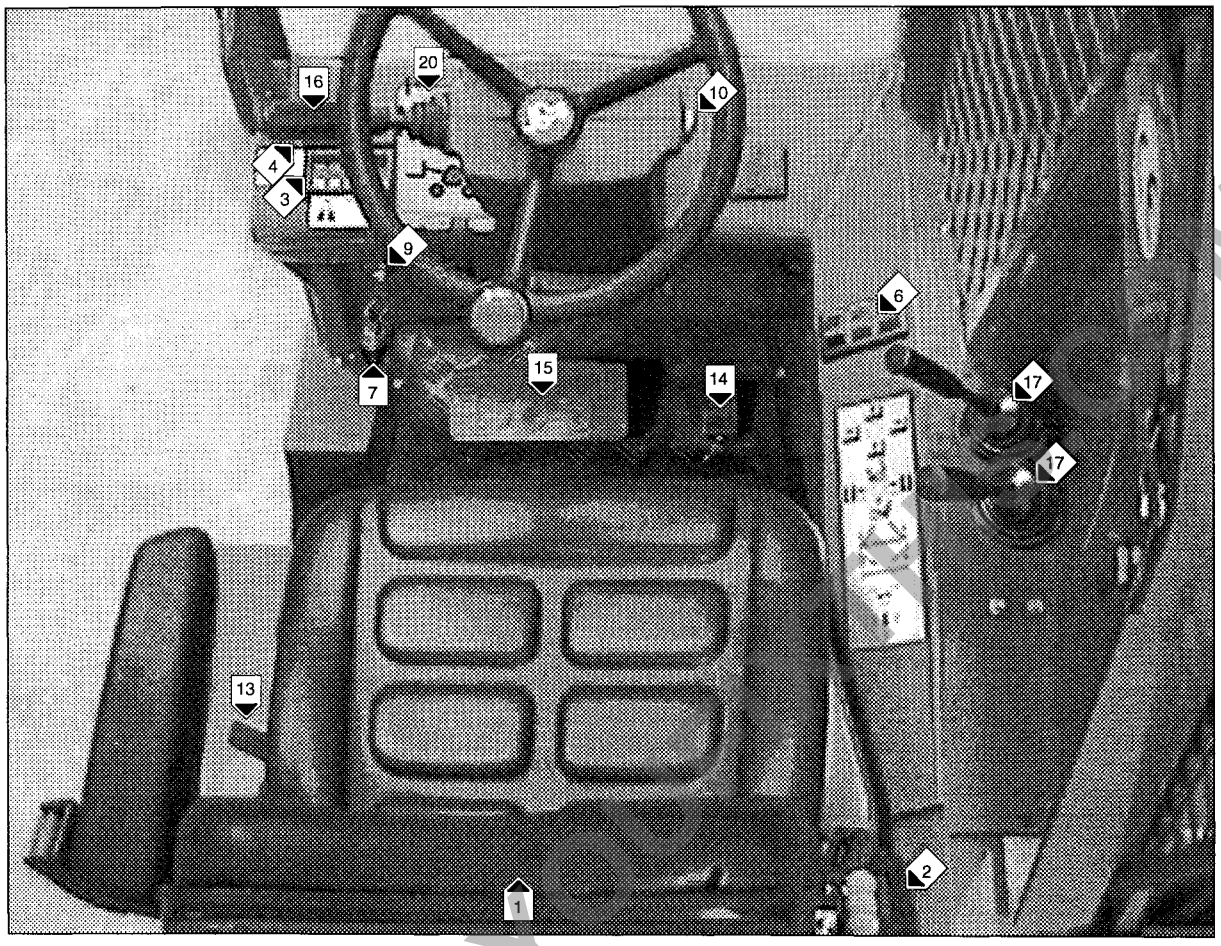
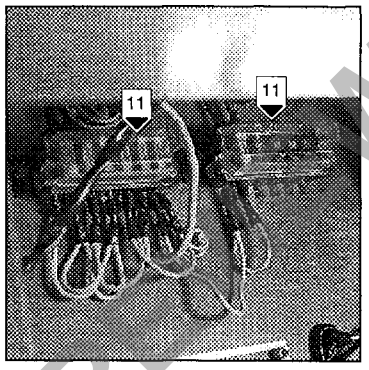
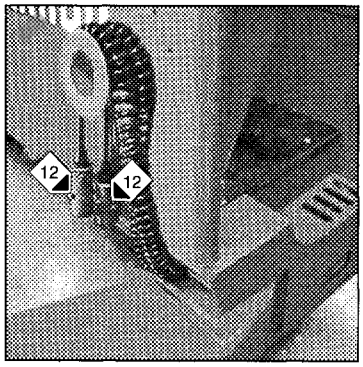
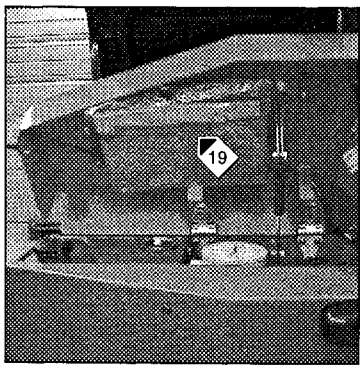
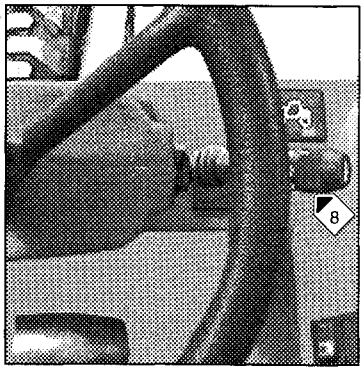
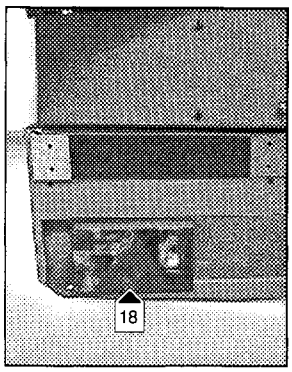


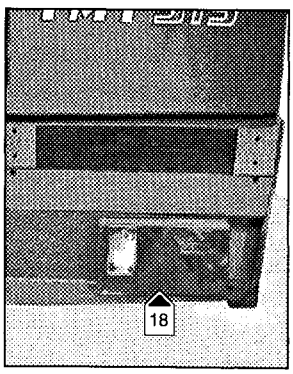






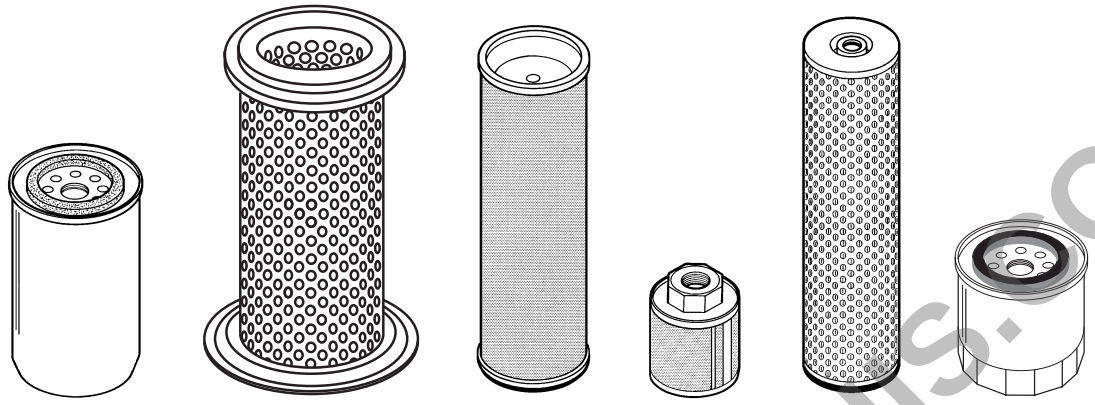


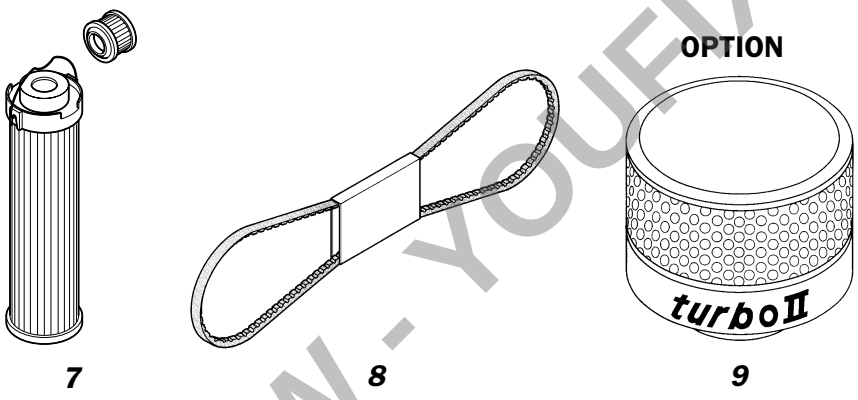




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FILTERS CARTRIDGES AND BELTS





DESIGNATION	PART NUMBER	CLEAN	CHANGE
1 - Engine oil filter	565 149		200 H
2 - Dry air filter cartridge	565 373	50 H *	400 H *
3 - Safety dry air filter cartridge	603 072		800 H *
3 - Suction strainer for hydraulic oil tank	19 911	800 H	
4 - Hydrostatic transmission oil filter cartridge	46 028		800 H
5 - Fuel filter cartridge	565 385		400 H
6 - Hydraulic return oil filter cartridge + oil container breather	217 031		400 H
7 - Alternator belt / Fan / Crankshaft	565 257		400 H
8 - Automatic vacuum-cleaning pre-filter	160 945		

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C1 - DRAIN AND CHANGE THE ENGINE OIL

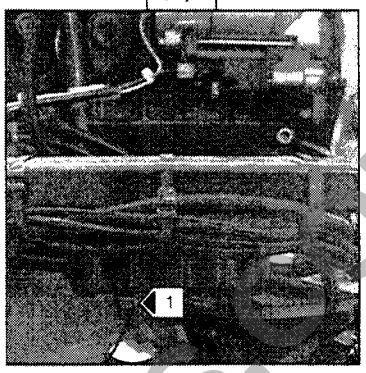
Place the truck on level ground, let the engine run at idle for a few minutes, then stop the engine.

DRAINING THE OIL

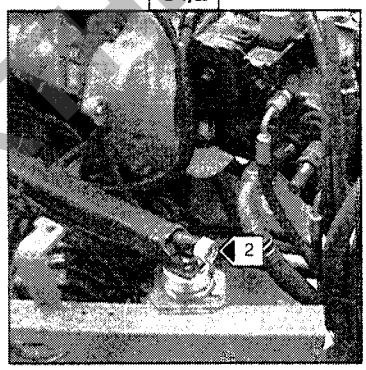
- Open the engine bonnet.
- Place a container under drain plug 1 (Fig. C1/1) and unscrew the plug.
- Take drain hose 2 (Fig. C1/2).
- Place the end of the drain hose in the container and screw fully the union on draining port 3 (Fig. C1/3).
- Remove filler cap 4 (Fig. C1/4) in order to ensure that the oil is drained properly.

Get rid of the drain oil in an ecological manner.

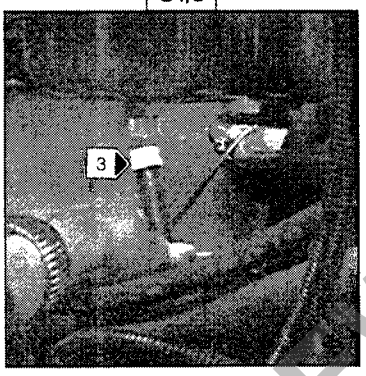
C1/1



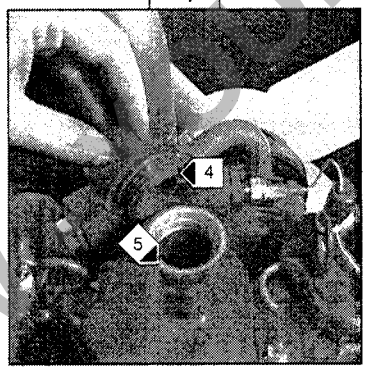
C1/2



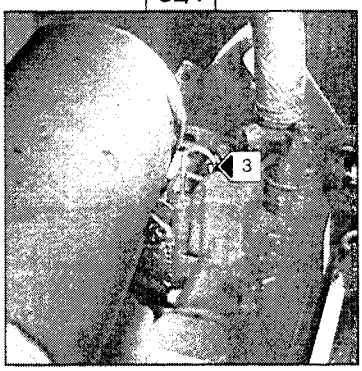
C1/3



C1/4



C2/1



FILLING UP THE OIL

- Untighten and put back in place the drain hose 2 (Fig. C1/2).
- Refit and tighten drain plug 1 (Fig. C1/1).
- Fill up with oil (See chapter : LUBRICANTS) by filler port 5 (Fig. C1/4)
- Wait a few minutes to allow the oil to flow into the sump.
- Start the engine and let it run for a few minutes.
- Check for possible leaks at the drain plug and the oil filter.
- Stop the engine, wait a few minutes and check the level between the two upper notches on dipstick 3 (Fig. C2/3).
- Top up the level if necessary.

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1 - LOADING THE LIFT TRUCK ONTO THE TRAILER

⚠ WARNING

The mounting kit for the TMT must be supplied or approved in writing by K-D Manitou, Inc.

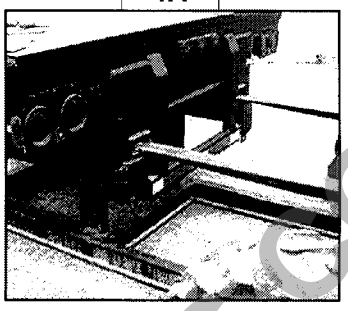
⚠ WARNING

Ensure the tractor/trailer is properly parked and secured, utilizing wheels chocks as required.

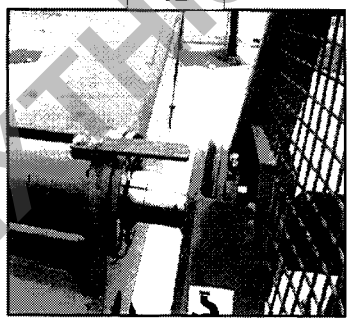
TO LOAD THE MANITOU TMT ONTO THE TRAILER:

1) Learn the controls.
2) Center forks, spread must match the spread on truck sleeves (fig. 1A).
3) Climb into the seat and put on your seat belt.
4) Side Shift the boom until it is centered on the the pin. Lever No. 2 to the right or left (fig. 1B).
5) Retract boom in all the way, Lever No.1 left.
6) Put forks in pockets. Drive in all the way and make sure both forks are flush with the bed (fig. 1C).
7) Tilt back until fork is tight in pocket, Lever No. 2 back.
8) At idle, lift truck up, Lever No. 1 forward, until boom is fully lowered.
9) Extend boom 3", Lever No. 1 handle to right. Exit the forklift safely.
10) Pull support arms out and retract boom, Lever No.1 handle to left. Check to make sure arms are in proper location.
11) Push Lever No. 2 slightly forward, then Lever No. 1 up; to set forklift on the support arms.
12) Make sure arms are locked in (fig. 1D).
13) Connect electrical cable and straps (fig. 1E & 1F).

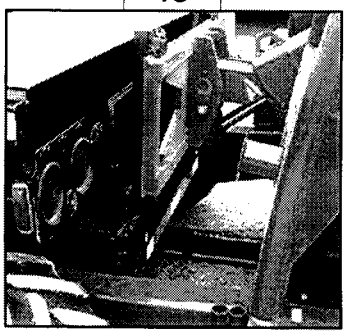
1A



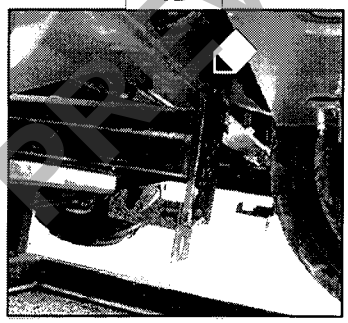
1B



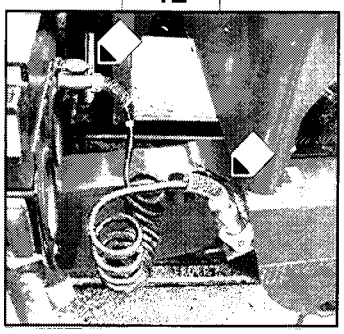
1C



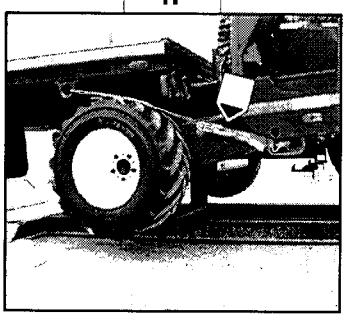
1D



1E



1F



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TMT 315

ENGINE

- Type	**KUBOTA D1105-BB-EC-STD-3**
- Number of cylinders	3
- Number of strokes	4
- Injection system	Indirect
- Ignition sequence	1.2.3
- Capacity	68.5 in^3 (1123 cm^3)
- Bore	3.07 in. (78 mm)
- Stroke	3.09 in. (78,4 mm)
- Volumetric ratio	22 : 1
- Nominal running speed	3000 tr/mn
- Idle speed	1100 tr/mn
- Full speed	3200 tr/mn
- Power DIN 70.020	26,5 cv
- Power DIN 62271 NA	22,0 cv
- Power DIN 6271 NB	24,0 cv
- Power SAE	25,0 cv
- Maximum torque	68,3 Nm to 2000 tr/mn
- Air cleaner	Sec 3 microns

COOLING CIRCUIT

- Type	By water
- Fan	Puller
. Number of blades	4
. Diameter	13.0 in. (330 mm)
- Thermostat	
. Start opening	160 °F (71 °C)
. Full opening	185° F (85 °C)

ELECTRIC CIRCUIT

- Earth	Négative
- Battery	12 V - 65 Ah
- Alternator	12 V - 40 A
- Tension regulator	Incorporated into the alternator
- Starter	12 V

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ROUGH TERRAIN FORKLIFT TRUCK GENERAL SAFETY STANDARDS

STUDY THE OPERATOR/SERVICE MANUALS

The information in this manual provides general instructions for the safe operation and maintenance of your forklift truck. This information is vital and must be clearly understood by the operator and serviceman. Study this manual and the Rough Terrain Forklift Safety Manual (part no. 422494) thoroughly and carefully before operating or servicing your forklift. Contact your dealer or Manitou North America, Inc. if you have any questions concerning your forklift, its operation, service or parts. Keep both manuals in the literature box on the forklift available for reference. If either manual becomes illegible or is missing, contact your dealer for replacements immediately. This manual cannot cover every situation that might result in an accident. It is the responsibility of the operator to always remain alert for potential hazards and be prepared to avoid them!

ADDITIONAL RECOMMENDED LITERATURE:

ANSI / ITSDF B56.6 is the national consensus standard for rough terrain forklift trucks. It contains rules about forklift safety, maintenance, safe operation, training, and supervision. Forklift owners should learn this standard and make it available for their operators, service personnel, and supervisors. These standards can be obtained, free of charge, from the Industrial Truck Standards Development Foundation (ITSDF) on their website at www.itsdf.org. The following references are examples from the standard, addressing forklift operators:

A.) OPERATOR TRAINING QUALIFICATIONS

1.) The user shall ensure that operators understand that safe operation is the operator's responsibility. The user shall ensure that operators are knowledgeable of, and observe, all safety rules and practices.
2.) Create an effective operator training program centered around user company's policies, operating conditions, and rough terrain forklift trucks. The program should be presented completely to all new operators and not be condensed for those claiming previous experience.
3.) Information on operator training is available from several sources, including rough terrain forklift truck manufacturers, users, government agencies, etc.
4.) An operator training program should consist of the following:

a.) careful selection of the operator, considering physical qualifications, job attitude, and aptitude;
b.) emphasis on safety of stock, equipment, operator, and other personnel;
c.) citing of rules and why they were formulated;
d.) basic fundamentals of rough terrain forklift truck and component design as related to safety, e.g., in.-lb (N-m) loading, mechanical limitations, center of gravity, stability, etc.;
e.) introduction to equipment, control locations, and functions. Explain how they work when used properly and problems when used improperly.
f.) supervise practice on operating course remote from normal activity and designed to simulate actual operations, e.g., lumber stacking, elevating shingles to the roof, etc.;
g.) oral, written, and operational performance tests and evaluations during and at completion of the course;
h.) refresher courses, which may be condensed versions of the primary course, and periodic "on job" operator evaluation;
i.) understanding of nameplate data and operator instructions and warning information appearing on the rough terrain forklift truck.

B.) GENERAL SAFETY PRACTICES

1.) Rough terrain forklift trucks can cause injury if improperly used or maintained.
2.) Only authorized operators trained to adhere strictly to all operating instructions shall be permitted to operate rough terrain forklift trucks. Unusual operating conditions may require additional safety precautions, training, and special operating instructions.
3.) Modifications and additions which affect capacity or safe operation shall not be preformed without the manufacturer's prior written approval. Where such authorization is granted, capacity, operation, and maintenance instruction plates, tags, or decals shall be changed accordingly.
4.) If the rough terrain forklift truck is equipped with front end attachment(s) or optional forks, the user shall see that the truck is marked to identify the forks or attachment(s), show the approximate weight of the truck and fork or attachment combination, and show the capacity of the truck with forks or attachment(s) at maximum elevation with load laterally centered.
5.) The user shall see that all nameplates and caution and instruction markings are in place and legible.
6.) The user shall consider that changes in load dimension may affect rough terrain forklift truck capacity.

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B.) GENERAL SAFETY PRACTICES (cont.)

7.) Where steering can be accomplished with either hand and the steering mechanism is of a type that prevents road reactions from causing the handwheel to spin (power steering or equivalent), steering knobs may be used. When used, steering knobs shall be of a type that can be engaged by the operator's hand from the top and shall be within the periphery of the steering handwheel.
8.) Experience has shown that rough terrain forklift trucks which comply with stability requirements are stable when properly operated. However, improper operation, faulty maintenance, or poor housekeeping may contribute to a condition of instability and defeat the purpose of the requirements.
9.) Users shall give consideration to special operating conditions. The amount of forward and rearward tilt to be used is governed by the application. Although the use of maximum rearward tilt is allowable under certain conditions, such as traveling with the load lowered, the stability of a rough terrain forklift truck as determined by standardized tests does not encompass consideration for excessive tilt at high elevations or the operation of trucks with excessive off-center loads.
10.) Some of the conditions which may affect stability are ground and floor conditions, grade, speed, loading (rough terrain forklift trucks equipped with attachments behave as partially loaded trucks even when operated without a load on the attachment), dynamic and static forces, improper tire inflation, and the judgement exercised by the operator.

C.) OPERATING SAFETY RULES AND PRACTICES

1.) Safe operation is the responsibility of the operator.
2.) This equipment can be dangerous if not used properly. The operator shall develop safe working habits and also be aware of hazardous conditions in order to protect himself, other personnel, the rough terrain forklift truck, and other material.
3.) The operator shall be familiar with the operation and function of all controls and instruments before undertaking to operate the rough terrain forklift truck.
4.) Before operating any rough terrain forklift truck, truck operators shall have read and be familiar with the operator's manual for the particular truck being operated.
5.) Before starting to operate the rough terrain forklift truck:
    a.) be in operating position and fasten seat belt;
    b.) place directional controls in neutral;
    c.) apply brakes;
    d.) start engine.
6.) Do not start or operate the rough terrain forklift truck, any of its functions, or attachments from any place other than the designated operator's position.
7.) Keep hands and feet inside the operator's designated area or compartment. Do not put any part of the body outside the operator compartment of the rough terrain forklift truck.
8.) Never put any part of the body into the mast structure or between the mast and the rough terrain forklift truck.
9.) Never put any part of the body within the reach mechanism of the rough terrain forklift truck or other attachments.
10.) Understand rough terrain forklift limitations and operate the truck in a safe manner so as not to cause injury to personnel.
11.) Do not allow anyone to stand or pass under the elevated portion of any rough terrain forklift truck, whether empty or loaded.
12.) Do not permit passengers to ride on rough terrain forklift trucks.
13.) Check clearance carefully before driving under electrical lines, bridges, etc.
14.) A rough terrain forklift truck is attended when the operator is less than 25 ft (7.6m) from the truck, which remains in his view.
15.) A rough terrain forklift truck is unattended when the operator is 25ft (7.6m) or more from the truck, which remains in his view, or whenever the operator leaves the truck and it is not in his view.
16.) Before leaving the operator's position:
    a.) bring rough terrain forklift truck to a complete stop;
    b.) place directional controls in neutral;
    c.) apply the parking brake;
    d.) lower load-engaging means fully, unless supporting an occupied elevated platform;
    e.) stop the engine;
    f.) if the rough terrain forklift truck must be left on an incline, block the wheels;
    g.) fully lower the load-engaging means.
17.) Maintain a safe distance from the edge of ramps, platforms, and other similar working surfaces.
18.) Do no move railroad cars or trailer with a rough terrain forklift truck.

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