

EMC 110 / EMC B10

04.09 -

Operating instructions

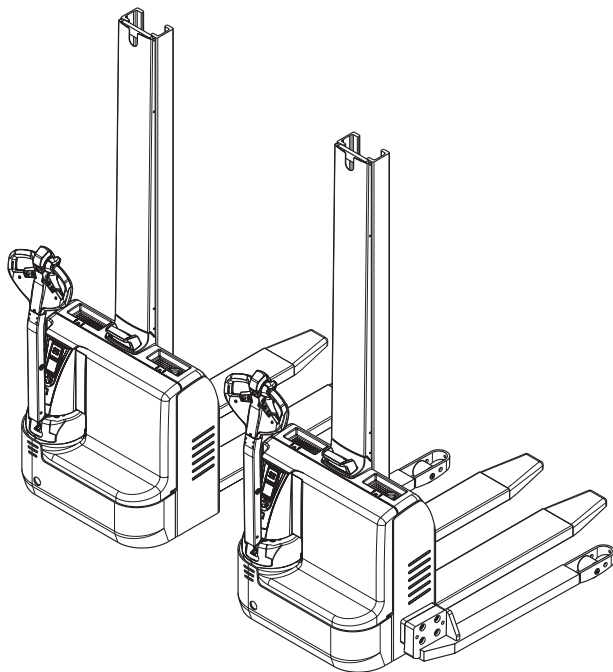


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EMC 110

EMC B10



Declaration of Conformity



Jungheinrich AG, Am Stadtrand 35, D-22047 Hamburg
Manufacturer or his authorized representative in the Community

Type	Option	Serial No.	Year of construction
EMC 110 EMC B10			

Additional information

Authorised signatory

Date

GB EU Declaration of Conformity

The signatories hereby certify that the specified powered industrial truck conforms to the EU Directive 2006/42/EC (Machine Directive) and 2004/108/EEC (Electro-Magnetic Compatibility, EMC) including their amendments as translated into national legislation of the member countries. The signatories are individually empowered in each case to compile the technical documentation.



WARNING!

Unsuitable batteries that have not been approved by Jungheinrich for the truck can be hazardous

The design, weight and dimensions of the battery have a considerable effect on the operational safety of the truck, in particular its stability and capacity. The use of unsuitable batteries that have not been approved by Jungheinrich for the truck can lead to a deterioration of the braking system during energy recovery operations and also cause considerable damage to the electrical control system. The use of batteries that have not been approved by Jungheinrich can therefore affect the health and safety of personnel.

- ▶ Only manufacturer-approved batteries may be used on the truck.
 - ▶ Replacement of the battery equipment requires the manufacturer's agreement.
 - ▶ When replacing/installing the battery make sure the battery is securely located in the battery compartment of the truck.
 - ▶ Do not use batteries that have not been approved by the manufacturer.
-

Foreword

Notes on the operating instructions

The present ORIGINAL OPERATING INSTRUCTIONS are designed to provide sufficient instruction for the safe operation of the industrial truck. The information is provided clearly and concisely. The chapters are arranged by letter and the pages are numbered continuously.

The operator manual details different industrial truck models. When operating and servicing the industrial truck, make sure that the particular section applies to your truck model.

Our trucks are subject to ongoing development. Jungheinrich reserves the right to alter the design, equipment and technical features of the system. No guarantee of particular features of the truck should therefore be assumed from the present operating instructions.

Safety notices and text mark-ups

Safety instructions and important explanations are indicated by the following graphics:

DANGER!

Indicates an extremely hazardous situation. Failure to comply with this instruction will result in severe irreparable injury and even death.

WARNING!

Indicates an extremely hazardous situation. Failure to comply with this instruction may result in severe irreparable injury and even death.

CAUTION!

Indicates a hazardous situation. Failure to comply with this instruction may result in slight to medium injury.

NOTE

Indicates a material hazard. Failure to comply with this instruction may result in material damage.

 Used before notices and explanations.

- Indicates standard equipment
- Indicates optional equipment

Copyright

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Table of Contents

A	Correct Use and Application	11
1	General.....	11
2	Correct application.....	11
3	Approved application conditions.....	11
4	Proprietor responsibilities	12
5	Adding attachments and/or accessories.....	12
B	Truck Description	13
1	Application.....	13
1.1	Truck models and rated capacity.....	13
2	Assemblies and Functional Description.....	14
2.1	Assembly Overview.....	14
2.2	Functional Description.....	16
3	Technical Specifications.....	17
3.1	Performance data.....	17
3.2	Dimensions.....	18
3.3	Weights.....	20
3.4	Tyre type.....	20
3.5	EN norms.....	21
3.6	Conditions of use.....	21
3.7	Electrical requirements.....	21
4	Identification points and data plates.....	22
4.1	Data plate.....	23
4.2	Truck capacity plate.....	24
C	Transport and Commissioning	25
1	Lifting by crane.....	25
2	Transport.....	26
3	Using the Truck for the First Time.....	28
D	Battery - Servicing, Recharging, Replacement	29
1	Safety Regulations Governing the Handling of Lead-Acid Batteries.....	29
2	Battery types.....	31
3	Charging the battery.....	32
3.1	Charging the battery with an on-board charger.....	33
4	Battery removal and installation.....	36
4.1	Changing the battery from the top.....	36

E	Operation	37
1	Safety Regulations for the Operation of the Forklift Truck.....	37
2	Displays and Controls.....	38
2.1	Battery discharge indicator.....	42
3	Starting up the truck	43
3.1	Checks and operations to be performed before starting daily operation .	43
3.2	Preparing the truck for operation	44
3.3	Parking the truck securely	46
3.4	Battery discharge monitor.....	46
4	Industrial Truck Operation	47
4.1	Safety regulations for truck operation.....	47
4.2	Emergency Disconnect, Travel, Steering, Braking.....	49
4.3	Lifting, transporting and depositing loads	55
5	Troubleshooting.....	57
5.1	Truck does not start.....	57
5.2	Load cannot be lifted	57
6	Operating the truck without its own drive system	58
7	Load handler emergency lowering	60
8	Emergency operation with service key GF60.....	61
9	Optional equipment	63
9.1	Fork tines.....	63
9.2	CanCode keypad.....	65
9.3	Setting the truck parameters with CanCode.....	70
9.4	Parameters	72
9.5	CANDIS display instrument.....	76
9.6	ISM access module	78
F	Industrial Truck Maintenance	81
1	Operational Safety and Environmental Protection.....	81
2	Maintenance Safety Regulations.....	81
3	Servicing and Inspection	86
4	Maintenance checklist	87
4.1	Owner.....	87
4.2	Customer Service	88
5	Lubricants and Lubrication Schedule	91
5.1	Handling consumables safely.....	91
5.2	Lubrication Schedule	93
5.3	Consumables.....	94
6	Maintenance and repairs	95
6.1	Preparing the truck for maintenance and repairs	95
6.2	Check wheel attachment and wear	96
6.3	Removing the front panel	97
6.4	Removing the drive panel.....	97
6.5	Checking the hydraulic oil level	98
6.6	Checking electrical fuses.....	99
6.7	Restoring the truck to service after maintenance and repairs	100
7	Decommissioning the industrial truck	101

7.1	Before taking the truck out of service	101
7.2	During decommissioning	102
7.3	Restoring the truck to service after decommissioning	103
8	Safety tests to be performed at intervals and after unusual incidents	104
9	Final de-commissioning, disposal.....	105

Appendix

JH Traction Battery Operating Instructions



These operating instructions apply only to Jungheinrich battery models. If using another brand, refer to the manufacturer's operating instructions.

A Correct Use and Application

1 General

The industrial truck described in the present operating instructions is designed for lifting, lowering and transporting load units.

It must be used, operated and serviced in accordance with the present instructions. Any other type of use is beyond the scope of application and can result in damage to personnel, the industrial truck or property.

2 Correct application

NOTE

The maximum load and load distance are indicated on the load chart and must not be exceeded.

The load must rest on the load handler or be lifted by an attachment approved by the manufacturer.

The load must rest on the back of the fork carriage and centrally between the forks.

- Lifting and lowering of loads.
- Transporting lowered loads.
- Do not travel with a raised load (>500 mm).
- Do not carry or lift passengers.
- Do not push or pull load units.

3 Approved application conditions

- Operation in industrial and commercial environments.
- Permissible temperature range 5°C to 40°C.
- Operation only on secure, level surfaces with sufficient capacity.
- Operation only on routes that are visible and approved by the proprietor.
- Negotiating inclines up to a maximum of 15 %.
- Do not negotiate inclines crosswise or at an angle. Transporting loads downhill.
- Operation in partially public traffic.



Special equipment and authorisation are required if the truck is to be used in extreme conditions.

The truck is not authorised for use in areas at risk of explosion.

4 Proprietor responsibilities

For the purposes of the present operating instructions the “proprietor” is defined as any natural or legal person who either uses the industrial truck himself, or on whose behalf it is used. In special cases (e.g. leasing or renting) the proprietor is considered the person who, in accordance with existing contractual agreements between the owner and user of the industrial truck, is charged with operational duties.

The proprietor must ensure that the industrial truck is used only for the purpose for which it is intended and that there is no danger to life and limb of the user and third parties. Furthermore, accident prevention regulations, safety regulations and operating, servicing and repair guidelines must be followed. The proprietor must ensure that all users have read and understood these operating instructions.

NOTE

Failure to comply with the operating instructions shall invalidate the warranty. The same applies if improper work is carried out on the truck by the customer or third parties without the permission of the manufacturer.

5 Adding attachments and/or accessories

Adding accessories

The mounting or installation of additional equipment which affects or enhances the performance of the forklift truck requires the written permission of the manufacturer. Local authority approval may also need to be obtained.

Local authority approval does not however constitute the manufacturer’s approval.

B Truck Description

1 Application

The EMC 110 / EMC B10 is a four-wheel, tiller-operated electric stacker with a steered drive wheel.

It is designed for use on level surfaces to lift and transport palletised goods. Open bottom pallets or roll cages can be lifted.

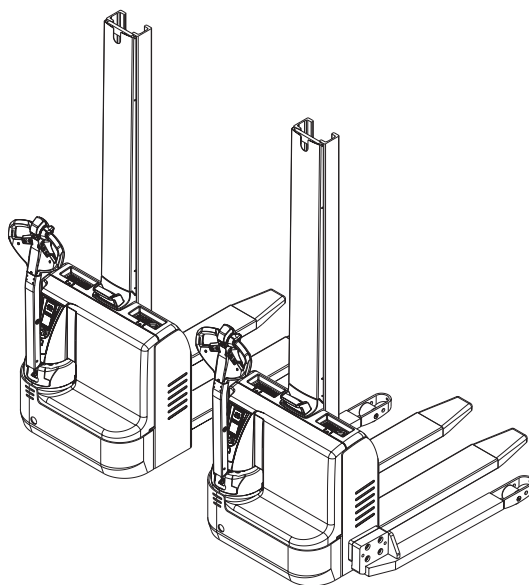
- The EMC is designed for light-duty operations; the maximum continuous operation time is two hours.

1.1 Truck models and rated capacity

The rated capacity depends on the model. The rated capacity can be derived from the model description.

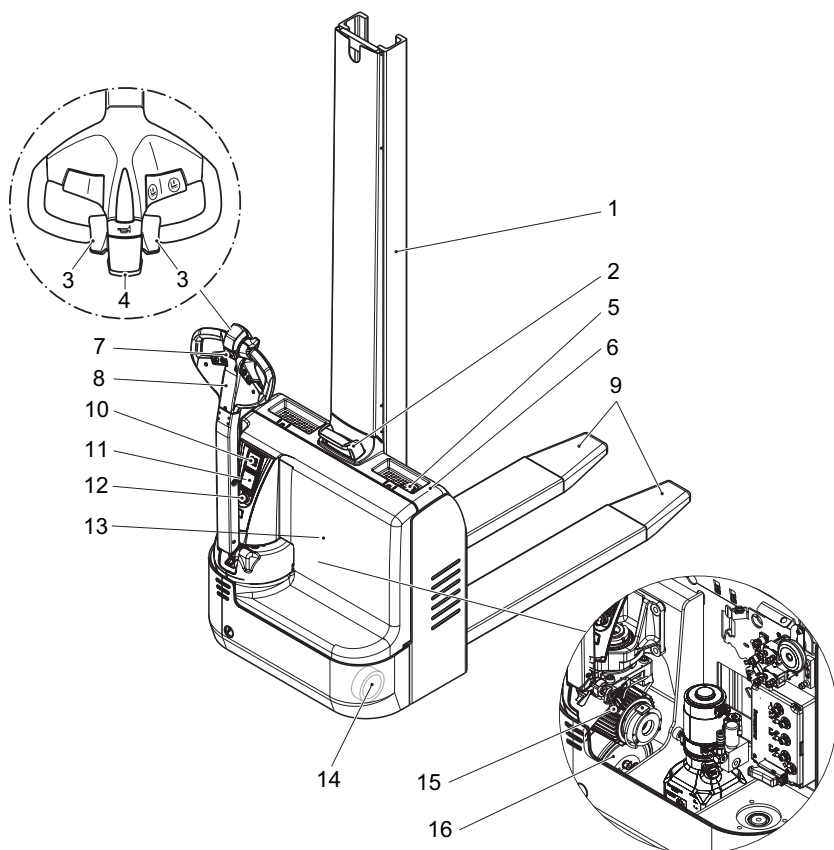
Type	Capacity	Motor output
EMC 110	1000 kg	0.5 kW
EMC B10	1000 kg	0.5 kW

The rated capacity does not generally match the permissible capacity. The capacity can be found on the load chart attached to the rack.



2 Assemblies and Functional Description

2.1 Assembly Overview



Item	Description	Item	Description
1	● Mast panel	10	● Battery charge / discharge indicator
2	● Emergency Disconnect (battery connector)		○ CanDis
3	● Travel switch	11	○ CanCode
4	● Safety collision switch		○ ISM
5	● Battery charge connector	12	● Key switch
6	● Battery cover	13	● Front panel
7	● Slow travel button	14	● Castor wheel

8	●	Tiller and tiller head	15	●	Traction controller and charger
9	●	Fork tines	16	●	Drive wheel
● = Standard equipment			○ = Optional equipment		

2.2 Functional Description

Safety Mechanisms

- An enclosed, smooth truck geometry with rounded edges ensures safe handling of the truck.
- The wheels are surrounded by a solid skirt.
- Pressing the Emergency Disconnect rapidly cuts out all electrical functions in hazardous situations.

Hydraulic system

- Lifting and lowering are activated via the lift and lower buttons.
- When lifting is activated, the pump unit starts to operate, supplying hydraulic oil from the oil reservoir to the lift cylinder.

Drive system

- An AC threephase motor actuates the drive wheel via a bevel spur gearbox.
- The electronic traction controller ensures smooth drive motor speed control and hence smooth travel, powerful acceleration and electrically controlled braking with energy regeneration.

Tiller

- All travel and lift operations can be performed sensitively without having to reach.
- The driver steers with a tiller:
- The drive system can be pivoted +/- 90°.

Electrical system

- 24 volt system.
- Electronic traction control is standard.

Controls and Displays

- Ergonomic controls ensure fatigue-free operation for sensitive application of the travel and hydraulic operations.
- The battery discharge indicator shows the available battery capacity.

Mast

- The fork carriage runs on permanently-lubricated and hence maintenance-free angled rollers.

Fork tines

- Alternatively, the truck can be fitted with 2A fork tines.

3 Technical Specifications

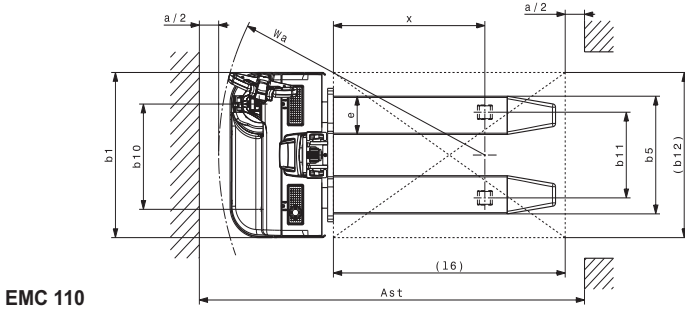
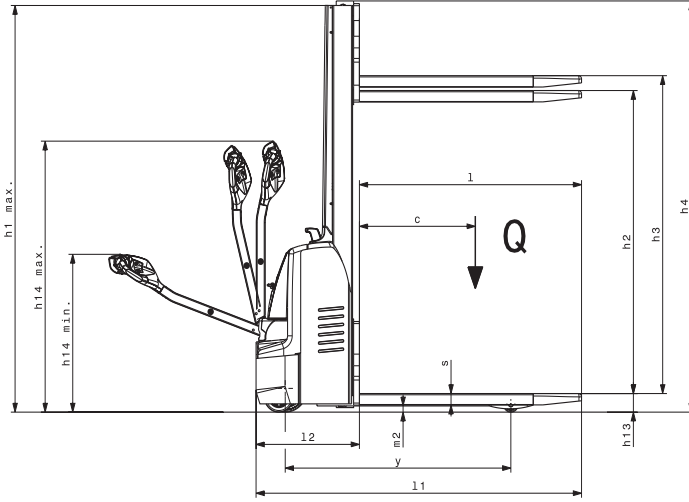


Technical data specified in accordance with VDI 2198.
Technical modifications and additions reserved.

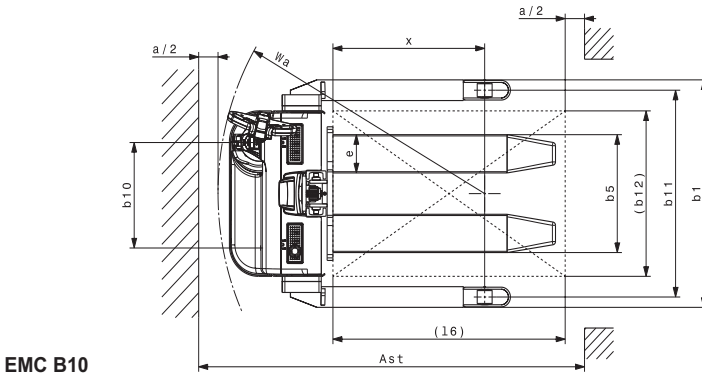
3.1 Performance data

	Description	EMC 110	EMC B10	
Q	Rated capacity	1000	1000	kg
C	Load centre distance with standard fork length	600	600	mm
	Travel speed with / without rated load	4.2 / 5.0	4.2 / 5.0	km/h
	Lift speed with / without rated load	0.085 / 0.12	0.085 / 0.12	m/s
	Lowering speed with / without rated load	0.11 / 0.11	0.11 / 0.11	m/s

3.2 Dimensions



EMC 110



EMC B10

	Description	EMC 110	EMC B10	
h1	Height	1970 / 2430	1970 / 2430	mm
h2	Free lift	1507 / 1967	1507 / 1967	mm
h3	Lift	1540 / 2000	1540 / 2000	mm
h4	Mast height extended	1992 / 2452	1992 / 2452	mm
h13	Forks lowered	90	90	mm
h14	Tiller height in min./max. travel position	821 / 1305	821 / 1305	mm
y	Wheelbase	1168	1168	mm
l1	Overall length	1685	1685	mm
l2	Headlength	535	535	mm
x	Load distance	784	784	mm
b1	Truck width	800	1100 - 1470	mm
b5	Outside straddle	570	570 / 660	mm
b10	Track width, rear	510	510	mm
b11	Track width, front	415	1000/1170/1370	mm
e	Fork width	185	185	mm
m2	Ground clearance	30	30	mm
Ast	Working aisle width* 1000x1200 traverse	1938	1938	mm
Ast	Working aisle width* 800x1200 length.	1995	1995	mm
Wa	Turning radius in slow travel mode (tiller vertical)	1378	1378	mm

* including safety distance a = 200 mm

3.3 Weights

	Description	EMC 110	EMC B10	
	Truck weight	545	590	kg
	Axle load with load front / rear	555 / 990	575 / 1015	kg
	Axle load without load front / rear	400 / 145	435 / 155	kg

3.4 Tyre type

	Description	EMC 110	EMC B10	
	Tyre size, front	230x70		mm
	Tyre size, rear	77x75		mm
	Additional wheels (dimensions)	150x54	140x54	mm
	Wheels, number front / rear (x = driven)	1x+1/2 or 4		

3.5 EN norms

Noise emission level

– EMC 110 / EMC B10: 70 dB(A)

in accordance with 12053 as harmonised with ISO 4871.

- The noise emission level is calculated in accordance with standard procedures and takes into account the noise level when travelling, lifting and when idle. The noise level is measured at the level of the driver's ear.

Electromagnetic compatibility (EMC)

The manufacturer confirms that the truck adheres to the limits for electromagnetic emissions and resistance as well as the static electricity discharge test in accordance with EN 12895 as well as the standardised instructions contained therein.

- No changes to electric or electronic components or their arrangement may be made without the written agreement of the manufacturer.

WARNING!

Medical equipment can be damaged by non-ionised radiation

Electrical equipment on the truck emitting non-ionised radiation (e.g. wireless data transmission) can affect operators' medical equipment (pacemakers, hearing aids etc.) and result in malfunctions. Consult with a doctor or the medical equipment manufacturer to clarify whether it can be used near the industrial truck.

3.6 Conditions of use

Ambient temperature

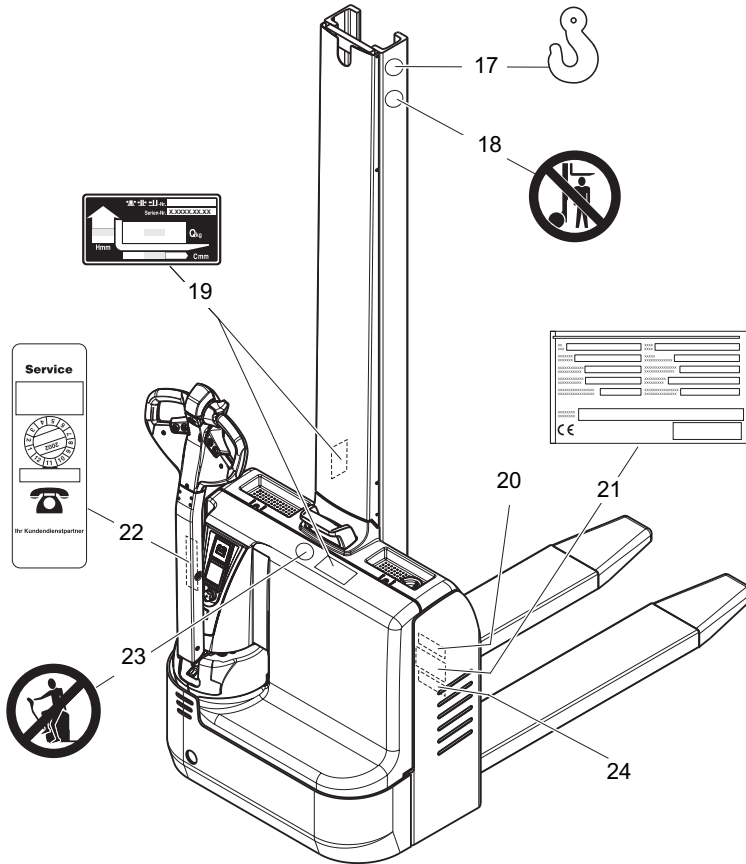
– operating at 5°C to 40°C

- Special equipment and authorisation are required if the truck is to be constantly used in conditions of extreme temperature or air humidity fluctuations.

3.7 Electrical requirements

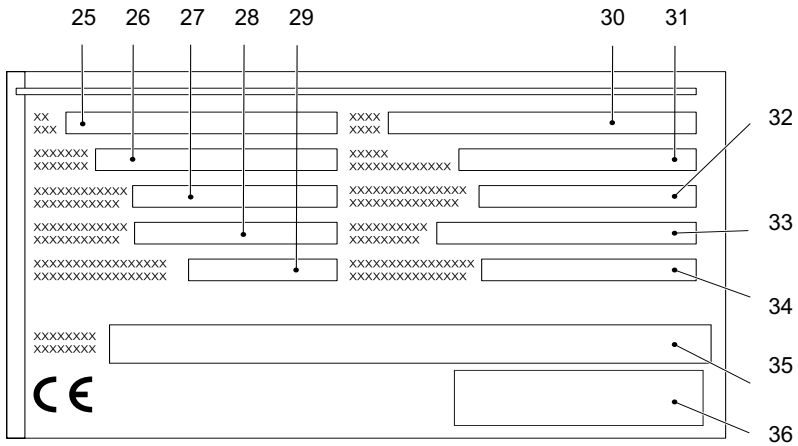
The manufacturer certifies compliance with the requirements for the design and manufacture of electrical equipment, according to EN 1175 "Industrial Truck Safety - Electrical Requirements", provided the truck is used according to its purpose.

4 Identification points and data plates



Item	Description
17	Strap point for crane lifting
18	"Do not step under the load handler" warning
19	Capacity
20	Serial number (etched into the truck chassis)
21	Truck data plate
22	Test plaque
23	Decal: "No passengers"
24	Full service no.

4.1 Data plate

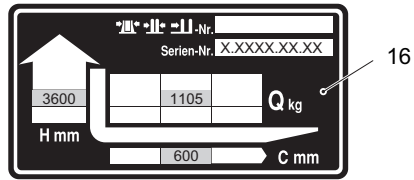


Item	Description	Item	Description
25	Type	31	Year of manufacture
26	Serial number	32	Load centre (mm)
27	Rated capacity (kg)	33	Output
28	Battery voltage (V)	34	Min./max. battery weight (kg)
29	Net weight w.o. battery (kg)	35	Manufacturer
30	Option	36	Manufacturer's logo



For queries regarding the truck or ordering spare parts always quote the truck serial number (26).

4.2 Truck capacity plate



The load chart (16) indicates the maximum capacity Q (in kg) for a given load centre C (in mm) and corresponding lift height H (in mm) for the truck with a horizontal load.

Example of calculating the maximum capacity:

With a load centre of gravity distance C of 600 mm and a maximum lift height H of 3600 mm, the max. capacity Q is 1105 kg.

B Truck Description

1 Assemblies and Functional Description

1.1 Hourmeter

ECE 220 / 220 XL / 225 / 225 XL

Service hours are counted while the truck is operational and the operator is standing on the platform.

EJC 110 / 112 / 212

EJC 214-220 / EJC 212z-220z

EJE 110 / 116 / 118 / 120

EJE C20

EMC 110 / EMC B10

Service hours are counted while the truck is operational and one of the following controls is applied:

- Tiller in travel zone "F".
- "Slow travel button".
- "Lift" button.
- "Lower" button.

ERC 212 / 214 / 216 / 212z / 214z / 216z

ERD 220

ERE 120

ERE 225

Service hours are counted while the truck is operational and one of the following controls is applied:

- Tiller in travel zone "F".
- "Lift" button.
- "Lower" button.

C Transport and Commissioning

1 Lifting by crane


WARNING!

Improper lifting by crane can result in accidents

The use of unsuitable lifting gear can cause the truck to crash when being lifted by crane.

Prevent the truck from striking other objects when it is being raised, and avoid any involuntary movements. If necessary secure the truck with guide ropes.

- ▶ The truck should only be handled by people who are trained in using lifting slings and tools.
- ▶ Wear safety shoes when lifting the truck by crane.
- ▶ Do not stand under a swaying load.
- ▶ Do not walk into or stand in a hazardous area.
- ▶ Always use lifting gear with sufficient capacity (for truck weight see truck data plate).
- ▶ Always attach the crane slings to the prescribed strap points and prevent them from slipping.
- ▶ Use the lifting gear only in the prescribed load direction.
- ▶ Crane slings should be fastened in such a way that they do not come into contact with any attachments when lifting.

 The strap point (17) on the mast is for loading the truck with crane lifting gear.

Lifting the truck by crane

Requirements

- Park the truck securely, (see "Parking the truck securely" on page 46).

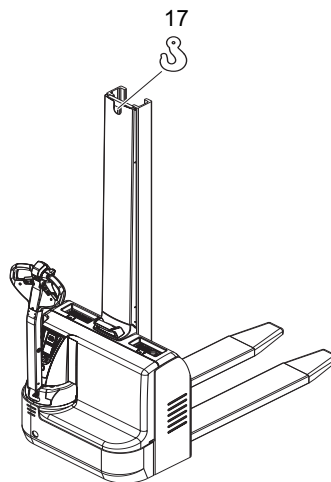
Tools and Material Required

- Lifting gear
- Crane lifting gear

Procedure

- Secure the lifting slings to the strap point (17).

The truck can now be lifted by crane.



2 Transport

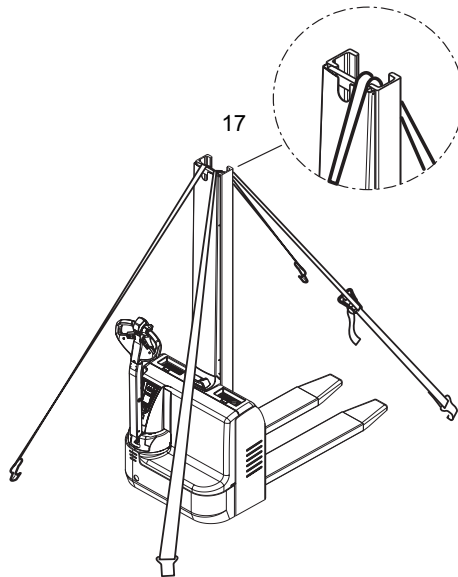
WARNING!

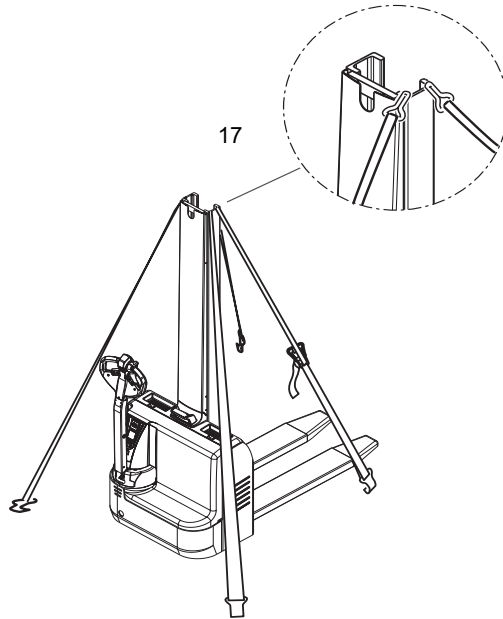
Accidental movement during transport

Improper fastening of the truck and mast during transport can result in serious accidents.

- ▶ Loading must be carried out by specially trained staff in accordance with recommendations contained in Guidelines VDI 2700 and VDI 2703. In each case correct measurements must be made and appropriate safety measures adopted.
- ▶ The truck must be securely fastened when transported on a lorry or a trailer.
- ▶ The lorry / trailer must have fastening rings.
- ▶ Use wedges to prevent the truck from moving.
- ▶ Use only tension belts or tie-down straps of sufficient strength.

The truck can be made safe for transporting in two ways.





Securing the truck for transport

Tools and Material Required

- Tension belts/tie down straps

Procedure

- Move the truck onto the transporting truck.
- Park the truck securely, (see "Parking the truck securely" on page 46).
- Use the strap point on the mast (17) to fasten the truck.
- Sling the tensioning belt around the truck and attach it to the fastening rings of the transporting vehicle.
- Tighten the tensioning belt with the tensioner.

The truck can now be transported.

3 Using the Truck for the First Time

CAUTION!

Only operate the truck with battery current. Rectified AC current will damage the electronic components. Cable connections to the battery (tow leads) must be less than 6 m long and have a minimum cross-section of 50 mm².

NOTE

Do not lift loads if the truck is operated via a tow lead with an external battery.

Procedure

- Check the equipment is complete.
- Install the battery (where required), (see "Battery removal and installation" on page 36), do not damage the battery cable.
- Charge the battery, (see "Charging the battery" on page 32).

The truck can now be started, (see "Starting up the truck" on page 43).



When the truck is parked the surface of the tyres will flatten. The flattening will disappear after a short period of operation.

NOTE

The truck settings must match the battery type.

D Battery - Servicing, Recharging, Replacement

1 Safety Regulations Governing the Handling of Lead-Acid Batteries

Maintenance personnel

Batteries may only be charged, serviced or replaced by trained personnel. This operator manual and the manufacturer's instructions concerning batteries and charging stations must be observed when carrying out the work.

Fire protection

Do not smoke and avoid naked flames when handling batteries. Wherever an industrial truck is parked for charging there shall be no inflammable material or lubricants capable of creating sparks within 2 m around the truck. The room must be ventilated. Fire protection equipment must be on hand.

Battery maintenance

The battery cell covers must be kept dry and clean. The terminals and cable shoes must be clean, secure and have a light coating of dielectric grease.

CAUTION!

Before closing the battery panel make sure that the battery cable cannot be damaged. There is a risk of short circuits with damaged cables.

Battery disposal

Batteries may only be disposed of in accordance with national environmental protection regulations or disposal laws. The manufacturer's disposal instructions must be followed.

 **WARNING!**

Batteries can be hazardous

Batteries contain an acid solution which is poisonous and corrosive. Above all avoid any contact with battery acid.

- ▶ Dispose of used battery acid in accordance with regulations.
 - ▶ Always wear protective clothing and goggles when working with batteries.
 - ▶ Do not let battery acid come into contact with skin, clothing or eyes. If necessary, rinse with plenty of clean water.
 - ▶ Call for a doctor immediately in the event of physical damage (e.g. skin or eye contact with battery acid).
 - ▶ Neutralise any spilled battery acid immediately with plenty of water.
 - ▶ Only batteries with a sealed battery container may be used.
 - ▶ Follow national guidelines and legislation.
-

 **WARNING!**

Using unsuitable batteries can cause accidents

The weight and dimensions of the battery have a considerable effect on the operational safety and capacity of the industrial truck. Changing the battery features requires the manufacturer's approval, as compensating weights are required if smaller batteries are fitted. When replacing/installing the battery make sure the battery is securely located in the battery compartment of the truck.

Park the truck securely before carrying out any work on the batteries ((see "Parking the truck securely" on page 46)).

2 Battery types

The truck is equipped with two 12 V / 69 Ah maintenance-free batteries.

- Optimum battery useful life is achieved at battery temperatures of 25 to 30°C. Low temperatures reduce the available battery capacity, high temperatures reduce the battery useful life.

NOTE

45° is the maximum temperature for batteries, at which point the truck cannot be operated.

- When the truck is parked securely the battery can be electrically separated from the truck by pulling out the Emergency Disconnect (battery connector). The truck should not be stored without a battery compensation charge for more than 3 months at 20°C or 2 months at 30°C.

3 Charging the battery

WARNING!

The gases produced during charging can cause explosions

The battery produces a mixture of nitrogen and hydrogen (electrolytic gas) during charging. Gassing is a chemical process. This gas mixture is highly explosive and must not be ignited.

- ▶ Switch the charging station and truck off first before connecting/disconnecting the charging cable of the battery charging station to/from the battery connector.
 - ▶ The charger must be adapted to the battery in terms of voltage and charge capacity.
 - ▶ Before charging, check all cables and plug connections for visible signs of damage.
 - ▶ Ventilate the room in which the truck is being charged.
 - ▶ Do not smoke and avoid naked flames when handling batteries.
 - ▶ Wherever an industrial truck is parked for charging there shall be no inflammable material or lubricants capable of creating sparks within 2 m around the truck.
 - ▶ Fire protection equipment must be on hand.
 - ▶ Do not lay any metallic objects on battery.
 - ▶ It is essential to follow the safety regulations of the battery and charger station manufacturers.
-

3.1 Charging the battery with an on-board charger

DANGER!

Risk of electric shock and burning

Damaged and unsuitable wires can cause electric shocks and can overheat, resulting in fires.

- ▶ Only use mains cables with a maximum length of 30 m.
Local regulations must be observed.
 - ▶ Fully unreel the cable reel when using it.
 - ▶ Always use original manufacturer's mains cables.
 - ▶ Insulation safety, acid and caustic ratings must comply with the manufacturer's mains cable.
-

Starting to charge with the onboard charger

Mains connection

Mains voltage: 230 V / 110 V ($\pm 10\%$)

Mains frequency: 50 Hz / 60 Hz ($\pm 4\%$)

The EMC is fitted as standard with an onboard charger. The charger detects the mains voltage and adapts automatically.

The mains cable of the charger (38) is contained in the front panel can be accessed from the outside.

CAUTION!

The on-board charger must not be opened!

NOTE

The battery temperature rises by approx. 10° during charging. Battery charging should only start when the battery temperature is below 35°. The battery temperature before charging should be at least 15° as otherwise it will affect the charge.

Charge the battery

Requirements

- Park the truck securely, (see "Parking the truck securely" on page 46).

Procedure

- The battery connector must remain plugged.
- Attach the mains connector (38) to a mains socket.

The flashing LED indicates the charge status or a fault (for flashing codes see "LED Display" table)

The battery is now charged.



When the mains connector (38) is connected to the mains, all the truck's electrical functions are interrupted (electrical start-up protection). The truck cannot be operated.

Completing the battery charge, restoring the truck to operation

NOTE

If charging has been interrupted, the full battery capacity will not be available

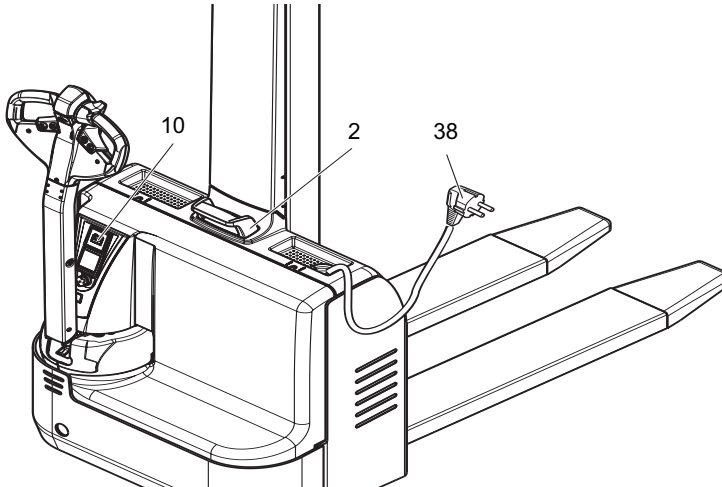
Requirements

- Battery charging is complete.

Procedure

- Remove the mains connector (38) from the socket and store it in the battery compartment with the cable.

The truck is now ready for operation.



Charging times

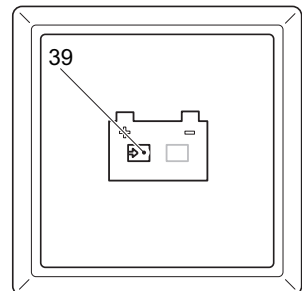
The duration of charge depends on the battery capacity.



Charging continues automatically after a mains failure. Charging can be interrupted by removing the mains connector and continued as partial charging.

LED display (39)

Green LED (charge status)	
Lit	Charging complete, battery full. (Charge interval, float or compensation charge).
Flashes slowly	Charging.
Rapid flash	Display at beginning of charge or after setting a new characteristic curve. Number of flash pulses corresponds to the characteristic curve set.



Red LED (fault)	
Lit	Overtemperature. Charging is interrupted.
Flashes slowly	Safety charging time exceeded. Charging is cancelled. Mains must be disconnected for charging to restart.
Rapid flash	Invalid characteristic curve setting.

Compensation charge

The compensation charge starts automatically when charging is complete.

Partial charging

The charger is designed to automatically adapt to partially charged batteries. This keeps battery wear to a minimum.

4 Battery removal and installation

WARNING!

Accident risk during battery removal and installation

Due to the battery weight and acid there is a risk of trapping or scalding when the battery is removed and installed.

- ▶ Note the "Safety regulations for handling acid batteries" section in this chapter.
 - ▶ Wear safety shoes when removing and installing the battery.
 - ▶ Use only batteries with insulated cells and terminal connectors. If necessary cover them with a rubber mat.
 - ▶ Park the truck on a level surface.
 - ▶ Make sure the crane lifting gear has sufficient capacity to replace the battery.
 - ▶ Make sure the battery is securely located in the truck's battery compartment.
-

4.1 Changing the battery from the top

NOTE



The batteries must always be replaced in pairs. When replacing a battery always use the same battery type.

Removing the battery

Requirements

- Park the truck securely, (see "Parking the truck securely" on page 46).
- Remove the front panel, (see "Removing the front panel" on page 97).

Procedure

- Disconnect the battery connector from the truck connector.
 - Remove the battery panel screws on the fork side.
 - Carefully lift off the battery panel and put it to one side.
-  The mains cable remains in the battery panel.
- Undo the terminal screws and remove the battery cable from the terminals.
 - Lift out batteries individually.
-  Installation is the reverse order. When reinstalling the battery, note the proper installation position and make sure the battery is connected correctly. Place the battery cable on the tray so that it cannot be severed when the battery is inserted.
- After installing the battery, check all cables and plug connections for visible signs of damage.

CAUTION!

Before starting, close and screw tight the battery panel and front panel!

E Operation

1 Safety Regulations for the Operation of the Forklift Truck

Driver authorisation

The truck may only be used by suitably trained personnel, who have demonstrated to the proprietor or his representative that they can drive and handle loads and have been authorised to operate the truck by the proprietor or his representative.

Driver's rights, obligations and responsibilities

The driver must be informed of his duties and responsibilities and be instructed in the operation of the truck and shall be familiar with the operating instructions. The driver shall be afforded all due rights. Safety shoes must be worn for pedestrian operated trucks.

Unauthorised use of truck

The driver is responsible for the truck during the time it is in use. The driver must prevent unauthorised persons from driving or operating the truck. Do not carry passengers or lift other people.

Damage and faults

The supervisor must be immediately informed of any damage or faults to the truck or attachment. Trucks which are unsafe for operation (e.g. wheel or brake problems) must not be used until they have been rectified.

Repairs

The driver must not carry out any repairs or alterations to the truck without the necessary training and authorisation to do so. The driver must never disable or adjust safety mechanisms or switches.

Hazardous area



Risk of accidents / injury in the hazardous area of the truck

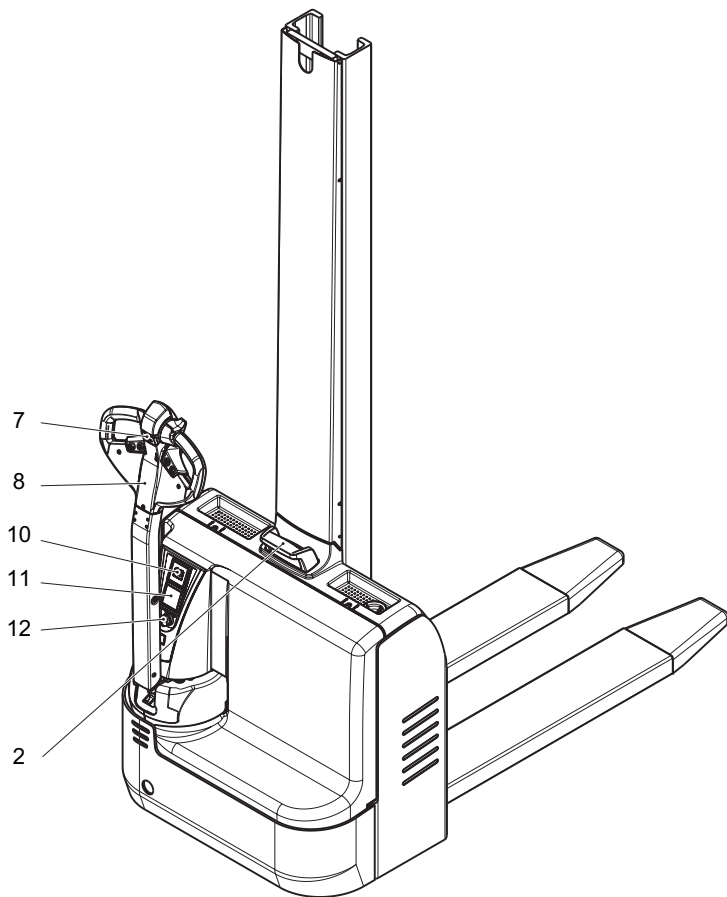
The hazardous area is defined as the area in which a person is at risk due to truck movement, lifting operations, the load handler (e.g. forks or attachments) or the load itself. This also includes areas which can be reached by falling loads or lowering operating equipment.

- ▶ Instruct unauthorised people to leave the hazardous area.
- ▶ Give a warning signal with plenty of time for people to leave.
- ▶ If unauthorised personnel are still within the hazardous area stop the truck immediately.

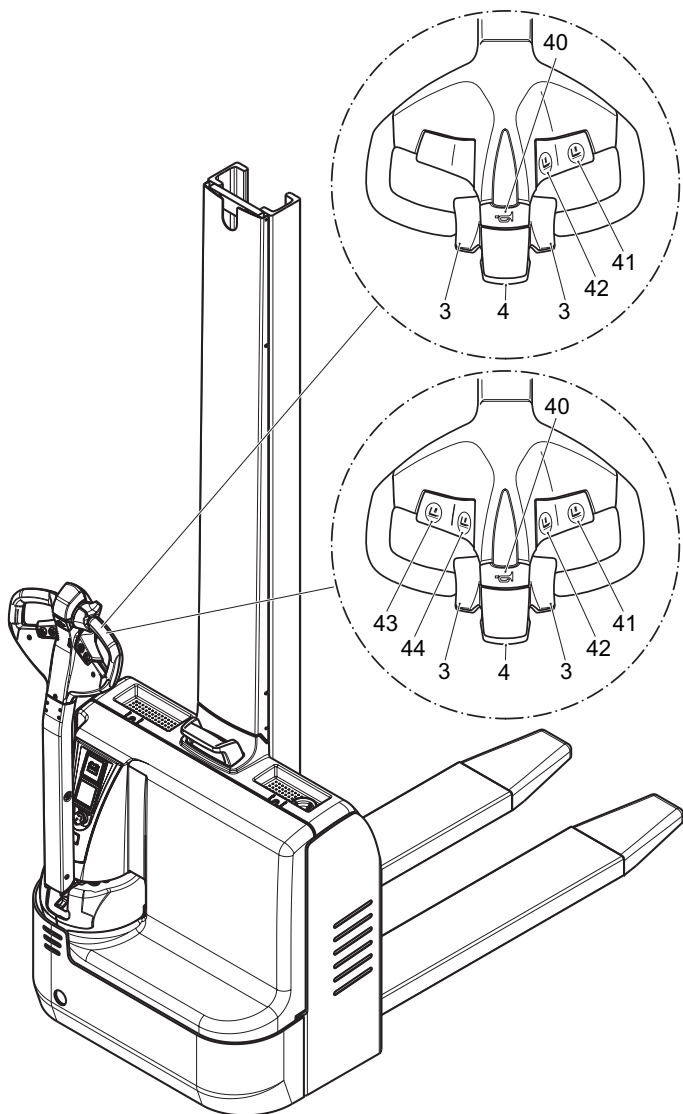
Safety devices and warning labels

Safety devices, warning signs ((see "Identification points and data plates" on page 22)) and warning instructions in the present operating instructions must be strictly observed.

2 Displays and Controls



Item	Control / Display	EMC Standard	EMC Premium	Function
7	Slow travel button	●	●	If the tiller is in the upper braking zone, braking can be overridden by pressing the switch, and the truck can move with reduced speed (slow travel) .
8	Tiller	●	●	Used for steering and braking.
10	Battery charge / discharge indicator	●	●	– Battery charge status – Battery discharge status.
	CanDis	-	○	Display instrument for – Battery charge status – Service hours – Warning messages – Parameter settings
11	CanCode	-	○	Replaces the key switch – The truck is activated when you enter the appropriate code. – Travel program selection. – Code setting. – Parameter setting.
	ISM	-	○	Replaces the key switch – Activates the truck via a card / transponder. – Displays readiness for operation. – Operating data acquisition – Data exchange with card / transponder
12	Key switch	●	●	– The truck is released when you enter the appropriate code. – Removing the key prevents the truck from being switched on by unauthorized personnel.
	2 stage key switch with service key	-	○	Switches control current on and off – Removing the key prevents the truck from being switched on by unauthorized personnel. – In the event of electrical system faults the brakes can be electrically released (emergency operation).
2	Emergency Disconnect (battery connector)	●	●	Interrupts the battery connection – All electric functions are cut out and the truck decelerates

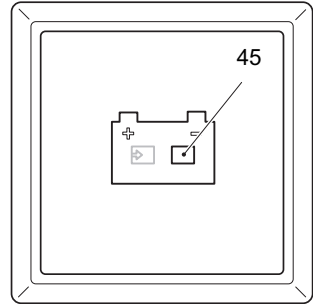


Item	Control / Display	EMC Standard	EMC Premium	Function
4	Safety collision switch	●	●	Safety function – When pressed the truck travels for approx. 3 seconds in the fork direction. The parking brake then applies. The truck remains switched off until the controller is briefly restored to neutral.
3	Travel switch	●	●	– Controls travel direction and speed.
40	Warning signal (horn) button	●	●	– “Warning” button
41	Load handler lower button	●	●	Lower the load handler.
		-	○	Lowers the load handler (2 stage): – The first half of the button stroke is used to lower at a reduced speed. The second half of the button stroke is used to lower at full speed.
42	Load handler raise button	●	●	Raises the load handler.
43	Load handler lower button (2nd hand)	-	○	Lower the load handler.
		-	○	Lowers the load handler (2 stage): – The first half of the button stroke is used to lower at a reduced speed. The second half of the button stroke is used to lower at full speed.
44	Load handler raise button (2nd hand)	-	○	Raises the load handler.

2.1 Battery discharge indicator

When the truck has been released via the key switch, code lock or ISM, the battery charge status is displayed. The LED (45) colours represent the following conditions:

LED colour	Residual capacity
Green	40 - 100 %
Orange	30 - 40 %
Flashing green/orange 1Hz	20 - 30 %
Red	0 - 20 %



If the LED is red, load units can no longer be lifted. Lifting is only enabled again when the battery connected is at least 70% charged.

If the LED flashes red and the truck is not ready for operation, inform the manufacturer's service department. Red flashing is a truck controller code. The flashing sequence indicates the type of fault.

3 Starting up the truck

3.1 Checks and operations to be performed before starting daily operation

WARNING!

Damage and other truck or attachment (special equipment) defects can result in accidents.

If damage or other truck or attachment (special equipment) defects are discovered during the following checks, the truck must be taken out of service until it has been repaired.

- ▶ Report any defects immediately to your supervisor.
 - ▶ Tag out and decommission a faulty lift truck.
 - ▶ Only return the truck to service when you have identified and rectified the fault.
-

Pre-start inspections

Procedure

- Check the whole of the outside of the truck for signs of damage and leaks. Damaged hoses must be replaced immediately.
- Test hydraulic system.
- Check the battery attachment and wire connections for damage and make sure they are secure.
- Check the battery and battery components.
- Make sure the battery connector is secure and operating correctly.
- Check the load handler for visible signs of damage such as cracks, bent or severely worn forks.
- Check the drive wheel and load wheels for damage.
- Check that the markings and labels are present, clean and legible, (see "Identification points and data plates" on page 22).
- Check the control handle (damper) is restored to its normal position.
- Check the controls are automatically restored to zero after being applied.
- Test the warning signal.
- Test the brakes.
- Test the collision safety switch and Emergency Disconnect switch.
- Check doors and/or covers.
- Check the mast guard for damage.

3.2 Preparing the truck for operation

NOTE

For trucks with the "key switch with second brake release level" option the GF60 service key must only be used to release the brakes.

Switching on the truck

Requirements

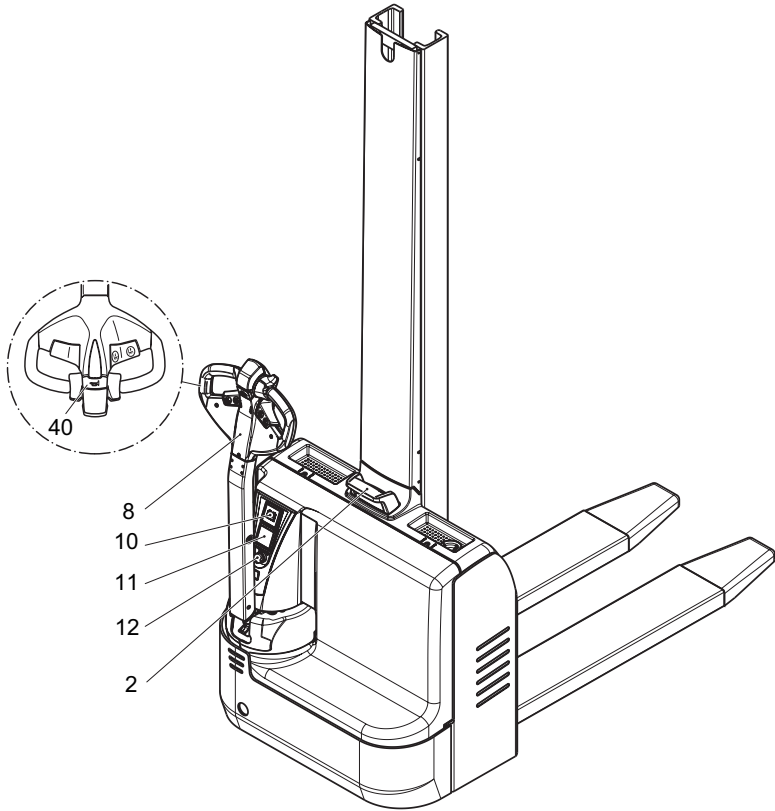
- For checks and operations to be performed before starting daily operation, (see "Checks and operations to be performed before starting daily operation" on page 43).

Procedure

- Push the Emergency Disconnect (battery connector) (2) down until it engages.
- Switch on the truck, to do this
 - Insert the key in the key switch (12) and turn it to the right as far as it will go (position "I") or for CANCODE (11,○) enter the activation code, (see "CanCode keypad" on page 65).
- Test the warning signal button (40).
- Test the lifting operation.
- Test the steering.
- Test the brake function of the tiller (8).

The truck is now ready for operation.

- The battery discharge indicator (10) shows the current battery charge status.
- The display instrument (CANDIS) (12) indicates the available battery capacity and the service hours.



3.3 Parking the truck securely

WARNING!

An unsecured truck can cause accidents

Parking the truck on an incline, without the brakes applied or with a raised load / load handler is dangerous and is strictly prohibited.

- ▶ Always park the truck on a level surface. In special cases the truck may need to be secured with wedges.
 - ▶ Always fully lower the mast and forks.
 - ▶ Select a place to park where no other people are at risk of injury from lowering forks.
-

Parking the truck securely

Procedure

- Fully lower the load handler.
- Turn off the key switch and remove the key.
- For CANCODE, press the O key.
- For ISM, press the red button.
- Pull out the Emergency Disconnect (battery connector).

The truck is parked.

3.4 Battery discharge monitor



The standard setting for the battery discharge indicator / discharge monitor is based on standard batteries. When using maintenance-free or special batteries the display and cutout points of the battery discharge monitor must be set by authorised specialist personnel. If this adjustment is not made the battery may become damaged through excessive depletion.

If the residual capacity falls below the required level, lifting is inhibited. An alternating display (45) appears. Lifting is only released when the battery connected is at least 70% charged.

4 Industrial Truck Operation

4.1 Safety regulations for truck operation

Travel routes and work areas

Only use lanes and routes specifically designated for truck traffic. Unauthorised third parties must stay away from work areas. Loads must only be stored in places specially designated for this purpose.

The truck must only be operated in work areas with sufficient lighting to avoid danger to personnel and materials. Additional equipment is necessary to operate the truck in areas of insufficient lighting.



Do not exceed the permissible surface and spot load limits on the travel routes.

At blind spots get a second person to assist.

The driver must ensure that the loading dock / ramp cannot move or come loose during loading / unloading.

Travel conduct

The driver must adapt the travel speed to local conditions. The truck must be driven at slow speed when negotiating bends or narrow passageways, when passing through swing doors and at blind spots. The driver must always observe an adequate braking distance between the forklift truck and the vehicle in front and must be in control of the truck at all times. Abrupt stopping (except in emergencies), rapid U turns and overtaking at dangerous or blind spots are not permitted. Do not lean out or reach beyond the working and operating area.

Travel visibility

The driver must look in the direction of travel and must always have a clear view of the route ahead. Loads that affect visibility must be positioned at the rear of the truck. If this is not possible, a second person must walk alongside the truck as a lookout to observe the travel route while maintaining eye contact with the driver. Proceed only at walking pace and with particular care. Stop the truck as soon as you lose eye contact.

Negotiating slopes and inclines

Negotiating slopes or inclines is only permitted if they are specifically designed as travel routes, are clean and have a non-slip surface and providing they can be safely travelled along in accordance with the truck's technical specifications. The truck must always be driven with the load unit facing uphill. The industrial truck must not be turned, operated at an angle or parked on inclines or slopes. Inclines must only be negotiated at slow speed, with the driver ready to brake at any moment.

Negotiating lifts and docks

Lifts may only be entered if they have sufficient capacity, are suitable for driving on and authorised for truck traffic by the owner. The driver must satisfy himself of the above before entering these areas. The truck must enter lifts with the load in front and must take up a position which does not allow it to come into contact with the walls of the lift shaft. People travelling in the lift with the forklift truck must only enter the lift after the truck has come to a halt and must exit the lift before the truck. The driver must ensure that the loading ramp / bridge cannot move or come loose during loading / unloading.

Type of loads to be carried

The operator must make sure that the load is in a satisfactory condition. Loads must always be positioned safely and carefully. Use suitable precautions to prevent parts of the load from tipping or falling down. Prevent liquid loads from sloshing out.

4.2 Emergency Disconnect, Travel, Steering, Braking

4.2.1 Emergency Disconnect (battery connector)

NOTE

The Emergency Disconnect safety function is performed by the battery connector that can be accessed from the outside.


Pull the Emergency Disconnect

Procedure

CAUTION!

Accident risk

The operation of the Emergency Disconnect (battery connector) must not be affected by any objects placed in its way.

-  Do not use the Emergency Disconnect (battery connector) 2) as a service brake.
- Pull out the Emergency Disconnect (battery connector)(2).

All electrical functions are deactivated. The truck brakes to a halt.


Release the Emergency Disconnect

Procedure

- Push the Emergency Disconnect (battery connector)(2) back in.

*All electrical functions are switched on, the truck is operational again.
For CanCode and ISM the truck remains switched off.*

4.2.2 Automatic braking

-  When the tiller is released it automatically sets itself to the upper brake zone (B) and automatic braking ensues.

WARNING!

- ▶ If the tiller moves slowly or not at all to the upper brake zone, the truck must be taken out of service until the cause of this fault is be rectified. Replace the gas pressure spring if necessary.
-

4.2.3 Travel

CAUTION!


- ▶ Do not drive the truck unless the panels are closed and properly locked.
 - ▶ When travelling through swing doors etc. make sure that the doors do not activate the collision safety button.
-

Requirements


- Start up the truck, (see "Starting up the truck" on page 43)

Procedure

- Set the tiller (8) to the travel range (F) and press the travel switch (3) in the desired direction (fwd. or rev.).
- Control the travel speed with the travel switch (3).

 When the travel switch is release it automatically returns to its original position.

The brakes are released and the truck moves in the selected direction.

 Preventing the truck from “rolling downhill”:

If the truck rolls backwards on an incline the controller detects the situation and the brake applies automatically after a short jerk.

4.2.4 Slow travel

CAUTION!

The driver must be particularly careful when applying the "slow travel speed" button (7).

The brake is only activated when the "slow travel" button is released.

- ▶ In hazardous situations brake by immediately releasing the slow travel button (7) and the travel switch (3).
 - ▶ In "slow travel" you can only brake by inversion braking (travel switch (3)).
-

The truck can be operated with a vertical tiller (8) (e.g. in congested areas / travel seat).

Switching on slow travel

Procedure

- Press the slow travel button (7).
- Set the controller (3) to the required direction (fwd. or rev.).

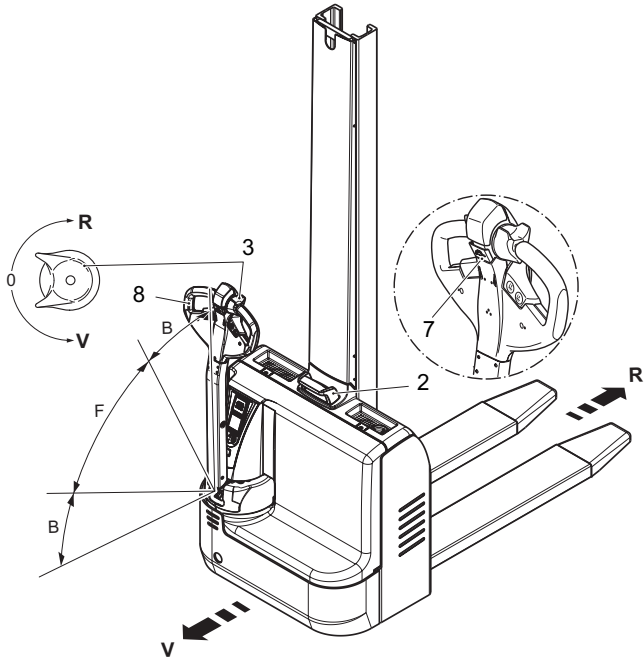
The brake is released. The truck travels at slow speed.

Switching off slow travel

Procedure

- Release the slow travel button (7).
 - In zone "B" the brake applies and the truck stops.*
 - In zone "F" the truck continues at slow travel.*
- Release the travel switch (3).

Slow travel ends and the brake applies. The truck can now operate again at normal speed.



4.2.5 Steering

Procedure

- Move the tiller (8) to the left or right.

The truck is steered in the required direction.

4.2.6 Brakes

The brake pattern of the truck depends largely on the travel route conditions. The driver must take this into account.

The truck can brake in three different ways:

- With the service brake
- By inversion braking (travel switch)
- By regenerative braking (coasting)

CAUTION!

- ▶ In hazardous situations set the tiller to the brake position.

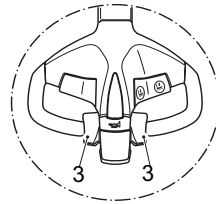
Braking with the service brake:

Procedure

- Move the tiller (8) up or down to one of the brake zones (B).



Initially the truck brakes regeneratively. The mechanical brake is only applied if this method fails to achieve the necessary brake force.



The truck will decelerate at the maximum rate and the service brake will apply.

Inversion braking

Procedure

- You can set the travel switch (3) to the opposite direction when travelling.

The truck brakes regeneratively until it starts to move in the opposite direction.

Regenerative braking

Procedure

- If the travel switch is set to 0, the truck automatically brakes regeneratively.

The truck brakes to a halt regeneratively via the coasting brake. The service brake then applies.



With regenerative braking energy is recuperated to the battery, ensuring a longer service time.

Parking brake



The mechanical brake (parking brake) applies when the truck comes to rest.

4.3 Lifting, transporting and depositing loads

WARNING!

Unsecured and incorrectly positioned loads can cause accidents

Before lifting a load unit the driver must make sure that it has been correctly palletised and does not exceed the truck's capacity.

- ▶ Instruct other people to move out of the hazardous area of the truck. Stop working with the truck if people do not leave the hazardous area.
 - ▶ Only carry loads that have been correctly secured and positioned. Use suitable precautions to prevent parts of the load from tipping or falling down.
 - ▶ Damaged loads must not be transported.
 - ▶ Never exceed the maximum loads specified in the capacity chart.
 - ▶ Never stand underneath a raised load handler.
 - ▶ Do not stand on the load handler.
 - ▶ Do not lift other people on the load handler.
 - ▶ Insert the forks as far as possible underneath the load.
-

NOTE


Adapt a slower speed when stacking and retrieving.

4.3.1 Lifting load units


Requirements

- Load unit correctly palletised.
- Load unit weight matches the truck's capacity.
- Forks evenly loaded for heavy loads.

Procedure

- Drive the truck carefully up to the pallet.
 - Slowly insert the forks into the pallet until the fork shank touches the pallet.
-  The load unit must not extend by more than 50 mm beyond the fork tips.
- Press the "Lift" button (42) button until you reach the desired lift height.

The load unit is raised.

-  On premium trucks the lower speed can be controlled through the movement of the button.

Short switch stroke = slow lower

Long switch stroke = fast lower

CAUTION!

- ▶ Release the button as soon as you reach the limit position of the load handler.
-

Transporting load units

Requirements

- Load unit correctly lifted.
- Mast lowered for transport (approx. 150 - 200 mm above the ground).
- Good ground conditions.

Procedure

- Accelerate and decelerate gradually.
- Adapt your travel speed to the conditions of the route and the load you are transporting.
- Travel at a constant speed.
- Watch out for other traffic at crossings and passageways.
- Always travel with a lookout at blind spots.
- On slopes and inclines always carry the load facing uphill, never approach at an angle or turn.

Depositing load units

NOTE

Loads must not be deposited on travel or escape routes, in front of safety mechanisms or operating equipment that must be accessible at all times.

Requirements

- Warehouse location suitable for storing the load.

Procedure

- Drive carefully up to the storage location.
- Press the "Lower load handler" button (41).
- Carefully lower the load handler so that the forks are clear of the load.
- Carefully remove the forks from the pallet.

The load unit is lowered.



The lower speed cannot be adjusted.

Two-hand operation (○)

The control unit is optionally fitted with a second rocker switch with the "raise load handler" (44) and "lower load handler" (43) buttons.

Slow lowering (○)

The lowering speed can be infinitely controlled through the button stroke (ca. 8 mm) in two stages:

A short stroke results in lowering at a reduced speed.

A long stroke results in lowering at full speed.

5 Troubleshooting

This chapter enables the user to identify and rectify basic faults and the effects of incorrect operation. When trying to locate a fault, proceed in the order shown in the table.



If, after carrying out the following remedial action, the truck cannot be restored to operation or if a fault in the electronics system is displayed with a corresponding error code, contact the manufacturer's service department.

Additional troubleshooting must only be performed by the manufacturer's specialist service engineers. The manufacturer's customer service department is specially trained to carry out these operations.

In order for customer services to react quickly and specifically to the fault, the following information is essential:

- Truck serial number
- Error number on the display unit (if applicable)
- Error description
- Current location of truck

5.1 Truck does not start

Possible Cause	Action
<ul style="list-style-type: none">- Emergency Disconnect (battery connector) not plugged in.- Key switch set to O.- Battery charge too low.- Faulty fuse.	<ul style="list-style-type: none">- Check the Emergency Disconnect (battery connector), and plug it in if necessary.- Set the key switch to "I".- Check the battery charge and charge battery if necessary.- Check the fuses.

5.2 Load cannot be lifted

Possible Cause	Action
Truck not operational	Carry out all measures listed under "Truck does not start"
Hydraulic oil level too low	Check the hydraulic oil level
Battery discharge monitor has switched off	Charge the battery
Faulty fuse	Check fuses
Excessive load	Note maximum capacity, see data plate

6 Operating the truck without its own drive system

WARNING!

Uncontrolled truck movement

When the brakes are de-activated the truck must be parked on a level surface, since the brakes are no longer effective.

- ▶ Do not release the brake on slopes or inclines.
 - ▶ Apply the brake again when you reach your destination.
 - ▶ Do not park the truck with the brake released.
-

Releasing the brake

Tools and Material Required

- Two M5x45 screws
- Spanner wrench

Procedure

- Turn of the key switch, CanCode or ISM.
- Pull out the Emergency Disconnect (battery connector).
- Prevent the truck from rolling away.
- Remove the front panel (13) and right-hand drive panel (46). (see "Industrial Truck Maintenance" on page 81).
- Pull up the anchor plate by screwing in two M5x45 screws (47) as far as the stop.

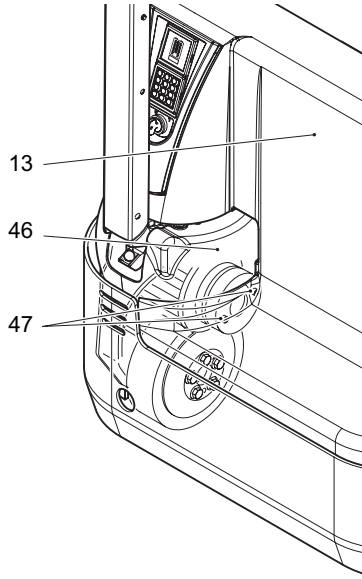
The brake is now released and the truck can be moved.

Applying the brake

Procedure

- Unscrew the two M5x45 (47) screws again.
- Refit the right hand drive panel (46).
- Refit front panel (13).

The brakes are now restored again.



7 Load handler emergency lowering

WARNING!

Lowering the mast can result in injuries

- ▶ Instruct other people to move out of the hazardous area of the truck during emergency lowering.
 - ▶ Never stand underneath a raised load handler / driver's cab.
 - ▶ If a second person is used to lower the load handler via the emergency lowering device, this person must consult with the driver. Both people must be in a safe area to avoid danger.
 - ▶ Emergency lowering of the driver's cab is prohibited when the load handler is in the rack.
 - ▶ Report any defects immediately to your supervisor.
 - ▶ Tag out and decommission a faulty lift truck.
 - ▶ Only return the truck to service when you have identified and rectified the fault.
-

If the mast cannot be lowered any further due to a fault, apply emergency lowering on the hydraulic unit.

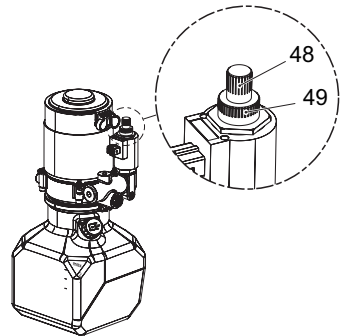
Load handler emergency lowering

Requirements

- Load handler is not in the rack.

Procedure

- Set key switch to "0".
- Pull the Emergency Disconnect (battery connector).
- Open the front panel, (see "Removing the front panel" on page 97).
- Undo the retaining screw (49).
- Remove the screw (48) in stages.



The load handler is lowered.

After emergency lowering

Procedure

- Insert the screw (48) as far as the stop.
- Tighten the retaining screw (49) again.

CAUTION!

Only operate the truck once the fault has been removed.

8 Emergency operation with service key GF60

WARNING!

The truck can move accidentally when the brake is released

- ▶ The GF60 service key must not remain on the truck during normal operation.
 - ▶ The service key should only be used by an authorised person (e.g. warehouse manager).
 - ▶ Extreme caution is required on a ramp or incline as the truck could roll away when the brake is released.
 - ▶ When the key switch is set to position 2 (brake released), the truck cannot brake through inversion braking or the tiller switch.
-

Operating the truck without its own drive system.


Requirements

- Truck prevented from rolling away.
- Charged battery in truck.

Tools and Material Required

- GF60 service key with lock bar

Procedure

- Insert the GF60 service key in the key switch.
-  The service key GF60 with a lock bar can only be inserted and turned on one side. If inserted in the wrong direction the key will not turn.
- Turn service key to position 1.
 - Move the lock bar on the head of the key.
 - Turn service key to position 2.



CAUTION!

The brake is now released

- ▶ The truck can only brake by turning the service key to position 1 or by pulling out the Emergency Disconnect (battery connector).
-

The truck can be operated without its own drive system.

Parking the truck securely

Procedure

- Set the key switch to the "0" position and remove the key.
- When you switch back from level 2 to level 1 the bar returns to its original position.

The brake is now activated again.

- The GF30 key without a bar is designed for normal truck operation. It can be inserted on either side and can only be turned to position 1 of the key switch.

GF 30



9 Optional equipment

9.1 Fork tines

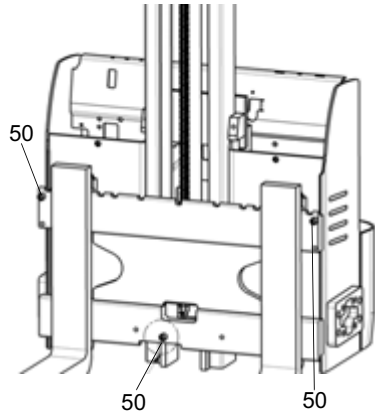
9.1.1 Adjusting the forks

WARNING!

Unsecured and incorrectly adjusted forks can cause accidents

Before adjusting the forks make sure the retaining bolts (50) are fitted.

- ▶ Adjust the forks so that both forks are equidistant from the outside edge of the fork carriage.
- ▶ Engage the locking pin in a groove to prevent the forks from moving accidentally.
- ▶ The load centre of gravity must be located centrally between the forks.



Adjusting the forks

Requirements

- Park the truck securely, (see "Parking the truck securely" on page 46).

Procedure

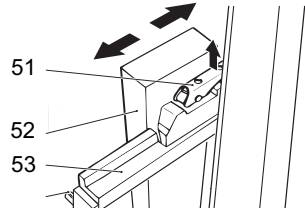
- Lift up the locking lever (51).
- Push the forks (52) into the correct position on the fork carriage (53).



To lift the load securely, the forks (52) must be spread as far apart as possible and positioned centrally with respect to the fork carriage. The load centre of gravity must be centrally aligned between the forks (52).

- Lift the locking lever down (51) and move the forks until the locking pin engages in a slot.

The forks are now adjusted.



9.1.2 Replacing the forks

WARNING!

Unsecured forks can cause injury

You can injure your legs when replacing the forks.

- ▶ Never pull the forks towards your body.
- ▶ Always push the forks away from your body.
- ▶ Secure heavy forks with lifting slings and a crane before pushing them down from the fork carriage.
- ▶ After replacing the forks fit the retaining bolts (50) and make sure the bolts are seated correctly. Retaining bolt torque: 70 Nm.

Replacing the forks

Requirements

- Load handler lowered and forks not touching the ground.

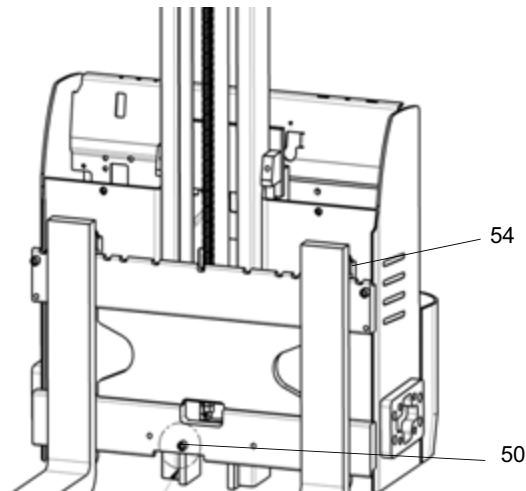
Procedure

- Disassemble the retaining screw (50).
- Loosen the fork stop (54).
- Carefully push the forks up to the middle of the fork carriage and lift them out over the recess.

The forks are now dismantled from the load carriage and can be replaced.


CAUTION!

Use only the 2A forks.



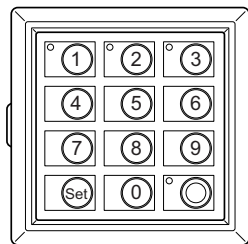
9.2 CanCode keypad

CanCode keypad

The keypad consists of 10 digit keys, a Set key and a  key.

The O key indicates the follow operating statuses via a red / green LED:

- Code lock function (starting up the truck).
- Adjusting the travel program depending on the setting and truck.
- Setting and changing parameters.



9.2.1 Keypad

When the correct code is entered, the truck is ready for use. You can allocate an individual code to each truck, operator or group of operators. When the truck is supplied from the factory, the code is indicated on a sticker. Change the master and operator codes when you use the truck for the first time.

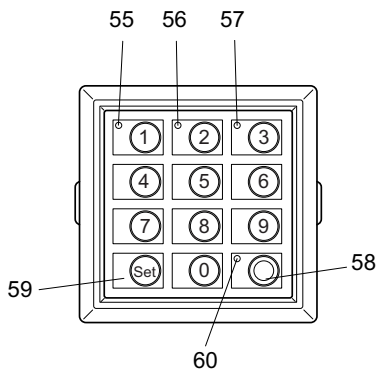
- Set different codes for rider and pedestrian trucks.

Starting the truck

Procedure

- Insert the battery connector.
LED (60) lights up red.
- Enter the code.
When you enter the correct operator code the LED (60) turns green. If the LED (60) flashes red this means the wrong code has been entered. Try again.

The truck is switched on



- The Set key (59) has no function in operating mode.

Switching the truck off

Procedure

- Press the O key.

The truck is switched off.

- The truck can switch off automatically after a set time. To do this the relevant code lock parameters must be entered, (see "Parameter Settings" on page 66).

9.2.2 Parameters

The keypad enables parameters to be adjusted in programming mode.

Parameter Groups

The parameter number is composed of three digits. The first digit refers to the parameter group as shown in Table 1. The second and third digits are numbered in sequence from 00 to 99.

No.	Parameter Groups
0XX	Code lock settings (codes, travel program release, automatic cutout, etc.)

9.2.3 Parameter Settings

To change the truck settings you must enter the master code.

- The master code factory setting is 7-2-9-5. Change the master code the first time you use the truck.
- Set different codes for rider and pedestrian trucks.

Changing the truck settings

Procedure

- Press the O key (58).
- Enter the master code.
- Enter the three-digit parameter number.
- Confirm with the SET key (59).
- Enter the setting as per parameter list.
- If the entry is incorrect, the LED (60) of the O key (58) turns red.
 - Enter the parameter number again.
 - Enter the setting again or change it.
- Confirm with the SET key (59).
- Repeat the procedure for other parameters.
- Then press the O key (58).

The settings are now saved.

Parameter list

No.	Function	Setting range	Standard setting	Procedure
000	Change master code: The length (4-6 digits) of the master code also determines the length of the operator code (4-6 digits). Provided the operator codes are programmed, only new codes of the same length can be entered. If you wish to change the code length, you must first delete all the operator codes.	0000 - 9999 or 00000 - 99999 or 000000 - 999999	7295	<ul style="list-style-type: none"> - (LED 55 flashes) Confirm current code entry - (Set 59) - (LED 56 flashes) Confirm new code entry - (Set 59) - (LED 57 flashes) repeat new code - (Set 59)
001	Add code (max. 250)	0000 - 9999 or 00000 - 99999 or 000000 - 999999	2580	<ul style="list-style-type: none"> - (LED 56 flashes) Confirm code entry - (Set 59) - (LED 57 flashes) repeat code entry - (Set 59)
002	Change code	0000 - 9999 or 00000 - 99999 or 000000 - 999999		<ul style="list-style-type: none"> - (LED 55 flashes) Confirm current code entry - (Set 59) - (LED 56 flashes) Confirm new code entry - (Set 59) - (LED 57 flashes) Confirm code re-entry - (Set 59)
LEDs 55-57 are located in keypads 1-3.				

No.	Function	Setting range	Standard setting	Procedure
003	Delete code	0000 - 9999 or 00000 - 99999 or 000000 - 999999		<ul style="list-style-type: none"> - (LED 56 flashes) Confirm new code entry - (Set 59) - (LED 57 flashes) repeat code entry - (Set 59)
004	Delete code log (deletes all codes)	3265		<ul style="list-style-type: none"> - 3265 = delete - other inputs = do not delete
010	Automatic timeout	00-31	00	<ul style="list-style-type: none"> - 00 = No timeout - 01 - 30 = Timeout in minutes - 31 = Timeout after 10 seconds
LEDs 55-57 are located in keypads 1-3.				

Assigning the starting travel program (depending on the truck)

The travel programs are connected to the code. The travel programs can be individually released or blocked for each code. A starting travel program can be assigned to each code.

Once a user code has been set up, all travel programs are globally released, the valid start travel program is travel program 2.

The code configuration can then be changed with program number 024.

No.	Function	Setting range	Standard setting	Procedure
024	Code configuration		1112	

- 1. digit: travel program 1 release (0 = blocked or 1 = released)
- 2nd digit: travel program 2 release (0 = blocked or 1 = released)
- 3rd digit: travel program 3 release (0 = blocked or 1 = released)
- 4th digit: start travel program (0, 1, 2 or 3)

Setting the travel program configuration to a code

Procedure

- Press the O key (58).
- Enter the master code.
- Enter the three-digit parameter number 024.
- Confirm with the SET key (59).
- Enter the code to be changed and confirm with SET.
- Enter the configuration (4 digit) and confirm with SET.
- Enter the configuration (4 digit) again and confirm with SET.
- Repeat the procedure for other codes.
- Then press the O key.

The travel programs are assigned to the codes

Keypad event messages

The LED (60) flashes red to indicate the following events:

- New master code is already in use.
- New code is already the master code
- Code to be changed does not exist
- Attempt to change the code to one that already exists.
- Attempt to delete a code that does not exist
- Code memory full.

9.3 Setting the truck parameters with CanCode

CAUTION!

Faulty entry

Without CanDis only CanCode internal parameters can be changed. Traction controller parameters can only be changed with CanDis, without CanDis the settings must be performed by the manufacturer's service department.

CAUTION!

Altering travel parameters can cause accidents

Increasing the settings for acceleration, steering, travel, lifting and lowering can result in accidents.

- ▶ Carry out a test run in a secure environment.
 - ▶ This requires greater attention on the part of the operator.
-

Parameter setting example:

The following example shows the parameter setting for the acceleration of travel program 1 (parameter 0256).

Acceleration example

Procedure

- Enter four-digit parameter number "0256" and confirm with the SET key (59).
- Enter sub-index (enter "2") and confirm with the SET key (59).
- The parameter and sub index are displayed alternately with the current reading (0256-2<->0000-3).
- Enter the parameter according to the parameter list and confirm with the Set key (59).
- The LED (60) of the O key (58) switches briefly to steady light and start flashing again after approx. 2 seconds.
- If the entry is incorrect, the LED (60) of the O key (58) turns red. Enter the parameter number again to repeat the setting.
- The parameter and sub index are displayed alternately with the current reading (0256-2<->0000-5).

The travel parameter is now set.

Repeat the procedure to enter further parameters as soon as the LED (60) of the O key (58) flashes.

- Travel is disabled while the parameters are being entered.

Checking the settings in programming mode

Procedure

- Select the travel program to be worked on after changing the parameter value, and confirm with the Set key (59).

The truck is now in travel mode and can be checked.

 To continue setting, confirm with the Set key (59) again.

Saving travel parameters

Requirements

– Enter all parameters.

Procedure

- Run "SaveParameters" by pressing 1-2-3-Set.
- Confirm with the O key (58).

9.4 Parameters

Travel program 1

No.	Function	Setting range	Standard setting	Comments
0256	Acceleration	0 - 9 (0.1 – 1.0 m/ s ²)	3 (0.4 m/s ²)	
0260	Coasting brake	0- 9 (0.1 – 1.0 m/ s ²)	3 (0.4 m/s ²)	
0264	Max. speed in forks direction	0 - 9 (2.6 - 5.3 km/h)	5 (4.1 km/h)	Depending on the travel switch
0268	Maximum speed in fork direction	0 - 9 (2.6 - 5.3 km/h)	5 (4.1 km/h)	Depending on the travel switch

Travel program 2

No.	Function	Setting range	Standard setting	Comments
0272	Acceleration	0 - 9 (0.1 – 1.0 m/s ²)	6 (0.7 m/s ²)	
0276	Coasting brake	0 - 9 (0.1 – 1.0 m/s ²)	6 (0.7 m/s ²)	
0280	Max. speed in drive direction	0 - 9 (2.6 - 5.3 km/h)	8 (5.0 km/h)	Depending on the travel switch
0284	Max. speed in forks direction	0 - 9 (2.6 - 5.3 km/h)	8 (5.0 km/h)	Depending on the travel switch

Travel program 3

No.	Function	Setting range	Standard setting	Comments
0288	Acceleration	0 - 9 (0.1 – 1.0 m/s ²)	9 (1.0 m/s ²)	
0292	Coasting brake	0 - 9 (0.1 – 1.0 m/s ²)	9 (1.0 m/s ²)	
0296	Max. speed in forks direction	0 - 9 (2.6 - 5.3 km/h)	8 (5.0 km/h)	Depending on the travel switch
0300	Maximum speed in fork direction	0 - 9 (2.6 - 5.3 km/h)	8 (5.0 km/h)	Depending on the travel switch

Battery parameters

No.	Function	Setting range	Standard setting	Comments
1377	Battery type (normal / high performance / dry)	0 - 6	0	0 = On-board charger inactive 1 = High performance (wet) 6 = EMC battery
1389	Discharge monitor function	0 / 1	1	0 = Not active 1 = Active

WARNING!

Battery type parameters

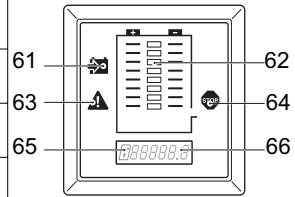
The battery and charger used must match the battery parameters.

- ▶ For this reason only setting 6 for the EMC battery should be used for the EMC 110 / EMC B10 trucks!
-

9.5 CANDIS display instrument

The instrument indicates:

61	Battery charge display (on board charger only)
62	Capacity display bars Battery residual charge status
63	Warning - pre-warning symbol, Battery charge recommended
64	Stop symbol; lift cutout, Battery charge required
65	T symbol appears during operation when the discharge indicator is set to maintenance-free battery
66	6 digit LCD display; hourmeter, input display; error display



In addition, service messages for the electronic components and parameter changes are displayed.

Discharge status display

Setting limits for the additional “Warning” (63) and “Stop” (64) displays will depend on the battery type.

The available capacity is shown via 8 LED bars.

The current battery capacity is shown by the illuminated LED bars. 8 bars correspond to full battery capacity, 1 bar corresponds to the minimum available capacity.

If only one LED bar is lit, the battery capacity is almost depleted and the “Warning” indicator (63) is lit. The battery must be charged immediately.

If no more LED bars are illuminated, the “Stop” indicator (64) lights up. Lifting is now inhibited. The battery must be charged.

9.5.1 Discharge monitor function

When the discharge monitor function is enabled, lifting is cut out when reaching the discharge limit is reached (the Stop LED goes on). Travel and lowering are still possible.

9.5.2 Service hours display

Display range between 0.0 and 99,999.0 hours. Travel and lifting operations are logged. This is a backlit display.

- ➔ For maintenance-free batteries a “T” symbol is shown in the hourmeter display (65).

9.5.3 Event messages

The service hours display is also used to display event messages. The error display starts with an “E” for Event and a four-digit error number.

If several events occur simultaneously, they are displayed one after the other. The events are displayed until they are rectified. Event messages overwrite the service hour display. Most events cause the Emergency Stop to be activated. Events remain displayed until the control circuit is switched off (key switch).

If no CanDis is present, the event code is displayed by the flashing of the discharge monitor LED.

- ➔ The manufacturer’s service department has detailed component descriptions with event codes.

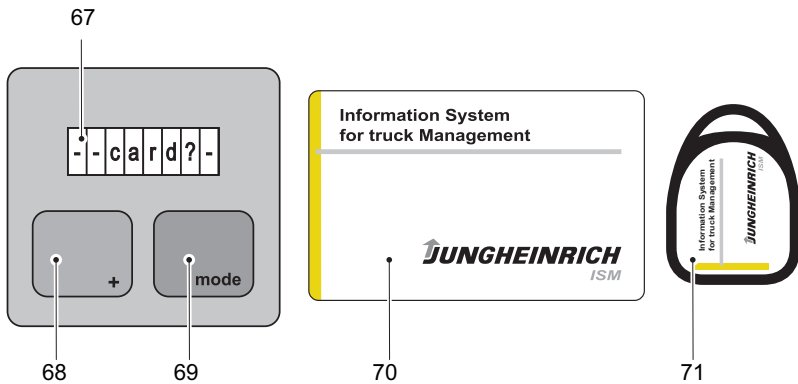
9.5.4 Power up test

On power up the display shows:

- the software version of the display instrument (briefly),
- the service hours,
- the battery charge status.

9.6 ISM access module

The ISM module enables you to switch on the truck with the transponder or card.



Item	Control or Display	Function
67	Display	Displays important information, requests, impacts on the truck and error messages
68	Green switch (+)	Start the truck.
69	Red switch (mode)	Starts the truck if damage has been detected. Switch off the truck.
70	Access card	Data card to activate the truck
71	Transponder	Data transponder to activate the truck

NOTE

To start a truck via the access module, you need a valid driver's card or a valid transponder.

Card and transponder

The card and transponder have the following functions:

- Assigning a card to a driver
- Access rights for selected trucks
- Storing the driver's operating data (level 2 only)

Switching on the truck

Tools and Material Required

- Valid card or valid transponder

Procedure

- Insert the battery connector.
"Card?" is shown on the display.
- Place the card / transponder on the access module.
*If the card/transponder is valid, a beep sounds.
"ok?" is shown on the display.*
- If the truck is ok, press the green button (68).
If the truck is damaged press the red button (69).

"go?" is shown on the display.

The truck is now operational.

- ☞ If the card / transponder is invalid "XXcardXx" is displayed and the truck will not switch on.

Switching off the truck

Procedure

- Press the red button (69).
"card?" is now displayed. The truck is switched off.

- ☞ If you forget to switch the truck off, the access module automatically switches the truck off after a set timeout period.

- ☞ For more information on ISM refer to the ISM operating instructions.

F Industrial Truck Maintenance

1 Operational Safety and Environmental Protection

The checks and servicing operations contained in this chapter must be performed in accordance with the intervals as indicated in the servicing checklists.

WARNING!

Risk of accidents and damage to components

All modifications to the forklift truck assemblies, in particular the safety mechanisms, are prohibited. The operating speeds of the truck must not be increased under any circumstances.

NOTE

Only original spare parts have been certified by our quality assurance department. To ensure safe and reliable operation of the truck, use only the manufacturer's spare parts.

For safety reasons, only components which have been specially agreed by the manufacturer for this truck may be installed near the computer, controllers and wire guidance sensors (antennae). These components (computers, controllers, wire guidance sensors (antennae)) must therefore not be replaced either by similar components from other trucks of the same series.

2 Maintenance Safety Regulations

Maintenance personnel

The truck should only be serviced and repaired by the manufacturer's specialist customer service personnel who have been trained to do this. We therefore recommend that you enter into a maintenance contract with the manufacturer's local sales office.

Lifting and jacking up

WARNING!

Lifting and jacking up the truck safely

In order to raise the truck, the lifting gear must only be secured to the points specially provided for this purpose.

You may only work under a raised load handler / raised cab if they have been secured with a sufficiently strong chain or the fastening bolt.

In order to raise and jack up the truck safely, proceed as follows:

- ▶ Jack up the truck only on a level surface and prevent it from moving accidentally.
 - ▶ Always use a jack with sufficient capacity. When jacking up the truck, take appropriate measures to prevent it from slipping or tipping over (e.g. wedges, wooden blocks).
 - ▶ In order to raise the truck, the lifting gear must only be secured to the points specially provided for this purpose, (see "Transport and Commissioning" on page 25).
 - ▶ When jacking up the truck, take appropriate measures to prevent it from slipping or tipping over (e.g. wedges, wooden blocks).
-

Cleaning

CAUTION!

Fire hazard

Do not use flammable liquids to clean the industrial truck.

- ▶ Always disconnect the battery before starting cleaning work.
 - ▶ Carry out all necessary safety measures to prevent sparking before cleaning (e.g. by short-circuiting).
-

CAUTION!

Risk of electrical system damage

The electrical system can be damaged if it is cleaning with water. It is prohibited to clean the electrical system with water.

- ▶ Do not clean the electrical system with water.
 - ▶ Clean the electrical system with weak suction or compressed air (use a compressor with a water trap) and not a conductive, anti-static brush.
-

CAUTION!

Risk of component damage when cleaning the truck

If the truck is to be cleaned with a water jet or a high-pressure cleaner, all electrical and electronic components must be carefully covered beforehand as moisture can cause malfunctions. Do not clean with pressurised water.



After cleaning, carry out the operations detailed in "Recommissioning the truck after cleaning or maintenance work" ((see "Restoring the truck to service after maintenance and repairs" on page 100)).

Electrical system

WARNING!

Accident risk

- ▶ Only suitably trained electricians may operate on the truck's electrical system.
 - ▶ Before working on the electrical system, take all precautionary measures to avoid electric shocks.
 - ▶ Always disconnect the battery before starting cleaning operations.
-

WARNING!

Electric currents can cause accidents

Make sure the electrical system is voltage-free before starting work on it. Before starting maintenance on the electrical system:

- ▶ Park the truck securely ((see "Parking the truck securely" on page 46)).
 - ▶ Pull out the Emergency Disconnect (battery connector).
 - ▶ Remove any rings or metal bracelets etc. before working on electrical components.
-

Consumables and used parts

CAUTION!

Consumables and used parts are an environmental hazard

Used parts, oils and fuels must be disposed of in accordance with the relevant environmental protection regulations. To change the oil contact the manufacturer's customer service department, who have been specially trained for this task.

- ▶ Note the safety regulations when handling these materials.
-

Welding

Remove electrical and electronic components from the truck before performing welding operations, to avoid damage.

Settings

When repairing or replacing hydraulic, electric or electronic components or assemblies, always note the truck-specific settings.

Wheels

WARNING!

The use of wheels that do not match the manufacturer's specifications can result in accidents.

The quality of wheels affects the stability and performance of the truck.

Uneven wear affects the truck's stability and increases the stopping distance.

- ▶ When replacing wheels make sure the truck is not skewed.
 - ▶ Always replace wheels in pairs, i.e. left and right at the same time.
-



When replacing wheels fitted at the factory, only use the manufacturer's original spare parts. Otherwise the truck's rated performance cannot be ensured.

Hydraulic hoses

WARNING!

Brittle hydraulic hose lines can cause accidents

The hoses must be replaced every six years. The manufacturer's customer service department is specially trained to carry out these operations.

- ▶ Comply with the safety regulations for hydraulic hose lines in accordance with BGR 237.
-

WARNING!

Hydraulic line leaks can cause accidents

Hydraulic oil can escape from leaky and faulty hydraulic lines.

- ▶ Report any defects immediately to your supervisor.
 - ▶ Tag out and decommission a faulty lift truck.
 - ▶ Only return the truck to service when you have identified and rectified the fault.
 - ▶ Spilled fluids must be removed immediately with an appropriate bonding agent. The bonding agent / consumable mixture must be disposed of in accordance with regulations.
-

WARNING!

Hairline cracks in the hydraulic lines can cause injury and infection

Pressurised hydraulic oil can penetrate the skin through fine holes or hairline cracks in the hydraulic lines, causing severe injury.

- ▶ Call for a doctor immediately if you are injured.
 - ▶ Do not touch pressurised hydraulic lines.
 - ▶ Report any defects immediately to your supervisor.
 - ▶ Tag out and decommission a faulty lift truck.
 - ▶ Only return the truck to service when you have identified and rectified the fault.
 - ▶ Spilled fluids must be removed immediately with an appropriate bonding agent. The bonding agent / consumable mixture must be disposed of in accordance with regulations.
-

Lift chains

WARNING!

Non-lubricated and incorrectly cleaned lift chains can cause accidents

Lift chains are safety-critical parts. They must not contain any serious contamination. Lift chains and pivot pins must always be clean and well lubricated.

- ▶ Lift chains should only be cleaned with paraffin derivatives e.g. petroleum or diesel fuels.
 - ▶ Never clean chains with steam jet high pressure cleaners, cold or chemical cleaning agents.
 - ▶ Immediately after cleaning, dry the lift chain with compressed air and apply a chain spray.
 - ▶ Always lubricate a chain when it is discharged.
 - ▶ Lubricate a lift chain with particular care around the pulleys.
-

3 Servicing and Inspection

Thorough and expert servicing is one of the most important requirements for the safe operation of the industrial truck. Failure to perform regular servicing can lead to truck failure and poses a potential hazard to personnel and equipment.

WARNING!


The application conditions of an industrial truck have a considerable impact on the wear of the service components.

We recommend that a Jungheinrich customer service adviser carries out an application analysis on site to work out specific service intervals to prevent damage due to wear.

The service intervals stated are based on single shift operation under normal operating conditions. They must be reduced accordingly if the truck is to be used in conditions of extreme dust, temperature fluctuations or multiple shifts.

The following servicing checklist indicates the operations to be performed and the respective intervals to be observed. Maintenance intervals are defined as:

- W = Every 50 service hours, at least weekly
- A = Every 500 service hours
- B = Every 1000 service hours, or at least annually
- C = Every 2000 service hours, or at least annually
- = Standard maintenance interval
- * = Cold store maintenance interval (in addition to standard maintenance interval)

 W maintenance intervals must be performed by the owner.

During the run-in period – after approx. 100 service hours – the owner must check the wheel nuts / bolts and re-tighten if necessary.

4 Maintenance checklist

4.1 Owner

4.1.1 Standard equipment

Brakes		W	A	B	C
1	Test brakes.	●			

Electrical System		W	A	B	C
1	Test warning and safety devices in accordance with operating instructions.	●			
2	Test Emergency Disconnect switch.	●			

Power Supply		W	A	B	C
1	Check battery and battery components.	●			
2	Check battery connector for damage, test it and make sure it is secure.	●			

Travel		W	A	B	C
1	Check wheels for wear and damage.	●			

Chassis and Superstructure		W	A	B	C
1	Check doors and/or covers.	●			
2	Check labels are legible and complete.	●			
3	Check chassis and screw connections for damage.	●			

Hydraulic operations		W	A	B	C
1	Test hydraulic system.	●			
2	Check hydraulic oil level and top up if necessary.	●			
3	Check the load chain lubrication and lubricate if necessary.	●			

Steering		W	A	B	C
1	Check tiller recuperating function.	●			

4.2 Customer Service

4.2.1 Standard equipment

Brakes		W	A	B	C
1	Test brakes.			●	
2	Check magnetic brake air gap.			●	

Electrical System		W	A	B	C
1	Test displays and controls.			●	
2	Test warning and safety devices in accordance with operating instructions.			●	
3	Check fuse ratings.			●	
4	Check electric wiring for damage [insulation damage, connections]. Make sure wire connections are secure.			●	
5	Test micro switch and adjust if necessary.			●	
6	Check contactors and/or relays.			●	
7	Carry out a frame leakage test.			●	
8	Test cable and motor attachments.			●	
9	Test Emergency Disconnect switch.			●	

Power Supply		W	A	B	C
1	Check battery and battery components.			●	
2	Check battery cable connections are secure, grease terminals if necessary.			●	
3	Check battery voltage.			●	
4	Check battery connector for damage, test it and make sure it is secure.			●	

Travel		W	A	B	C
1	Check transmission for noise and leakage.			●	
2	Check transmission oil level or grease filling of the transmission and top up if necessary.			●	
3	Check wheel suspension and attachment.			●	
4	Check wheels for wear and damage.			●	
5	Checking bedding and attachment of the drive system.			●	
6	Note: Replace transmission oil after 10000 service hours.				

Chassis and Superstructure		W	A	B	C
1	Check mast attachment / mounting.			●	
2	Check doors and/or covers.			●	
3	Check labels are legible and complete.			●	
4	Check chassis and screw connections for damage.			●	

Hydraulic operations		W	A	B	C
1	Visually inspect the mast rollers and check contact surface wear level.			●	
2	Check the load chain setting and tension if necessary.			●	
3	Check forks or load handler for wear and damage.			●	
4	Test hydraulic system.			●	
5	Check that hydraulic ports, hose and pipe lines are secure, check for leaks and damage.			●	
6	Check cylinders and piston rods for damage and leaks, and make sure they are secure.			●	
7	Check hydraulic oil level and top up if necessary.			●	
8	Test emergency lowering system.			●	
9	Test "hydraulic" controls and make sure the labels are present, legible and complete.			●	
10	Test lift and lowering speeds.			●	
11	Test relief valve and adjust if necessary.			●	
12	Replace hydraulic oil.				●
13	Replace hydraulic oil filter, ventilation/discharge filter.				●
14	Check the load chain lubrication and lubricate if necessary.		*	●	
15	Test the lift sensor system in the mast and check for damage.			●	

Agreed performance levels		W	A	B	C
1	Lubricate truck according to the lubrication schedule.			●	
2	Demonstration after servicing.			●	
3	Carry out a test run with rated load, if necessary with a customer-specific load.			●	

Steering		W	A	B	C
1	Check tiller recuperating function.			●	

Charger		W	A	B	C
1	Check mains connector and mains cable.			●	
2	Check the start-up protection system for trucks with an on-board charger.			●	
3	Check the wires and electrical connections are secure and not damaged.			●	
4	Potential measurement on chassis while charging is in progress.			●	

4.2.2 Optional equipment

Load backrest

Hydraulic operations		W	A	B	C
1	Check attachment is properly secured to the truck and the supporting elements.			●	

5 Lubricants and Lubrication Schedule

5.1 Handling consumables safely

Handling consumables

Consumables must always be handled correctly. Follow the manufacturer's instructions.

WARNING!

Improper handling is hazardous to health, life and the environment

Consumables can be flammable.

- ▶ Keep consumables away from hot components and naked flames.
 - ▶ Always keep consumables in prescribed containers.
 - ▶ Always fill consumables in clean containers.
 - ▶ Do not mix up different grades of consumable. The only exception to this is when mixing is expressly stipulated in the operating instructions.
-

CAUTION!

Spilled liquids can cause slipping and endanger the environment

Risk of slipping from spilled liquids. The risk is greater when combined with water.

- ▶ Do not spill fluids.
 - ▶ Spilled fluids must be removed immediately with an appropriate bonding agent.
 - ▶ The bonding agent / consumable mixture must be disposed of in accordance with regulations.
-

WARNING!

Oils (chain spray / hydraulic oil) are flammable and poisonous.

- ▶ Dispose of used oils in accordance with regulations. Store used oil safely until it can be disposed of in accordance with regulations.
 - ▶ Do not spill oil.
 - ▶ Spilled fluids must be removed immediately with an appropriate bonding agent.
 - ▶ The bonding agent / consumable mixture must be disposed of in accordance with regulations.
 - ▶ Observe national regulations when handling oils.
 - ▶ Wear safety gloves when handling oils.
 - ▶ Prevent oil from coming into contact with hot motor parts.
 - ▶ Do not smoke when handling oil.
 - ▶ Avoid contact and digestion. If you swallow oil do not induce vomiting but call for a doctor immediately.
 - ▶ Seek fresh air after breathing in oil fumes or vapours.
 - ▶ If oil has come into contact with your skin, rinse your skin with water.
 - ▶ If oil has come into contact with your eyes, rinse them with water and call for a doctor immediately.
 - ▶ Replace oil-soaked clothing and shoes immediately.
-

Consumables and used parts

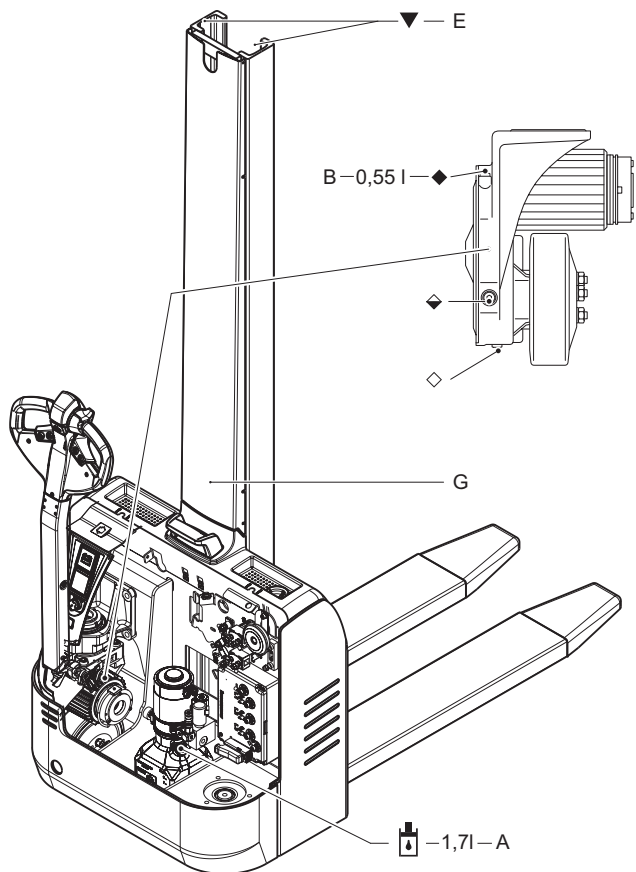
CAUTION!

Consumables and used parts are an environmental hazard

Used parts, oils and fuels must be disposed of in accordance with the relevant environmental protection regulations. To change the oil contact the manufacturer's customer service department, who have been specially trained for this task.

► Note the safety regulations when handling these materials.

5.2 Lubrication Schedule



▼	Contact surfaces	◆	Transmission oil filler neck
◇	Transmission oil drain plug	◆	Transmission oil overflow and control plug
📏	Hydraulic oil filler neck		

1 Compound ratio for cold store usage 1:1

5.3 Consumables

Code	Order no.	Package quantity	Component	Used for
A	51 132 827	5.0 l	Jungheinrich hydraulic oil HVL P 32	Hydraulic System
	51 132 826*	1.0 l		
B	50 380 904	5.0 l	Titan Cytrac HSY 75W-90	Transmission
E	29 202 050	1.0 kg	Polylub GA 352P	Lubrication
G	29 201 280	0.4 l	Chain spray	Chains

Grease guidelines

Code	Saponification	Dew point °C	Worked penetration at 25 °C	NLG1 class	Application temperature °C
E	Lithium	>220	280 - 310	2	-35/+120

*The trucks are factory-equipped with a special hydraulic oil (the Jungheinrich hydraulic oil with a blue colouration) and the cold store hydraulic oil (red colouration). The Jungheinrich hydraulic oil can only be obtained from the Jungheinrich service department. The use of named alternative hydraulic oils is not prohibited but may lead to a decline in functionality. The Jungheinrich hydraulic oil may be mixed with one of the named alternative hydraulic oils.

6 Maintenance and repairs

6.1 Preparing the truck for maintenance and repairs

All necessary safety measures must be taken to avoid accidents when carrying out maintenance and repairs. The following preparations must be made:

Procedure

- Park the truck on a level surface.
- Fully lower the main and auxiliary lift.
- Park the truck securely, (see "Parking the truck securely" on page 46).
- Disconnect the battery to prevent the truck from being switched on accidentally.
- When working under a raised lift truck, secure it to prevent it from lowering, tipping or sliding away.

WARNING!

Risk of accidents when working under the load handler, driver's cab and lift truck

- ▶ When working under a raised load handler, driver's cab or a raised truck, secure them to prevent the truck from lowering, tipping or sliding away.
 - ▶ When raising the truck, follow the instructions, (see "Transport and Commissioning" on page 25). When working on the parking brake, prevent the truck from accidentally rolling away (e.g. with wedges).
-

6.2 Check wheel attachment and wear

CAUTION!

Replace the wheels if the wear limit (74) has been reached.

Checking the wheel attachments

Requirements

- To prepare the truck for maintenance and repairs, (see "Preparing the truck for maintenance and repairs" on page 95)

Tools and Material Required

- Torque wrench

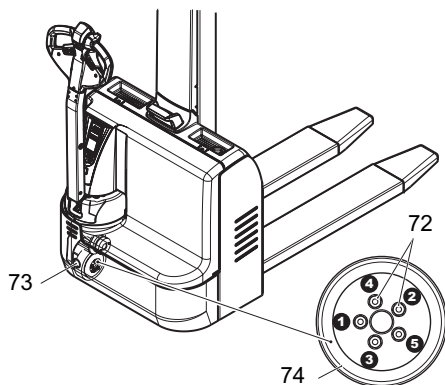
Procedure

- Remove the front panel, (see "Removing the front panel" on page 97).
- Torque the wheel bolts (72) crosswise with a torque wrench through the hole (73) in the skirt.

Drive wheel bolt torques:

- Step 1: Torque to 10 Nm in the order indicated.
- Step 2: Torque to 150 Nm in the order indicated.

Wheel attachments checked.



6.3 Removing the front panel

Fit the panel

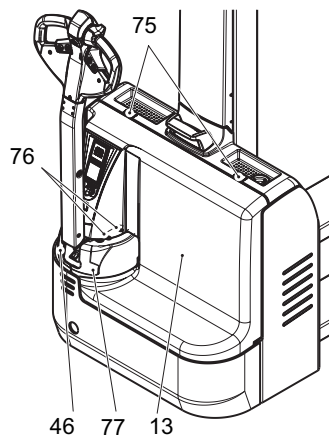
Tools and Material Required

- Allen key, size 8

Procedure

- Remove the screws (75).
- Lift and remove the front panel (13).
- Place the front panel (13) safely to one side.

The front panel is now disassembled.



6.4 Removing the drive panel

The drive panel consists of two halves (46 and 77).

Disassembling the panel

Tools and Material Required

- M6- Schlüsselkey (to DIN 911)

Procedure

- Turn the tiller to the right limit position.
- Remove the 2x screws (76).
- Carefully remove the first panel half (46).
- Turn the tiller to the left limit position.
- Unscrew the second panel half (77) and carefully remove it.

The drive panel is now disassembled.

6.5 Checking the hydraulic oil level

NOTE

There are markings on the hydraulic reservoir. Lower the forks before checking the oil level.

Check oil level

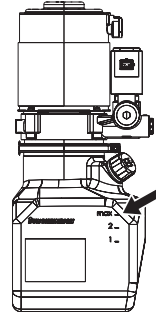
Requirements

- Lower the load handler.
- Prepare the truck for maintenance and repairs, (see "Preparing the truck for maintenance and repairs" on page 95).
- Remove the front panel, (see "Removing the front panel" on page 97).

Procedure

- Check the oil level in the hydraulic reservoir.
- ➔ With the load handler lowered the hydraulic oil level in the tank should be at the 3 mark.
- If necessary add transmission oil of the correct grade, (see "Consumables" on page 94).

The oil level is now checked.



6.6 Checking electrical fuses

Checking fuses

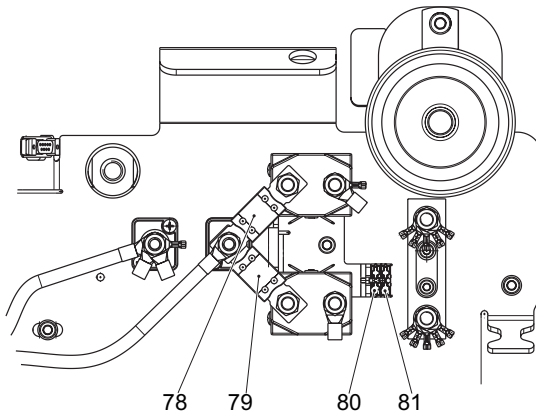
Requirements

- Truck prepared for maintenance and repairs, (see "Preparing the truck for maintenance and repairs" on page 95).
- Front panel removed, (see "Removing the front panel" on page 97).

Procedure

- Check the fuse ratings against the table and replace if necessary.

The fuses are now checked.



Item	Description	To protect	Rating
78	1F1	Drive motor fuse	60 A
79	2F1	Pump motor fuse	100 A
80	1F9	Traction / lift electronics control fuse	10 A
81	F13	Solenoid / magnetic brake control fuse	10 A

6.7 Restoring the truck to service after maintenance and repairs

Procedure

- Thoroughly clean the truck.
- Lubricate the truck according to the lubrication schedule, (see "Lubrication Schedule" on page 93).
- Clean the battery, grease the terminals and connect the battery.
- Charge the battery, (see "Charging the battery" on page 32).
- Check the transmission oil for condensation water and replace if necessary.
- Check the hydraulic oil for condensation water and replace if necessary.



The manufacturer's customer service department is specially trained to carry out these operations.

WARNING!

Faulty brakes can cause accidents

As soon as the truck has been started, test the brakes several times.

- ▶ Report any defects immediately to your supervisor.
- ▶ Tag out and decommission a faulty lift truck.
- ▶ Only return the truck to service when you have identified and rectified the fault.



- Start up the truck, (see "Starting up the truck" on page 43).

If there are switching problems in the electrical system, apply contact spray to the exposed contacts and remove any oxide layers on the contacts of the controls by applying them repeatedly.

7 Decommissioning the industrial truck



If the truck is to be out of service for more than a month, e.g. for commercial reasons, it must be stored in a frost-free and dry room. All necessary measures must be taken before, during and after decommissioning as described hereafter.



WARNING!

Lifting and jacking up the truck safely

In order to raise the truck, the lifting gear must only be secured to the points specially provided for this purpose.

You may only work under a raised load handler / raised cab if they have been secured with a sufficiently strong chain or the fastening bolt.

In order to raise and jack up the truck safely, proceed as follows:

- ▶ Jack up the truck only on a level surface and prevent it from moving accidentally.
- ▶ Only use a jack with sufficient capacity. When jacking up the truck, take appropriate measures to prevent it from slipping or tipping over (e.g. wedges, wooden blocks).
- ▶ In order to raise the truck, the lifting gear must only be secured to the points specially provided for this purpose. (see "Identification points and data plates" on page 22).
- ▶ When jacking up the truck, take appropriate measures to prevent it from slipping or tipping over (e.g. wedges, wooden blocks).

When the truck is out of service it must be jacked up so that all the wheels are clear of the ground. This is the only way of ensuring that the wheels and wheel bearings are not damaged.

If the truck is to be out of service for more than 6 months, agree further measures with the manufacturer's customer service department.

7.1 Before taking the truck out of service

Procedure

- Thoroughly clean the truck.



WARNING!

Faulty brakes can cause accidents

As soon as the truck has been started, test the brakes several times.

- ▶ Report any defects immediately to your supervisor.
- ▶ Tag out and decommission a faulty lift truck.
- ▶ Only return the truck to service when you have identified and rectified the fault.

-
- Test the brakes.
 - Check the hydraulic oil level and replenish if necessary, (see "Checking the hydraulic oil level" on page 98).
 - Apply a thin layer of oil or grease to any non-painted mechanical components.
 - Lubricate the truck according to the lubrication schedule, (see "Lubrication Schedule" on page 93).
 - Charge the battery, (see "Charging the battery" on page 32).
 - Disconnect the battery, clean it and grease the terminals.



In addition, follow the battery manufacturer's instructions.

- Spray all exposed electrical contacts with a suitable contact spray.

7.2 During decommissioning

NOTE

Full discharge can damage the battery

Self-discharge can cause the battery to fully discharge. Full discharge shortens the useful life of the battery.

- ▶ Charge the battery at least every 2 months.



Charge the battery (see "Charging the battery" on page 32).

7.3 Restoring the truck to service after decommissioning

Procedure

- Thoroughly clean the truck.
- Lubricate the truck according to the lubrication schedule, (see "Lubrication Schedule" on page 93).
- Clean the battery, grease the terminals and connect the battery.
- Charge the battery, (see "Charging the battery" on page 32).
- Check the transmission oil for condensation water and replace if necessary.
- Check the hydraulic oil for condensation water and replace if necessary.



The manufacturer's customer service department is specially trained to carry out these operations.

WARNING!

Faulty brakes can cause accidents

As soon as the truck has been started, test the brakes several times.

- ▶ Report any defects immediately to your supervisor.
- ▶ Tag out and decommission a faulty lift truck.
- ▶ Only return the truck to service when you have identified and rectified the fault.



- Start up the truck, (see "Starting up the truck" on page 43).

If there are switching problems in the electrical system, apply contact spray to the exposed contacts and remove any oxide layers on the contacts of the controls by applying them repeatedly.

8 Safety tests to be performed at intervals and after unusual incidents

- Perform a safety check in accordance with national regulations. Jungheinrich recommends the truck be checked to FEM guideline 4.004. The Jungheinrich safety department has trained personnel who are able to carry out inspections.

The truck must be inspected at least annually or after any unusual event by a qualified inspector (be sure to comply with national regulations). The inspector shall assess the condition of the truck from purely a safety viewpoint, without regard to operational or economic circumstances. The inspector shall be sufficiently instructed and experienced to be able to assess the condition of the truck and the effectiveness of the safety mechanisms based on the technical regulations and principles governing the inspection of forklift trucks.

A thorough test of the truck must be undertaken with regard to its technical condition from a safety aspect. The truck must also be examined for damage caused by possible improper use. A test report shall be provided. The test results must be kept for at least the next 2 inspections.

The owner is responsible for ensuring that faults are rectified immediately.

- A test plate is attached to the truck as proof that it has passed the safety inspection. This plate indicates the due date for the next inspection.

9 Final de-commissioning, disposal



Final de-commissioning or disposal of the truck in must be performed in accordance with the regulations of the country of use. In particular, regulations governing the disposal of batteries, fuels and electronic and electrical systems must be observed.

The truck must only be disassembled by trained personnel in accordance with the procedures as specified by the manufacturer. Note the manufacturer's safety instructions as specified in the service documentation.

Instructions for use

Jungheinrich traction battery

Table of contents

1	Jungheinrich traction battery	
	with positive tubular plates type EPzS and EPzB.....	2-6
	Type plate Jungheinrich traction battery	7
	Instruction for use	
	Aquamatic/BFS III water refilling system	8-12
2	Jungheinrich traction battery	
	Maintenance free traction batteries with positive tubular plates type EPzV and EPzV-BS	13-17
	Type plate Jungheinrich traction battery	17

1 Jungheinrich traction battery

with positive tubular plates type EPzS and EPzB

Rating Data

1. Nominal capacity C5:	See type plate
2. Nominal voltage:	2,0 V x No of cells
3. Discharge current::	C5/5h
4. Nominal S.G. of electrolyte*	
Type EPzS:	1,29 kg/l
Type EPzB:	1,29 kg/l
5. Rated temperature:	30° C
6. Nominal electrolyte level:	up to electrolyte level mark „max.“

* Will be reached within the first 10 cycles.



- Pay attention to the operation instruction and fix them close to the battery!
- Work on batteries to be carried out by skilled personnel only!



- Use protective glasses and clothes when working on batteries!
- Pay attention to the accident prevention rules as well as DIN EN 50272-3, DIN 50110-1!



- No smoking!
- Do not expose batteries to naked flames, glowing embers or sparks, as it may cause the battery to explode!



- Acid splashes in the eyes or on the skin must be washed with water. In case of accident consult a doctor immediately!
- Clothing contaminated by acid should be washed in water.



- Risk of explosion and fire, avoid short circuits!



- Electrolyte is highly corrosive!



- Batteries and cells are heavy!
- Ensure secure installation! Use only suitable handling equipment e.g. lifting gear in accordance with VDI 3616.



- Dangerous electrical voltage!
- Caution! Metal parts of the battery are always live. Do not place tools or other metal objects on the battery!

Ignoring the operation instructions, repair with non-original parts or using additives for the electrolyte will render the warranty void.

For batteries in classes Ⓔ I and Ⓔ II the instructions for maintaining the appropriate protection class during operation must be complied with (see relevant certificate).

1. Commissioning filled and charged batteries. For commissioning of unfilled batteries see separate instructions!

The battery should be inspected to ensure it is in perfect physical condition.

The charger cables must be connected to ensure a good contact, taking care that the polarity is correct. Otherwise battery, vehicle or charger could be damaged.

The specified torque loading for the polscrews of the charger cables and connectors are:

	steel
M 10	23 ± 1 Nm

The level of the electrolyte must be checked. If it is below the antisurge baffle or the top of the separator it must first be topped up to this height with purified water.

The battery is then charged as in item 2.2.

The electrolyte should be topped up to the specified level with purified water.

2. Operation

DIN EN 50272-3 «Traction batteries for industrial trucks» is the standard which applies to the operation traction batteries in industrial trucks.

2.1 Discharging

Be sure that all breather holes are not sealed or covered.

Electrical connections (e.g. plugs) must only be made or broken in the open circuit condition.

To achieve the optimum life for the battery, operating discharges of more than 80% of the rated capacity should be avoided (deep discharge).

This corresponds to an electrolyte specific gravity of 1.13 kg/l at the end of the discharge. Discharged batteries must be recharged immediately and must not be left discharged. This also applies to partially discharged batteries.

2.2 Charging

Only direct current must be used for charging. All charging procedures in accordance with DIN 41773 and DIN 41774 are permitted. Only connect the battery assigned to a charger, suitable for the size of battery, in order to avoid overloading of the electric cables and contacts, unacceptable gassing and the escape of electrolyte from the cells.

In the gassing stage the current limits given in DIN EN 50272-3 must not be exceeded. If the charger was not purchased together with the battery it is best to have its suitability checked by the manufacturers service department. When charging, proper provision must be made for venting of the charging gases.

Battery container lids and the covers of battery compartments must be opened or removed. The vent plugs should stay on the cells and remain closed.

With the charger switched off connect up the battery, ensuring that the polarity is correct. (positive to positive, negative to negative). Now switch on the charger. When charging the temperature of the electrolyte rises by about 10°C, so charging should only begin if the electrolyte temperature is below 45°C. The electrolyte temperature of batteries should be at least +10°C before charging otherwise a full charge will not be achieved.

A charge is finished when the specific gravity of the electrolyte and the battery voltage have remained constant for two hours. Special instructions for the operation of batteries in hazardous areas. This concerns batteries which are used in accordance with EN 50014, DIN VDE 0170/0171 Ex (in areas with a fire/explosion hazard) or Ex II (in potentially explosive areas). During charging and subsequent gassing the container lids must be removed or opened so that the explosive mixture of gases loses its flammability due to adequate ventilation. The containers for batteries with plate protection packs must not be closed until at least half an hour after charging has past.

2.3 Equalising charge

Equalising charges are used to safeguard the life of the battery and to maintain its capacity. They are necessary after deep discharges, repeated incomplete recharges and charges to an IU characteristic curve. Equalising charges are carried out following normal charging. The charging current must not exceed 5 A/100 Ah of rated capacity (end of charge - see point 2.2).

Watch the temperature!

2.4 Temperature

An electrolyte temperature of 30°C is specified as the rated temperature. Higher temperatures shorten the life of the battery, lower temperatures reduce the capacity available. 55°C is the upper temperature limit and is not acceptable as an operating temperature.

2.5 Electrolyte

The rated specific gravity (S. G.) of the electrolyte is related to a temperature of 30°C and the nominal electrolyte level in the cell in fully charged condition. Higher temperatures reduce the specified gravity of the electrolyte, lower temperatures increase it. The temperature correction factor is -0.0007 kg/l per °C, e.g. an electrolyte specific gravity of 1.28 kg/l at 45°C corresponds to an S.G. of 1.29 kg/l at 30°C.

The electrolyte must conform to the purity regulations in DIN 43530 part 2.

3. Maintenance

3.1 Daily

Charge the battery after every discharge. Towards the end of charge the electrolyte level should be checked and if necessary topped up to the specified level with purified water. The electrolyte level must not fall below the anti-surge baffle or the top of the separator or the electrolyte „min“ level mark.

3.2 Weekly

Visual inspection after recharging for signs of dirt and mechanical damage. If the battery is charged regularly with a IU characteristic curve an equalising charge must be carried out (see point 2.3).

3.3 Monthly

At the end of the charge the voltages of all cells or bloc batteries should be measured with the charger switched on, and recorded. After charging has ended the specific gravity and the temperature of the electrolyte in all cells should be measured and recorded.

If significant changes from earlier measurements or differences between the cells or bloc batteries are found further testing and maintenance by the service department should be requested.

3.4 Annually

In accordance with DIN VDE 0117 at least once per year, the insulation resistance of the truck and the battery must be checked by an electrical specialist.

The tests on the insulation resistance of the battery must be conducted in accordance with DIN EN 60254-1.

The insulation resistance of the battery thus determined must not be below a value of 50 Ω per Volt of nominal voltage, in compliance with DIN EN 50272-3.

For batteries up to 20 V nominal voltage the minimum value is 1000 Ω .

4. Care of the battery

The battery should always be kept clean and dry to prevent tracking currents. Cleaning must be done in accordance with the ZVEI code of practice «The Cleaning of Vehicle Traction batteries».

Any liquid in the battery tray must be extracted and disposed of in the prescribed manner. Damage to the insulation of the tray should be repaired after cleaning, to ensure that the insulation value complies DIN EN 50272-3 and to prevent tray corrosion. If it is necessary to remove cells it is best to call in our service department for this.

5. Storage

If batteries are taken out of service for a lengthy period they should be stored in the fully charged condition in a dry, frost-free room. To ensure the battery is always ready for use a choice of charging methods can be made:

1. a monthly equalising charge as in point 2.3
2. float charging at a charging voltage of $2.23 \text{ V} \times \text{the number of cells}$. The storage time should be taken into account when considering the life of the battery.

6. Malfunctions

If malfunctions are found on the battery or the charger our service department should be called in without delay. The measurements taken in point 3.3 will facilitate fault finding and their elimination.

A service contract with us will make it easier to detect and correct faults in good time.



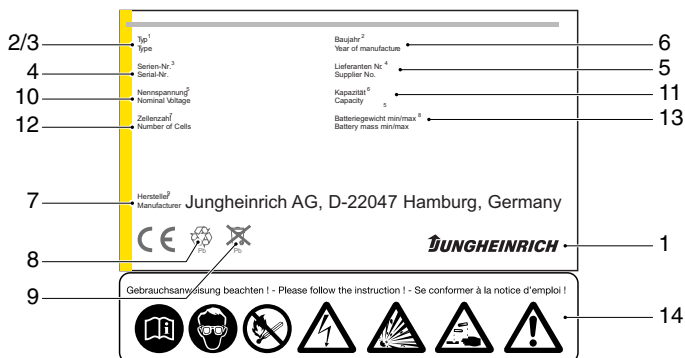
Back to the manufacturer!

Batteries with this sign must be recycled.

Batteries which are not returned for the recycling process must be disposed of as hazardous waste!

We reserve the right make technical modification.

7. Type plate, Jungheinrich traction battery



Item	Designation	Item	Designation
1	Logo	8	Recycling symbol
2	Battery designation	9	Dustbin/material
3	Battery type	10	Nominal battery voltage
4	Battery number	11	Nominal battery capacity
5	Battery tray number	12	Number of battery cells
6	Delivery date	13	Battery weight
7	Battery manufacturer's logo	14	Safety instructions and warnings

* CE mark is only for batteries with a nominal voltage greater than 75 volt.

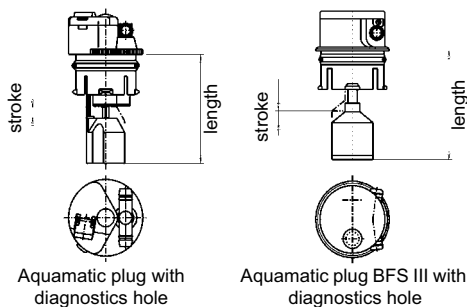
Aquamatic/BFS III water refilling system for Jungheinrich traction battery with EPzS and EPzB cells with tubular positive plates

Aquamatic plug arrangement for the Operating Instructions

Cell series*		Aquamatic plug type ^(length)	
EPzS	EPzB	Frötek ^(yellow)	BFS ^(black)
2/120 – 10/ 600	2/ 42 – 12/ 252	50,5 mm	51,0 mm
2/160 – 10/ 800	2/ 64 – 12/ 384	50,5 mm	51,0 mm
–	2/ 84 – 12/ 504	50,5 mm	51,0 mm
–	2/110 – 12/ 660	50,5 mm	51,0 mm
–	2/130 – 12/ 780	50,5 mm	51,0 mm
–	2/150 – 12/ 900	50,5 mm	51,0 mm
–	2/172 – 12/1032	50,5 mm	51,0 mm
–	2/200 – 12/1200	56,0 mm	56,0 mm
–	2/216 – 12/1296	56,0 mm	56,0 mm
2/180 – 10/900	–	61,0 mm	61,0 mm
2/210 – 10/1050	–	61,0 mm	61,0 mm
2/230 – 10/1150	–	61,0 mm	61,0 mm
2/250 – 10/1250	–	61,0 mm	61,0 mm
2/280 – 10/1400	–	72,0 mm	66,0 mm
2/310 – 10/1550	–	72,0 mm	66,0 mm

* The cell series comprise cells with two to ten (twelve) positive plates, e.g. column EPzS. 2/120 - 10/600.

These are cells with the positive plate 60Ah. The type designation of a cell is e.g. 2 EPzS 120.



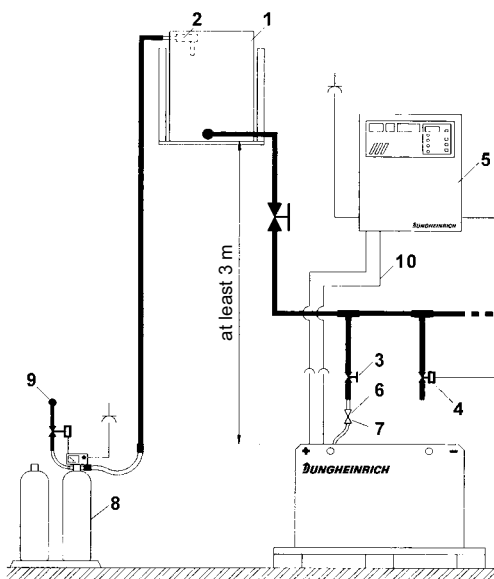
Non-adherence to the operating instructions, repairs carried out with non-original spare parts, unauthorised interference, and the use of additives for the electrolytes (alleged improvement agents) will invalidate any claim for warranty.

When using batteries which comply with I and II, it is important to follow the instructions on maintaining the respective protection class during operation (see associated certification).

Diagrammatic view

Equipment for the water refilling system

1. Water tank
2. Level switch
3. Discharge point with ball valve
4. Discharge point with solenoid valve
5. Charger
6. Sealing coupler
7. Closing nipple
8. Ion exchange cartridge with conductance meter and solenoid valve
9. Connection for untreated water
10. Charging lead



1. Design

The Aquamatic/BFS battery water refilling systems are used for automatically adjusting the nominal electrolyte level. Venting holes are provided for letting off the gases which arise during charging. In addition to the optical level indicator, the plug systems also have a diagnostics hole for measuring the temperature and the electrolyte density. All battery cells of the design series EPzS; EPzB can be equipped with the Aquamatic/BFS filling systems. The water can be refilled by means of a central sealing coupler through the hose connections in the individual Aquamatic/BFS plugs.

2. Application

The Aquamatic/BFS battery water refilling system is used in traction batteries for forklift trucks. The water refilling system is provided with a central water connection for the water supply. Soft PVC hose is used for this connection and for the hose connections for the individual plugs. The hose ends are put onto the hose connection sleeves located on the T or < pieces.

3. Function

The quantity of water required in the refilling process is controlled by the valve located in the plug in combination with the float and the float rods. In the Aquamatic System the existing water pressure at the valve turns off the water supply and ensures that the valve closes securely. When the maximum filling level is reached in the BFS system, the float and the float rods through a lever system close the valve with five times the buoyant force and consequently interrupt the water supply reliably.

4. Filling (manual/automatic)

The batteries should be filled with battery water as soon as possible before the battery charging comes to an end; this ensures that the refilled water quantity is mixed with the electrolyte. In normal operation it is usually sufficient to fill once a week.

5. Connection pressure

The water refilling unit is to be operated in such a way that the water pressure in the water pipe is between 0.3 bars and 1.8 bars. The Aquamatic System has an operating pressure range of between 0.2 bars and 0.6 bars. The BFS system has an operating pressure range of 0.3 bars to 1.8 bars. Deviations from the pressure ranges impair the system's functional reliability. This wide pressure range permits three types of filling.

5.1 Falling water

The height of the tank is chosen to suit whichever water refilling system is used. For the Aquamatic System the installation height is 2 m to 6 m and for the BFS system the installation height is 3 m to 18 m over the battery surface.

5.2 Pressurised water

The pressure-reducing valve in the Aquamatic System is set from 0.2 bars to 0.6 bars and from 0.3 bars to 1.8 bars in the BFS system.

5.3 Water Refill Trolley (serviceMobil)

The submersible pump located in the ServiceMobil's tank generates the necessary filling pressure. No difference in height is permitted between the standing level of the ServiceMobil and the standing level of the battery.

6. Filling duration

The length of time needed to fill the batteries depends on the conditions under which the battery is used, the ambient temperatures and the type of filling and/or the filling pressure. The filling time is approx. 0.5 to 4 minutes. Where filling is manual, the water feed pipe must be separated from the battery after filling.

7. Water quality

Only refilling water which conforms in quality to DIN 43530 part 4 may be used to fill the batteries. The refilling unit (tank, pipelines, valves etc.) may not contain any kind of dirt which could impair the functional reliability of the Aquamatic/BFS plug. For safety reasons it is recommendable to insert a filter element (optional) with a max. passage opening of 100 to 300 µm into the battery's main supply pipe.

8. Battery hose connections

Hose connections for the individual plugs are laid along the existing electric circuit. No changes may be made.

9. Operating temperature

The temperature limit for battery operation is set at 55° C. Exceeding this temperature damages the batteries. The battery filling systems may be operated within a temperature range of > 0° C to a maximum of 55° C.

CAUTION:

Batteries with automatic water refilling systems may only be operated in rooms with temperatures > 0° C (as there is otherwise a danger that the systems may freeze).

9.1 Diagnostics hole

To be able to measure the acid density and temperature easily, the water refilling systems must have a diagnostics hole with a 6.5 mm-diameter (Aquamatic plugs) or a 7.5 mm-diameter (BFS plugs).

9.2 Float

Different floats are used depending on the cell design and type.

9.3 Cleaning

The plug systems may only be cleaned with water. No parts of the plugs may come in contact with soap or fabrics which contain solvents.

10. Accessories

10.1 Flow indicator

To monitor the filling process, a flow indicator can be inserted into the water feed pipe on the battery side. During the filling process, the paddlewheel is turned by the flowing water. When the filling process ends, the wheel stops and this indicates the end of the filling process. (ident no.: 50219542).

10.2 Plug lifter

Only the appertaining special-purpose tool may be used to disassemble the plug systems (plug lifter). The greatest of care must be employed when prising out the plug to prevent any damage to the plug systems.

10.2.1 Clamping ring tool

The clamping ring tool is used to push on a clamping ring to increase the contact pressure of the hose connection on the plugs' hose couplings and to loosen it again.

10.3 Filter element

For safety reasons a filter element (ident no.: 50307282) can be fitted into the battery's main supply pipe for supplying battery water. This filter element has a maximum passage cross-section of 100 to 300 μm and is designed as a bag filter.

10.4 Sealing coupler

The water is supplied to the water refilling systems (Aquamatic/BFS) through a central supply pipe. This is connected to the water supply system at the battery charging station by means of a sealing coupler system. On the battery side a closing nipple (ident no.: 50219538) is mounted and the customer must place a sealing coupler construction on the water supply side (obtainable under ident. no.: 50219537).

11. Functional data

PS - self-sealing pressure: Aquamatic > 1.2 bars

BFS system none

D - rate of flow in the opened valve when the pressure is 0.1 bars: 350 ml/min

D1 - maximum permissible leakage rate in the closed valve when the pressure is at 0.1 bars: 2 ml/min

T - permissible temperature range: 0° C to a maximum of 65° C

Pa - operating pressure range: 0.2 to 0.6 bars in the Aquamatic system and operating pressure range: 0.3 to 1.8 bars in the BFS system.

2 Jungheinrich traction batterie

Maintenance free Jungheinrich traction batterie with positive tubular plates type EPzV and EPzV-BS

Rating Data

1. Nominal capacity C5:	See type plate
2. Nominal voltage:	2,0 Volt x No of cells
3. Discharge current:	C5/5h
4. Rated temperature:	30° C

EPzV batteries are valve-regulated batteries with an immobilised electrolyte and where a water refilling isn't permitted during the whole battery life. Instead of a vent plug there are valves used, who will be destroyed when they are opened.

When operating valve-regulated lead-acid batteries the same safety requirements as for vented cells apply to protect against hazards from electric current, from explosion of electrolytic gas and in case of the cell container is damaged, from the corrosive electrolyte.



- Pay attention to the operation instruction and fix them close to the battery!
- Work on batteries to be carried out by skilled personnel only!



- Use protective glasses and clothes when working on batteries!
- Pay attention to the accident prevention rules as well as DIN EN 50272, DIN 50110-1!



- No smoking!
- Do not expose batteries to naked flames, glowing embers or sparks, as it may cause the battery to explode!



- Acid splashes in the eyes or on the skin must be washed with water. In case of accident consult a doctor immediately!
- Clothing contaminated by acid should be washed in water.



- Risk of explosion and fire, avoid short circuits!



- Electrolyte is highly corrosive!
- In the normal operation of this batteries a contact with acid isn't possible. If the cell containers are damaged, the immobilised electrolyte (gelled sulphuric acid) is corrosive like the liquid electrolyte.



- Batteries and cells are heavy!
- Ensure secure installation! Use only suitable handling equipment e.g. lifting gear in accordance with VDI 3616.



- Dangerous electrical voltage!
- Caution! Metal parts of the battery are always live. Do not place tools or other metal objects on the battery!

Ignoring the operation instructions, repair with non-original parts and non authorised interventions will render the warranty void.

For batteries in classes ⒺI and ⒺII the instructions for maintaining the appropriate protection class during operation must be complied with (see relevant certificate).

1. Commissioning

The battery should be inspected to ensure it is in perfect physical condition.

The battery end cables must have a good contact to terminals, check that the polarity is correct.

Otherwise battery, vehicle or charger could be destroyed.

The battery has to be charged according to item 2.2

The specified torque loading for the pole screws of the end cables and connectors are:

	steel
M 10	23 ± 1 Nm

2. Operation

DIN EN 50272-3 «Traction batteries for industrial trucks» is the standard which applies to the operation traction batteries in industrial trucks.

2.1 Discharging

Ventilation openings must not be sealed or covered.

Electrical connections (e.g. plugs) must only be made or broken in the open circuit condition.

To achieve the optimum life for the battery, operating discharges of more than 60% of the rated capacity should be avoided (deep discharge).

They reduce the battery life considerable. To measure the state of discharge use only the battery manufacturer recommended discharge indicators.

Discharged batteries must be recharged immediately and must not be left discharged.

This also applies to partially discharged batteries.

2.2 Charging

Only direct current must be used for charging. Charging procedures according to DIN 41773 and DIN 41774 must only be applied in the manufacturer approved modifications. Therefore only battery manufacturer approved chargers must be used. Only connect the battery assigned to a charger, suitable for the size of battery, in order to avoid overloading of the electric cables and contacts and unacceptable gassing of the cells. EPzV batteries have a low gas emission.

When charging, proper provision must be made for venting of the charging gases. Battery container lids and the covers of battery compartments must be opened or removed.

With the charger switched off connect up the battery, ensuring that the polarity is correct (positive to positive, negative to negative). Now switch on the charger. When charging the temperature of the battery rises by about 15° C, so charging should only begin if the battery temperature is below 35° C. The battery temperature should be at least +15°C before charging otherwise a full charge will not be achieved. Are the temperatures a longer time higher than +40° C or lower than +15° C, so the chargers need a temperatures regulated voltage.

The correction factor is, in accordance with DIN EN 50272-1, -0,005 V/c and Kelvin.

Special instructions for the operation of batteries in hazardous areas.

This concerns batteries which are used in accordance with EN 50 014, DIN VDE 0170 / 0171 Ex I (in areas with a firedamp hazard) or Ex II (in potentially explosive areas). The attention pictograms has to be respected.

2.3 Equalising charge

Equalising charges are used to safeguard the life of the battery and to maintain its capacity. Equalising charges are carried out following normal charging.

They are necessary after deep discharges and repeated incomplete recharges. For the equalising charges has to be used only the battery manufacturer prescribed chargers.

Watch the temperature!

2.4 Temperature

A battery temperature of 30°C is specified as the rated temperature. Higher temperatures shorten the life of the battery, lower temperatures reduce the available capacity. 45° C is the upper temperature limit and is not acceptable as an operating temperature.

2.5 Electrolyte

The electrolyte is immobilised in a gel. The density of the electrolyte can not be measured.

3. Maintenance

Don't refill water!

3.1 Daily

Charge the battery immediately after every discharge.

3.2 Weekly

Visual inspection after recharging for signs of dirt and mechanical damage.

3.3 Quarterly

After the end of the charge and a rest time of 5 h following should be measured and recorded:

- the voltages of the battery
- the voltages of every cells

If significant changes from earlier measurements or differences between the cells or bloc batteries are found, further testing and maintenance by the service department should be requested.

3.4 Annually

In accordance with DIN VDE 0117 at least once per year, the insulation resistance of the truck and the battery must be checked by an electrical specialist.

The tests on the insulation resistance of the battery must be conducted in accordance with DIN 43539-1.

The insulation resistance of the battery thus determined must not be below a value of 50 Ω per Volt of nominal voltage, in compliance with DIN EN 50272-3.

For batteries up to 20 V nominal voltage the minimum value is 1000 Ω .

4. Care of the battery

The battery should always be kept clean and dry to prevent tracking currents. Cleaning must be done in accordance with the ZVEI code of practice «The Cleaning of Vehicle Traction batteries».

Any liquid in the battery tray must be extracted and disposed of in the prescribed manner.

Damage to the insulation of the tray should be repaired after cleaning, to ensure that the insulation value complies with DIN EN 50272-3 and to prevent tray corrosion. If it is necessary to remove cells it is best to call our service department for this.

5. Storage

If batteries are taken out of service for a lengthy period they should be stored in the fully charged condition in a dry, frost-free room.

To ensure the battery is always ready for use a choice of charging methods can be made:

1. a quarterly full charging like charge as in point 2.2. If any consumer is connected with, e.g. measure or controlling systems, it can be, that this charging is necessary every 14 days.

2. float charging at a charging voltage of 2.25 V x the number of cells.

The storage time should be taken into account when considering the life of the battery.

6. Malfunctions

If malfunctions are found on the battery or the charger our service department should be called without delay. The measurements taken in point 3.3 will facilitate fault finding and their elimination.

A service contract with us will make it easier to detect and correct faults in good time.



Back to the manufacturer!

Batteries with this sign must be recycled.

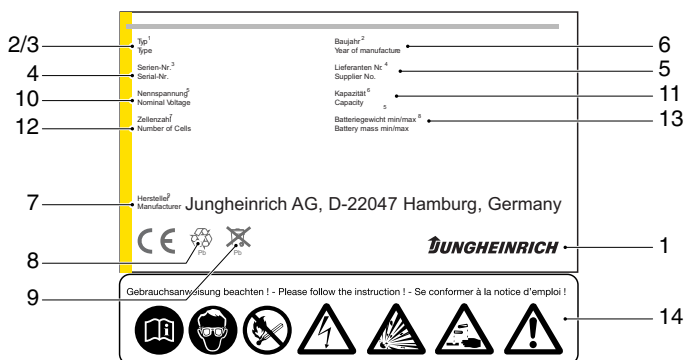


Batteries which are not returned for the recycling process must be disposed of as hazardous waste!

We reserve the right make technical modification.

Pb

7. Type plate, Jungheinrich traction battery



Item	Designation	Item	Designation
1	Logo	8	Recycling symbol
2	Battery designation	9	Dustbin/material
3	Battery type	10	Nominal battery voltage
4	Battery number	11	Nominal battery capacity
5	Battery tray number	12	Number of battery cells
6	Delivery date	13	Battery weight
7	Battery manufacturer's logo	14	Safety instructions and warnings

* CE mark is only for batteries with a nominal voltage greater than 75 volt.

