

## 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.



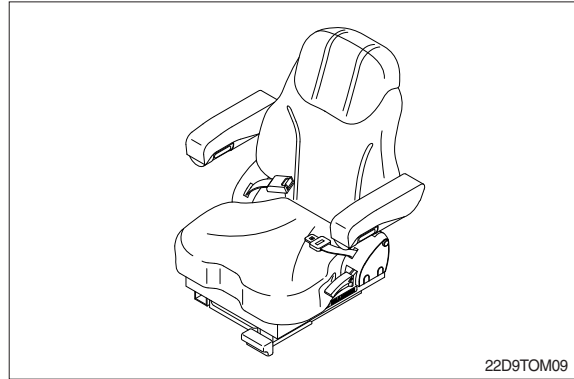
Use caution when operating in wet conditions.



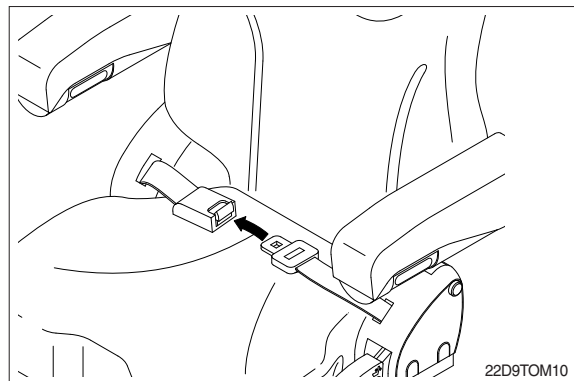
Exhaust gas is dangerous.  
Do not operate the truck at the inhouse, if possible.  
Provide adequate ventilation when working in a closed space.

### 3. SEAT BELTS

⚠ Always buckle up for the truck equipped with safety belt.



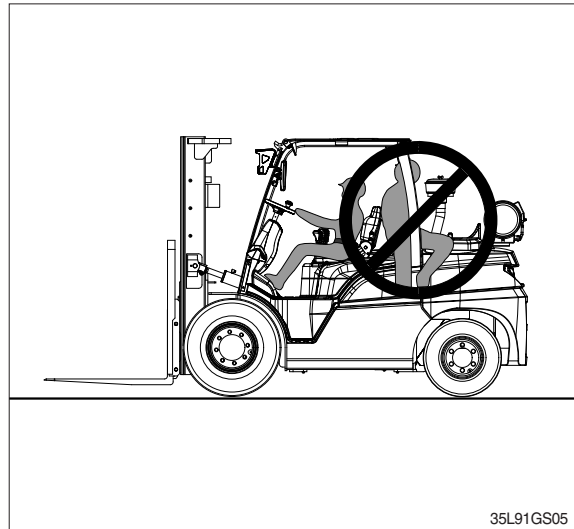
⚠ Seat belts can reduce injuries.



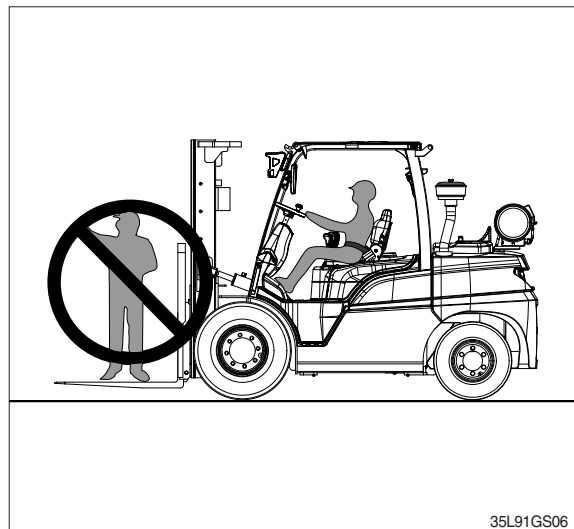


## 4. NO RIDERS

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

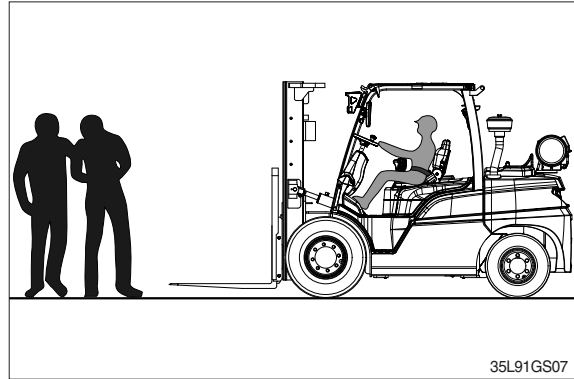


- 2) Never transport personnel on the forks of a lift truck.



## 5. PEDESTRIANS

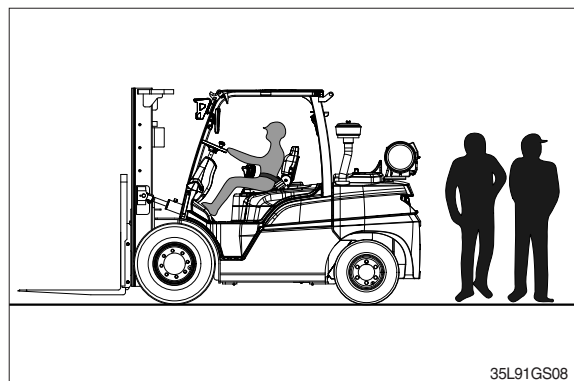
- 1) Watch where you are going. Look in the direction of travel. Pedestrians may use the same roadway you do. Sound your horn at all intersections or blind spots.



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

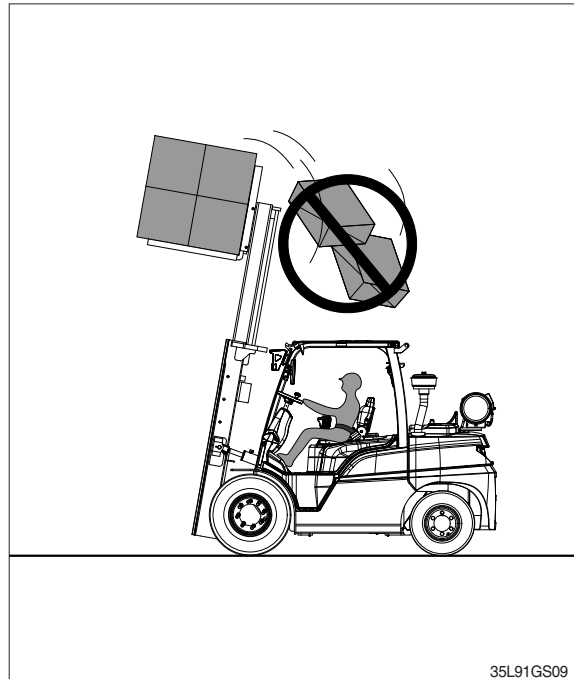


- 3) Watch for people standing back, even when you are parked.



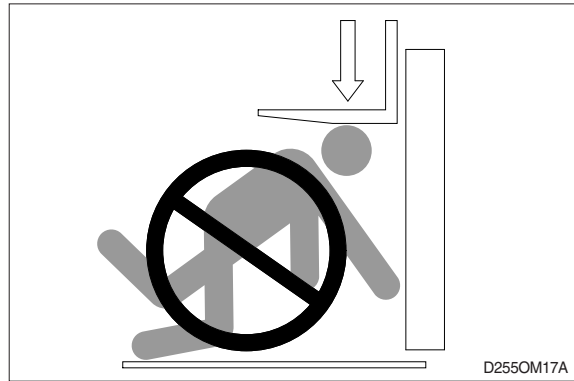
## 6. OPERATOR PROTECTION

- 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.**

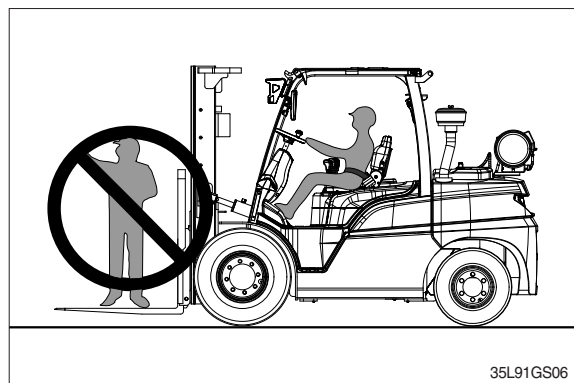


## 7. FORK SAFETY

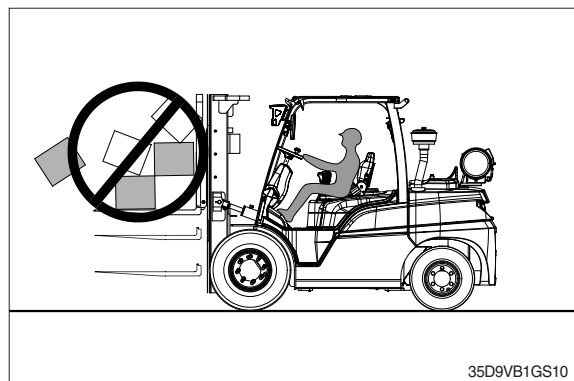
- ⚠ Never allow anyone to walk under raised forks.



- ⚠ There is special equipment to raise people for overhead work.  
DO NOT USE LIFT TRUCKS.

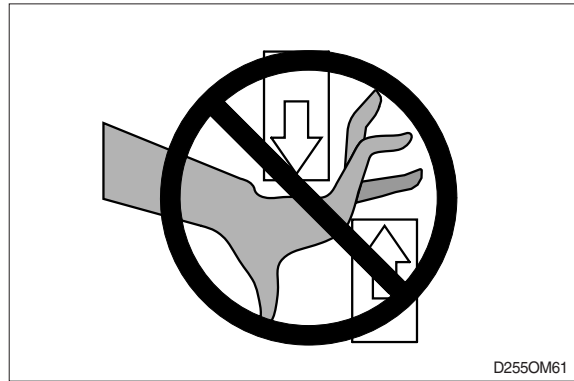


- ⚠ Always lower the load slowly.  
Raise and lower with mast vertical or tilted slightly back (Never forward).

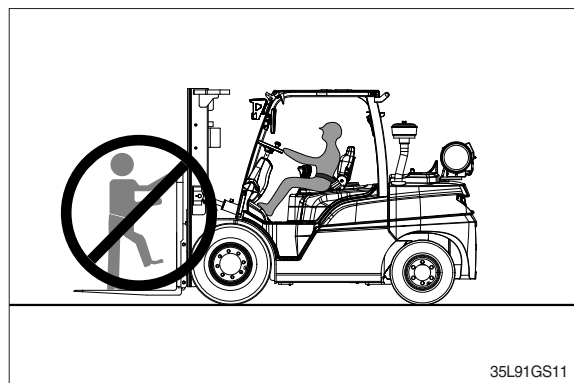


## 8. PINCH POINTS

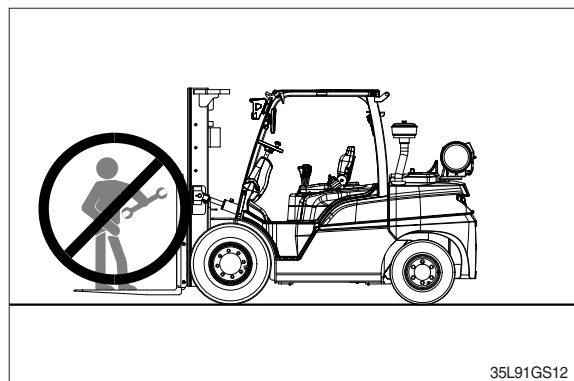
**⚠ Keep hands, feet and legs out of the mast.**



**⚠ Do not use the mast as a ladder.**



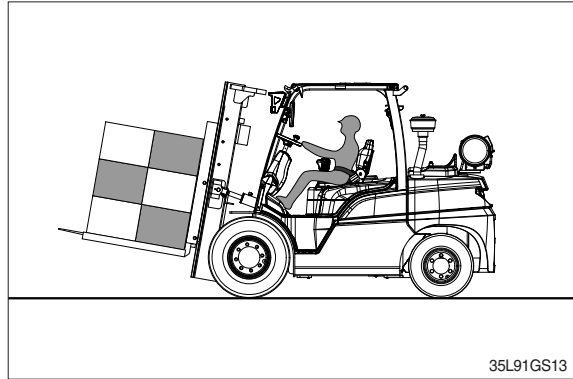
**⚠ Never try to repair the mast, carriage, chain, or attachment by yourself. Always get a trained mechanic.**



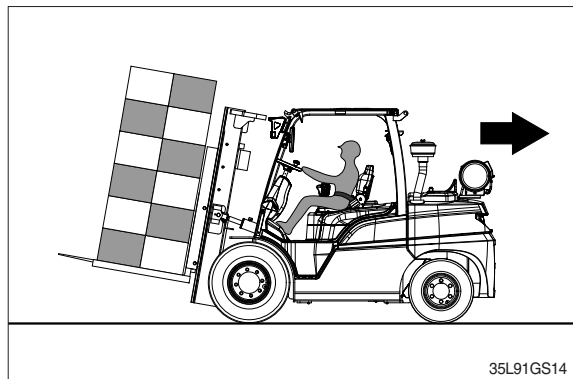
## 9. TRAVEL

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

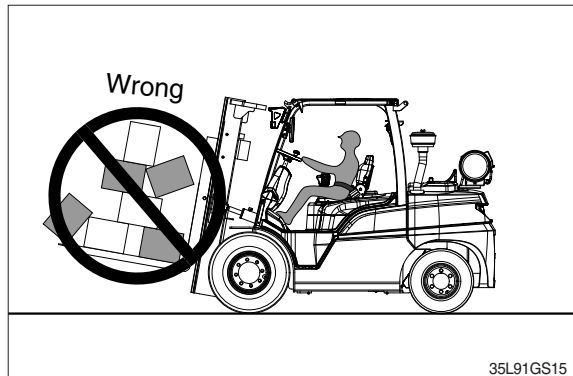
**⚠ Never lift or lower the load when the truck is in motion.**



- 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.



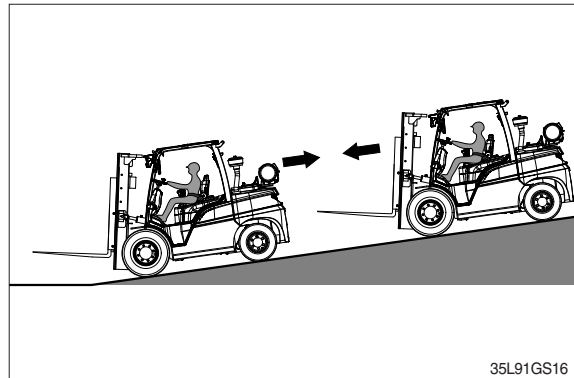
- 3) Unstable loads are a hazard to you and to your fellow workers. Always make certain that the load is well stacked and evenly positioned across both forks. Never attempt to lift a load with only one fork.



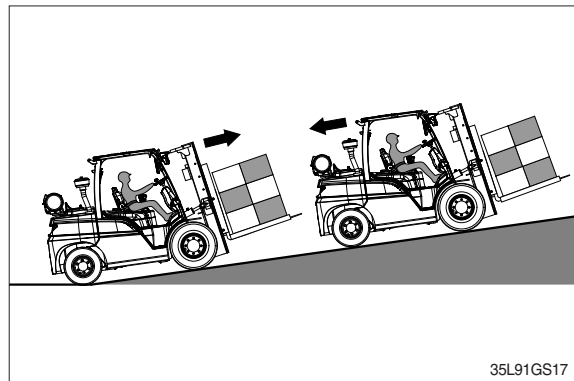
## 10. GRADES, RAMPS, SLOPES AND INCLINES

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

1) Unloaded - Forks downgrade



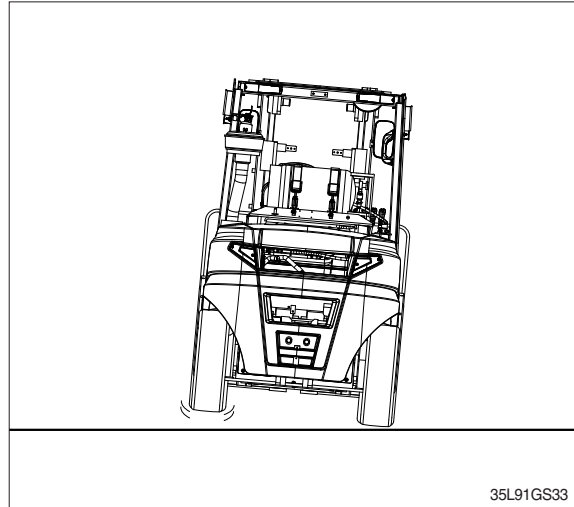
2) Loaded - Forks upgrade



## 11. TIP OVER

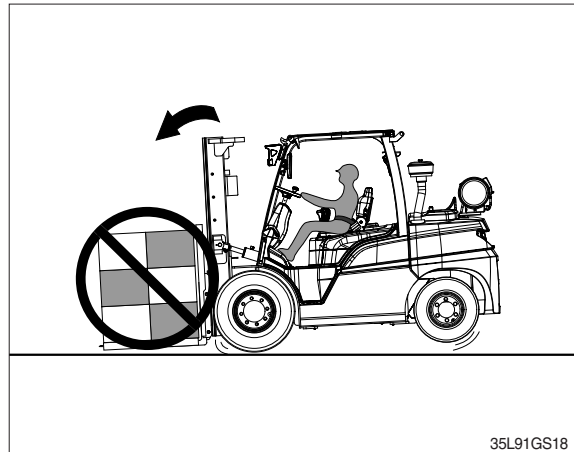
### 1) LATERAL TIP OVER

- (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.



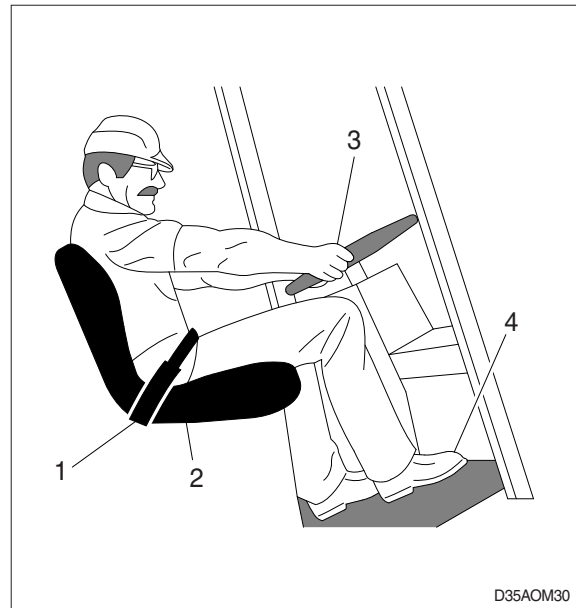
### 3) WHAT TO DO IN CASE OF A TIP OVER

⚠ 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.

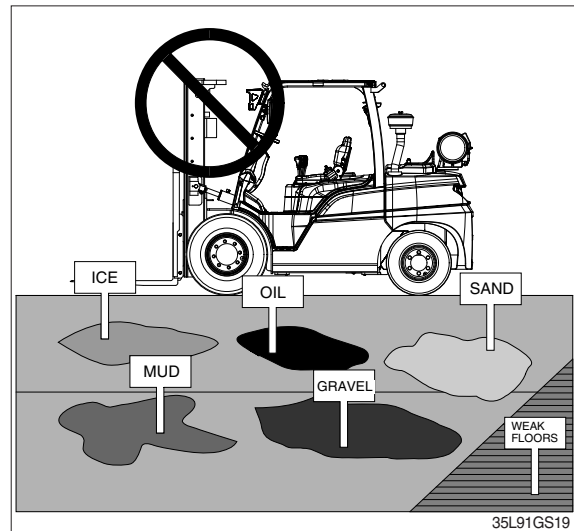
⚠ Your chances for survival in a tip-over are better if you stay with the truck, in your seat.



## 12. SURFACE AND CAPACITY

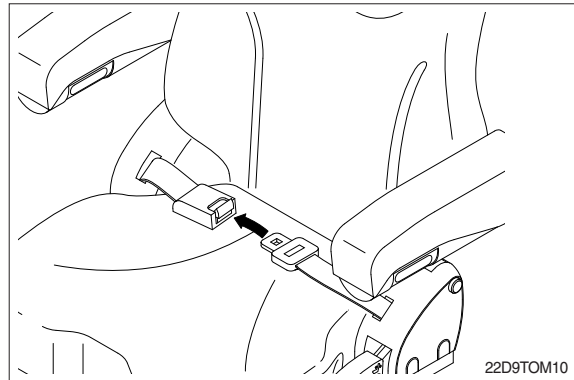
Avoid these conditions. They can cause a truck to tip over or lose traction for braking or driving.

- ⚠ **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.



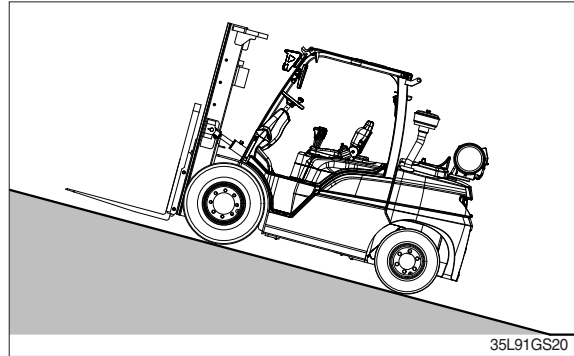
### TIPOVER

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

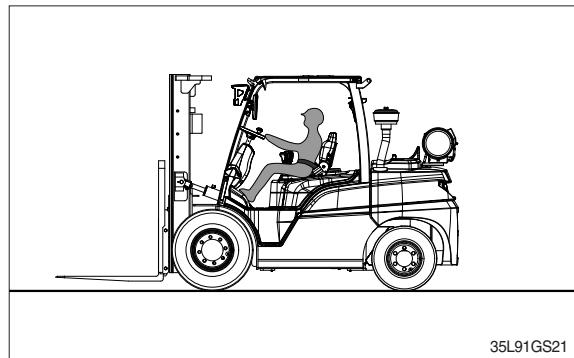


## 13. PARKING

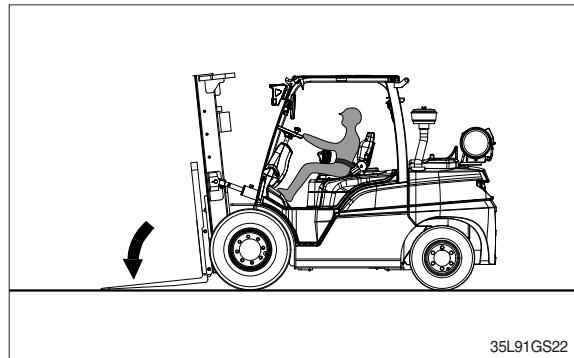
1) Never park on a grade.



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



3) Lower forks fully to the floor and tilt forward.

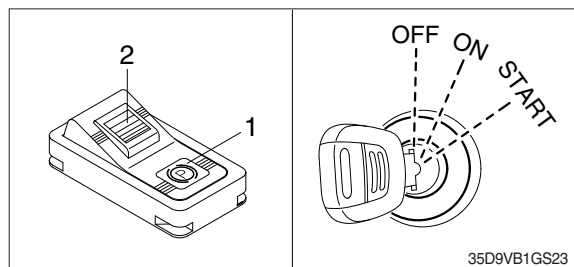


4) Put the parking brake switch in LOCK position.

Position 1 : Lock

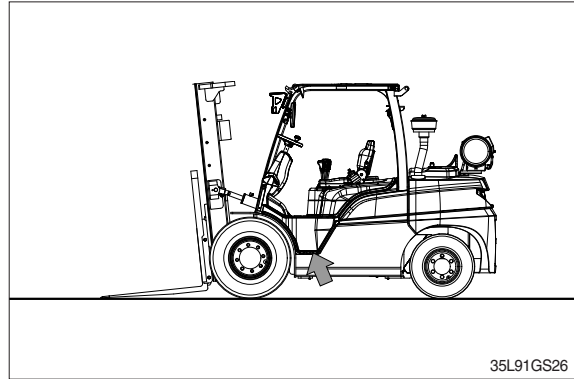
Position 2 : Release

5) Turn start switch to OFF position.

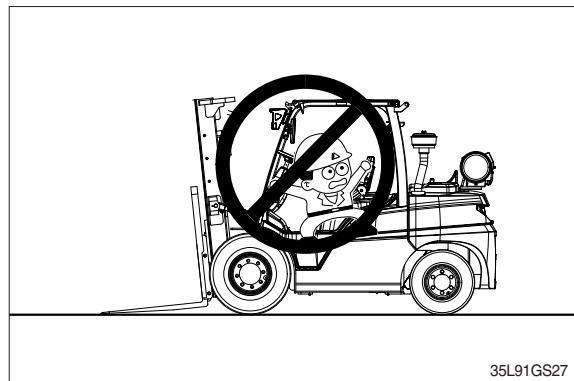


## 14. STEP

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



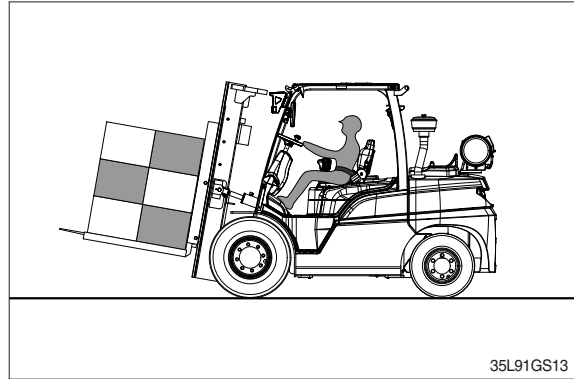
- 2) Do not jump up or down from the truck.



## 15. OPERATOR'S SAFETY RULES

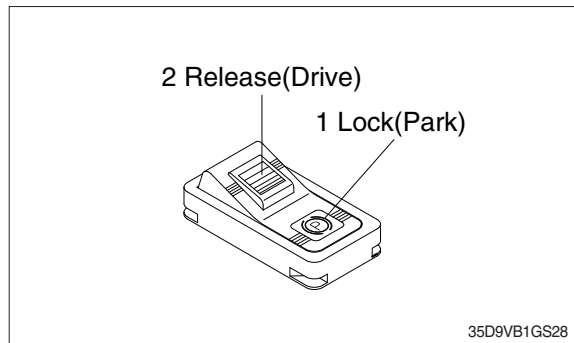
- 1) All operational functions require that the operator be seated in the operator's seat.

**▲ Always buckle up if a seat belt is provided.**



- 2) The parking brake must be locked in the PARK POSITION before exiting from the truck.

**▲ The parking brake must remain locked in the park position (1) except when an operator is in the normal operating position.**



### 3) OPSS 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) as a option.**

**\*OPSS : Operator Presence Sensing System**

#### (1) Traction safety warning

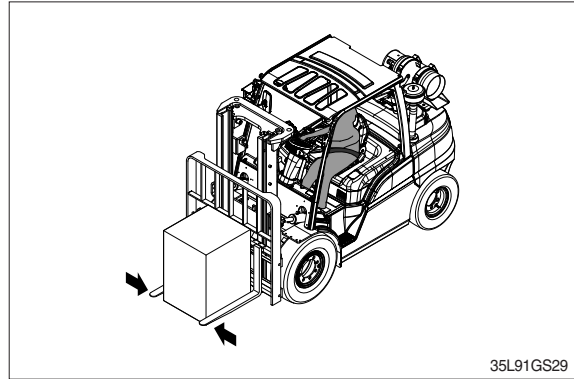
- ① This function works when the key switch is ON or START position.
- ② The transmission shifts automatically to neutral in 2 seconds from the driver's off the seat.
- ③ At the same time, the OPSS warning lamp ON and the alarm will sound intermittently if the gear selector lever was not return to the neutral position.
- ④ To release the function, the gear selector lever must be cycled through neutral with the operator in the normal operating position to regain powered directional control.

#### (2) Parking brake warning

- ① This function works when the key switch is not only ON or START position but also OFF position.
- ② Alarm sounds in 2 seconds from the driver's off the seat with the parking brake released.
- ③ To release the function, the parking brake switch must be placed to the PARK position.
- ④ When the key switch is OFF position, alarm will sound only for 30 seconds .

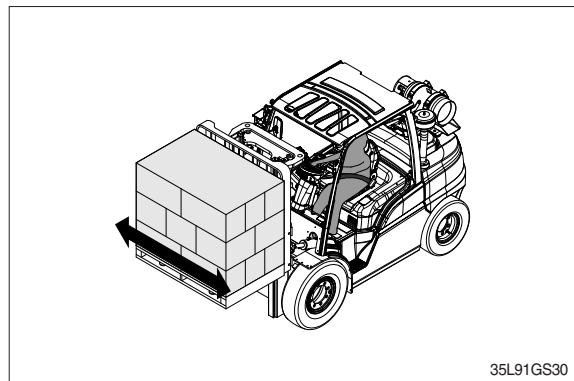
## 16. SIDE SHIFT AND FORK POSITIONER (OPTION)

**⚠ Do not put side loads on the forks.**



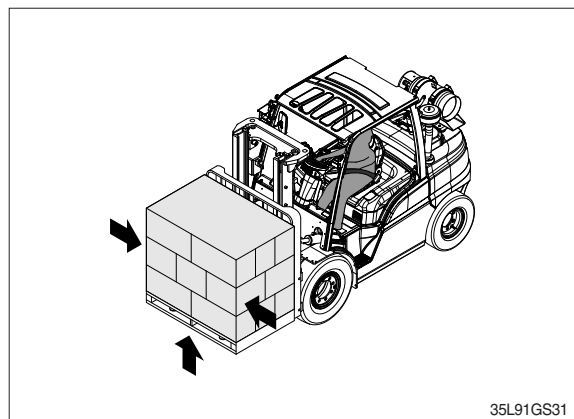
**⚠ Restrict the sideshift movement with raised load.**

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

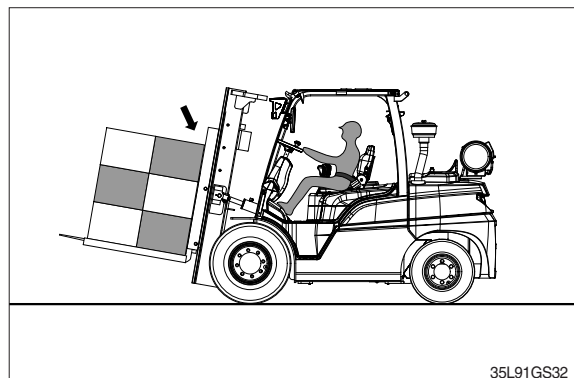


**⚠ Avoid overloading or uneven loading.**

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



**⚠ Top of the load should not extend above the backrest.**

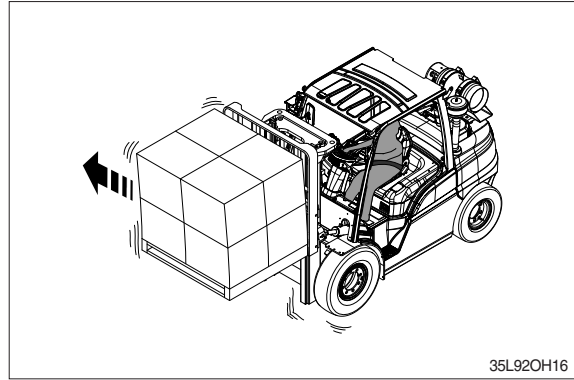


Never operate the side shift while the forks are not equipped with supports such as a load table for the load.

Never travel the forklift while the side shift is moved with load.

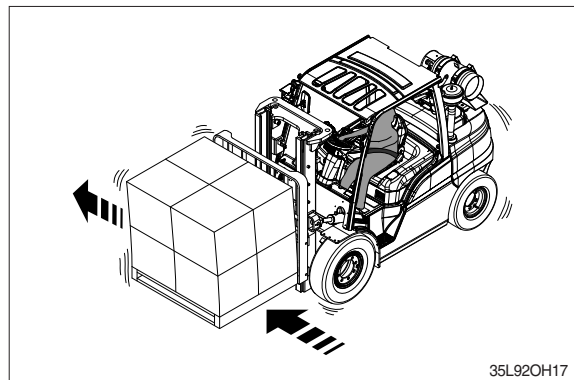
In case of moving the side shift with load, it can be caused load dropping or overturning of the forklift due to unbalanced weight.

**▲ The forklift can be overturned due to the unbalanced load.**



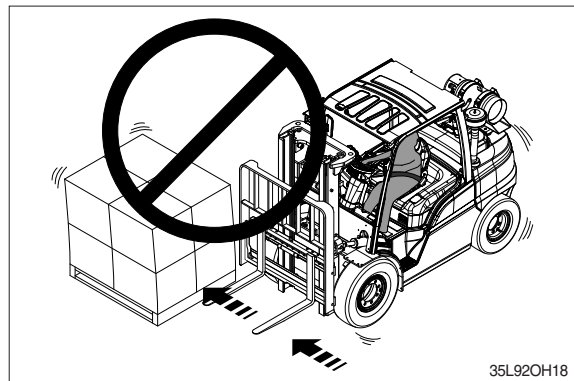
It should be observed that the side shift with load is operated in natural position before traveling.

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



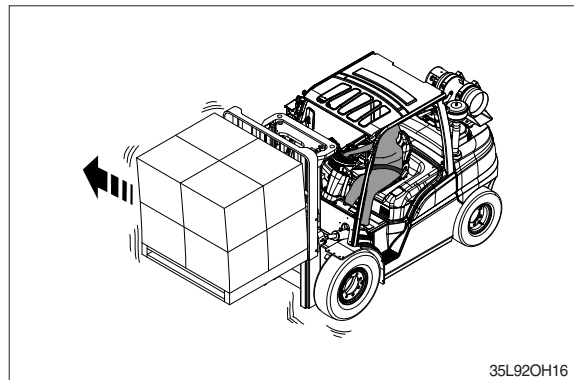
Never move the load to push or pull of it by the side shift.

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



While traveling the forklift 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 forklift 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.



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.

