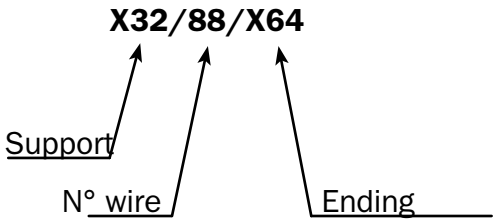
# *CÂBLE LABELING ON THE ÉLECTRICAL HARNESS*

Electric harness installed in the carriage are made with connectors.
In order to identify the conectors and their wires to which are attached, inscriptions are on each wire.







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| HYDRAULIC SCHEMATIC LEGEND (MLT 625-75 H) | | | |
|---|---|---|---|
| **Rep.** | **Déscription** | **Position on schématic** | **Caractéristiques (Options)** |
| BA | BLOCK FEED + ACCUMULATOR ( | K15 | |
| BCMA | AGGRAVATING MOVEMENT CUT OFF BLOCK | Q27 | |
| BMHP | PROPORTIONAL HYDRAULIC MANIPULATEUR BLOCK | Q24 | |
| CA | SUCTION STRAINER | S11 | |
| CAR | ANTI-RETURN FLAP | S12 | |
| D | DISTRIBUTOR | M37 | |
| D3 | 3 POSITION STEERING DISTRIBUTOR | A13 | |
| | - POSITION 1 : TURNING SHORT | A14 | |
| | - POSITION 2 : FRONT WHEEL STEERING | A14 | |
| | - POSITION 3 : CRAB STEERING | A14 | |
| EVTF (O) | HEAD BOOM ÉLECTROVALVE | G41 | OPTION |
| FDAR | REAR FRONT DISC | C18 | |
| FDAV | FRONT BRAKE DISC | C4 | |
| FR | RETURN FILTRE | Q14 | |
| M | THERMIC ENGINE KUBOTA V3307 DI-T (TURBO) | O2 | |
| | - IDLING | | 895 ±25 Tr/min |
| | - SYSTEM RATED LOAD | | 2600 Tr/min |
| | - HIGH IDLE | | 2800 Tr/min |
| MC | MASTER CYLINDER | A8 | |
| MH | HYDROSTATIC MOTOR | A7 | |
| MHRV | HYDRAULIC MOTOR REGULATION VENTILATION | K8 | |
| P | HYDRAULIC PUMP | O4 | |
| PAAV | FRONT ACCESSORY OUTLET | G37 | |
| PAAV (O) | FRONT ACCESSORY OUTLET | E35 E40 | |
| PDD | DYNAMIC STEERING PUMP | I15 | |
| PH | HYDROSTATIC PUMP | O11 | |
| PP | PRESSION OUTLET | E8/K15/O25 | |
| PRF (O) | RETURN RELEASE OUTLET | M40 | |
| R | PRINCIPAL HYDRAULIC TANK | S15 | |
| R1 | SECONDARY HYDRAULIC TANK | Q19 | |
| RF | COOLER | K12 | |
| RLF | BRAKE FLUID TANK | A8 | |
| VAI(O) | ISOLATION VALVE | | OPTION |
| VC | COMPENSATION CYLINDER | E30 | DE 115x60 C310 |
| VE | BALANCING VALVE | E32 /G30/I28/ I37 | |
| VDAR | REAR STEERING CYLINDER | C16 | |
| VDAV | FRONT STEERING CYLINDER | C6 | |
| VI | TILT CYLINDER | G27 | DE 125x65 C 396 |
| VL | LIFT CYLINDER | I26 | DE 120x70 C 1100 |
| VT | TÉLESCOPING CYLINDER | I35 | DE 70x45 C 2200 |
| VVT (O) | DECK LOCK CYLINDER | E38 | DE 60x45 C 183 - OPTION |
| Y3 | FORWARD ÉLECTROVALVE PROPORTIONAL | O7 | |
| Y4 | REVERSE ÉLECTROVALVE PROPORTIONAL | O6 | |
| Y6 | ÉLECTROVALVE PROPORTIONAL 2P HYDROSTATIC MOTOR SAUER (PCOR) | C8 | |
| Y7 | ÉLECTROVALVE BPD (BRAKE PRESSURE DEFEAT) | C9 | |
| Y8 | ÉLECTROVALVE TÉLESCOPING SENS + OU - | K19 | |
| Y9 | ÉLECTROVALVE ACCESSORY SENS + OU - | K19 | |

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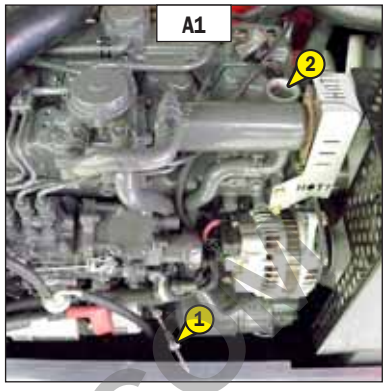


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# A - DAILY OR EVERY 10 HOURS SERVICE

## A1 - I.C. ENGINE OIL LEVEL

**CHECK**

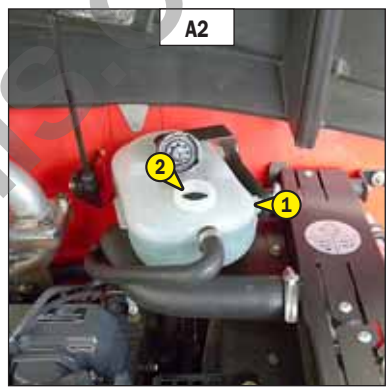



Place the lift truck on level ground with the I.C. engine stopped, and let the oil drain into the sump.

- Open the I.C. engine bonnet.
- Remove the dipstick 1 (fig. A1).
- 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).
- Check visually that there is no leakage or seepage of oil in the I.C. engine.

## A2 - COOLING LIQUID LEVEL

**CHECK**



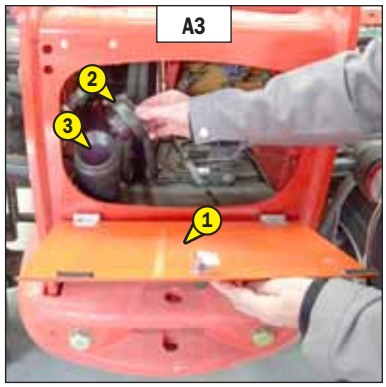

Place the lift truck on level ground with the I.C. engine stopped, and allow the I.C. engine to cool.

- 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) 176 F. 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 access panel 1 (fig. A3).
- Remove cap 2 (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 3 (fig. A3).
- Put the cap back 2 (fig. A3).
- Check visually that there is no leakage in the tank and pipes.
- Close the access panel.

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

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- Press once more on the button  to return to the hour meter screen. The maintenance key will be displayed for information.
- Contact your dealer to carry out the necessary maintenance operations and reset the maintenance interval.

NOTE: The frequency interval displayed by default is 500 hours, this interval can be modified. Please contract your dealer.

ERROR CODES

The appearance of the maintenance key on the hour meter screen  together with the sounding of an audible beep, indicate that an anomaly has been detected by one of the lift truck's Electronic Control Units (ECU).

- Press the button  to display the information  on the upper screen and error code .
- If there are several error codes, press the button  to loop through the error codes.
- Press the button  once more to return to the hour meter screen, the maintenance key remains displayed as long the as the required repairs have not been carried out.
- Contact your dealer, stating the error code or codes.

NOTE: A faulty fuse can generate several error codes. When "error codes" and "maintenance interval" are displayed together, the maintenance reminder time will appear at the end of the list.

| ERROR CODE | HYDROSTATIC TRANSMISSION |
|---|---|
| 520201 | Hydraulic transmission electronic control unit voltage fault. |
| 520214 | Hydraulic transmission electronic control unit fault. |
| 520215 | Hydrostatic motor regulator control fault. |
| 520217 | Stop light control fault. |
| 520218 | Hydraulic motor speed sensor. |
| 520224 | Hydrostatic motor operating solenoid valve control fault. |
| 520225 | Hydraulic transmission electronic control unit fault. |
| 520226 | Hydraulic transmission electronic control unit fault. |
| 520227 | Hydraulic transmission electronic control unit fault. |
| 520273 | Forward/reverse selector error. |
| 520274 | Inching sensor error. |
| 520275 | Hydrostatic pump reverse operation control fault. |
| 520276 | Hydrostatic pump forward operation control fault. |
| 520277 | Hydraulic pump speed sensor fault. |
| 520281 | Temperature outside operating range. |
| **ERROR CODE** | **MAN-MACHINE INTERFACE** |
| 190 | Engine speed data fault. |
| 520400 | Network link fault. |
| 520401 | Fuel gauge fault. |
| 520402 | Engine temperature sensor fault. |
| 520404 | Man-Machine Interface fault. |
| 520405 | Man-Machine Interface fault. |
| 520406 | Man-Machine Interface fault. |
| 520407 | Man-Machine Interface fault. |
| 520408 | Man-Machine Interface fault. |
| 520409 | Man-Machine Interface fault. |
| 520410 | Man-Machine Interface fault. |
| 520411 | Man-Machine Interface fault. |
| 520412 | Hydrostatic transmission network link fault. |
| 520413 | Electronic handling controller network connection fault. |

| ERROR CODE | TELESCOPE/ATTACHMENT |
|---|---|
| 2662 | Telescope control setting fault. |
| 2663 | Attachment control setting fault. |
| 520300 | Seat sensor fault. |
| 520307 | Proportional telescope control fault. |
| 520310 | Proportional attachment control fault. |
| 520315 | Telescope control ON/OFF fault. |
| 520318 | Attachment control ON/OFF fault. |
| 520336 | Electronic handling controller fault. |
| 520337 | Electronic handling controller fault. |
| 520338 | Electronic handling controller temperature fault. |
| 520341 | Attachment selector fault. |
| 520350 | Proportional ventilation adjustment fault. |
| 520351 | Ventilation ON/OFF adjustment control fault. |
| 520352 | Attachment forced operation control fault. |
| 520362 | Electronic handling controller 10V output fault. |
| 520363 | Attachment forced operation indicator fault. |
| 520364 | Attachment hydraulic control button fault. |
| 520365 | Attachment easy hydraulic connection button. |
| 520366 | Solenoid valve on jib head fault. |
| 520370 | Telescope retracted sensor fault (fault detected during test). |
| 520371 | Electronic handling controller temperature fault. |
| 520376 | Stability indicator fault. |
| 520382 | Aggravating hydraulic movement cut-off disable fault |
| 520383 | Computer earth output fault. |
| 520384 | Telescope retracted senor fault. |
| 520386 | Jib angle sensor fault. |
| 520387 | Strain gauge fault. |
| 520388 | Network communication fault. |
| 520391 | Inclination cut-off valve fault. |
| 520392 | Angle calibration fault (fault detected during test). |
| 520393 | Gauge calibration fault (fault detected during test). |
| 520394 | Safety valve fault. |
| 520395 | Safety valve cut-off fault (fault detected during test). |
| 520396 | Lowering regulating valve fault. |
| 520397 | Regulating fault (fault detected during test). |
| 520398 | Raising regulating valve fault. |

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# SERVICING SCHEDULE

*(1): MANDATORY 500 HOUR OR 6 MONTH SERVICE*

*This service must be carried out after approximately the first 500 hours of service or within the 6 months following the start-up of the machine (whichever occurs first).*

*(2): The I.C engine oil and oil filter must be replaced after the first 50 hours of service, then every 500 hours of service.*

| A = ADJUST, C = CHECK, G = GREASE, N = CLEAN, P = BLEED, R = REPLACE, V = DRAIN | PAGE | (1) | DAILY OR EVERY 10 HOURS OF SERVICE | EVERY 50 HOURS OF SERVICE | EVERY 250 HOURS OF SERVICE | EVERY 500 HOURS OF SERVICE OR EVERY 6 MONTHS | EVERY 1000 HOURS OF SERVICE OR EVERY YEAR | EVERY 2000 HOURS OF SERVICE OR EVERY TWO YEARS | EVERY 3000 HOURS OF SERVICE | EVERY 4000 HOURS OF SERVICE | OCCASIONALLY |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **I.C. ENGINE** | | | | | | | | | | | |
| I.C. engine oil level | 3-12 | C | C | <<< | <<< | <<< | <<< | <<< | <<< | <<< | |
| Cooling liquid level | 3-12 | C | C | <<< | <<< | <<< | <<< | <<< | <<< | <<< | |
| Fuel level | 3-12 | C | C | <<< | <<< | <<< | <<< | <<< | <<< | <<< | |
| Cyclonic pre-filter | 3-12 | N | N | <<< | <<< | <<< | <<< | <<< | <<< | <<< | |
| Dry air filter cartridge | 3-16/22 | R | | N | <<< | R | <<< | <<< | <<< | <<< | |
| Radiator cores | 3-16 | N | | N | <<< | <<< | <<< | <<< | <<< | <<< | |
| Condenser core (OPTION Air conditioning) | 3-16 | C/N | | C/N | <<< | <<< | <<< | <<< | <<< | <<< | |
| Alternator/fan/crankshaft belt tension | 3-20 | C/A | | | C/A | <<< | <<< | <<< | <<< | <<< | |
| Compressor belt tension (OPTION Air conditioning) | 3-20 | C/A | | | C/A | <<< | <<< | <<< | <<< | <<< | |
| Fuel water trap | 3-20 | V | | | V | <<< | <<< | <<< | <<< | <<< | |
| I.C. engine oil *(2)* | 3-22 | V | | | | V | <<< | <<< | <<< | <<< | |
| I.C. engine oil filter *(2)* | 3-22 | R | | | | R | <<< | <<< | <<< | <<< | |
| Fuel filter | 3-23 | R | | | | R | <<< | <<< | <<< | <<< | |
| Alternator/fan/crankshaft belt | | R** | | | | 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** | | <<< | |
| Water pump kit | | | | | | | | | R** | | |
| Fuel circuit | 3-32 | | | | | | | | | | P |
| **TRANSMISSION** | | | | | | | | | | | |
| Hydrostatic transmission circuit pressures | | | | | | | | C** | | <<< | |
| Governing start of the hydrostatic transmission | | | | | | | | C** | | <<< | |
| Hydrostatic transmission cut-off operation | | | | | | | | C** | | <<< | |
| **TYRES** | | | | | | | | | | | |
| Tyres pressure | 3-13 | C | C | <<< | <<< | <<< | <<< | <<< | <<< | <<< | |
| Wheel nuts torque | 3-13 | C | C | <<< | <<< | <<< | <<< | <<< | <<< | <<< | |
| Condition of wheels and tyres | | | | | | | C** | <<< | <<< | <<< | |
| Wheel | 3-32 | | | | | | | | | | R |
| **JIB** | | | | | | | | | | | |
| Jib pads | 3-13 | | G* | <<< | <<< | | | | | | |
| Jib | 3-17 | G | | G | <<< | <<< | <<< | <<< | <<< | <<< | |
| Jib pads wear | | | | | | | C** | <<< | <<< | <<< | |
| Condition of jib unit | | | | | | | | C** | | <<< | |
| Bearings and articulation rings | | | | | | | | C** | | <<< | |
| **HYDRAULIC** | | | | | | | | | | | |
| Hydraulic oil level | 3-18 | C | | C | <<< | <<< | <<< | <<< | <<< | <<< | |
| Hydraulic return oil filter cartridge | 3-23 | R | | | | R | <<< | <<< | <<< | <<< | |
| Hydraulic oil | 3-27 | | | | | | V | <<< | <<< | <<< | |
| Brake accumulator unit filter | 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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# CHARACTERISTICS

| I.C. ENGINE | | |
|---|---|---|
| Type | | KUBOTA V3307 |
| Fuel | | Diesel |
| Number of cylinders | | 4 in line |
| Suction | | Supercharged |
| Injection system | | Direct |
| Ignition sequence | | 1.3.4.2 |
| Capacity | cm3 (cu/in) | 3331 (203.3) |
| Bore and stroke | mm (in) | 94 x 120 (3.7 x 4.7) |
| Compression ratio | | 20 |
| Nominal rating loaded | rpm | 2600 |
| Rating slow unladen | rpm | 895 |
| Max. rating unladen | rpm | 2800 |
| Power ISO 3046-1 | cv- kW | 75 - 55,4 |
| Power SAE J 1995 | cv- kW | 75 - 55,4 |
| Maximum torque ISO 3046-1 | N.m | 265 to 1400 rpm |
| Air cleaner | µm | 3 |
| Type of cooling | | By water |
| Fan | | Puller |

| TRANSMISSION | | |
|---|---|---|
| Hydrostatic pump | | DANFOSS |
| Type | | Variable displacement piston |
| Forward/reverse selector | | Electro-hydraulic |
| Number of forward speeds | | 2 (1 low and 1 high) |
| Number of reverse speeds | | 2 (1 low and 1 high) |
| Main pump | | |
| MAX./MIN. displacement | cm3/rev | 0 - 45 |
| MAX. flow rate | l/mn (gl/mn) | 117 (30.9) |
| Working pressure | bar (psi) | 400 (5802) |
| Boost pump | | |
| Capacity | cm3/rev | 12 |
| MAX. flow rate | l/mn (gl/mn) | 31 (8) |
| Boost pressure MAX. R.P.M. | bar (psi) | 24 (348) (transmission in neutral) |
| Hydrostatic motor | | DANFOSS |
| Type | | Variable displacement piston |
| MAX./MIN. displacement | cm3/rev | 23 - 80 |
| Gear box | | DANA |
| Front axle | | DANA |
| Differential | | 45 % limited slip differential |
| Rear axle | | DANA |
| Differential | | Without locking |
| Drive wheels | | 4RM Permanent |
| Switch for 2/4 drive wheels | | No |
| Front tyres | | DUNLOP |
| Size | | 12.0-18 12PR T86 Stabilarge TUBELESS |
| Pressure | bar (psi) | 4,2 (61) |
| Rear tyres | | DUNLOP |
| Size | | 12.0-18 12PR T86 Stabilarge TUBELESS |
| Pressure | bar (psi) | 4,2 (61) |

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

| SOUND AND VIBRATION | | |
|---|---|---|
| Level of sound pressure in the driver's cab LpA (according to standard NF EN 12053) | dB | 76 (cab closed) |
| Level of sound power ensured in the LwA environment (according to directive 2000/14/EC modified by directive 2005/88/EC) | dB | 104 (measured)<br>104 (ensured) |
| 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(ft/s2) | < 2,5 (< 8.2) |

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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 limiter and warning device 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

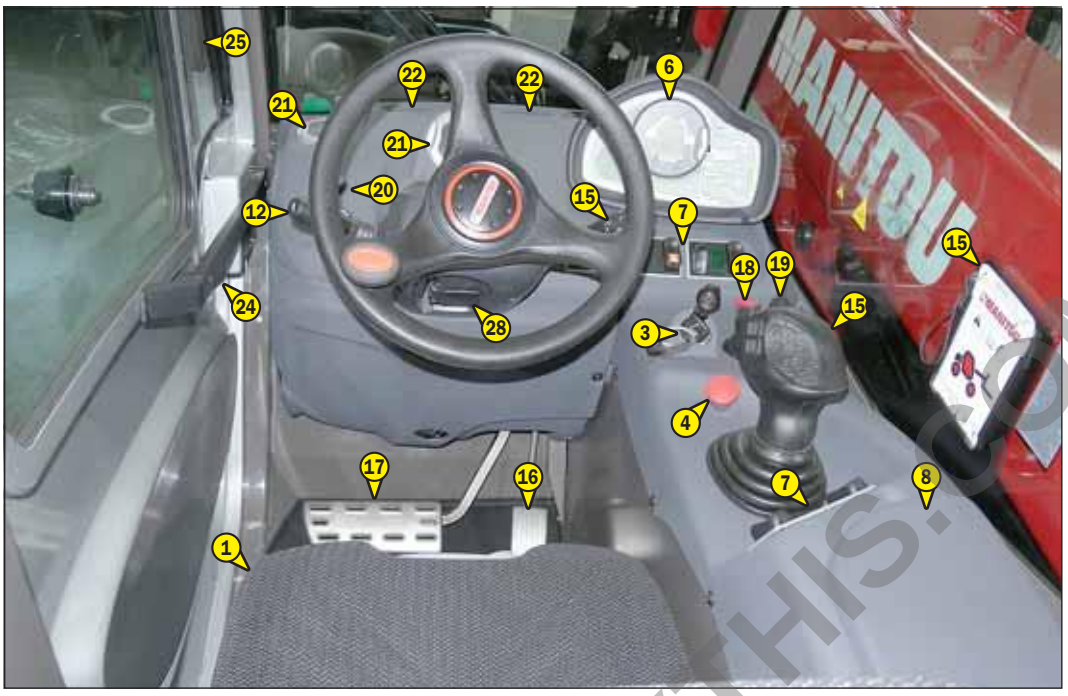
***Operators' attention is drawn to the risks involved in using the lift truck, in particular:***
***- Risk of losing control.***
***- Risk of losing lateral and frontal stability of the lift truck.***
***The operator must remain in control of the lift truck.***
***In the event of the lift truck overturning, 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.
- Never change the steering mode whilst driving.
- 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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# 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 jib 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 jib, incline the carriage backwards in order to position the attachment (fig. C).
- Lift the attachment off the ground to facilitate locking.

**HAND LOCKING**

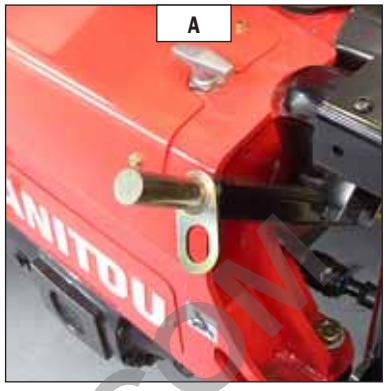
- Take the locking pin and the clip on the bracket (fig. A) and lock the attachment (fig. D). Do not forget to refit the clip.

**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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## G5 - LIFT TRUCK

*TOWING*

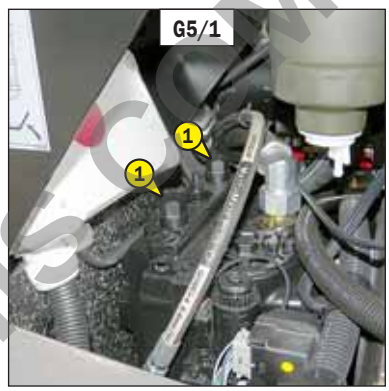
If the lift truck is not on horizontal ground, chock its wheels it to prevent it rolling down the slope.

***The lift truck must be towed at very slow speed (less than 5 km/h) 3.1 mph over the shortest possible distance (less than 100 m) 328 ft.***

For towing a lift truck, the high pressure limiters must be unlocked to avoid damaging the hydrostatic transmission, and the parking brake on the front axle must be released.

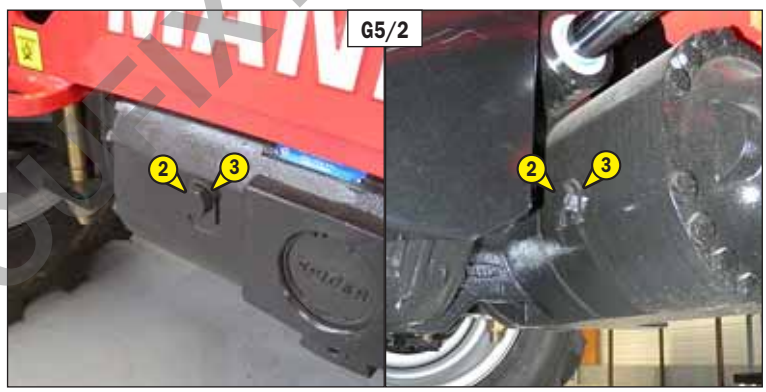
- Switch on lift truck ignition.
- Set the forward/reverse selector to neutral.
- Release the parking brake.

UNLOCKING THE HIGH PRESSURE LIMITERS
- Open the I.C. engine bonnet.
- Loosen nuts 1 (fig. G5/1) on the hydrostatic pump by no more than three turns.




RELEASING THE PARKING BRAKE ON THE FRONT AXLE
- Unscrew the screws 2 (fig. G5/2) on the front axle, remove the shims 3 (fig. G5/2) and fully retighten the screws 2 (fig. G5/2).

TOWING
- Switch on the warning lights.
- If the I.C. engine is not running there will be no steering or braking assistance. Operate the steering and pedal slowly avoiding sudden jerky movements.
- After towing, retighten screws 1 (fig. G5/1) (tightening torque 70 N.m) 51.6 lbf/ft.
- Unscrew the screws 2 (fig. G5/2), refit the 3 shims (fig. G5/2) and retighten the screws 2 (fig. G5/2) (tightening torque 95 - 115 N.m) 70-85 lbf/ft.



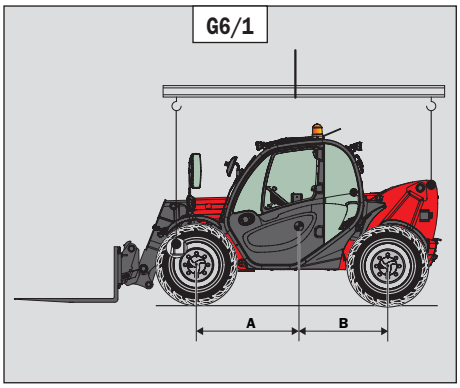

## G6 - LIFT TRUCK

*SLINGING*

- Take into account the position of the lift truck centre of gravity for lifting (fig. G6/1).

A = 1,200 mm B = 1,100 mm

- Place the hooks in the fastening points provided (fig. G6/2 and G6/3).





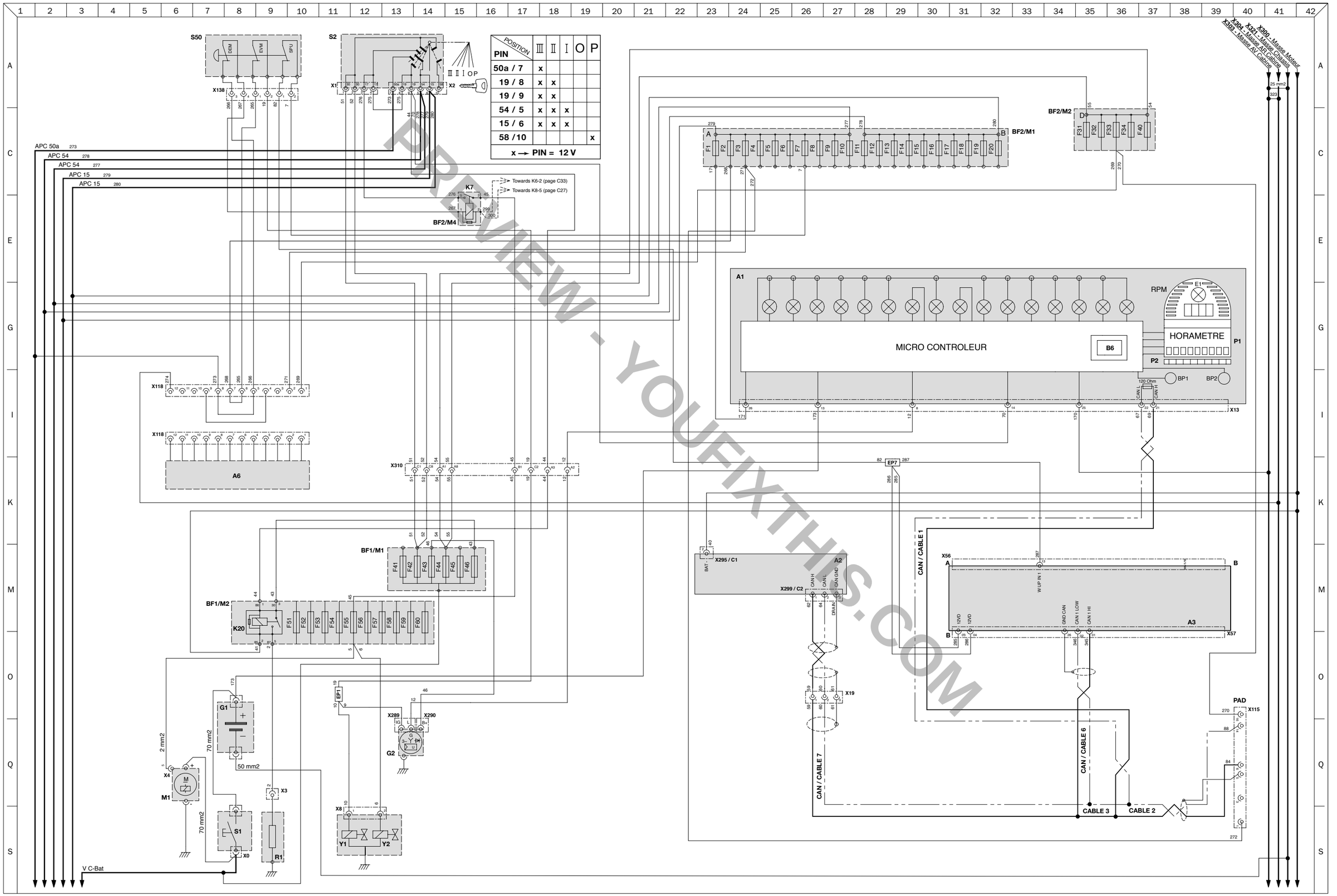





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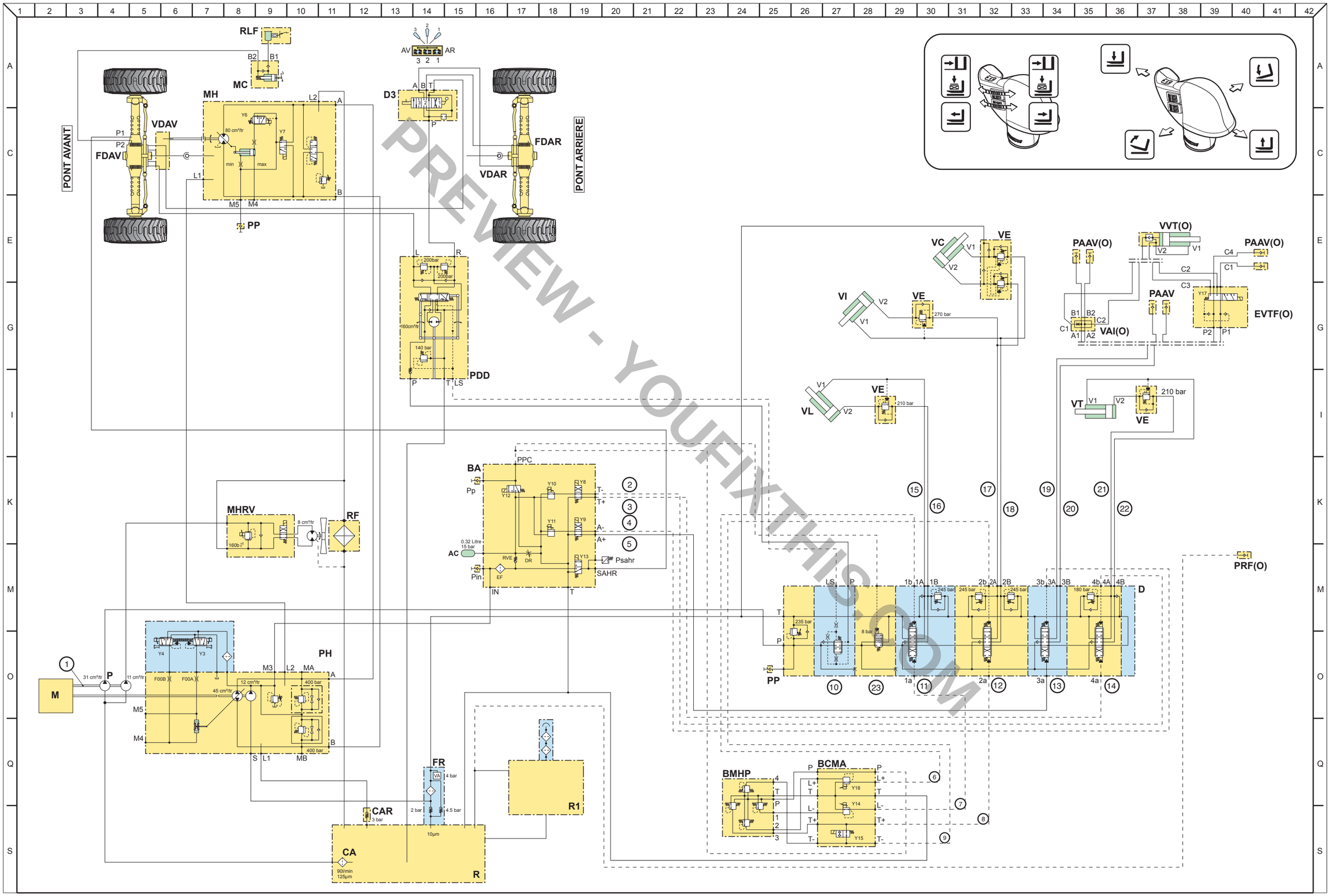
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