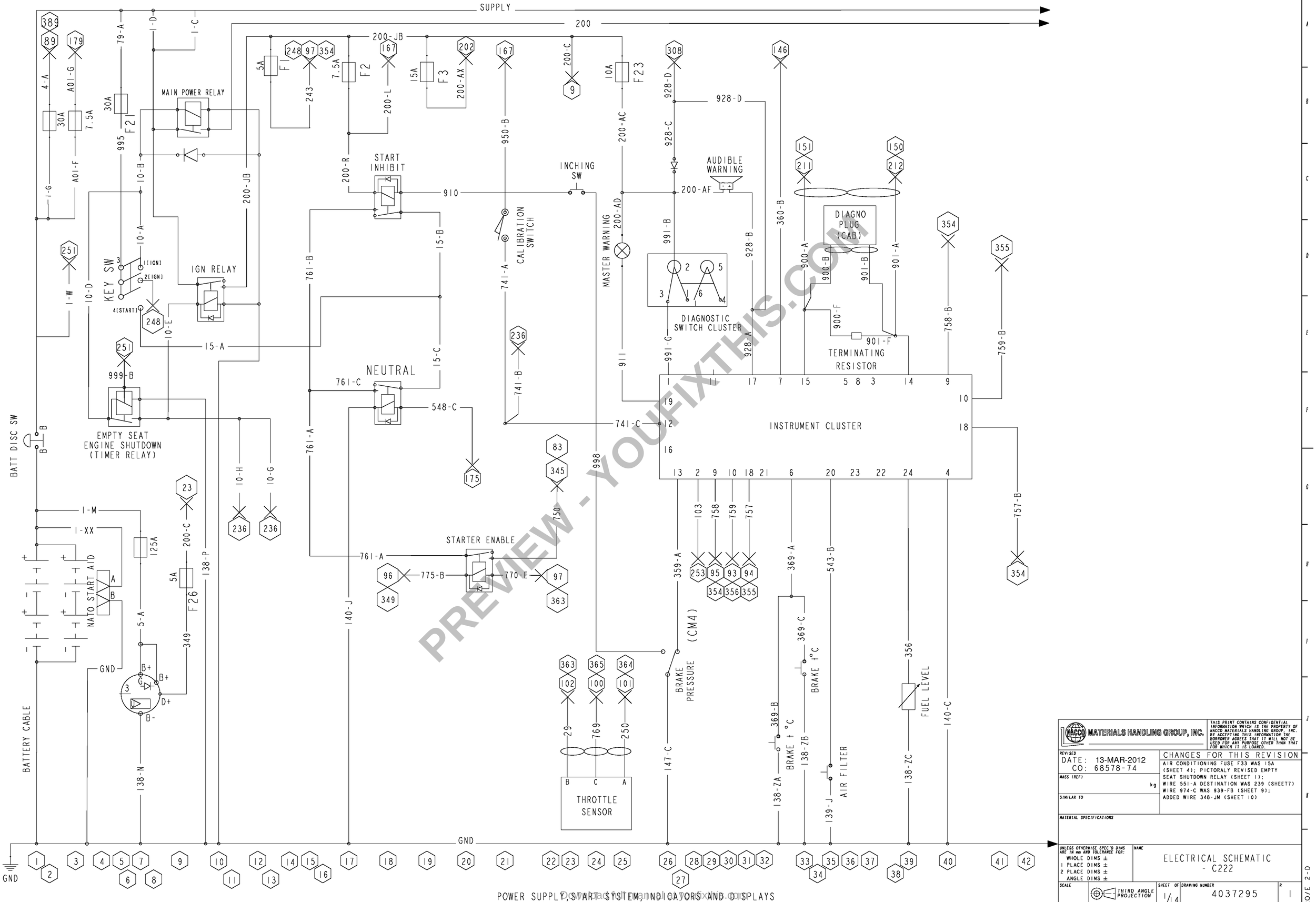


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REVISED DATE: 13-MAR-2012 CO: 68578-74	CHANGES FOR THIS REVISION AIR CONDITIONING FUSE F33 WAS 15A (SHEET 4); PICTORALY REVISED EMPTY SEAT SHUTDOWN RELAY (SHEET 1); WIRE 551-A DESTINATION WAS 239 (SHEET7) WIRE 974-C WAS 939-FB (SHEET 9); ADDED WIRE 348-JM (SHEET 10)
MASS (REF) kg	
SIMILAR TO	
MATERIAL SPECIFICATIONS	
UNLESS OTHERWISE SPEC'D DIMS ARE IN mm AND TOLERANCE FOR: WHOLE DIMS ± 1 PLACE DIMS ± 2 PLACE DIMS ± ANGLE DIMS ±	NAME: ELECTRICAL SCHEMATIC - C222
SCALE: THIRD ANGLE PROJECTION	SHEET OF: 1/14 DRAWING NUMBER: 4037295 R: 1

CO ORIGINATED BY: DIRK LONDEMA | DRW FIRST USED: - | RELEASED | PRO/E 2-D | A0

LOAD HOLDING VALVE
TELESCOPE CYLINDER
0.8 mm
CPS189 / LH3
4:1
32 +1/-0.5 MPa
3.5 mm
CPS 190 / LH4
SEE SHEET 2
DRAIN
LOAD HOLDING VALVE
CRS02
CM-
RIGHT DERRICK CYLINDER
0.6 mm
28 +1/-0.5 MPa
LH1 / CPS129
240 L/MIN (±5%)
CPS162 / LH2
CPS160 / LH5
BLC
CM+
CRS03
LOAD HOLDING VALVE
CRS04
LEFT DERRICK CYLINDER
CPS97 / LH1
CPS163 / LH2
CPS161 / LH5
CRS05
SEE SHEET 3
STABILIZER OPTION
P
T
T7
T6
MAIN VALVE
P4
T5
K
LS1
LS
26 MPa
30 MPa
0.6 mm
1.2 mm
A5 260 L/MIN
B5 100 L/MIN
b5
TELESCOPE
a5
P1
A4 260 L/MIN
B4 135 L/MIN
b4
TELESCOPE
a4
XA3
A3 70-110 L/MIN
B3
b3
AUX
a3
XA2
A2 320 L/MIN
B2 110 L/MIN
b2
DERRICK
3 MPa
a2
0.7 L/MIN
XA1
A1 320 L/MIN
B1 110 L/MIN
b1
DERRICK
3 MPa
a1
T1
P3
MAIN MANIFOLD
T1
B4.5
CPS147
A4.5
CPS139
A3
CPS57
B1.2
CPS133
A1.2
CPS99
SEE SHEET 3
PSLC
CPS98
P
S
CPS18 14 MPa
10.35 MPa 5.68 l
ACC
MACC
14 MPa
1.8 mm
2.5 MPa
3.5 MPa
0.6 mm
21.0 MPa (CUT IN 16.8 MPa)
22.75 MPa
3.5 mm
CPS14
3.5 MPa
0.6 mm
1 mm
CPS148
P2
PD
P1
MP1
MLS1
LS1
LSMV
LS2
MLS2
STR
T2
T3
MAX 14.4 +0.68/-0.34 MPa
CPS48 BRAKE LIGHT SWITCH 0.55 MPa
WW
SB3
M SB4
XX
XBL
XBR
T
TBL
TBR
PARK BRAKE
DRIVE AXLE
PBL
PBR
C25 110 °C
C15 110 °C
20 MICRON 35 kPa
140 kPa
R
BRAKE MANIFOLD
P
CPS79 0.5 MPa
COOLING FAN
38 cm3/rev
5 MICRON
THERMOSTATIC BY-PASS VALVE
OUT
OUT
COOLER
0.34 MPa BYPASS
65-80°
BRAKE FILTER
50 kPa
STEERING CONTROL UNIT
P
200 cc/rev
L
LS
R
T
FLOW AMPLIFIER
PP
EF
P
R
690 kPa
HP
LS
RATIO 1:5
21.5 MPa
27 - 29 MPa
27 - 29 MPa
CR
CL
T
HT
MAX. 120 L/MIN
L
CPS10
BREATHERS, 10 MICRON
300 kPa 5 MICRON
300 kPa 5 MICRON
HYDRAULIC TANK
3X 150 MICRON
130 cm3/rev
ENGINE TO PUMP RATIO 1:1.1
21 bar
280 bar
130 cm3/rev
ENGINE TO PUMP RATIO 1:1.1
29 bar
280 bar
60 cm3/rev
ENGINE TO PUMP RATIO 1:1.1
3 MPa
240 bar
CPS 130

Legend

= Pressure line
= Tank Return line
= Pilot line
= LS line
= Valve Boundary

NOTE:

PRESSURE SETTINGS AND SYSTEM BACK PRESSURES AS MENTIONED ON THIS CIRCUIT ARE COMPONENT SETTINGS AT 2100 RPM AND A 250 kW ENGINE AND AN OIL VISCOCITY OF 30 cSt (60 °C)

IF NOT OTHERWISE SPECIFIED PRESSURE SETTINGS HAVE A TOLERANCE FIELD OF +1/-0.5 MPa

SETTINGS PRESSURE RELIEF VALVES NEED TO BE CHECKED WITH 1 L/MIN FLOW

THE NEXT LIST INDICATES PRESSURES THAT CAN BE MEASURED AT INDICATED MEASUREMENT PORT:

M ACC:	ACCUMULATOR CHARGE PRESSURE, DURING CHARGE CYCLE BETWEEN 16.8 AND 21.0 MPa, LS RELIEF MAIN VALVE 26 MPa ACCUMULATOR PRE-CHARGE 10.35 MPa
M LS1:	LOAD SENSE PRESSURE TO PUMP 1, DURING CHARGING BETWEEN 16.8 AND 21.0 MPa, LS RELIEF MAIN VALVE 26 MPa
MLS2:	LOAD SENSE PRESSURE TO PUMP 2, STEER RELIEF 18.5 MPa
MP1:	LS RELIEF MAIN VALVE 26 MPa PRESSURE PUMP 1, WHEN PUMP IS NOT FULLY STROKED 2.5-1.5 MPa HIGHER THEN LS1.
MPD:	DAMPENING PRESSURE 2.5-3.0 MPa
MSB4:	SERVICE BREAK TREADLE PRESSURE MAX. 14.1-15.1 MPa

TIME BETWEEN TWO CHARGE CYCLES NEED TO BE AT LEAST 12 (6 WHEN TRUCK IS EQUIPED WITH POWERED SLIDING CAB) MINUTES WHEN ELME SPREADER IS CONNECTED.

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REVISED
DATE: 15-DEC-2014
CO: 68671-03

CHANGES FOR THIS REVISION
CORRECTED BRAKE TREADLE SUPPLY PRESSURE, 14.4 +0.68/-0.34 MPa WAS 15.32-16.34MPa;

MASS (REF) kg

SIMILAR TO

MATERIAL SPECIFICATIONS

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WHOLE DIMS ±
1 PLACE DIMS ±
2 PLACE DIMS ±
ANGLE DIMS ±

NAME
HYDRAULIC SCHEMATIC C222

SCALE — THIRD ANGLE PROJECTION
SHEET OF 1/3
DRAWING NUMBER 4011195
R 7

CO ORIGINATED BY:KOEN KAMPSCHREUR

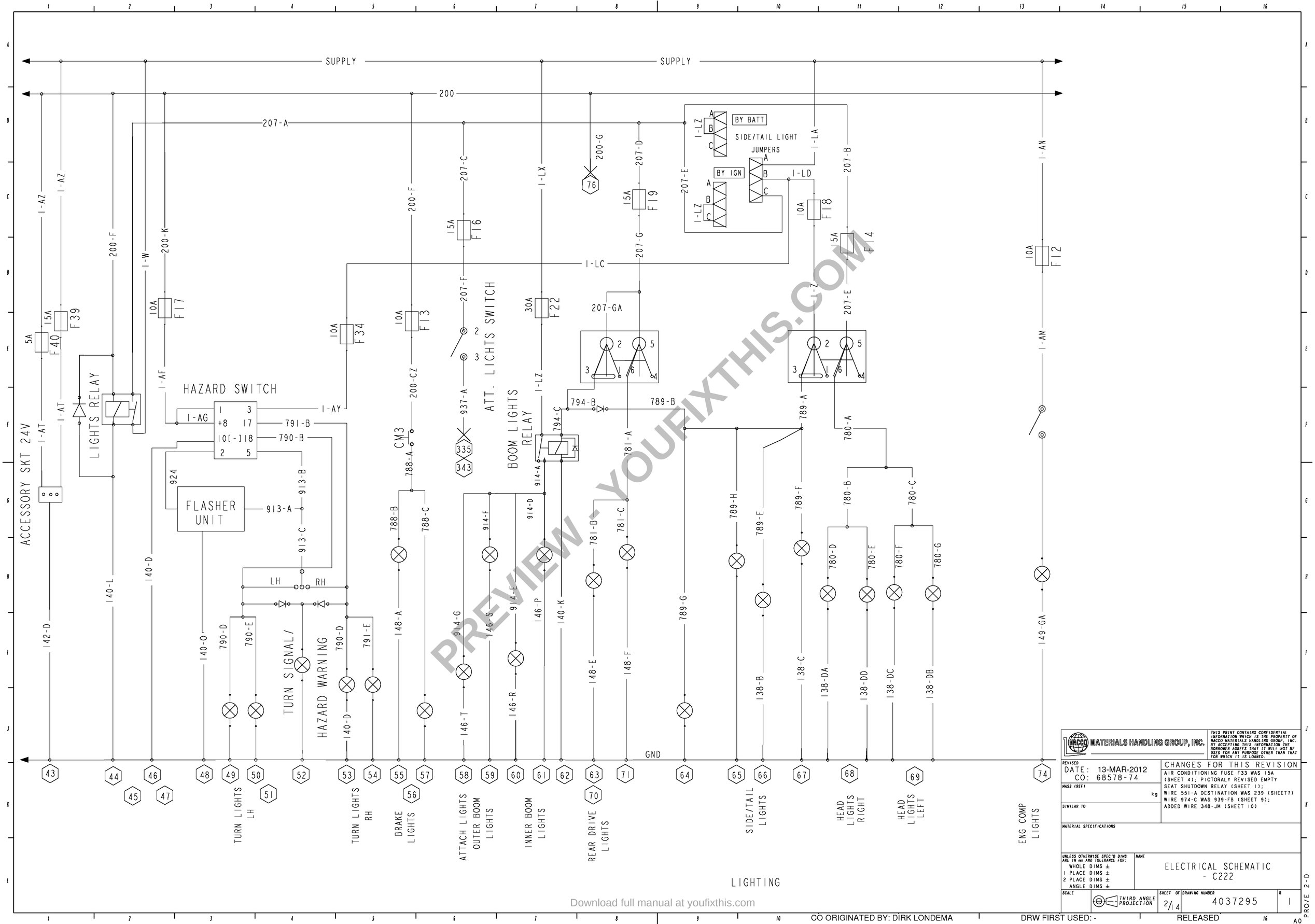
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Table 21. Daily Inspections - Condition Check

Item No.	Item	Procedure
	Warning and Safety Labels	Check for presence and readability. Replace as required. See **Parts Manual**.
	Wheels, Tires and Tire Pressure	Check condition and pressure. See Nameplate.
	Wheel Nuts	Re-torque nuts 8 hours after replacement of a wheel, or 8 hours after a nut could be turned at re-torquing.
	Structural Weldment for Frame, Boom, and Spreader	Perform a visual inspection of the welds. Notify qualified maintenance personnel if abnormalities are detected.
33	Boom, Rotator, and Spreader	Check condition. Repair as required.
21	Air Precleaner Dust Bowl	Remove dust from bowl as required.
	Hydraulic Tank Breathers	Inspect restriction indicator. Replace element as required. See **Parts Manual**.
	Fuel, Oil, and Coolant Leaks	Check for leaks. Repair as required.
22, 3	Radiator Sections for Engine Coolant, Charge Air Cooler, Transmission and Hydraulic Oil	Check and clean when needed. Check for leaks.
See Figure 25 for Item Nos.		

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REVISED
DATE: 13-MAR-2012
CO: 68578-74

MASS (REF) kg

SIMILAR TO

MATERIAL SPECIFICATIONS

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WHOLE DIMS ±
1 PLACE DIMS ±
2 PLACE DIMS ±
ANGLE DIMS ±

NAME
ELECTRICAL SCHEMATIC - C222

SCALE
THIRD ANGLE PROJECTION

SHEET OF 2/14

DRAWING NUMBER 4037295

R 1

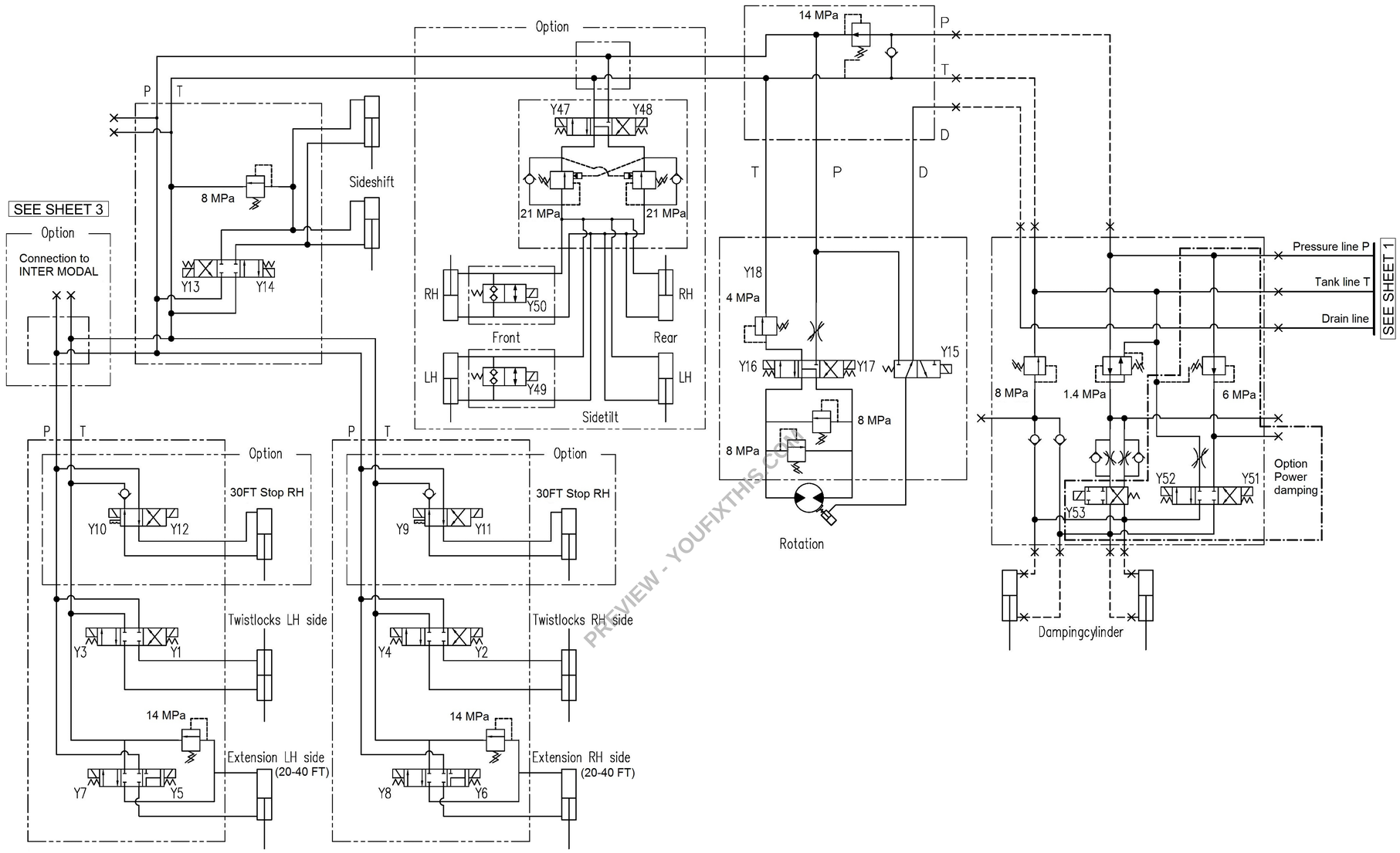
CO ORIGINATED BY: DIRK LONDEMA

DRW FIRST USED: -

RELEASED

PRO/E 2-D

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ELME SPREADER EXAMPLE
SEE THE
"ELME SERVICE AND PARTS MANUAL"
FOR EACH SPECIFIC MODEL

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2 PLACE DIMS ±
ANGLE DIMS ±

NAME
HYDRAULIC SCHEMATIC
C222

SCALE
THIRD ANGLE PROJECTION

SHEET OF
2/3

DRAWING NUMBER
4011195

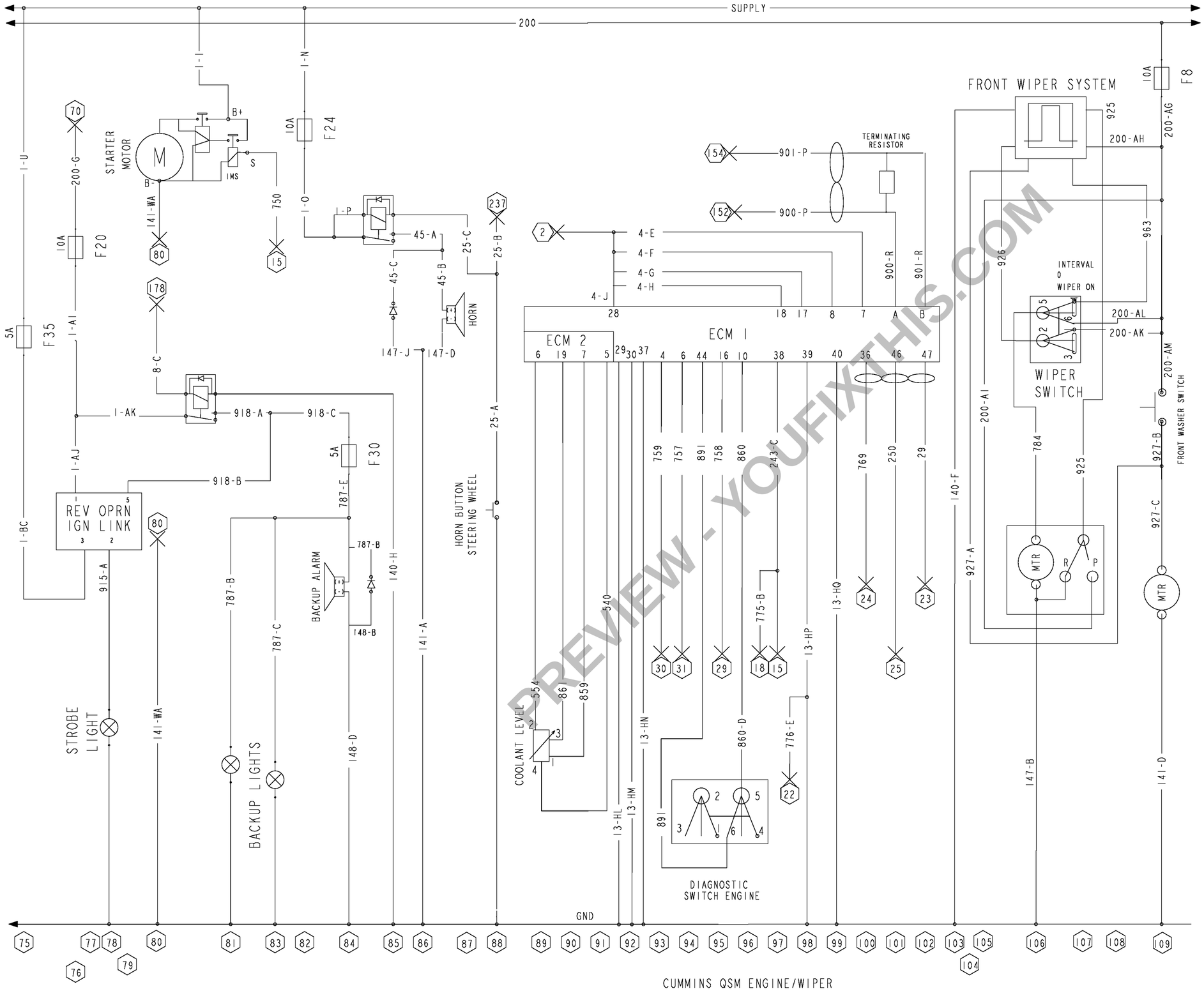
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CO ORIGINATED BY: KOEN KAMPSCHREUR

Table 26. Periodic Maintenance Schedule − Inspect and Adjust

Item No.	Item	Interval	Procedure
	Warning and Safety Labels	250 hr/3 mo	Check for presence and readability. Replace as required. See **Parts Manual**.
	Wheels, Tires, and Tire Pressure	250 hr/3 mo	Check condition and pressure. See nameplate.
	Wheel Nuts, Drive Wheels	250 hr/3 mo	Check torque: Kessler 350 to 400 N•m (258 to 295 lbf ft) Axle Tech 405 to 440 N•m (300 to 325 lbf ft)
	Wheel Nuts, Steer Wheels	250 hr/3 mo	Check torque. 350 to 400 N•m (258 to 295 lbf ft)
18	Hydraulic Tank Breathers	250 hr/3 mo	Inspect restriction indicator. Replace elements when needed. See **Parts Manual**.
21	Air Precleaner	250 hr/3 mo	Remove dust from dust bowl as required.
	Fuel, Oil, and Coolant Leaks	250 hr/3 mo	Check for leaks. Repair as required.
	Engine Air Intake and Charge Air Piping	250 hr/3 mo	Check for wear points, damage, leaks, loose clamps or loose connections. Repair as required.
	Coolant Hoses	250 hr/3 mo	Inspect for cracks, cuts and collapsing. Replace as required. See **Parts Manual**.
See Figure 25 for Item Nos.			

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MASS (REF) kg	
SIMILAR TO	
MATERIAL SPECIFICATIONS	

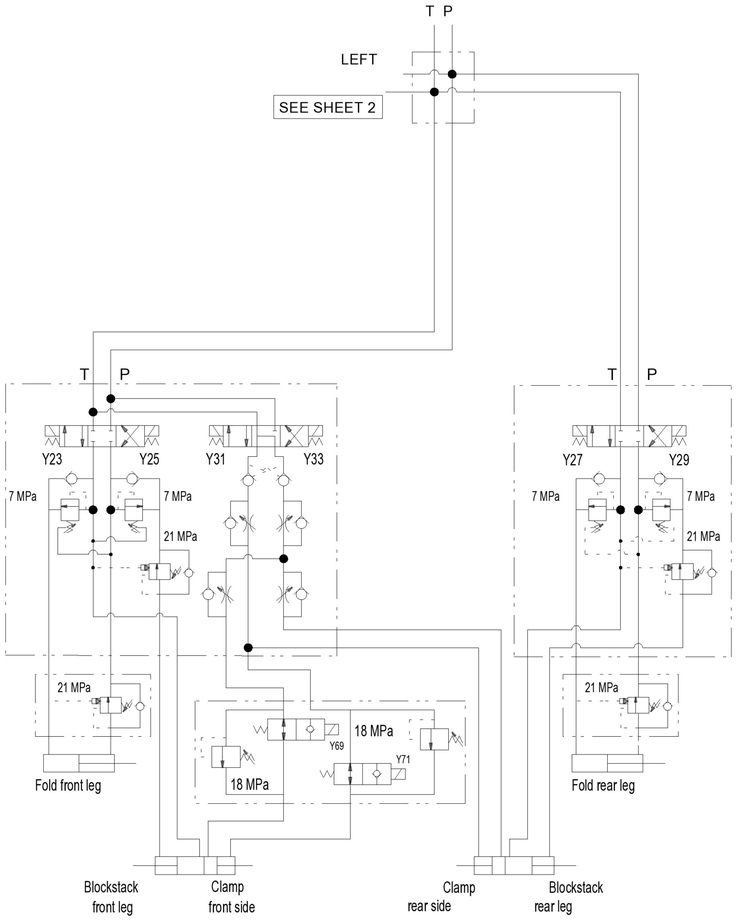
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ANGLE DIMS ±

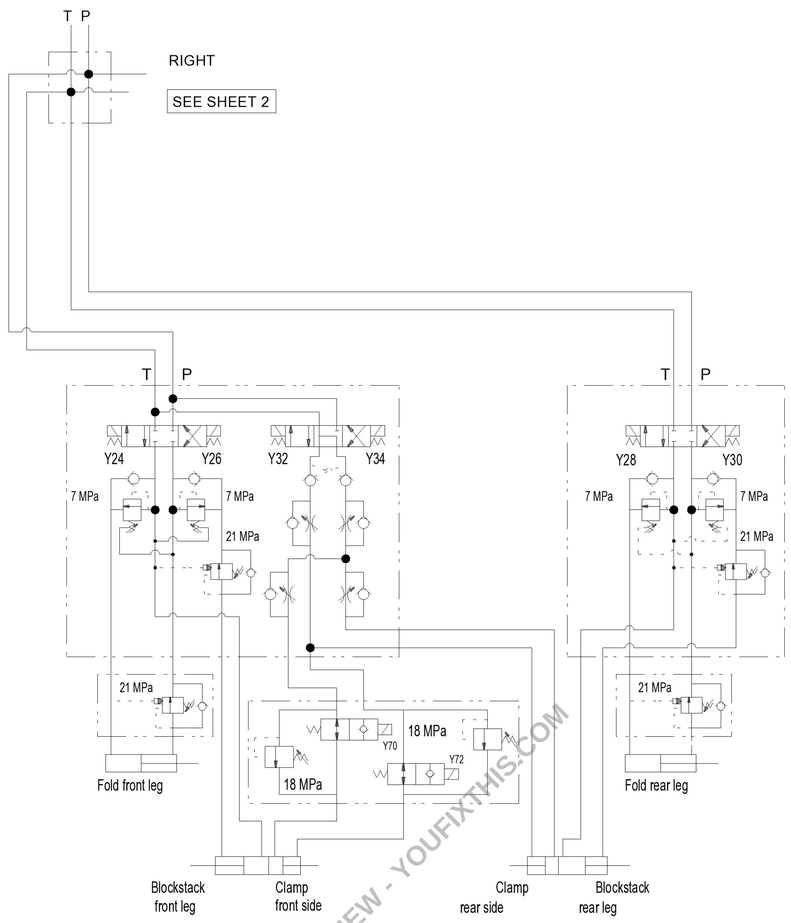
NAME: ELECTRICAL SCHEMATIC - C222

SCALE | THIRD ANGLE PROJECTION | SHEET OF 3/14 | DRAWING NUMBER 4037295 | R 1

PROVE 2-D

CO ORIGINATED BY: DIRK LONDEMA | DRW FIRST USED: - | RELEASED | A0

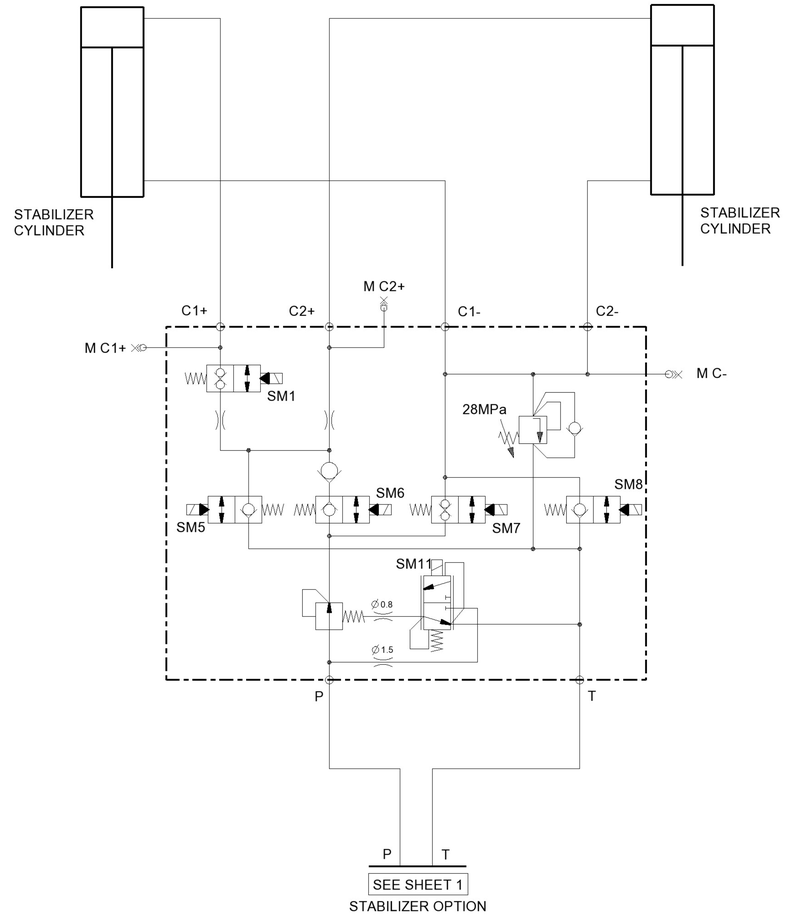




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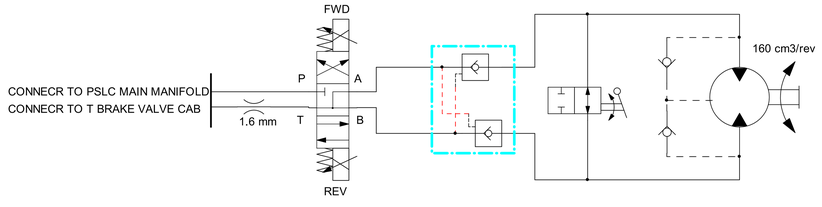
ELME INTER MODAL EXAMPLE
SEE THE
"ELME SERVICE AND PARTS MANUAL"
FOR EACH SPECIFIC MODEL

OPTIONAL: INTER MODAL



STABILIZER OPTION

OPTIONAL: STABILIZER



OPTIONAL: POWERED SLIDING CAB

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MASS (REF)
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1 PLACE DIMS ±
2 PLACE DIMS ±
ANGLE DIMS ±

NAME
HYDRAULIC SCHEMATIC
C222

SCALE
THIRD ANGLE PROJECTION
SHEET OF 3/3
DRAWING NUMBER 4011195
R 7

CO ORIGINATED BY: KOEN KAMPSCHREUR

Table 27. Periodic Maintenance Schedule - Lubricate

Item No.	Item	Interval	Quantity	Specification
*	Tracks for Boom Wear Pads	500 hr/3 mo	10 Tracks	Multipurpose grease. EP2, EP3. Without MoS2.
	Automatic Greasing System (Optional)	500 hr	As Required	Add grease to maximum level in each reservoir. Multipurpose grease. NLGI-2. Without MoS2.
31*	Boom Pivot to Attachment	500 hr/3 mo	2 Fittings	Multipurpose grease. EP2, EP3. Without MoS2.
32*	Dampening Cylinder Pivot Points	500 hr/3 mo	4 Fittings	Multipurpose grease. EP2, EP3. Without MoS2.
34*	Boom Pivot to Frame	500 hr/3 mo	2 Fittings	Multipurpose grease. EP2, EP3. Without MoS2.
5*	Steering Axle Tie Rod Pins	500 hr/3 mo	4 Fittings	MoS2 grease.
See Figure 25 for Item Nos.				
NOTE: The items marked with '*' do not require manual greasing when the truck is equipped with the Automatic Greasing System for truck and attachment.				

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Maintenance

General

This section contains a **Maintenance Schedule** and the instructions for maintenance and inspection.

The **Maintenance Schedule** has time intervals for inspection, lubrication, and maintenance for your ReachStacker. The service intervals are given in both operating hours recorded on the ReachStacker hourmeter, and in calendar time. Use the interval that occurs first.

Your dealer for **Hyster** ReachStacker has the equipment and trained service personnel to do a complete program of inspection, lubrication, and maintenance. A regular program of inspection, lubrication, and maintenance will help your ReachStacker give more efficient performance and operate for a longer period of time.

Some users have service personnel and equipment to do the inspection, lubrication, and maintenance shown in the **Maintenance Schedule**. Service Manuals are available from your dealer for **Hyster** ReachStacker to help users who do their own maintenance.

⚠ WARNING

DO NOT make repairs or adjustments unless you have both authorization and training. Repairs and adjustments that are not correct can make a dangerous operating condition.

DO NOT operate a ReachStacker that needs repairs. Report the need for repairs immediately. If repair is necessary, put a DO NOT OPERATE tag in the operator's area. Remove the key from the key switch.

⚠ WARNING

Disposal of lubricants and fluids must meet local environmental regulations.

Serial Number Data

The serial number for the ReachStacker is on the nameplate and also on the right-hand frame rail, near the counterweight. The serial number indicates the design series, manufacturing plant, and the year manufactured.

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SUPPLY
SUPPLY
200
200-C
20A
F28
HEATER/AC
UNIT
200-BU
200-BW
I-J
20A
F33
I-X
10A
F6
200-DH
3A
F36
I-Y
CONVERTER
V1
(24V)
V2
(12V)
10A
F10
10A
F9
gray
47 OHM
AC SWITCH
FAN SWITCH
M H
REC IRC
TEMP
47 OHM
white
orange
green
red
white
black
ANTI ICING
MTR
FLAPPER DOOR
ACTUATOR
MTR
WATER
VALVE
MTR
H
L
MTR
CIRCULATION FAN
I-AL
33-A
10A
F32
10A
F31
200-DD
33-C
12 V RELAY
ROOF WIPER SYSTEM
REAR WIPER SYSTEM
786-B
200-AW
200-K
931
935
786-A
929
785-A
933
200-J
200-AT
200-H
MTR
R
P
MTR
R
P
MTR
200-AU
146-H
141-C
140-B
141-B
141-E
932
AC
COMPRESSOR
5 4 3 2 1
P1
P2
K1
K2
K3
MTR
MTR
MTR
CONDENSER
141-G
34-A
34-C
146-G
CB/COMMS POWER
CONNECTION
140-R
34-B
33-D
33-B
RADIO
923
922
921
920
146-J
POWER SKT
140-E
GND
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WIPER/HVAC/RADIO/12V

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REVISED
DATE: 13-MAR-2012
CO: 68578-74

MASS (REF) kg

SIMILAR TO

CHANGES FOR THIS REVISION

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MATERIAL SPECIFICATIONS

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WHOLE DIMS ±
1 PLACE DIMS ±
2 PLACE DIMS ±
ANGLE DIMS ±

NAME
ELECTRICAL SCHEMATIC
- C222

SCALE

THIRD ANGLE PROJECTION

SHEET OF 4/14

DRAWING NUMBER 4037295

R 1

PRO/E 2-D

CO ORIGINATED BY: DIRK LONDEMA

DRW FIRST USED: -

RELEASED

A0

How to Make Checks With Engine Running

⚠ WARNING

Exhaust from internal combustion engines contains carbon monoxide and other harmful chemicals. Carbon monoxide is a colorless, odorless poison and can cause unconsciousness or death without warning. Long term exposure to exhaust or chemicals in the exhaust can cause cancer, birth defects, and other reproductive harm.

Avoid exposure to engine exhaust:

- **Do not use diesel engines indoors where soot can accumulate.**
- **If engines are operated in confined spaces, maintain adequate ventilation or vent exhaust to the outside. Do not exceed applicable air contaminant limits.**
- **Follow the inspection and maintenance schedule and procedures in this manual. Do not alter exhaust, ignition, or fuel systems.**

FASTEN YOUR SEAT BELT! The seat belt is installed to help the operator stay on the truck if the lift truck tips over. IT CAN ONLY HELP IF IT IS FASTENED.

Make sure that the area around the lift truck is clear before starting the engine or making any operational checks. Be careful when making the checks. If the lift truck is stationary during a check, apply the parking brake and put the transmission in **NEUTRAL**. Make the checks carefully.

Seat Belt, Seat Rails, and Steering Column

The seat belt, seat, and mounting are all part of the operator restraint system. Each item must be checked to make sure it is attached securely, functions correctly, and is in good condition. See Figure 33.

Make sure the seat rails are not loose. The seat rails must lock securely in position, but move freely when unlocked. The seat rails must be securely attached to the mounting surface.

The end of the seat belt must fasten correctly in the latch. Make sure the seat belt pulls from the retractor assembly and retracts smoothly. The seat belt must be in good condition. A seat belt that is damaged or torn will not give protection when it is needed. If the seat belt cannot be pulled from the retractor assembly, replace the seat belt assembly.

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