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MHT 780 L HT E3

Evolution

Operator Manual

Catalog No. 51900007
In. Rel. 09-2011

THIS OPERATOR'S MANUAL MUST BE KEPT IN THE LIFT TRUCK AND MUST BE READ AND UNDERSTOOD BY OPERATORS.

C.) OPERATING SAFETY RULES AND PRACTICES (cont.)

46.) When attachments are used, extra care shall be taken in securing, manipulating, positioning, and transporting the load. Operate rough terrain forklift trucks equipped with attachments as partially loaded trucks when not handling a load.

47.) Completely engage the load with the load-engaging means. Fork length should be at least two-thirds of load length. Where tilt is provided, carefully tilt the load backward to stabilize the load. Caution should be used in tilting backward with high or segmented loads.

48.) Use extreme care when tilting load forward or backward, particularly when high tiering. Do not tilt forward with load-engaging means elevated except to pick up or deposit a load over a rack or stack. When stacking or tiering, use only enough backward tilt to stabilize the load.

49.) The handling of suspended loads by means of a crane arm (boom) or other device can introduce dynamic forces affecting the stability of a rough terrain forklift truck. Grades and sudden starts, stops, and turns can cause the load to swing and create a hazard if not externally stabilized. When handling suspended loads:

a.) do not exceed the truck manufacturer's capacity of the rough terrain forklift truck as equipped for handling suspended loads.

b.) only lift the load vertically and never drag it horizontally;

c.) transport the load with the bottom of the load and the mast as low as possible;

d.) with load elevated, maneuver the rough terrain forklift truck slowly and cautiously, and only to the extent necessary to permit lowering to the transport position;

e.) use tag lines to restrain load swing whenever possible.

50.) At the beginning of each shift and before operating the rough terrain forklift truck, check its condition, giving special attention to:

a.) tires and their inflation pressure

b.) warning devices

c.) lights

d.) lift and tilt systems, load-engaging means, chains, cables, and limit switches

e.) brakes

f.) steering mechanism

g.) fuel system(s)

51.) If the rough terrain forklift truck is found to be in need of repair or in any way unsafe, or if it contributes to an unsafe condition, the matter shall be reported immediately to the user's designated authority, and the truck shall not be operated until it has been restored to safe operating condition.

52.) If during operation the rough terrain forklift truck becomes unsafe in any way, the matter shall be reported immediately to the user's designated authority, and the truck shall not be operated until it has been restored to safe operating condition.

53.) Do not make repairs or adjustments unless specifically authorized to do so.

54.) When refueling, smoking in the area shall not be permitted, the engine shall be stopped, and the operator shall not be on the rough terrain forklift
truck.

55.) Spillage of oil or fuel shall be carefully and completely absorbed or evaporated and fuel tank cap replaced before restarting engine.

56.) Do not use open flames when checking electrolyte level in storage batteries, liquid level in fuel tanks, or the condition of LPG fuel lines and connectors.

57.) Do not lift personnel with the forklift. If the forklift must be used to lift people, precautions for the protection of the personnel must be taken (see ITSDF B56.6, chapter 5.15 Elevating Personnel).

SAFETY DECALS

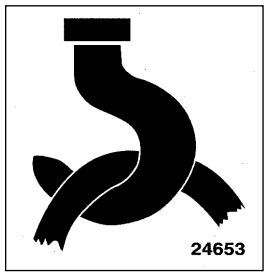
Attachment Warning - 421016

(Boom equipped models). Location: on the boom coupler, near where the retaining shaft is installed.

Reminder to operator; install attachment retaining shaft and safety pin before operations.

Hook Here - 24653

Location: at points provided on the forklift, where straps or chains may be attached to secure the forklift to a trailer during transport.



Fork Safety - 426641

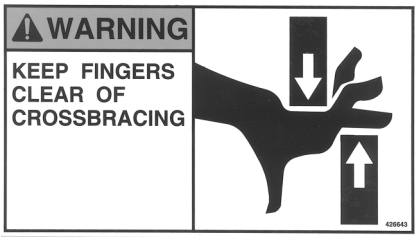
(Mast equipped models). Location: on the front and back side of the mast's outer rails, at eye level (4 required).

Instructs personnel not to travel beneath or upon the lift truck forks.

Pinch Point, Large, 2.5 x 4.5 in. - 426643
Pinch Point, Small, 1.5 x 2.75 in. - 426642

(Mast equipped models). Location: on the front and rear sides of the mast cross bracing.

Keep fingers away from the mast crossbracing.



HAND THROTTLE DANGER - 804784

(Boom equipped models, option). Location: Near the hand throttle mechanism.

Reminder to operator; set parking brake before operating hand throttle. Disengage hand throttle before leaving the forklift.

A - BEFORE STARTING THE LIFT TRUCK

- Carry out daily maintenance (see: 3 - MAINTENANCE: A - DAILY OR EVERY 10 HOURS SERVICE).
- Make sure the lights, indicators and windscreen wipers are working properly.
- Make sure the rear view mirrors are in good condition, clean and properly adjusted.
- Make sure the horn works.

B - DRIVER'S OPERATING INSTRUCTIONS

- Whatever his experience, the operator is advised to familiarize himself with the position and operation of all the controls and instruments before operating the lift truck.
- Wear clothes suited for driving the lift truck, avoid loose clothes.
- Make sure you have the appropriate protective equipment for the job to be done.
- Prolonged exposure to high noise levels may cause hearing problems. It is recommended to wear ear muffs to protect against excessive noise.
- Always face the lift truck when getting into and leaving the driving seat and use the handle(s) provided for this purpose. Do not jump out of the seat to get down.
- Always pay attention when using the lift truck. Do not listen to the radio or music using headphones or earphones.
- Never operate the lift truck when hands or feet are wet or soiled with greasy substances.
- For increased comfort, adjust the seat to your requirements and adopt the correct position in the driver's cab.

Under no circumstances must the seat be adjusted while the lift truck is moving.

- The operator must always be in his normal position in the driver's cab. It is prohibited to have arms or legs, or generally any part of the body, protruding from the driver's cab of the lift truck.
- The safety belt must be worn and adjusted to the operator's size.
- The control units must never in any event be used for any other than their intended purposes (e.g. climbing on to or down from the lift truck, portmanteau, etc.).
- If the control components are fitted with a forced operation (lever lock) device, it is forbidden to leave the cab without first putting these controls in neutral.
- It is prohibited to carry passengers either on the lift truck or in the cab.

G - TAKING UP AND LAYING DOWN A SUSPENDED LOAD

WARNING: Failure to follow the above instructions may lead the lift truck to loose stability and overturn.

MUST be used with a lift truck equipped with an operational hydraulic movement cut-out device.

CONDITIONS OF USE
- The length of the sling or the chain shall be as short as possible to limit swinging of the load.
- Lift the load vertically along its axis, never by pulling sideways or lengthways.

HANDLING WITHOUT MOVING THE LIFT TRUCK
- Whether on stabilisers or on tyres, the lateral attitude must not exceed 1 % and the longitudinal attitude must not exceed 5%, the bubble of the level must be held at “0”.
- Ensure that the wind speed is not higher than 10 m/s.
- Ensure that there is no one between the load and the lift truck.

H - TRAVELLING WITH A SUSPENDED LOAD
- Before moving, inspect the terrain in order to avoid excessive slopes and cross-falls, bumps and potholes, or soft ground.
- Ensure that the wind speed is not higher than 10 m/s.
- The lift truck must not travel at more than 0.4 m/s (1.5 km/h, i.e., one quarter walking speed).
- Drive and stop the lift truck gently and smoothly to minimise swinging of the load.
- Carry the load a few centimetres above the ground (max. 30 cm) the shortest possible jib length. Do not exceed the offset indicated on the load chart. If the load begins to swing excessively, do not hesitate to stop and lower the jib to set down the load.
- Before moving the lift truck, check the longitudinal stability limiter and warning device (see: 2 - DESCRIPTION: INSTRUMENTS AND CONTROLS), only the green LEDs and possibly the yellow LEDs should be lit.
- During transport, the lift truck operator must be assisted by a person on the ground (standing a minimum of 3 m from the load), who will limit swinging of the load using a bar or a rope. Ensure that this person is always clearly in view.
- The lateral attitude must not exceed 5%, the bubble in the level must be kept between the two “MAX.” marks
- The longitudinal attitude must not exceed 15%, with the load facing uphill, and 10%, with the load facing downhill.
- The jib angle must not exceed 45°.
- If the first red LED of the longitudinal stability limiter and warning device (see: 2 - DESCRIPTION: INSTRUMENTS AND CONTROLS) comes on while travelling, gently bring the lift truck to a stop and stabilise the load. Retract the telescope to reduce the offset of the load.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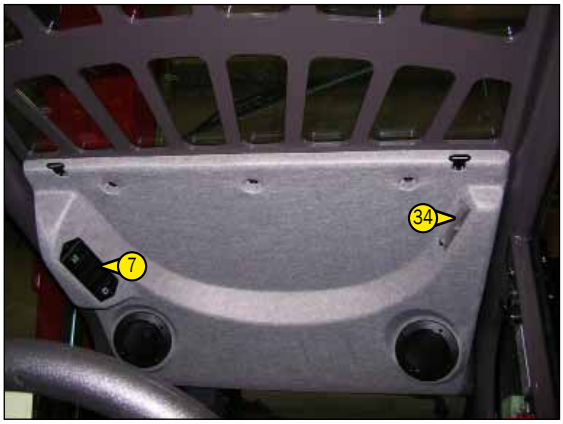
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E - TESTING OF THE LONGITUDINAL STABILITY LIMITER AND WARNING DEVICE

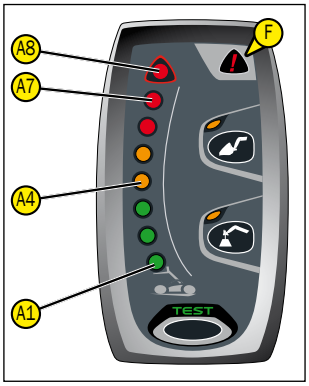
- Short press the button 

at any time to check the correct operation of the longitudinal stability limiter and warning device.
  - Correct operation: All the leds light for two seconds and an audible beep is sounded.

NOTE: This test does not check the proper adjustment of the device that must be inspected daily or after every 10 hours of service (see: 3 - MAINTENANCE: A - DAILY OR EVERY 10 HOURS SERVICE).

F - FAULT INDICATOR LAMP

A permanently lit fault indicator lamp F, together with a combination of illuminated leds, indicates a major fault liable to affect the safety of the lift truck. Refer to your agent or dealer.



- The fault indicator lamp  plus leds A1 and A7 lighting alternately with A4 and A8 indicates a defective link in the operation of the longitudinal stability limiter and warning device.

- The fault indicator lamp  plus continuously lit leds A7 and A8 indicate a faulty box.

G - STRAIN GAUGE

Disassembly or calibration of the strain gauge is prohibited, this must only be done by specially trained personnel, consult your dealer.

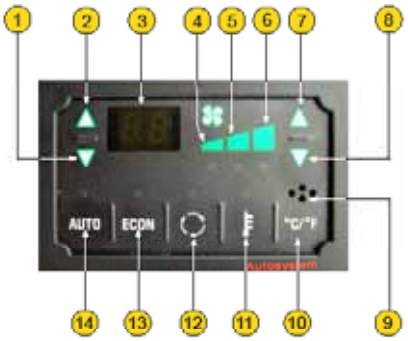
20 - AIR CONDITIONING CONTROLS (OPTION AIR CONDITIONING)

The air conditioning only comes on when the forklift truck has been started up. When using your air conditioning, you must work with the doors and windows closed.

In winter: So as to ensure correct operation and complete efficiency of the air conditioning unit, start up the compressor once a week, if only for a short spell, so as to lubricate the internal seals.

In cold weather: Warm the I.C. engine before switching on the compressor, so as to allow the coolant that has collected in the liquid state at the lowest point of the compressor circuit to turn into gas under the effect of the heat given off by the I.C. engine, as the compressor is liable to be damaged by coolant in the liquid state.

If your air conditioning does not seem to be working properly, have it examined by your dealer (see: 3 - MAINTENANCE: F - EVERY 2000 HOURS OF SERVICE). Never try to repair any possible problems by yourself.



LEGEND OF FUNCTIONS

1 – Internal temperature reduction
2 – Internal temperature increase
3 – Preset temperature indicator
4 – Fan 1st speed indicator
5 – Fan 2nd speed indicator
6 – Fan 3rd speed indicator
7 – Fan speed increase command
8 – Fan speed reduction command
9 – Internal air temperature sensor
10 - °C / °F conversion and vice versa
11 – External temperature reading command
12 – Recirculation command
13 - Compressor exclusion
14 – Restore automatic function

ERROR CODES

In case of a fault that affects the automatic regulation, the control unit displays an error code consisting of the letter E followed by a number which identifies the type of fault according to the following Table:

E 1 external air temperature sensor (E.T.) interrupted.
E 2 external air temperature sensor (E.T.) short circuit.
E 3 cab air temperature sensor (I.T.) interrupted.
E 4 cab air temperature sensor (I.T.) short circuit.
E 5 mixed air temperature sensor (M.T.) interrupted.
E 6 mixed air temperature sensor (M.T.) short circuit.

Since automatic regulation is not possible, the keys for increasing and decreasing the internal temperature are used to change the position of the mixer, while the fan speed is fixed at the 2nd speed.
When the error is solved, the control unit resumes normal operation only after resetting the + key.

3 - BOOM SUSPENSION

The boom is suspended to reduce shaking of the lift truck on rough ground (e.g. moving straw in a field).

OPERATION

- Set the forks or attachment on the ground and relieve the front wheels a few centimetres only.
- Press switch 1 set to position A, the visual indicator comes on indicating that boom suspension is activated.
- Press switch 1 set to position B, the visual indicator goes out indicating that boom suspension is deactivated.

Boom suspension is active to a lifting height of 3m00 from the axis of articulation of the carriage with respect to the ground with the boom retracted. When you move beyond this height or make another hydraulic movement (tilting, telescoping, attachment), boom suspension is momentarily deactivated and the visual indicator of switch 1 goes out.

- When the I.C. engine is off, boom suspension is automatically deactivated.

4 - ATTACHMENT EASY HYDRAULIC CONNECTION

For easily connecting and disconnecting the attachment.

OPERATION

- Press for two seconds on push-button 1 to release the attachment circuit hydraulic pressure.
- Connect or disconnect the rapid connectors of the hydraulic attachment (see: 4 - OPTIONAL ATTACHMENTS FOR USE WITH THE RANGE: PICKING UP THE ATTACHMENTS).

5 - EXTERIOR DRAIN BACK

Enables connection of a hydraulic attachment for which drain-back is required.

SERVICING SCHEDULE

(1): MANDATORY 500 HOUR OR 6 MONTH SERVICE

This service must be carried out after approximately the first 500 hours of operation or within the 6 months following the start-up of the machine (whichever occurs first).

A = ADJUST, C = CHECK, G = GREASE, N = CLEAN, P = BLEED, R = REPLACE, V = DRAIN

	PAGE	(1)	DAILY OR EVERY 10 HOURS SERVICE	EVERY 50 HOURS SERVICE	EVERY 250 HOURS SERVICE	EVERY 500 HOURS SERVICE OR 6 MONTHS	EVERY 1000 HOURS SERVICE OR 1 YEAR	EVERY 2000 HOURS SERVICE OR 2 YEARS	EVERY 4000 HOURS SERVICE	OCCASIONALLY
I.C. ENGINE										
I.C. engine oil level	3-12	C	C	<<<	<<<	<<<	<<<	<<<	<<<	
Cooling liquid level	3-12	C	C	<<<	<<<	<<<	<<<	<<<	<<<	
Fuel level	3-13	C	C	<<<	<<<	<<<	<<<	<<<	<<<	
Fuel pre-filter	3-13	C	C	<<<	<<<	<<<	<<<	<<<	<<<	
Cyclonic pre-filter	3-13	N	N	<<<	<<<	<<<	<<<	<<<	<<<	
Dry air filter cartridge	3-18/31	R		C/N	<<<	R	<<<	<<<	<<<	
Radiator cores	3-18	N		N	<<<	<<<	<<<	<<<	<<<	
Condenser core (OPTION Air conditioning)	3-19	C/N		C/N	<<<	<<<	<<<	<<<	<<<	
Alternator/crankshaft belt tension	3-26	C/A			C/A	<<<	<<<	<<<	<<<	
Compressor belt tension (OPTION Air conditioning)	3-27	C/A			C/A	<<<	<<<	<<<	<<<	
I.C. engine oil	3-30	V				V	<<<	<<<	<<<	
I.C. engine oil filter	3-31	R				R	<<<	<<<	<<<	
Engine base vent filter	3-30	C				R	<<<	<<<	<<<	
Fuel pre-filter	3-32	R				R	<<<	<<<	<<<	
Fuel filter	3-33	R				R	<<<	<<<	<<<	
Fuel tank	3-36						N	<<<	<<<	
Safety dry air filter cartridge	3-36						R	<<<	<<<	
I.C. engine silent blocks							C**	<<<	<<<	
I.C. engine rates							C**	<<<	<<<	
Valves clearances		C**					C**	<<<	<<<	
Cooling liquid	3-39							V	<<<	
Radiator								C**	<<<	
Water pump and the thermostat								C**	<<<	
Alternator and the starter motor								C**	<<<	
Turbocompressor								C**	<<<	
Fuel system	3-40									P
TRANSMISSION										
Gear box oil level	3-28	C	C	<<<	<<<	<<<	<<<	<<<	<<<	
Gear box oil filter	3-19	R				R	<<<	<<<	<<<	
Gear box oil	3-34	V					V	<<<	<<<	
Silentblocks in the gear box	3-38						C**	<<<	<<<	
TYRES										
Tyres pressure	3-14	C	C	<<<	<<<	<<<	<<<	<<<	<<<	
Wheel nuts torque	3-20	C	C	<<<	<<<	<<<	<<<	<<<	<<<	
Condition of wheels and tyres							C**	<<<	<<<	
Wheel	3-38									R
BOOM										
Boom pads	3-7		G*	<<<	<<<	<<<	<<<	<<<	<<<	
Boom	3-19	G		G	<<<	<<<	<<<	<<<	<<<	
Boom pads wear							C**	<<<	<<<	
Condition of boom unit								C**	<<<	
Bearings and articulation rings								C**	<<<	
HYDRAULIC										
Hydraulic oil level	3-24	C		C	<<<	<<<	<<<	<<<	<<<	
Hydraulic return oil filter cartridge	3-33	R				R	<<<	<<<	<<<	
Hydraulic oil	3-37						V	<<<	<<<	
Suction strainer for hydraulic oil tank	3-37						N	<<<	<<<	
Filter cap for hydraulic oil tank	3-34						R	<<<	<<<	
Speeds of hydraulic movements							C**	<<<	<<<	
Condition of hoses and flexible pipes							C**	<<<	<<<	
Condition of cylinders (leakage, shafts)							C**	<<<	<<<	
Hydraulic circuit pressures								C**	<<<	
Hydraulic circuit outputs								C**	<<<	
Hydraulic oil tank								N**	<<<	

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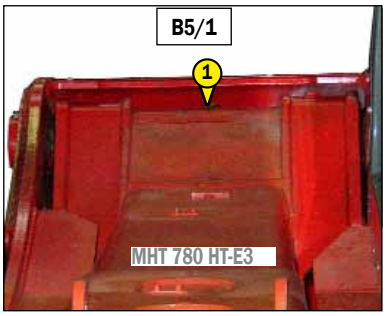
To be carried out weekly, if the lift truck has been operated for less than 50 hours during the week.

In the event of prolonged use in an extremely dusty or oxidising atmosphere, reduce this interval to 10 working hours or every day.

- Clean and lubricate the following points with grease (see: 3 - MAINTENANCE: LUBRICANTS AND FUEL) and remove the surplus of grease.

1 - Lubricators of the boom axle (2 lubricators) (fig. B5/1).
2 - Lubricators of the carriage axle (2 lubricators) (fig. B5/2).
3 - Lubricator of the tilt cylinder foot axle (1 lubricator) (fig. B5/3).
4 - Lubricator of the tilt cylinder head axle (1 lubricator) (fig. B5/4).
5 - Lubricator of the lifting cylinder foot axle (1 lubricator) (fig. B5/5).
6 - Lubricator of the lifting cylinder head axle (1 lubricator) (fig. B5/6).
7 - Lubricator of the compensation cylinder foot axle (1 lubricator) (fig. B5/67).
8 - Lubricator of the compensation cylinder head axle (1 lubricator) (fig. B5/8).

B5/1



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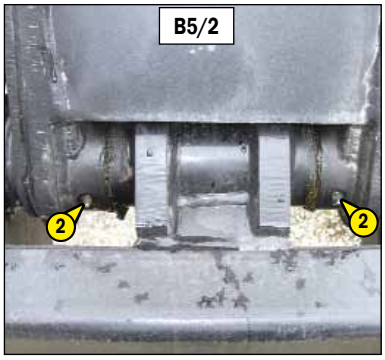

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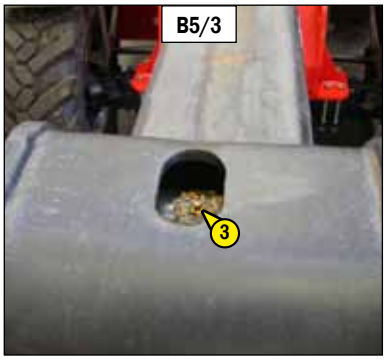

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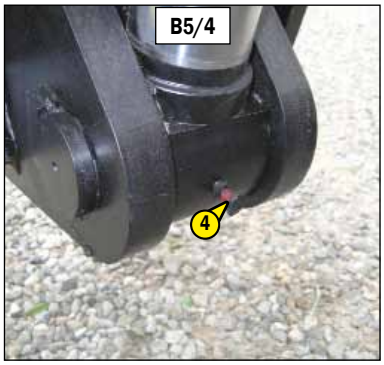

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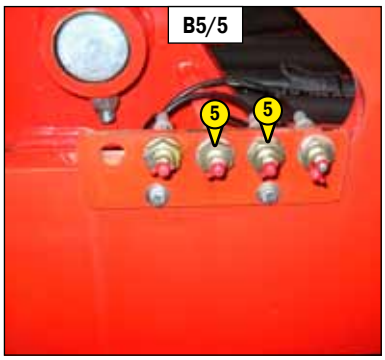

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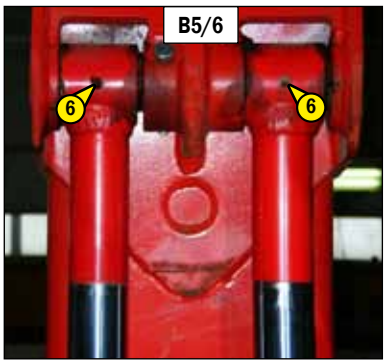

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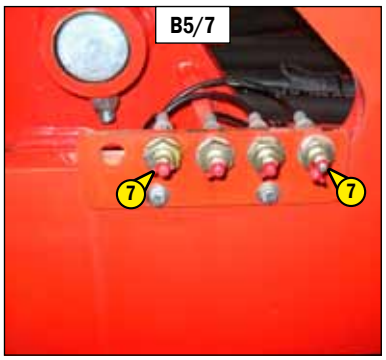

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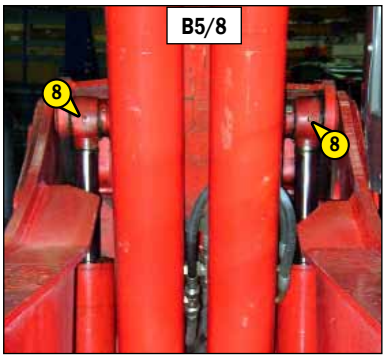
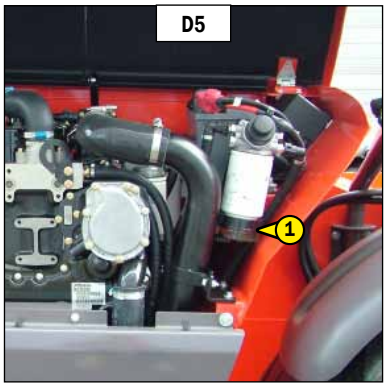
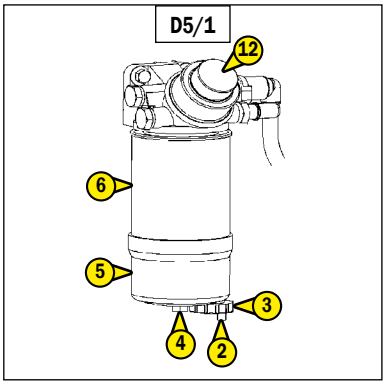


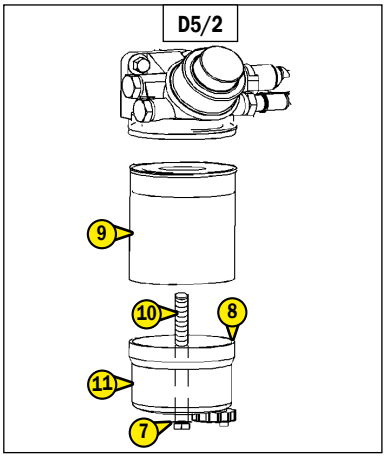
D5 - FUEL PRE-FILTER

CHANGE



- Place a suitable container under the fuel filter with water separator 1 (Fig. D5) to collect the liquid that flows out.
- Clean the outer surfaces of the filter thoroughly.
- Install a suitable tube on outlet 2 (Fig. D5/1).
- Open drainage outlet 3 (Fig. D5/1) and let the liquid drain out completely into the container.
- Close the drainage opening 3 (Fig. D5/1) tightening it only manually and remove tube 2 (Fig. D5/1).
- Slacken screw 4 (Fig. D5/1) holding the glass cup 5 steady (Fig.D6/1).
- Remove the glass cup 5 (Fig. D5/1) from cartridge 6 (Fig. D5/1).
- Use a suitable tool to remove cartridge 6 (Fig. D5/1).
- Dispose off the used cartridge 6 (Fig. D5/1) and the old gaskets 7-8 (Fig. D5/2) according to the regulations in force in the country of use.
- Clean the glass cup 5 (Fig. D5/1) using a clean cloth that does not leave residues.
- Make sure dirt cannot enter the new fuel filter (see Table “FILTER ELEMENTS AND BELTS”). Do not lubricate the sealing ring on the new fuel filter.
- Insert the new filter 9 (Fig. D5/2).
  Do not use a tool to insert the filter.
  Tighten the filter manually.
- Insert the new sealing ring 7 (Fig. D5/2) on fixing screw 10 (Fig.D5/2).
- Insert the new sealing ring 8 (Fig. D5/2) on glass cup 11 (Fig.D5/2).
- Align the glass cup 11 (Fig. D5/2) with filter 9 (Fig. D5/2).
- Insert fixing screw 10 (Fig. D5/2).
- Remove the container and dispose off the liquid in accordance with the regulations applicable in the country of use.





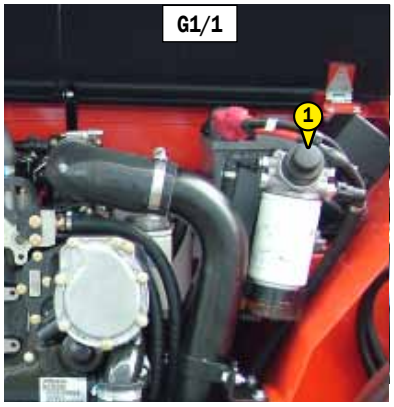
Manual priming pump (on fuel filter with water separator)

To bleed air from the supply system, proceed as follows:
- Make sure the supply system is in good working condition.
- Activate priming pump 12 (Fig. D5/1) until it is blocked.
- The supply system must now be primed and the engine must be able to start up.
- Activate the starter motor.

Once the engine starts up, let it run at minimum speed without load for at least five minutes immediately after having bled the air from the supply system.
Note: This will ensure that no air is present in the supply system.

G1 - FUEL SYSTEM

BLEED



These operations are to be carried out only in the following cases:

- A component of the fuel system replaced.
- A drained tank.
- Running out of fuel.

Any contact with highly pressurized fuel risks presents a risk of percutaneous penetration or burns. Spraying fuel under high pressure can cause a fire. Failure to follow the inspection and maintenance instructions may result in serious injury.

Never work on the high pressure system. Failure to follow this instruction may result in serious damage to the engine. The high pressure furl system must be adjusted and repaired only by approved and suitably trained technicians.

Ensure that the level of fuel in the tank is sufficient and bleed in the following order:
- Open the I.C. engine bonnet.
- Check the condition of the fuel system
- Operate the hand pump 1 (fig. G1) 50 times to remove air from the low pressure system.

- So the I.C. engine is ready to be started up.
- Turn the I.C. engine over slowly for 5 minutes immediately after bleeding the fuel feed circuit, in order to ensure that the injection pump has been bled thoroughly.

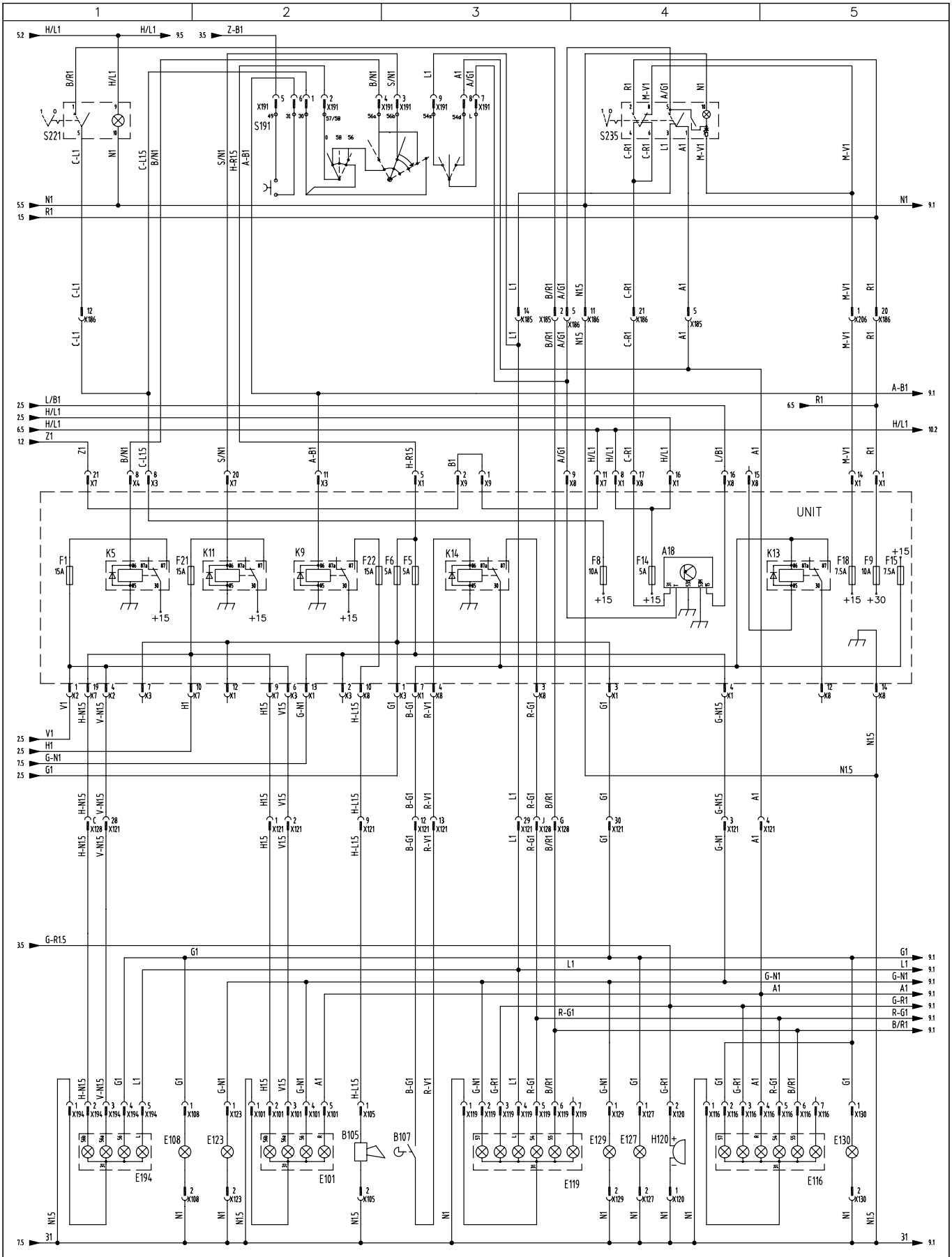
NOTE: If the I.C. engine functions correctly for a short time then stops or functions irregularly, check for possible leaks in the low pressure circuit. If in doubt, contact your dealer.

LIGHTING

A fused bulb must be replaced immediately.
Never handle a new bulb with bare or dirty hands, since traces of grease, oil or sweat will evaporate when the bulb is heated and thus stain the reflector.
Never touch or try to polish the reflector. Open the headlight only to change the bulb.

BATTERY

The battery efficiency is proportional to the reduction in temperature and finally ceases at -40°C.
Never try to use the starter motor if the battery is exposed to a temperature around -29°C.
In such cases, heat the battery by immersing it in warm water, to a level of 5 cm below the covers.
In case of very low temperatures, remove the battery from the truck and store it in a warm place until it is used.


1
2
3
4
5
UNIT
S221
S191
S235
K5
K11
K9
K14
K13
A18
F1
F21
F22
F6
F5
F8
F14
F18
F9
F15
+15
+30
E194
E108
E123
E101
B105
B107
E119
E129
E127
H120
E116
E130
MANITOU

LEGEND - STEERING AND BRAKES HYDRAULIC SYSTEM LAYOUT

C.F.S.	=	Parking brake cylinder
C.S.	=	Steering cylinder
D	=	Distributor
D.3.	=	Steering distributor
EFS	=	Parking brake solenoid valve
F.A.	=	Intake filter
FDAR	=	Rear axle brake disks
FDAV	=	Front axle brake disks
F.R.	=	Exhaust filter
P.	=	Gear pump
P.D.	=	Hydraulic powered steering
P.F.	=	Brake pump
PI	=	Connection to hydrostatic pump
PI (G)	=	G connection of hydrostatic pump
R.	=	Oil tank
S.	=	Brake oil tank
VCLR	=	Slow-fast control cylinder
VSLR	=	Slow-fast selector valve

INTRODUCTION

- Your lift truck must be used with interchangeable equipment. These items are called: ATTACHMENTS.

- A wide range of attachments, specially designed and perfectly suitable for your lift truck is available and guaranteed by MANITOU.

- The attachments are delivered with a load chart concerning your lift truck. The operator's manual and the load chart should be kept in the places provided in the lift truck. For standard attachments, their use is governed by the instructions contained on this notice.

- Some particular uses require the adaptation of the attachment which is not provided in the price-listed options. Optional solutions exist, consult your dealer.

All attachments with a suspended load (winch, crane jib, crane jib with winch, hook, etc.) MUST be used with a lift truck equipped with a hydraulic movement cut-out device. In this case, the movement cut-out must be switched on and the transverse attitude perfectly horizontal.

Only attachments approved by MANITOU are to be used on our lift trucks (see: 4 - ADAPTABLE ATTACHMENTS IN OPTION ON THE RANGE: TECHNICAL SPECIFICATIONS OF ATTACHMENTS). The manufacturer's liability will be denied in case of modification or of attachment adaptation carried out without his knowing it.

Depending on their size, certain attachments may, when the boom is lowered and retracted, come into contact with the front tyres and cause damage to them, if reverse tilt is activated in the forward tilt direction. TO REMOVE THIS RISK, EXTEND THE TELESCOPE TO A SUFFICIENT EXTENT FOR THE PARTICULAR LIFT TRUCK AND ATTACHMENT SO THAT THIS CONTACT IS NOT POSSIBLE.

Maximum loads are defined by the capacity of a lift truck taking account of the attachment's mass and centre of gravity. In the event of the attachment having less capacity than the lift truck, never exceed this limit.