CHARACTERISTICS

MLT 523 Turbo Evolution Série C-E3

I.C. ENGINE		
Type		KUBOTA 3307V-DI-T-E3B-MNT-2 1J41613000
Fuel		Diesel
Number of cylinders		4 in line
Suction		Supercharged
Injection system		Direct
Ignition sequence		1.3.4.2
Capacity	cm3	3331
Bore and stroke	mm	94 x 120
Compression ratio		20±1/1
Nominal rating loaded	rpm	2200
Rating slow unladen	rpm	900
Max. rating unladen	rpm	2400
Power ISO/TR 14396	cv- kW	75 - 55,4
Power SAE J 1995	cv- kW	75 - 55,4
Maximum torque ISO/TR 14396	Nm	265 to 1500 rpm
Air cleaner	µm	3
Type of cooling		By water
Fan		Puller

TRANSMISSION		
Hydrostatic pump		REXROTH
Type		A4VG56DA1D7/32R
Forward/reverse selector		Electro-hydraulic
Number of forward speeds		1
Number of reverse speeds		1
Main pump		
MAX./MIN. displacement	cm3/rev	0 - 56
MAX. flow rate	l/mn	118,5
Working pressure	bar	500
Boost pump		
Capacity	cm3/rev	19,6
MAX. flow rate	l/mn	47
Boost pressure MAX. R.P.M.	bar	25 (transmission in neutral)
HydrostaTic motor		REXROTH
Type		A6VM80DA1/63
MAX./MIN. displacement	cm3/rev	28 - 80
Reduction gear box		DANA
Front axle		DANA
Differential		Without locking
Rear axle		DANA
Differential		Without locking
Drive wheels		4RM Permanent
Switch for 2/4 drive wheels		No
Front tyres		GOODYEAR
Size		12,5/80-18 SGI 10PR 139A6 TUBELESS
Pressure	bar	4,2
Rear tyres		GOODYEAR
Size		12,5/80-18 SGI 10PR 139A6 TUBELESS
Pressure	bar	4,2

ELECTRIC CIRCUIT		
Battery	Standard	12 V - 110 Ah - 750 A EN
	Option	- - - - - -
Alternator		12 V - 80 A
Type		MITSUBISHI A5TA59 77B
Starter		12 V - 3 kW
Type		MITSUBISHI M008T50671

SOUND AND VIBRATION		
Level of sound pressure in the driver's cab LpA (according to standard NF EN 12053)	dB	79
Level of sound power ensured in the LwA environment (according to directive 2000/14/EC modified by directive 2005/88/EC)	dB	104
Average weighted acceleration on driver's body (according to standard NF EN 13059)	m/s2	
The average weighted acceleration transmitted to the driver's hand/arm system (according to standard ISO 5349-2)	m/s2	< 2,5

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OPERATING INSTRUCTIONS UNLADEN AND LADEN

A - BEFORE STARTING THE LIFT TRUCK

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

B - DRIVER'S OPERATING INSTRUCTIONS

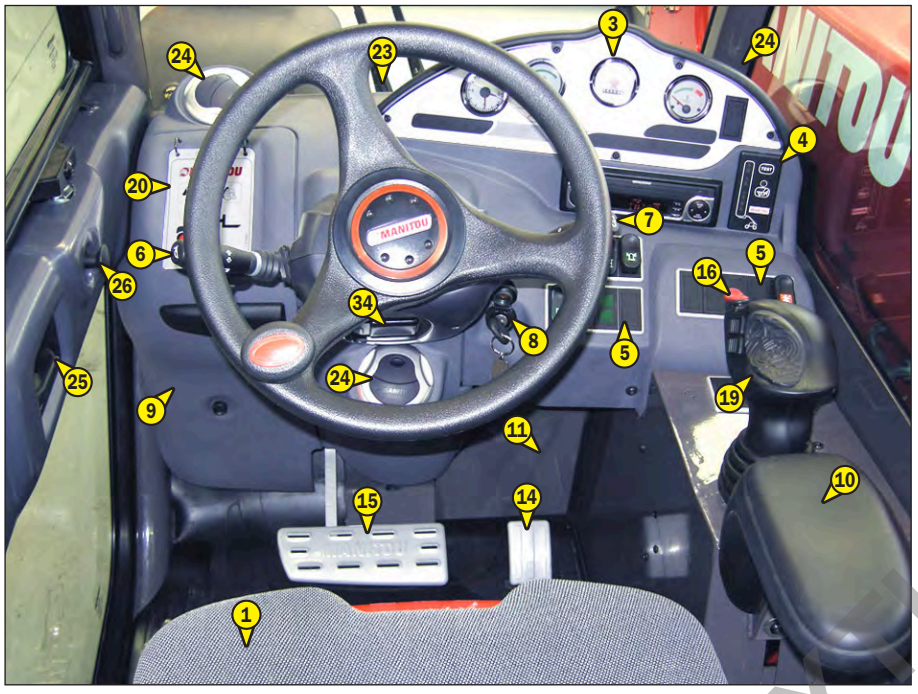
- Whatever his experience, the operator is advised to familiarize himself with the position and operation of all the controls and instruments before operating the lift truck.
- Wear clothes suited for driving the lift truck, avoid loose clothes.
- Make sure you have the appropriate protective equipment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

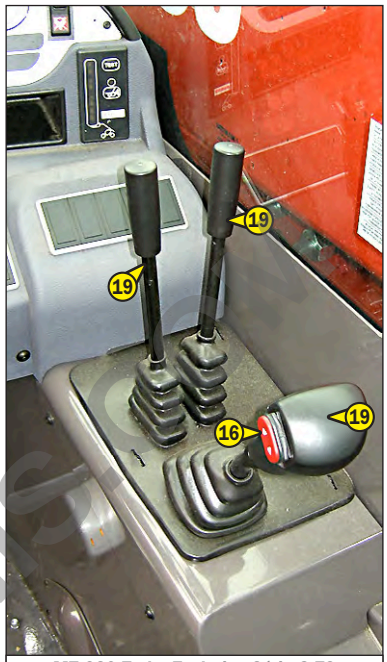
Under no circumstances must the seat be adjusted while the lift truck is moving.

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

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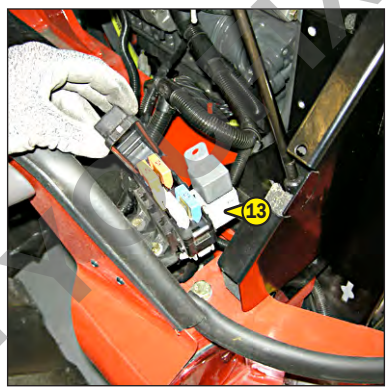
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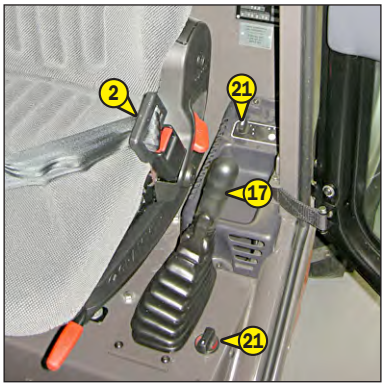


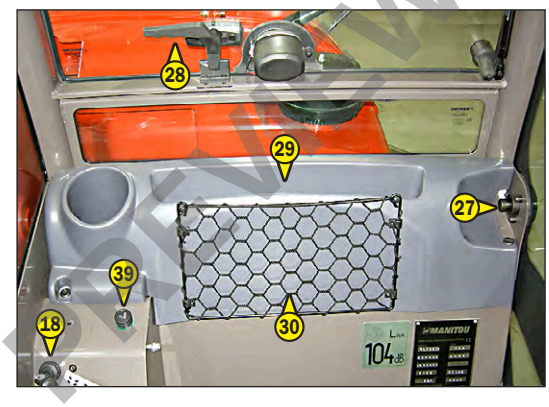


MT 620 Turbo Evolution Série C-E3

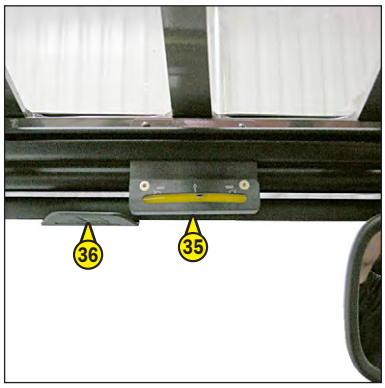














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SERVICING SCHEDULE

(*): Every 10 hours during the first 50 hours, then once at 250 hours.
(**): Consult your dealer.

A = ADJUST, C = CHECK, G = GREASE, N = CLEAN,P = BLEED, R = REPLACE, V = DRAIN	PAGE	AFTER THE FIRST 50 HOURS	DAILY OR EVERY 10 HOURS	50 HOURS	250 HOURS	1 YEAR OR 500 HOURS	1 YEAR OR 1000 HOURS	2 YEARS OR 2000 HOURS	4000 HOURS	OCCASIONALLY
I.C. ENGINE										
I.C. engine oil level	3-12		C	<<<	<<<	<<<	<<<	<<<	<<<	
Cooling liquid level	3-12		C	<<<	<<<	<<<	<<<	<<<	<<<	
Fuel level	3-12		C	<<<	<<<	<<<	<<<	<<<	<<<	
Cyclonic pre-filter	3-13		N	<<<	<<<	<<<	<<<	<<<	<<<	
Dry air filter cartridge	3-14/23			C/N	<<<	R	<<<	<<<	<<<	
Radiator cores	3-14			N	<<<	<<<	<<<	<<<	<<<	
Condenser core (OPTION Air conditioning)	3-14			C/N	<<<	<<<	<<<	<<<	<<<	
Alternator/fan/crankshaft belt tension	3-18	A			C/A	<<<	<<<	<<<	<<<	
Compressor belt tension (OPTION Air conditioning)	3-18	A			C/A	<<<	<<<	<<<	<<<	
Fuel water trap	3-18	V			V	<<<	<<<	<<<	<<<	
I.C. engine oil	3-22	V				V	<<<	<<<	<<<	
I.C. engine oil filter	3-22	R				R	<<<	<<<	<<<	
Fuel filter	3-23	R				R	<<<	<<<	<<<	
Fuel pre-filter	3-24	R				R	<<<	<<<	<<<	
Alternator/fan/crankshaft belt	3-24					R	<<<	<<<	<<<	
Fuel tank	3-26						N	<<<	<<<	
Safety dry air filter cartridge	3-26						R	<<<	<<<	
I.C. engine silent blocks							C**	<<<	<<<	
I.C. engine rates							C**	<<<	<<<	
Valves clearances		C**					C**	<<<	<<<	
Cooling liquid	3-30							V	<<<	
Injection pump								C**	<<<	
Injectors								C**	<<<	
Radiator								C**	<<<	
Water pump and the thermostat								C**	<<<	
Alternator and the starter motor								C**	<<<	
Turbocompressor								C**	<<<	
Fuel circuit	3-32									P
TRANSMISSION										
Transmission universal joint	3-15			G	<<<	<<<	<<<	<<<	G/C**	
Hydrostatic transmission circuit pressures								C**	<<<	
Governing start of the hydrostatic transmission								C**	<<<	
Operation of the hydraulic transmission cut-off valve								C**	<<<	
TYRES										
Tyres pressure	3-13		C	<<<	<<<	<<<	<<<	<<<	<<<	
Wheel nuts torque	3-13		C	<<<	<<<	<<<	<<<	<<<	<<<	
Condition of wheels and tyres							C**	<<<	<<<	
Wheel	3-32									R
JIB										
Jib pads	3-13		G*	<<<	<<<	<<<	<<<	<<<	<<<	
Jib	3-15			G	<<<	<<<	<<<	<<<	<<<	
Jib pads wear							C**	<<<	<<<	
Condition of jib unit								C**	<<<	
Bearings and articulation rings								C**	<<<	
HYDRAULIC										
Hydraulic oil level	3-16			C	<<<	<<<	<<<	<<<	<<<	
Hydraulic return oil filter cartridge	3-24	R				R	<<<	<<<	<<<	
Hydraulic oil	3-27						V	<<<	<<<	
Suction strainer for hydraulic oil tank	3-27						N	<<<	<<<	
Filter cap for hydraulic oil tank	3-27						R	<<<	<<<	
Speeds of hydraulic movements							C**	<<<	<<<	
Hydraulic pump tubular filter							N**	<<<	<<<	
Condition of hoses and flexible pipes							C**	<<<	<<<	
Condition of cylinders (leakage, shafts)							C**	<<<	<<<	
Hydraulic circuit pressures								C**	<<<	
Hydraulic circuit outputs								C**	<<<	
Hydraulic oil tank								N**	<<<	

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PICKING UP THE ATTACHMENTS

A - ATTACHMENT WITHOUT HYDRAULICS AND HAND LOCKING DEVICE

TAKING UP AN ATTACHMENT

- Ensure that the attachment is in a position facilitating the locking to the carriage. If it is not correctly oriented, take the necessary precautions in order to move it safely.
- Check that the locking pin and the clip are in position in the bracket (fig. A).
- Place the lift truck with the boom fully lowered in front of and parallel to the attachment, tilt the carriage forwards (fig. B).
- Bring the carriage under the locking tube of the attachment, slightly lift the boom, incline the carriage backwards in order to position the attachment (fig. C).
- Lift the attachment off the ground to facilitate locking.

HAND LOCKING

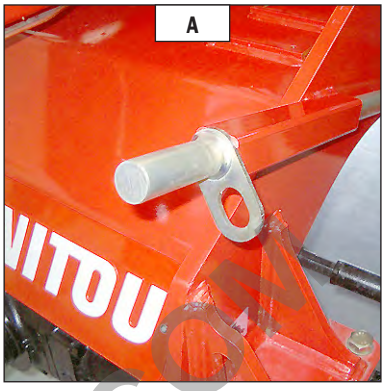
- Take the locking pin and the clip on the bracket (fig. A) and lock the attachment (fig. D). Do not forget to refit the clip.

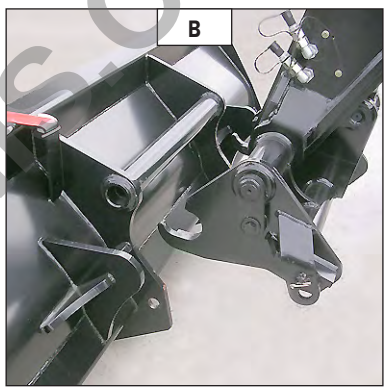
HAND RELEASING

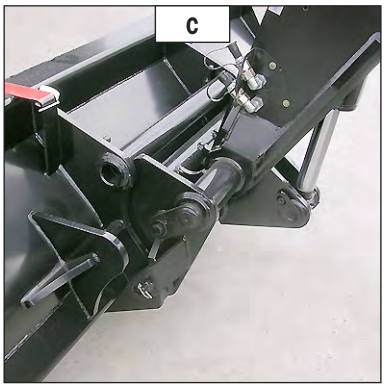
- Proceed in the reverse order of paragraph HAND LOCKING while making sure you put back the locking pin and the clip in the bracket (fig. A).

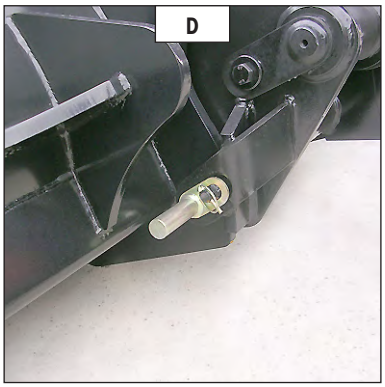
LAYING AN ATTACHMENT

- Proceed in the reverse order of paragraph TAKING UP AN ATTACHMENT while making sure you place the attachment flat on the ground and in closed position.









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G6 - LIFT TRUCK ON A PLATFORM

Ensure that the safety instructions connected to the platform are respected before the loading of the lift truck and that the driver of the means of transport is informed about the dimensions and the weight of the lift truck (see: 2 - DESCRIPTION: CHARACTERISTICS).

Ensure that the platform has got dimensions and a load capacity sufficient for transporting the lift truck. Check also the pressure on the contact surface allowable for the platform in connection with the lift truck.

For lift trucks equipped with a turbo-charged I.C. engine, block off the exhaust outlet to avoid rotation of the turbo shaft without lubrication when transporting the vehicle.

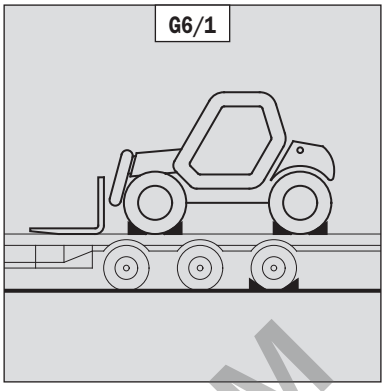
LOAD THE LIFT TRUCK

- Block the wheels of the platform.
- Fix the loading ramps so that you obtain an angle as little as possible to lift the lift truck.
- Load the lift truck parallel to the platform.
- Stop the lift truck (see: 1 - OPERATING AND SAFETY INSTRUCTIONS: DRIVING INSTRUCTIONS UNLADEN AND LADEN).

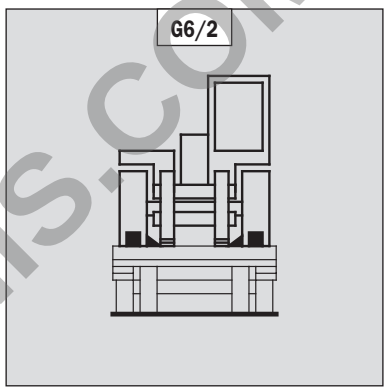
STOW THE LIFT TRUCK

- Fix the chocks to the platform at the front and at the back of each tyre (fig. G6/1).
- Fix also the chocks to the platform in the inside of each tyre (fig. G6/2).
- Stow the lift truck on the platform with enough resisting ropes. At the front of the lift truck, on the fastening points 1 (fig. G6/3) and at the back, on the towing pin 2 (fig. G6/4).
- Tighten the ropes (fig. G6/5).

G6/1



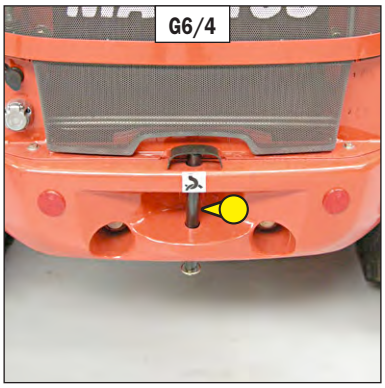
G6/2



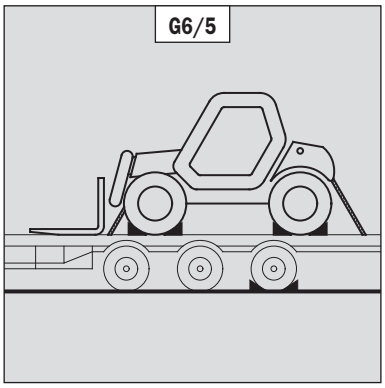
G6/3



G6/4



G6/5



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CHARACTERISTICS

MT 620 Turbo Evolution Série C-E3

I.C. ENGINE		
Type		KUBOTA 3307V-DI-T-E3B-MNT-2 1J41613000
Fuel		Diesel
Number of cylinders		4 in line
Suction		Supercharged
Injection system		Direct
Ignition sequence		1.3.4.2
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Bore and stroke	mm	94 x 120
Compression ratio		20±1/1
Nominal rating loaded	rpm	2200
Rating slow unladen	rpm	900
Max. rating unladen	rpm	2400
Power ISO/TR 14396	cv- kW	75 - 55,4
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Maximum torque ISO/TR 14396	Nm	265 to 1500 rpm
Air cleaner	µm	3
Type of cooling		By water
Fan		Puller

TRANSMISSION		
Hydrostatic pump		REXROTH
Type		A4VG56DA1D7/32R
Forward/reverse selector		Electro-hydraulic
Number of forward speeds		1
Number of reverse speeds		1
Main pump		
MAX./MIN. displacement	cm3/rev	0 - 56
MAX. flow rate	l/mn	118,5
Working pressure	bar	500
Boost pump		
Capacity	cm3/rev	19,6
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Front axle		DANA
Differential		Without locking
Rear axle		DANA
Differential		Without locking
Drive wheels		4RM Permanent
Switch for 2/4 drive wheels		No
Front tyres		ALLIANCE
Size		12-16,5 NHS 12 PR 144A2 TUBELESS
Pressure	bar	5
Rear tyres		ALLIANCE
Size		12-16,5 NHS 12 PR 144A2 TUBELESS
Pressure	bar	5

ELECTRIC CIRCUIT		
Battery	Standard	12 V - 110 Ah - 750 A EN
	Option	- - - - - -
Alternator		12 V - 80 A
Type		MITSUBISHI A5TA59 77B
Starter		12 V - 3 kW
Type		MITSUBISHI M008T50671

SOUND AND VIBRATION		
Level of sound pressure in the driver's cab LpA (according to standard NF EN 12053)	dB	78
Level of sound power ensured in the LwA environment (according to directive 2000/14/EC modified by directive 2005/88/EC)	dB	104
Average weighted acceleration on driver's body (according to standard NF EN 13059)	m/s2	
The average weighted acceleration transmitted to the driver's hand/arm system (according to standard ISO 5349-2)	m/s2	< 2,5

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E - STARTING THE LIFT TRUCK

SAFETY INSTRUCTIONS

The lift truck must only be started up or maneuvered when the operator is sitting in the driver's cab, with his seat belt adjusted and fastened.

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

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

INSTRUCTIONS

- Check the closing and locking of the hood(s).
- Check that the cab door is closed.
- Check that the forward/reverse selector is in neutral.
- Turn the ignition key to the position I to activate the electrical system and the preheat.
- Whenever you switch on the lift truck, perform the automatic check on the longitudinal stability alarm system (see: 2 - DESCRIPTION: INSTRUMENTS AND CONTROLS). Do not use the lift truck if it does not conform to the regulations.
- Check the fuel level on the indicator.
- Turn the ignition key fully: the I.C. engine should then start. Release the ignition key and let the I.C. engine run at idle.
- Do not engage the starter motor for more than 15 seconds and carry out the preheating between unsuccessful attempts.
- Make sure all the signal lights on the control instrument panel are off.
- Check all control instruments when the I.C. engine is warm and at regular intervals during use, so as to quickly detect any faults and to be able to correct them without any delay.
- If an instrument does not show the correct display, stop the I.C. engine and immediately carry out the necessary operations.

F - DRIVING THE LIFT TRUCK

SAFETY INSTRUCTIONS

Operators' attention is drawn to the risks involved in using the lift truck, in particular:
- Risk of losing control.
- Risk of losing lateral and frontal stability of the lift truck.
The operator must remain in control of the lift truck.
In the event of the lift truck overturning, do not try to leave the cabin during the incident. YOUR BEST PROTECTION IS TO STAY FASTENED IN THE CABIN.

- Observe the company's traffic regulations or, by default, the public highway code.
- Do not carry out operations which exceed the capacities of your lift truck or attachments.
- Always drive the lift truck with the forks or attachment to the transport position, i.e. at 300 mm from the ground, the jib retracted and the carriage sloping backwards.
- Only carry loads which are balanced and properly anchored to avoid any risk of a load falling off.
- Ensure that palettes, cases, etc, are in good order and suitable for the load to be lifted.
- Familiarise yourself with the lift truck on the terrain where it will be used.
- Ensure that the service brakes are working properly.
- The loaded lift truck must not travel at speeds in excess of 12 km/h.
- Drive smoothly at an appropriate speed for the operating conditions (land configuration, load on the lift truck).
- Do not use the hydraulic jib controls when the lift truck is moving.
- Do not manoeuvre the lift truck with the jib in the raised position unless under exceptional circumstances and then with extreme caution, at very low speed and using gentle braking. Ensure that visibility is adequate.
- Take bends slowly.
- In all circumstances make sure you are in control of your speed.
- On damp, slippery or uneven terrain, drive slowly.
- Brake gently, never abruptly.
- Only use the lift truck's forward/reverse selector from a stationary position and never do so abruptly.
- Do not drive with your foot on the brake pedal.
- Always remember that hydrostatic type steering is extremely sensitive to movement of the steering wheel, so turn it gently and not jerkily.
- Never leave the I.C. engine on when the lift truck is unattended.
- Do not leave the cab when the lift truck has a raised load.
- Look where you are going and always make sure you have good visibility along the route.

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DESCRIPTION

1 - DRIVER'S SEAT
2 - SAFETY BELT
3 - CONTROL AND SIGNAL LIGHTS PANEL
4 - LONGITUDINAL STABILITY ALARM
5 - SWITCHES
6 - LIGHT SWITCH, HORN AND INDICATOR SWITCH
7 - FRONT AND REAR WINDSCREEN WIPER SWITCH
8 - IGNITION SWITCH
9 - BRAKING OIL AND WINDSCREEN WASHER TANK ACCESS PANEL
10 - ARMREST
11 - FUSES AND RELAY ACCESS PANEL
12 - FUSES AND RELAYS IN THE CAB
13 - FUSES AND RELAYS UNDER THE ENGINE HOOD
14 - ACCELERATOR PEDAL
15 - SERVICE BRAKE PEDAL AND TRANSMISSION CUT-OFF
16 - FORWARD/NEUTRAL/REVERSE GEAR SELECTION
17 - PARKING BRAKE LEVER
18 - STEERING SELECTION
19 - HYDRAULIC CONTROLS
20 - FUNCTION FILES
21 - HEATER CONTROL
21 - AIR CONDITIONING CONTROLS (OPTION AIR CONDITIONING)
22 - CAB FILTER VENTILATORS
23 - WINDSCREEN DEMISTER VENTS
24 - HEATING VENTS
25 - DOOR LOCK
26 - LOCKING HANDLE FOR UPPER HALF-DOOR
27 - UNLOCKING BUTTON FOR UPPER HALF DOOR
28 - HANDLE FOR REAR WINDOW OPENING
29 - DOCUMENT HOLDER
30 - DOCUMENT HOLDER NET
31 - FRONT LIGHTS (NOT ILLUSTRATED)
32 - REAR LIGHTS (NOT ILLUSTRATED)
33 - FLASHING LIGHT (NOT ILLUSTRATED)
34 - STEERING WHEEL ADJUSTMENT LEVER
35 - LEVEL INDICATOR
36 - SUN VISOR
37 - ROOF LIGHT
38 - HOOK
39 - CIGAR LIGHTER

NOTE: All the terms such as: RIGHT, LEFT, FRONT, REAR are meant for an observer seated on driver's seat and looking in front of him.

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A - DAILY OR EVERY 10 HOURS SERVICE

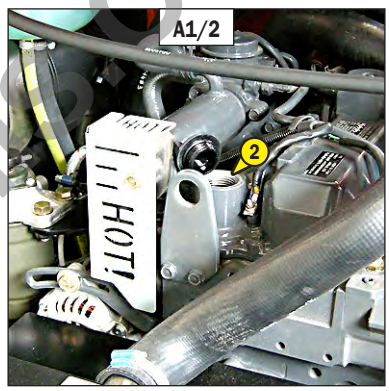
A1 - I.C. ENGINE OIL LEVEL

CHECK

Place the lift truck on level ground with the I.C. engine stopped, and let the oil drain into the sump.

- Open the I.C. engine bonnet.
- Remove the dipstick 1 (fig. A1/1).
- Clean the dipstick and check the correct level between the two notches.
- If necessary, add oil (see: 3 - MAINTENANCE: LUBRICANTS AND FUEL) by the filler port 2 (fig. A1/2).
- Check visually that there is no leakage or seepage of oil in the I.C. engine.





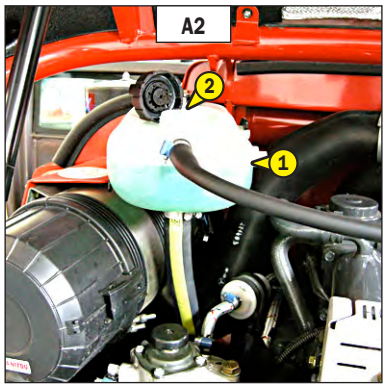
A2 - COOLING LIQUID LEVEL

CHECK

Place the lift truck on level ground with the I.C. engine stopped, and allow the I.C. engine to cool.

- Open the I.C. engine bonnet.
- The liquid must be at mid-height on the expansion pan 1 (fig. A2).
- If necessary, add cooling liquid (see: 3 - MAINTENANCE: LUBRICANTS AND FUEL) through the filler port 2 (fig. A2).
- Check visually that there is no leakage in the radiator and pipes.

To avoid any risk of spraying or burning, wait until the I.C. engine has cooled down before removing the cooling circuit filler plug. If the cooling liquid is very hot, add only hot cooling liquid (80°C). In an emergency, you can use water as a cooling liquid, then change the cooling circuit liquid as soon as possible (see: 3 - MAINTENANCE: F1 - COOLING LIQUID).



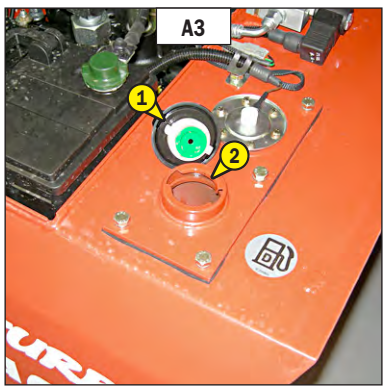
A3 - FUEL LEVEL

CHECK

Keep the fuel tank full, to reduce as much as possible any condensation due to the atmospheric conditions.

- Open the side bonnet.
- Remove cap 1 (fig. A3).
- Fill the fuel tank with clean fuel (see: 3 - MAINTENANCE: LUBRICANTS AND FUEL), filtered through a strainer or a clean, lint free cloth, through filler port 2 (fig. A3).
- Put the cap back 1 (fig. A3).
- Check visually that there is no leakage in the tank and pipes.

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



The fuel tank is degassed via the filler plug. When changing it, always use an original part, with degassing hole.

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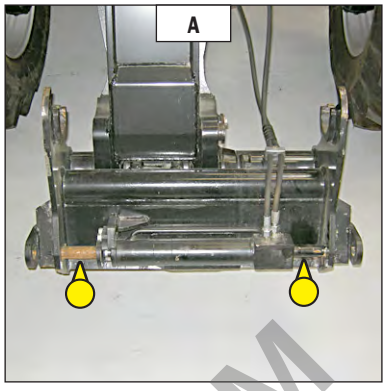
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B - ATTACHMENT WITHOUT HYDRAULICS AND HYDRAULIC LOCKING DEVICE (OPTION)

MLT 523 Turbo Evolution Série C-E3

TAKING UP AN ATTACHMENT

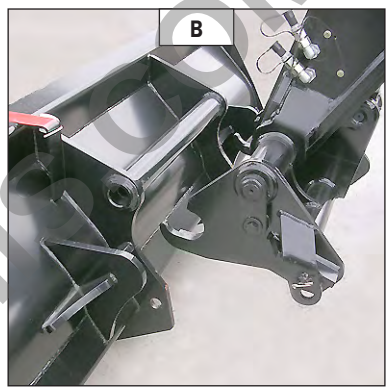
- Ensure that the attachment is in a position facilitating the locking to the carriage. If it is not correctly oriented, take the necessary precautions in order to move it safely.
- Check that the rods on the locking cylinder are retracted (fig. A).
- Place the lift truck with the boom fully lowered in front of and parallel to the attachment, tilt the carriage forwards (fig. B).
- Bring the carriage under the locking tube of the attachment, slightly lift the boom, incline the carriage backwards in order to position the attachment (fig. C).
- Lift the attachment off the ground to facilitate locking.



HYDRAULIC LOCKING

- Put the valve in position A (fig. D), that is to say, the hydraulic circuit of the attachment locking open.
- Switch button 1 (fig. E) of the distributor lever forwards to completely lock the attachment on the carriage.
- Close the valve in position B (fig. D), that is to say, the hydraulic circuit of the attachment locking closed.

Always close the valve in position B (fig. D) after locking the attachment, in order to avoid accidental unlocking and to use the attachment completely safely.

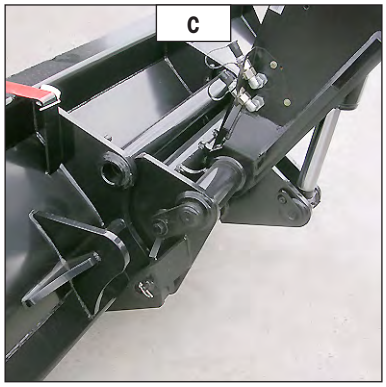


HYDRAULIC RELEASING

- Put the valve in position A (fig. D), that is to say, the hydraulic circuit of the attachment locking open.
- Switch button 1 (fig. E) of the distributor lever backwards to completely release the attachment.

LAYING AN ATTACHMENT

- Proceed in the reverse order of paragraph TAKING UP AN ATTACHMENT while making sure you place the attachment flat on the ground and in closed position.

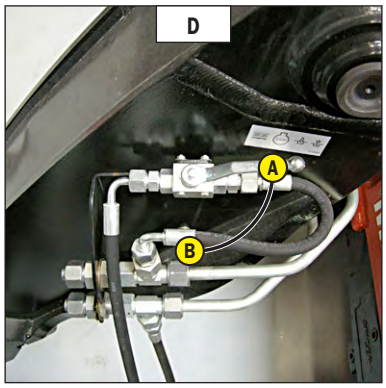


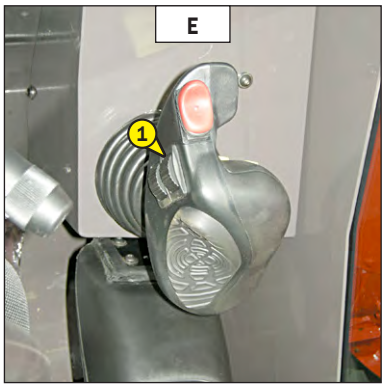
INACTIVATE THE HYDRAULIC RELEASE CONTROL

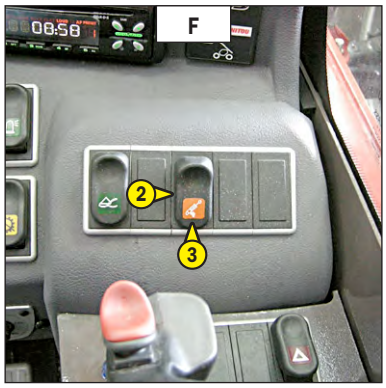
You can change an attachment without leaving the control post, by cutting the electricity supply to the hydraulic control.

- Leave the valve in position A (fig. D).
- Use switch 2 (fig. F) to cut the electricity supply to the hydraulic control. The circuit is out of action when indicator 3 (fig. F) is on.

Always cut the electrical power to the circuit using switch 2 (fig. F) after each change of attachment to avoid involuntary release and use the attachment in complete safety.







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