



BT Prime-Mover

SR30

● Operator's Manuals

300385-000 1991_July

300385-000 1991_July *New Logo*

300385-001 1991_July Designed and built for Long Island Railroad

300385-001 1993_August

300385-002 1994_July



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OPERATING PRACTICES

OPERATOR TRAINING



An effective operator training program should center around user company's policies, operating conditions and trucks. The program should be presented completely to all new operators and not condensed for those claiming previous experience.

OPERATOR RESPONSIBILITY

Powered industrial truck operators shall abide by the following rules and practices.

1. Avoid loose clothing, particularly cuffs and scarves.
2. Know what safety equipment is required on this truck and use it. A hard hat, safety glasses, reflector-type vest, respirators, and ear plugs are some of the types of equipment you may need.
3. **DO NOT** rush.
4. Know the hand signals used on this job and who has responsibility for signaling.
5. Safeguard the pedestrians at all times. **DO NOT** drive a truck up to anyone standing in front of a bench or other fixed object.
6. **PASSENGERS MUST NOT** be permitted to ride.
7. When operator is away from truck, the load-engaging means shall be fully lowered, controls neutralized and brake set to prevent movement.

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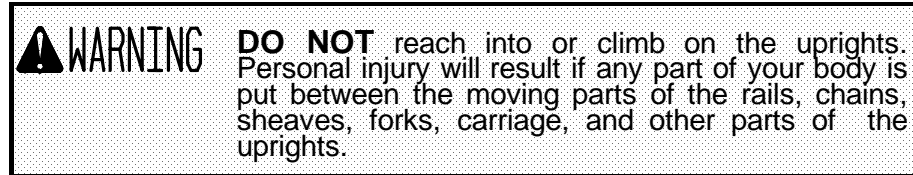
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ALWAYS keep the windshield clean.

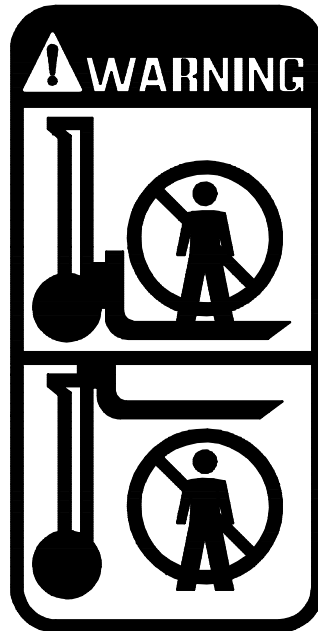
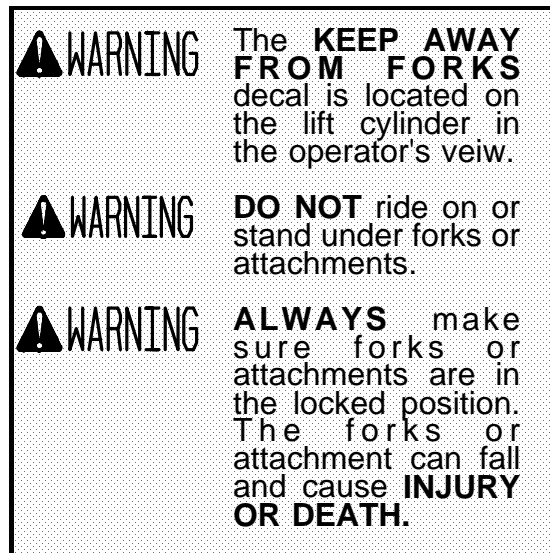
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KEEP AWAY FROM FORKS



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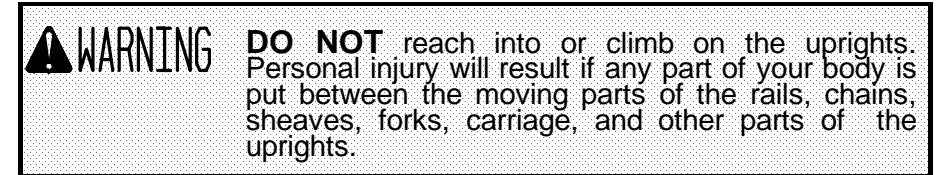
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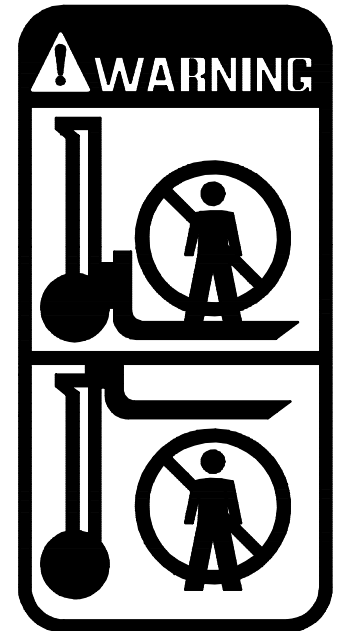
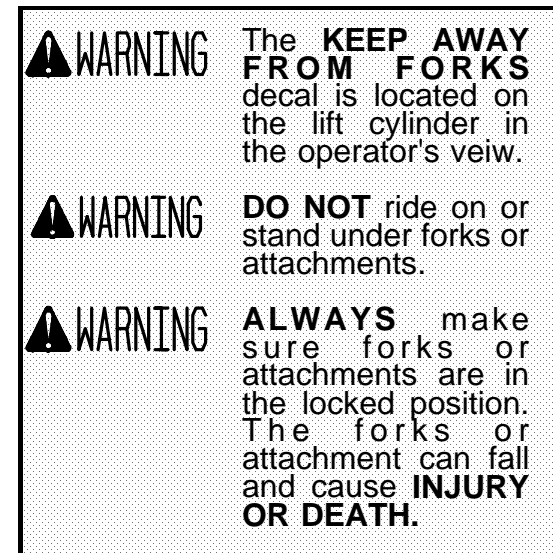
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BEFORE OPERATION INSPECTION

21. Check steering control handle while truck is moving. Turn the steering handle fully left and then fully right.

Steering control handle should turn smoothly with out binding or any loss of steering control.

22. Check the charge condition of the battery. If gauge shows reading in the red area, have battery charged before operating.
23. Carefully read the plate at auxiliary control levers showing tilt, lift/lower, and sideshifter instructions.
24. Make sure the area in front of forks is clear before using forks.
25. Move and release the auxiliary control levers. They should return to the neutral position.
26. To **RAISE** forks:

CONTROL HANDLE BAR SWITCHS

Push down on the raise control bar with your thumb. The forks will continue to raise as long as the bar is depressed or until the lifting stops are reached. Releasing the bar will automatically stop the raising.

The raise bar is physically located on top of the steering control handle for fast operation when needed.

CONTROL LEVERS

Pull back on the lift control lever. Once raise lever is **NO** longer being pulled, forks will stop raising and hold their position until raise lever is pulled again then raising will continue until stops are encountered where raising will stop.

NOT The raise/lower control lever is equipped with an automatic neutral position which it returns to when not in use. This neutral position traps oil in the lift cylinder and does not allow cylinder to lower.

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BATTERY RETAINMENT/CARE

 **WARNING** **DO NOT** allow alkaline solution to fall in the Battery Cell. This will result in a dead or weak cell.

 **WARNING** **IF ACID** contacts your skin, eyes, or clothing, flush the area immediately with large amounts of water and contact a physician.

 **WARNING** **DO NOT** attempt to recharge a frozen Battery; this may cause it to rupture or explode. **DO NOT** attempt to recharge the Battery in an area of sparks or near an open flame.

This unit uses a 24 volt wet cell Battery.

Proper care and servicing of the battery is vital to assure satisfactory operation and lift of your BT Prime-Mover electric truck. Battery acid is, of course, extremely corrosive and should be kept off or washed off the machine as any spillage occurs. The battery should always be kept in a charged state. An overly discharged battery will cause a number of operational difficulties in any electric truck. The battery charge should be checked first if any electrical difficulties occur.

In cases of a battery not taking a charge, **make sure that the charger is being attached to the battery connector** and not to the connector on the unit. A battery which does not take a proper charge should be referred to the battery manufacturer's representative for service.


IMPORTANT


Use only batteries that meet the following specifications:


VOLTAGE	24
Minimum Battery Weight	(consult nameplate on unit)
Maximum Battery Weight	(consult nameplate on unit)
Compartment Size	29.50 inch wide 749.7 cm wide
	9.00 inch deep 228.6 cm deep

For other industrial battery sizes, provide blocking to restrain the battery from moving not more than .50 inches or 12.7 mm in any horizontal direction.

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OPERATING PRACTICES



5. When attachments are used, extra care shall be taken in securing, manipulating, positioning and transporting the load. Operate trucks equipped with attachments as partially loaded trucks and DO NOT exceed the rated capacity of the attachment.
6. The handling of suspended loads by means of a crane arm ("boom") or other device can introduce dynamic forces affecting the stability of a truck that are not considered in the stability criteria. Sudden starts, stops, and turns can cause the load to swing and create a hazard.
7. The load shall only be lifted vertically and never dragged horizontally.
8. The load shall be transported with the bottom of load and forks as low as possible.

OPERATOR CARE OF THIS UNIT

1. Tires
2. Warning Devices
3. Lights
4. Battery
5. Controllers
6. Lift Systems including forks, chains, cables, and limit switches.
7. Brake
8. Steering Mechanism

If the truck is found to be in need of repair or in any way unsafe, or contributes to an unsafe condition, the matter shall be reported immediately to the designated authority, and the truck shall **NOT** be operated until it has been restored to proper operating condition.

9. **DO NOT** make repairs or adjustments unless specifically authorized to do so.
10. **DO NOT** use open flames when checking electrolyte level in batteries.
11. **DO NOT** adjust unit with any parts moving.
12. Use extreme caution in removing drain plugs, grease fittings, or pressure caps.

OPERATION

10. Always be alert for pedestrians, other vehicles or obstacles on your path of travel.
11. Remember to enter load slowly and squarely.
12. Load should be centered.
13. Before forks are **RAISED**, make sure there is enough overhead clearance. To raise forks, pull the lift control lever with your hand, or depress lift button on steering control handle. Forks should lift smoothly to maximum speed.

To stop upward movement release the lift control lever or button and forks will hold their position.

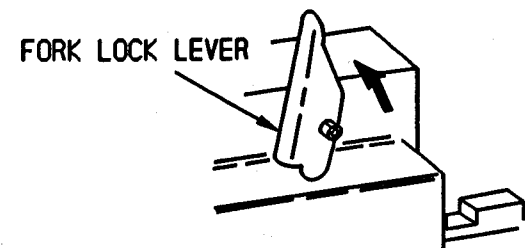
14. Before forks are **LOWERED**, make sure there are **NOT** any objects under the forks. To lower forks, push the lower control lever or button with your hand. Forks must lower smoothly to maximum speed.

To stop downward movement release the lower control lever or button and forks will hold their position.

15. Be constantly alert for unusual or erratic operations.

Report any malfunctions immediately so that adjustment or repairs may be made by thoroughly trained and qualified mechanic.

16. Adjust forks by lifting fork lock lever and sliding forks to the desired position.



CONTROLS AND EQUIPMENT



RAISE SWITCH

The lift (raising forks) is controlled by pushing down on the raise bar. The forks will continue to raise as long as the bar is depressed or until the lift stops are reached. Releasing the bar will automatically stop the lift.



LOWER SWITCH

The lower (lowering forks) is controlled by pushing down on the lower bar. The forks will continue to lower as long as the bar is depressed or until the lowering stops are reached. Releasing the bar will automatically stop the lowering.



HORN SWITCH

The horn bar is activated by pushing down on the horn bar located on top of the steering control handle.

REVERSER SWITCH

The end of the control handle is provided with a red automatic reversing switch which causes the truck to travel in the rearward (FORK) direction when activated. Its function is to prevent the operator from being pinched between the handle and obstruction when traveling in the forward direction.

DIRECTION AND SPEED

The truck is available with either a thumb butterfly or twist grip speed and direction control. Rotating either control in the forward or rearward direction will select the direction of travel. The truck speed will progressively increase as the control is rotated. Reversing the control can be used to quickly decrease or brake the truck.

CONTROLS AND EQUIPMENT

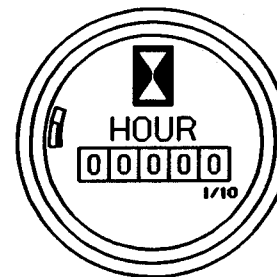
BRAKE CONTROL

The brakes are applied when steering control handle is in the fully raised or fully lowered position. Moving the steering control handle to the middle of its travel releases brake and closes a switch in control circuit that allows operation of unit. The brake and brake interlock switch should always be checked prior to any operation on unit.

When the steering control handle is moved to "BRAKE" position, all powered movement is stopped. To stop all movement, gradually and deliberately move the steering control handle to the "BRAKE" (fully raised or fully lowered) position.

HOURLMETER (optional)

The **HOURLMETER** is provided to indicate the number of hours the unit has operated. The hourmeter is physically located on the control panel cover below the key switch left next to the battery discharge indicator.



HOURLMETER

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TRANSPORTING THE UNIT

Never drive unit from one job site to the next if any streets or highways are to be used.

Use steel ramps when backing the unit on to a trailer. Chain and block the unit securely in place.

- | | |
|--|---|
| | WARNING When transporting a disabled unit, always release brake. Otherwise, brake damage can result. |
| | WARNING Before putting unit on a trailer, remove all ice, oil, and grease from trailer and ramp. |
| | WARNING When transporting unit on a trailer, be sure to drive on and off squarely so as not to drive off the side of trailer and tip unit. |
| | WARNING Secure truck battery securely before transporting. |

Know your regulations and laws of safety in each area that you operate a unit. Make sure that both your trailer and unit are equipped with the necessary safety equipment.

1. Place blocks at front and rear of each trailer wheel.
2. Move unit slowly onto ramps and trailer.
3. Lower unit platform forks to trailer floor.
4. Stop unit and remove key. (**See stopping instructions in this manual.**)
5. Place blocks at front and rear of each tire on unit.
6. Connect chains to front and rear of unit.

NOTE: Restrain control handle to prevent handle from moving when transporting unit.

DATA PLATE AND DECALS

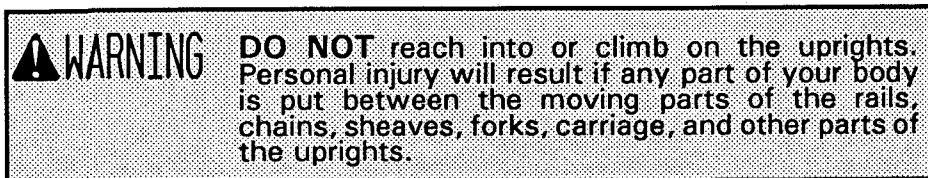
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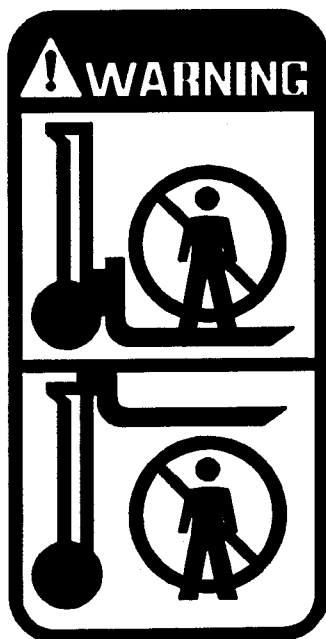
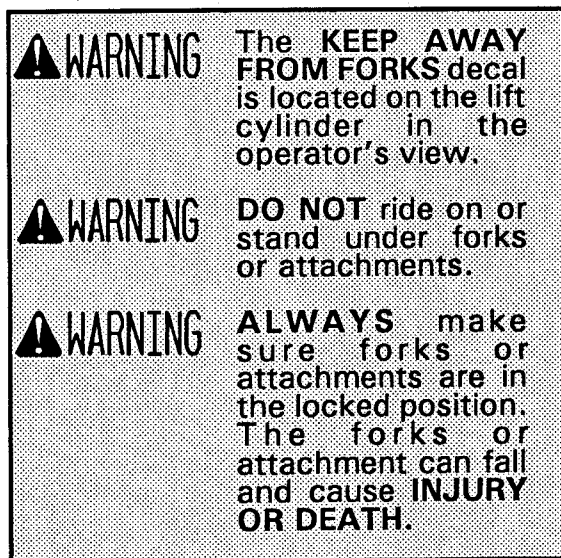
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KEEP AWAY FROM FORKS



BEFORE OPERATION INSPECTION

12. Remove blocks from drive wheel.
13. Connect the battery to unit (if disconnected), and turn the key switch to the "ON" position.
14. Check the operation of the hourmeter (if equipped).
15. Press horn button to check horn function. If horn does not function, report the failure and have it repaired before the unit is put into operation.
16. Before operating unit, look in all directions to make sure your path of travel is clear.
17. Turn steering control handle until steering is in the desired direction of travel.
18. Put your hands on the steering control handle and pull down (not all the way.) This will release the brake and make power available to drive motor.
19. **REARWARD TRAVEL:** Put a firm grip on the directional control handle and twist backward (away from you) slowly. The unit must move slowly in a rearward direction. Twist the handle more to increase speed. Unit should accelerate smoothly to maximum speed as handle is twisted. Direction control handle **MUST** automatically return to the **NEUTRAL** position. When released. Position and raise control handle fully up or fully down to stop unit using the brakes.

Brake action should be smooth and top unit in a normal distance. Note any unusual brake operation.
20. **FORWARD TRAVEL:** Put a firm grip on the directional control handle and twist forward (towards you) slowly. The unit must move slowly in a forward direction. Twist the handle more to increase speed. Unit should accelerate smoothly to maximum speed as handle is twisted. Direction control handle **MUST** automatically return to the **NEUTRAL** position. When released. Position and raise control handle fully up or fully down to stop unit using the brakes.


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INTRODUCTION

The operator should read this manual thoroughly so that the important facts about this unit and the contents of the manual are known. The safety of the operator and the reliability and performance of this unit will be determined by the knowledge of the contents of this manual.

Each section of this manual is clearly identified and is divided into smaller sections. The **TABLE OF CONTENTS** can be used to find the information that is needed.

The model number and serial number for this unit are stamped on the data plate, see the section called "**DATA PLATE AND DECALS**" for location and description of plate.

 **WARNING** Some figures may show door(s), guard(s), or shield(s) opened/removed. **BE SURE** that all door(s), guard(s), or shield(s) are in their position **BEFORE** machine is operated.

TO NEW BT PRIME-MOVER OWNERS:

Our Company would like to take this opportunity to thank you for joining (or rejoining) the increasingly large community of companies and individuals finding profit in the use of BT PRIME-MOVER equipment.

The BT PRIME-MOVER unit which you have just purchased was carefully designed and manufactured to ensure minimum cost, maximum reliability, and easy service. Extensive testing and high standards of quality control assure that these standards are maintained.

To keep your BT PRIME-MOVER unit in good condition the periodic maintenance and lubrication must be followed.


BT PRIME-MOVER units are also backed by a network of dealers who were chosen for their experience and reliability. They will assist you in keeping your BT PRIME-MOVER unit in peak operating condition.

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READ AND OBSERVE ALL warnings **BEFORE** operating this truck.

KEEP ALL GUARDS, shields and decals in place and properly secured.

REST forks in the down position when **NOT** in use.

Check battery away **FROM** open flames and potential sparks.

ALWAYS park truck on a level floor (ground).

DO NOT ATTEMPT to clean, adjust, lubricate or service the unit when parts are moving.

DO NOT "HOT ROD" when starting, stopping, turning, or reversing truck direction.

OPERATION of the truck at full speed should only be attempted **AFTER** complete familiarization with all operations.

ALWAYS exercise caution and good judgment while running this unit.

ALWAYS observe pedestrian's right-of-way.

DO NOT operate this truck unless you are trained and authorized. Read and understand operator's manual before operating this lift truck. BT Prime-Mover dealers have replacement manuals.

DO NOT operate a damaged or faulty truck. **DO NOT** attempt repairs unless you are trained and authorized.

LOOK where you drive. **WATCH OUT** for people, obstructions (especially overhead), and drop-offs.

DO NOT operate on slopes.



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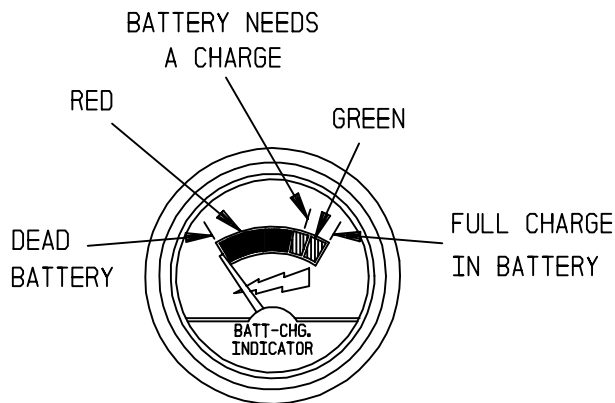
A **KEY SWITCH** is provided to prevent unauthorized use of this unit. The key switch is located on the control panel cover.

The key switch has two (2) positions: **OFF and ON**.

1. **OFF POSITION:** Turning the key to "**OFF**" will stop all electrical power from going to the control circuit from battery.
2. **ON POSITION:** Turn the key to "**ON**" to check function of hourmeter and battery discharge indicator. The key switch must be in this position to provide power to the control circuit when unit is operated.

BATTERY DISCHARGE INDICATOR (BDI) (optional)

The **BATTERY DISCHARGE INDICATOR (BDI)** is used in conjunction with the key switch to indicate the degree the battery has been drained of its charge. The **BDI** is located on the control panel below the key switch. The **BDI** is to be read when unit is at rest with **KEY SWITCH "ON"** and with **NO MOTORS RUNNING**.



BATTERY DISCHARGE INDICATOR (BDI)

CONTROLS AND EQUIPMENT

KEY SWITCH

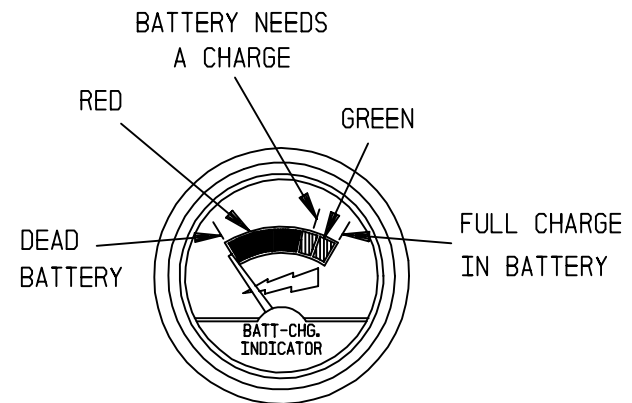
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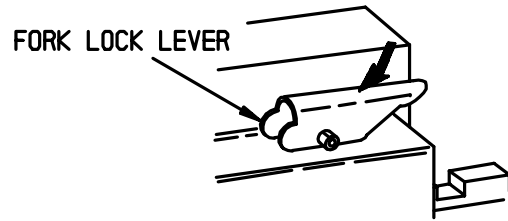
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BATTERY DISCHARGE INDICATOR (BDI)

OPERATION

17. Remember to lower lever to lock forks securely in notch on top of fork bar.

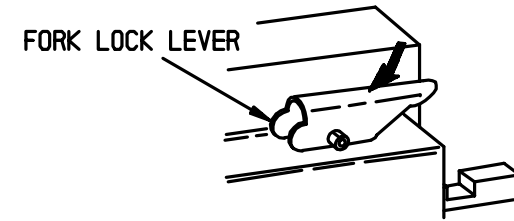


18. Use minimum forward and reverse tilt when stacking and unstacking loads.

Never tilt load forward unless it is over stack or at low lift height.

OPERATION

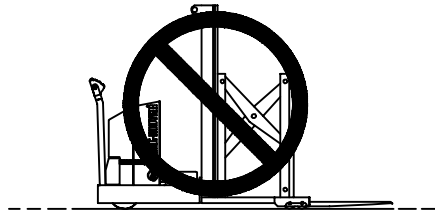
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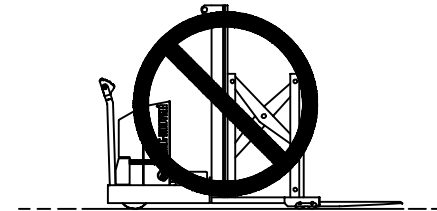
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Remember: **DO NOT** travel with reach extended.



Remember: **DO NOT** travel with reach extended.





THE PRIME-MOVER CO.
3000 NORTH US HIGHWAY 61
MUSCATINE, IOWA 52761-5810



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OPERATING PRACTICES



WARNING Your safety and the safety of those around you depends upon your using care and judgement in the operation of this equipment. Know the positions and functions of all controls before attempting to operate.

Read this manual completely and make sure you understand the controls. Make sure you understand, for example, the characteristics of speed, stability, brakes, speed limit switch, and steering of this unit. If you have any questions, contact your local BT Prime-Mover dealer.

The operating rules in this manual do not replace any other rules or laws of safety that are used in your area. The operating rules listed below are not in order of importance but are all to be learned and used in your area. Make sure that your truck has correct equipment according to these rules or laws.

IMPORTANT:

Always install new decals if old decals cannot be read. When parts that have decals are replaced, make sure to install new decals with the new parts. You can get new warning decals from your BT Prime-Mover dealer at no charge.

BE SURE YOU HAVE CHECKED AND UNDERSTAND THE FUNCTION OF ALL CONTROLS BEFORE STARTING TO WORK.

OPERATING RULES AND INSTRUCTIONS

OPERATOR QUALIFICATIONS

Only trained and authorized operators shall be permitted to operate a powered industrial truck. Operators of powered industrial trucks shall be qualified as to vision, auditory, physical, and mental ability to operate the equipment.

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DATA PLATE AND DECALS

Know the rated capacity on the data plate and understand areas 1 through 13 as shown in the illustration.

1. Truck model
2. Truck serial number
3. Truck capacity
4. Mast serial number
5. Attachment
6. Battery type
7. Truck weight (Less battery)
8. Mast back tilt in degrees (NOT USED ON THIS MODEL)
9. Minimum battery weight
10. Maximum battery weight
11. Battery maximum AMP hours
12. Truck voltage
13. Battery type

BT PRIME-MOVER THE PRIME-MOVER COMPANY
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MODEL SERIAL NO.

CAP. (LBS.) A INCHES B C

MAST SERIAL NO. ATTACHMENT

TYPE TRUCK WT. LESS BATT. (LBS.) * BACK TILT

(MIN.) -BATT. WT. (LBS.)- (MAX.)

MAX. A.H. VOLTS BATT. TYPE

Truck as rated at factory conforms to requirements of Part III of ANSI B56.1 - 1988

29286-00

This data plate is located to the right of the box used to store the operator's manual when not in use. Knowing the model and serial numbers for this unit are very helpful when ordering repair parts. For further information and specifications on this unit or any other, contact your **BT Prime-Mover dealer**.

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CONTROLS AND EQUIPMENT

AUXILIARY HYDRAULIC CONTROL LEVERS

The **AUXILIARY HYDRAULIC CONTROL LEVERS** are controlled by pushing or pulling the control levers. The auxiliary hydraulic control levers are used for lift/lower, reach, and tilt controls. The auxiliary control levers are physically located on top and to the right side of electrical access cover.

LIFT/LOWER CONTROL

The **LIFT** is controlled by pulling on lift/lower control lever. The speed of lifting can be controlled by the degree of movement of the lever.

The **LOWER** is controlled by pushing on the lift/lower control lever. The speed of lowering can be controlled by the degree of movement of the lever.

REACH CONTROL

The **REACH** is controlled by pushing the reach control lever forward to extend the reach and pulling the lever backwards to retract the reach. The speed of reach can be controlled by the degree of movement of the lever.

TILT CONTROL

The **TILT** is controlled by moving the tilt control lever pushing the lever lowers fork tips and pulling lever raises fork tips. The speed of tilt can be controlled by the degree of movement of the tilt lever.

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REACH CONTROL

The **REACH** is controlled by pushing the reach control lever forward to extend the reach and pulling the lever backwards to retract the reach. The speed of reach can be controlled by the degree of movement of the lever.

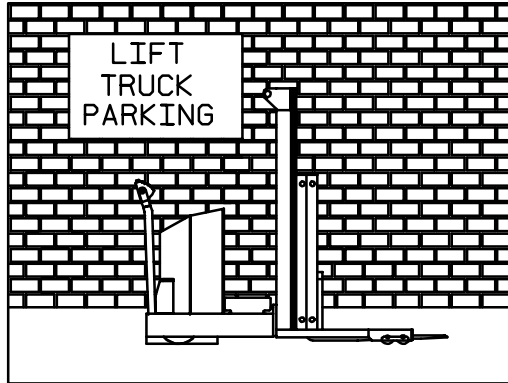
TILT CONTROL

The **TILT** is controlled by moving the tilt control lever pushing the lever lowers fork tips and pulling lever raises fork tips. The speed of tilt can be controlled by the degree of movement of the tilt lever.

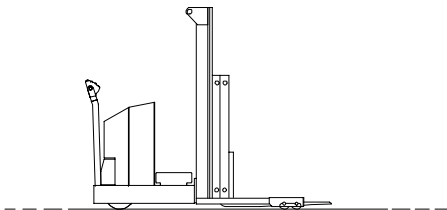
PARKING

1. Park units in designated parking areas only.

Make sure unit does not block fire aisles, fire equipment, stairways or walkways.



2. Lower forks fully.

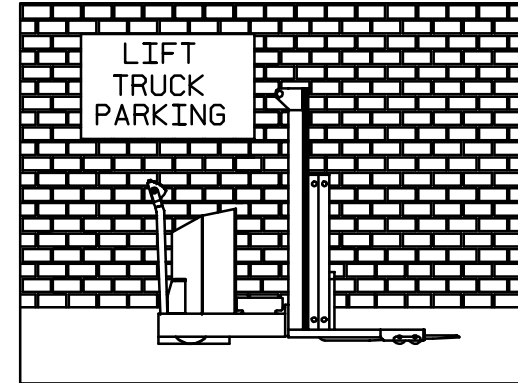


3. Turn key switch to the **OFF** position and remove key.
4. Remember to block drive wheel securely to prevent accidental roll.

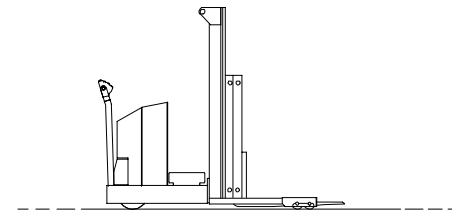
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IMPORTANT NOTICE

This is the industry's "**SAFETY ALERT SYMBOL**". This symbol is used to call your attention to items or operations that could be dangerous to you or other persons using this equipment. Please read these messages carefully. It is essential that you read the instructions and safety regulations before you attempt to assemble or use this unit.

BEFORE OPERATING THE UNIT:

1. The operator must be instructed on safe and correct use of this unit.
2. The operator must read and understand the OPERATOR'S MANUAL for this unit.

WARNING

**BEFORE OPERATING UNIT
STUDY OPERATOR'S MANUAL SAFETY MESSAGES.
READ ALL SAFETY DECALS ON UNIT.
CLEAR THE AREA OF OTHER PERSONS.**

**LEARN AND PRACTICE USE OF
CONTROLS BEFORE OPERATING.**

IT IS YOUR RESPONSIBILITY TO UNDERSTAND AND FOLLOW MANUFACTURER'S INSTRUCTIONS ON MACHINE OPERATION AND TO OBSERVE PERTINENT LAWS AND REGULATIONS. OPERATOR MANUALS, PARTS MANUALS, AND REPAIR MANUALS MAY BE OBTAINED FROM YOUR EQUIPMENT DEALER.



WARNING INJURY OR DEATH TO YOU OR OTHER PERSONNEL WILL OCCUR IF YOU DO NOT FOLLOW THESE INSTRUCTIONS AND MESSAGES.



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OPERATING PRACTICES



- **DO NOT** pass another truck traveling in the same direction at intersections, blind spots or other dangerous locations.
- Slow down and sound the audible warning device(s) at cross aisles and other locations where vision is obstructed. If the load being carried obstructs view, the operator shall travel with the load trailing.
- Keep a clear view of the path of travel, and observe for traffic personnel and safe clearances.
- **GRADES, RAMPS, OR INCLINES;** This unit is designed for level floor operation. If it is necessary to operate on a grade, ramp, or incline refer to ANSI B56.1 for requirements.
- Under all travel conditions this unit shall be operated at a speed that will permit it to be brought to a stop in a safe manner.
- Travel with forks or load low.
- Make start, stops, turns or direction reversals in a smooth manner so as not to shift load and/or overturn truck.
- **DO NOT** indulge in stunt driving or horseplay.
- Slow down for wet and slippery floors.
- Before driving over a dockboard or bridgeplate, be sure that it is properly secured. Drive carefully and slowly across the dockboard or bridgeplate and never exceed its rated capacity.
- **DO NOT** drive unit onto any elevator unless specifically authorized to do so. Approach elevators slowly, and then enter squarely after elevator car is properly leveled. Once on the elevator, neutralize the controls, shut **OFF** power and set brake. It is advisable that all other personnel leave the elevator before a truck is allowed to enter or leave.
- Trucks shall enter elevator or other confined areas with load end forward.

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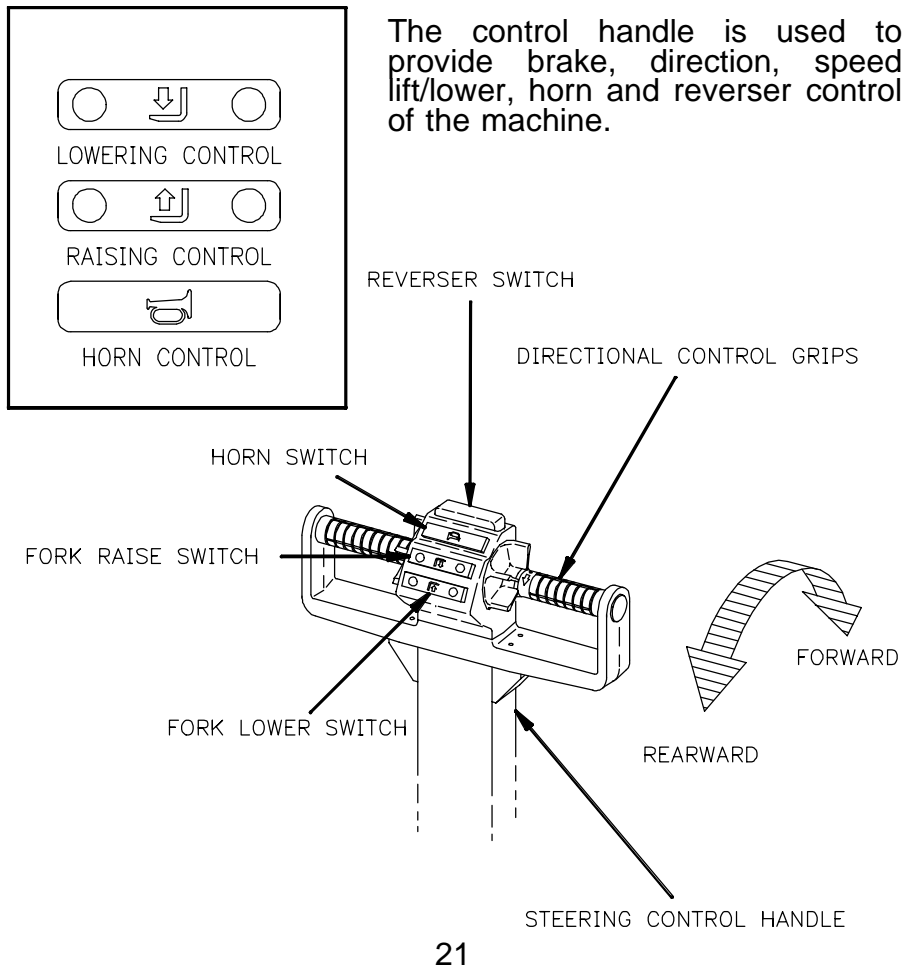
Guards and shields have been provided on unit for your protection.

WARNING DO NOT operate this equipment unless all factory installed guards and shields are properly secured in place.

Decals are also provided to warn of potential danger as well as to display special operating procedures.

WARNING Read and observe all warnings on this unit before operating it.

THE CONTROL HANDLE



CONTROLS AND EQUIPMENT

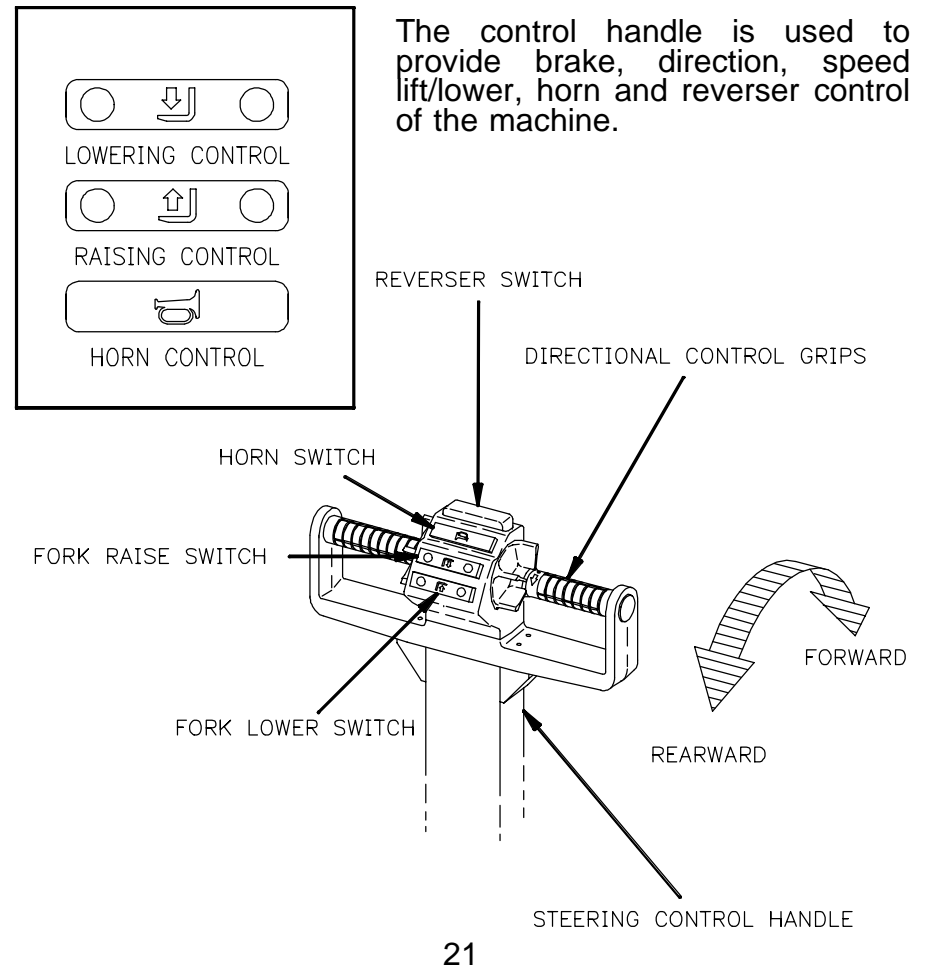
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BEFORE OPERATION INSPECTION

- Both lifting and lowering of forks should be a smooth movement. Make sure unit can travel while lifting and lowering a load.
- **REACH EXTENSION:** Pushing on the reach control lever. Once reach lever is **NO** longer being pushed forks will stop extending and hold their position until reach lever is pushed again the reaching will continue until stops are encountered where extending will stop.

NOTE: The reach control lever is equipped with an automatic neutral position which it returns to then not in use. This neutral position traps oil in the reach cylinder and does not allow cylinder to move.

- **REACH RETRACT:** Pulling on the reach control lever. Once reach lever is **NO** longer being pulled forks will stop retracting and hold their position until reach lever is pulled again then reaching will continue until stops are encountered where retracting will stop.

NOTE: The reach control lever is equipped with an automatic neutral position which it returns to then not in use. This neutral position traps oil in the reach cylinder and does not allow cylinder to move.

- **TILT DOWN:** Pushing on the tilt control lever. Once tilt DOWN lever is **NO** longer being pushed forks will stop tilting and hold their position until tilt lever is pushed again then tilting will continue until stops are encountered where tilting will stop.

NOTE: The tilt control lever is equipped with an automatic neutral position which it returns to when not in use. This neutral position traps oil in the tilt cylinder and does not allow cylinder to tilt.

- **TILT UP:** Pulling on the tilt control lever. Once tilt UP lever is **NO** longer being pulled, forks will stop tilting and hold their position until tilt lever is pulled again then tilting will continue until stops are encountered where tilting will stop.

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