

Operating instructions



ETM/V

1000 4013

10/12

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Operating controls and indicators: The operating controls and indicators are clearly laid out and arranged at the driver position.

Control lever (5) is used to operate the “Mast tilting” function, control lever (6) to operate the “Forward/backward traversing of mast” function. The solo-pilot stick (7) is used to operate the “Lifting/lowering” function, to select the direction of travel, to move the lateral traversing device to the left or right in lateral traversing device operation (auxiliary hydraulics ZH1) and to actuate the horn.

As an option, an auxiliary hydraulic system (ZH2) can be operated via control lever (4).

Hydraulic system: Pump unit with an externally ventilated series-wound motor and a noiseless precision jetting pump. The system is controlled using the individual levers (5-7) and the optional auxiliary hydraulics (4).

Electric system: 48 V two-wire system.

As a standard feature, the truck is equipped with an electronic drive and lifting control system. The electronic drive control system variably controls the travelling speed and allows counter-current braking when switching the direction of travel.

The information and service display (LISA) (16) allows a adjustment of the driving and lifting parameters according to the current requirements. Warning indications, operating error indications and service functions are also shown on the LISA.

For possible drive batteries, see chapter D.

2.2 Load lifting system

Mast holder: The mast holder is borne by supporting rollers. The protracting and retracting movements are carried out directly by a simply telescoping traversing cylinder. The guide rails for the mast holder are screwed onto the wheel arms (9).

Hoist frame: The trucks are equipped with tiltable, telescoping free-vision hoist frames (1) supported by the mast holder. Adjustable lateral rollers and guide pieces absorb the lateral pressure acting on the fork carrier when transporting unbalanced loads. The mounting of the fork to the fork carrier permits adjustments to be made to the tines. In the case of the double-lift triplex mast (DZ), the initial lifting sequence of the load carriage (free lift), which does not change the total height, is effected by a short free-lift cylinder (3) arranged off-centre. In the case of the telescopic mast (ZT), the free-lift sequence is limited to 100 mm due to the construction of the truck.

Attachments: Mechanical and hydraulic attachments are available as optional equipment.

3.1 Bypassing the drive current interruption

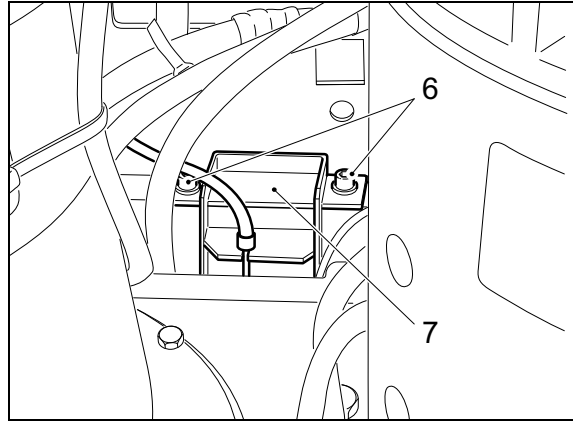
- Switch on the switch “Cut-back speed” (3).



If the battery is protruding, the truck may only be driven at cut-back speed in the battery charging station!

3.2 Battery trolley emergency unlocking system

- Render the truck ready for operation (refer to chapter E, section 3).
- Tilt control lever (1) in direction of arrow (U), drive mast holder to its limit stop position towards the battery and release control lever (1).
- Tilt control lever (1) once again in direction of arrow (U) and go on driving mast holder to its limit stop position towards the battery.
- Switch off the master switch and the key switch.



- Open seat hood (see chapter F, section 6.4)
- Loosen screws (6) of the battery locking system and pull out locking system (7).
- Close seat hood.
- Connect master switch and key switch.
- Tilt the control lever (1) in the T direction and push the mast holder with the coupled battery trolley forward until the battery is exposed for servicing.
- LED (2) lights up.
- Disconnect main switch and key switch.



Eliminate the malfunction of the battery unlocking system before mounting the battery locking system.



The safety switch of the battery unlocking system interrupts the driving function as long as the battery trolley is unlocked and the LED (2) is lit. Before commissioning the truck again, the battery trolley must be returned to the original position to uncouple the battery trolley and the mast holder. The LED (2) must have gone out.

4 Charging the battery

- Expose the battery (refer to chapter D, section 3).



During the recharging operation the tops of the battery cells must be exposed to ensure adequate ventilation. No metal objects must be placed on the battery. Prior to starting the recharging operation, check all cable connections and plugged connections for visible damage.

- Remove any insulating mats from the battery.
- Connect the charging cable of the battery charger to the battery connector (5).
- Recharge the battery observing the instructions provided by the battery supplier and by the battery charger supplier.



All safety instructions as provided by the battery supplier and battery charger supplier must be strictly observed.

4.2 Driving, steering, braking

Emergency cut-out

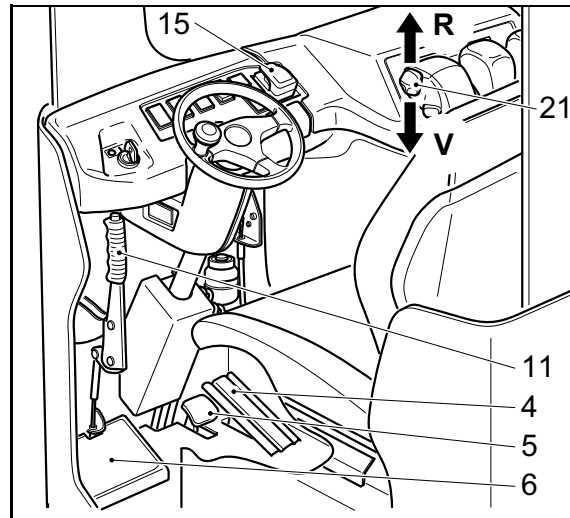
– Depress the master switch (15).
This will switch off all electric functions.
Functioning of the switch must not be affected by object placed on it.

Driving



Do not drive the truck unless the hoods are closed and locked in the stipulated manner.

The main direction of travel is in the direction of the drive (V). Be especially careful when driving in the direction of the load (R).



The truck should only be driven in the direction of the load (R) for positioning purposes and for picking up or depositing loads.

- Render truck ready for operation (refer to chapter E, section 3).
- Release the parking brake (11).
- Set the travel direction switch (21) to the desired travelling direction (V) or (R).
- Press the accelerator pedal (4) and the foot key (6).

The truck will now move in the selected direction.



The foot key (6) prevents the operator's foot from protruding beyond the truck's contour while driving.

If it is not pressed, all electrical functions except for the steering, the information and service display (LISA), the horn and the battery discharge indicator are deactivated. The truck rolls to a stop.

The lowering function remains functional.



The travelling speed is controlled by means of the accelerator (4).

Steering

When the steering wheel is actuated, the steering booster is automatically switched on and the position of the drive wheel is set accordingly.



Contradirectional steering (standard version)

When travelling forward (travel direction switch (21) set to V = drive direction), turning the steering wheel to the left results in a left turn and turning the wheel to the right in a right turn.

The position of the drive wheel is shown on the LISA display.

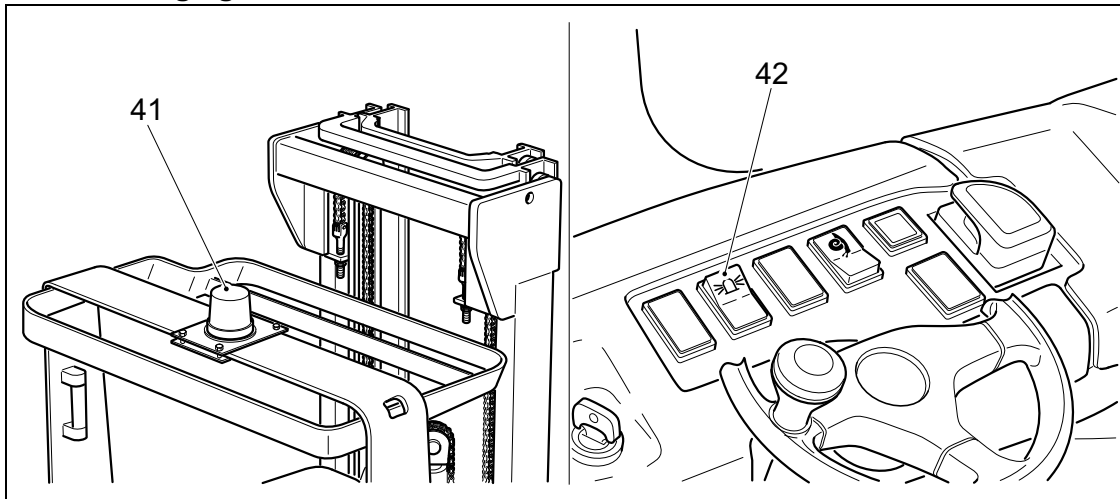


Synchronized steering

When travelling forward (travel direction switch (21) set to V = drive direction), turning the steering wheel to the left results in a right turn and turning the wheel to the right to a left turn.

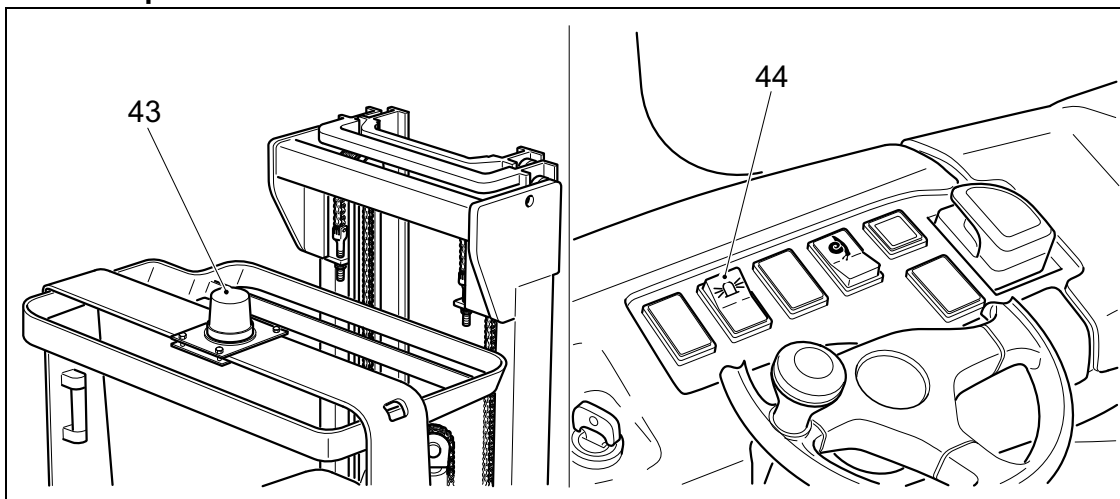
The position of the drive wheel is shown on the LISA display.

7.3 360° warning light



Item	Designation
41	○ 360° warning light
42	○ Switch - 360° warning light ON/OFF

7.4 Flash lamp

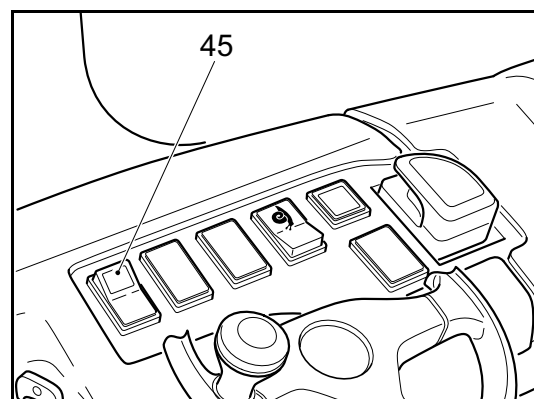


Item	Designation
43	○ Flash lamp
44	○ Switch - flash lamp ON/OFF

7.5 DC/DC transformer on/off switch

Switches the DC/DC transformer 48/24V or 48/12V respectively on or off Override button (ESA / Electrical lifting limitation)

Item	Designation
45	○ Switch DC/DC transformer.



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