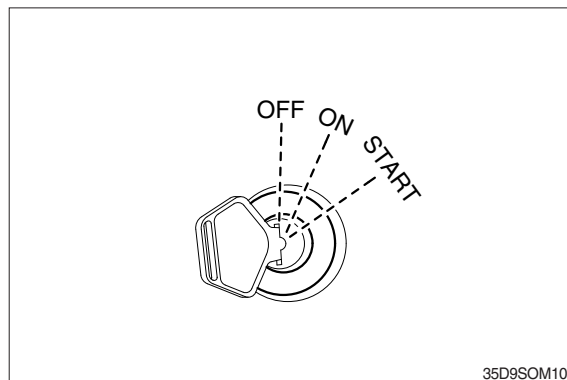
10. TESTING AND ADJUSTING

1. ENGINE SYSTEM

1) EASE OF STARTING, NOISE

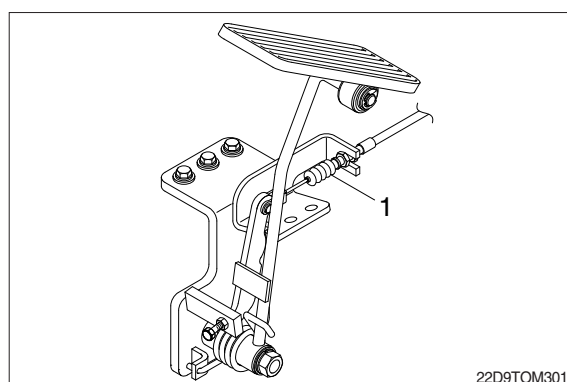
- (1) Set gear shift lever at N, and pull parking brake.
- (2) Turn start switch ON.
- (3) When heater signal lamp goes out, turn key to START, and start engine.
- (4) When engine starts, check if it starts smoothly, and if it makes any abnormal noise.

※ Refer to page 3-37.



2) IDLING

- (1) After warming up engine, run at idling.
- (2) Check that engine maintains steady, smooth rotation without gasping, abnormal noise, abnormal explosions, or irregular vibration.
- (3) Check that idling speed is within specified range. If it is not within specified range, adjust rod (1) of accelerator pedal.
- (4) Idle rpm : SEE 8. SPECIFICATION

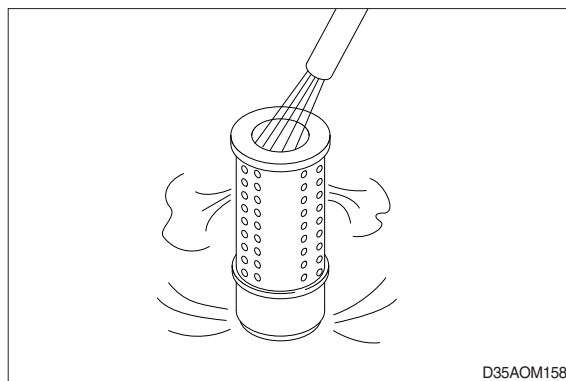


3) WHEN ACCELERATOR PEDAL IS DEPRESSED

- (1) Check that accelerator pedal does not catch when depressed.
- (2) Check that engine speed increases in accordance with amount pedal is depressed.
- (3) When doing this, check that engine speed changes without gasping, abnormal noise, abnormal explosions, or irregular vibration.
- (4) Check that exhaust gas is colorless when the engine is idling, and a thin black color when accelerator pedal is depressed.
- (5) Set height of stopper bolt according to following table, then adjust with accelerator rod on trucks and stopper bolt so that engine speed is within specified range when accelerator pedal is fully depressed.
- (6) Max speed : SEE 8. SPECIFICATION

4) AIR CLEANER ELEMENT

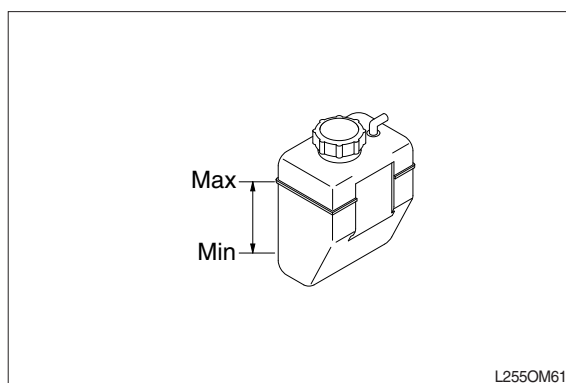
- (1) Blow dry compressed air (max 7 kgf/cm², 7 bar, 100 psi) from inside along pleats. Next blow air from outside along pleats, then blow from inside again.
 - (2) Replace element if it is dirty, clogged or damaged.
- ※ **Always keep clean condition for the air cleaner element so that it can avoid from increasing in harmful contents of the exhaust emission and black smoke.**



5) COOLANT

Check coolant level. If the cooling water in the radiator sub-tank is not within the normal range, add water to the MAX line.

- ※ **If antifreeze is being used, pay careful attention to the ratio of antifreeze and water when adding coolant.**
- ※ **Check the coolant level all the times prior to daily initial operating of the engine.**

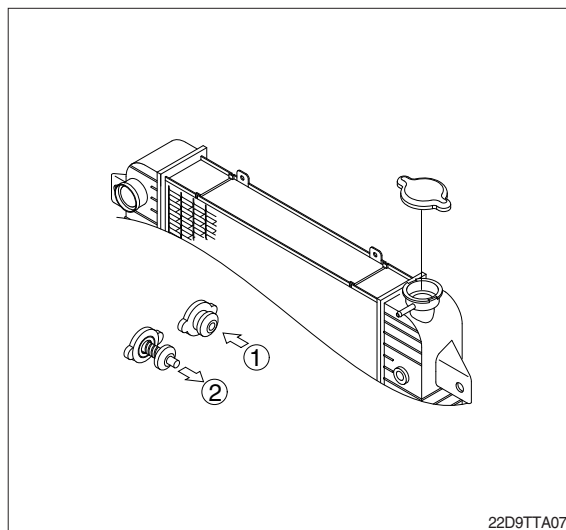


6) RADIATOR CAP

- (1) Push pressure regulator spring with finger and check that tension is correct (①).
- (2) Pull negative pressure valve, and check that it is closed when released (②).
- (3) If packing is damaged, replace whole radiator cap assembly.

▲ **While the coolant in the radiator is retained hot temperature, do not open the radiator cap.**

It will gush out the hot water and someone might get scalded or severe injured.



7) FUEL FILTER

- (1) The fuel filter element cannot be inspected from the outside, so replace it periodically. (Refer to 7. PLANNED MAINTENANCE AND LUBRICATION)
- (2) Always use HYUNDAI Forklift genuine parts when replacing the element.
- (3) After replacing the element, run the engine and check for oil leakage from the filter mount.

8) ENGINE OIL

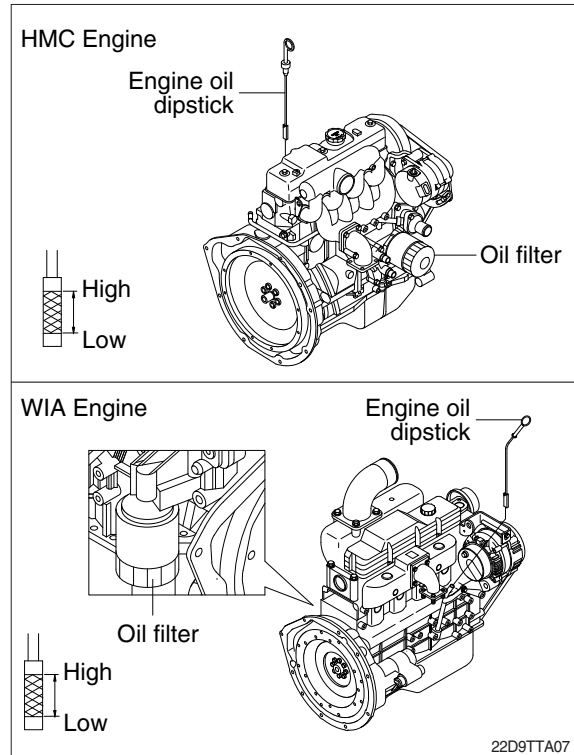
- (1) Check oil level with dipstick and add oil if necessary.
- (2) Check oil for discoloration or deterioration. Change oil if discolored or deteriorated.
- (3) Engine oil quantity: SEE 8. SPECIFICATION

9) ENGINE OIL FILTER

The condition of the oil filter element cannot be inspected from the outside so replace the engine oil filter periodically. Refer to 7. PLANNED MAINTENANCE AND LUBRICATION.

Use a filter wrench and remove the whole cartridge assembly.

- ▲ If a spilt oil on the engine is left as it is after replacing the engine oil filter, there is dangerous material for a fire. Make sure that the spilt oil is wiped thoroughly away.

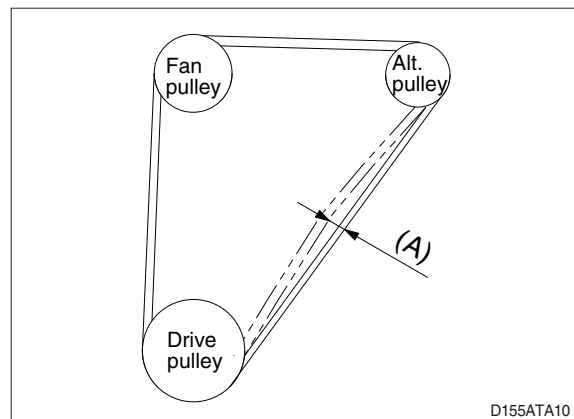


10) FAN BELT

- (1) Check that fan belt is not damaged.
- (2) Check inside of belt also. If bottom of pulley groove is shining, belt will slip so replace.
- (3) Check deflection when fan belt is pushed with a finger pressure at a point midway between fan pulley and alternator pulley.
- (4) If fan belt tension is not correct, loosen alternator mounting nut and bolt of adjustment bar. Move alternator to adjust belt tension.

• Fan belt deflection : SEE 8. SPECIFICATION

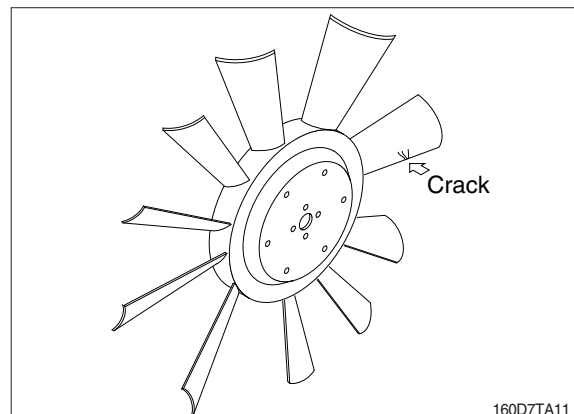
- ※ **Keep the fan belt free from oil and grease so that it can prevent the fan belt from slippage.**



11) FAN

Move fan backwards and forwards by hand to check for looseness.

Tighten mounting bolt with a spanner.



2. DRIVE SYSTEM

1) GEAR SHIFT LEVER

(1) Neutral starting

Engine can be started only when the shifting lever is in neutral position.

(2) Shifting FWD/REV lever

① Forward

Push the lever forward then forward solenoid valve operates and oil comes to forward clutch thus the truck will run forward.

② Reverse

Pull the lever backward then reverse solenoid valve operates and oil comes to reverse clutch thus the truck will run backward.

2) OIL LEAKAGE

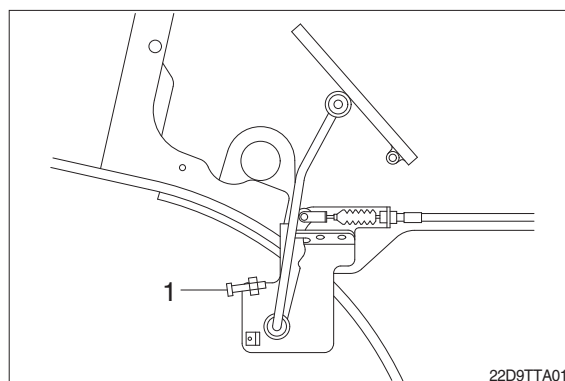
Check that there is no oil leakage from torque converter, transmission or control valve. If oil oozes out and forms drops, replace packing.

3) ADJUSTMENT OF PEDAL

(1) Accelerator pedal

Depress the accelerator pedal until reaching high idle rpm of the engine in order to adjust the stopper bolt (1) and fix it.

- Cable stroke
 - HMC engine : 32 mm
 - WIA engine : 40.4 mm

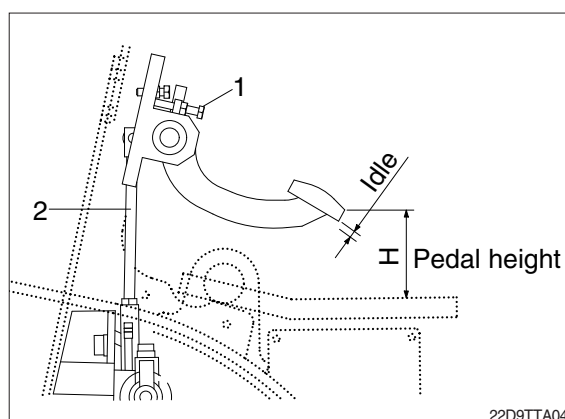


(2) Brake pedal

- Adjust stopper bolt (1) so that pedal height is "H".
- Adjust push rod (2) so that pedal play is idle stroke.

Unit : mm

| Item | H | IDLE |
|---------------|-------------|------|
| Specification | 119 ± 2 | 2~4 |

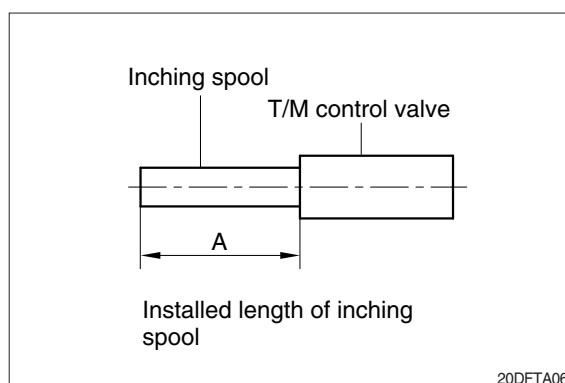
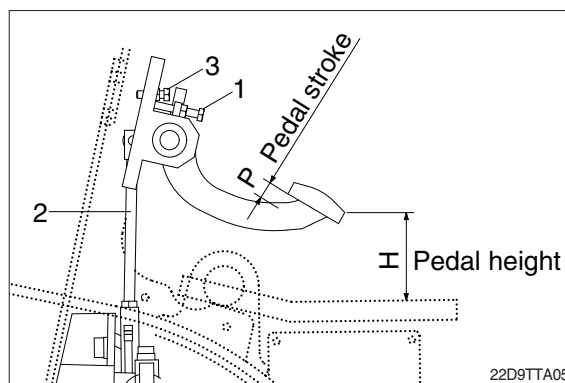


(3) Inching pedal

- Adjust stopper bolt (1) so that pedal height is "H".
- Adjust rod (2) so that length of inching spool is "A" when pedal height is "H".
- Adjust bolt (3) so that brake pedal interconnects with inching pedal at inching pedal stroke "P".

Unit : mm

| Item | H | P | IDLE | A |
|---------------|-------------|-------|------|----|
| Specification | 119 ± 2 | 15~20 | 1~3 | 33 |

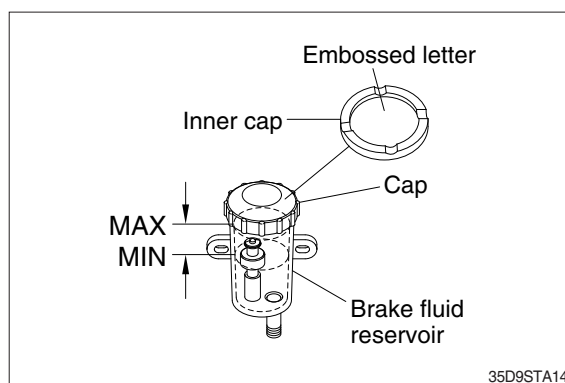


4) CHECK OIL LEVEL

Stop the machine in a flat place and check the oil level with the dipstick.

(1) Brake reservoir

Check the brake reservoir, and add brake fluid, if necessary. The embossed letter facing up.



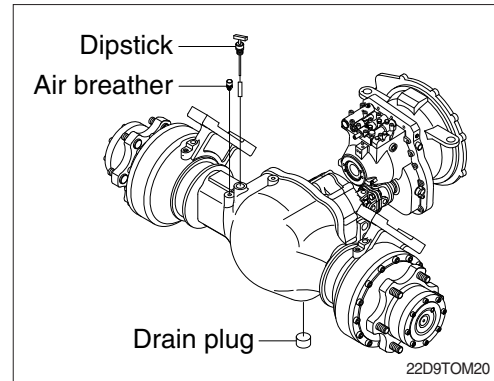
(2) Differential case

Remove the dipstick at front face of the differential case. The oil should be leveled with the marking on the dipstick. If the oil level is too low, add oil through the dipstick hole at the top of the differential case.

⚠ When filling the oil in the differential case, take to extreme care not to spill it on the floor.

It can cause to happen unexpected accidents such as personal injury due to slippage on the oil or fire.

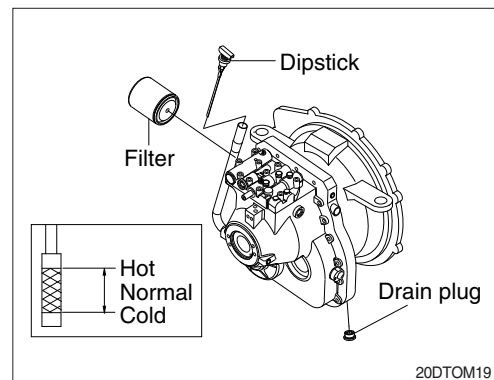
If the oil is spilt on the floor, wipe it off immediately.



(3) TORQUE FLOW Transmission

Check the oil level with the oil gauge below the floor plate. If the oil level is too low, add oil through the oil gauge hole.

※ Follow the same procedure as for the differential case when checking the oil level or adding oil to the clutch transmission case.



3. TRAVEL SYSTEM

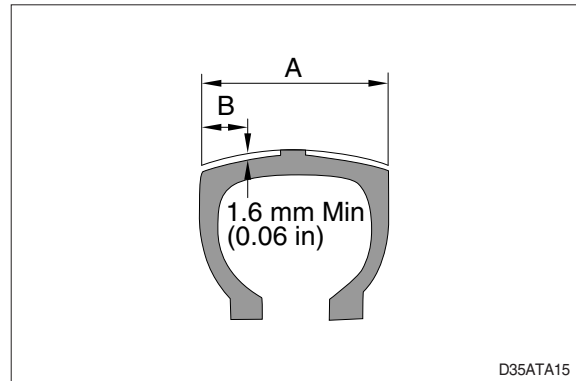
1) TIRES

- (1) Check tire pressure using tire gauge : SEE CHECK BEFORE STARTING ENGINE, page 5-3.
- (2) Check visually for cracks and damage to tread and side wall. If crack or damage is serious, replace tire.

(3) Wear

Measure tread (A) of pneumatic tires (tires with air). Depth of tread must be at least 1.6 mm (0.06 in) at point 1/4 (B) across width of tread. $A/B \div 4$.

- (4) Check tire visually for uneven wear, stepped wear or any other abnormal wear. Check also for pieces stuck in tire.



2) HUB NUTS

Use wrench to check for loose hub nuts.

Tighten any loose hub nuts to specified tightening torque : SEE 8. SPECIFICATION

3) RIM SIDE RING

Check rim side ring for deformation or cracks. Check visually or use crack detection method.

- Rear rim connecting nut torque : SEE 8. SPECIFICATION

4) STEERING AXLE

- (1) Push axle from one side or measure front to rear clearance with feeler gauge. Check that clearance is within 2 mm. If clearance is more than 2mm, insert shim to reduce clearance to within 0.7 mm.
 - Mounting bolt torque : SEE 8. SPECIFICATION
- (2) Measure clearance between center pin and bushing. Check that clearance is within 0.5 mm (0.02 in). If clearance is more than 0.5 mm, replace the bushing.

5) DRIVE AXLE

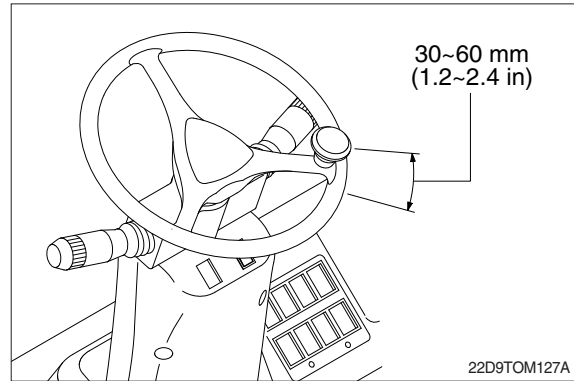
Check that there is no deformation or crack around mounting bolts of front axle and main frame and at welds. Check visually or use crack detection method.

Mounting bolt torque : SEE 8. SPECIFICATION

4. STEERING SYSTEM

1) STEERING WHEEL

Set rear wheels facing straight forward, then turn steering wheel to left and right. Measure range of steering wheel movement before rear wheel starts to move. Range should be 30~60 mm at rim of steering wheel. If play is too large, adjust at gearbox. Test steering wheel play with engine at idling.



2) KNUCKLE

Check knuckle visually or use crack detection method. If the knuckle is bent, the tire wear is uneven, so check tire wear.