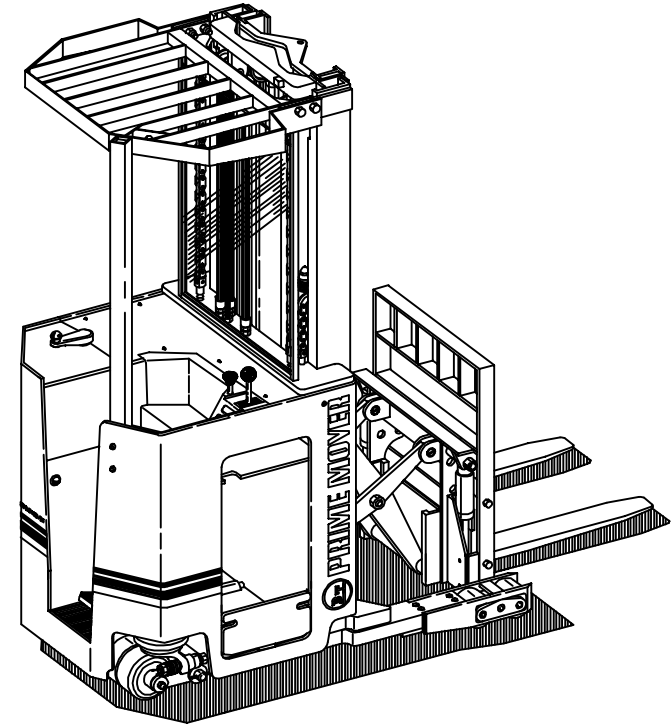




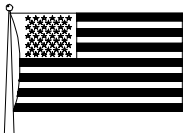
THE PRIME-MOVER CO.
3000 NORTH US HIGHWAY 61
MUSCATINE, IOWA 52761-5810

OPERATOR'S MANUAL

Manual Number 8801
Manual Part Number 301034-000
RR-30C REACH TRUCK



- ⚠ WARNING** Keep this **OPERATOR'S MANUAL** with unit at all times in the place provided.
- ⚠ WARNING** **DO NOT** operate this equipment unless all factory installed guards and shields are properly secured in place.



PROUDLY _____
Made in **AMERICA**

COVER REVISED JUNE 1992
ISSUED JANUARY 1988



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OPERATION

- 1 Connect the battery, if not connected.
- 2 Remove blocks from drive wheel and carefully enter operator's compartment.

Remember that pressing down on the brake pedal will release the brake, and this should be avoided until ready to move unit.
- 3 Turn the key to the "ON" position.
- 4 Smoothly and gently pull back on TILT auxiliary control lever to raise fork tips from floor.
- 5 Gently pull up on direction control handle to raise forks 3-4 inches above the floor.
- 6 Look in all directions to make sure that your path to travel is clear.
- 7 Put your left foot on the brake pedal and press down. This will release the brake and make power available to the drive motor.
- 8 Put a firm grip on the directional control handle with your right hand and slowly twist it in the direction you want to travel.
- 9 This unit is equipped with a plugging feature which means that you need not brake to a complete stop to change directions. Use the direction/speed control handle to change direction.
- 10 Always be alert for pedestrians, other vehicles or obstacles in your path of travel.
- 11 Remember to enter load slowly and squarely.

Load should be centered and forks should be near outside edges.

SAFETY

- E Apply brake and park in a clear, authorized area before leaving truck.
- F DO NOT jump off truck.

WHEN A POWERED INDUSTRIAL TRUCK IS TO BE LEFT UNATTENDED

- A Stop truck.
- B Lower load-engaging means to the floor.
- C Place directional controls in neutral.
- D Apply the brake.
- E Turn key switch to OFF and disconnect battery connectors.
- F Block wheels if truck is on a slight incline.

- 10 Maintain a safe distance from the edge of docks and platforms when operating powered industrial trucks. DO NOT use powered industrial trucks while on any elevated dock or platform to move freight cars.
- 11 ELEVATING PERSONNEL: This truck was not designed for elevating personnel. Refer to ANSI B56.1 1983 for elevating personnel requirements.
- 12 Care shall be taken that overhead installation such as lights, pipes, sprinkler systems, etc. are not contacted.
- 13 A load bracket extension shall be used when necessary to guard against the load, or part of it, falling toward the operator.

WHEN A POWERED INDUSTRIAL TRUCK IS TRAVELING:

- 1 Observe all traffic regulations including authorized plant speed limits. Under normal traffic conditions keep to the right. Maintain a safe distance based on speed of travel from the truck ahead, and keep the truck under control at all times.

CONTROLS AND SAFETY EQUIPMENT

DIRECTION CONTROL HANDLE

The **DIRECTION CONTROL HANDLE** is controlled by pushing or rotating the handle up or down, and backwards or forwards. The direction control handle is used for horn, direction control (speed) and lift/lower controls. The direction control handle is physically located on the top of the dash right next to the key switch.

HORN

The **HORN** button is red in color and is located on the very most end of the directional control handle for fast operation with the thumb.

DIRECTIONAL CONTROL

The direction is controlled by rotating the **DIRECTION CONTROL HANDLE**. Rotating the handle forward produces forward motion and rotating the handle backwards produces rearward motion. The speed of the unit is controlled by the degree of rotation of the handle shaft. The use of SCR controls permits efficient operation at a wide variety of speeds. The SCR system is bypassed by approximately 85% speed. This allows full speed operation.

Full direction reversal is permitted as the system does have plugging capabilities.

LIFT/LOWER CONTROL

The lift is controlled by pulling up on the direction control handle. The speed of lifting can be controlled by the degree of movement up of the direction control handle.

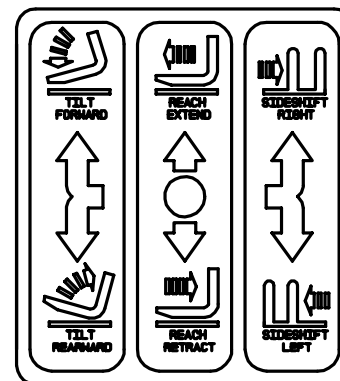
The lower is controlled by pushing down on the direction control handle. The speed of lowering can be controlled by the degree of movement down of the direction control handle.

DATA PLATE AND DECALS

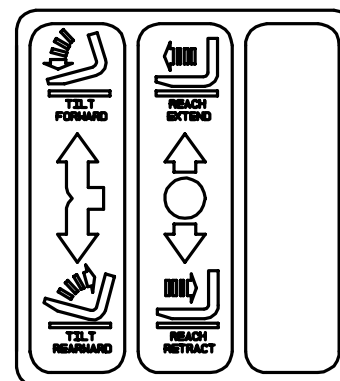
AUXILIARY CONTROL DECAL

The **AUXILIARY CONTROL** decal is located on operator's control panel next to auxiliary control lever.

If unit HAS sideshift, decal will appear like this:



If unit has NO sideshift, decal will appear like this:



This decal shows the operator the direction and function of auxiliary control lever. Carefully read the decal and make sure you understand the auxiliary control lever tilt, reach and sideshift instructions.

PRELIMINARY SERVICE

Examine your PRIME-MOVER unit carefully to determine whether or not it has been damaged in shipment. Any damage should be immediately reported to the transportation company.

⚠ WARNING If any damage could affect the safety of operation of the unit, it should not be operated until the damage has been repaired and any damaged parts replaced.

The new unit should be checked out by a QUALIFIED MECHANIC. An arrival and pre-delivery checklist is sent with each unit. The sheet is to be filled out and returned to PRIME-MOVER Co. to validate warranty and to assure that the user has received a quality PRIME-MOVER product ready to do its job.

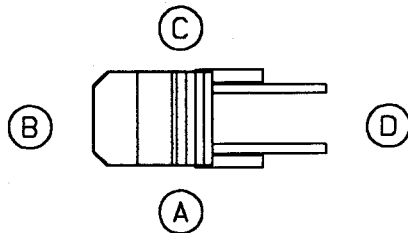
This OPERATORS MANUAL must be kept with this unit. If a replacement manual is needed, please contact your PRIME-MOVER dealer or PRIME-MOVER Co. factory and a no charge replacement will be sent.

A parts manual has been provided with the machine. Additional copies are available at a small charge. A repair manual is also available for a charge.

Check the transmission oil level and hydraulic oil level before operation. Check to determine that the battery is adequately charged, properly installed and connected.

RIGHT, LEFT, FRONT, AND REAR SIDES

Right and left hand, when used in this manual, indicate the right and left sides of unit as seen from operator's position.



- A. Right Side
- B. Rear
- C. Left Side
- D. Front

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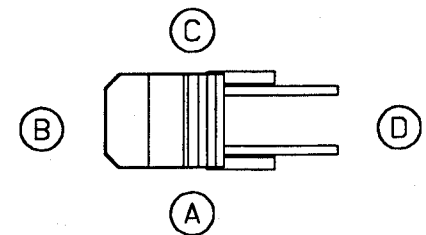
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- A. Right Side
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WARNING

Truck will TIP OVER if not properly operated. Lower forks or attachments and slow down BEFORE turning.

DO NOT operate on slopes.

PROTECT against falling objects. Overhead guard MUST BE in place.

DO NOT load truck over capacity on nameplate. Move long, high or wide loads carefully. DO NOT MOVE unstable loads.

BEFORE getting off truck, lower forks or attachments all the way and turn OFF the key. Brake applies automatically.

DO NOT clean electrical components with solvent or steam.

NEVER bypass limit switches to gain speed. This can result in severe INJURY OR DEATH from unstable truck operation.

ALWAYS travel with load resting on forks, NOT the outrigger legs.

DO NOT travel with reach extended.

INJURY OR DEATH TO YOU OR OTHER PERSONNEL WILL OCCUR
If you DO NOT follow these instructions and messages.

These warnings are NOT meant to be a complete list, and only the operator's intelligence, good sense, and care of unit will assure that most hazards will be avoided.

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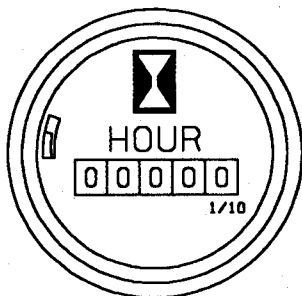
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CONTROLS AND EQUIPMENT

HOURLMETER

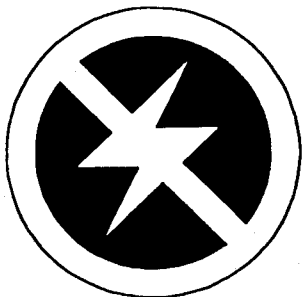
The HOURLMETER is provided to indicate the hours spent in operation of this unit. The hourmeter is physically located on the dash panel below and to the right of the key switch right next to the battery discharge indicator.



EMERGENCY DISCONNECT LEVER

The EMERGENCY DISCONNECT LEVER will CUT OFF all electrical power, (except for lowering of forks, which is not electrically operated) to the unit when pushed. The emergency disconnect lever is physically located on top of dash right next to the auxiliary hydraulic control lever.

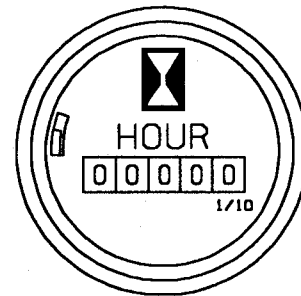
To operate the unit after pressing the emergency disconnect lever, it is necessary to push the battery connectors back together.



CONTROLS AND EQUIPMENT

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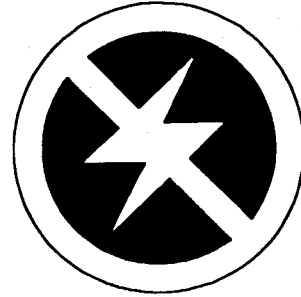
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To operate the unit after pressing the emergency disconnect lever, it is necessary to push the battery connectors back together.



BEFORE OPERATION

- 21 Turn steering crank until steering is in the desired direction of travel.
- 22 FORWARD: Put a firm grip on the directional control handle with your right hand. Twist it forward (away from 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. Return the handle to "NEUTRAL" position and remove your foot from the brake pedal to stop.

Brake action should be smooth and stop unit in a normal distance. Note any unusual brake operation.

- 23 REARWARD: Put a firm grip on the directional control handle with your right hand. Twist it backwards (towards 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. Return the handle to "NEUTRAL" position and remove your foot from the brake pedal to stop.

Brake action should be smooth and stop unit in a normal distance. Note any unusual brake operation.

- 24 Lift foot from brake pedal to apply brake and stop travel.

Brake action should be smooth and stop unit in a normal distance. Note any unusual brake operation.

- 25 To RAISE FORKS make sure there is enough overhead clearance. Put a firm grip on the directional control handle with your right hand. Raise (up) it slowly. The forks must lift slowly. Raise the handle more to increase lifting speed. Forks should lift smoothly to maximum speed. To stop upward movement, slowly lower the handle, and forks will hold position.

Both lifting and lowering should be a smooth movement. Make sure unit can travel while lifting and lowering load.

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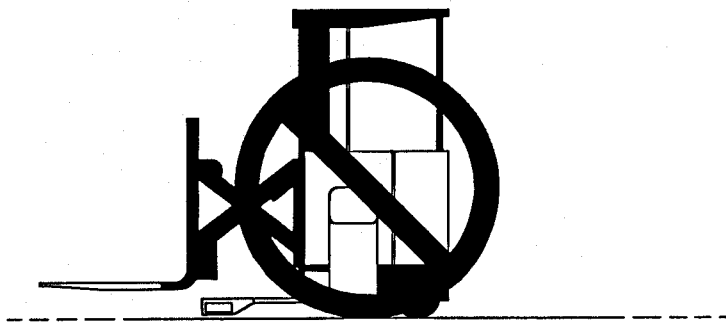
OPERATION

- 16 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.
- 17 Be constantly alert for unusual or erratic operation.

Report any malfunction immediately so that adjustments or repairs may be made by thoroughly trained and qualified personnel.
- 18 Push the emergency disconnect handle if you have an emergency while the unit is in operation.

This will disconnect all electrical power and stop unit operation except for lower control circuit.
- 19 To operate the unit after pressing the emergency disconnect, it is necessary to push the battery connectors back together.
- 20 Remember, DO NOT travel with reach extended.



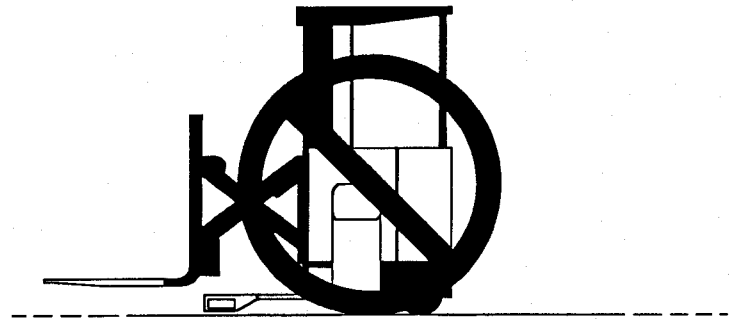
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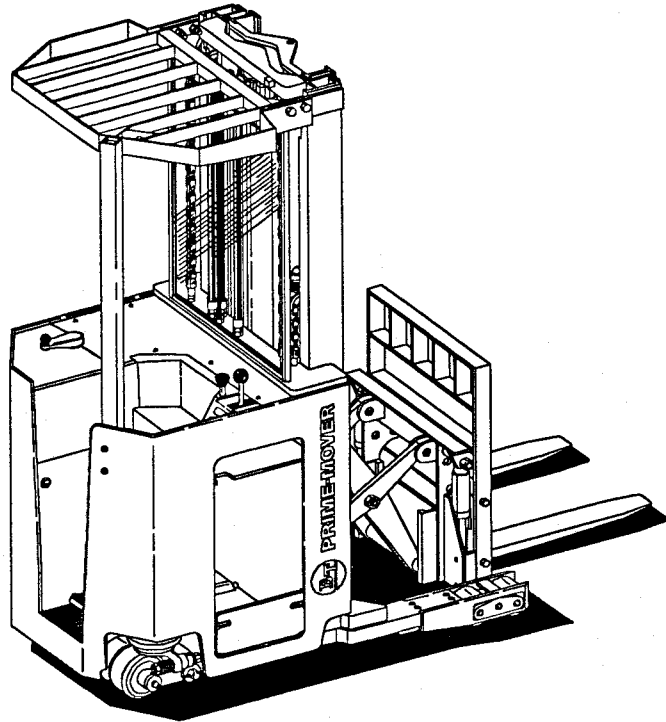
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OPERATOR'S MANUAL

Manual Part Number 301034-002
RR-30C ELECTRIC REACH TRUCK

RR-30C



The operator must read and understand this manual before operating this truck.

▲ WARNING Keep this **OPERATOR'S MANUAL** with unit at all times in the place provided.

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

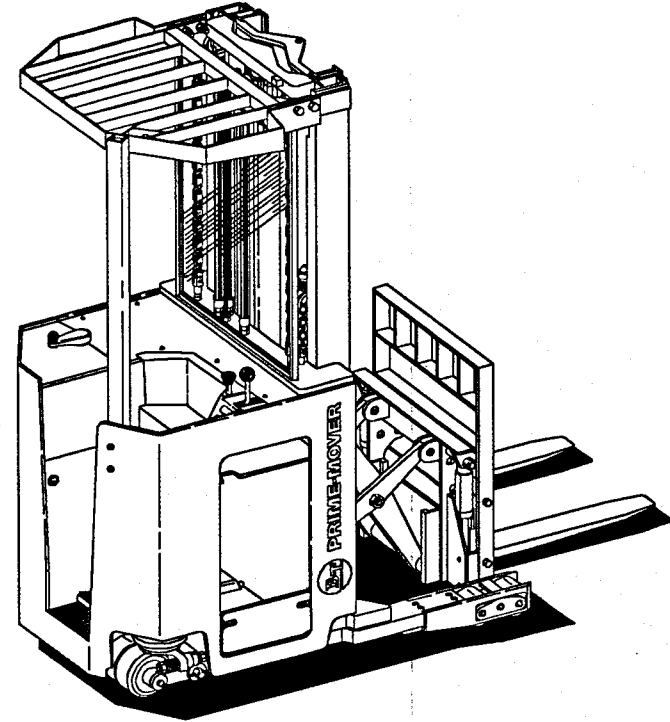
ISSUED JULY 1994



OPERATOR'S MANUAL

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ISSUED JULY 1994



OPERATING PRACTICES



- Always lower or secure all equipment before leaving unit.
- Apply brake and park in a clear, authorized area before leaving truck.

WHEN A POWERED INDUSTRIAL TRUCK IS TO BE LEFT UNATTENDED

- Stop truck.
- Lower load-engaging means to the floor.
- Place directional controls in neutral.
- Apply the brake.
- Turn key switch to **OFF** and disconnect battery connectors.
- Block wheels if truck is on a slight incline.

Maintain a safe distance from the edge of docks and platforms when operating powered industrial trucks. **DO NOT** use powered industrial trucks while on any elevated dock or platform to move freight cars.

ELEVATING PERSONNEL: This truck was not designed for elevating personnel. Refer to ANSI B56.1 1993 for elevating personnel requirements.

Care shall be taken that overhead installations such as lights, pipes, sprinkler systems, etc. are not contacted.

A load backrest extension shall be used when necessary to guard against the load, or part of it, falling toward the operator.

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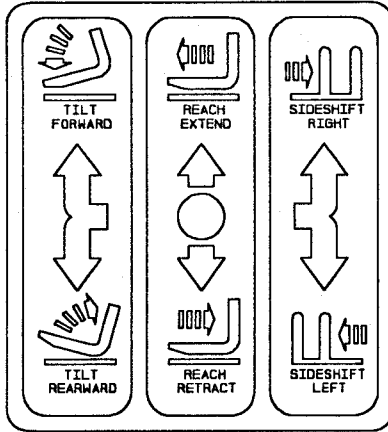
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DATA PLATE AND DECALS

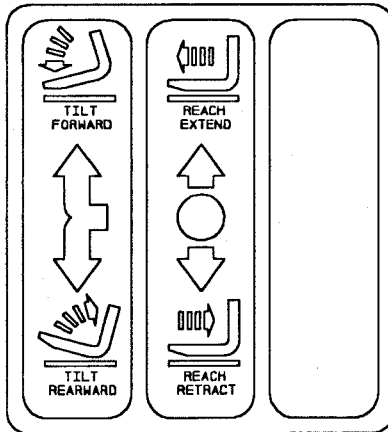
AUXILIARY CONTROL DECAL

The AUXILIARY CONTROL decal is located on operator's control panel next to auxiliary control lever

If unit HAS sidseshift, decal will appear like this:



If unit has NO sidseshift, decal will appear like this:



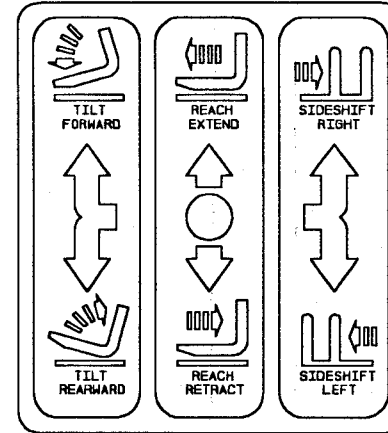
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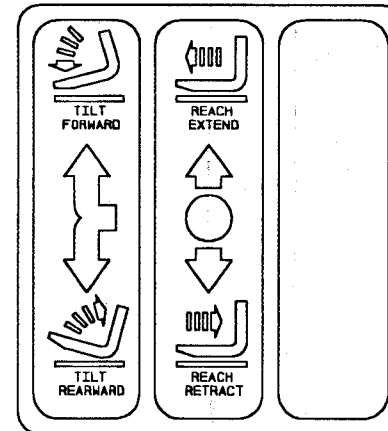
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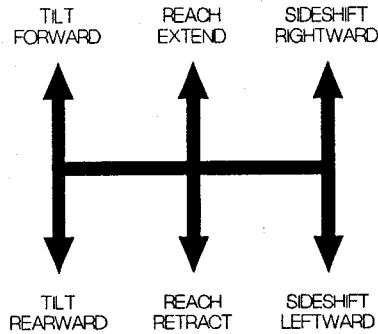


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CONTROLS AND EQUIPMENT

AUXILIARY HYDRAULIC CONTROL LEVER

The auxiliary hydraulic control lever is controlled by pushing the lever forward or backwards, and to the right or left. The auxiliary hydraulic control lever is used for reach control, tilt control, and sideshifter. The auxiliary control lever is physically located on top of the dash right next to the emergency disconnect lever.



REACH CONTROL

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

TILT CONTROL

The tilt is controlled by moving the auxiliary hydraulic control lever to the left and pushing the auxiliary hydraulic control lever forward to lower the fork tips. Pulling the auxiliary hydraulic control lever forward to lower the fork tips. Pulling the auxiliary hydraulic control lever to the left and backwards will raise the fork tips. The speed of tilt can be controlled by the degree of movement of the auxiliary hydraulic control lever.

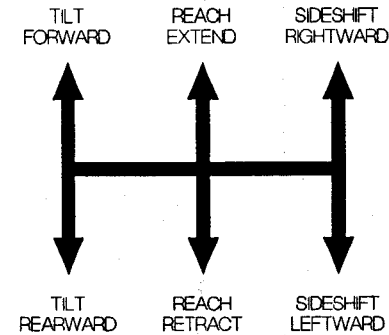
SIDESHIFTER

The sideshifter is controlled by moving the auxiliary hydraulic control lever to the right and pushing the auxiliary control lever forward to move the forks to the right. Pulling the auxiliary hydraulic control lever to the right and backwards will move the forks to the left. The speed of sideshifter can be controlled by the degree of movement of auxiliary hydraulic control lever.

CONTROLS AND EQUIPMENT

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BEFORE OPERATION INSPECTION

distance is forward of outriggers when fully extended. Make sure the reach mechanism is clear of foreign materials before retracting the forks.

MULTI-LEVER CONTROL HANDLE

Release the auxiliary control lever. It should return to the neutral position.

MULTI-FUNCTION CONTROL HANDLE

Release the control handle. It must return to the **OFF** Position. If handle does not return report the failure and have it repaired before the unit is put into operation.

SELECTOR SWITCH: Selector switch when pressed must illuminate one of the two functions (tilt or sideshift). If switch does not work or if light does not illuminate report the failure and have it repair before the unit is put into operation.

TILT DOWN:

MULTI-LEVER CONTROL HANDLE

Push auxiliary control lever to left and forward. This will tilt the carriage forward and lower the fork tips.

MULTI-FUNCTION CONTROL HANDLE

After selecting tilt mode (tilt indicator illuminated). Push down on lower right push button to tilt the carriage forward and lower the fork tips. Switch must return to the up or "**OFF**" position when released. The switch must work when pressed. If switch does not work or does not return to the **OFF** Position, report the failure and have it repaired before the unit is put into operation.

TILT UP:

MULTI-LEVER CONTROL HANDLE

Push auxiliary control lever to left and rearward. This will tilt the carriage backwards and raise the fork tips.

MULTI-FUNCTION CONTROL HANDLE

After selecting tilt mode (tilt indicator illuminated). Push down on lower push button to tilt the carriage backwards and raise the fork tips. Switch must return to the up or

BEFORE OPERATION INSPECTION

distance is forward of outriggers when fully extended. Make sure the reach mechanism is clear of foreign materials before retracting the forks.

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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 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.

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.

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BATTERY RETAINMENT/CARE

restrain the battery from moving not more than 12.7 MM or .50 inches in any horizontal direction.

Make sure that battery side access doors are latched before operating unit.



ADDING WATER

On a routine basis after every 50 hours of operation, remove the Battery Vent Caps and inspect the Electrolyte level. The water in the Electrolyte Solution evaporates at high temperatures or with excessive charging rates. The level should be to the bottom of the Filler Neck; if NOT, replenish to the proper level with distilled water.

NOTE: DO NOT allow the Electrolyte Solution specific gravity to drop below 1.280 77°F (25°C)

CLEARING TERMINALS & CABLE CONNECTIONS

The top of the Battery MUST be kept clean. Tighten the Vent Caps and clean the Battery with a brush dipped in an alkaline solution (ammonia or baking soda and water). After the foaming has stopped, flush top of Battery with clear water. If Terminals and Cable clamps are corroded, disconnect the Cables and clean them with the same alkaline solution.

FOREWORD

Federal and State laws require that operators be completely trained in the safe operations of lift trucks.

Before you start operating this lift truck, make sure that you understand all driving procedures. It is important to operate your lift truck safely and efficiently.

This manual will help you learn how to operate your lift truck. This manual describes the controls, special features and the functions of each control.

This manual is not a training manual. It is a guide to help authorized operators safely operate a lift truck. Illustrations in this manual show the operator correct procedures for checking, starting, operating and stopping the lift truck.

This lift truck is built to take hard work but not abuse. This lift truck is built to be dependable, but, as with any lift truck, it is only as efficient as the operator and the persons responsible for maintaining it.

DO NOT make any repairs to this unit unless you have been trained in lift truck repair procedures and authorized by your employer.

OPERATION

FIRST TIME OPERATION


 **WARNING** Be sure that the area being used for test running is clear of spectators and obstructions. Operate unit with empty forks.

Smoothest and most efficient unit operation is achieved while being operated at half speed to full speed. Only attempt full speed after familiarizing yourself with steering and directional controls. After forward, reverse and turning operations, proceed to operate auxiliary control functions.

Leaving your hands on steering and directional control lever, pull up to lift forks and push down to lower. The speed of lifting or lowering can be controlled by degree of movement of control handle. Familiarize yourself with this action. Combine it with direction and speed. Next, remove your hands from both steering and directional controls.

Push auxiliary control lever straight forward. The reach will extend. Release lever and lever will return to neutral position and all movement will stop. Pull auxiliary control lever straight backwards. The reach will retract. Release lever and lever will return to neutral position and all movement will stop.

Skill in operation is only obtained through proper coordination of forward and reverse travel with raising and lowering of forks. To gain proficiency practice all operations until they happen naturally to minimize mistakes or hesitations.

 **WARNING** Operation of full speed should only be attempted after complete familiarity with all operations. ALWAYS exercise caution and good judgment while running this equipment.

SAFETY

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.

- 14 Trucks shall enter elevator or other confined areas with load end forward.
- 15 Avoid running over loose objects on roadway surface.
- 16 While negotiating turns, reduce speed, turning steering in a smooth motion. Except when maneuvering at a very low speed, turn the steering at a moderate even rate.
- 17 Report any defect in unit noted during operation.
- 18 Observe instruments and gauges frequently to determine if they are operating properly.
- 19 DO NOT permit riders on unit.
- 20 Carry your load low so you have maximum stability while still maintaining ground clearance.
- 21 Maintain ground speed consistent with ground conditions.
- 22 Know and understand the traffic flow patterns of your job.
- 23 Understand unit limitations and keep unit under control.
- 24 DO NOT try to do too much too fast.
- 25 DO NOT travel with reach extended.

LOADING

- 1 Handle only stable and properly arranged loads. When handling off-center loads which cannot be centered, operate with extra caution.

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