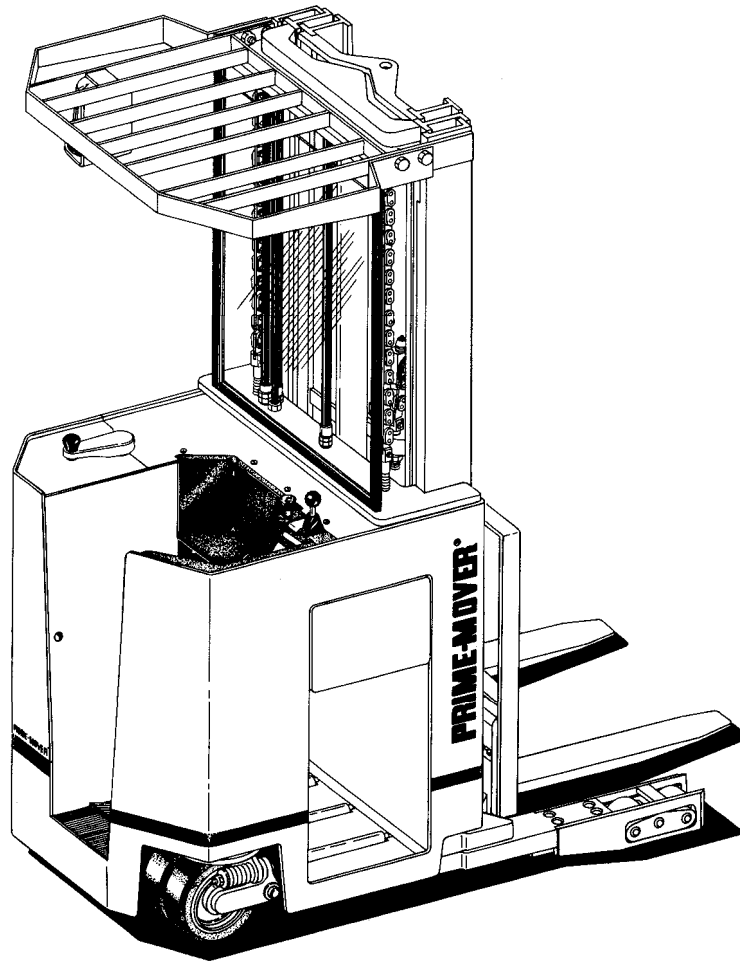


# RS-40B Operators Manual

RS-40B Straddle Truck

RS-40B



**⚠ WARNING** Read and observe all warnings on the unit before operating it. Do not operate this equipment unless all factory installed guards and shield are properly secure in place.

ISSUED AUGUST 1985

**PRIME-MOVER**®

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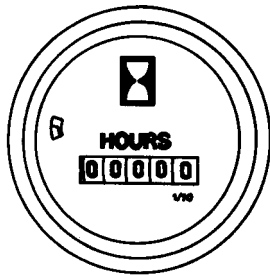
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## Key Switch

A key switch is provided to prevent unauthorized use of the truck. The key switch is physically located on the control panel in the operator compartment and electrically located in the control circuit. The switch must be closed to provide power to the control circuit.

## Hourmeter

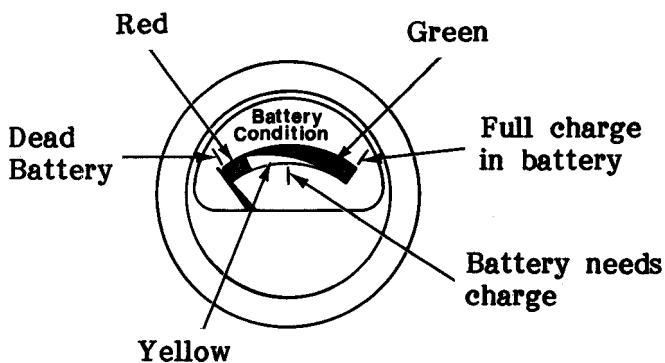
The hourmeter is provided to indicate the hours spent in operation of the truck. The hourmeter is physically located on the dash panel below and to the right of the key switch right next to the battery discharge indicator.



**HOURMETER**

## Battery Discharge Indicator

The battery discharge indicator is used in conjunction with the key switch to indicate the degree the battery has been drained of its charge. The battery discharge indicator is physically located on the dash below and to the right of the key switch right next to the hourmeter.



**Battery Discharge Indicator**

## Emergency Disconnect Lever

The emergency disconnect lever will cut off all power to the truck when pushed. The emergency disconnect lever is physically located on top of the dash right next to the auxiliary hydraulic control lever.

## Direction Control Handle

The direction control handle is physically located on top of dash panel right next to the key switch. When operating the handle you control direction of travel and mast function.

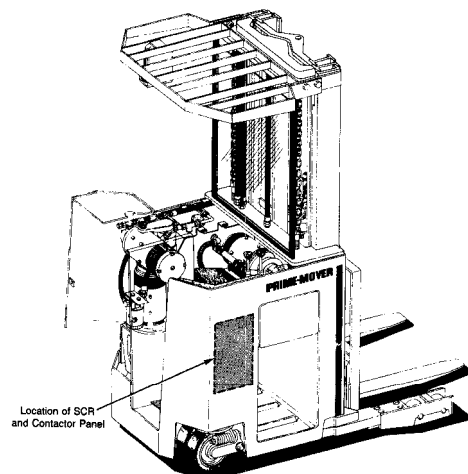
## Horn

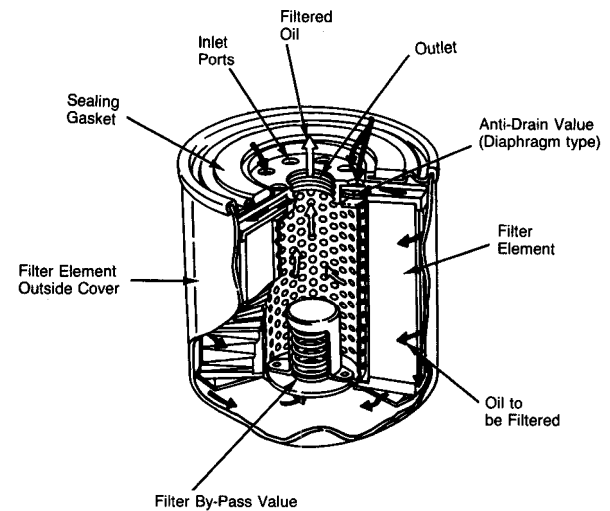
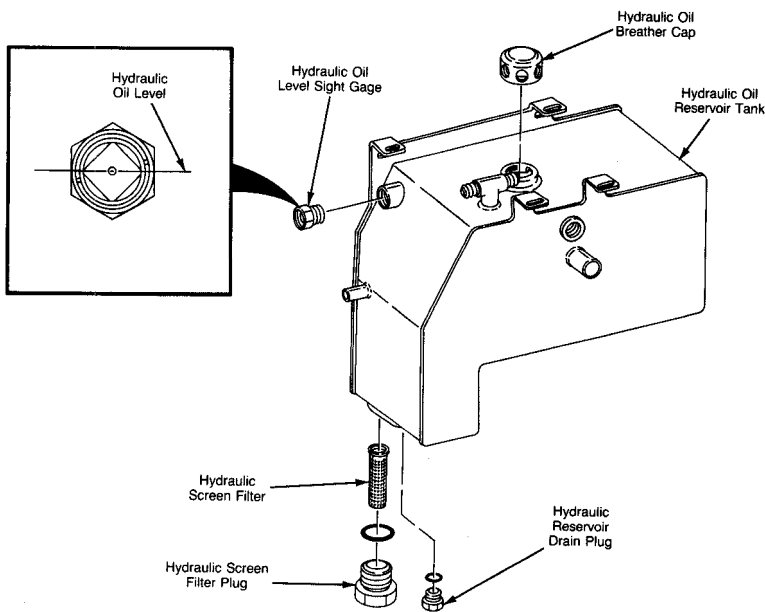
The horn button is located on the direction control handle for fast operation with the thumb.

## Direction Control

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

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





### OIL FILTER CARTRIDGE - TO REMOVE

Place a draining tray below the filter and use the filter removal tool to unscrew the filter cartridge a few turns. Remove the tool, continue unscrewing the cartridge by hand, and hold it with the ports uppermost to avoid spilling the dirty oil. Discard the cartridge.

### FILTER CARTRIDGE - TO FIT

Clean the joint face on the filter head. Smear the joint ring on the top of the filter with clean hydraulic oil.

Screw the filter on the sleeve until the joint just touches the filter head. Then screw the filter cartridge a further two-thirds of a turn by hand only.

Run the auxiliary pump by turning the key switch to on position and depressing the brake pedal. Check for hydraulic oil (SAE 10-40W motor oil) leaks.

### RESERVOIR FILLING

The reservoir is equipped with a sight gage to indicate the level of hydraulic oil (SAE 10-40W motor oil) in the tank. The tank should be filled to just below the center of the sight gage.

### HYDRAULIC HOSES

Should periodically be checked for excess wear. If such wear is noted, care should be taken to isolate or reroute the hose(s) in order to eliminate the wear.

Screen filters have been included in the fittings on the bottom of the reservoir (large nut underneath the reservoir). If fluid supply problems exist the cause could be a plugged screen. If so, drain the reservoir, remove the fitting and clean the screen.

### INSTALLING A SEAL KIT

When replacing a seal kit always coat the rubber of sealing components with a light coat of petroleum jelly (such as Vaseline) before assembly.

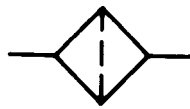
### OIL FILTER

The throw-away, full flow oil filter cartridge is mounted on the lower right hand side of the motor enclosure door. It is threaded onto a hollow sleeve that communicates with the main hydraulic oil (SAE 10-40W motor oil, cold storage Dextron II) system.

Oil under return pressure from the auxiliary hydraulic pump enters the filter through a ring of ports. The ports are concentric with the sleeve and pass through the filter cartridge from outside to center. It then passes through the hydraulic hose on its way back to the reservoir.

The entry port are shrouded by a flexible antidrain diaphragm.

# HYDRAULIC SCHEMATIC SYMBOLS



FILTER



COMPONENT ENCLOSURE



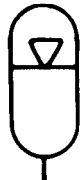
CYLINDER



RESERVOIR (VENTED)



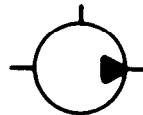
LINE WITH PRESSURE RESTRICTION



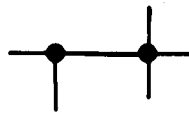
ACCUMULATOR, GAS CHARGED



MOTOR (ELECTRIC)



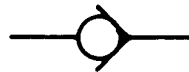
HYDRAULIC PUMP



HYDRAULIC LINES JOINING



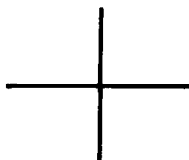
LEVER ACTUATOR



CHECK VALVE



FLOW CONTROL VALVE




HYDRAULIC LINES CROSSING


## 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.

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 wheels.
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:** After unit has been secured to the trailer release brake by chaining the brake pedal down, otherwise brake damage can occur.

## DRIVE SAFELY

BEFORE YOU OPERATE THIS FORK TRUCK, READ AND UNDERSTAND INSTRUCTIONS, SIGNS AND MESSAGES IN THIS MANUAL AND ON THE UNIT.

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

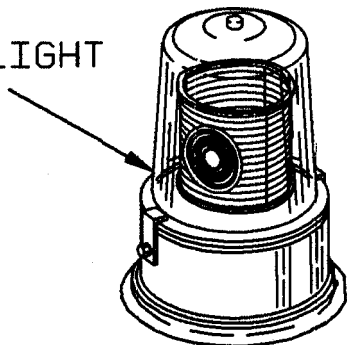
STAY ALERT!

## BEFORE OPERATION

30. Check operation of flashing red light if equipped.

The warning light should illuminate when key switch is in the "ON" position and brake pedal is pressed.

WARNING LIGHT



31. Carefully read the decal at auxiliary control lever showing tilt, and sideshifter instructions.
32. Make sure the area in front of forks is clear before extending forks.
33. Release the auxiliary control lever. It should return to the neutral position.
34. TILT DOWN: Push auxiliary control lever to left and forward. This will tilt the carriage forward and lower the fork tips.
35. TILT UP: Push auxiliary control lever to left and rearward. This will tilt the carriage backwards and raise the fork tips.
36. SIDESHIFT RIGHT: If this unit has sideshift, push auxiliary control lever to right and forward. This will move carriage and forks to the right.
37. SIDESHIFT LEFT: If this unit has sideshift, push auxiliary control lever to right and backwards. This will move carriage and forks to the left.
38. NO SIDESHIFT: If this unit has no sideshift, pushing

## SAFETY

is no disgrace in asking for help.

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