

OPERATOR'S MANUAL MODEL 1F4 WITH ZD30 ENGINE

Platinum G04 Series Heavyweight Pneumatic Tire Engine Powered/EPA Tier 4 Diesel 8,000-11,000 lb. Capacities





Printing: October 2015 (01) Publication No.: 0M5UC-1F4ZD Printed in Marengo IL USA

Reliability. It's the defining trait of our company and our forklifts.

UniCarriers' roots extend back over 100 years, and over that time, strong, reliable performance has always been the hallmark of our organization, our people and our equipment.

Today, our unrivaled reliability continues to provide UniCarriers' customers with a competitive edge. And together, we move the merchandise that moves world commerce with greater efficiency, economy and reliability.

When it comes to providing forklifts that make a difference for our customers and theirs...

We Never Quit.



UNICARRIERS AMERICAS OPERATOR'S MANUAL

MODEL 1F4 SERIES WITH ZD30 ENGINE



- This Original Manual contains important safety information and must be made available to the operator.
- Keep this manual on the truck at all times.
- Do not operate the forklift unless you have reviewed and fully understand the Operator's Manual. Failure to follow all of the instructions in this manual could be a violation of the Occupational Safety and Health Act.
- Do not operate this forklift unless you are trained and authorized by your employer. Improper operation may result in a serious or fatal injury to yourself or others.
- On December 1st, 1998 the Occupational Safety and Health Administration (OSHA) adopted a new and stringent Powered Industrial Truck Operator Training rule 29 CFR 1910.178(1). Based on the Industrial Truck Standards Development Foundation (ITSDF) B56 2000 standard, Operator Training is now explained in detail. The employer shall ensure that operators of powered industrial trucks are competent and trained in the safe and proper operation of powered industrial trucks. This training will include formal training, practical demonstrations and an on-site evaluation.

OSHA also requires a proper pre-shift inspection, and any repair required shall be performed by a person trained and authorized to repair industrial trucks.

As the employer you should be familiar with the rules of 29 CFR 1910.178(1) as well as ANSI/ITSDF B56.1 for the user. You should also be aware of any state OSHA rules that may differ from the federal rules.

THE FOLLOWING WARNING IS PROVIDED PURSUANT TO CALIFORNIA HEALTH & SAFETY CODE SECTIONS 25249.5 ET. SEQ.

A WARNING

California Proposition 65 This product contains and emits chemicals known to the State of California to cause cancer, birth defects and other reproduction harm.

CALIFORNIA Proposition 65 Warning

Diesel engine exhaust and some of its constituents are known to the State of California to cause cancer, birth defects and other reproductive harm.

A WARNING

The engine exhaust from this product contains chemicals known to the State of California to cause cancer, birth defects and other reproductive harm.



An important message for the operator (for North America)

• Do not operate this truck unless you are trained and authorized by your employer. Improper operation may result in a serious or fatal injury to yourself or others. Make sure that you read and fully understand the Operator's Manual supplied with this truck. Failure to follow all instructions in this manual could be a violation of the Occupational Safety and Health Act.

Disclosure of Regulation Applicability for California customers only

• To owner/operators of UniCarriers industrial trucks in California:

ARB Regulation 2449(d)(3) June 2008: Starting June 15, 2008 the California Air Resources Board (CARB) placed a limit in idling time for in use off road diesel powered equipment. "When operated in California, any off road diesel vehicle may be subject to the California Air Resources Board In-Use Off-Road Vehicle Regulation. It therefore could be subject to retrofit or accelerated turnover requirements to reduce emissions of air pollutants". For more information, please visit the CARB website at www.arb. ca.gov. At a minimum you should review the following section: 2449(d)(3), 2449(i), 2449(h)(8).

A WORD TO UNICARRIERS FORKLIFT OPERATORS

This Original Manual describes operating procedures, daily checks and simple maintenance for safe usage of your UniCarriers industrial truck. We urge you to read this manual carefully before operating a UniCarriers industrial truck to familiarize yourself with the safety instructions. An operator of any industrial truck should maintain safety as the number one priority at all times. In addition, we strongly recommend that you obtain and read the Industrial Truck Standards Development Foundation (ANSI/ITSDF) B56.1 Manual entitled "Safety Standard for Low Lift and High Lift Trucks" before operating any industrial truck. These instructions will not only reduce mechanical issues with a forklift, but may also save a life.

Contact your Local Authorized Dealer to keep your industrial truck in peak operating performance. If you encounter any problems with a UniCarriers industrial truck, contact your Local Authorized Dealer and request a complete checkup. The dealership will ensure that your forklift is serviced in accordance with the latest factory approved methods.

This manual is not a training manual, it is a guide to help trained and authorized operators safely operate this forklift. Please consult your employer for proper training on the appropriate use of this forklift while performing your job. Illustrations in this manual will show the operator the correct procedures for checking, starting, operating and stopping this forklift.

OSHA 1910.178 requires that only trained and authorized operators use powered industrial trucks.

All information, specifications and illustrations in this manual are based on the latest data obtainable at the time of publication. UniCarriers Americas Corporation, hereafter referred to as UCA, reserves the right to make changes or improvements at any time without notice.

This Operator's Manual has been prepared on the assumption that your forklift is fully equipped (including all optional equipment). Thus, if you have any questions regarding equipment, please contact your Local Authorized Dealer.

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TRUCK MODIFICATIONS

Unauthorized forklift modification is not permitted.

Per OSHA 1910.178, no modifications or alterations to a powered industrial truck, which may affect capacity, stability or safe operation of the forklift shall be made without the prior written approval of UniCarriers Americas Corporation [UCA], its authorized representative or a successor thereof.

After receiving the approval of UniCarriers Americas Corporation, its authorized representative or a successor thereof, the data & capacity plate, decals, tags, operation and maintenance manuals shall also be changed appropriately.

Only in the event that UniCarriers Americas Corporation is no longer in business and there is no successor to the business, the user may arrange for a modification or alteration to a powered industrial forklift, provided however, that the user shall:

- Arrange for the modification or alteration to be designed, tested and implemented by an engineer(s) expert in industrial forklifts for their safety;
- b. Maintain a permanent record of the design, test(s) and implementation of the modification or alteration;
- Approve and make appropriate changes to the data & capacity plate(s), decals, tags, and operation and maintenance manuals;
- d. Affix a permanent and readily visible label to the forklift stating the manner in which the forklift has been modified or altered together with the date of the modification or alteration, and the name and address of the organization that performed the modification or alteration.

TABLE OF CONTENTS

SUBJECT	PAGI
Warnings	1
A Word to UniCarriers Forklift Operators	3
Fruck Modifications	4
ntroduction	8
Vaintenance and Servicing	8
Daily Inspection	8
Planned Maintenance	8
How to use this Manual	9
Safety Signs and Safety Messages	10
Narning Symbols & Levels	10
Safety Rules and Practices	
Operator Qualifications	11
Safety Guards	11
Personal Protective Equipment for Operating Forklift	12
Daily Inspection	12
Operator Responsibility	13
General	13
No Riders	15
Traveling	16
Loading	18
Dockboards (Bridge Plates), Trucks and Railroad Cars	19
Fuel Handling	21
Installation of Attachments	22
ANSI/ITSDF Standards for Forklift Clamp Attachments	22
In Case of Tip-Over	22
Iransporting Forklift	
Approach Angle, Departure Angle and Gangway	23
Hoisting (Lifting) Up Forklift	24

TABLE OF CONTENTS

SUBJECT

SUBJECT	PAGE
Safety Rules and Practices (cont'd)	
Transporting Forklift (cont'd)	
Function Tests	25
Traction Bar	25
Position of Data & Capacity Plates and Decals	26
Data & Capacity Plates and Decals	
Data Plate	28
Alternate Capacity Plate	28
Identification Numbers	29
Caution Drive Decal (In Case of Tip-Over)	30
Warning Drive Decal (Trained and Authorized)	30
Pinch Point Decal	30
Caution Fork Decal	31
Radiator Warning Decal	31
Caution Drive Decal (Operation)	31
Cooling Fan Warning Decal	32
Ultra Low Sulfur Fuel Only Decal	32
Operating Controls and Functions	
Applications	33
Application Area for UniCarriers Trucks	33
Prohibited Applications for UniCarriers Trucks	33
Main Components	34
Meters, Indicators and Lamps	
LCD	35
Operation Buttons	35
Seat Belt Warning Light	35
Charge Warning Light	35

TABLE OF CONTENTS

SUBJECT

Operating Controls and Functions (cont'd) Meters, Indicators and Lamps (cont'd)	
Malfunction Indicator Light-Engine Check Warning	36
Glow Pilot Light	36
Parking Brake Warning Light	36
Oil Pressure Warning Light	36
Multipurpose Warning Light	36
Diesel Particle Filter (DPF) Warning Light	36
Date and Time/Engine Oil Level	37
Water Temperature Gauge	38
Fuel Gauge	38
Hour Meter/Odometer/DPF Accumulation Level	39
Speedometer/Load Meter	39
Forward/Reverse Lever Position	39
Error code/Warning Symbol/Service Reminder	40
Power/ECO Mode	41
Speed Limit High/Low	41
Malfunction and Warning Indications	
Mast Interlock Warning	42
Torque Converter Fluid Temp Warning	42
Radiator Level Warning	42
Air Cleaner Warning	42
Fuel Filter Warning	42
Driver Recognition Mode	43

PAGE

TABLE OF CONTENTS

SUBJECT

Operating Controls and Functions (cont'd) Switches

Horn Button	44
Rear Right Grip with Horn Button (option)	44
Ignition Switch	45
Lighting Switch and Turn Signal Switch	46
Back-Up Operation Lamp Switch (option)	46
Diesel Particle Filter (DPF)	47
Operating Controls	
Forward-Reverse Lever	48
Parking Brake Lever	49
Inching Brake Pedal	50
Brake Pedal	50
Accelerator Pedal	51
Cargo-Handling Control Lever	51
ANSI/ITSDF Standards for Forklift Clamp	
Attachments	54
Operating the Truck	
Inspection before Operating	55
Forklift Operating Precautions	55
Precautions for Cold and Hot Weather	55
Operational Procedures	56
Diesel Forklift Starting	57
Procedure for Jump Starting EFI Engines	59
Automatic Transmission	60

TABLE OF CONTENTS

SUBJECT	PAGE
Operating the Truck (cont'd)	
Loading	62
Transporting Loads	62
Unloading	62
Climbing	62
Stopping and Parking the Truck	62
Forks	63
Seat Adjustment	63
Seat Belt	65
Top Panel	66
Top Panel Lock	67
Tilt Steering Wheel	67
Radiator Cover	68
Rearview Mirror (option)	68
General Care and Maintenance	
Wet Cell Battery Care and Maintenance	69
Battery Specific Gravity	71
Daily Inspection	72
Operator's Daily Checklist (Sample)	74
Maintenance and Inspection	
Fuel Recommendation	75
Engine Oil Level	76
Refilling Engine Oil	76
Engine Coolant Level	77
Refilling Engine Coolant Level	77
Cooling System Bleeding Instructions	78
Brake Fluid Level	79
Refilling Brake Fluid	79

PAGE

TABLE OF CONTENTS

SUBJECT

General Care and Maintenance (cont'd)	
Maintenance and Inspection (cont'd)	
Automatic Transmission Fluid Level	80
Refilling Automatic Transmission Fluid	80
Hydraulic Oil Level	81
Refilling Hydraulic Oil	81
Steering Wheel Play	81
Wheel and Tire	82
Tire Replacement	82
Checking Mast	88
Checking Lift Chain	88
Fork Inspection	89
Fork Repair	89
Checking Horn	90
Checking Lights	90
Checking Cargo-Handling Control Lever(s)	90
Checking Brake Pedal	90
Pedal Free Play	90
Checking Parking Brake Lever	90
Checking Top Panel Lock	90
Fuses	90
Checking Air Cleaner	91
Checking Fan Belt	91
Checking Accessory Belt	92
Drainage/Replacement of Sedimenter Filter	93
Inspection/Replacement of Fuel Filter	94
Fuel System Air Bleeding	95
Periodic Maintenance and Lubrication Schedule	96
Periodic Maintenance and Lubrication Schedule for	
Emission control System	102

TABLE OF CONTENTS

SUBJECT	PAGE
General Care and Maintenance (cont'd)	
Maintenance and Inspection (cont'd)	
Lubrication Chart	104
Recommended Lubricants	105
Putting Forklift in Storage	
Daily Storage	106
Storage over a Long Period of Time	106
Pre-Storage Servicing	106
Servicing the Forklift in Storage	107
Post-Storage Servicing	107
General Care and Maintenance (cont'd)	
Side Shift (Option)	107
Sling Point for Hook-On Type Side Shift	107
Overview of Side Shift	108
Main Terms used in this Section	109
Safety Rules and Practices	109
Operation of the Control Lever for Side Shift	111
Side Shift Operation	112
Daily Checks and Simple Maintenance	113
Specifications	
Model Variation (Long Model Code) Breakdown	114
Main Truck	115
Mast Specifications	121
Fuel & OII Capacity	123
	124
Engine Oil Capacity	124
Bulbs	120
	120
IIIUUX ZD20 Warranty Statement	120
ZD30 Warranty Statement	129

PAGE

INTRODUCTION

UniCarriers model 1F4 series industrial trucks meet all applicable requirements of ITSDF B56.1 at the time of manufacture. UCA will not assume, and expressly disclaims, any liability for injuries or damage arising from or caused by the removal, disconnection or disengagement of any part from any of its forklifts. UCA recommends that all replacement parts be of OEM (Original Equipment Manufacture) origin.

UCA would like to take this opportunity to thank you for purchasing our product. Your UniCarriers industrial truck was carefully designed and manufactured to ensure maximum reliability, ease of service and reasonable cost for our customers. The purpose of this guide is to introduce and familiarize you, the operator, with the controls and features of the unit.

This manual will help you learn how to operate your powered industrial truck. This manual describes the controls, their function and some special features which may be installed on the unit. UniCarriers industrial trucks are built to work hard but not for misuse and/or abuse.

MAINTENANCE AND SERVICING

UniCarriers industrial trucks are built to be dependable, but as with any industrial truck, they are only as efficient as the operator and the persons responsible for maintaining them. It is essential to keep your lift truck in good operating condition by following a recommended maintenance schedule. A damaged lift truck is a potential source of danger to the operator, and to other personnel around it.

DAILY INSPECTION

OSHA 1910.178 requires a daily or per shift inspection. Before operating a lift truck it should always be inspected by the operator. This procedure is detailed in the "Daily Inspection" (refer to page 72) and the "Operator's Daily Checklist Sample" (refer to page 74).

PLANNED MAINTENANCE

A Periodic Planned Maintenance program is used in addition to the daily inspection of the lift truck and is performed by a trained and authorized mechanic. Planned Maintenance (PM) provides the opportunity to do a thorough inspection of the operating system and safety condition of your lift truck. This can reduce unscheduled downtime by doing necessary adjustments and repairs. Our dealers are ready to help you with a Planned Maintenance Program by trained service personnel (refer to page 96).

HOW TO USE THIS MANUAL

Included in this manual are the essentials of safe forklift operation, truck features and functions and explanation of how to maintain your lift truck. This manual is organized as follows:

SAFETY RULES AND PRACTICES

Safety rules and major operating hazards you could encounter while operating a lift truck.

OPERATING CONTROLS AND FUNCTIONS

Description of each major component of the 1F4 series forklifts and how the instruments, gauges, and controls operate.

OPERATING THE TRUCK

Details of safe and efficient operating procedures.

GENERAL CARE AND MAINTENANCE

Care and planned maintenance of the battery, forklift, forks and side shift.

SPECIFICATIONS

Truck and mast specifications.

The operating instructions in this guide do not replace any other rules or laws of safety that are used in or required by federal, state, local agencies or your own operational area. The operating practices listed do not follow any order of importance but are all to be learned and used in your daily operation. Make sure that your truck is correctly equipped for use in your work area according to these rules or laws.

There may be certain hazards that may not or cannot be avoided solely by mechanical means in the everyday use of material handling trucks. Only the intelligence, good judgement and care of the operator, along with proper planned maintenance, will help assure that the unit operates correctly. It is important to have only trained, reliable personnel operating material handling trucks. Operate your lift truck safely; careful driving is your responsibility. Drive defensively and think about the safety of people who are working nearby. Know your truck's capabilities and limitations.

UCA recommends that this Operator's Manual be kept with the unit at all times or in a location easily accessed by the operator. If a replacement manual is needed, please contact your Local Authorized Dealer and a replacement will be sent for a nominal fee.

SAFETY SIGNS AND SAFETY MESSAGES

Safety signs and Safety messages are placed in this manual and on the truck to provide instruction and identify specific areas where potential hazards exist and special precautions should be taken. Know and understand the meaning of these instructions, signs and messages. Damage to the truck, death or serious injury to you or other persons may result if these messages are not followed. If warning decals are damaged, they must be replaced.

WARNING SYMBOLS & LEVELS

Always follow the warnings in this Operator's Manual and any located on the truck to help avoid accidents and/or injuries from occurring.

WARNING LEVELS

Warning text is given three levels and provides information on the risks, describes the consequences and instructs how to avoid accidents



• Indicates an imminently hazardous situation which, if not avoided, will result in death or serious injury.



• Indicates a hazardous situation which, if not avoided, could result in death or serious injury.



• Indicates a hazardous situation which, if not avoided, may result in minor or moderate injury.

OPERATOR QUALIFICATIONS



SAFETY GUARDS



WARNING

- Operator must be trained, evaluated and authorized to drive the forklift and must understand safety techniques and rules for forklift operation.
- Under OSHA regulations in the U.S., all operators must be formally trained and tested. These tests must be about basic forklift knowledge and in the operators' work environment. Refer to OSHA regulations or you may also contact the Industrial Truck Standards Development Foundation (ANSI/ ITSDF) 1750 K Street NW,Suite 460, Washington, DC 20006 and request a copy of B56.1 Safety Standard for Power Industrial Trucks "Section for the User".

WARNING

- An overhead guard is intended to offer protection 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.
- Do not remove overhead guard or backrest unless specifically authorized per ANSI/ITSDF B56.1 Section 4.5.1.

PERSONAL PROTECTIVE EQUIPMENT FOR OPERATING FORKLIFT



DAILY INSPECTION

WARNING

• OSHA 1910.178 requires a daily or per shift inspection. Inspect the forklift before operating. Do not operate the forklift if it is in need of repair. If it is in need of repair, tag the forklift, remove the key and report the condition to the proper authority. Do not attempt repair unless you are trained and authorized to perform repairs (refer to "Daily Inspection" on page 72 and "Operator's Daily Checklist Sample" on page 74).



- For operation of the forklift, the protective equipment for the operator shall be dependent upon the conditions of use and the applicable provisions of the local laws and regulations.
- The working clothes worn by the operator shall be such that sleeves and cuffs fit snugly so as to prevent them from getting caught on forklift levers, etc. Personal Protective Equipment such as safety glasses, earmuffs, dust mask, helmet (hard hat) and safety shoes should also be worn, as required by the work environment, employer or local and state regulations.

OPERATOR RESPONSIBILITY

WARNING

- Safe operation is the responsibility of the operator.
- The operator shall develop safe working habits and also be aware of hazardous conditions in order to protect himself, other personnel, the truck, and material being handled.
- The operator shall be familiar with the operation and function of all controls and instruments before undertaking to operate the truck.
- Before operating any truck, operators shall have read and be familiar with the operator's manual for the particular truck being operated and they shall also abide by the safety rules and practices.
- Before operating any truck, the operator shall be familiar with unusual operating conditions that may require additional safety precautions or special operating instructions.

GENERAL



 Use 3-point contact when mounting or dismounting a truck when the operator's compartment floor height is 300 mm or higher. Maintain contact with one hand and two feet or two hands and one foot at all times. Keep hands free of items (i.e. food, beverage, tools).



WARNING

- Do not allow anyone to stand or pass under the elevated portion of any truck, whether empty or loaded.
- Before starting to operate the truck conduct daily inspection.
- Do not start or operate the truck, any of its functions or attachments, from any place other than from the normal operator's position.

GENERAL (cont'd)



WARNING

- Keep hands, feet and other parts of your body inside the operator's compartment. Do not put any part of the body outside the operator compartment of the truck.
- Never put any part of the body into the mast structure or between the mast and the truck.
- Never put any part of the body within the reach mechanism of the truck or other attachments.
- Understand truck limitations and operate the truck in a safe manner so as not to cause injury to personnel. Safeguard pedestrians at all times.
- a. Do not drive a truck up to anyone standing in front of an object.
- b. Ensure that personnel stand clear of the rear swing area before conducting turning maneuvers.
- c. Exercise particular care at cross aisles, doorways, and other locations where pedestrians may step into the path of travel of the truck.

WARNING

• A powered industrial truck is unattended when the operator is more than 8 m (25 ft) from the truck which remains in his view, or whenever the operator leaves the truck and it is not in his view.

• Before leaving the operator's position:

- a. Bring truck to a complete stop.
- b. Place forward-reverse lever in neutral.
- c. Apply the parking brake.
- d. Lower load-engaging means fully.
- e. Turn the ignition switch off.
- f. If unit is unattended remove the key.
- Maintain a safe distance from the edge of ramps, platforms, and other similar working surfaces. Do not move railroad cars with a powered industrial truck.
- When powered industrial trucks are driven on and off highway trucks or trailers, the brakes on the highway trucks or trailers shall be applied, and wheel chocks or other positive mechanical means shall be used to prevent unintentional movement.
- Whenever powered industrial trucks are driven on and off semitrailers not coupled to a tractor, supports may be needed to prevent upending or corner dipping.
- Provision shall be made to prevent railroad cars from being moved during loading and unloading. Wheel stops, hand brakes, or other recognized positive means shall be used to prevent movement of railroad cars during loading and unloading.

GENERAL (cont'd)

WARNING

• Care shall be taken not to contact overhead installations such as lights, wiring, pipes, sprinkler systems, etc.



- A load backrest extension shall be used when necessary to guard against a load, or part of it, from falling toward the operator.
- In areas classified as hazardous, use only trucks approved for use in those areas.
- Report all accidents involving personnel, building structures, and equipment to the supervisor or as directed.
- Do not block access to fire aisles, stairways, or fire equipment.

NO RIDERS



WARNING

- Do not sit on the forks (when loaded or not) or get under the forks or operator's platform.
- Do not permit riders on any part of the truck at any time. The operator is the only one who should be on a truck.

TRAVELING

WARNING

- Observe all traffic regulations including authorized plant speed limits. Under normal traffic conditions, keep to the right. Maintain a safe distance, based on speed of travel, from the truck ahead; and keep the truck under control at all times.
- Yield the right of way to pedestrians and emergency vehicles such as ambulances and fire trucks.
- Do not pass another truck traveling in the same direction at intersections, blind spots, or at other dangerous locations.
- Slow down and sound the audible warning device(s) at cross aisles and other locations where vision is obstructed.
- Cross railroad tracks at an angle wherever possible. Do not park closer than 2 m (6 ft) to the nearest rail of a railroad track.
- Keep a clear view of the path of travel and observe for other traffic, personnel, and safe clearances.
- If the load being carried obstructs forward view, travel in the opposite direction.





 When descending a grade, stopping distance will be greater than on-level operation. Methods shall be provided to allow for this condition. Some methods are: reduce speed, limit loads, allow adequate clear space at the bottom of grade, etc.

TRAVELING (cont'd)





WARNING

- · Ascend or descend grades slowly, and with caution.
 - When ascending or descending grades, loaded rider trucks shall ٠ be driven with the load upgrade.
 - Unloaded trucks should be operated on all grades with the loadengaging means downgrade.
 - On all grades the load and load-engaging means shall be tilted back, if applicable, and raised only as far as necessary to clear the road surface.



Avoid turning, if possible, and use extreme caution on grades, ramps, or inclines; normally travel straight up and down.



- · Under all travel conditions, operate the truck at a speed that will permit it to be brought to a stop in a safe manner.
- Travel with load-engaging means or load at lowered height except during stacking operation.



- · Make starts, stops, turns, or direction reversals in a smooth manner so as not to cause unsafe conditions.
- · Do not indulge in stunt driving or horseplay.
- Slow down for wet and slippery floors.

TRAVELING (cont'd)



WARNING

- Before driving over a dockboard or bridge plate, be sure that it is properly secured. Drive carefully and slowly across the dockboard or bridge plate, and never exceed its rated capacity.
- Do not drive trucks onto any elevator unless specifically authorized to do so. Do not exceed the capacity of the elevator. Approach elevators slowly, and then enter squarely after the elevator car is properly leveled. Once on the elevator, neutralize the controls, shut off power, and set brakes. It is advisable that all other personnel leave the elevator before truck is allowed to enter or leave.
- Avoid running over loose objects on the driving surface.
- When negotiating turns, reduce speed to a safe level consistent with the operating environment. Make the turns smoothly. Except when maneuvering at a very low speed, turn the steering control at a moderate, even rate.

LOADING





- Handle only stable or safely arranged loads.
- a. When handling off-center loads that cannot be centered, operate with extra caution.



- b. Handle only loads within the capacity of the truck.
- Handle loads exceeding the dimensions used to establish truck capacity with extra caution. Stability and maneuverability may be adversely affected.
- d. Handle loads only with the load engaging means and do not transport loads or miscellaneous items with the operator's compartment or other areas of the truck.

LOADING (cont'd)

WARNING

- When attachments are used, extra care shall be taken in securing, manipulating, positioning, and transporting the load. Operate trucks equipped with attachments as partially loaded trucks when not handling a load.
- Completely engage the load with the load-engaging means. Fork length should be at least two-thirds of load length. Where tilt is provided, carefully tilt the load backward to stabilize the load. Caution should be used in tilting backward with high or segmented loads.
- Use extreme care when tilting load forward or backward, particularly when high tiering. Do not tilt forward with the load-engaging means elevated except to pick up or deposit a load over a rack or stack. Use only enough backward tilt to stabilize the load when picking up or depositing a load in a rack or from a stack.

DOCKBOARDS (BRIDGE PLATES), TRUCKS AND RAILROAD CARS



WARNING

- Portable and powered dockboards shall be marked conspicuously (in plain sight) with their carrying capacity. The carrying capacity indicated shall not be exceeded.
- Portable dockboards shall be secured in position, either by being anchored or by being equipped with devices that will prevent unexpected movement.
- Handholds or other effective means shall be provided on portable dockboards to permit safe handling. When possible, fork loops or lugs shall be provided for handling by fork trucks.

DOCKBOARDS (BRIDGE PLATES), TRUCKS AND RAILROAD CARS (cont'd)



- All types of dockboards shall have a high friction surface designed to reduce the possibility of employees or trucks slipping and shall be designed and maintained so that one end will have a substantial contact with the dock (or loading platform) and the other end with the transport vehicle to prevent the dockboard from rocking or sliding.
- When powered industrial trucks are driven on and off highway trucks or trailers, the brakes on the highway trucks or trailers shall be applied, and wheel chocks or other positive mechanical means shall be used to prevent unintentional movement of highway trucks and trailers.
- Provision shall be made to prevent railroad cars from being moved during loading and unloading. Wheel stops, hand brakes, or other recognized positive means shall be used to prevent movement during loading and unloading.
- Whenever powered industrial trucks are driven on and off semitrailers not coupled to a tractor, supports may be needed to prevent upending or corner dipping.
- Maintain a safe distance from the edge of ramps, platforms, or other similar working surfaces.
- Do not move railroad cars or trailers with a powered industrial truck unless the truck is properly designed and equipped for that operation.

FUEL HANDLING



WARNING

- Do not breath exhaust gasses: they contain colorless and odorless carbon monoxide. Carbon monoxide is a dangerous gas and can cause unconsciousness or death.
- Do not run the forklift in closed spaces or poorly ventilated areas.

WARNING

- Fuel is highly flammable. It must be handled with the utmost care, in accordance with the safe handling requirements of fuels and applicable safety provisions of the local laws and regulations.
- When filling the tank with fuel or recharging the battery, place the forklift only in a designated area with good ventilation. Keep away from arcs, sparks, flames or lit cigarettes. Lower forks completely, turn off the ignition switch and remove the key.
- When fuel is spilled, wipe the area clean with a cloth. The cloth shall be disposed of in accordance with the requirements of safe handling of fuels, environmental requirements and the applicable provisions of the local laws and regulations.

INSTALLATION OF ATTACHMENTS

WARNING

- The 1F4 series forklifts have been designed for attachments (refer to "Truck Modifications" on page 4).
- Before installing hook-on attachments, be sure to read the installation manual issued by the attachment manufacturer to assure correct and proper installation. Contact your Local Authorized Dealer for a revised data plate.

ANSI/ITSDF STANDARDS FOR FORKLIFT CLAMP ATTACHMENTS



The ANSI/ITSDF Standards regarding forklift mounted clamp attachments took effect for trucks shipped on or after October 7, 2010. This current standard affects lift trucks equipped with a load bearing clamp (paper roll clamp, carton clamp, etc.) and requires the operator to perform two distinct motions before opening (releasing) the clamp. For example, the operator must press a button and then move a lever to release the load (refer to page 54).

ANSI B56.1 Section 7.25 "Load-Handling Controls" can be reviewed by visiting the ITSDF website at www.itsdf.org

IN CASE OF TIP-OVER



- 1. The following precautions should be closely observed to ensure safe operation of the forklift as well as to prevent personal injury.
- 2. Slow down before turning.
- 3. Always make sure your seat belt is securely fastened, and stay seated while driving.



In case of tip-over the operator should:

- 4. Stay inside the forklift if the forklift starts to tip or falls off a dock or ramp.
- 5. Lean away from the point of impact.
- 6. Hold on firmly to the steering wheel with both hands.
- 7. Brace your feet and keep yourself in side the operator compartment.
- 8. Do not jump outside of the forklift.

TRANSPORTING FORKLIFT



- 1. Tilt the mast back to the maximum without load.
- 2. Check the approach and departure angles to make sure the underside of the forklift does not come into contact with the load carrying platform or the ground.
- 3. When using a load bridge, make sure the planks are capable of withstanding the deadweight of the forklift.
- 4. When winching the forklift onto a load carrying platform, be sure to attach the cable to the traction bar (refer to page 25). Do not ride on the forklift while it is being winched.
- 5. Be sure to use lashing points and firmly secure the forklift to the load carrying platform.
- 6. When hoisting (lifting) up the forklift, be sure to use the lifting points (refer to page 24).
- 7. Apply parking brake, turn off the ignition switch and remove key.
- 8. Make sure the battery connector is disconnected.

APPROACH ANGLE, DEPARTURE ANGLE AND GANGWAY





TRANSPORTING FORKLIFT (cont'd) HOISTING (LIFTING) UP THE FORKLIFT

WARNING

• Only use this method as a last resort to move the forklift if the normal application requires repeated lifting. Permanent lifting devices must be mounted on the forklift by UCA. Contact your Local Authorized Dealer for more details.

When lifting the entire forklift, secure cables/wire ropes to holes on both sides of the outer mast cross beam and to the holes on the counterweight, and then utilize a lifting device.





REAR SIDE



- Make sure that the cables/wire ropes do not interfere with the overhead guard while lifting the forklift.
- Make sure that cables/wire ropes and the lifting device are strong enough to support the forklift safely, as the forklift is extremely heavy.
- Do not use the overhead guard to lift up the forklift.
- Never get under the forklift while lifting the forklift.





TRANSPORTING FORKLIFT (cont'd) FUNCTION TESTS

The functional tests are carried out to check whether the forklift functions correctly after it has been transported (over land or water), or after it has been taken out of storage. The test covers the following items, but since exclusive tools and equipment are required for Items 1 and 2, request that your Local Authorized Dealer perform the test.

Items

- 1. Those that are indicated in "Daily Inspection" (refer to page 72).
- 2. Dynamic tests

Mobility (traveling and maneuvering) test

Make sure the forklift moves in the direction specified by the forward-reverse lever, and the forklift operates correctly when the parking brake lever is set (locked) or released. Also check to see that the steering feels normal and that it operates satisfactorily.

Elevate and lower test load.

Stacking test

Raise the test load to the maximum height of the mast and lower at maximum speed, stopping the descent several times, to see that it stops smoothly.

Lowering speed test

Make sure the maximum lowering speed does not exceed 2.0 ft/s (0.6 m/s) (by measuring the speed).

3. Test for holding load

Check the rate at which the mast lowers naturally [3.94 in (100 mm)/10 min max]. Check the rate at which the tilt cylinder tilts forwards naturally (5 degrees/10 min max).

TRACTION BAR

The traction bar should be used only for pulling the forklift out of ditches or muddy roads.

WARNING

- Do not use the traction bar for heavy towing, such as: forklifts, trolleys, industrial machinery, etc.
- The traction bar is used to pull the forklift out of ditches with a tow car. Avoid using the forklift to tow objects.
- Also use the traction bar to anchor the forklift when loaded on a carrier.
- Always ensure that the traction bar is fully inserted until the stopper touches against the counterweight. This will reduce the possibility of the bar slipping.
- Be sure towing device is not damaged and has sufficient strength to pull the forklift.
- Always gently draw towing device so as not to cause any shock, abrupt movements which could cause the traction bar to shift, bend or be damaged.
- If the towing device slips, pulls out or becomes damaged, immediately stop the towing operation and replace damaged parts or discontinue that type of operation.
- In case the forklift must be towed for repair, the ignition switch must be turned off.



POSITION OF DATA & CAPACITY PLATES AND DECALS



- When data & capacity plates or warning & caution decals are damaged such that they cannot be read or have peeled off, they should be immediately replaced with new ones to ensure that they are constantly maintained in a legible condition. The plates and decals are available from your Local Authorized Dealer.
- The warning and caution decals are affixed to the designated locations of the forklift as shown in the figure on page 28. Before operating the forklift, be sure to take note of the details given in the decals so as to ensure proper and safe operation.

POSITION OF DATA & CAPACITY PLATES AND DECALS



SAFETY RULES AND PRACTICES DATA & CAPACITY PLATES AND DECALS

Know your unit. The data plate indicates all necessary information regarding the type of attachments, lifting capacity, etc. Always check the unit's data plate and understand areas 1 through 9 as shown in the illustration below.

+ AS SHIPPED FROM THE FACTORY THIS TRUCK CONFORMS TO ANSI / ITSDF B56.1					+		
MODEL VARIATIO	N		1		T	'PE	2
CHASSIS NO.			3				
MAST		4 TIRE 5		5			
ATTACHMENT				6			
TRUCK WEIGHT ± 5	%	7 KG (LBS)	
CAPACITY WITH MAST	VERTICAL 9 (MAX. LH	FT HEIGHT	8	3 п	ım()	IN) KG LBS
LOAD CENTER	()	()	()	mm IN
+ UniCarriers Americas Corporation FW01C +							
lodel Variation (Long Model 5. Tire							

DATA PLATE

- 1. Model Variation (Long Model Code)
- 2. Type (EFI: "D")
- 3. Chassis No. (Truck Serial Number)
- 4. Mast Type

- 6. Attachment (Model & Serial
 - Number)
- 7. Truck Weight
- 8. Maximum Lift Height
- 9. Load Center

Actual Capacity will vary with forklift configuration and load center. Mast configuration will determine the maximum lifting distance. These values are stamped on the data plate.

WARNING

• Do not exceed the actual capacity of the forklift. Note the specifications of the forklift you are using and operate the forklift accordingly.

ALTERNATE CAPACITY PLATE

+ ALTERNATE CAPACITY PLATE +					
CHASSIS NO.	1				
ATTACHMENT	2				
TRUCK WEIGHT ± 5%		– LOAD CENTER FORK HEIGHT	FORK HEIGHT	CAPACITY	
3	<u> </u>		5	6	
kg (lbs) / m	kg (lbs) / mm (in)				
🕂 UniCarriers Americas Corporation, MARENGO, IL U.S.A. 99070 FW80A 🛨					
1. Chassis No. (Truck Serial Number)4. Load Center2. Attachment5. Fork Height3. Truck Weight6. Capacity				ad Center k Height cacity	

Knowing the model and serial number for this unit are very helpful whenever ordering repair parts. For any further information and specifications on this unit or any other, contact your Local Authorized Dealer.

DATA & CAPACITY PLATES AND DECALS (cont'd)

IDENTIFICATION NUMBERS

The serial number of the forklift is stamped on the front panel.



The engine serial number is stamped as shown below.

DIESEL ENGINE ZD30



Truck Serial Number

D1F4	-	95XXXX
DG1F4	-	91XXXX

DATA & CAPACITY PLATES AND DECALS (cont'd)

CAUTION DRIVE DECAL (IN CASE OF TIP-OVER DECAL)





- 1. The following precautions should be closely observed to ensure safe operation of the forklift as well as to prevent personal injury.
- 2. Slow down before turning.
- 3. Always make sure your seat belt is securely fastened, and stay seated while driving.

In case of tip-over the operator should:

- 4. Stay inside the forklift if the forklift starts to tip or falls off a dock or ramp.
- 5. Lean away from the point of impact.
- 6. Hold on firmly to the steering wheel with both hands.
- 7. Brace your feet and keep yourself in side the operator compartment.
- 8. Do not jump outside of the forklift.

WARNING DRIVE DECAL (TRAINED AND AUTHORIZED)

AWARNING

Do not operate this truck unless trained and authorized by your employer. Improper operation may result in a serious or fatal injury to yourself or others. Make sure you fully read and understand the operators manual supplied with this truck. Failure to follow all instructions in this manual could be a violation of the Occupational Safety and Health Act.



- Operator must be trained and authorized to drive the forklift, and must understand safety techniques and rules for the forklift operation.
- Make sure that you read and fully understand the Operator's Manual supplied with this forklift. Failure to follow all instructions in this manual could be a violation of the Occupational Safety and Health Act.







• This decal instructs the operator to keep fingers away. Do not reach into the mast area. Personal injury may occur if any part of your body is between the moving and fixed sections of the mast.

DATA & CAPACITY PLATES AND DECALS (cont'd)

CAUTION FORK DECAL



Label part No. 97837 FK100

WARNING

Do not stand on or underneath forks.

 Riding on the forks is strictly prohibited. Furthermore, do not stand immediately underneath the forks. Otherwise, serious accidents can occur if the forks should move abruptly and the load placed on the forks unexpectedly falls down.

RADIATOR WARNING DECAL



• Never remove the radiator cap when the engine is hot. Serious burns could be caused by high-pressure fluid escaping from the radiator.



CAUTION DRIVE DECAL (OPERATION)



Operation precautions

 This label contains instructions on how to operate the forklift safely and avoid accidents. Therefore, be sure to take careful note of the instructions before operating the forklift.

DATA & CAPACITY PLATES AND DECALS (CONT'D)

COOLING FAN WARNING DECAL



• Never touch the cooling fan while it is turning.

Touching the cooling fan while it is turning may result in injury to your fingers, and in the worst case, may sever the fingers.



SAFETY RULES AND PRACTICES

ULTRA LOW SULFUR FUEL ONLY DECAL





• The ZD30 diesel engine is designed to run only on ultra low sulfur diesel fuel

Do not use fuel that has been stored for a long time. Such fuel may adversely affect engine performance or shorten its service life, because of possible contaminants in the fuel.

Be careful not to allow water or debris to enter the fuel tank during refilling as it may cause damage to the EFI fuel system components.

OPERATING CONTROLS AND FUNCTIONS APPLICATIONS

These trucks are operated in a sitting position. The truck is available in different fork lengths and lifting heights. Refer to the truck's data plate for this information.

Travel and lifting speeds are transistor controlled by engine rpm's (speed) to provide smooth operations. Different speeds can be set by a trained service technician.

APPLICATION AREA FOR UNICARRIERS TRUCKS

UniCarriers industrial trucks are solely designed and manufactured to handle goods. The truck should only be fitted with the appropriate accessories relevant to the application.

PROHIBITED APPLICATIONS FOR UNICARRIERS TRUCKS

It is not permitted to use these trucks for other purposes including the following:



- Do not operate in areas that contain gases which can cause fire or explosions
- Do not use as a towing truck for trailers
- Not to be used for pushing applications
- Do not tow other lift trucks
- Do not transport or lift passengers

OPERATING CONTROLS AND FUNCTIONS

MAIN COMPONENTS





- **1. Mast Upright:** The mast upright is the lifting device for the forks. The lifting is done through hydraulic lift cylinders and chains.
- 2. Lift Cylinders: The cylinders are used to lift the forks up and down.
- **3. Backrest:** Portion of the carriage and forks serving to restrain the load when the load is tilted rearward or upward.
- **4.** Forks: Their widths can be easily adjusted to fit differing pallets or loads.
- 5. Overhead Guard: Intended to offer protection from falling objects, but cannot protect against every possible impact.
- 6. Steering Wheel: Steer's the truck in the direction of travel.
- 7. Seat: Full suspension seat with operator restraint system, weight, forward/backward, inclination and lumbar adjustments.
- 8. Operator Compartment: This compartment houses the (a) ignition switch, (b) horn button, (c) lighting and turn signal switch, (e) DPF switch, (f) back-up operation lamp switch (option), (h) meter panel, (i) parking brake lever, (j) forward-reverse lever and (k) cargo-handling control lever(s)
- 9. Counterweight: To balance the truck
- 10. Top Panel
- 11. Tilt Cylinder: Used to vary the degree of the forks and load backrest
- 12. Steer Tire
- 13. Drive Tire
METERS, INDICATORS AND LAMPS

The operator compartment contains the 1F4 main functional controls to operate the truck in a safe and controlled manner. The meter panel consists of three sections: Warning Lights, LCD (Liquid Crystal Display) monitor and operation buttons.



- 1. LCD (Liquid Crystal Display)
- 2. Operation Buttons
- 3. Seat Belt Warning Light
- 4. Malfunction Indicator Light-Engine Check Warning
- 5. Engine Check Light
- 6. Glow Pilot Light
- 7. Parking Brake Warning Light
- 8. Oil Pressure Warning Light
- 9. Multipurpose Warning Light
- 10. Diesel Particle Filter (DPF) Warning Light

- 11. Date and Time/Engine Oil Level
- 12. Water Temperature Gauge

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- 13. Fuel Gauge
- 14. Hour Meter/Odometer/DPF Accumulation Level
- 15. Speedometer/Load Meter
- 16. Forward/Reverse Lever Position
- 17. Error code/Warning Symbol/
 - Service Reminder
- 18. POWER/ECO Mode
- 19. Speed Limit High/Low

METER DISPLAY NOTE:

• Even if the battery is removed, the display time and date will not be reset for 20 days. If 20 days elapse after the battery is removed, it will be necessary to reset the time and date.

NOTE TO THE OPERATOR:

This EFI forklift has a creep home feature that will reduce engine RPMs if the coolant temperature remains near the "H" position. This indicates that the unit should be serviced by your Local Authorized Dealer.

1. LCD

When the ignition switch is in the ON position, backlighting makes the displays clearly visible to the forklift operator. It displays normal operation, malfunction and adjustment data.

2. OPERATION BUTTONS

Use these buttons to change the display, make settings and enter passwords.

3. 🧍 SEAT BELT WARNING LIGHT

This warning illuminates when the seat belt is not fastened.

4. CHARGE WARNING LIGHT

This warning illuminates when there is a malfunction with the charge system.



• If the light illuminates or flickers occasionally during normal operating conditions, the alternator and electrical system should be checked.

METERS, INDICATORS AND LAMPS (cont'd)

5. C MALFUNCTION INDICATOR LIGHT-ENGINE CHECK WARNING

This warning illuminates when there is a malfunction with an engine sensor or air-fuel ratio control, or other engine emission control issues.



- The MIL (Malfunction Indicator Light-Engine Check Warning) will illuminate when emission-related parts such as sensors and/or engine emission control parts malfunction.
- A failure code will be displayed at the same time on the LCD in the meter panel. If Engine Check Warning Light illuminates during operation, stop operation immediately and report it to the proper authority to take necessary measures or contact your Local Authorized Dealer.

6. 💩 GLOW PILOT LIGHT

This indicator illuminates when the ignition switch is turned on and turns off when the glow plug preheating is completed (engine is ready to start).



• If the light remains illuminated after the glow plugs are preheated, this indicates a malfunction in the glow system. Have the system checked by your Local Authorized Dealer.

7. (1) PARKING BRAKE WARNING LIGHT

This warning illuminates when the parking brake lever is engaged or when the brake fluid is low.

8. +⁽⁽)</sup> + OIL PRESSURE WARNING LIGHT

This warning illuminates when the oil pressure is low.



• If the light illuminates under ordinary operating conditions, stop the engine immediately and check the engine lubrication system.

9. ! MULTIPURPOSE WARNING LIGHT

This warning illuminates when one of the LCD warning symbols illuminates. It also illuminates when the water temperature is high or the fuel level is low. If this light illuminates during operation, stop operation immediately and report it to the proper authority to take necessary measures.

10. - DIESEL PARTICLE FILTER (DPF) WARNING LIGHT

This warning illuminates when soot has accumulated on the DPF and regeneration of the DPF becomes necessary. If soot accumulation increases further and reaches the maximum level, the light will flash.



• If the light flashes, perform DPF regeneration immediately.

METERS, INDICATORS AND LAMPS (cont'd)

11. DATE AND TIME/ENGINE OIL LEVEL Setting the date and time

METER DISPLAY NOTE:

• Even if the battery is removed, the display time and date will not be reset for 20 days. If 20 days elapse after the battery is removed, it will be necessary to reset the time and date.



Press the FN4 (⇒) button to change the setting item from year → month→day→hour→minute.

Press the FN1 (>) button to return to the previous setting item.

Press the FN2 (1) button to change the number up.

Press the FN3 (\clubsuit) button to change the number down.

Press the FN5 button to confirm the setting.

Engine oil level



If there is excess engine oil, "OIL HI" will be displayed in place of the time and date. The oil level should be lowered to the correct level by an Authorized Trained Technician. If there is insufficient engine oil, the measurement circuit is open, or a short circuit occurs, "OIL LO" will be displayed.

After the oil level has been displayed for 30 seconds, or if the FN1 button is pressed, the time and date will be displayed again.

If the error message does not turn off even after adjustment of the engine oil level, contact your Local Authorized Dealer.

METERS, INDICATORS AND LAMPS (cont'd)

12. WATER TEMPERATURE GAUGE

Indicates the current water temperature in levels 0 - 4. When level 2 is indicated, the coolant temperature is correct. When the indication reaches level 4, the display begins to blink, and the multipurpose warning light illuminates to inform the operator of the high water temperature.



13. FUEL GAUGE



Indicates the current fuel level in levels 0 - 5. When level 5 is indicated, the fuel tank is full. When the indication reaches level 0, the display begins to blink, and the multipurpose warning light illuminates to inform the operator of the nearly empty fuel tank. Add fuel immediately.

• If level 4 is indicated, stop the forklift and allow the engine to cool while idling. After the engine has sufficiently cooled down, turn the engine off and check the coolant level and fan belt deflection.

NOTE TO THE OPERATOR:

• This EFI forklift has a creep home feature that will reduce engine RPMs if the coolant temperature remains near the "H" position. This indicates that the unit should be serviced by your Local Authorized Dealer.

METERS, INDICATORS AND LAMPS (cont'd)

14. HOUR METER/ODOMETER/DPF ACCUMULATION LEVEL Hour Meter/Odometer

Use FN2 button to change display.

- Key "ON" time **T**: Equal to the total operating hours when the key switch is in the ON position.
- Operating time : Equal to the total operating hours when the engine is running
- Traveling time ⁽¹⁾ : Equal to the total time that the forklift is traveling.
- This displays the cumulative mileage. The displayed unit matches the displayed unit of the speedometer.
- This data displays the amount of soot accumulated on the Diesel Particle Filter (DPF) (refer to page 47).





15. SPEEDOMETER/LOAD METER

When the speedometer and load meter are set to display, the load meter displays after the startup screen is displayed. When the forklift is driven, the meter automatically switches to display the speedometer when the vehicle speed reaches 4 km/h (2.5 mph).

When the display of either the speedometer or the load meter is set, the set screen will be displayed. When the display of neither the speedometer nor the load meter is set, a vehicle illustration of the forklift is displayed after the startup screen is displayed.



Selector lever position

11.04/01-13:23

km/h

552.3h



NOTE:

To set the display of the speedometer and load meter, contact your Local Authorized Dealer.

16. FORWARD/REVERSE LEVER POSITION

"F"

When the selector lever is in the "F" position, the display appears as shown here.

"N"

When the selector lever is in the "N" position, the display appears as shown here.

"R"

When the selector lever is in the "R" position, the display appears as shown here.

METERS, INDICATORS AND LAMPS (cont'd)

16. FORWARD/REVERSE LEVER POSITION (cont'd)



- When the selector lever is in the "F" or "R" position and the operator is not seated on the operator's seat for three (3) seconds, the display blinks. Sit on the operator's seat and shift the selector lever to Neutral (N), then shift it again to Forward (F) or Reverse (R) in order to drive.
- When there is an error in the selector lever signal, the display blinks. Contact your Local Authorized Dealer and request an inspection.

2-Speed ATM

"1F"

When the forward-reverse lever is in the "1F" position, the display appears as shown here and will stay in 1F.

"F"

When the forward-reverse lever is in the "F" position, the displays appears as shown here, the transmission will shift to and from 2nd speed depending on speed of forklift and accelerator pedal position (refer to page 61).

17. ERROR CODE/WARNING SYMBOL/SERVICE REMINDER Displays when malfunction occurs

When a controller malfunction occurs, an error code is displayed.

If the display shown at right appears, contact your Local Authorized Dealer.



Service Reminder Display

When the time for regular service inspection (planned maintenance) approaches, this warning illuminates for 15 seconds after ignition switch is turned on. This does not affect driving.

When the display shown at right appears, contact your Local Authorized Dealer. It is recommended that regular inspection be performed.



METERS, INDICATORS AND LAMPS (cont'd)

18. POWER/ECO MODE

This standard setting is for changing acceleration rate. Press FN4 (leaf symbol) to switch between power and economy modes. POWER will accelerate the forklift at a normal rate and ECO will accelerate the forklift slowly.

Factory default is POWER.

You can switch from one mode to the other as described in table on following page.

Switching operation	During driving	During a halt and ignition switch OFF
From POWER to ECO	Not possible	Possible
From ECO to POWER	Not possible	Possible



19. SPEED LIMIT HIGH/LOW

This standard setting is for maximum speed between RABBIT (high speed mode) and TURTLE (low speed mode). Press FN3 (turtle symbol) to switch between high and low speed modes. RABBIT is used if there is no need to limit the maximum speed to a low level and TURTLE is used to limit the maximum speed to a low level.

Factory default is RABBIT.

Speed change can not be

changed with the unit in operation. You must slow down and take foot off of the accelerator pedal before changing between High and Low speeds.

LOW

'09.05/06-13:32

264576 Or



- Do not change the maximum speed when the forklift is running. Doing so could cause the load to shift.
- Only your Local Authorized Dealer can change the speed settings in either High or Low Modes.

MALFUNCTION AND WARNING INDICATIONS



When a forklift warning occurs, a warning symbol and the multipurpose warning light illuminate. Following is an explanation of the meaning and method of correction when a warning symbol illuminates.

This warning illuminates when the ignition switch is turned on and the operator is not seated on the seat or the operator leaves the seat for 3 seconds or more. Loading operation is prohibited at this time. Loading becomes possible when the operator is seated on the seat.

TORQUE CONVERTER FLUID TEMP WARNING

This warning illuminates when the transmission fluid temperature is high. If this warning symbol illuminates, move the vehicle to a safe location and allow it idle in order to lower the fluid temperature. When the fluid temperature has returned to normal, the warning turns off.

NOTE:

- Check the level of automatic transmission fluid (refer to page 80).
- If the warning light illuminates even though the transmission fluid is at normal level, contact your Local Authorized Dealer for inspection.

NOTE (cont'd):

• This 1F4 will reduce engine speed to creep home mode when fluid temperature warning illuminates.

This warning illuminates when the engine coolant level is low, add coolant (refer to page 77).

• Continuing to drive while the light is illuminated may lead to overheating of the engine.

This warning illuminates when the air cleaner has become clogged. If the warning symbol illuminates, promptly clean or replace the air cleaner.

SEDIMENTER FILTER WARNING

This warning illuminates when the sedimenter filter has become full with water. If this warning symbol illuminates, promptly drain the water from the sedimenter filter (refer to page 94).



• Continuing to drive while the light is illuminated may lead to a reduction in the engine output or engine damage.

DRIVER RECOGNITION MODE

Registering a password can restrict the drivers of the forklift.

You can register a password for up to 5 people (A to E).

Contact your Local Authorized Dealer for information about the registration of the password.



SWITCHES

- 1. Horn button
- 2. Ignition switch
- 3. Lighting switch and Turn signal switch
- 4. Back-up operation lamp switch (option)
- 5. Diesel Particle Filter (DPF) Switch

HORN BUTTON

Pushing the button in the center of the steering wheel will sound the horn, regardless of ignition switch position.

REAR RIGHT GRIP WITH HORN BUTTON (OPTION)

This button allows you to honk the horn from your grip on the rear right pillar.





OFF

SWITCHES (cont'd)

IGNITION SWITCH

Insert the ignition key into the ignition switch to start or stop the engine. Each new forklift comes with two keys, use one for operation and store the other in a safe place as a spare.

OFF Position

This position allows the key to be inserted or removed. When the ignition switch is in this position, all electric circuits are open but the following can be turned on and off.

- Lamps by operating the lighting switch
- Rear operating lights
- Braking lights by application of the brake

ON Position

This is the position of the ignition switch when the engine is running. When the ignition switch is in this position, all electric circuits are energized.

START Position

To start the engine, turn the ignition switch to the ON position, wait for glow pilot light to turn off, then turn ignition switch to START. Once engine has started let go of the ignition switch and it will automatically return to the ON position.



Diesel Forklift

Do not operate the starter for more than 30 consecutive seconds. If the engine does not start wait for at least 30 seconds and then try again, starting with preheating.



- If you leave the ignition switch in the ON position while the engine is stopped, the battery may run down and this may make it impossible to start the engine. To avoid this situation, always return the ignition switch to the OFF position after stopping the engine.
- During operation, the ignition switch is in the ON position. Never turn it to the OFF or START position during operation.
- Do not operate the starter for a long time when starting the engine.
- If the engine does not start even though you operate the starter repeatedly, return the ignition switch to the OFF position and contact your Local Authorized Dealer.

SWITCHES (cont'd)

LIGHTING SWITCH AND TURN SIGNAL SWITCH

Lighting Switch

To turn on one of the lamps in the table, turn this switch to align the position bar (–) on the switch knob with the corresponding mark on the switch main unit.

Switch mark	Head lamp	Tail lamp
OFF	OFF	OFF
3005	OFF	ON
ED	ON	ON



BACK-UP OPERATION LAMP SWITCH (OPTION)

This switch is used to turn on and off the rear operating light that illuminate rearward for nighttime operation or operation in poorly illuminated areas.

Press the lamp symbol-marked side of this "rocker" switch to turn on the lights, or press the opposite side to turn off the lights. The lamp in the switch lights up when the rear operating light is turned on.



• Do not touch the lens of a rear operating light when the light is lit or immediately after it is turned off, because it is very hot.

NOTE:

- The rear operating light can be turned on, regardless of the position of the ignition switch. So leaving them ON causes the battery to run down and sometimes makes it impossible to operate the forklift.
- The law prohibits the turning on of backward illumination lamps on public roads.
- The rear operating light, if turned on, will obstruct the passage of other vehicles on public roads. To avoid this, always turn them off when driving on a public road.

• Do not touch the headlamp lens when the headlamp is lit or immediately after the headlamp is turned off, because it is very hot.

NOTE:

- You can turn on and off lamps by turning the lighting switch, regardless of the position of the ignition switch.
- Do not forget to turn off all lamps when leaving the forklift, or else the battery may run down.

Turn Signal Switch

Push the switch lever forward when turning left, and pull it backward when turning right. The appropriate turn signal will blink. Upon completion of the turn, be sure to return the lever to its original position.



SWITCHES (cont'd)

DIESEL PARTICLE FILTER (DPF)



The Diesel Particle Filter (DPF) traps black smoke particles ("soot") in the exhaust gas from the diesel engine.

The DPF system can regenerate the DPF by burning the accumulated soot in the DPF.



• When you start the regeneration process do not touch any controls as this will cause the process to stop. If the regeneration process is interrupted in the middle the exhaust temperature may become extremely high.

1. DPF regeneration conditions

DPF regeneration is possible under the following conditions.

- a. The amount of soot accumulated has reached level 3 or higher
- b. The DPF warning indicator on the meter panel illuminates
- c. The DPF regeneration switch illuminates

2. DPF regeneration method

a. Stop the vehicle in a well-ventilated location on a flat road, apply the parking brake and set the vehicle to idling **in neutral**.

2. DPF regeneration method (cont'd)

- b. Start DPF regeneration by pressing the DPF switch on the instrument panel (engine revolution will increase to approx. 1,600 rpm).
- c. When regeneration is complete, engine revolution will return to idling and all indicators will turn off.

3. Selecting DPF regeneration requirements

The operator can select the following DPF regeneration requirements

a. Normal regeneration (regeneration time: approx. 15 min) Complete regeneration (regeneration time: approx. 25 min). Press and hold the DPF switch for 5 seconds or longer.

4. DPF regeneration prohibited

DPF regeneration is prohibited in the following conditions.

- a. When the accelerator pedal is operated
- b. When the vehicle is moving
- c. When the gear is in "F" or "R"

Note: Perform regeneration immediately when the DPF accumulation reaches level 5. Regeneration should be performed in a flat and well ventilated area with the parking brake applied. When DPF reaches level 7, the DPF accumulation display and DPF warning indicator will flash at the same time and regeneration will not be possible. In this case, contact your Local Authorized Dealer.



- The indicated regeneration time is the time it takes for the engine to completely warm up.
- If the engine is not completely warmed up, the time required for regeneration will be longer.

If normal regeneration is performed 10 times in succession, on the 11th time it is performed, the ECU control will force complete regeneration to be performed.

OPERATING CONTROLS AND FUNCTIONS OPERATING CONTROLS

- 1. Forward-reverse lever
- 2. Parking brake lever
- 3. Inching brake pedal
- 4. Brake pedal
- 5. Accelerator pedal
- 6. Cargo-handling control lever(s)



FORWARD-REVERSE LEVER

This lever is used to change the driving direction of the forklift (forward or reverse). Push the lever away from you to drive forward (forks leading), or pull the lever towards you to drive backward (forks trailing). The neutral position is at the midpoint.

NOTE:

- The engine cannot be started when the forward-reverse lever is in any position other than the neutral position.
- The transmission will shift to neutral if the operator leaves the seat with the key on.

1 Speed

2 Speed



OPERATING CONTROLS (cont'd)

FORWARD-REVERSE LEVER (cont'd)

- Always depress the brake pedal before operating the forward-reverse lever.
- Before the forklift comes to a full stop, do not change the driving direction by operating the lever. Doing so applies excessive force to the drive system and may cause it to break down. Moreover, a rapid change of the driving direction may cause cargos to fall down or make it difficult for the operator to maintain a correct driving posture.
- When stopping the forklift temporarily with the forwardreverse lever left in the neutral position, be sure to set the parking brake lever to prevent the forklift from moving unexpectedly.



- The forward-reverse lever should always be in the neutral position (not the forward or reverse position) before the ignition switch is moved to the ON position.
- Always return the forward-reverse lever to the neutral position at the completion of forklift operation.

NOTE:

On forklifts equipped with a back-up buzzer (standard in North America), the buzzer will sound whenever the forward-reverse lever is moved to the reverse position.

PARKING BRAKE LEVER

To set the parking brake, fully pull the lever towards you. To release the parking brake, push down the button on top of the lever and then push the lever forward. Before leaving the forklift, be sure to apply the parking brake securely.



When parking the forklift on a slope, fully pull the lever towards you and set a chock behind each wheel.



- Driving the forklift with the parking brake applied could cause serious malfunction of the brakes because of overheating. Also, it hastens the wearing away of the brake pad.
- Always depress the brake or inching pedal before releasing the parking brake to avoid movement of the forklift before selecting a direction of travel.

NOTE:

To remind the operator to apply the parking brake, an alarm will sound if:

- The operator leaves the operator's seat without applying the parking brake while the ignition switch is in the ON position.
- The operator turns off the ignition switch without applying the parking brake, regardless of whether the operator is sitting in the operator's seat.

OPERATING CONTROLS AND FUNCTIONS OPERATING CONTROLS (cont'd) INCHING BRAKE PEDAL

The inching brake pedal allows you to finely adjust the forward and reverse driving speed.

The transmission internal clutch begins to slip when you slightly depress this pedal, and the internal clutch is completely disengaged and the brakes are applied when you further depress the pedal, in which case the inching brake pedal acts in the same ways as a brake pedal.

- 1. Fully depress the inching brake pedal.
- 2. Move the forward-reverse lever to the forward or reverse position.
- Depress the accelerator pedal little by little while gradually releasing the inching brake pedal. The forklift will move bit by bit.



• When the inching brake pedal is fully depressed the service brake will be applied. However the inching brake pedal should not be used as the method for stopping the forklift. In normal traveling operations, the inching brake pedal should only be used during loading or unloading, which requires short, controlled movement of the forklift.

WARNING



Inching brake pedal

WARNING

- During deceleration on any grade, only use the brake pedal or increase or decrease the speed by using the accelerator pedal. Do not use or depress the inching brake pedal because this will put the transmission in the neutral mode.
- Do not leave your foot on the inching brake pedal when driving the forklift.
- Doing so may cause the clutch to slip and prevent engine braking from taking effect. Moreover, it could cause the brake to fail because of overheating. Also, doing so may cause the hydraulic clutch in the transmission to slip and give off a large amount of heat, causing the clutch to overheat, wear down in a short time or seize up in the worst case.

BRAKE PEDAL

This pedal allows you to bring the forklift to a stop or slow it down.



WARNING

- Do not brake the forklift hard. Doing so may cause the forklift to become unbalanced and result in a serious accident.
- Adjust the braking effort according to the cargo weight.
- Do not rest your foot on the brake pedal during driving. Doing so may cause the brakes to fail because of overheating. Also, it hastens the wearing away of the brake pad.

OPERATING CONTROLS (cont'd)

ACCELERATOR PEDAL

This pedal allows you to adjust the engine speed (RPM's). The engine speed changes according to the degree to which the accelerator pedal is depressed.





- Do not depress the accelerator pedal quickly. Depress it slowly to prevent a sudden or rapid start, which could cause the cargo to shift or fall off the forks.
- To prevent sudden movement, always operate the accelerator pedal after the ignition switch has been turned on and the forward-reverse lever has been shifted.
- Do not release parking brake unless operator is in seat as forklift may roll.

CARGO-HANDLING CONTROL LEVER

There are 2 cargo-handling control lever types. One type uses the twin control lever, the other type uses the single control lever.

Note the cargo-handling control lever type of the forklift you are using and operate the lever or levers appropriately.



- Always sit in the operator's seat when operating any lever.
- Operating the control lever without properly sitting in the operator's seat causes the loading interlock warning light to blink and the loading mechanism to be inactive.
- Before operating the lever, make certain that the surrounding area is clear and it is safe to proceed.
- If the engine is stopped, operation of the lever to the downside or lowering direction may cause the fork and mast to go down due to its own weight or the cargo that may be on the forks. This may result in serious damage or injury.
- Always avoid any abrupt or sudden lever operation that may cause loads to shift or fall off forks and cause the forklift to become unbalanced and tip over.

NOTE:

The cargo-handling control levers are enabled to operate the cargohandling system only when the operator is **seated** with the ignition switch ON.

• The attachment may move due to its own weight when the third or forth cargo-handling control lever is operated with the ignition switch in the OFF position.

OPERATING CONTROLS AND FUNCTIONS OPERATING CONTROLS (cont'd)

CARGO-HANDLING CONTROL LEVER (cont'd)

Twin Control Lever Type

This method uses two levers: a lift lever for moving the fork up and down and a tilt lever for tilting the mast forward and backward:

• Lift lever:

Lift: Pull the lever to the operator side. Lower: Push the lever forward.

• Tilt lever:

Forward: Push the lever forward. Backward: Pull the lever to the operator side.

WARNING

- Do not perform forward tilt while the forklift is traveling. It may cause loads to shift or drop and also may cause the forklift to become unstable and tip over.
- Do not perform forward tilt while lifting loads in any position. It may cause loads to shift or drop and also may cause the forklift to become unstable and tip over.

Speed Control:

Control of lifting speed: The speed can be changed by controlling the tilt angle of the lever and by how much the operator depresses the accelerator pedal.

Control of lowering speed: The speed can be changed only by controlling the tilt angle of the lever, do not depress the accelerator pedal.

Control of forward and backward tilting speeds: For both forward and backward tilts, the speed can be changed by controlling the tilt angle of the lever and by how much the operator depresses the accelerator pedal.

Single-Lever Type

This method performs up and down movements of fork and forward and backward tilts of mast using a single lever:

- 1. Lift: Diagonally pull the lever to the left side of operator.
- 2. Lower: Push the lever in the right forward direction.
- 3. Forward: Push the lever in the left forward direction.
- 4. Backward: Diagonally pull the lever to the right side of operator.

Simultaneous operations are also allowed by combining up and down movements and forward and backward tilts.

This may be done by moving the lever into the a, b or c position.

- a. Backward tilt while lifting: Pull the lever to the center of operator side.
- b. Backward tilt while lowering: Turn over the lever to the right side of center.
- c. Forward tilt while lowering: Push the lever in the center forward direction.





OPERATING CONTROLS (cont'd)

CARGO-HANDLING CONTROL LEVER (cont'd)

Single-Lever Type (cont'd)



- Do not perform forward tilt while the forklift is traveling. It may cause loads to shift or drop and also may cause the forklift to become unstable and tip over.
- Do not perform forward tilt while lifting loads in any position. It may cause loads to shift or drop and also may cause the forklift to become unstable and tip over.

Speed Control:

Control of lifting, forward and backward tilting speeds: The speed can be changed by controlling the tilt angle of the lever and by how much the operator depresses the accelerator pedal.

Control of lowering speed: The speed can be changed only by controlling the tilt angle of the lever, do not depress the accelerator pedal.

Tilt-Horizontal Switch (Option)

When forward tilt is performed with the mast tilted backward, the forward tilt operation can automatically be stopped in the position where the fork is leveled.

Performing forward tilt while pressing the tilt-horizontal switch moves the mast as shown in the following list, depending on the loading condition.



Loading condition	Forward tilt operation of mast
Without load	Automatically stops in the horizontal fork position.
With load	 No automatic forward stop to horizontal No movement when turning on the tilt- horizontal switch

With load: Turning on the tilt-horizontal switch during operation will not automatically stop tilting in the horizontal direction (no movement).

NOTE:

- In case of twin lever method, the tilt-horizontal switch is attached to the tilt lever.
- The tilt-horizontal switch is kept ON while pressed and turned OFF when released.
- Unless the tilt-horizontal switch is pressed, normal forward and backward tilt operations are performed.



• The horizontal fork position allowing automatic stops requires a position parallel to the road surface. Do not use this function if the road surface is not level.

OPERATING CONTROLS (cont'd)

ANSI/ITSDF STANDARDS FOR FORKLIFT CLAMP ATTACHMENTS

The ANSI/ITSDF Standards regarding forklift mounted clamp attachments took effect for trucks shipped on or after October 7, 2010. This current standard affects lift trucks equipped with a load bearing clamp (paper roll clamp, carton clamp, etc.) and requires the operator to perform two distinct motions before opening (releasing) the clamp. For example, the operator must press a button and then move a lever to release the load. ANSI B56.1 Section 7.25 "Load-Handling Controls" can be reviewed by visiting the ITSDF website at www.itsdf.org.

Clamp Release - System Operation:

The clamp will close or clamp the load by operating the auxiliary hydraulic lever without pushing the switch.

The operator must press the clamp switch, prior to operating the auxiliary hydraulic lever, to open the clamp (even while not clamping the load).



The following are the recommended procedures that should be followed before and while operating a UniCarriers forklift.

Since the Occupational Safety and Health Act (OSHA) 29CFR1910.178(I) requires that "only trained and authorized operators shall be permitted to operate a powered industrial

truck", it is the owner/end user's responsibility to comply. The following is intended as a guide in training operators in safe truck operation; it is not a training manual nor is it intended to preclude good judgment and common sense.

For a complete listing of what should be covered in a training program, obtain a copy of ANSI/ITSDF B56.1 Safety Standard for Low Lift and High Lift Trucks.(www.itsdf.org).

INSPECTION BEFORE OPERATING

The OSHA regulation requires that the operator completely checks the unit at the beginning of **each shift** or **work period**. Ensure that all of the Daily Inspection checks (refer to page 72, also refer to page 74 for Sample Operator's Daily Checklist) have been made before operating the unit.

FORKLIFT OPERATING PRECAUTIONS

- **1. Malfunction Displays:** If any error code appears on the meter display contact your Local Authorized Dealer.
- **2. Warning buzzer:** This buzzer warns the operator by a continuous sound that the operating procedures (start safety system operating) and the dismounting procedures have not been followed.

PRECAUTIONS FOR COLD AND HOT WEATHER

In Cold Weather

• Oil and Grease

Use engine oil and grease that are suitable for the ambient temperature (refer to page 105).

Coolant

When coolant might freeze at a low ambient temperature, drain out the coolant completely (refer to page 78). In such cold weather a recommended 50/50 mix of antifreeze solution only should be put into the cooling system (refer to page 78).

In Hot Weather

• Oil

Engine oil should be changed to summer type oil (refer to page 105).

Coolant

Because the engine is more likely to overheat in hot weather, the forklift should be parked in a shaded area. Overheating sometimes is caused by old, worn or cracked hoses, connections, loosened radiator cap, or old, worn or cracked fan belt. Carefully check the cooling system to maintain the best cooling effect.

Battery

Because the battery electrolyte evaporates in hot weather, it is necessary to refill the battery with distilled water (refer to page 70).

OPERATING THE TRUCK OPERATIONAL PROCEDURES

There are certain hazards that cannot be avoided solely by mechanical means in the everyday use of material handling trucks. Only the intelligence, good sense, and care of the operator, along with proper maintenance, will assure that the trucks are operated properly. It is important to have trained, reliable personnel operating your units. If, at any time, the operator finds that the unit is not performing properly, discontinue operation of the truck and report the condition to your supervisor for correction.

When operating the forklift under severe climatic conditions such as high temperature, high altitudes, in cold storages, and when handling explosives and combustibles, and in areas where the forklift is apt to cause radio interference, make sure that the forklift is manufactured and approved as conforming to the local specifications, laws and regulations.

Proper operation of this unit is the mast should be tilted back and the forks should be raised approximately 200 mm (8 in) above the ground. Steering the truck is easier with the forks leading. Always look in the direction of travel.

Operate the unit from the operator's position after assuring that the operation will not endanger the operator or any other person. Do not operate a truck in hazardous areas. Make sure that the forks and/or load have clearance to lower and do not "hang-up".

WARNING

- Do not turn the ignition switch ON unless the FORWARD-REVERSE lever is in neutral.
- Do not breathe exhaust gases, they contain a mixture of gases and particles. This exhaust may cause respiratory irritation and other health issues.
- Do not run the engine in closed spaces or poorly ventilated rooms such as a garage or refrigerator, etc.

OPERATIONAL PROCEDURES (cont'd)

DIESEL FORKLIFT STARTING

WARNING

- Do not breathe exhaust gases, they contain a mixture of gases and particles. This exhaust may cause respiratory irritation and other health issues.
- Do not run the engine in closed spaces or poorly ventilated rooms such as a garage or refrigerator, etc.

Follow the procedure outlined below to start the engine.

1. Ensure that the parking brake is set and the forward-reverse lever is in neutral. Depress the inching brake pedal as far as it can go.



- 2. Turn the ignition switch to the ON position, the glow pilot light on the meter panel will illuminate indicating that the engine preheating has started.
- 3. Keep the ignition switch in the ON position until the glow pilot light turns off. This indicates that preheating is complete.

NOTE:

Engine preheating is controlled automatically corresponding to the engine coolant temperature, atmospheric air temperature, etc., and the glow pilot light turns off when the engine is preheated to the specified temperature. 4. When the glow pilot light has turned off, turn the ignition switch to the START position while fully depressing the accelerator pedal, until the engine starts.

NOTE:

Do not operate the starter for more than 30 consecutive seconds. If the engine fails to start after even after operating the starter 3 times for approximately 5 seconds, turn the ignition switch to the OFF position and wait for 30 seconds before attempting to start the engine. Subsequently, try to start it again from the preheating process.

5. After the engine has started, release the accelerator pedal gradually and perform warm-up engine, approximately 5 minutes.

NOTE:

- When restarting, return the ignition switch to the OFF position and then turn it to the START position.
- Regardless of the atmospheric temperature, always perform warmup for approximately 5 minutes.
- Failure to properly warm-up the engine can cause degradation and shortened lift of engine.
- When it is not necessary to preheat the engine because of high engine coolant temperature immediately after it stops or for some other reason, the engine can be started by turning the ignition switch to the START position before the glow pilot light turns off.
- If the glow pilot light is not illuminated, malfunction may exist. Contact your Local Authorized Dealer to inspect the forklift.
- 6. Make sure that the meter panel is on and that there is no warning light illuminated or a malfunction displayed.

OPERATIONAL PROCEDURES (cont'd)

DIESEL FORKLIFT STARTING (cont'd)

7. Check horn operation; if it does not work do not operate the truck. Always sound horn at blind corners and intersections before proceeding to travel.



- Always be sure that all body parts are kept within the operator's compartment.
- 8. Check the lift/lower/tilt functions. Report any malfunctions.



- Always perform operational checks in a clear area.
- 9. Once the forks are lowered, place the Forward-Reverse Lever in the desired direction of travel. The mast should be tilted back and the forks should be raised approximately 200 mm (8 in) above the ground.



- Avoid quick steering or acceleration as this may cause an accident, which could result in serious injury or death.
- Because the movement of a forklift is different from that of a passenger car, in case of taking a turn, sufficiently lower the speed and look around.
- Do not make a turn with the forks lifted high or at a high speed. It may cause a serious accident: for example, the forklift becomes unbalanced and tips over.
- 10. Check the steering function during travel testing. The smaller the radius of a turn to be made, the lower the speed of the forklift should be. When making a sharp turn, always drive the forklift at a low speed.

PROCEDURE FOR JUMP STARTING EFI ENGINES

WARNING

- Always follow the instructions below. Failure to do so could result in damage to the charging system and cause personal injury.
- 1. If the booster battery is in another forklift, position the two forklifts to bring their batteries near each other. **Do not allow the two forklifts to touch**.
- 2. Apply the parking brake. Shift the transmission into the neutral position. Switch off all unnecessary electrical systems (lights, etc.).
- 3. Remove the vent caps on the battery (if so equipped). Cover the battery with an old cloth to reduce explosion hazard.
- 4. Connect jumper cables in the sequence illustrated below (A, B, C, D).



- Always connect positive (+) to positive (+) and negative (-) to body ground (for example, strut mounting bolt, engine lift bracket, etc.) not to the battery.
- Never use a booster battery or source of greater voltage, or it could damage engine electrical components.
- Make sure that the jumper cables do not touch moving parts in the engine compartment and that the cable clamps do not contact any other metal.
- 5. Start the engine of the booster forklift and let it run for a few minutes.
- 6. Keep the engine speed of the booster forklift at about 2,000 rpm and start the engine of the forklift being jump started.



- Do not keep the starter motor engaged for more than 10 seconds. If the engine does not start right away, turn the ignition switch to the OFF position and wait 3 to 4 seconds before trying again.
- 7. After starting the engine, carefully disconnect the negative cable and then the positive cable.
- 8. Replace the vent caps (if so equipped). Be sure to dispose of the cloth used to cover the vent holes as it may be contaminated with corrosive acid.

PROCEDURE FOR JUMP STARTING EFI ENGINES (cont'd)

9. To start the engine with a booster battery, the following warnings must be followed.



- If done incorrectly, jump starting can lead to a battery explosion, resulting in severe injury or death. It could also damage your forklift. Explosive hydrogen gas is always present in the vicinity of the battery. Keep all sparks and flames away from the battery.
- Do not allow battery fluid to come into contact with eyes, skin, clothing or painted surfaces. Battery fluid is a corrosive sulfuric acid solution that can cause severe burns. If the fluid comes into contact with anything, immediately flush the contacted area with water.
- Keep the battery out of reach of children.
- The booster battery must be rated at 12 volts. Use of an improperly rated battery can damage the forklift.
- Whenever working on or near a battery, always wear suitable eye protectors (for example, goggles or industrial safety glasses) and remove rings, metal bands or any other jewelry.
- Do not lean over the battery when jump starting.
- Do not attempt to start a frozen battery. It could explode and cause serious injury.
- Keep hands and other objects away from cooling fan.

AUTOMATIC TRANSMISSION





For forklifts manufactured in or for the U.S.A. and Canada:

- Forklifts will creep any time the forward or reverse direction is selected and the brake or inching pedal is not depressed.
- In either model the parking brake must be set anytime the operator leaves the seat because the transmission will go into neutral and the unit may roll.



 While the forklift is moving, do not change the direction of travel, this may cause damage to the transmission or cause the load to shift.

AUTOMATIC TRANSMISSION (cont'd)

Starting the forklift from the stopped condition:

- 1. When the forward-reverse lever is in the neutral position:
 - The forklift will not move even if the accelerator pedal is depressed.
- 2. When the forward-reverse lever is in the F or R position:
 - For forklifts manufactured in or for the U.S.A. and Canada: The forklift will move (creep) in the direction of the forwardreverse lever position, the brake or inching pedal must be depressed.

While driving the forklift:

- 3. When the forward-reverse lever is in the neutral position:
 - The lever is in the neutral position independent of the forklift speed.
- 4. When the forward-reverse lever is in the F or R position:
 - The forklift continues accelerating by depressing the accelerator pedal.
 - When the accelerator pedal is released, the transmission will stay engaged and slow down as the engine now acts as an engine brake.
- 5. Inhibitor function:
 - When the forward-reverse lever is in the F or R position, it is not possible to start the engine.

- 6. Precautions:
 - When starting on slopes, be sure to apply the parking brake to hold the forklift and then start, even if the slopes are gentle.
 - · Avoid rapid acceleration to keep load from shifting.

For forklifts manufactured in or for the U.S.A. and Canada:

• The forklift will move (creep) in the direction of the forwardreverse lever position, the brake or inching pedal must be depressed.

2-Speed Transmission

For forward 2-speed transmission, for automatic shifting place lever in 2F position.

Dash Display

To stay in low speed gear, manually shift to 1F position

. Dash Display



LOADING

Adjust distance between the forks so that they are at or near the same distance to the centerline of the forklift. The wider the interval between forks, the better the balance. Be sure to apply the fork lock pin's (refer to page 63) after setting the forks.

Approach slowly, straight toward the load, and stop just in front of it. Adjust mast to a vertical position, matching the height of the forks to the position of the pallet. Advance slowly and completely insert forks beneath the load. Set the forward-reverse lever to the Neutral position and apply the parking brake. Then raise the load. Confirm that the load is stable and tilt it backward. Release the parking brake and back up the forklift slowly.

TRANSPORTING LOADS

When transporting loads, the forklift should be driven carefully at a slow speed with the load kept low and tilted back. When the load is big enough to block forward visibility, drive the forklift backward. Follow the safety rules.

UNLOADING

Slowly approach the unloading site and stop facing straight ahead. Move the forward-reverse lever into the Neutral position and apply the parking brake. After adjusting the mast to the vertical position, raise the load a little above the stack on which it is to be placed. Release the parking brake and advance slowly into the proper position for stowing. Apply the parking brake and place the forward-reverse lever in the Neutral position.

Slowly lower the forks to set down the load. After moving the forwardreverse lever to the Reverse position, release the parking brake and back up the forklift until the forks separate completely from the load.

CLIMBING

For safety reasons, when driving a loaded forklift up a steep grade, it must be driven forward with the load in front; park on a downgrade, backward with the load behind.

To make a standing start on an incline and stopping on a slope, manipulate the accelerator and brake pedals as required.

For stopping, the brake pedal should be used at all times.

STOPPING AND PARKING THE TRUCK

- 1. Park truck in designated parking areas only.
- 2. Make sure truck does not block fire aisles, fire equipment, stairways or walkways.
- 3. Stop the forklift by removing your foot from the accelerator pedal and step on the brake pedal.



- Do no make sudden stops as the forklift will pitch forward and drop load.
- 4. Set the parking brake lever.
- 5. Place the Forward-Reverse Lever in the Neutral position.
- 6. Adjust mast to vertical position and lower forks fully.
- 7. Turn ignition switch to "off" position and remove key.

NOTE:

If the operator leaves the operator's seat without setting the parking brake lever, the warning buzzer alerts the operator.



• To prevent unauthorized use, always remove the key from the ignition switch when left unattended unless you are within sight of or less than 8 m (25 ft) from the truck.

OPERATING THE TRUCK FORKS

The fork-to-fork distance can be properly adjusted by unlocking the lock pins on the forks. These pins are unlocked by pulling them up and turning them 90° in either direction. Forks must be equally located from the center of the forklift. After correct fork-to-fork distance is obtained, secure the forks with the lock pins.





• Various kinds of forks are available depending on the lifting capacity. Select proper forks so that the specifications stamped on the upper or side face of them will meet the lifting capacity of your forklift. Do not use forks below the lifting capacity of your forklift.



 Forks should be inspected daily for any damage, bending or other abnormal conditions. Report any conditions to your supervisor.

(in United States)

• ANSI/ITSDF & OSHA require that forks be replaced if worn more than 10% of the starting thickness, this should be checked during normal P.M. or at minimum, yearly by your Local Authorized Dealer.

SEAT ADJUSTMENT

Suspension Seat Operator's Weight Adjustment

Adjust the suspension seat to the operator's weight by turning the weight adjustment dial at the front side of the seat.

Optimum fine adjustment can be made depending on operating surface conditions.

Forward and backward control lever

The forward and backward control lever is located on the front side of seat slider when sitting in the operating position facing the mast.





To adjust the seat position, pull up and hold while sliding the seat to the desired position. Then release the lever to lock into position.



- Before adjusting the seat, turn the ignition switch to the off position.
- Be sure to adjust the seat position while the forklift is stationary.
- Adjusting the seat while the forklift is in motion can cause loss of control.

OPERATING THE TRUCK SEAT ADJUSTMENT (cont'd)

Backrest Inclination Adjustment

Adjust the backrest to the desired angle while pushing the lever located to the left of the seat. Release the lever to lock the backrest.





- Do not excessively tilt back the backrest, otherwise the seat belt may not demonstrate its performance in an emergency.
- When adjusting the angle of the backrest, gently do it while holding the backrest by hand. Hasty and rough adjustment may cause an injury, for instance the back of the seat may bump against the operator's face and body, or the operator's finger may get caught between the backrest and the grip.

NOTE:

The backrest can be tilted forward depending on the situation. The tilting manner is the same as tilting backward, but it cannot be fixed at an optional position.

Lumbar Adjustment

To expand the lumbar turn the knob counterclockwise. To collapse the lumbar turn the knob clockwise.



Swivel Seat (Option)

To swivel the seat bracket (will only swivel 15° to right or left) stop truck, put forward-reverse lever in the neutral position. Apply parking brake.

Lift seat swivel handle and turn seat in the most comfortable direction for the best view in direction of travel.



OPERATING THE TRUCK SEAT BELT

- 1. Holding the tongue pull out the seat belt gently.
- 2. Wrap the lower part of the hipbone with the seat belt as tight as possible so as not to get loose.



NOTE:

If the seat belt cannot be pulled out because it is locked, loosen it once and pull it out once more.

3. Being careful not to twist the seat belt, insert the tongue into the buckle until it "clicks".

For unfastening the seat belt, press the button on the buckle and pull the tongue out of it. While lightly holding the tongue, let the seat belt be rewound gently.

NOTE:

When unfastening the seat belt, be sure to hold the tongue because the tongue may be pulled rapidly together with the seat belt.



• Periodically check to see that the seat belt and metal components, such as buckles, tongues, retractors, flexible wires and anchors, work properly. If loose parts, deterioration, cuts or other damage is found, the entire seat belt assembly should be replaced.



- Tightly wrap the seat belt around the hipbone as low as possible. If the seat belt comes off the hipbone and it wraps around the abdomen, it may cause an injury because strong pressure is applied onto the abdomen.
- Do not fasten the seat belt if it is twisted. If it is twisted, it may cause an injury because the twisted belt cannot disperse on impact.
- Do not adjust the seat belt to be loose such as slackening it intentionally by use of a clip. If the seat belt is fastened loosely, it cannot perform correctly.
- Do not excessively tilt back the backrest, otherwise the seat belt may not perform correctly.
- Do not put any foreign substance into the buckle or retractor, otherwise its (performance cannot be demonstrated) because it cannot be fastened normally.
- It is recommended that the seat belt be used by pregnant women and injured persons, consult with you doctor for specific recommendations beforehand because her/his abdomen is pressed by the seat belt.
- The seat belt that was once impacted, damaged or broken in part may not perform correctly. Replace it with a new one by contacting your Local Authorized Dealer.
- For cleaning the seat belt, use a neutral detergent or lukewarm water. After cleaning, dry it completely before use. Be sure not to use an organic solvent such as benzine or gasoline, otherwise the seat belt deteriorates in its performance and may not function as designed.

TOP PANEL

The top panel can be opened toward the rear of the forklift.



WARNING

• The top panel is automatically retained by the gas stay.

Open Operation

- 1. Pull the lever on the left side of the operator's seat upward to tilt the backrest forward.
- 2. Push the lever in the front left side of the top panel upward to unlock the top panel while pressing down on the hood top panel), then lift the panel rearward.

NOTE:

• For opening the top panel rearward, refer to the top panel open procedure label on the body.

Close Operation

- 1. Depress the top panel. Since there is reaction of the gas stay, depress the top panel while pressing its front top until it is completely locked.
- 2. Raise the backrest of the operator's seat up to the original position.



- To avoid pinching your fingers, always press down on the top of the hood (top panel).
- On forklifts equipped with a top panel lock, make sure the top panel is securely locked.

TOP PANEL LOCK

WARNING

• Do not open the top panel with the engine running. Do not place hands near the cooling fan because it rotates at a high speed and may cause injury. When opening the top panel (hood), be sure to turn off the engine. When starting the engine, check the top panel (hood) to make sure that it is locked.



The forklift is provided with a top panel lock to ensure that the engine hood cannot be opened unless the lock is released.

TILT STEERING WHEEL

The position of the steering wheel can be adjusted. To adjust, push down on the tilt lever (black) located on the left side of the steering column, and move the wheel to the desired position. After selecting the wheel position, pull up the lever fully to lock.





- Before adjusting the steering wheel, turn the ignition switch off and set the parking brake.
- Be sure to adjust the steering wheel position while the forklift is stationary.
- After adjustment, force the steering wheel upward or downward to assure it is locked securely.

OPERATING THE TRUCK RADIATOR COVER

The radiator cover can be removed with the top panel closed.

For inspection of the radiator or replenishment of the engine coolant, loosen the right and left bolts by hand.





• Do not remove the radiator cover while the engine is running. Always turn the ignition switch off when cover is to be removed for any reason to reduce possible personal injury from rotating parts.

NOTE:

- Be absolutely sure to hand tighten the bolts when reinstalling the radiator cover.
- Refer to page 77 for information on the engine coolant level check procedure.

REARVIEW MIRROR (OPTION)

Adjust the right and left rearview mirrors respectively by hand so that both ensure the best view to the rear.





• Never use only the rearview mirrors for operating the forklift in reverse due to limited visibility. Always turn and look in the direction of travel before proceeding.

GENERAL CARE AND MAINTENANCE

WET CELL BATTERY CARE AND MAINTENANCE

The following information is general information regarding the best methods for using and maintaining the battery, and it in no way can cover every type of manufacture of battery. You should always contact the manufacturer of the battery to ensure that you are following their recommended procedures and operation methods of the equipment.

Refer to the appropriate manuals attached to the battery for information about how to handle and maintain the battery.

• Do not allow the alkaline solution to fall in the battery cell, this will result in a dead or weak battery.

Proper care and servicing of the battery is vital to ensure satisfactory operation and life of your forklift. Battery acid is extremely corrosive and should be washed off the unit if any spills occur.



• Check with Local and State Regulations on storing, charging and cleaning of corrosive materials. There may be conditions locally which will not allow you to simply wash off acid spills.



- Only trained and authorized personnel should conduct any maintenance or servicing of this unit and its battery.
- Always turn ignition switch off and disconnect battery before doing any servicing of the battery.
- Always wear personal protective equipment (PPE), i.e. safety goggles, rubber gloves and boots, when servicing the battery. Battery acid will cause severe burn or injury.
- The battery generates highly explosive hydrogen gas. A short circuit resulting in sparks or even a lit cigarette in the vicinity of the battery can cause a serious explosion. Do not permit smoking, open flames or sparks near the battery or battery maintenance area.
- Battery fluid contains highly corrosive sulfuric acid. If acid contacts your skin or clothing, flush the area immediately with large amounts of clean fresh water. If acid enters your eyes, immediately wash out your eyes with large amounts of clean fresh water and contact a physician. If acid is accidentally swallowed, immediately contact a physician.
- If a large quantity of battery fluid is spilled, neutralize it with an equivalent quantity of basic neutralizing agent (baking soda, calcium hydroxide, or sodium carbonate). Wash away the resulting solution with large quantities of clean fresh water.

GENERAL CARE AND MAINTENANCE

WET CELL BATTERY CARE AND MAINTENANCE (cont'd)



- Do not place tools or other metallic objects on the top surface of the battery where they may come in contact with the battery terminals and cause an electrical short. This electrical short may cause sparking. The sparking may ignite the hydrogen gas escaping from the battery resulting in a serious explosion. It may cause some nearby object to burn.
- Battery fluid exhaustion (gases) creates the danger of explosion. Replenish the battery fluid frequently to maintain the specified fluid level. If the fluid level is low, replenish it with distilled water to the specified level.
- Do not attempt to recharge a frozen battery; this may cause it to rupture or explode.
- Cleaning the battery upper surface and connections with certain types of dry cloth or laying a dust cover or vinyl sheet across these areas may create a static electricity charge that can lead to dangerous sparking. An explosion can result. Do not use dust covers or vinyl sheets to protect the battery. If you are cleaning battery surfaces, use a slightly damp cloth.

Battery Fluid Level



Check the battery fluid level once a week to prevent the battery from running short of the electrolyte.

Refilling Battery Fluid

Open the top panel (refer to page 66), remove the battery vent caps and inspect the electrolyte level in each cell.

If the electrolyte level is insufficient, carefully refill the battery cells with distilled water only until the fluid level reaches the "Upper Level" so as not to contaminate the fluid with dust or foreign substances.

At the same time, visually inspect the battery body for cracks or damage. If there is any damage, immediately replace the battery with a new one.

After refilling the battery with distilled water, tighten the respective caps tightly. If battery fluid spills out, wash it away with water and wipe down the wet surface.
BATTERY SPECIFIC GRAVITY



Electrolyte temperature

The battery should not be left in the discharged state. When battery performance becomes questionable, check the specific gravity of the electrolyte, terminals of battery and alternator.

The normal specific gravity is 1.260 as corrected at 20°C (68°F). It changes to about 0.0007 for every 1°C (1.8°F). If the specific gravity of the electrolyte does not indicate the correct value, charge the battery soon.

GENERAL CARE AND MAINTENANCE DAILY INSPECTION

To maintain your forklift in proper condition and ready for safe operation, be sure to perform the daily checks indicated below. If you note any malfunction notify your Local Authorized Dealer.

- 1. Check battery fluid level.
- 2. Check brake fluid level and for leaks.
- 3. Check hydraulic oil level and for oil line leaks.
- 4. Check engine oil level.
- 5. Check engine coolant level and check cooling system for leaks.
- 6. Check transmission oil level and for leaks.
- 7. Check the fuel line (hoses, pipes, connections) for leaks. Also check the fuel tank drain plug for leaks.
- 8. Check the water separator sedimenter filter. If necessary, drain the water from the sedimenter filter.
- 9. Check the radiator core for clogging.
 - If there is dirt or dust on the radiator core, the engine may overheat. Clean the radiator core with compressed air or steam so as not to deform the core fins.
- 10. Check the color of the exhaust gas after the engine is warmed up.
 - "Colorless or light blue" exhaust represents complete combustion.
 - "Black" exhaust represents incomplete combustion and "White" exhaust shows burning of engine oil.



- Exhaust gas contains harmful substances, therefore sufficient ventilation must be secured in case you have to start it in an enclosed area.
- This exhaust gas check must be conducted in an open area.

- 11. Check for full motion and proper function of all the steering and travel controls.
- 12. Check steering wheel play.
- 13. Check that all guards, horn, lights, limit switches, warning and safety devices, indicators, etc. are functional.
- 14. Check the condition of tires and wheels. Check for looseness, wear or damage of wheel nuts and bolts. If pneumatic tires check inflation pressure.
 - Remove objects that are embedded in the tread.
 - Check for damage and friction of wheels and for bends and cracks in the rim.
- 15. Check operation of hydraulic control valve.
- 16. Check mast operation for the following items:
 - Smooth lifting and lowering
 - Smooth roller rotation
 - Wear or damage to chains
 - Wear or damage on mast rail
 - Lift bracket and forks for bends or damage
- 17. Conduct an operational check, including braking functions.
- 18. Check seat belt and top panel lock.
- 19. Check the backrest and overhead guard for proper installation and function.
- 20. Check forks and frame for cracks, breaks, bend and wear.
- 21. Check the fork latches.
- 22. Check the safety start system operation.
- 23. Check additional options, i.e. attachments or special equipment as specified by the manufacturer or employer.
- 24. Check that capacity plates and decals are legible, if not replace.

DAILY INSPECTION (cont'd)

WARNING

- Do not open the top panel with the engine running. Do not place hands near the cooling fan because it rotates at a high speed and may cause injury. When opening the hood, be sure to turn off the engine. When starting the engine, check the hood to make sure it is locked.
- If the truck is found to be in need of repair or in any way unsafe, or contributes to an unsafe condition, or if during operation the truck becomes unsafe in any way, the matter shall be reported immediately to your designated authority, and the truck shall not be operated until it has been restored to safe operating condition.
- Do not make repairs or adjustments unless specifically authorized to do so.
- Do not use open flames when checking electrolyte level in storage batteries.
- Be certain that your truck is the correct UL safety rating type for the area in which you are working. The proper type designation for the industrial truck is on the data plate. In areas classified as hazardous, use only trucks approved for use in those areas. All hazardous areas should have classified markings. If you are unsure of the classification of the area you wish to enter, ask your designated authority before entering.

OPERATOR'S DAILY CHECKLIST (SAMPLE)

Carry out the daily checks as per "Daily Inspection" in this Operator's Manual on page 72 and the applicable provisions of laws and regulations of your country (In U.S. OSHA 29CFR1910.178).

I.T.A. Class IV & V Operator's Daily Checklist and Safety Inspection (sample)

Check each of the following items before the start of each shift. Notify your supervisor and/or maintenance department if there are any problems with the forklift.

DO NOT OPERATE A FORKLIFT WITH ANY MALFUNCTION.

FORKLIFT DETAILS:

#	ок	NG	Visual Check Items	#	ок	NG	Operational Check Items
01			Forks: bent, worn, fork stops, pin/latch locks	18			Horn Operation: working
02			Load Backrest: bent, cracked, loose, missing	19			Service Brake: linkage, loose/binding ,stops OK, grab
03			Tires/Wheels: wear, damage, nuts tight or missing	20			Parking Brake: loose/binding, operation, adjustment
04			Battery Connectors: cracked, loose, missing	21			Seat Brake (if equipped): loose/binding, operational adjustment
05			Hydraulic Oil: level, dirty, leaks	22			Engine: runs rough, noisy, leaks
06			Covers/Panels/Sheet Metal: damage, missing	23			Mast: smooth lifting/lowering, smooth roller rotation, wear or damage to chains or mast rails
07			Overhead Guard: bent, cracked, loose, missing	24			Tilt: loose/binding, excessive drift, "chatters", leaks
08			Battery: connections loose, state of charge, electrolyte level	25			Carriage and Attachments: operation, leaks, mounting, damage
09			Warning Decals/Operator's Manual: missing, unreadable	26			Control levers: loose/binding, free return to neutral position
10			Data Plate/Capacity Plate: incorrect: unreadable, missing	27			Directional Control: loose/binding, find neutral position OK
11			Operator Restraint (if equipped): damage, mounting, operation, oily, dirty	28			Drive Axle: noise, leaks
12			Gauges/Instruments: damage, operation	29			Steering: loose/binding, leaks, operation
13			Brakes: linkage loose, reservoir fluid level, leaks	30			Warning Lights (if equipped): mounting, operation
14			Carriage and Attachments: damage, mounting, operation, leaks	31			Back-Up Alarm (if equipped): mounting, operation
15			Head/Tail/Working Lights: damage, mounting, operation	32			Head/Tail/Working Lights: mounting, operation
16			Radiator: fluid level, dirty, leaks, condition of hoses and core	33			
17			Engine Oil: level, dirty, leaks	34			
18			Fuel: level, dirty, leaks	35			

Additional explanation of problems marked above:

FUEL RECOMMENDATION

The ZD30 diesel engine is designed to run only on **ultra low sulfur diesel fuel** with at least a minimum of 42 cetane rating and maximum sulfur content of 15 ppm.



- Be sure to stop the engine before refilling with fuel.
- Make sure that there is not fire or flammable objects in the vicinity of the engine. Use only diesel fuel in the tank of diesel engine equipped forklifts.

The fuel inlet is located on the body on the left rear side.

When refilling the fuel, check the indication label and do not use the wrong fuel by mistake. Turn the fuel cap counterclockwise to remove it.

If the fuel cap has the optional lock and key, insert the key into the keyhole on the fuel cap and turn the key clockwise for locking or turn it counterclockwise to unlock.

After refilling, be sure to turn the fuel cap clockwise until it clicks twice or more.



- Be careful not to allow water or debris to enter the fuel tank during refilling.
- Do not use fuel that has been stored for a long time. Such fuel may adversely affect engine performance or shorten its service life, because of possible contaminates in the fuel.
- If the fuel spills out of the fuel inlet, wipe it off immediately and completely clean the area by the inlet.

ENGINE OIL LEVEL

For diesel engines, the level gauge is located on the left side of the engine.

To check the oil level, pull out the level gauge, wipe it clean and reinsert; remove it again to read the oil level.

The level should be in the proper area.

After checking the oil level, be

sure to return the oil level gauge to the original position.

• Do not run the engine when the engine oil level is lower than the minimum indicator (low) mark, as the engine could be damaged or seize up. If the engine oil level is lower than the minimum indicator (low) mark, add engine oil through the oil inlet until the oil level reaches the specified amount.

NOTE:

When checking the engine oil, be sure to do it on a level surface before starting the engine and at least 5 minutes after the engine is stopped.



REFILLING ENGINE OIL

1. For refilling the engine oil tank with engine oil, remove the oil filler cap and slowly pour genuine OEM motor oil into the tank while checking the oil level with the oil level gauge until the oil reaches the specified oil level.



- Carefully pour engine oil into the oil filler so as not to contaminate with dust and foreign substances. If the oil spills, immediately wipe it off.
- Make sure that the oil filler cap is tightened. If the oil filler cap is not properly tightened, engine problems may result.



- 2. 5 minutes after refilling the engine oil, check if the oil level is between the upper limit (H) and lower limit (L) indicator marks with the oil level gauge.
- 3. Restore the oil filler cap and oil level gauge to their respective original positions.

ENGINE COOLANT LEVEL

Visually check the amount of coolant in the reservoir tank when the engine is cold. If the coolant level is below the "MIN" level, remove the reservoir tank filler cap and add coolant until the "MAX" level is reached. If the reservoir is empty, check the coolant level in the radiator. If there is insufficient coolant in the radiator, pour coolant into the radiator up to the cap and also pour it into the reservoir tank up to the "MAX" level.



If it becomes necessary to repeatedly add coolant, your cooling system should be inspected by your Local Authorized Dealer.



- Never remove the radiator cap when the engine is hot. Serious burns could be caused by high-pressure fluid escaping from the radiator.
- Wrap a thick cloth around the cap and carefully remove the cap by turning it a quarter turn to allow built-up pressure to escape. When all hissing, steam and liquid stops, slowly turn the cap all the way off.

REFILLING ENGINE COOLANT

- 1. Remove the reservoir tank filler cap and add coolant until the "MAX" level is reached (refer to page 78 for proper mixing ratio).
- 2. If the reservoir tank is empty, refill the radiator and the reservoir tank with the coolant at the same time. For refilling coolant in the radiator, remove the radiator cover first and then slowly turn the radiator cap while wrapping it with a cloth. After removing the radiator cap fill the radiator with coolant.
- 3. After refilling the coolant, tighten the reservoir tank filler cap and the radiator cap.



• To avoid being scalded, do not attempt to change the coolant when the engine is hot.



- The Blue Extended Life Coolant/Antifreeze can degrade the coated surface. If it adheres to the coated surface, wash the coolant away with water.
- Be sure to use Blue Extended Life Coolant/Antifreeze. The cooling performance and anticorrosive treatment cannot be assured if another coolant is used.
- Do not refill the coolant above the "MAX" level of the tank. If it exceeds this level, it may spill out as the engine is warmed up. Carefully refill as not to contaminate it with foreign substances.

MAINTENANCE AND INSPECTION (cont'd) COOLING SYSTEM BLEEDING INSTRUCTIONS

Antifreeze

Applicable Engine	Capacity ℓ (US gal, Imp gal)	LLC Density
ZD30	11.2 (3, 2-1/2)	Standard Specification: 30% (approx15°C (5°F) of freeze temperature) For Cold Areas: 50% (approx35°C (-31°F) of freeze temperature)

WARNING

- Never remove the radiator cap when the engine is hot. Serious burns could be caused by high-pressure fluid or steam escaping from the radiator.
- Always ensure that the coolant is cooled down sufficiently before removing the radiator cap. When opening the cap, wrap the cap with a shop cloth and turn the cap slowly to release the internal pressure.

NOTE:

- Use only Blue Extended Life Coolant/Antifreeze with the proper mixture ratio for the working environment that the forklift will be used in.
- Engine coolant must be disposed of properly. Check all local, state and federal regulations.

- 1. Remove the radiator cover and open the engine hood. Remove the radiator cap.
- 2. Place an appropriate size container under the radiator. Open the drain cock of the radiator and extract the coolant.
- 3. If changing engine coolant flush the cooling system.
- 4. After draining all of the coolant, securely close the drain cock.
- 5. Prepare coolant mixture (refer to antifreeze chart at left).
- 6. Add the recommended engine coolant mixture into the radiator.
- 7. Also add coolant to the reservoir tank up to the "MAX" line.
- 8. With the radiator cap removed, start the engine and accelerate above idle RPM to purge the air. Continue to operate the engine until the thermostat opens and you can visually see the coolant moving in the radiator.
- 9. Top off the coolant (approximately 25 mm (1 in) from the top of the radiator) in the radiator after all the air has been purged.
- 10. Securely attach the radiator cap.
- 11. Turn off the engine.
- 12. Close the engine hood and install the radiator cover.
- 13. Start the engine, check for leaks and ensure that the engine temperature stays within the operating range. If the unit starts to overheat, there is still air in the cooling system. Repeat steps 5 through 13.

MAINTENANCE AND INSPECTION (cont'd)

BRAKE FLUID LEVEL

Check the brake fluid level in the brake fluid reservoir tank under the floor is within the proper range. If the level is lower than the "MIN" level, refill the reservoir tank. At the same time, examine the outside and periphery of the reservoir tank for brake fluid leak or stain.





• If brake fluid is unusually low, a leak or stain is detected, immediately report it to the appropriate personnel or contact your Local Authorized Dealer. Do not operate the forklift until it has been repaired.

REFILLING BRAKE FLUID

Turn the brake reservoir tank cap counterclockwise to remove it. Gently pour the brake fluid into the tank until the fluid level reaches the "MAX" level (refer to page 105).



- Carefully add brake fluid so as not to mix dust and foreign substances in the fluid.
- Do not use any brake fluid other than those specified by the OEM or an aged brake fluid, it may cause not only deterioration in the performance of the forklift but could result in an accident.
- Be careful not to spill the brake fluid to the coated surface, it will vitiate (damage) the coated surface. If fluid comes into contact with a coated surface, immediately wipe it out so that no liquid remains.

MAINTENANCE AND INSPECTION (cont'd)

AUTOMATIC TRANSMISSION FLUID LEVEL



- 1. Stop the engine after idling for about 10 minutes.
- 2. Open the top panel and check for leakage. Pull out the level gauge and wipe down the tip of the gauge with a clean cloth.
- 3. Insert the level gauge to the limit and gently pull it out again.
- Make sure that the fluid adhered to the tip of the gauge is not extremely worn, discolored or contaminated by foreign substances. Also check if the fluid level is within the proper range.
- 5. If fluid is insufficient, refill with the specified fluid so that the level gauge reads the proper range.



- Do not operate the forklift with insufficient automatic transmission fluid, because the forklift transmission could stop operating.
- If the transmission fluid is extremely worn, discolored or contains foreign substances, immediately report it the proper authority or contact your Local Authorized Dealer.

REFILLING AUTOMATIC TRANSMISSION FLUID

Automatic transmission fluid can be added through the level gauge hole. Checking the fluid level with the level gauge, pour OEM fluid into the level gauge hole until the fluid level is in the proper range (refer to page 105).



- Carefully add transmission fluid so as not to mix dust and foreign substances in the fluid.
- Do not use any automatic transmission fluid other than those specified by the OEM, it may cause a malfunction in the torque converter. Not only deterioration in the performance of the forklift but could result in an accident.

HYDRAULIC OIL LEVEL

1. Check the oil level in the hydraulic oil tank.

NOTE:

For correctly checking the hydraulic oil level, park the forklift on level ground and stand the mast vertically with the forks lowered to their lowest limit beforehand.

- 2. Visually check for oil leakage.
- 3. Remove the hydraulic oil filler cap located on the right side of the operator's seat.
- 4. Wipe down the level gauge with a clean cloth and reinsert the level gauge into the hydraulic oil filler and pull it out again.
- 5. Make sure that the fluid level is within the proper range.
- 6. If fluid is insufficient, refill with the specified fluid so that the level gauge reads the proper range.

REFILLING HYDRAULIC OIL

Remove the hydraulic oil filler cap. While checking the hydraulic oil level with the level gauge, pour the specified hydraulic oil into the oil filler until the oil level is in the proper area (refer to page 105).



- Do not use any hydraulic oil other than those specified by the OEM, otherwise it may cause not only deterioration in the performance of the forklift but could result in an accident.
- Carefully add the hydraulic oil so as not to mix dust and foreign substances in the oil.

STEERING WHEEL PLAY

Turn the steering wheel to the left and right. A play in the circumference of less than 30 mm (1.18 in) at idling is normal.





• If there is excessive play or looseness, have the steering wheel adjusted by your Local Authorized Dealer.

Proper

area

MAINTENANCE AND INSPECTION (cont'd)

WHEEL AND TIRE



WARNING

- OSHA safety procedures must always be followed. Refer to OSHA 1910.177.
- Only properly trained personnel should replace pneumatic tires on multi-piece rim sets.
- Always use correct procedures when servicing or replacing pneumatic tires on multi-piece rim sets.
- When inflating or deflating tires, a suitable safety cage or barrier shall be used.
- Failure to use proper procedures can cause explosive separation of tire and rim set, death or serious injury could result.
- If any of these warning are not adhered to it could result in death or serious injury.
- Tires used on forklifts manufactured in Japan and the U.S. are different. Do not mix different sizes or tire types, as this could affect stability.

- If the tire pressure is not correct it can affect the stability of the forklift, potentially resulting in a tip-over. It can also cause rupturing, premature tire wear or explosive separation of the multi-piece rim set.
- When checking the tire pressure, do not face the tire side to avoid a danger because the tire pressure is very high.

TIRE REPLACEMENT

WARNING

- Do not remove the wheels unless you are familiar with the procedure. For wheel replacement, contact your Local Authorized Dealer.
- Do not get under or ride on the forklift when it is supported only by a jack. Doing so could lead to a serious accident, including death in the case the jack comes off accidentally.
- Use a jack with a capacity of 4.0 tons or more.



- Always park the forklift on a flat, level and solid surface.
- Unload cargo from the forklift.
- Do not turn the ignition switch to "ON" or "OFF", or operate control levers from any position other than the operator's seat.
- Keep the parking brake on.
- Make sure the forward-reverse lever is in the neutral position. Check the forklift and its surroundings for safety.
- Chock wheels that are not being changed.

MAINTENANCE AND INSPECTION (cont'd)

TIRE REPLACEMENT (cont'd)

NOTE: The pneumatic type cushion tire without inner tube (so-called tubeless tire or non-puncture tire) is supplied. This type of tire does not need to have a tire pressure check performed.

		Vehicle		Tire size	Tire pressure
		Sing	e tire	8.25-15-14PR(I)	10.0 (981, 9.81, 142)
	Eropt tiro	Wide si	ngle tire	300-15-18PR(I)	8.0 (785, 7.85, 114)
3.5 ton	Front tire	Double tire	Standard	7.50-16-12PR(I)	7.0 (686, 6.86, 100)
		Double lire	Special	8.25-15-12PR(I)	7.0 (686, 6.86, 100)
		Rear tire (Steer)		7.00-12-12PR(I)	7.0 (686, 6.86, 100)
		Sing	e tire	8.25-15-14PR(I)	10.0 (981, 9.81, 142)
	Eropt tiro	Wide si	ngle tire	300-15-18PR(I)	8.0 (785, 7.85, 114)
4.0 ton		Double tire	Standard	7.50-16-12PR(I)	7.0 (686, 6.86, 100)
		Double lire	Special	8.25-15-12PR(I)	7.0 (686, 6.86, 100)
		Rear tire (steer)		7.00-12-12PR(I)	7.0 (686, 6.86, 100)
		Sing	e tire	300-15-18PR(I)	8.0 (785, 7.85, 114)
4.5 ton,	Front tire	Double tire	Standard	7.50-16-12PR(I)	7.0 (686, 6.86, 100)
5.0 ton		Double lire	Special	8.25-15-12PR(I)	7.0 (686, 6.86, 100)
		Rear tire		7.00-12-12PR(I)	10.0 (981, 9.81, 142)

MAINTENANCE AND INSPECTION (cont'd)

TIRE REPLACEMENT (cont'd)

- Use hardwood blocks that do not slip easily and are strong enough to withstand the forklift weight. Do not use broken or cracked blocks or metal blocks that slip easily.
- Use wood blocks of the following size:

Height: Allows the block to tightly fit between the backward tilted mast and the road surface.

Width: 50 to 100 mm (1.97 to 3.94 in) larger than the longitudinal length of the mast rail.

Length: 20 to 40 mm (0.79 to 1.57 in) larger than the width of the outside mast.

• To prevent the forklift from inclining, do not place wood blocks of different heights under the right and left mast.





NOTE:

There are two types of wheel nut wrenches: a large one for the front wheels and a small one for the rear wheels.

Front Tire:

- 1. Place the forklift on a level and solid surface.
- 2. Start the engine and raise the carriage about 250 mm (9.84 in).
- 3. Place chocks behind the rear wheels to prevent movement of the forklift.
- 4. Loosen the wheel nuts one or two turns each by turning the counterclockwise.
- 5. Tilt the mast fully backward, place a wooden block under each side of the outer mast.
- 6. Tilt the mast forward until the front tires are raised from the surface.

WARNING

- Do not operate the control lever quickly. Doing so may cause the mast on wood blocks on the ground to become unstable.
- Stop jacking up the forklift when the tires are slightly raised off the ground. Jacking up the forklift excessively high could cause it to roll over.
- If the front wheels are lifted for a long time by means of the mast, the mast may incline backward by itself. To prevent this, be sure to insert wood blocks under each side of the frame with no space left between them.
- Do not remove the wheel nuts until the front tires are raised off the ground.
- 7. Support the forklift by putting additional wood blocks under each side of the front-end of the frame as shown at left. Stop the engine.
- 8. Remove the wheel nuts and replace the front tire.

MAINTENANCE AND INSPECTION (cont'd)

TIRE REPLACEMENT (cont'd)

- When removing the tire from the wheel rim, do not remove the rim set bolts and wheel nuts before releasing the air.
- Never get under the forklift while it is supported only by the wood blocks.
- 9. Reinstall the wheel nuts and temporarily tighten them in the sequence as shown.



- Each wheel nut has a conical bearing surface and each hole in the rim is countersunk so that they can fit with each other. After attaching all wheel nuts, make sure each nut tightly fits with the countersunk hole. If wheel nuts are attached in the wrong direction, they will loosen easily and might cause bolts to break and the wheel to come off.
- For replacement of the double tires, do not install the tires in the incorrect direction of the inner and outer rim. The inner rim has a conical bearing surface on one side and the outer rim has it on both sides. If the double tires are installed in the incorrect direction or the wheel nuts are attached in the wrong direction, the nuts may loosen easily and may cause bolts to break and the wheel to come off.

- 10. Start the engine and remove the wood blocks from the underside of the frame.
- 11. Lower the forklift slowly by tilting the mast fully backward. Remove the wood blocks from under the mast and remove the chocks.
- 12. Tighten the wheel nuts to the specified torque in a crisscross fashion (refer to page 87).
- 13. Adjust the tire pressure to the value specified (refer to page 83).
- 14. After replacing a tire, drive the forklift and check the tightening torque of each wheel nut again.

MAINTENANCE AND INSPECTION (cont'd)

TIRE REPLACEMENT (cont'd)

Rear Tire:



- Do not remove the wheels unless you are familiar with the procedure. For wheel replacement, contact your Local Authorized Dealer.
- 1. Place the forklift on a level and solid surface.
- 2. Apply the parking brake and place chocks behind the front wheels to prevent movement of the forklift.
- 3. Place the jack under the cutout portion at the bottom of the counterweight.





• Do not get under or ride on the forklift when it is jacked up. Doing so could lead to a serious accident, including death in the case the jack comes off accidentally.

WARNING

Wheel Nuts

Rim Set Bolts

- Use a jack with a capacity of 4.0 tons or more.
- 4. Loosen the wheel nuts one or two turns each by turning them counterclockwise.



- Do not remove wheel nuts until the rear tires are raised off the ground.
- 5. Jack up the forklift slowly until the rear tires clear the ground. Support the forklift by putting wood blocks under each side of the rear end of the frame as shown on page 84.



- Stop jacking up the forklift when the tires are slightly raised off the ground. Jacking up the forklift excessively high could cause it to roll over.
- Use a jack with a capacity of 4.0 tons or more.
- Use hardwood blocks that do not slip easily and are strong enough to withstand the forklift weight. Do not use broken or cracked blocks or metal blocks that slip easily.

MAINTENANCE AND INSPECTION (cont'd)

TIRE REPLACEMENT (cont'd) Rear Tire: (cont'd)

6. Remove the wheel nuts and replace the rear tire.



- When removing the tire from the wheel rim, do not remove the rim set bolts and nuts before releasing the air.
- Never get under the forklift while it is supported only by the wood blocks.
- 7. Reinstall the wheel nuts and temporarily tighten in sequence on page 86.
- 8. Remove the wood blocks and lower the forklift slowly until the rear tires touch the ground. Remove chocks and jack.
- 9. Tighten the wheel nuts to the specified torque in a crisscross fashion (refer to chart at right).
- 10. Adjust the tire pressure to the value specified (refer to page 83).
- 11. After replacing a tire, drive the forklift and check the tightening torque of each wheel nut again.

Tightening torque:

Unit: ft-lb (N-m)

					(11-11)				
Model				3.5 & 4.0 ton	4.5 & 5.0 ton				
		Single tir	e	398 - (539 -	- 462 - 627)				
Front		Wide Single	e tire	398 - (539 -	- 462 - 627)				
		Standard	Inner nut	398 - 506 (539 - 686)					
(Drive)	Double	Standard	Outer Nut	434 - 542 (588 - 735)					
	tire	Special	Inner nut	398 - (539 -	- 506 - 686)				
		Special	Outer Nut	434 - (588 -	- 542 - 735)				
			Wheel Nut	196 - 240 (265 - 325)					
	Rear (Stee	er)	Wheel Composite Nut	116 - 144 (157 - 196)					

CHECKING MAST

Check the mast to ensure that:

- a. No oil leakage occurs at or around the lift and tilt cylinders.
- b. Check rollers for proper rotation.
- c. Check the chain anchors and pins.

Lubricate the points shown periodically in accordance with the Periodic Maintenance and Lubrication Schedule (refer to page 104). Apply a coat of grease to the thrust metals and liner.

2W mast





3F mast

NOTE:

- a. The lubrication interval will vary with working conditions. During months in which working conditions are severe, it will be necessary to grease the parts frequently.
- b. When forklift is operated, apply a coat of grease to the contact surface of the lift roller and inner mast or outer mast.

CHECKING LIFT CHAIN



• Use extreme care when checking lift chain tension.

Check the chains for cracks or broken links and pins. Check lift chain tension periodically. Lift up the forks slightly and depress the midpoint of the lift chain with a board.



Deflection: 25 - 35 mm (0.98 - 1.38 in)

If the deflection is not within the specifications, have the chain adjusted by your Local Authorized Dealer.

FORK INSPECTION

Ensure the forks are secured in their proper position and they are not damage.



- Forks in use shall be inspected at intervals of not more than 12 months (for single shift operations) or whenever any damage or permanent deformation is detected. Severe applications will require more frequent inspection. (see ANSI/ ITSDF B56.1 Section 6.2.8 for inspection and repair of forks in service on forklift trucks.)
- Individual Load Rating of Forks. When forks are used in pairs (the normal arrangement), the rated capacity of each fork shall be at lease half of the manufacturer's rated capacity of the truck, and at the rated load center distance shown of the truck's data plate.
- Fork inspection shall be carried out carefully by trained personnel with the aim of detecting any damage, failure, deformation, etc., which might impair safe use. Any fork that shows such damage shall be withdrawn from service, and shall not be return to service unless it has been satisfactorily repaired in accordance with ANSI/ITSDF B56.1-2009 standards.

FORK REPAIR

Repair - Only the manufacturer of the fork or an expert of equal competence shall decide if a fork may be repaired for continued use, and the repairs shall only be carried out by such parties. It is not recommended that surface cracks or wear be repaired by welding. When repairs necessitating resetting are required, the fork shall subsequently be subjected to an appropriate heat treatment, as necessary.

CHECKING HORN

Check the horn for proper operation.

CHECKING LIGHTS

Mark sure that lights illuminate when switches are placed into the "ON" position.

CHECKING CARGO-HANDLING CONTROL LEVER(S)

Check the cargo-handling control lever(s) for proper operation. Ensure that the forks lift, lower, and tilt forward and backward properly.

CHECKING BRAKE PEDAL

When the engine is running and the brake pedal is fully depressed, the distance between the upper surface of the pedal pad and floor board should be (h) = 80 mm (3.14 in) or more.



Brake Pedal force when the engine is running is 200 N (20.4 kg, 45 lb)

When this distance approaches the prescribed limit value, have the brake adjusted by your Local Authorized Dealer.

PEDAL FREE PLAY

The standard free play of the pedals is 3 - 5.5 mm (0.1 - 0.2 in).



CHECKING PARKING BRAKE LEVER

Make sure the parking brake works properly when pulled and then returns to its original (release) position.

Pulling force at gripping position is 245 - 295 N (25 - 30 kg, 55.1 - 66.3 lb).



CHECKING TOP PANEL LOCK

The lock prevents not only the top panel from lifting when brakes are applied abruptly, but also prevents the battery from being thrown out of the compartment if the forklift should suddenly overturn. Make sure the top panel lock is properly engaged without looseness or damage.

FUSES



The fuse box is installed in front of the battery under the

top panel. Remove the fuse box cover and visually check if the fuse is blown. Before replacing any malfunctioning fuse, check and correct the cause of the malfunction. Use a fuse of the specified rating which is clearly shown on the label.

CHECKING AIR CLEANER

Remove the three clamps securing the air cleaner case and take the element out carefully. Clean the element by tapping it by hand or blow compressed air to it from the inside. After cleaning, visually check the element and replace if it is still dirty.



Element



 When cleaning the air cleaner element, always wear a dust mask and dustproof glasses. OSHA requires that air nozzles be used to reduce pressure to no more than 206 kPa (2.06 bar, 2.1 kgf/cm², 30 psi).

FUEL TANK CLEANING: DRAIN PLUG

Remove the drain plug before washing the inside of the fuel tank. To do this, turn the drain plug counterclockwise.

When removing the drain plug, be careful not to lose the packing. Before installing the drain plug be sure to install the packing.

Tightening torque: 25 to 39 N·m (2.6 - 3.9 kgf-m, 18 - 28 ft/lb)

CHECKING FAN BELT

Check the belt deflection by applying moderate thumb pressure at a point midway between the pulleys. If necessary, adjust the belt deflection.



Fan belt deflection:

New: 13 - 14 mm (0.51 - 0.55 in) After adjustment: 17-18 mm (0.55 to 0.71 in) Limit: 20 mm (0.79 in)

WARNING

- Be sure that the engine is not running and the parking brake is applied.
- Keep hands clean.

MAINTENANCE AND INSPECTION (cont'd)

CHECKING ACCESSORY BELT

Due to automatic adjustment by the automatic tensioner, it is not necessary to check the tension of the accessory belt. Visually inspect the following parts.

- Visually inspect the entirety of the belt perimeter including the inside and sides to ascertain that there is no wear, damage or cracks.
- Check that no dust or small stones etc. have been fed into the belt grooves.
- If there are any defects in the accessory belt, replace it.
- If strange noises (belt squeaking etc.) occur, use the tension meter of special tool (SST) to carry out inspection of the tension.

Belt tension standard: 270 - 390 N (27.5 - 39.8 kg, 61 - 88 lb)

- If it differs from the standard value, check that there is no oil leakage from the automatic tensioner damper unit and replace the accessory belt.
- If the damper unit suffers malfunction due to oil spill or the installation of the new belt differs from the standard value, replace the damper unit of the automatic tensioner.

ZD30



- 1. Alternator
- 2. Accessory belt
- 3. Water pump pulley
- 4. Automatic tensioner pulley
- 5. Crankshaft pulley
- 6. Idle pulley



DRAINAGE/REPLACEMENT OF SEDIMENTER FILTER Drainage

If the water collected in the sedimenter exceeds regulation, a warning will be indicated on the combination meter. When a warning is indicated, drain the water from the drain cock.



- Never allow open flames, smoking or other sources of ignition in the area of the sedimenter or fuel filters.
- Fuel leaks may cause fire. Make sure that fuel does not leak during inspection or replacement.

- Parts may remain very hot immediately after the engine has stopped. Wear protective gloves and perform the operation carefully so as not to touch possible hot parts around the water drain cock.
- Fuel may spout out along with water being drained. If fuel splashes over parts, wipe them off completely.
- If operation is continued for a long period of time after the sedimenter filter (DPF) warning symbol illuminates, the fuel injection pump may seize up.
- 1. Prepare a receptacle and waste cloth etc. underneath the sedimenter (1), open the drain cock (2) and drain the water from inside.
- Squeeze the priming pump (3) that is used for airbleeding in the fuel system several times for faster draining.



- 3. Make sure that the drain cock is closed after the water has been completely drained.
- 4. Carry out Fuel System Air Bleeding (refer to page 95).

MAINTENANCE AND INSPECTION (cont'd)

DRAINAGE/REPLACEMENT OF SEDIMENTER FILTER (cont'd) Replacement of Sedimenter Filter

- 1. Disconnect the sedimenter's sensor connector (1).
- 2. Open the drain cock (2) and draw out the fuel.
- Remove the filter (4) from the cover assembly (5) along with the sensor (3) and the drain cock (2).
- 4. Remove the sensor (3) and the drain cock (2) from the previously removed filter (4).
- 5. Install the sensor (3) and the drain cock (2) in the new filter (4).
- 6. Screw the filter (4) into the cover assembly (5) by the hand.





- Do not use a wrench for installation.
- 7. Connect the sedimenter's sensor connector (1).
- 8. Carry out Fuel System Air Bleeding (refer to page 95).

REPLACEMENT OF FUEL FILTER

CAUTION

- After replacement, securely install the fuel filter so as not to allow fuel to leak. Any fuel leakage leads to a fire accident.
- 1. Open the engine hood.
- 2. Place an appropriate container underneath the fuel filter (1), open the drain cock and drain the fuel from within.
- 3. Close the drain cock by hand.
- 4. Disconnect the hose connected to the fuel filter.



- 5. Loosen the filter fixing bolt of the fuel filter bracket and remove the entire fuel filter assembly.
- 6. Install the new fuel filter assembly by reversing the removal procedure.
- 7. Carry out Fuel System Air Bleeding (refer to page 95).

NOTE:

The torque for fastening the drain cock when shown in numerical form is :1.5 - 2.5 N•m (0.16 - 0.25 kg-m, 13.3 - 22.1 in-lb).

When fastening by hand, do not close it too tightly.



FUEL SYSTEM AIR BLEEDING

- During replacement of the fuel filter and water drainage, installation and removal or replacement of the fuel hose may result in air contaminating the fuel system in which case, air bleeding of the fuel system must be performed.
- Fuel leaks may cause fire, thus any spillage must be wiped up immediately.
- Prepare a waste pan etc. and make sure that no fuel spills. Make sure that the fuel does not stain the rubber parts like the frame and especially the engine mount insulator.

Squeeze the priming pump (1) several times (by hand) to bleed air from the fuel system.

When the filter and other parts have been replaced follow the below procedures.



- Loosen the air bleeding screw
 (2) located in the upper portion of the sedimenter filter.
- 2. Squeeze the priming pump until fuel comes out from the air bleeder screw.
- 3. Once the operation is complete, firmly tighten the air bleed screw.

- 4. Open drain on fuel filter (4).
- 5. Squeeze the priming pump until fuel comes out and close the drain.
- 6. When all the air has been bled, the priming pump will become hard to squeeze. When that happens, the operation is complete.
- If air bleeding is difficult (the priming pump does not become harder to squeeze), remove the hoses between the sedimenter (3), the fuel filter (4) and the fuel filter feeding side of the engine connector, squeeze the priming pump and confirm that fuel comes out.
- 8. Ensure all hoses are in place and clamp has been tightened.

NOTE:

When the engine does not run smoothly after start-up, race (rev) it 2 or 3 times.

GENERAL CARE AND MAINTENANCE PERIODIC MAINTENANCE AND LUBRICATION SCHEDULE

Before delivery of your new forklift, your dealer provides a pre-delivery inspection and adjustment service specified by the factory and designed to ensure satisfactory performance.

The following tables list the servicing required to keep your forklift operating in good mechanical condition. The forklift should be attended to as indicated, preferably by your Local Authorized Dealer.



- When it is necessary to check with the truck running, raise the drive wheels.
- Follow any lock out/tag out policies that your employer may have.

NOTE:

- Periodic maintenance should be performed after specified intervals have elapsed in months or hours, whichever comes first.
- Under dusty, dirty or heavy operation, more frequent maintenance is necessary. All items listed must be maintained in order to meet and keep control systems operating at design level. Failure to maintain the systems could compromise the warranty.
- The inspection/service intervals shown are based on the assumption that the vehicle is operated in a clean and dry environment for 200 hours in a month. When determining the inspection/service intervals, take into account the actual working conditions of the vehicle.

PERIODIC MAINTENANCE AND LUBRICATION SCHEDULE (cont'd)

							Int	erval							
	Inspection Items	Months	1	2	3	4	5	6	7	8	9	10	11	12	How to
		Hundreds of hours	2	4	6	8	10	12	14	16	18	20	22	24	check
	Battery: mounting, level and specific gravity		1	I	1		I	1	Ι	I	I	I	I	I	Visual/Test
	Harness and connectors		1					1			Ι			I	Visual
_	Fuses							lf Ne	cessa	ary					Visual
sten	Relays		1		1			I			I			I	Visual
ic sy	Switches		I		1			1			I			I	Test
llecti	Lights (all)		I		1			I			I			I	Test
	Horn/Buzzer		I		I			1			I			I	Test
	Gauge and indicators		1		1			1			I			I	Test
	Bulbs							lf Ne	ecessa	ary					Visual
tia	Oil level		I											I	Visual
ferent	Differential oil replacement							R						R	Replace
Dif															
Ę	Fluid level		1	1	1		1	1	Ι	I	I	I	I	I	Visual
natic	Fluid replacement							R						R	Replace
Autor	Line pressure							lf Ne	ecessa	ary					Test
	Stall speed							lf Ne	ecessa	ary					Test

PERIODIC MAINTENANCE AND LUBRICATION SCHEDULE (cont'd)

								Int	erval							
		Inspection items	Months	1	2	3	4	5	6	7	8	9	10	11	12	How to
			Hundreds of hours	2	4	6	8	10	12	14	16	18	20	22	24	check
	xle	Wheel bearing for looseness		I											I	Test/Adjust
	unt a	Wheel bearing grease (repack)													R	Replace
ance	ЪЧ															
nten		Wheel bearing for looseness		Ι	1	1	1	I	I	1	I	I	I	I	I	Test/Adjust
mai	a k	Steer axle adjustment							lf Ne	ecessa	ary					Adjust
ody	ar a)	Wheel play		Ι	1		1	1	I	1	I	I	Ι	I	1	Test
and k	Be	Wheel bearing grease (repack)													R	Replace
sis o		Kingpin		L		L			L			L			L	Grease
Chas	s	Wheel nuts		Ι	1		1	1	I	1	I	I	Ι	I	1	Test/Torque
Ĭ	/hee	Rim, side rings and wheel disc damage		Ι					1						I	Visual
	<	Tire: pressure, wear, damage and foreign materials		I	I	I	I	I	I	I	I	I	I	I	I	Visual/Test

PERIODIC MAINTENANCE AND LUBRICATION SCHEDULE (cont'd)

								Int	erval							
		Inspection items	Months	1	2	3	4	5	6	7	8	9	10	11	12	How to
		inopoolon torno	Hundreds of hours	2	4	6	8	10	12	14	16	18	20	22	24	check
	п	Wheel operation effort		I	Ι	Ι	Ι	Ι	I	Ι	I	Ι	I	I	Ι	Test
	ystei	teering fluid pressure								Test						
0	ng s	Steering wheel (movement and play)		I	1	Ι	Ι	1	I	Ι	I	I	I	I	I	Test
ance	teeri															
inten	S															
mai		Function of brake system		I	I	Ι	Ι	1	I	Ι	I	Ι	I	I	I	Test
looc		Brake fluid level		Ι	Ι	Ι	Ι	Ι	I	Ι	I	Ι	I	I	R	Replace
and I	me	Brake pedal		1	I	Ι		Ι	I	I	Ι		Ι	Ι	Ι	Test/Adjust
SSIS 8	syste	Brake lining wear													Ι	Visual
Chas	ake	Shoe clearance adjustment													А	Adjust
Ĭ	ä	Brake tubes and hoses (mounting, cracks, etc.)				Ι			I						I	Visual
		Hand brake		I											I	Test/Adjust
		Inching brake pedal		I	I	I	Ι	I	I	I	I	I	I	I	I	Test/Adjust

PERIODIC MAINTENANCE AND LUBRICATION SCHEDULE (cont'd)

								Inte	rval							
		Inspection items	Months	1	2	3	4	5	6	7	8	9	10	11	12	How
			Hundreds of hours	2	4	6	8	10	12	14	16	18	20	22	24	Check
		Hydraulic pressure							lf Ne	cessai	у					Test
Ge		Hydraulic oil level		1		Ι			I						1	Visual
enan		Hydraulic oil replacement													R	Replace
laint	tem	Micron oil filter		R					R						R	Replace
dy m	c sys	Suction filter													С	Clean
pod b	aulio	Movement and connection of levers		1		Ι			Ι			1			I	Test
and	Hydi	Hydraulic hoses and tubes (cracks, damage and fittings)		I		Ι			Ι			Ι			I	Visual
assis		Lift and tilt cylinder mounting and operation		1	I	I	1	1	I	1	1	1	I	1	1	Visual
ő		Tilt cylinder pin		L		L			L			L			L	Grease
		Leakage (valve, cylinder and orbitol)		I		Ι			I			1			1	Visual

PERIODIC MAINTENANCE AND LUBRICATION SCHEDULE (cont'd)

								Interv	ral							
		Inspection items	Months	1	2	3	4	5	6	7	8	9	10	11	12	How to
		inspector terro	Hundreds of hours	2	4	6	8	10	12	14	16	18	20	22	24	Check
		Function of mast		I	Ι	I	1	Ι	Ι	Ι	Ι	Ι	I	Ι	Ι	Test
		Mast system (damage/cracks/wear)		I		I			Ι			Ι			I	Visual
		Clearance of each stage							lf Nec	essaŋ	/					Measure
		Mast rail		L		L			L			L			L	Grease
ance		Mast/carriage rollers							lf Nec	essary	/					Visual/Test
nten		Back up metals		L		L			L			L			L	Grease
mai		Thrust metals		L		L			L			L			L	Grease
ody	Mast	Lift chains wear/tension		I	Ι		1	Ι	Ι	I	Ι	I	Ι	I	Ι	Visual/Adjust
and t		Attachments mounting		Ι		Ι			Ι			Ι			Ι	Visual
SiS		Attachments		L		L			L			L			L	Grease
Chas		Lift chains		L		L			L			L			L	Lubricate
Ĭ		Hose pulley's		Т		Ι			Ι			Ι			Ι	Visual/Test
		Mast support		L		L			L			L			L	Grease
		Forks (wear/damage/cracks)			Ι	I		Ι	Ι	Ι	Ι	Ι	I	Ι	I	Visual
		Carriage height		Ι					Ι						Ι	Test/Adjust

PERIODIC MAINTENANCE AND LUBRICATION SCHEDULE FOR EMISSION CONTROL SYSTEM

Before delivery of your new forklift, your dealer provides a pre-delivery inspection and adjustment service specified by the factory and designed to ensure satisfactory performance.

The following tables list the servicing required to keep your forklift operating in good mechanical condition. The forklift should be attended to as indicated, preferably by your Local Authorized Dealer.

- When it is necessary to check with the truck running, raise the drive wheels.
- Follow any lock out/tag out policies that your employer may have.

For Units in the U.S.A. and Canada:

- Do not tamper with, destroy, remove or alter EPA label or valve (rocker) cover in anyway. Doing so could violate EPA regulations and possibly void the warranty on your forklift.
- Valve (rocker) cover may be removed for maintenance checks but the original cover must be installed as soon as maintenance checks are completed.
- You must notify your Local Authorized Dealer if either the valve (rocker) cover or label is damaged and needs to be replaced.

NOTE:

- · Periodic maintenance should be performed after specified intervals have elapsed in months or hours, whichever comes first.
- Under dusty, dirty or heavy operation, more frequent maintenance is necessary. All items listed must be maintained in order to meet and keep control systems operating at design level. Failure to maintain the systems could compromise the warranty.
- The inspection/service intervals shown are based on the assumption that the vehicle is operated for 1,200 hours or less in a year. When determining the inspection/service intervals, take into account the actual working conditions of the vehicle.
- All items listed on the following pages must be maintained in order to meet and keep emission control systems operating at design levels. Failure to maintain the systems could compromise the warranty.

PERIODIC MAINTENANCE AND LUBRICATION SCHEDULE FOR EMISSION CONTROL SYSTEM (cont'd)

								Inter	val								
		Inspection items	Months	1	2	3	4	5	6	7	8	9	10	11	12	18	How to
			Hundreds of hours	2	4	6	8	10	12	14	16	18	20	22	24	36	Check
	ince	¹ Intake & exhaust valve clearance (operating temp)														А	Adjust
	Itena	Drive belt tension		I	Ι	I	I	I	I	I	I	I	Ι	I	I	I	Visual
Ъ	Mair	² Engine oil		R	F	7		R		F	7		R		R	R	Replace
Engi	nent	² Oil filter		R	F	7		R		F	7		R		R	R	Replace
030	bartn	Engine Coolant (LLC)													R		Replace
Z	d mo	Air cleaner element		I	Ι	Ι	Ι	Ι	R	I	I	Ι	I	Ι	R	R	Visual/Replace
	ngine C	Water Separator Sedimenter Filter		D		D			D			D			R	D	Drain
	Ē	Fuel Filter							R						R	R	Replace

Abbreviations: I = Inspect (correct or replace if necessary), D: Drain, R: Replacement, A: Adjustment, C: Clean, T: Retighten, L: Lubricate/ Grease

¹ If valve noise increases, check valve clearance.

² Change the engine oil and filter after 1 month (200 hours) for the first time and then every 2.5 months (500 hours) from the second time on.

GENERAL CARE AND MAINTENANCE LUBRICATION CHART



RECOMMENDED LUBRICANTS

System/component	Applicat	ole model	Oil and grease	Capacity
Engine		With oil filter		10.8 (11-1/2, 9-1/2)
L (US qt, Imp qt)	ZD30 engine	Without oil filter	CJ-4 8 EO	9 (9-1/2, 7-7/8)
Automatic transmission	1 speed		Type DEXRON 3	13 (13-3/4, 11-1/2)
L (US qt, Imp qt)	2 speed		or M2C-33E or F	13 (13-3/4, 11-1/2)
Differential L (US qt, Imp qt)	All models		APIGL-4 or 5	10 (10-5/8, 8-3/4)
Hydraulic oil tank	3.5 - 4.5 t		Hydraulic Oil	76 (20-1/8, 16-3/4)
capacity L (US gal, Imp gal)	5 t		I.S.O. VG32	89 (23-1/2, 19-5/8)
Brake	All models		DOT 3 or 4 (F.M.V.S.S. No. 116)	_
Greasing point	The greasing poi on the lubricatior	nts and grease type n schedule chart.	es in use are listed	_
Coolant level (including reservoir tank) L (US gal, Imp gal)	ZD30 engine		Blue Extended Life Antifreeze/ Coolant	11.2 (3, 2-1/2)
Lift Chain	All models		Sprayon LU202 Moly Chain Lubricant	_

RECOMMENDED SAE VISCOSITY CHART



EGM0095

GENERAL CARE AND MAINTENANCE PUTTING FORKLIFT IN STORAGE

Putting the forklift in storage involves storing the forklift at the end of each working day or storing the forklift over a long period of time.

Be sure to observe the precautions for forklift storage.

DAILY STORAGE

At the end of the working day, check the forklift for oil leakage and other malfunctions. Always park it in the designated location. Put chocks under the tires to prevent the forklift from moving by itself.

Keep the body and areas surrounding the driver seat clean. Make it a habit to always keep the forklift clean.



 As soon as a malfunction is detected, immediately report it to the appropriate personnel or contact your Local Authorized Dealer for repair. Do not operate the forklift until the malfunctions is repaired.

STORAGE OVER A LONG PERIOD OF TIME

When the operation of the forklift is completely suspended for a given period of time, take the following measures and store the forklift in a dry area.

NOTE:

- When the forklift cannot be stored indoors, park it on level ground. Cover with a waterproof sheet or protective cover.
- When storing for a long period of time, be sure to consult your Local Authorized Dealer.

PRE-STORAGE SERVICING

- 1. Lubricate the forklift (refer to page 104). Change the oil and coat all exposed areas of hydraulic cylinders with corrosion resistant grease.
- 2. Fill the radiator with antifreeze to prevent the engine from freezing.
- 3. In order to protect the inner walls of the cylinders against corrosion, remove the injection nozzles from diesel engines and spray a small amount of oil into the cylinders. Then turn the motor over several times with the starter so that oil is distributed throughout the cylinders. Finally, replace the injection nozzles.
- 4. Remove the battery and charge it. Store the battery indoors in a low fire-risk area.
PUTTING FORKLIFT IN STORAGE (cont'd)

SERVICING THE FORKLIFT IN STORAGE

- 1. Periodically check the specific gravity and level the battery fluid. Charge and replenish as necessary.
- 2. Check various sections of the forklift for stains or corrosion. Clean such areas and coat with a corrosion preventive agent.

POST-STORAGE SERVICING

- 1. Wipe anticorrosive grease off the exposed areas of the hydraulic cylinders.
- Check lubrication of all sections of the forklift and cooling water level. If there are impurities or the level is low, change the coolant or refill to the prescribed level.
- Check the battery fluid level and specific gravity. Fully charge the battery. Be sure to completely charge the battery before putting it back on the forklift. When connecting the battery cables, make sure that the positive and negative terminals are connected correctly.
- 4. In order to lubricate the inner walls of the cylinders, remove the injection nozzles from diesel engines and spray a small amount of oil into the cylinders. Then turn the motor over several times with the starter so that oil is distributed throughout the cylinders. Finally, replace the injection nozzles.
- 5. As soon as the engine is started, make sure that the oil pressure warning light turns off. Continue to warm up the engine so that the various sections of the engine are worked in.
- 6. Perform Daily Inspection (refer to page 72).
- 7. Perform Function Tests (refer to page 25).

SIDE SHIFT (OPTION) SLING POINT FOR HOOK-ON TYPE SIDE SHIFT



This illustration shows the sling point of the hook-on type side shift attachment which is used for installation and removal.

GENERAL CARE AND MAINTENANCE SIDE SHIFT (OPTION)





- 1. Shift finger bar.
- 2. Side shift cylinder.

This section describes only the handling of loads using the side shift option. Before using the side shift, be sure to read this section thoroughly and understand it. For handling (safety, operations, inspection) of the forklift, refer to the applicable sections of this manual.

OVERVIEW OF SIDE SHIFT

Since the shift finger bar (on which the forks and the backrest are mounted) can be shifted to the right and left only by operating the lever from the operator's seat, you can accurately insert the fork under pallets or stack loads correctly at targeted positions.

The following is the standard amount of side shift.

Model Variation	Side Shift Distance
1F4 series	Each to right/left 100 mm (3.94 in)

GENERAL CARE AND MAINTENANCE SIDE SHIFT (OPTION) (cont'd)

1. Shift to right.

2. Shift to left.



2

MAIN TERMS USED IN THIS SECTION

Shift: To move the forks or load to the right or the left.

Side Shift Stroke: The maximum distance the forks or load can travel to the right or the left.

Shift Finger Bar: An oblong board on which the forks and the backrest are mounted. This shift finger bar shifts (moves) to the right and left.

Attachment: Equipment or parts to be added or replaced with the loading/unloading devices to perform a variety of loading and unloading.

SAFETY RULES AND PRACTICES



• Do not make sudden and quick shifts with the forks loaded or raised.



If you make sudden shifts with the forks loaded, there is a risk of a load collapse. This can cause the forklift to become unstable and possibly tip over.



- Only operate the side shift when entering or placing a load to correct position before lowering.
- · Never operate side shift during travel.
- Never operate side shift during lifting or lowering.

SIDE SHIFT (OPTION) (cont'd)

SAFETY RULES AND PRACTICES (CONT'D)

WARNING

• Do not use the shift function to push or pull loads or pallets.



If you use the side shift to pull or push loads, the equipment can be overstrained, resulting in a malfunction. In addition, there are risks of damaging loads or injuring people. Never push or pull loads with the side shift.



• Do not shift when the forks are in contact with the floor or on a table.

If you do so, it can result in a malfunction of the equipment or a load collapse. Do not shift when the forks are in contact with the ground.



• Do not travel unstable or loads unsecured.



Do not travel with loads shifted to one side.

When loads are shifted (off centered) they will be less stable. This could cause the load to shift or fall off unit.

It also could cause the forklift to become unstable and tip over.

SIDE SHIFT (OPTION) (cont'd) OPERATION OF THE CONTROL LEVER FOR THE SIDE SHIFT

A forklift attached with a side shift has a control lever to operate the side shift, in addition to the control levers for standard operations.



When you pull the lever toward the operator, the shift finger bar (with forks mounted) shifts (moves) to the right.



When you push the lever forward, the shift finger bar (with forks mounted) shifts (moves) to the left.





• Do not move the levers suddenly and quickly. There is a risk of a load collapse.

NOTE:

The shifting speed changes depending on the amount the lever is moved forward or backward.

WARNING

• When you operate your side shift, make sure to raise the forks approximately 100 - 200 mm (3.94 - 7.87 in) from the ground before operation. If you shift with the forks while they are in contact with the ground, the side shift forks or load could get caught and damage the forklift or load.

SIDE SHIFT (OPTION) (cont'd)

SIDE SHIFT OPERATION

- 1. Pallet
- 2. Fork
- 3. Deviation
- 4. Center of forks
- 5. Center of pallet



This section describes the operation of your side shift.

Always keep the side shift

finger bar in the neutral position except during load handling.

Adjust the forks as far apart as possible in order to minimize the deviation.

For basic operations, refer to the instructions in "Loading and Unloading" previously in this manual.

If the forks deviate either to the right or the left, operate the side shift lever and shift (move) the forks until the center of the pallet matches the center of the interval between the forks.

- Do not shift the forks while the forks are inserted into the pallet. This could cause the load to shift if the pallet is pushed.
- If it is not possible for the forks to be centered under the load even with them shifted as far as possible, back the forklift out and try to center the forks under the load. Always ensure loads are centered and secure before lifting or traveling.



• Do not shift while traveling with loads.

Stacking



- Do not operate the side shift when loads are lifted until load is in position to be placed. Doing so could cause loads to shift or a forklift to possibly tip over.
- Do not operate the side shift lever and the lift lever quickly. It is dangerous if a load collapse occurs.

SIDE SHIFT (OPTION) (cont'd)

DAILY CHECKS AND SIMPLE MAINTENANCE

WARNING

- If any abnormality is noted in the daily checks, immediately report it to the appropriate personnel or contact your Local Authorized Dealer for repair. Do not operate the forklift until the malfunctions is repaired.
- To assure safe operation and maintain the side shift in proper functional condition, be sure to perform the daily checks below in addition to the "Daily Checks" outlined previously in this manual.
- 1. Check that any problems noted the previous day have been completely repaired.
- 2. Check all parts of the hydraulic piping and the cylinder of the side for oil leaks and looseness.
- 3. Check that the side shift is not damaged or deformed.
- 4. Check visually the jaw installation bolt on the finger bar for looseness.
- 5. Operate the side shift several times to check that it operates smoothly without abnormal noise. Also check that the side shift lever operates smoothly without rattling.



 Integral type: Grease nipple (1 each on right and left) Hook-on type: Grease nipple (1 each on right and left / top and bottom)

NOTE:

Apply chassis grease once a week (or every 50 hours) to the grease nipples in the sleeve of the shift finger bar.

MODEL VARIATION (LONG MODEL CODE) BREAKDOWN - 1F4 SERIES



Model code			1F4				
Item			MD1F4A35V	MD1F4F35V	MD1F4A40V	MD1F4F40V	
Rated Load Capacity		lb (kg)		Refer to Truck Data Plate			
Load center		in (mm)		24 (600)		
Overall Length (to face of forks)		in (mm)	121.8	(3095)	123.1	(3130)	
Overall Width (tiree)	Single / single wide	in (mm)	58.7 (1490)	/ 58.7 (1490)	/ 58.	7 (1490)	
Overall Width (tires)	Dual / dual wide	in (mm)		69.9 (1775)	/ 77.6 (1975)		
Wheelbase		in (mm)		78.5	(2000)		
Front Overhang in (mr				22.0	(560)		
Rear Overhang			21.1 (535)		22.4 (570)		
	Front single / single wide	in (mm)	49.2 (1250) / 46.5 (1180)		/ 46.5 (1180)		
Tread - Center of Tire	Front dual / dual wide	in (mm)	51.5 (1310) / 56		/ 56.9 (1445)	56.9 (1445)	
	Rear	in (mm)	46.5 (1180)				
Minimum Turning Radius	Outside	in (mm)	107.1	(2720)	108.3	(2755)	
Minimum Right Angle Stack	Add load length & clearance	in (mm)	129.1	(3280)	130.0	(3315)	
Fork Length (standard)		in (mm)		48.0 (1220)			
Fork Width x Thickness		in (mm)		6 x 2 (1	50 x 50)		
	Under Mast	in (mm)		5.7	(145)		
Ground Clearance	Under Power Unit	in (mm)		6.7	(170)		
	Under Frame, center of wheelbase	in (mm)	8.9 (225)				
Cradaability Mayimum	Full Load @1 mph	%	20	6.0	24	4.0	
	Empty @1 mph	%	20	6.0	24	4.0	

	Model code				11	=4		
Item	Item				MD1F4F35V	MD1F4A40V	MD1F4F40V	
		Approach Angle	%		Not Av	vailable		
Grade Clearance		Ramp Breakover Angle	%		Not Av	vailable		
		Departure Angle	%	40).0	38	3.0	
	2\\/	Full Load	fpm (mm/sec)		98.4	(500)		
Lifting Speed	200	Empty	fpm (mm/sec)		102.4	- (520)		
Linung Speed		Full Load	fpm (mm/sec)	90.6 (460) 8		87.6	.6 (445)	
35		Empty	fpm (mm/sec)	93.5 (475)				
	014/	Full Load	fpm (mm/sec)	98.4 (500)				
Lowering Speed	200	Empty	fpm (mm/sec)		98.4 (500)			
Lowening Speed	2E	Full Load	fpm (mm/sec)	94.5 (480)				
3F		Empty	fpm (mm/sec)	77.8 (395)				
Travel Speed - Forward		Full Load	mph (km/h)	11.2 (18)	14.6 (23.5)	11.2 (18)	14.6 (23.5)	
		Empty	mph (km/h)	12.1 (19.5)	15.2 (24.5)	12.1 (19.5)	15.2 (24.5)	
Drawbar Pull Maximum		Full Load @ 1 mph	lb (kg / N)	6600 (2995 / 29350)	7255 (3290 / 32280)	6800 (3085 / 30200)	7465 (3390 / 33220)	

Model code			1F4				
Item	Item			MD1F4F35V	MD1F4A40V	MD1F4F40V	
Truck Weight Ib (kg)			Refer to Truck Data Plate				
	Model			ZD	30		
	Classification	EFI					
Engine	Rated Output - SAE Gross	hp (kW) @ rpm	73.7 (55) @ 2400				
	Rated Torque - SAE Gross	ft-lb (Nm) @ rpm	181 (245) @ 1800				
	Displacement	cu in (cm³)	180 (2950)				
Transmission	Automatic Powershift Type	Number Speeds - fwd/rev	1/1	2/1	1/1	2/1	

Model code			1F4			
Item			MD1F4A45V	MD1F4F45V	MD1F4A50V	MD1F4F50V
Rated Load Capacity Ib (kg)				Refer to Truc	ck Data Plate	
Load center		in (mm)		24 (600)	
Overall Length (to face of forks	s)	in (mm)	126.3	(3210)	131.5	(3340)
Overall Width (tiree)	Single wide	in (mm)		58.7	(1490)	
	Dual / dual wide	in (mm)		69.9 (1775)	/ 77.6 (1975)	
Wheelbase		in (mm)	78.5	(2000)	84.5	(2150)
Front Overhang	in (mm)	23.1	(587)	23.5	(597)	
Rear Overhang		in (mm)	24.5	(622)	23.3	(593)
	Front single / single wide	in (mm)	/ 46.5 (1180)			
Tread - Center of Tire	Front dual / dual wide	in (mm)	51.5 (1310) / 56.9 (1445)			
	Rear	in (mm)	46.5 (1180)			
Minimum Turning Radius	Outside	in (mm)	110.2	(2800)	115.6	(2940)
Minimum Right Angle Stack	Add load length & clearance	in (mm)	133.3	(3387)	139.1	(3537)
Fork Length (standard)		in (mm)		48.0 (1220)		
Fork Width x Thickness		in (mm)	6 x 2 (150 x 50)			
	Under Mast	in (mm)		5.7	(145)	
Ground Clearance	Under Power Unit	in (mm)		6.7	(170)	
	Under Frame, center of wheelbase	in (mm)	8.9 (225)			
Gradoability Maximum	Full Load @1 mph	%	21	1.0	19	9.0
	Empty @1 mph	%	21	1.0	19	9.0

	Model code				11	F4	
Item	Item				MD1F4F45V	MD1F4A50V	MD1F4F50V
		Approach Angle	%		Not Av	vailable	
Grade Clearance		Ramp Breakover Angle	%	Not Available			
		Departure Angle	%		36	5.0	
	0.01	Full Load	fpm (mm/sec)	84.6	(430)	82.7	(420)
Lifting Speed	200	Empty	fpm (mm/sec)	88.6	(450)	86.6	(440)
Litting Speed		Full Load	fpm (mm/sec)	72.8 (370) 64.0 ((325)	
3F		Empty	fpm (mm/sec)	77.8 (395)			
	0.04	Full Load	fpm (mm/sec)	88.6 (450)			
Lowering Speed	200	Empty	fpm (mm/sec)		88.6 (450)		
Lowening Speed	2E	Full Load	fpm (mm/sec)		88.6	(450)	
	SF	Empty	fpm (mm/sec)		71.9	(365)	
Travel Speed - Forward		Full Load	mph (km/h)	11.2 (18)	14.6 (23.5)	11.2 (18)	14.6 (23.5)
		Empty	mph (km/h)	12.1 (19.5)	15.2 (24.5)	12.1 (19.5)	15.2 (24.5)
Drawbar Pull Maximum		Full Load @ 1 mph	lb (kg / N)	6980 (3170 / 31050)	7675 (3481 / 34150)	7171 (3255 / 31900)	7885 (3577 / 35090)

Model code				1F4			
Item	Item			MD1F4F45V	MD1F4A50V	MD1F4F50V	
Truck Weight Ib (kg)			Refer to Truck Data Plate				
	Model			ZD	30		
	Classification	EFI					
Engine	Rated Output - SAE Gross	hp (kW) @ rpm	73.7 (55) @ 2400				
	Rated Torque - SAE Gross	ft-lb (Nm) @ rpm	181 (245) @ 1800				
	Displacement	cu in (cm³)	180 (2950)				
Transmission	Automatic Powershift Type	Number Speeds - fwd/rev	1/1	2/1	1/1	2/1	

MAST - 1F4 3.5 - 4.0 TON

			Free Lift			Over	all Height	
Mas	t Name	Maximum Fork Height in (mm)	without Backrest	Tilt Angle Forward/ Backward	Lowered M in (I	ast Position mm)	Extended M in	Mast Position (mm)
			in (mm)		Top of OHG	Mast (OHL)	With Backrest	Without Backrest
	2W300	118 (3000)	5.1 (130)	6/12	92.5 (2350)	84.4 (2145)	169.3 (4300)	151.0 (3835)
£	2W330	130 (3300)	5.1 (130)	6/12	92.5 (2350)	90.4 (2295)	181.1 (4600)	162.8 (4135)
AGI w 2'	2W350	138 (3500)	5.1 (130)	6/12	92.5 (2350)	95.7 (2430)	189.0 (4800)	170.7 (4335)
Viev	2W370	146 (3700)	5.1 (130)	6/12	92.5 (2350)	100.2 (2545)	196.9 (5000)	178.5 (4535)
ide V	2W400	157 (4000)	5.1 (130)	6/12	92.5 (2350)	108.1 (2745)	208.7 (5300)	190.4 (4835)
15	2W450	177 (4500)	5.1 (130)	6/6	92.5 (2350)	117.9 (2995)	228.3 (5800)	210.0 (5335)
	2W500	197 (5000)	5.1 (130)	6/6	92.5 (2350)	127.8 (3245)	248.0 (6300)	229.7 (5835)
	3F385	152 (3850)	46.3 (1175)	6/6	92.5 (2350)	78.5 (1995)	202.8 (5150)	186.0 (4725)
3F)	3F430	169 (4300)	52.2 (1325)	6/6	92.5 (2350)	84.4 (2145)	220.5 (5600)	203.7 (5175)
ST/	3F475	187 (4750)	58.1 (1475)	6/6	92.5 (2350)	90.4 (2295)	238.2 (6050)	221.5 (5625)
	3F515	203 (5150)	63.4 (1610)	6/6	92.5 (2350)	95.7 (2430)	253.9 (6450)	237.2 (6025)
Η Ξ Ξ	3F550	217 (5500)	67.9 (1725)	6/6	92.5 (2350)	100.2 (2545)	267.7 (6800)	251.0 (6375)
-	3F600	236 (6000)	75.8 (1925)	6/6	92.5 (2350)	108.1 (2745)	287.4 (7300)	270.7 (6875)

MAST - 1F4 4.5 - 5.0 TON

			Free Lift			Over	all Height	
Mas	t Name	Maximum Fork Height in (mm)	without Backrest	Tilt Angle Forward/ Backward	Lowered M in (I	ast Position mm)	Extended M in	Mast Position (mm)
			in (mm)	Daokirara	Top of OHG	Mast (OHL)	With Backrest	Without Backrest
	2W300	118 (3000)	6.9 (175)	6/12	92.5 (2350)	84.4 (2145)	169.3 (4300)	153.0 (3885)
£	2W330	130 (3300)	6.9 (175)	6/12	92.5 (2350)	90.4 (2295)	181.1 (4600)	164.8 (4185)
AGE w 21	2W350	138 (3500)	6.9 (175)	6/12	92.5 (2350)	95.7 (2430)	189.0 (4800)	172.6 (4385)
Viev	2W370	146 (3700)	6.9 (175)	6/12	92.5 (2350)	100.2 (2545)	196.9 (5000)	180.5 (4585)
N of the last of t	2W400	157 (4000)	6.9 (175)	6/12	92.5 (2350)	108.1 (2745)	208.7 (5300)	192.3 (4885)
51	2W450	177 (4500)	6.9 (175)	6/6	92.5 (2350)	117.9 (2995)	228.3 (5800)	212.0 (5385)
	2W500	197 (5000)	6.9 (175)	6/6	92.5 (2350)	127.8 (3245)	248.0 (6300)	231.7 (5885)
	3F385	152 (3850)	52.0 (1320)	6/6	92.5 (2350)	84.4 (2145)	202.8 (5150)	186.4 (4735)
3F)	3F430	169 (4300)	57.9 (1470)	6/6	92.5 (2350)	90.4 (2295)	220.5 (5600)	204.1 (5185)
ST/	3F475	187 (4750)	63.2 (1605)	6/6	92.5 (2350)	95.7 (2430)	238.2 (6050)	221.9 (5635)
	3F515	203 (5150)	67.7 (1720)	6/6	92.5 (2350)	100.2 (2545)	253.9 (6450)	237.6 (6035)
HE G	3F550	217 (5500)	75.6 (1920)	6/6	92.5 (2350)	108.1 (2745)	267.7 (6800)	251.4 (6385)
-	3F600	236 (6000)	85.4 (2170)	6/6	92.5 (2350)	117.9 (2995)	287.4 (7300)	271.1 (6885)

FUEL & OIL CAPACITY

Model		1F4 3.5-4.5 ton 1F4 5.0 ton			
Fuel Tank	ℓ (US gal, Imp gal)	94.8 (25, 20-7/8 110.4 (29-1/8, 24) (Standard tank) 1-1/4) (Long Tank)		
Hydraulic Oil Tank ℓ (US gal, Imp gal)		76 (20-1/8, 16-3/4)	89 (23-1/2, 19-5/8)		
Transmission Oil	ℓ (US qt, Imp qt)	13.0 (13-3/4, 11-1/2)			
Differential Oil	ℓ (US qt, Imp qt)	10.0 (10-5/8, 8-3/4)			

ENGINE

Model	ZD30 with Turbocharger
Туре	Diesel
Cylinder Arrangement	4-cylinder, in-line
Valve Mechanism	Double Overhead camshaft type
Bore x Stroke mm (in)	96.0 x 102.0 (3.780 x 4.016)
Total Displacement cm ³ (cu in)	2,953 (180)
Compression Ratio	15.5
Firing Order	1-3-4-2

ENGINE OIL CAPACITY

Model	ZD30
Engine Oil (with oil filter)	10.8
ℓ (US qt, Imp qt)	(11-1/2, 9-1/2)

BULBS

Item	Wattage
Headlamp	LED
Front Turn Signal Lamp	LED
Rear Combination Lamp	
Stop / Tail Lamp	LED
Turn Signal Lamp	LED
Back-Up Lamp	LED
Back Operation Lamp (Rear Drive)	LED

NOISE LEVEL

The values are the A-weighted sound pressure level at the operator's position, L_{PAZ} and the uncertainty value, K_{PZ} according to EN12053:2001.

Item		
L _{PAZ}	For Europe	80 dB (A) (standard specification)
	Except Europe	84 dB (A) (standard specification)
K _{PZ}	4 dB (A)	4 dB (A)

The whole body vibration \bar{a} w,z according to EN13059:2002.

Vibration emission value: 1.0 m/s²

Uncertainty:

0.3 m/s²

Note:

Higher or lower noises can occur due to other noise sources and individual conditions such as operation mode, environment, tires, or floor.

INDEX

Α

A Word to UniCarriers Forklift Operators 3
Accelerator Pedal
Air Cleaner Warning 42
Alternate Capacity Plate
ANSI/ITSDF Standards for Forklift
Clamp Attachments 22,55
Application Area for UniCarriers Trucks 33
Applications
Approach Angle, Departure Angle and
Gangway23
Automatic Transmission
Automatic Transmission Fluid Level
Automatic Transmission Fluid Refilling 80

в

. 46
.71
. 79
. 79
. 50
125

С

Cargo-Handling Control Lever
Caution Drive Decal
(In Case of Tip-Over)
Caution Drive Decal (Operation)
Caution Fork Decal
Charge Warning Light

Checking Accessory Belt	. 92
Checking Air Cleaner	. 91
Checking Brake Pedal	. 90
Checking Cargo-Handling Control	
Lever(s)	. 90
Checking Fan Belt	. 91
Checking Horn	. 90
Checking Lift Chain	. 88
Checking Lights	. 90
Checking Mast	. 88
Checking Parking Brake Lever	. 90
Checking Top Panel Lock	. 90
Climbing	. 62
Cooling Fan Warning Decal	. 32
Cooling System Bleeding Instructions	. 78

D

Daily Inspection	8,12,34
Daily Checks and Simple Maintenance	Э,
Side Shift (Option)	113
Daily Storage	106
Data Plate	
Date and Time	
Diesel Forklift Starting	57
Diesel Particle Filter (DPF)	47
Diesel Particle Filter (DPF) Warning Lig	ht 36
Dockboards (Bridge Plates), Trucks ar	nd
Railroad Cars	19
Drainage/Replacement of Sedimenter	
Filter	
Driver Recognition Mode	43

Е

Engine Coolant Level	77
Engine Coolant Refilling	77
Engine Oil Capacity	. 124
Engine Oil Level 3	87,76
Engine Oil Refilling	76
Engine Specifications	. 124
Error code	40

F

Fork Inspection	. 89
Fork Repair	. 89
Forklift Operating Precautions	. 55
Forks	. 63
Forward-Reverse Lever	. 48
Forward-Reverse Lever Position	. 39
Fuel and Oil Capacity	123
Fuel Filter Replacement	. 94
Fuel Gauge	. 38
Fuel Handling	. 21
Fuel Recommendation	. 75
Fuel System Air Bleeding	. 95
Function Tests	. 25
Fuses	. 90

G

General Safety Rules and Practices	13
Glow Pilot Light	36

INDEX

Hoisting (Lifting) Up the Forklift24Horn Button44Hour Meter39Hydraulic Oil Level81Hydraulic Oil Refilling81How to use this Manual9

н

1

In Case of Tip-Over	22
Inching Brake Pedal	50
Ignition Switch	45
Identification Numbers	29
Inspection before Operating	55
Installation of Attachments	22
Introduction	8

L

LCD	
Lighting Switch	
Load Meter	
Loading	18,72
Lubrication Chart	

Μ

Main Components	. 34
Main Terms used in the Section, Side	
Shift (Option)	109
Maintenance and Servicing	8
Mast Interlock Warning	. 42
Malfunction Indicator Light-Engine Check	
Warning	. 36
Multipurpose Warning Light	. 36

Ν

No Riders		1	5
Noise Level	1	2	5

0

Odometer	39
Oil Pressure Warning Light	36
Operation Buttons	35
Operation of the Control Lever for	
Side Shift (Option)	111
Operational Procedures	56
Operator Responsibility	13
Operator Qualifications	11
Operator's Daily Checklist (Sample)	74
Overview of Side Shift (Option)	108

Ρ

Parking Brake Lever
Parking Brake Warning Light
Pedal Free Play
Periodic Maintenance and Lubrication
Schedule96
Periodic Maintenance and Lubrication
Schedule for Emission Control
System 102
Personal Protective Equipment for
Operating Forklift 12
Pinch Point Decal
Planned Maintenance 8
Post-Storage Servicing 106
Position of Data & Capacity Plates and
Decals
Power/ECO Mode
Pre-Storage Servicing 106
Precautions for Cold and Hot Weather 55
Procedure for Jump Starting EFI Engines 59
Prohibited Applications for UniCarriers
Trucks

INDEX

R

Radiator Cover	68
Radiator Level Warning	42
Radiator Warning Decal	31
Rear Right Grip with Horn Button (Option).	44
Rearview Mirror (Option)	68
Recommended Lubricants1	05
Recommended SAE Viscosity Chart 1	05

S

Safety Guards11
Safety Rules and Practices Side Shift
(Option) 109
Safety Signs and Safety Messages 10
Seat Adjustment
Seat Belt
Seat Belt Warning Light
Sedimenter Filter Warning
Service Reminder
Servicing the Forklift in Storage 107
Side Shift Operation (Option) 112
Sling Point for Hook-on type Side Shift 107
Specifications, Main Truck 115
Specifications, Mast 121
Specifications, Model Variation (Long
Model Code) Breakdown 114

Speed Limit High/Low	41
Speedometer	39
Steering Wheel Play	81
Stopping and Parking the Truck	62
Storage over a Long Period of Time 1	06

т

Table of Contents	4
Tilt Steering Wheel	67
Tire Replacement	82
Top Panel	66
Top Panel Lock	67
Torque Converter Fluid Temp Warning	40
Traction Bar	25
Transporting Forklift	23
Transporting Loads	62
Traveling	16
Truck Modifications	4
Turn Signal Switch	46

U

Ultra Low Sulfur Fuel Only Decal	32
Unloading	62

W

Warning Drive Decal (Trained and

Authorized)	30
Warning Symbol	40
Warning Symbols & Levels	10
Water Temperature Gauge	38
Wet Cell Battery Care and Maintenance	69
Wheel and Tire	82



UniCarriers Americas Corporation Global Component Technologies Corporation

CALIFORNIA AND U.S. FEDERAL EMISSION CONTROL WARRANTY STATEMENT

The following statement is required to be provided by regulations of the California Air Resources Board and US Environmental Protection Agency.

Note: This 'Emission Control Warranty Statement' is in addition to the "Limited Warranty" statement provided with the subject forklift truck supplied by UniCarriers Americas Corporation ("UCA") and engine supplied by Global Component Technologies Corporation ("GCT").

YOUR WARRANTY RIGHTS AND OBLIGATIONS

The California Air Resources Board ("ARB") and US Environmental Protection Agency ("EPA") are pleased to explain the emission control system warranty on your 2015 model year engine. New off-road compression-ignition (CI) engines must be designed, built and equipped to meet the nationwide stringent anti-smog standards. UCA must warrant the emission control system on your engine for the periods of time listed below, provided there has been no abuse, neglect or improper maintenance of your engine.

Your emission control system may include parts such as the fuel-injection system and the air induction system. Also included may be hoses, belts, connectors and other emission-related assemblies.

Where a warrantable condition exists, an Authorized UCA Dealer will repair your off-road CI engine at no cost to you including diagnosis, parts and labor.

MANUFACTURER'S WARRANTY COVERAGE

The 2015 model year off-road CI engines are warranted for five years or 3,000 hours, whichever occurs first. If any emission-related part on your engine is defective, the part will be repaired or replaced by an Authorized UCA Dealer.

OWNER'S WARRANTY RESPONSIBILITES

As the off-road CI engine owner, you are responsible for the performance of the required maintenance listed in your operator's manual. UCA recommends that you retain receipts covering maintenance on your off-road CI engine, but UCA cannot deny warranty solely for the lack of receipts or for your failure to ensure the performance of all scheduled maintenance.

As the off-road CI engine owner, you should however be aware that UCA may deny you warranty coverage if your off-road CI engine or a part has failed due to abuse, neglect, improper maintenance or unapproved modifications.

Your engine is designed to operate on ultra low sulfur diesel fuel only. Use of any other fuel may result in your engine no longer operating in compliance with the emissions requirements.

You are responsible for initiating the warranty process. The ARB and US EPA suggests that you present your off-road CI engine to an Authorized UCA Dealer as soon as a problem exists. The warranty repairs should be completed by the Dealer as expeditiously as possible.

UniCarriers Americas Corporation 240 N. Prospect Street, Marengo, IL 60152

OWNER'S WARRANTY RESPONSIBILITES (cont'd)

If you have any questions regarding your warranty rights and responsibilities, you should contact the following:

UCA's Customer Quality Department at 1-815-568-0061

EMISSION CONTROL WARRANTY - 5 YEARS or 3,000 HOURS FOR GENERAL PARTS For the first 3,000 operating hours or for a period of five years from the date of the first use

by the original purchaser from an Authorized UCA Dealer, whichever occurs first, UCA warrants the following emission-related parts.

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(1)	Fuel Metering System	(5)	Particulate Controls
-	Fuel Supply Pump		Diesel Particulate Filter (DPF)
_	Common Rail	-	Exhaust Gas Temp, Sensor
-	Fuel Injector	-	Differential Pressure Sensor
(2)	Air Induction System	(6)	Miscellaneous items Used in Above
-	Air Flow Meter	10,020	Systems
-	Turbo Charger		Engine Control Module (ECM)
	Boost Pressure Sensor	-	Water Temp, Sensor
(3)	Exhaust Gas Recirculation (EGR) System		Glow Plug
-	EGR Valve		Crank Angle Sensor
	EGR Cooler	_	Exhaust Tube from DOC to DPF
(4)	Catalyst or Thermal Reactor System	-	Switches and Wiring Harnesses
_	Diesel Oxidation Catalyst (DOC)	_	Hoses, Belts, Connectors, Clamps, Fittings,

Tubing and Sealing Gaskets or Devices

EMISSION CONTROL WARRANTY - 5 YEARS or 4,000 HOURS FOR POWER TRAIN PARTS

For the first 4,000 operating hours or for a period of five years from the date of the first use by the original purchaser from an Authorized UCA Dealer, whichever occurs first, UCA warrants the following emission-related parts.

(1)	Air Induction	System	
	Intaka Manife	A.	

(2) Catalyst or Thermal Reactor System
Exhaust Manifold

EXCLUSIONS AND LIMITATIONS

The warranties contained herein shall not apply to or include any of the following:

- Repair or replacement required as a result of: accident; misuse or neglect; lack of reasonable and proper maintenance; repairs improperly performed or replacements improperly installed; use of replacement parts or accessories not conforming to UniCarrier's specifications which adversely affect performance and/or durability; alterations or modifications not recommended or approved in writing by UCA.
- 2. Normal replacement of service items
- Normal maintenance services (such as engine tune-ups, fuel system cleaning, linkage adjustments, and lubrication services)

UCA 2015 ZD30 WARSTAT (01/2015)

UNICARRIERS GENUINE PARTS

Always use UniCarriers Genuine Parts

At first glance, it's hard to tell one part from another. The truth is, all replacement parts aren't created equal. UniCarriers Genuine Parts satisfy the same technical specifications (engine performance, sound quality, reliability, etc.) as the original parts fitted on the vehicle, providing original equipment performance, durability and reliability. This way you can ensure that your UniCarriers industrial truck will always perform at its best. This is one of the many things that make UniCarriers Genuine Forklift Parts the best choice to help maintain the value of your UniCarriers industrial truck.

So make sure, next time your truck needs service:





DISPOSAL OF PARTS AND MATERIALS



- Used parts and materials such as lubricants, oils, paint, rags, battery fluid and batteries shall be disposed of as per the applicable provisions of the laws and regulations of your country, state or local regulations.
- Also consult your Local Authorized Dealer.



UniCarriers Americas Corporation

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