

# EFG-Vac 22-30 / 25L/S/SL

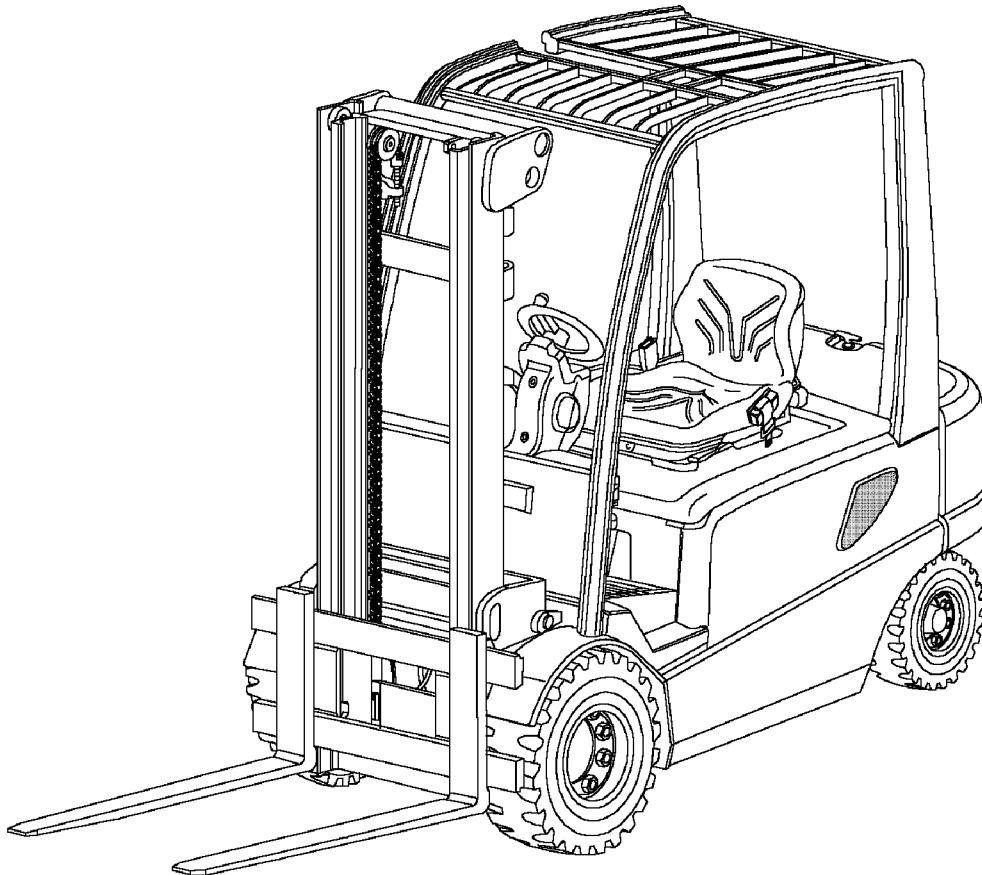
01.01-

Operating instructions

GB

50116333

12.03



 **JUNGHEINRICH**

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	Designation	EFG-Vac 25S	EFG-Vac 25SL	EFG-Vac 30	
h <sub>1</sub>	Height with mast retracted	2,200	2,200	2,200	mm
h <sub>2</sub>	Free lift height	150	150	150	mm
h <sub>3</sub>	Lift	3,100	3,100	3,100	mm
h <sub>4</sub>	Height with lifting mast extended	3,696	3,696	3,806	mm
h <sub>6</sub>	Height above overhead guard	2,215	2,215	2,215	mm
h <sub>7</sub>	Seating height/standing height	1,060	1,060	1,060	mm
	Seat clearanceH1	1,105	1,105	1,105	
h <sub>10</sub>	Coupling height	390/550	390/550	390/550	mm
L <sub>1</sub>	Overall length including fork	3,428	3,572	3,577	mm
L <sub>2</sub>	Overall length including fork back	2,278	2,422	2,427	mm
b <sub>1</sub>	Overall width	1,196	1,196	1,196	mm
b <sub>3</sub>	Width of fork arm carriage	1,120	1,120	1,120	mm
m <sub>1</sub>	Ground clearance under lifting mast with load	110	110	110	mm
m <sub>2</sub>	Ground clearance at centre of wheelbase	125	125	125	mm
Ast	Width of aisle with pallets 800 × 1,200 lengthwise	3,875	4,025	4,030	mm
Ast	Width of aisle with pallets 1,000 × 1,200 crossways	3,675	3,825	3,830	mm
W <sub>a</sub>	Turning radius	2,050	2,200	2,200	mm
x	Load distance	425 <sup>1)</sup>	425 <sup>1)</sup>	430 <sup>1)</sup>	mm
y	Wheel-base	1,537	1,681	1,681	mm

1) = +25 mm DZ mast

## 2 Commissioning



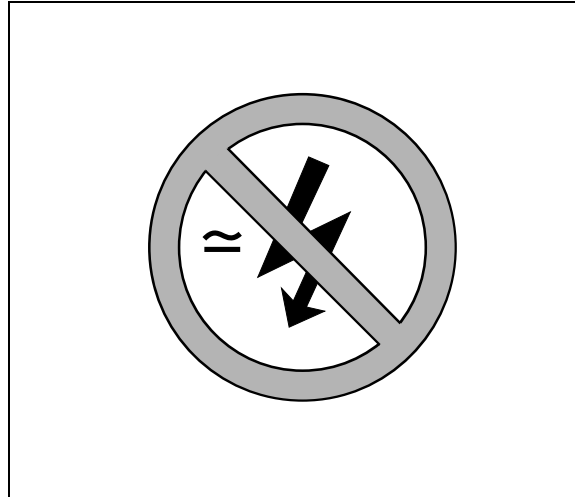
Commissioning and instructing drivers may only be performed by appropriately trained personnel. If several trucks are delivered, care must be taken that only load carrying units, lifting masts, and basic truck with identical serial numbers are assembled.



The truck must only be operated on battery current. Rectified alternate current will damage the electronics. Cables connected to the battery (trailing cables) must be less than 6 meters in length.

In order to prepare the truck for work following delivery or transportation, the following operations must be performed:

- Check equipment for completeness.
- Check battery connections and acid level (refer to chapter D, section 6).
- Check tightening torque of wheel nuts (refer to chapter F, section 6.3).
- Bring the truck into service as prescribed (refer to chapter E, section 3).



## 2 Description of Operating and Display Elements

Item	Operating resp. display element		Function
1	Steering wheel	●	Steering the truck by five turns of the steering wheel from left to right.
2	Multifunction display	●	Display of the most important travel and lifting parameters, warning indicators, indication of incorrect operation and service display, as well as battery charge indicator and operating hour meter.
3	Parking brake (rocker handle switch)	●	Engage manually if service brake fails. Normally the parking brake (spring-loaded brake) operates automatically at standstill. Optical display: red = Parking brake engaged green = Parking brake disengaged
4	Steering column locking	●	The steering is adjusted to the desired distance and then locked in this position.
5	Key switch	●	Switches control voltage on and off. Removing the key secures the truck against switching on by unauthorised personnel.
6	Accelerator pedal	●	Driving speed is controlled continuously.
7	Brake pedal	●	Truck is decelerated.
8	Travel direction switch MULTIPILOT Horn Auxiliary hydraulics (ZH3)	○	○ The desired travel direction is set. ○ Controls the functions of the lifting mast. ○ Triggers a warning signal. ○ Toggling from ZH2 to ZH3.
9	Switch for optional equipment	○	e. g. display for working light ON
10	EMERGENCY OFF master switch	●	Switches power supply on and off.
11	for dual pedal control: Accelerator pedal "reverse"	○	Truck drives backwards when actuated Driving speed is controlled continuously.
12	for dual pedal control: Brake pedal	○	Truck is decelerated.
13	for dual pedal control: Accelerator pedal "forward"	○	Truck drives forwards when actuated Driving speed is controlled continuously.
14	Travel direction switch	●	The desired travel direction is set.
15	Horn	●	Triggers a warning signal.
16	SOLOPILOT Lifting - Lowering	●	The load fork is lifted/lowered.
17	SOLOPILOT Lifting mast - tilting	●	The load fork is tilted forward/backward.
18	SOLOPILOT Auxiliary hydraulics (ZH1) Side shift	○	The load fork is shifted right/left.
19	SOLOPILOT Auxiliary hydraulics (ZH2)	○	For hydraulic attachments.
20	Toggle switch Auxiliary hydraulics (ZH3)	○	Toggling from ZH2 to ZH3

● = Series equipment

○ = Optional equipment

### 3.4 Automatic/Mechanical Support System (optional)



Never use the truck without functional support system.



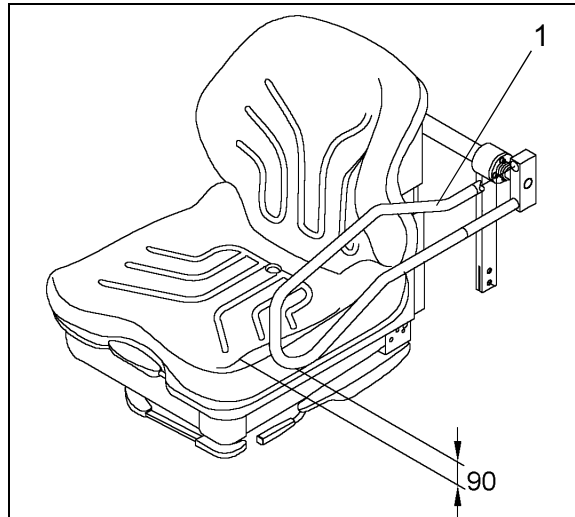
Have the support system checked after each accident by authorised specialist personnel.



Do not modify the support system.



With loaded driver's seat, the dimension 90 mm between strap (1) and seat must be observed to ensure safe working conditions.



#### Behaviour in the event of unusual situations



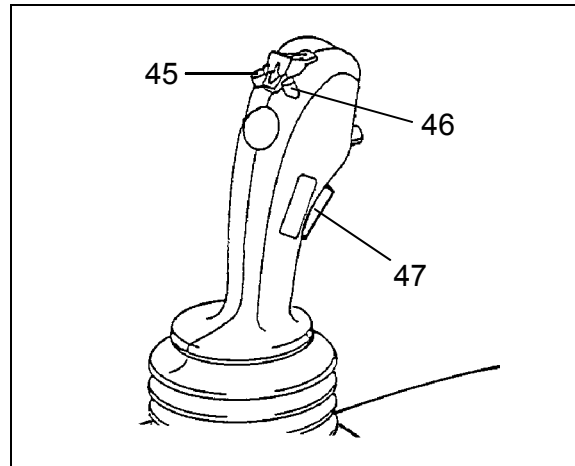
If the truck is in danger of tipping over, under no circumstances try to jump off. Jumping off considerably increases the danger of injury.

#### Correct behaviour

- Bend the upper part of the body over the steering wheel.
- Hold the steering wheel with both hands and support yourselves with the feet.
- Lean the body against the direction of fall.

### Auxiliary control I (Integrated side-shift)

- To shift fork arm carriage to the left, push key (45) at the MULTIPILOT.
- To shift fork arm carriage to the right, push key (46) at the MULTIPILOT.



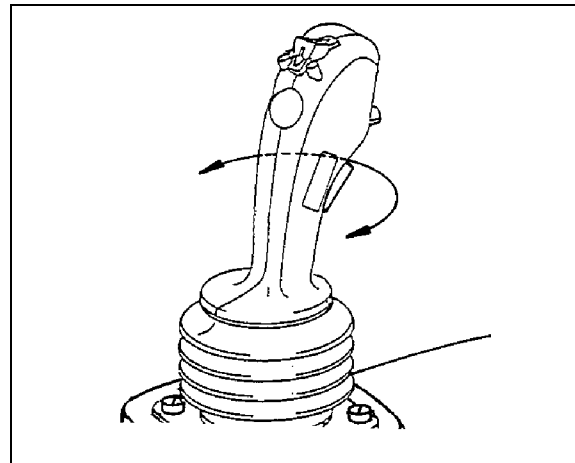
### Auxiliary control II



To operate a hydraulic attachment the MULTIPILOT can be rotated. When operating attachment the operating instruction of the manufacturer must be observed.



Observe the carrying capacity of the attachment.



### Auxiliary control III

Push key (47) at the MULTIPILOT for auxiliary control III (e. g. locking).

### Controlling the speed of the working equipment

The excursion of the MULTIPILOT movements control the speed of the hydraulic cylinders.

After releasing the MULTIPILOT it travels automatically back to its home position and the working equipment remains in the position reached.



Always operate the MULTIPILOT sensitively and not erratically. Immediately release the MULTIPILOT when the working equipment reaches the limit stop.



Lifting of persons using the lifting device is prohibited.



### 3 Servicing and inspection

Thorough and expert servicing is one of the most important preconditions for safe operation of the fork lift truck. The neglect of regular servicing intervals can lead to fork lift truck failure and constitutes a potential hazard to personnel and equipment.



The indicated servicing intervals are based on single-shift operation under normal operating conditions. For applications in dusty environments, or involving large temperature fluctuations or multiple-shift operation, the servicing intervals must be shortened accordingly.

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

W1 = Every 50 operating hours, at least once a week  
M6 = Every 1000 operating hours, at least every six months  
M12 = Every 2000 operating hours, at least every 12 months  
M24 = Every 4000 operating hours, at least every 24 months



The maintenance intervals W1 are to be performed by the customer.

In the running-in phase of the truck, the following additional operations have to be carried out:

#### **After the first 50 to 100 operating hours, at the latest after two months:**

- Retighten battery terminal screws and check condition of cell connectors.
- Perform visual checks of electrical and mechanical components.
- Check brake fluid (mineral oil).
- Check brake system for leaks and brake lines for free routing.
- Check lifting chains for uniform tension.
- Check locking and limits of fork arms.
- Check transmissions for leaks.
- Check screw connections and mechanical safety devices for tight seat.
- Check wheel nuts for tight seat and retighten, if required.
- Change all hydraulic filters.
- Check hydraulic connections for leaks and retighten, if required.

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