

## 5. STARTING AND OPERATING PROCEDURES

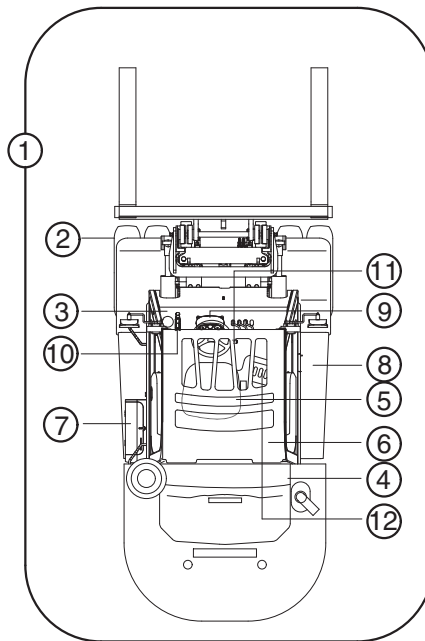
### 1. BEFORE OPERATING THE TRUCK

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  |
| Tire air pressure         | kgf/cm <sup>2</sup> | 8.0        | 7.75    |
|                           | psi                 | 114        | 110     |
|                           | bar                 | 7.9        | 7.6     |
| Hub nut tightening torque | kgf · m             | 53~71      | 53~71   |
|                           | lbf · ft            | 383~513    | 383~513 |
|                           | N.m                 | 520~696    | 520~696 |

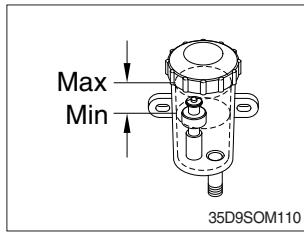
##### (2) Rear tire (Pneumatic type only)

| Item                      | Unit                | Rear tire |                 |
|---------------------------|---------------------|-----------|-----------------|
|                           |                     | 35/40D-9K | 45D-9K, 50DA-9K |
| Tire air pressure         | kgf/cm <sup>2</sup> | 8.5       | 10              |
|                           | psi                 | 121       | 142             |
|                           | bar                 | 8.3       | 9.8             |
| Hub nut tightening torque | kgf · m             | 30~40     |                 |
|                           | lbf · ft            | 217~289   |                 |
|                           | N.m                 | 294~392   |                 |

⚠ 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.

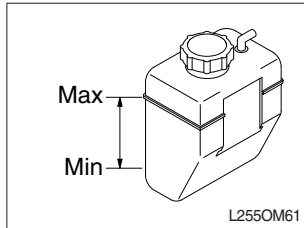
### 3) CHECK BRAKE FLUID



- (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.

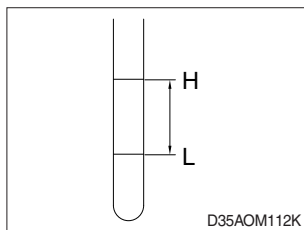
⚠ If the sub-tank is completely empty, first add water directly to the radiator. Then add water to the sub-tank.

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



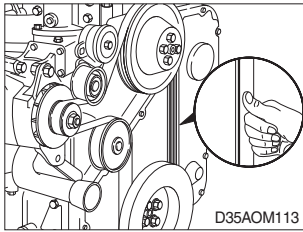
- (1) Stop the engine, pull out the dipstick and check the oil level.  
(2) The oil surface line on the dipstick should be between H and L.  
If below L, remove the filler cap and add engine oil through the oil level.

※ 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 : 10~12 mm (0.40~0.47 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.**

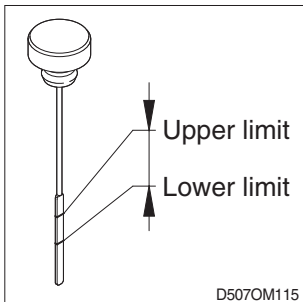
**⚠ Do not stain clothes or skin with electrolyte as it is acid.**

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.**

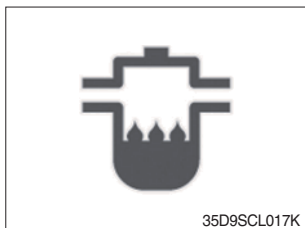
## 8) CHECK HYDRAULIC OIL LEVEL



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

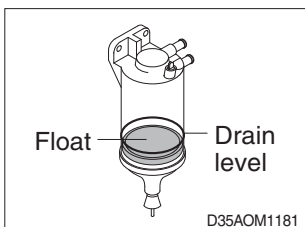
**⚠ Hot oil and components can cause personal injury. Do not allow hot oil or components to contact skin.**

## 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.



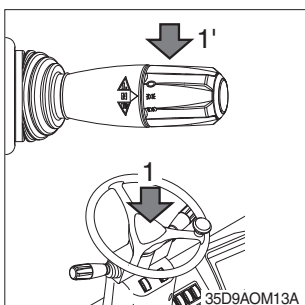
(2) When the float of separator meets the red line(drain level), drain water.

## 10) CHECK PARKING BRAKE

|                 |                        |
|-----------------|------------------------|
| Operating force | 20~30 kg<br>(44~66 lb) |
|-----------------|------------------------|

(1) If the operating force is below 20-30kg (44-66 lb), contact your HYUNDAI forklift distributor.

## 11) 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.

## 12) 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) | 16~24 (0.63~0.94) |

### (2) Brake pedal

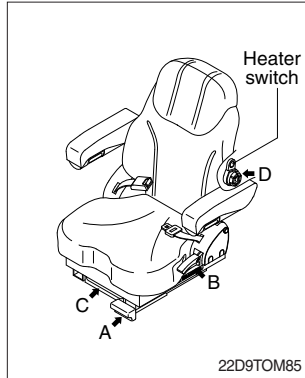
|           | Unit    | Specification   |
|-----------|---------|-----------------|
| Free play | mm (in) | 2~4 (0.07~0.16) |

## 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



#### (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)

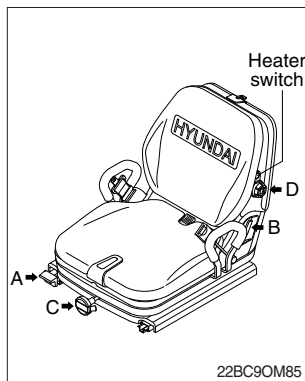
#### (4) Lumbar adjustment (D)

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



#### (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)

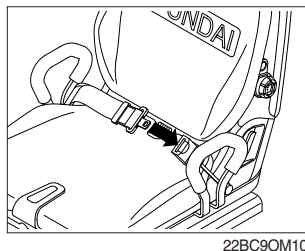
#### (4) Lumbar adjustment (D)

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.

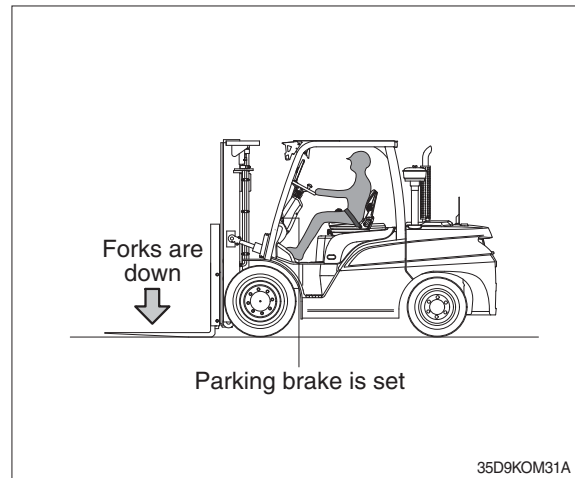


## 5. STARTING FROM A SAFE CONDITION

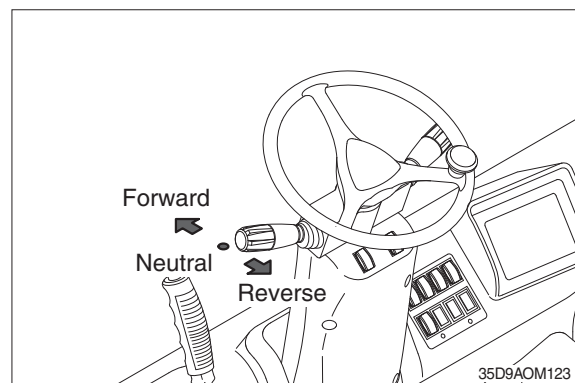
Always start from a safe condition.

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.

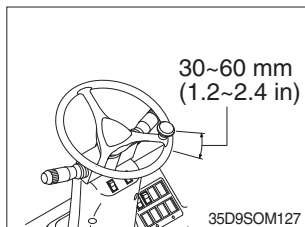
⚠ Do not smoke or allow any flame near the truck when refilling. Refilling produces explosive fumes. The truck should be refilled only at the specified refilling point. Stop the engine and get off the truck when refilling.

#### 4) CHECK MONITOR

These lamps light up to indicate an abnormality.

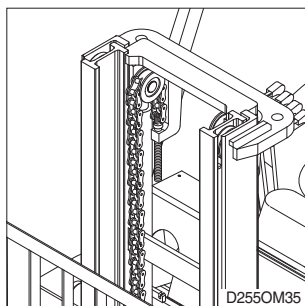
※ **Cluster warning lamps light up to indicate an abnormality. (refer to page 3-37)**

#### 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)

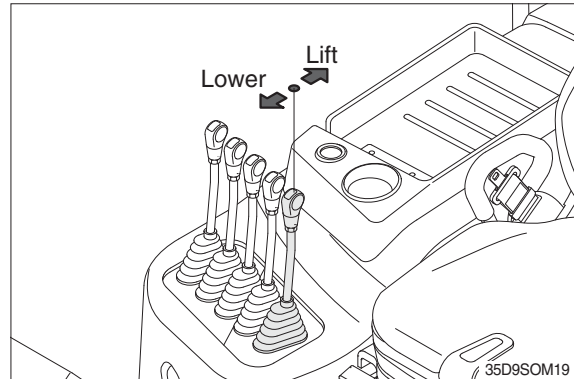
Adjust the rearview mirror for best rearward visibility.

## 9. LEVERS AND PEDALS

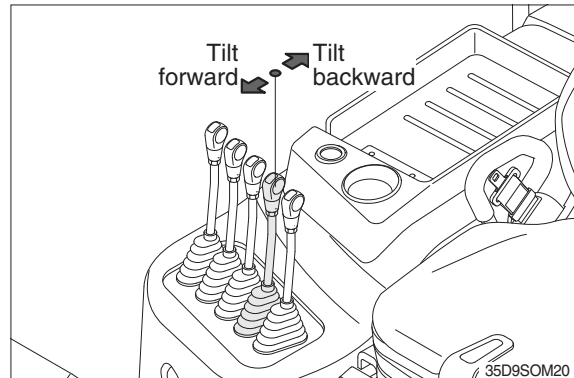
### 1) POSITIONING FORKS AND MAST

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.



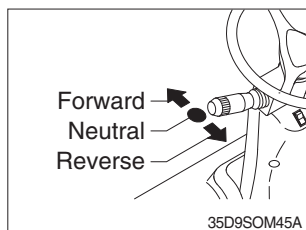
**⚠ Illustrations may differ from your machine, but the operation is common each other.**

**⚠ 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

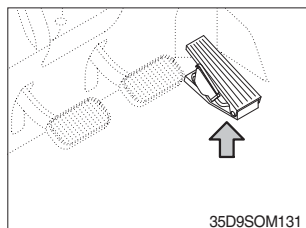


Push the direction control lever forward, center it, or pull it back for FORWARD, NEUTRAL, or REVERSE, respectively.

Traction is disabled in NEUTRAL.

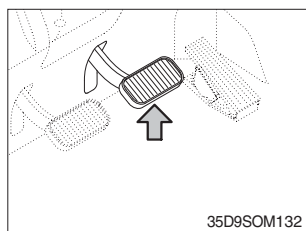
**⚠ During traveling in forward or reverse direction rapid turning of the machine can cause dropping of a load and damage of the machine.**

## 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.

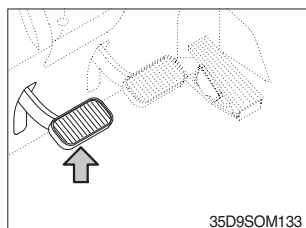
## 4) BRAKING PEDAL



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 a 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 upgrade. When the truck is empty, travel with lifting mechanism (mast) downgrade.
- (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.**

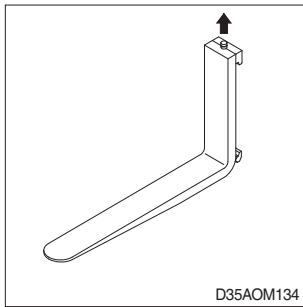
**DO NOT climb the mast or the truck.**

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



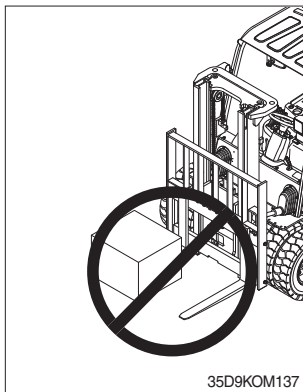
The load forks are adjustable on the hanger, carriage. Forks should be spaced as far apart as the load will allow. Both forks should always be the same distance from the center of the fork carriage. To adjust the forks, raise the carriage slightly. Tilt the mast fully forward to reduce friction and make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

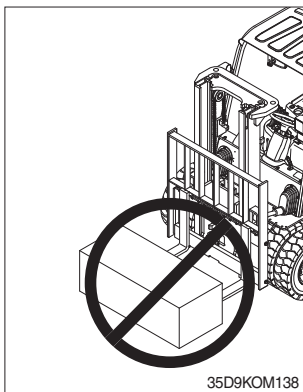
## 3) LOAD ON FORKS



### (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.

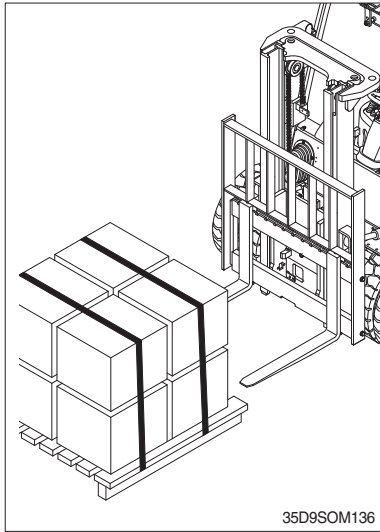
Use special care when handling and traveling with long, high, or wide loads-to avoid losing the load, striking bystanders or obstructions, or tipping the truck.

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.

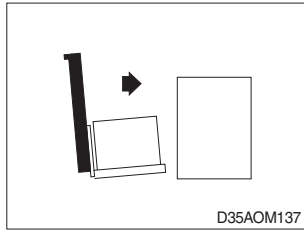
Adjust the fork height and tilt the mast forward slightly, as necessary, for smooth removal of the forks from the load (Pallet).

Carefully back away to clear the forks from the load.

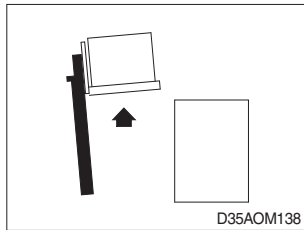
Raise the forks to traveling height and tilt forks to a level position 150~200 mm (6~8 in) off the floor.

## 7) STACKING

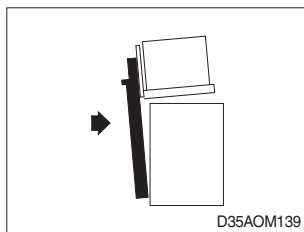
### (1) To put a load on a stack



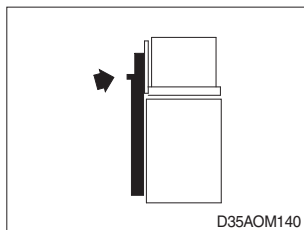
- ① Approach slowly and align the lift truck and load squarely with the stack.



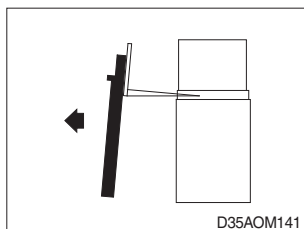
- ② Raise the load as the lift truck nears the stack.



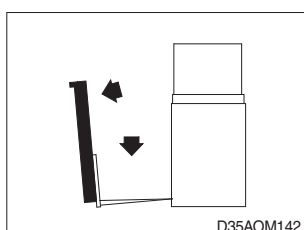
- ③ Move forward slowly until the load almost touches the stack. The leading edge and sides of the load pallet should line up exactly with the near edge and side of the load or rack on which you are stacking.



- 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

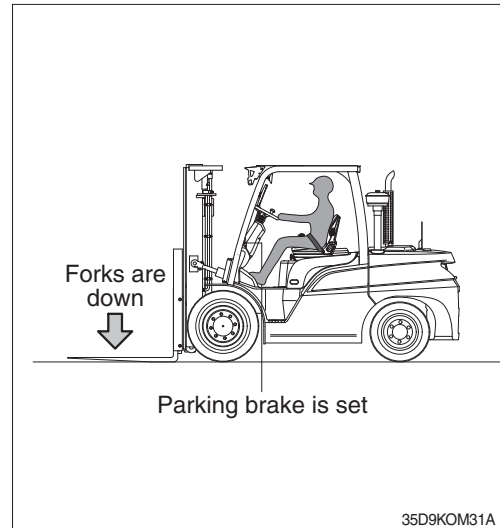
- (1) Park in a safe area away from normal traffic.
- (2) Never park on a grade.
- (3) Never park in areas that block emergency routes or equipment, access to fire aisles, or stairways and fire equipment.

### 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.