Original instructions

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1

Introduction

Your industrial truck

General

The truck described in these operating instructions corresponds to the applicable standards and safety regulations.

If the truck is to be operated on public roads, it must conform to the existing national regulations for the country in which it is being used. The driving permit must be obtained from the appropriate office.

The truck has been fitted with state-of-the-art technology. Following these operating instructions will allow the truck to be handled safely. By complying with the specifications in these operating instructions, the functionality and the approved features of the truck will be retained.

Get to know the technology, understand it and use it safely - these operating instructions provide the necessary information and help to avoid accidents and to keep the truck ready for operation beyond the warranty period.

Therefore:

– Before commissioning the truck, read the operating instructions and follow the instructions.

– Always follow all of the safety information contained in the operating instructions and on the truck.

Copyright and property rights

This manual - and any excerpts thereof - may not be reproduced, translated or transmitted in any form to third parties without the express written permission of the manufacturer.

Conformity marking

The manufacturer uses the conformity marking to document the conformity of the industrial truck with the relevant directives at the time of placing on the market:

- CE: in the European Union (EU)
- UKCA: in the United Kingdom (UK)
- EAC: in the Eurasian Economic Union

The conformity marking is applied to the nameplate. A declaration of conformity is issued for the EU and UK markets.

An unauthorised structural change or addition to the industrial truck can compromise safety, thus invalidating the declaration of conformity.

conformity symbols

Declaration that reflects the content of the declaration of conformity

Declaration

STILL GmbH
Berzeliusstraße 10
22113 Hamburg Germany

We declare that the specified machine conforms to the most recent valid version of the directives specified below:

Industrial truck type	**corresponding to these operating instructions**
Model	**corresponding to these operating instructions**

– "Machinery Directive 2006/42/EC" [1)]
– "Supply of Machinery Safety Regulations 2008, 2008 No. 1597" [2)]

Personnel authorised to compile the technical documents:

See declaration of conformity

STILL GmbH

[1)] For the markets of the European Union, the EU candidate countries, the EFTA States and Switzerland.
[2)] For the United Kingdom market.

The declaration of conformity document is supplied with the industrial truck. The declaration shown explains the conformity with the provisions of the EC Machinery Directive and the Supply of Machinery Safety Regulation 2008, 2008 No. 1597.

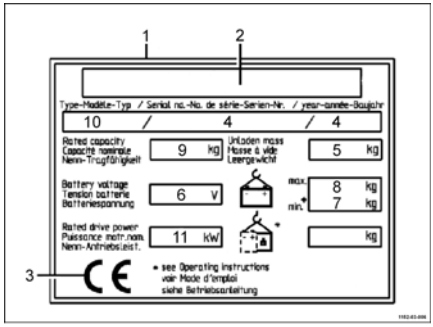
An unauthorised structural change or addition to the industrial truck can compromise safety, thus invalidating the declaration of conformity.

The declaration of conformity must be carefully stored and made available to the responsible authorities if necessary. It must also be

handed over to the new owner if the industrial truck is sold on.

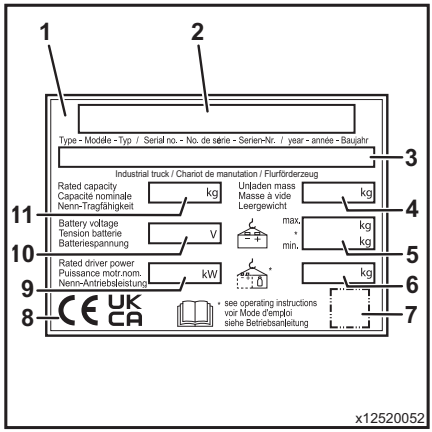
Identification label

Version 1



1 Identification label
2 Manufacturer
3 CE symbol (this symbol means that the machine complies with European regulations for industrial trucks)
4 Serial number/year
5 Unladen weight
6 Battery voltage
7 Minimum battery weight (for a lithium-ion battery, the weight of the ballast container is included)
8 Maximum battery weight
9 Nominal capacity of the truck
10 Model
11 Nominal motor power

Version 2



1 Identification label
2 Manufacturer
3 Model/Serial number/ Manufacturing year
4 Net weight
5 Battery maximum weight/ Battery minimum weight
6 Ballast weight
7 Placeholder for "data-matrix code"
8 Conformity marking:
CE marking for EU markets, EU candidate countries, EFTA states and Switzerland
UKCA marking for the UK market
EAC marking for the Eurasian Economic Union market
9 Nominal drive power
10 Battery voltage
11 Nominal load capacity

NOTE

- *Several conformity markings may appear on the nameplate.*
- *The EAC marking can also be located in the immediate vicinity of the nameplate.*

List of abbreviations

This list of abbreviations applies to all types of operating instructions. Not all of the abbreviations that are listed here will necessarily appear in these operating instructions.

Abbreviation	Meaning	Explanation
ArbSchG	Arbeitsschutzgesetz	German implementation of EU occupational health and safety directives
Betr-SichV	Betriebssicherheitsverordnung	German implementation of the EU working equipment directive
BG	Berufsgenossenschaft	German insurance company for the company and employees
BGG	Berufsgenossenschaftlicher Grundsatz	German principles and test specifications for occupational health and safety
BGR	Berufsgenossenschaftliche Regel	German rules and recommendations for occupational health and safety
DGUV	Berufsgenossenschaftliche Vorschrift	German accident prevention regulations
CE	Communauté Européenne	Confirms conformity with product-specific European directives (CE labelling)
CEE	Commission on the Rules for the Approval of the Electrical Equipment	International commission on the rules for the approval of electrical equipment
DC	Direct Current	Direct current
DFÜ	Datenfernübertragung	Remote data transfer
DIN	Deutsches Institut für Normung	German standardisation organisation
EG	European Community	
EN	European standard	
FEM	Fédération Européene de la Manutention	European Federation of Materials Handling and Storage Equipment
F_{max}	maximum Force	Maximum power
GAA	Gewerbeaufsichtsamt	German authority for monitoring/issuing regulations for worker protection, environmental protection, and consumer protection
GPRS	General Packet Radio Service	Transfer of data packets in wireless networks

List of abbreviations

Abbreviation	Meaning	Explanation
ID no.	Identification number	
ISO	International Organization for Standardization	International standardisation organisation
K_{pA}	Uncertainty of measurement of sound pressure levels	
LAN	Local Area Network	Local area network
LED	Light Emitting Diode	Light emitting diode
L_p	Sound pressure level at the workplace	
L_{pAZ}	Average continuous sound pressure level in the driver's compartment	
LSP	Load centre of gravity	Distance of the centre of gravity of the load from the front face of the fork backs
MAK	Maximum workplace concentration	Maximum permissible air concentrations of a substance at the workplace
Max.	Maximum	Highest value of an amount
Min.	Minimum	Lowest value of an amount
PIN	Personal Identification Number	Personal identification number
PPE	Personal protective equipment	
SE	Super-Elastic	Superelastic tyres (solid rubber tyres)
SIT	Snap-In Tyre	Tyres for simplified assembly, without loose rim parts
StVZO	Straßenverkehrs-Zulassungs-Ordnung	German regulations for approval of vehicles on public roads
TRGS	Technische Regel für Gefahrstoffe	Ordinance on hazardous materials applicable in the Federal Republic of Germany
UKCA	United Kingdom Conformity Assessed	Confirms conformity with the product-specific directives that apply in the United Kingdom (UKCA labelling)
VDE	Verband der Elektrotechnik Elektronik Informationstechnik e. V.	German technical/scientific association
VDI	Verein Deutscher Ingenieure	German technical/scientific association
VDMA	Verband Deutscher Maschinen- und Anlagenbau e. V.	German Mechanical Engineering Industry Association
WLAN	Wireless LAN	Wireless local area network

Rules for the operating company of industrial trucks

In addition to these operating instructions, a code of practice containing additional information for the operating companies of industrial trucks is also available.

This guide provides information for handling industrial trucks:

- Information on how to select suitable industrial trucks for a particular area of application
- Prerequisites for the safe operation of industrial trucks
- Information on the use of industrial trucks
- Information on transport, initial commissioning and storage of industrial trucks

Internet address and QR code ▷

The information can be accessed at any time by pasting the address **https://m.still.de/vdma** in a web browser or by scanning the QR code.

Spare parts list

The spare parts list can be downloaded by entering the address **https://sparepartlist.still.eu** into a web browser or by scanning the QR code displayed to the side.

When the web page is open, please type in the following password: **Spareparts24!**.

On the next screen, please enter your email address and truck serial number to receive the link by email. Then download the spare parts list.

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Proper usage

The truck described in these operating instructions is suitable for lifting, transporting and stacking loads.

The truck should only be used for the purposes for which it was designed, as described in these instructions.

If the truck needs to be used for purposes other than those specified in these instructions, you should first:

- Obtain permission from the manufacturer
- Obtain permission from the competent authorities, if applicable

The purpose of obtaining these permissions in advance is to limit danger as far as possible.

The capacity label specifies the maximum load that can be raised. This limit must not be exceeded.

Description of use and climatic conditions

Normal use

– Indoor and outdoor use.

– Ambient temperature in tropical and Nordic regions ranging from -10°C to 45°C

– Start capability from -10°C to 45°C.

– Maximum start time of 20 seconds

– Use at up to 2000 metres above sea level.

Special use (partly with special measures) for trucks equipped with Gel or Lead batteries

– Use, for example, in the event of abrasive dust (such as AL203), lint, acid, leach, salt and incombustible substances.

– Ambient temperature in tropical regions up to 55 °C.

– Start capability at -25°C.

– Use at up to 3,500 metres above sea level.

Unauthorised use

Any danger caused as a result of unauthorised use becomes the responsibility of the operator or driver and not that of the manufacturer.

Use for purposes other than those described in these operating instructions is prohibited.

Transporting people is prohibited.

The forklift truck should not be used in areas where there is a risk of fire, explosion or corrosion, or in areas that are particularly dusty.

Stacking or unstacking is not permissible on inclined surfaces or ramps.

Explanation of symbols used

⚠ DANGER

Compulsory procedure that must be followed to avoid life-threatening danger or physical harm.

⚠ WARNING

Compulsory procedure that must followed to avoid injury.

⚠ CAUTION

Compulsory procedure that must be followed to avoid damage to and/or destruction of equipment.

NOTE

For technical requirements that require special attention.

ENVIRONMENT NOTE

To prevent environmental damage.

Disposing of components and batteries

The truck is made up of different materials.

If components or batteries must be replaced and scrapped, they must be:

- disposed of
- treated or
- recycled in accordance with regional and national regulations

NOTE

The documentation provided by the battery manufacturer must be observed when disposing of batteries.

ENVIRONMENT NOTE

We recommend working with a waste management company when disposing of components and batteries.

2

Safety

Safety regulations

These operating instructions, which come with the truck, must be communicated to all those concerned and in particular to personnel responsible for maintenance and driving. The employer must make sure that the forklift operator has properly understood all the safety information.

Please observe the directives and safety regulations attached, in particular:

- Information concerning the use of materials handling trucks
- Regulations concerning traffic lanes and working areas
- Appropriate behaviour, rights and responsibilities of the driver
- Use in particular areas
- Information about the weight and dimensions of pallets or any other container
- Information concerning starting, driving and braking
- Information concerning maintenance and repair
- Regular checks and technical inspections
- Recycling of lubricants, oils and batteries
- Residual risks.

Care is recommended both for the user and the person in charge (employer) with regard to adhering to all safety rules concerning the use of material-handling trucks.

When instructing forklift operators, we recommend the following points are emphasized:

- The features of the truck
- The special accessories
- The specific features of the working environment.

Train the user in how to drive the truck, until it is under proper control.

Then, and only then, proceed to transferring pallets.

Forklift truck stability is guaranteed when the unit is used correctly.

Safety regulations for handling consumables

Permissible consumables

⚠ WARNING

Consumables can be dangerous.

It is necessary to follow the safety regulations when handling these substances.

Refer to the maintenance data table for the permissible substances necessary for operation.

Oils

⚠ DANGER

Oils are flammable!

- Follow the statutory regulations
- Do not allow oils to come into contact with hot motor parts.
- No smoking, fires or flames!

⚠ DANGER

Oils are toxic!

- Avoid contact and consumption
- In case of inhalation of steam or fumes, breathe fresh air immediately.
- After contact with the eyes, rinse thoroughly with water (for at least 10 minutes) and then consult an eye specialist.
- If swallowed, do not induce vomiting. Seek immediate medical attention.

⚠ WARNING

Prolonged intensive contact with the skin can result in loss of skin oils and cause irritation.

- Avoid contact and consumption.
- Wear protective gloves!
- After any contact, wash the skin with soap and water and then apply a skin care product.
- Immediately change soaked clothing and shoes.

⚠ WARNING

There is a risk of slipping on spilled oil, particularly when combined with water!

- Collect spilled oil immediately using an oil-binding agent and dispose of it in accordance with regulations.

ENVIRONMENT NOTE

Oils are water pollutants!

Always store oil in containers that comply with the applicable regulations.

Avoid spilling oils.

Collect spilt oil immediately using an oil binding agent and dispose of it in accordance with regulations.

Dispose of old oils according to the applicable regulations.

Hydraulic fluid

⚠ WARNING

During operation of the forklift truck, hydraulic fluids are pressurised and are hazardous to your health.

- Do not spill these fluids!
- Follow the statutory regulations
- Do not allow the fluids to come into contact with hot motor parts.
- Do not allow to come into contact with the skin.
- Avoid inhaling the spray
- Penetration of pressurised fluids into the skin is particularly dangerous if these fluids escape at high pressure due to leaks in the hydraulic system. In case of such injury, seek medical advice immediately.
- To avoid injury, use appropriate personal protective equipment (e.g. protective gloves, industrial goggles, skin protection and skin care products).

ENVIRONMENT NOTE

Hydraulic fluid is a water-polluting substance!

Always store hydraulic fluid in containers complying with the regulations.

Avoid spilling.

Spilt hydraulic fluid should be removed with oil-binding agents at once and disposed of according to the regulations.

Dispose of old hydraulic fluid according to regulations.

Battery acid

⚠ WARNING

Battery acid contains dissolved sulphuric acid. This is toxic.

- Avoid contact and consumption.
- In case of injury, seek medical advice immediately.

⚠ WARNING

Battery acid contains dissolved sulphuric acid. This is corrosive.

- When working with battery acid, always wear protective clothing and eye protection.
- Do not allow any acid to get onto the clothing or skin or into the eyes; if this does happen, rinse immediately with plenty of clean water.
- In case of injury, seek medical advice immediately.
- Immediately rinse away spilt battery acid with plenty of water.
- Follow the statutory regulations

ENVIRONMENT NOTE

- Dispose of used battery acid in line with the applicable regulations.

Disposal of consumables

ENVIRONMENT NOTE

Materials that have to be disposed of following maintenance, repair and cleaning must be systematically collected and disposed of in accordance with regulations. Observe the national regulations for your country. Work may only be carried out in areas designated for this purpose. Take care to minimise, as far as possible, any impact on the environment.

- Any spillage of fluids such as hydraulic oil, brake fluid or gear lubricant oil must be immediately soaked up with an oil-binding agent.
- The regulations for disposal of used oil are applicable.
- Any spillage of battery acid must be neutralised immediately.

Emissions

Vibration characteristics for vibrations to which the body is exposed

The values were determined according to EN 13059 using trucks with standard equipment according to the datasheet (driving over test course with humps).

Specified characteristics for upper limb vibrations	
Vibration characteristics	< 2.5 m/s^2

NOTE

The vibration characteristics for bodily vibrations cannot be used to determine the actual load level of vibrations during operation. This depends on the operating conditions (state of ground, mode of operation etc.) and should therefore be determined on site, where appropriate. It is mandatory to specify the hand-arm vibrations even where the values do not indicate any hazard, as in this case.

Residual dangers, residual risks

Despite all operational precautions and compliance with standards and rules, the possibility of additional risks when using the truck cannot be entirely excluded.

The truck and all its components comply with the regulations relating to current applicable safety rules.

Persons in the vicinity of the truck must be particularly cautious and react immediately in the event of any malfunction, incident, breakdown etc.

⚠ WARNING

Personnel in contact with the truck must be informed of the risks related to using the truck.

These operating instructions draw your attention to the safety rules.

The risks are:

- Escape of consumables due to leaks, ruptured lines and tanks etc.
- Risk of accident when driving over difficult ground such as slopes, soft or irregular surfaces or in poor visibility etc.
- Falling, tripping etc. when moving on the industrial truck, especially in the wet, with leaking consumables or icy surfaces.
- Loss of stability due to the load being unstable or the load slipping etc.
- Risk of fire and explosion due to batteries and electrical voltages.
- Human error - Disregarding safety regulations.

It is important to adjust the speed of the truck depending on the load and ground conditions.

The stability of the truck has been tested to the latest standards. These standards only take account of the static and dynamic tilting forces that can arise during operation that complies with the specifications and operating rules. Risks caused by misuse or incorrect operation that jeopardise the stability cannot be ruled out in extreme situations.

Stability

Forklift truck stability is guaranteed only if the unit is used according to the indicated recommendations.

It is not guaranteed in the event of:

– cornering at excessive speeds

– moving with the load raised

– moving with a load that is protruding to the side (e.g. sideshift),

– turning and driving diagonally across descents or ascents,

– driving on descents or ascents with the load on the downhill side,

– loads that are too wide or too heavy,

– driving with a swinging load,

– ramp edges or steps.

Definition of responsible persons

Operating company

The operating company is the natural or legal person or group who operates the truck or on whose authority the truck is used.

The operating company must ensure that the truck is only used for its intended purpose and in compliance with the safety guidelines set out in these operating instructions.

The operating company must ensure that all users read and understand the safety information in these instructions.

The operating company is responsible for the scheduling and correct performance of regular safety checks.

It is recommended that these checks comply with national performance specifications.

Specialist

A specialist is deemed to be:

- A person whose experience and technical training has allowed him to develop relevant knowledge of industrial trucks
- A person who is also familiar with national health and safety regulations and generally recognised technical directives and conventions (standards, VDE regulations, technical regulations of other European Union member states or countries that are signatories to the treaty that established the European Economic Area). This expertise allows him to assess the condition of industrial trucks in terms of health and safety

Drivers

This truck may only be driven by suitable persons who are at least 18 years of age, have been trained in driving, have demonstrated their skills in driving and handling loads, and have been specifically designated to drive the truck. Specific knowledge of the truck is also necessary.

Driver rights,duties and rules of behaviour

The driver must be duly informed of his rights and duties.

The driver must be granted the required rights.

The driver must wear protective equipment (protection suit, safety helmet, industrial goggles and protective gloves) that is appropriate for the conditions, the task and the load to be lifted. The driver must also wear safety footwear to be able to drive and brake in complete safety.

The driver must be familiar with the operating instructions and have access to them at all times.

The driver must:

- Have read and understood the operating instructions
- Have familiarised himself with safe operation of the truck
- Be physically and mentally able to drive the truck safely

⚠ DANGER

The use of drugs, alcohol or medications that affect reactions impair the ability to drive the truck.

Individuals under the influence of the above-mentioned substances are not permitted to perform work of any kind on or with the truck.

Prohibition of use by unauthorised persons

The driver is responsible for the truck during working hours. He must not allow unauthorised persons to operate the truck.

When leaving the truck, the driver must secure it against unauthorised use.

Safety tests

Regular safety inspection of the truck

Safety inspection based on time and extraordinary incidents ▷

The operating company (see chapter entitled "Definition of responsible persons") must ensure that the truck is checked by a specialist at least once a year or after noteworthy incidents.

As part of this inspection:

- A full check of the technical condition of the truck in terms of accident safety must be performed
- The truck must be thoroughly checked to detect any damage that may have been caused by improper use
- A test log must be created.

The results of the inspection must be retained until at least a further two inspections have been carried out.

The inspection date is indicated by an adhesive label on the truck.

– Arrange for the service centre to perform periodic safety inspections on the truck.

– Observe the guidelines for tests carried out on the truck in accordance with FEM 4.004.

The operator is responsible for ensuring that any defects are remedied immediately.

– Contact your service centre.

NOTE

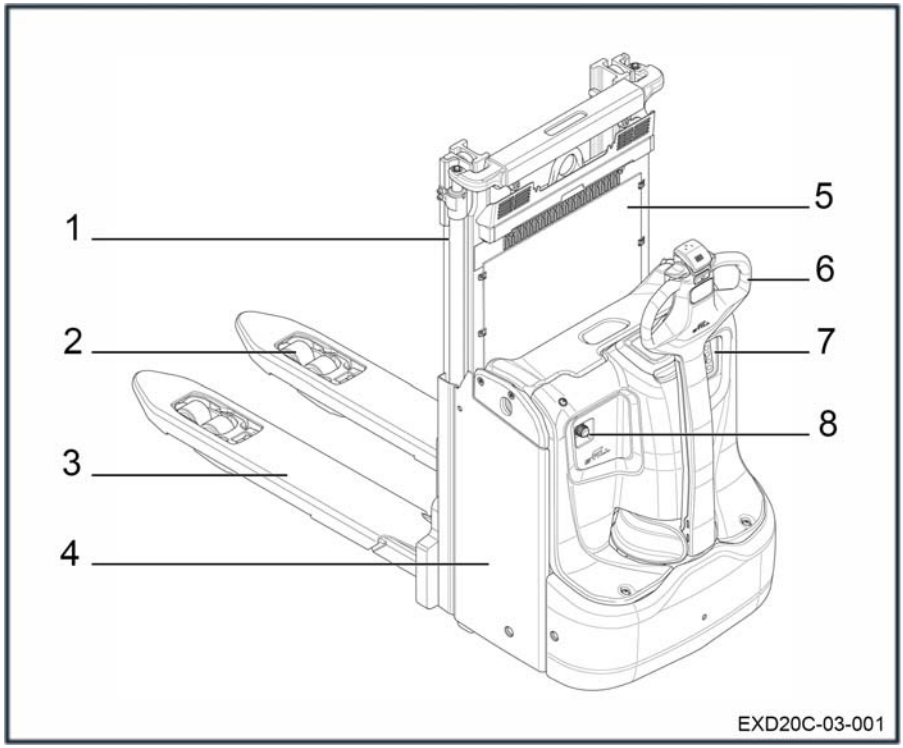
Observe the regulations in force in your country.

3

Overviews

Overview

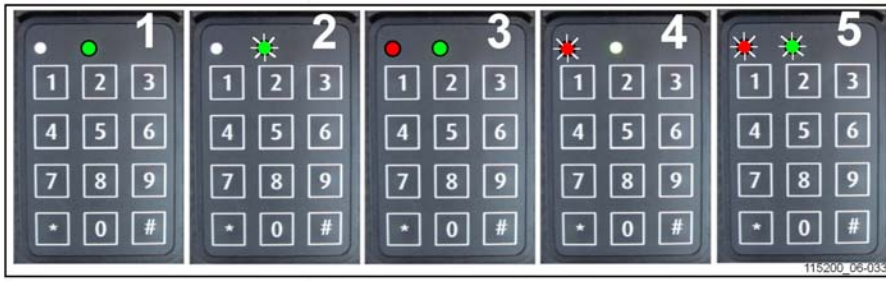
General view of EXD 18C and EXD 20C trucks



1	Mast	6	Tiller
2	Wheels or bogies	7	Ignition key or electronic key (depending on the model)
3	Forks		
4	Battery compartment	8	Diagnostic connector
5	Protective screen		

Operating and display devices

Electronic key (option)



1 Switch ON (operating mode)
2 Switch OFF and awaiting code
3 Programming mode active
4 Key fault or incorrect code
5 Time delay of automatic switch-off

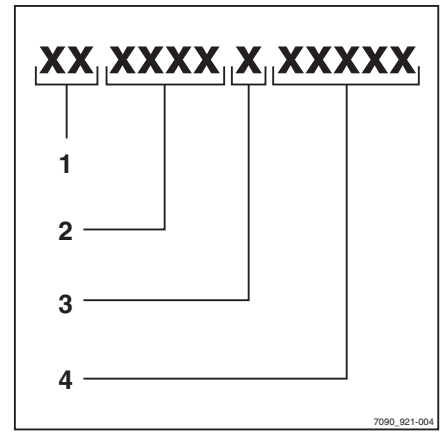
Operation	Enter	Status of LEDs	Comments
USE			
ON	[*][1][2][3][4][5][#] (by default)	○ red off ● continuous green (1) (correct PIN) ● red flashing ○ green off (4) (incorrect PIN)	[1][2][3][4][5] default PIN
OFF	[#] (3 seconds)	○ red off ● green flashing (2)	Truck power off

PROGRAMMING (truck switch OFF only (2))			
ADMINISTRATOR CODE ESSENTIAL FOR ALL ELECTRONIC KEY SETTINGS	[*][0][0][0][0][0][0][0][0] [#] (by default)	● continuous red ● continuous green (3)	Once the LEDs have gone out, the electronic key automatically reverts to "operating mode".
New operator code	[*][0][*][4][5][6][7][8][#]	○ red off ● green flashing (2) (code accepted)	Example of new operator code: 45678
Allocating operator codes	[*][2][*][5][4][3][2][1][#]	○ red off ● green flashing (2) (code accepted)	*2*: operator reference 10 options from 0 to 9
Deleting operator codes	[*][2][*][#]	○ red off ● green flashing (2) (deletion accepted)	*2*: operator reference (between 0 and 9)
Modifying administrator codes	[*][*][9][*][1][2][3][4][5] [6][7][8][#]	○ red off ● green flashing (2) (code accepted)	

PROGRAMMING (truck switch OFF only (2))			
Restoring the initial administrator code			To reactivate the default administrator code (00000000), please contact your agent or nearest dealer.
Activating the automatic switch-off	[*][*][2][*][1][#]	● red flashing ● green flashing (5) (5 seconds before switch-off)	Power switches off automatically after 10 minutes (600 seconds by default) if the truck is not in use.
Setting the time delay of the automatic switch-off	[*][*][3][*][6][0][#]	○ red off ● green flashing (2) (value accepted)	Example: automatically switches off after 1 minute (60 seconds) if not in use. Minimum setting = 10 seconds/maximum = 3000 seconds
Deactivating the automatic switch-off	[*][*][2][*][0][#]	○ red off ● green flashing (2) (command accepted)	

Markings

Serial number



NOTE

Indicate the serial number for all technical enquiries.

The serial number contains the following information:

1 Production location

2 Type

3 Year of production

4 Count number

4

Use

Technical description

EXD 18C and EXD 20C trucks are designed for pallet stacking and double pallet stacking.

Their small size, their ease of driving and their performance make these trucks very appropriate for loading and unloading operations.

This truck is a pedestrian version model.

Features

Speed during pedestrian driving:

- **6 km/h** unladen

- **6 km/h** laden

EXD 18C capacity:

- 800 kg maximum on the fork arms
- 1800 kg in total (load arms + fork arms)

EXD 20C capacity:

- 1000 kg maximum on the fork arms
- 2000 kg in total (load arms + fork arms)

Applications

The trucks are mainly designed for loading/unloading applications for trucks equipped with a double stacker. The work is performed:

– In double pallet mode

– In pallet truck mode

– In pallet mode

Refer to the capacity plate.

Drive system

The truck drive system comprises:

- 1.2 kW traction motor
- A KWPC controller to control traction and lift
- 1.2 kW pump unit

Steering

A long, robust, ergonomic tiller allows the operator to direct the drive/steering wheel effortlessly.

The various controls: forward travel, reverse travel, horn, lifting and lowering of the load arms, and forks are grouped together at the end of the tiller.

For safety reasons, the tiller automatically returns to the upper position when it is released.

The speed of the truck is limited to 6 km/h in both directions of travel.

Batteries

Power is supplied by:

– A lead battery

– A gel battery

– Or a lithium-ion battery (the truck therefore has specific characteristics)

The trucks are compatible with the old and new generation of lithium-ion batteries. No specific label is affixed in the battery compartment to state this.

The types of battery removal that are available are as follows:

- Vertical access
- Side access

These different battery types are not available on all models.

Braking

The truck is equipped with two brake systems:

- An electric counter-current brake:

- When releasing the drive switch
- By reversing the drive direction
- Controlled by the rear safety button

- An electromagnetic brake:

- For safety purposes, controlled by the emergency off switch
- For safety purposes, controlled by whether the tiller is in the upper or lower position
- For parking, applied when the supply is cut off

Stabilisers

The 5-point chassis has 2 suspended stabilisers which compensate for ground irregularities.

Masts

The mast is lifted using the proportional tiller control.

These masts are equipped with side lift cylinders.

The trucks are equipped with S (standard) masts.

The cylinders are equipped with stroke-end dampers, which enable the carriage to be lowered gradually.

Driver's compartment

The tiller groups together control functions such as steering setting, proportional lift, forward and reverse traction, initial lift, horn and reverse safety double throw switch.

It provides the steering for the truck.

The various models are also equipped with:

– An emergency stop handle located on the chassis, which completely shuts down the electrical system and brings the truck to a standstill when it is pulled

– A display that provides the following information: the date, operating hours and battery discharge level

Equipment available as standard or as additional options:

- Load backrest

- Creep speed

- On-board charger

- Central refilling system

- Cold store (-35°C)

List of checks prior to start-up

⚠ WARNING

Damage or other defects on the forklift truck or attachments (special equipment) can result in accidents.

If damage or other faults are noticed on the truck or attachments (special equipment) during the following inspections, do not use the truck until it has been properly repaired. Do not remove or disable the safety systems and switches. Do not change the pre-set values.

⚠ WARNING

Risk of falling!

When working on high-level parts of the truck, do not use truck components for access or to stand on.

– Use suitable access equipment.

Before start-up, ensure that the truck operates correctly.

To do this, perform the following checks:

– Fork arms or other load-carrying equipment should not show any signs of noticeable damage (for example: bending, cracks, significant wear).
– Check that there are no signs of leaking consumables under the truck.
– Do not restrict the field of vision. Ensure the visible area specified by the manufacturer is observed.
– Attachment parts (special equipment) must be properly secured and function according to their operating instructions.
– Damaged or missing stickers must be replaced in compliance with the marking position table.
– The guard grille must be intact and securely mounted.
– The roller guide rails must be coated in a visible layer of grease.
– The wheels must show no signs of defects or heavy wear. They must be mounted correctly.
– Check that there are no foreign objects that could hinder the operation of the wheels and rollers.
– The warning devices (horn etc.) must work.
– The battery cover must be closed.
– Check that the covers are correctly positioned.
– The chains must be in perfect condition and must be evenly and correctly tensioned.
– The operator must be qualified to drive the truck. The operator must be able to reach the controls and operate them (especially the anti-crush device). Do not obstruct access to the controls.

Please inform your supervisor if you notice any defects.

Starting up

NOTE

- *Check that the battery hood is closed.*
- *Check that the battery is locked.*

– Check that the battery is connected.

– Check that the battery compartment hood is closed and locked correctly.

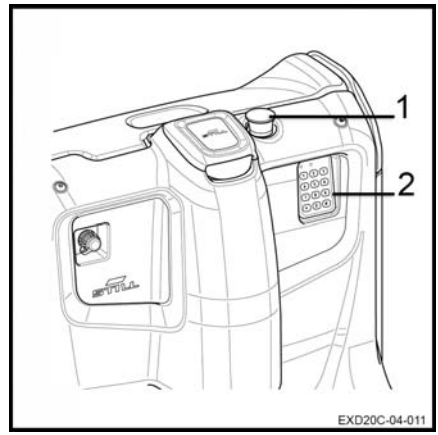
– Pull the emergency off switch (1) if it has been pressed in. ▷

– Turn the key (2). For models equipped with an electronic key or the FleetManager™ option, enter the PIN code.

The display switches on. The truck is ready for operation. The brake is automatically released.

– Lower the tiller then reposition in the rest position to unblock truck use.

– Lift the forks a few centimetres.



NOTE

Always adjust your speed to suit the route, any dangers and the load. Use the truck on ground that has the correct surface and hardness.

⚠ DANGER

Risk of sparks

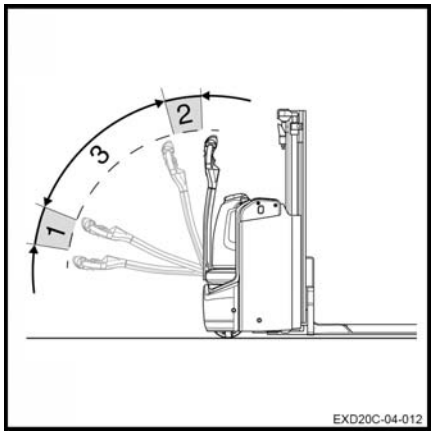
Using the truck with the battery hood open is prohibited.

⚠ WARNING

Risk of accident or loss of load

Driving on slopes steeper than 10% is prohibited due to braking capacity and stability. The load being transported could tip over.

– Tilt the tiller into the driving zone (3). ▷

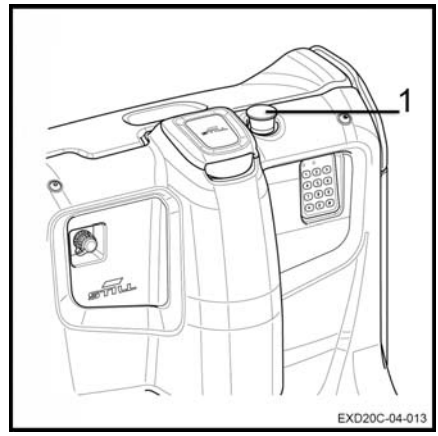


NOTE

In areas (1) and (2), the electromagnetic brake is applied and it is not possible to drive the truck.

Checks and actions prior to commissioning

Checking the emergency off ▷



To check the operation of the emergency off switch, proceed as follows:

– Start up the truck.

– Drive the truck.

– Press the emergency off switch (1).

The truck stops immediately. The truck power supply is cut. The electrical controls and motors are no longer supplied with power.

– The brake is applied.

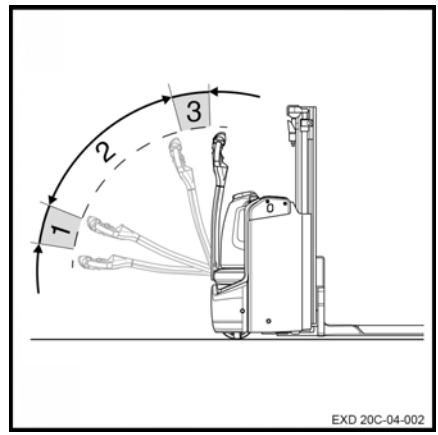
– Pull the emergency off switch (1).

The functions are available again.

NOTE

Ensure that the stabiliser wheels operate correctly. This influences braking effectiveness.

Checking the brake ▷



NOTE

Perform this check on a flat surface.

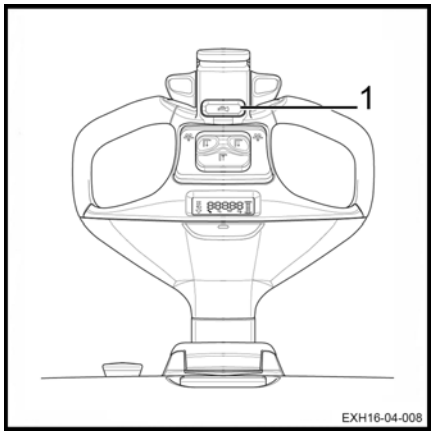
– Start the machine moving.

– Tilt the tiller in areas (1) and (3).

In these two areas, the machine is braked and the drive unit is no longer powered.

Releasing the tiller in the drive area (2) sends the tiller into area (1) and cuts traction.

Checking the horn



– Press the horn button (5) located on the upper part of the tiller.
– The horn sounds.

Checking the anti-crush safety device

Anti-crush safety function

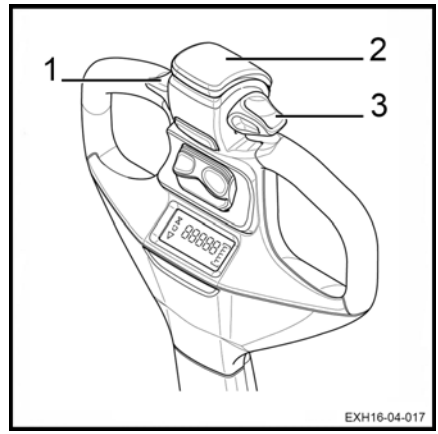
The machine moves in the opposite direction when the anti-crush button (2) is pressed.

If the truck is being operated in narrow areas (such as in a lift for example), the operator may get stuck against the wall if care is not taken. Without an anti-crush safety device, the tiller could injure the operator.

The truck immediately moves off in the opposite direction when the anti-crush device on the tiller head comes into contact with the driver's body. When the operator moves away from the anti-crush safety device, the machine stops even if a drive direction is selected again.

Normal operation may be resumed after releasing the drive switches.

Checking the anti-crush safety device ▷



⚠ WARNING

Ensure that the test zone is free of people and objects, both in front of and behind the truck.

– Move the drive switch (1) or (3) to move the truck towards you.

– Activate the anti-crush safety device (2).

The truck stops and accelerates in the opposite drive direction.

– Release the anti-crush safety button.

The truck stops.

Truck operating instructions

The trucks are designed for indoor and outdoor use in non-hazardous atmospheres. The temperature should be between -10°C and +45°C and the relative humidity of the air less than 95%.

NOTE

A cold store option is available for lower temperatures.

The places where the truck is used must comply with the applicable regulations (condition of the ground, lighting etc.).

The trucks must be used on dry, clean and flat ground.

Before using the truck, it is essential to check the working environment. This check can take the form of visual inspection.

The work area must be clear. The truck's path must be free of obstacles and people.

The operator must be alert to anything that might prevent manoeuvres being carried out safely. The following may create a potential danger:

- A person near the truck
- A person below the forks when they are raised
- The operator must not use an MP3 player or any other electrical equipment that could impair awareness of his/her surroundings
- There must be no signs of oil or grease on the floor

The operator must take care when transporting a load. The load dimensions can interfere with manoeuvres and restrict the field of vision. The speed of the truck must also be reduced as the truck could tip over when breaking or cornering.

The loads must be consistent, with a maximum recommended height of 2 m.

For uses other than those shown above, please consult the After-Sales Service Centre.

It is important to use pallets that are in good condition.

Speed must be reduced when moving over obstacles to prevent the truck from becoming unbalanced and vibrations in the operator's arms.

The trucks can drive across ramps and shallow inclines. With an initial lift, they can cross larger obstacles.

⚠ WARNING

Risk of loss of stability

– Always adapt your driving to the ground conditions (uneven surfaces etc.), particularly hazardous working areas and the load.

NOTE

- *To prevent the bottom of the load lift system from scraping the ground, always move the forks to the raised position before setting off*
- *Always switch off the ignition before leaving the truck*
- *The mast protective screen must always be correctly positioned, properly secured and clean*

⚠ WARNING

Risk of damaging the truck

Ensure that the height of the mast is lower than obstacles (racks, doors etc.).

⚠ WARNING

Risk of injury

Always keep your hands on the controls. Never put your hands near moving parts and assemblies without first lowering the load arms to the ground and disconnecting the battery.

For effective protection, safety shoes must be worn.

Do not climb on the hoods of the truck (battery, chassis etc.).

⚠ WARNING

Driving safety guidelines:

– The driver must drive slowly around corners and when entering narrow passageways.
– The driver must always maintain a safe braking distance from vehicles or people in front of him.
– The driver must avoid stopping suddenly, making U-turns too quickly and overtaking in dangerous areas with poor visibility.

⚠ CAUTION

Risk of injury

Before using a side access truck, check that the battery is correctly locked.

Driving safety guidelines

Behaviour when driving

Operators must obey the same rules within the plant as on the road. They must drive at speeds appropriate for the driving conditions.

Therefore, they must drive slowly:

- When cornering
- Through narrow passageways
- Through swing doors
- In low-visibility areas
- When the roadway is uneven

Operators must always maintain a safe braking distance from vehicles or people in front of them. They must always maintain control of the truck. They must avoid sudden stops, making fast U-turns, overtaking other vehicles in potentially hazardous or low-visibility areas.

Driving the truck while sitting on the dashboard is prohibited. The operator must be resting against the seat.

These trucks are designed to be used as a pallet stacker, double pallet stacker and pallet truck. Therefore:

- Never sit on the dashboard to drive the truck
- The truck must not be used as a stepladder
- The truck is not designed to transport people
- Operators must always stay within the truck clearance
- Stay in the safety area (working area defined by the manufacturer)
- Ensure the stability of the truck and do not exceed its capacity

Use of a telephone or radio with the truck is permitted.

However, do not use these devices when driving as they may distract you.

Take a test drive on an open surface.

NOTE

Drivers must wear safety shoes that fit properly to be able to drive and brake in complete safety.

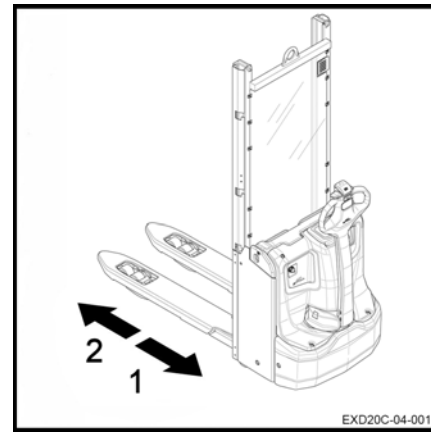
Driving

Defining directions

On a pedestrian-mode double pallet stacker, the conventional directions are:

- Forward travel (1): tiller direction
- Reverse travel (2): fork direction

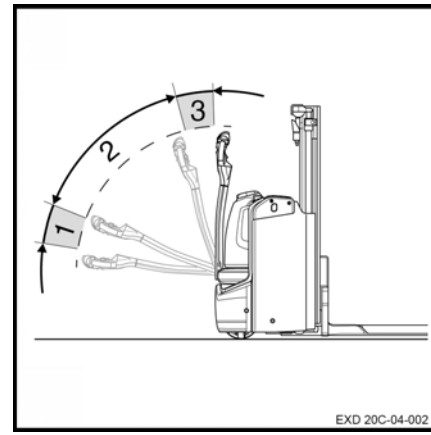
The load is positioned at the rear.



Driving

– Turn the ignition key.

– Lower the tiller into zone (2).



NOTE

The truck is in the driving position in zone (2). In the lower zone (1) or the upper zone (3), the brake is applied and the traction motor is switched off.

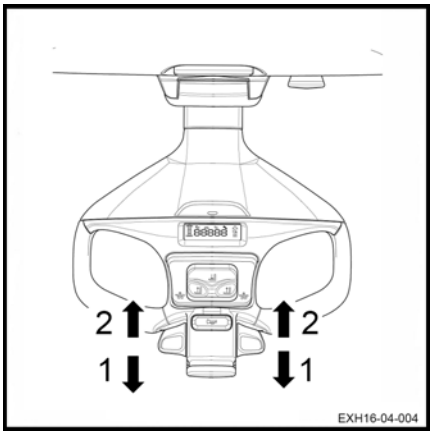
DANGER

Risk of obstructing the use of the tiller

Do not adjust the A4-sized support to a height that is too low. This could hinder the forklift operator when driving the truck.

Forward travel

– Press the lower part (1) of the drive switch with your thumb. ▷



The speed increases with the movement of the drive switch.

When the drive switch is released, the truck brakes electrically.

Reverse travel

– Press the upper part (2) of the drive switch with your thumb.

The speed increases with the movement of the drive switch.

When the drive switch is released, the truck brakes electrically.

⚠ WARNING

Restricted visibility

During reverse travel, visibility may be restricted. Be very careful. Make sure that the path behind is clear before travelling in reverse.

Reversing the direction of travel

– Push the drive switch in direction (1) or (2).
– Release the drive switch.
– Operate it progressively in the opposite direction until the required speed is reached.

The truck brakes and then moves off in the opposite direction.

Steering

A long, centred and balanced tiller, fitted with 2 handles, directly controls the drive wheel.

The length of the tiller is designed for ride-on driving.

⚠ WARNING

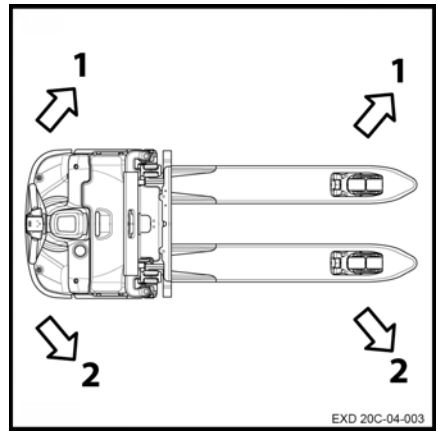
Risk of serious injury and/or serious damage to equipment

Never use the truck with a defective steering system.

In a straight line, the tiller is centred.

To pivot the truck, proceed as follows:

– Turn the tiller clockwise: the truck turns to the left (1) in forward travel.
– Turn the tiller anti-clockwise: the truck turns to the right (2) in forward travel.



⚠ WARNING

Risk of serious injury and/or serious damage to equipment

Always slow down before negotiating a corner. Approaching a tight corner too fast can cause the truck to overturn.

Braking

⚠ WARNING

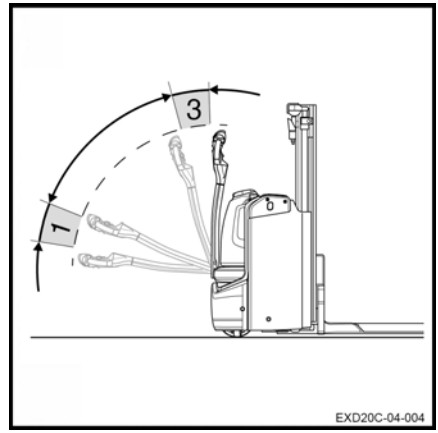
The quality of the floor surface affects the braking distance of the truck.

This should be taken into consideration when driving.

Electromagnetic braking

The electromagnetic brake is activated automatically if one of the following conditions is met:

- The tiller is released. It is then brought back to the braking position (3) by a gas spring.
- The tiller is in braking position (3) or (1). The drive switch is in the neutral position.
- The supply is cut off.
- The forklift operator presses the emergency off switch.



Braking by reversing the drive direction ▷

Braking can be achieved by reversing the drive direction:

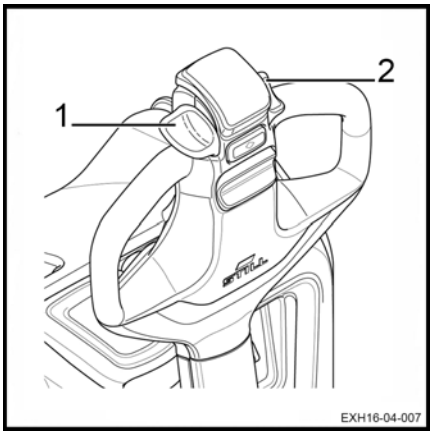
– Move the drive switch (1) or (2) in the opposite direction until the truck stops.

Braking by releasing the drive switch

Braking can be achieved by releasing the drive switch:

– While travelling, completely release the drive switch (1) or (2).

The brake is automatically activated. The truck is immobilised.



Horn ▷

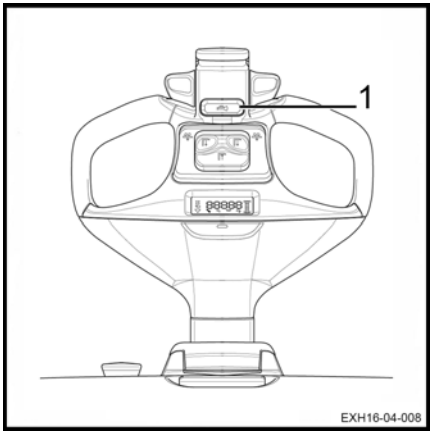
The horn is positioned on the inner side of the tiller.

It is used:

- On routes where there is poor visibility
- At junctions
- In the event of immediate danger

– Press the button (1).

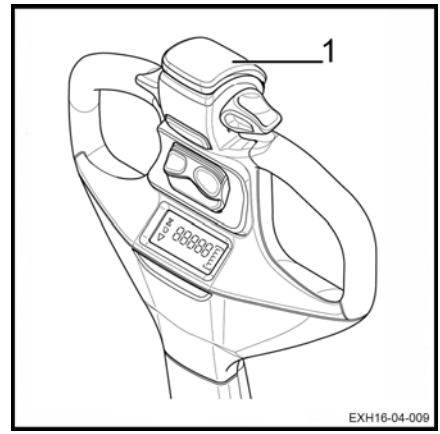
The horn sounds.



Double throw safety switch

To protect the driver from any risk of being trapped between an obstacle and the machine, the end of the tiller is fitted with a safety flap (1). This is the anti-crush safety device.

As soon as the flap is pressed in, the machine stops immediately and moves off slowly in the direction of the fork.

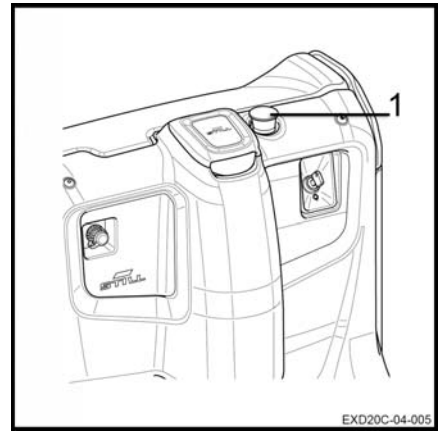


Emergency off switch

During normal operation, the emergency off switch (1) must be pulled out.

In case of danger:

– Press the button (1) to break the electrical circuit and immobilise the truck.



Using the truck on a ramp

NOTE

Incorrect use of the truck on a ramp is not recommended. It places particular stress on the traction motor, brakes and battery.

Ramps must always be approached with caution:

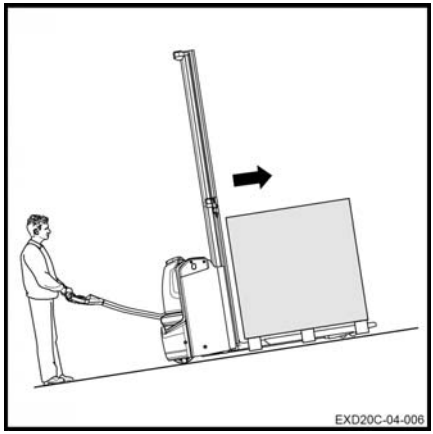
- Never attempt a slope with a gradient that is greater than that specified in the truck's datasheet.
- Make sure that the ground is clean and has a non-slip surface and that the route is clear.

Travelling up slopes ▷

Always travel up slopes in reverse. The load faces uphill.

NOTE

Without a load, we recommend that you go up a slope forwards.



Travelling down slopes ▷

Always travel down slopes forwards. The load faces uphill.

NOTE

Without a load, we recommend that you go down a slope forwards.

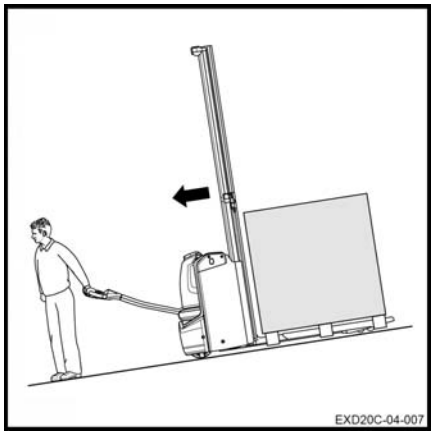
In all cases, you must travel at a very low speed and brake gradually.

⚠ DANGER

Danger of death and/or risk of serious damage to equipment

Never park the truck on a slope. Never make a U-turn or take a short cut on a slope.

On a slope, the forklift operator must drive more slowly.



⚠ WARNING

Risk of serious injury and/or serious damage to equipment

Driving on slopes steeper than 10% is prohibited due to braking capacity and stability. The load being transported could tip over.

Starting on a ramp

Proceed as follows:

– Move the drive switch in the required direction.

– Release the drive switch to apply the parking brake.

Operating the FleetManager™ option

Description of the FleetManager option

The FleetManager option allows you to control access to the truck. The option is a fleet management system.

You can access the system:

- Either by using a keypad
- Or by using a reading device for a transponder or an RFID card

The fleet manager sets the access details via the web interface. This affects the transponder cards or PIN codes for the corresponding trucks. It is possible to change the amount of time for which the access authorisation is valid.

Software is also available.

Additional options:

- Shock sensor
- Tools for wireless data management:
  ▸ GSM(2)GPRS(1) module with antenna

The options available on the truck are:

- Access control
- Access control and shock sensor
- Access control and GPRS module
- Access control, shock sensor and GPRS module

(1) GPRS: General Packet Radio Service

(2) GSM: Global System for Mobile Communication

Shock sensor

This sensor allows you to record the shocks received by the truck.

If the truck receives a shock, it is possible to configure a speed reduction.

The fleet manager is the only person who is able to change certain parameters.

NOTE

Replace the sensor if it is faulty.

GSMGPRS module

The module consists of a GSM modem and an antenna.

The module allows you to:

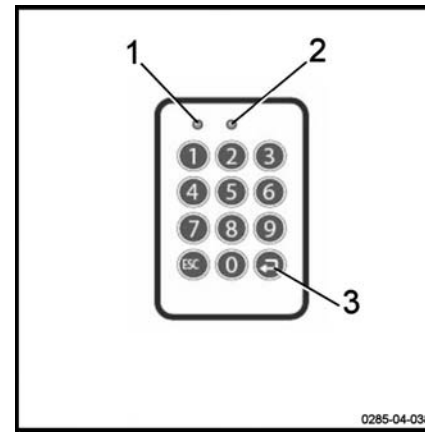
- Access truck information remotely
- Use geolocation

The data is stored on a server.

Data is transmitted by Bluetooth (default) or by GSM module (optional).

Commissioning a truck equipped with the FleetManager™ option

Commissioning a truck equipped with a keypad or an electronic key ▷



– Turn the switch key to start the truck.

– Enter the PIN code on the keypad. The PIN code consists of five to eight digits.

By default, no PIN code is given as a factory setting.

If the PIN code is correct, the LED (1) is not lit. The LED (2) flashes slowly at two-second intervals (green colour).

No acoustic signal sounds.

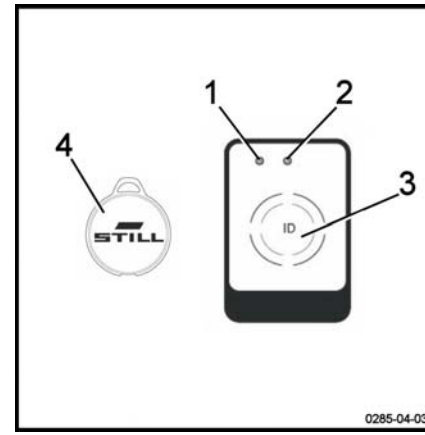
– Press the Enter key (3) to confirm.

The truck is now ready for use.

NOTE

In the configuration, the fleet manager can specify that the operator must enter a preliminary code when logging in. The operator can then assess the state of the truck.

Commissioning a truck equipped with an RFID reading device ▷



– Turn the switch key to start the truck.

– Place the RFID transponder card or the RFID transponder (4) in front of the reading device (3).

If the card is correct, the LED (1) is not lit. The LED (2) flashes slowly at two-second intervals (green colour).

Two acoustic signals sound.

The truck is now ready for use.

FleetManager™ option: Colour code for the LEDs

The LEDs can have different statuses and different colours. Below is the list of the most common messages and their meanings.

Malfunction			Cause	Solution
LED status		Signal transmitter		
LED 1	LED 2			
Lit continuously Red colour	Off	A long acoustic signal sounds	**Reading device variant:** no valid access authorisation	Generate a valid access authorisation using the interface
			Keypad variant: no valid access authorisation for the PIN code entered	
			Keypad variant: PIN code entered incorrect or not confirmed using the Enter key	Re-enter the PIN code
Lit continuously Red colour	Flashes once Green colour	A long acoustic signal sounds	The operator has been granted access authorisation. But the period of validity has expired.	Use the interface to enter a new period of validity
			The date of the truck is incorrect	Update the date of the truck
Flashes quickly Yellow colour	Lit continuously Green colour		Memory is 80% full	Clear the memory
Flashes quickly Red colour	Flashes quickly Red colour	A long acoustic signal sounds upon activation	There are several possible causes: - Reading device or keypad not accessible - GPRS module not accessible - Built-in rechargeable battery flat - Memory full	Contact the After-Sales Service Centre

Malfunction			Cause	Solution
LED status		Signal transmitter		
LED 1	LED 2			
Flashes quickly Red colour	Lit continuously Green colour		A shock has occurred	Reset the shock
Flashes quickly Blue colour	Off		The truck is connected via a Bluetooth link. The operating data is being read. The reading process can take up to five minutes.	The truck is switched on but is not moving. Wait for all of the relevant data to be read. As soon as the LEDs change to a different status, resume work.

Disconnecting a truck equipped with the FleetManager™ option

NOTE

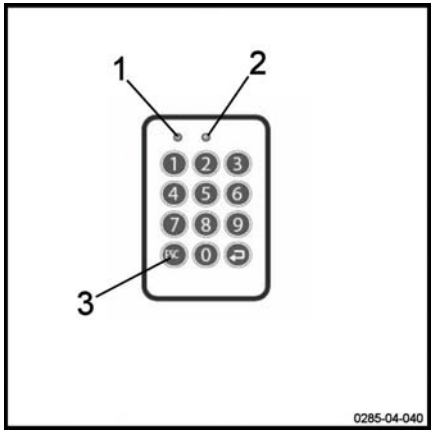
Operators must not log off intentionally while driving.

⚠ WARNING

Access to the truck must be disabled.

Unauthorised users are not allowed to use the truck.

Disconnecting a truck equipped with a keypad or electronic key ▷



– Park the truck in a safe place.

– Press the button (3) to log off. Keep the button pressed in.

No LEDs light up. A long acoustic signal sounds.

The LED (1) lights up for a second (red colour). The LED (2) is not lit. A long acoustic signal sounds.

The LED (1) is no longer lit. The LED (2) flashes slowly at two-second intervals (green colour). No acoustic signal sounds.

The truck is disabled.

– Turn the switch key to the off position to switch the truck off completely.

Disconnecting a truck equipped with an RFID reading device ▷

– Park the truck in a safe place.

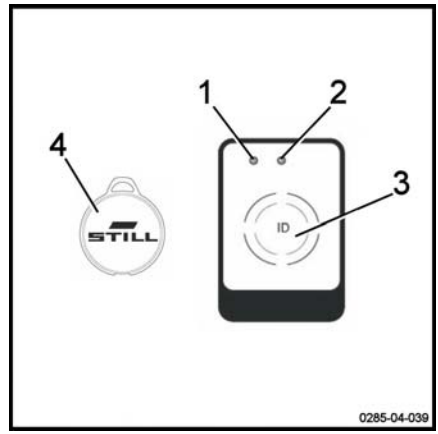
– Briefly place the RFID card or the RFID transponder (4) in front of the reading device (3).

The LED (1) lights up for a second (red colour). The LED (2) is not lit. A long acoustic signal sounds.

The LED (1) is no longer lit. The LED (2) flashes slowly at two-second intervals (green colour). No acoustic signal sounds.

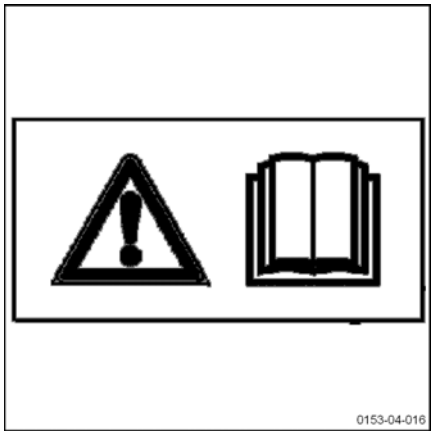
The truck is disabled.

– Turn the switch key to the off position to switch the truck off completely.



Transporting loads

Load handling safety rules



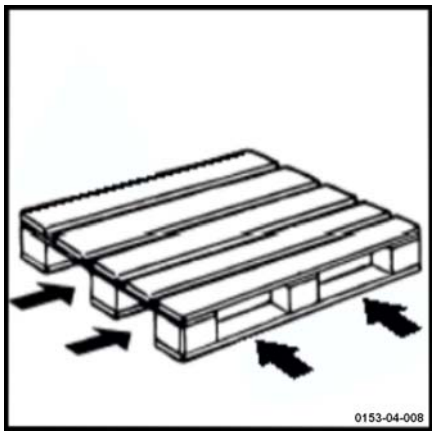
⚠ WARNING

Carefully observe the following instructions before picking up loads. Never touch or stand on moving parts of the truck (e.g. lifting device, pushing devices, work installations or devices for picking up loads).

⚠ WARNING

Take care not to trap hands or feet when operating the truck.

Grabbing a loading unit



Watch out for the following elements:

- the load must be well-balanced and centred correctly between the fork arms
- the fork arms must be sufficiently slid underneath the load to guarantee stability.

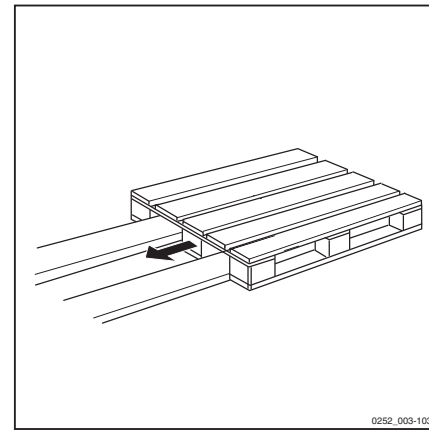
The load must not protrude too far over the fork arms, nor should the fork arms protrude too far out from the load.

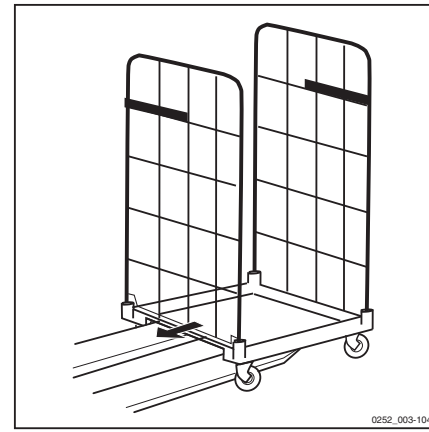
Transporting pallets or other containers ▷

As a general rule, loading units must be transported one by one (e.g. pallets). Transporting several loading units at a time is only authorised:

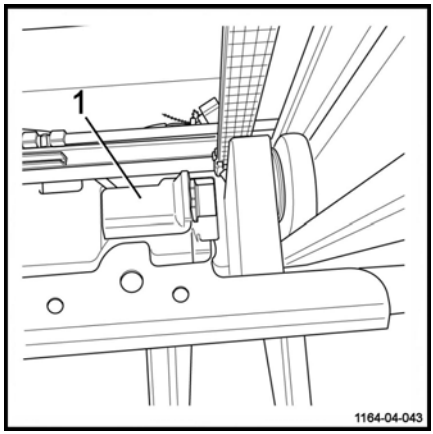
- when the safety preconditions are fulfilled.
- by order of the monitoring agent.

The forklift operator must ensure that the loading unit is properly packaged. He must only move loading units that have been carefully prepared and that meet the safety requirements.





Progressive stopping of the carriage in the lower position ▷



A detector (1) that senses when the position of the forks is 30 cm from the bottom part of the mast triggers an automatic slowing of the lowering action. This detector prevents a violent impact at the end of travel.

– Push the fork lowering control until the carriage is fully lowered.

The progressive shutoff device for the carriage prevents the buffer from being hit at the end of travel.

Handling a single load

⚠ DANGER

Risk of truck falling

Do not stack the initial lift high.

Before picking up a load

Ensure that the load weight does not exceed the capacity of the truck.

- Refer to the nominal capacity specified on the truck's capacity label
- You must also make sure that the load is stable, well-balanced, attached firmly and centred between the fork arms in order to avoid dropping any part of the load
- Check that the width of the load is compatible with the width of the fork arms
- Check that the load is not damaged

⚠ CAUTION

Risk of injury

Safety shoes must be worn.

Transporting people is strictly prohibited. Do not use the forks to lift a person.

⚠ DANGER

Risk of tipping

It is essential to slow down when approaching a corner or on wet ground.

⚠ CAUTION

Arrangement of loads

Do not touch nearby loads or loads positioned at the side or in front of the load being handled.

Arrange the loads with a small space between them to prevent them hooking onto one another.

⚠ DANGER

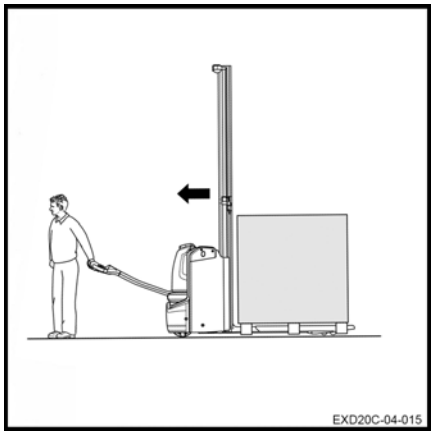
Risk of crushing fingers, hands and arms

Do not put your hands above the mast protection. Do not disassemble the mast protection.

Picking up a load from the ground

– Use the initial lift to raise a load of up to 2000 kg several centimetres from the ground.

Transporting a load ▷



⚠ DANGER

Risk of accident

There must be no one under or near the truck when the load is in the raised position.

⚠ DANGER

Risk of falling

Never transport a load with the forks in the raised position as the truck may become unstable.

Observe the following recommendations:

- Drive forwards for optimum visibility
- Travel up or down slopes with the load uphill. Do not travel across the slope or make a U-turn
- Reverse travel is used for setting down the load. Adjust your speed
- Do not drive with an unstable load
- If visibility is poor, let someone guide you
- Raise the forks slightly in order to pass obstacles
- Be careful of low passageways, low doorways, scaffolding, pipes etc.
- Check that the width of the load is not greater than the width of the aisle

Setting a load down on the ground

Proceed as follows:

– Drive the machine to the required location.

– Carefully move the load into the unloading area.

– Lower the load until the forks are freed.

– Withdraw the machine in a straight line.

– Raise the forks a few centimetres.

⚠ CAUTION

Risk of falling

Do not touch nearby loads or loads positioned behind the truck.

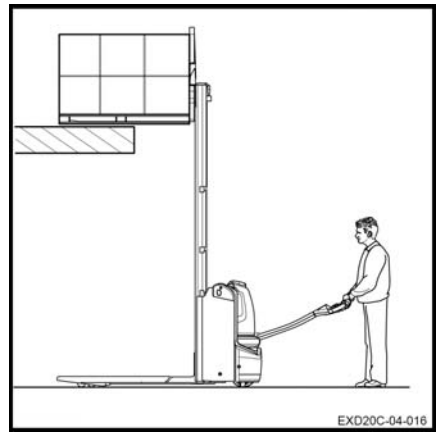
⚠ CAUTION

Risk of accident

Before you set down the load, ensure that no one is around the truck or the load.

Stacking a load

▷



⚠ DANGER

Risk of loss of stability

In order to retain maximum stability and to avoid any risk of overloading the truck, do not use the initial lift control to disengage the load from the storage area.

Proceed as follows:

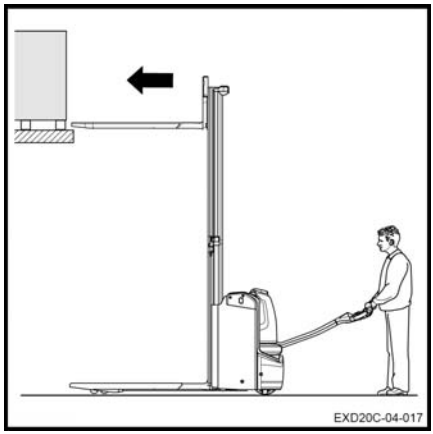
– Drive the machine to the required location.
– Lower the load arms completely.
– Raise the forks clearly above the level where the load is to be placed.
– Drive the truck forward into the racking.
– Lower the load until the forks are freed.
– Withdraw the machine in a straight line.
– Lower the forks again to several centimetres from the ground.

⚠ DANGER

Risk of fatal accident

There must be no one under or near the truck when the load is in the raised position.

Picking up a load at a height



Proceed as follows:

– Drive the machine to the required location.
– Lower the load arms completely.
– Lift the forks to the height of the pallet.
– Carefully move the forks forward under the pallet.
– Lift the forks until the pallet moves away from the racking.
– Move slowly to withdraw the forks from the rack.

⚠ DANGER

Risk of hooking the mast on the rack

Do not start lowering the forks until they are completely clear of the rack. The forklift operator must remain vigilant and ensure that there are no obstacles preventing the lowering of the forks.

– Lower the forks again with the load to the ground.
– Lift the load arms to move the truck.

Before leaving the truck

NOTE

Always stop the truck on level ground away from traffic routes.

Proceed as follows:

– Lower the forks to the lower position.
– Switch off the ignition (key or electronic key).
– In the event of a prolonged shutdown, press the emergency off switch. Then disconnect the battery.

Handling two stacked pallets

Double pallet stackers enable two stacked loads to be transported:

- One load on the load arms (initial lift).
- One load on the fork arms.

⚠ DANGER

Risk of loss of stability

The overall weight of the two loads must not exceed the maximum capacity of the machine (refer to the capacity plate).

The heavier load must be placed on the load arms.

Picking up two loads

▷

– Lower the load arms.
– Raise the forks to the correct height to load the upper pallet.
– Carefully move the forks forward in the pallet.
– Raise the forks (1) to lift the first upper load.
– Move slowly in a straight line to withdraw the forks from the rack.

⚠ DANGER

Risk of hooking the mast on the rack

Do not start lowering the forks until they are completely clear of the rack. The forklift operator must remain vigilant and ensure that there are no obstacles preventing the lowering of the forks.

– Lower the forks to move the truck.
– Lift the forks back to a suitable height (to avoid any obstacles).
– Carefully move forward in order to go and get the second load.

– Raise the load arms (2) to lift the load from the ground. ▷

– Lower load (Q1) again as close as possible to load (Q2) before driving.

⚠ CAUTION

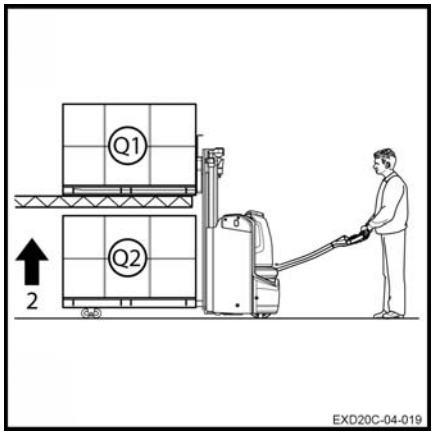
Risk of crushing goods

Make sure that there is enough space above load (Q2) so as not to crush the top of the pallet.

– Reverse the truck slowly to remove the pallets from the storage area.

⚠ CAUTION

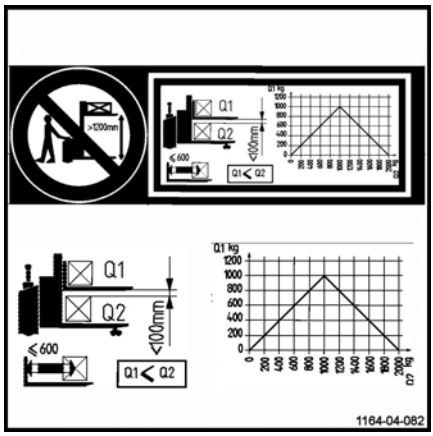
The total load (Q1) + (Q2) must not exceed 2000 kg. **Q1 must be less than Q2** (for details, read the double pallet stacker label in chapter 4: Capacity).



Transporting two loads ▷

Observe the following recommendations:

- The normal direction of travel is forwards.
- Always travel up or down slopes with the load uphill.
- In the event of poor visibility, move slowly and carefully and ask somebody to guide you.
- Do not travel with a load (Q1) on the forks if there is no load (Q2) on the load arms above 300 mm from the ground.
- The heavier of the two loads (Q2) must be placed on the bottom on the load arms.
- Keep the upper load (Q1) as close as possible to load (Q2) at all times.



Setting down two loads

– Carefully move the truck to the desired area.

– Raise the forks clearly above the level where the load is to be placed.

– Slowly move the loads towards the racking.

– First of all, place the lower pallet on the ground and then place the upper pallet on the first level.

– Slowly withdraw the truck in a straight line.

– Lower the forks again.

⚠ WARNING

Lifting and lowering the forks

The initial lift or lowering operation (load arms) is matched by the forks.

Before leaving the truck

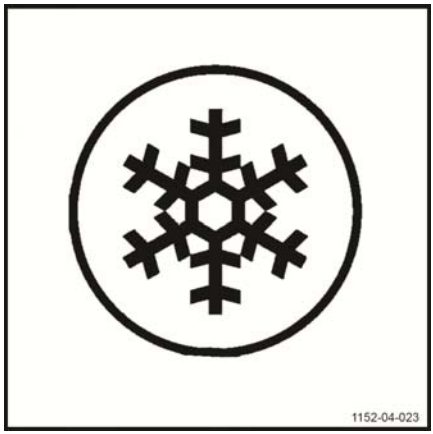
⚠ CAUTION

Parking the truck

Always stop the machine on level ground away from traffic routes.

– Lower the forks (unladen) and the load arms to the lowered position.
– Turn off using the ignition key or the digi-code.
– In the event of a prolonged shutdown, press the emergency off switch and disconnect the battery.

Cold store usage (optional) ▷



⚠ CAUTION

Standard trucks risk being subject to significant damage if used in extreme conditions.

Only trucks with the Cold Store option may be used inside cold storage. Specific oil designed for cold stores must be used.

These trucks are identified by their Cold Store label.

Area of Use

Trucks with the Cold Store option may be used in two different areas:

- **operating range 1**: the truck can operate at a temperature of -5 °C and, for short periods, at a temperature of -10 °C. It must be parked outside of the cold store.
- **operating range 2 (Entry / Exit applications)**: the truck must be used alternately inside and outside of the cold store. It can withstand temperatures between -30 °C and +45 °C. Specific rules should be followed so as not to damage the truck and to avoid the occurrence of streaming (see the following paragraph). The truck is parked outside of the cold store.

Precautions for Use

The difference in temperature between the cold store and the room temperature zone may result in the formation of condensation water.

This water can freeze when the truck goes back into the cold store and jam the moving parts of the truck.

Streaming occurs if the truck remains outside of the cold store for more than ten minutes. Therefore, it is essential to leave the truck outside of the cold store for 30 minutes so that the condensation disappears.

⚠ DANGER

If the condensation freezes in the cold store, it is prohibited to operate the jammed parts.

This could cause permanent damage to the truck.

Parking

The truck must be parked outside of the cold store.

Parking inside the cold store could cause serious damage to the electrical and mechanical equipment (seals, hoses, rubber and synthetic parts).

⚠ CAUTION

Do not leave discharged or unused batteries in the cold store.

They could be permanently damaged.

Before leaving the truck

– Choose a safe and level location.

– Set down the load and lower the forks completely.

The forks must touch the ground.

– Switch off the truck.

The automatic braking is activated.

– Remove the switch key.

⚠ DANGER

Danger of death!

It is prohibited to park the truck with a load in the raised position or the forks in the raised position.

Handling the battery

Battery type

Trucks can be fitted with different types of battery. Comply with the information indicated on your battery's type plate, as well as with its features.

⚠ WARNING

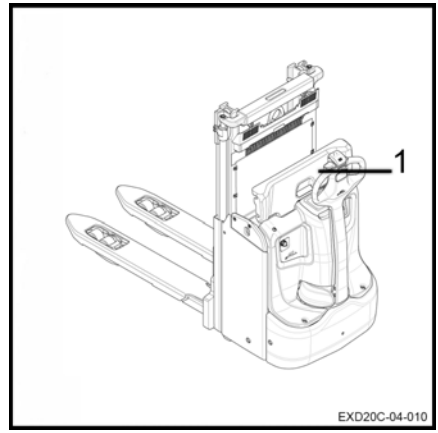
The weight and size of the battery influence the stability of the truck.

The new battery must weigh the same as the old one. Do not remove extra weight or change its position.

⚠ CAUTION

Be careful not to damage any wiring when replacing the battery.

Opening and closing the battery hood ▷



Opening the battery hood

To open the battery hood:

– Immobilise the truck.
– Lower the forks.
– Switch off the ignition (key or electronic key).
– Press the emergency off switch.
– Lift the hood (1) using the handle designed for this purpose.

Closing the battery hood

To close the battery hood:

– Lower the hood (1).

⚠ WARNING

Risk of trapping fingers

When closing the battery hood, correctly position your fingers to avoid any risk of them being trapped.

– Check that the hood is closed securely.

⚠ CAUTION

Risk of sparks

Never drive with the hood open or incorrectly closed.

Order picking

Maintenance personnel

The battery must be replaced by specially trained personnel. Personnel must follow the manufacturer's instructions for the battery, the charger and the truck.

It is also necessary to follow the battery maintenance instructions.

Fire protection measures

⚠ WARNING

Do not smoke or create a flame when handling batteries. There must be no combustible material or tools that produce sparks within a minimum radius of 2 m around the truck and the battery charger.

The work area must be well ventilated. Fire extinguishers must be provided and located near the work area.

Parking the truck securely

When the battery is being worked on, the truck must be parked safely. The truck can only be restarted when the covers and connectors have been put back in the operating position.

Disconnecting/connecting the battery connector

⚠ WARNING

Major risk of arcing and destruction of contacts

Never connect or disconnect the connector if the truck is switched on.

Regularly check the condition of the contacts of the connectors. Replace them if there are signs of arcing and carbonisation.

Adhere to the direction of polarity "+" and "-". Always connect "+" to "+" and "-" to "-". Do not reverse the connectors.

Each ½ connector has a polarising pin. Ensure that the connectors are present and in good condition. They prevent any risk of reverse polarity.

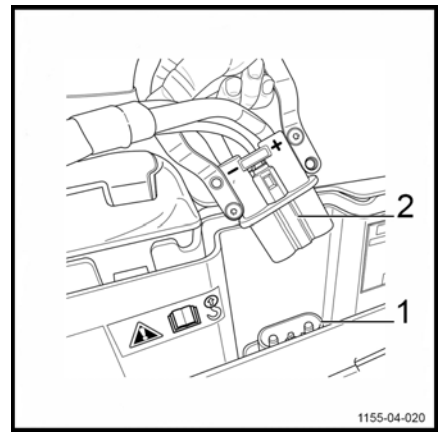
Disconnecting the battery connector ▷

– Immobilise the machine and switch off the ignition.

The fixed socket on the truck (1) is located above the battery and under the battery hood.

– Open the battery hood.

– Pull the handle of the battery connector (2) to disconnect it from the fixed socket (1) on the truck.



Connecting the battery connector

– Press the battery connector (2) into the fixed socket (1) on the truck.

– Close the battery hood.

On-board charger

Precautions for installation and use

The on-board charger means you no longer have to use a charging room. This charger can be connected to any 2P+T 230 V 16 A socket. However, before charging this way, the user must ensure that the location selected for charging satisfies all the required safety guarantees:

- The electrical system must comply with standard NF C 15 100.
- The electric wall socket must be a 2 pole + earth 16 A 230 V type that is correctly connected and protected.
- Before charging, check the condition of the connections and cables (retighten, as required).
- Charging must be carried out in an area where there is no condensation or pollution and there must be sufficient ventilation.
- The charger must not be exposed to oil, grease or other similar substances.
- Charging must be carried out with the truck stopped.
- The increase in the temperature of the unit in relation to the ambient temperature is 10°C maximum. The temperature of the expelled air is 25°C maximum. Wait 10 minutes after stopping the charger before touching the unit.
- As the charger is cooled by forced ventilation, do not block the air inlets and outlets. There must be sufficient air circulation to the outside.

The charger is designed:

- To be incorporated inside an industrial truck. The charger must never be used alone (out of the truck).
- To stay permanently connected to the battery.
- To operate in all positions.
- Remain connected to the mains during periods of truck downtime to ensure the availability of the machine.
- To tolerate "opportunity charging".

⚠ CAUTION

Risk of damage to the mains cable resulting in electric shock and/or burns.

Park the truck very close to the wall-mounted mains socket to avoid tensioning the charger's mains cable during charging.

Electrical specifications of the charger

Mains voltage	190 V < U < 260 V
Network frequency	50 / 60 Hz +/-1% (automatic adaptation) No inrush current to the mains connection
Maximum output power	1040 W +/-3%
Maximum output current	35 A +/-2%
Nominal battery voltage	24 V
Tolerance on the voltage of bearing U	1%

Electrical safety

- Protection against reversal of battery polarity: the charger is protected by an output relay. After the battery is reconnected in the right direction, the charger starts charging without requiring human intervention.
- Mains protection: by a 250 V 10 A 5x20 timed fuse. The mains fuse is fitted directly to the electronic card. The user is not authorised to change this fuse. If this fuse is faulty, the charger must be returned to the service centre.

Other charging characteristics

Maintenance charges

If the charger stays connected to the mains, it restarts a charging cycle every 48 hours after the end of the previous charge in order to compensate for self-discharge.

Partial recharging

The charger adapts automatically to the battery discharge situation and therefore allows

any type of partial charging to be carried out ("opportunity charging").

The overcharging calculation takes into account partial recharging. The mixture is always sufficient, without needless water consumption, which prevents premature wear of the batteries (often due to overlong charging periods) and reduces the need for maintenance.

Protection during charging

Mains micro-break protection

If the mains power is cut off, all the existing charging parameters are stored in the memory for 13 minutes. As soon as the mains power returns, charging resumes from the point (I, U) at which it was cut off, with the number of Ah already injected stored in the memory.

If the cut-off period is longer than 13 minutes (the truck could have been used), a complete charging cycle is initialised.

Time protection

If the duration of phases I1 + P + U is more than 16 hours, the charger automatically stops. This can happen when a battery has a short-circuited component. Simply reset the mains to clear the fault.

Temperature safety

As the charger is cooled by ventilation, the air inlets and outlets must never be blocked.

The fan runs when the mains power is connected. It stops when charging is complete or when the mains power is disconnected.

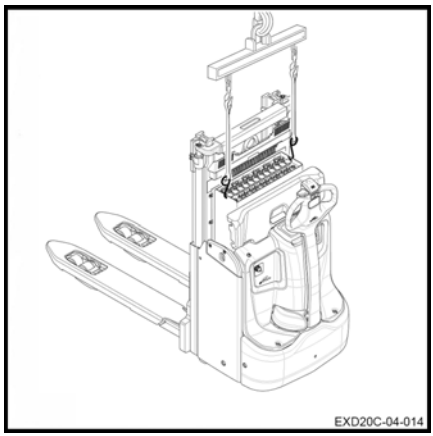
The charger supplies reduced power if the ambient temperature exceeds the usage temperature range in order to protect itself (the charging period will be extended in this case).

The charger stops if the micro-controller detects a temperature measurement fault.

Changing the vertical access battery

To change the battery, proceed as follows:

– Immobilise the truck.
– Lower the forks.
– Switch off the ignition and remove the key.
– Press the emergency off switch.
– Open the battery hood.
– Disconnect the battery connector.
– Attach the slinging hooks to the battery compartment. ▷



NOTE

Using secured hooks is recommended.

– Lift the battery. Take care not to hook onto the upper bridge piece of the mast.
– Replace the battery.
– Position the new battery in the chassis.
– Remove the sling hooks.
– Reconnect the battery connector.
– Close the battery hood.
– Return the truck to service.

Handling the truck in an emergency

Truck towing procedure

It is not possible to tow the truck with no electrical function. The electromagnetic brake remains in the closed position.

Truck towing is authorised with a rigid connection (tow bar) if the truck to be towed can no longer be braked. Check that the towing vehicle is sufficiently powerful to pull and brake the truck being towed.

Moving with no battery

NOTE

In the event of an electrical fault or no battery, it is possible to unlock the brake manually.

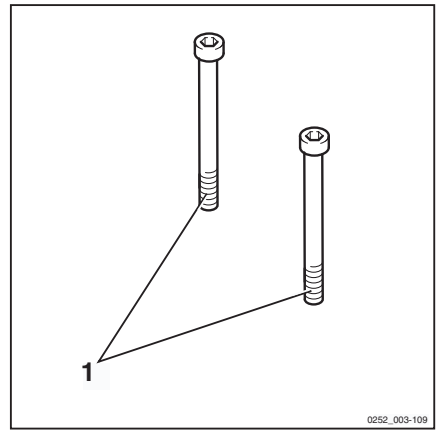
⚠ CAUTION

This procedure must be carried out by authorised personnel.

– Unload the fork arms, then disconnect the battery.
– Remove the engine cover.
– Two M5 X 35 screws (1) are required.
– Screw the screws (1) to the brake (2) in the holes (3). The brake is then unlocked.

⚠ CAUTION

The truck must only be towed at low speeds.

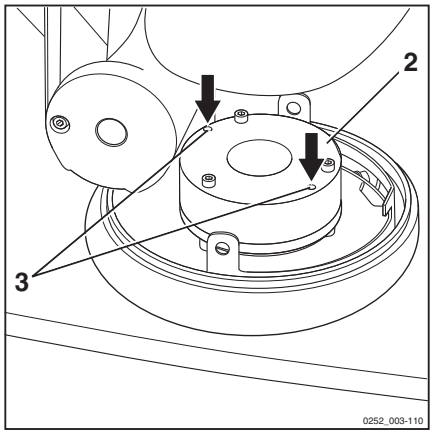


– After towing, chock the truck to prevent it from moving.
– To re-establish brake operation, unscrew and remove the two screws (1).
– Refit the covers.

⚠ WARNING

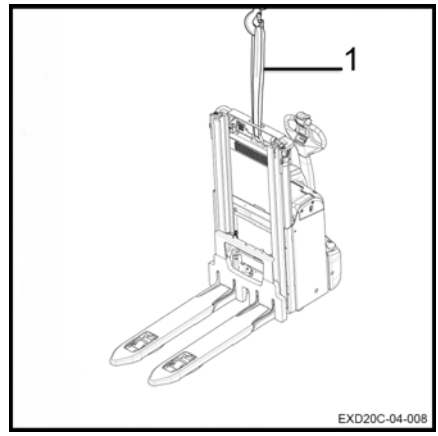
It is essential that the covers are correctly refitted before the machine is used.

▷



Handling the truck in specific situations

Slinging the truck ▷



⚠ DANGER

Danger of truck falling

Only use slings and a hoist of sufficient quality. Check the weight of the machine (including battery) in order to choose a suitable device. Refer to the technical features.

Observe the following instructions:

– Shut off the truck and disconnect the battery.

– Lower the forks.

– Remove any items that could fall.

– Protect all parts that come into contact with the lifting device.

– Hook the lifting device (1) onto the appropriate locations as shown by the "slinging hooks" label.

NOTE

Do not sling the truck by the tiller. Do not sling the truck by the accessory support.

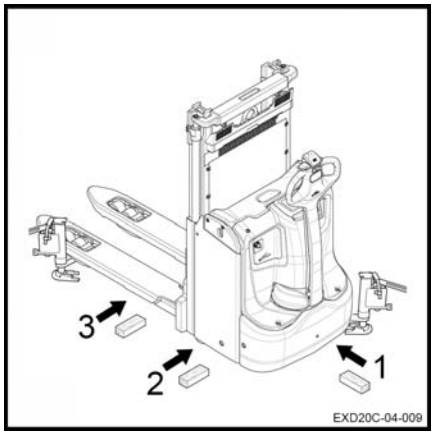
– Carefully lift the truck.

⚠ DANGER

Risk of falling

Make sure no one is under or near the truck when slinging the truck.

Lifting the truck



⚠ DANGER

Danger of truck tipping over

Truck lifting must be performed carefully.

For some work, it is necessary to lift the truck.

– Lift the forks.

– Switch off the ignition and disconnect the battery connector.

– Use a jack with adequate lifting capacity.

Front section of the truck:

– Place the jack under the chassis (1).

Working on the lifting device:

– Position the jack under the battery frame (2).

Maintenance of the load wheels:

– To service the load wheels, position the jack under the forks in the locations indicated (3).

As a safety precaution, always place a wooden chock.

⚠ WARNING

Risk of truck falling

Immobilise and chock the truck after lifting it.

Transporting the truck

⚠ CAUTION

Always switch off the ignition and disconnect the battery.

Never tie down or sling the truck by the control unit or other points not designed for this.

⚠ CAUTION

Risk of damage to the truck.

Use a hoist and woven **NON METALLIC** slings with an adequate lifting capacity. Refer to the load weight shown on the truck's capacity plate.

The lifting operations must be performed by qualified personnel.

Trucks are generally transported by road or by rail.

The truck must be suitably protected from the effects of the weather during transport and storage.

To load or unload the truck, use an inclined plane or a mobile ramp.

If the truck is out of service or if the battery has been removed, sling the truck. See **Chapter 4 Slinging the truck**.

⚠ DANGER

Danger of death.

Do not stand within the hoist's operating radius or below the lifted truck.

Transporting the truck in the lift

The truck must only be taken in lifts with an adequate loading capacity that are designed for this purpose, and for which authorisation has been received from the operator. Inside the lift, the truck must be immobilised so that no part is in contact with the wall of the lift cage.

A minimum safety distance of 100 mm from the walls of the lift must always be observed.

Anyone transported with the truck must only enter the lift after the truck has been correctly immobilised and they must exit the lift first.

Driving on loading bridges

Before crossing a loading bridge, the operator must make sure it is properly attached and secured and its load capacity is sufficient. Cross the loading bridge slowly and carefully. The driver must be sure that the vehicle to be entered is secured sufficiently against movement and that it can support the load of the forklift truck.

The lorry driver and lift truck operator must coordinate the departure time of the lorry.

5

Maintenance

General maintenance information

General

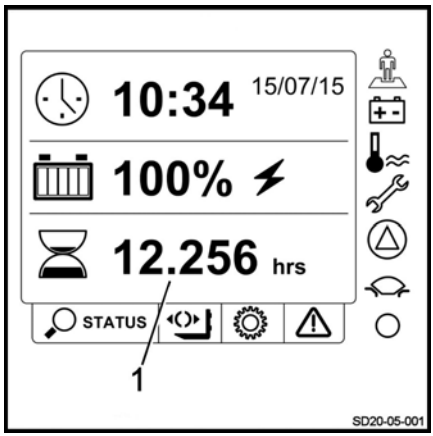
The following instructions contain all the information required for maintenance of your truck. Carry out the various maintenance work in compliance with the maintenance plan. This will ensure that your truck is reliable and in good working order and that the warranty remains valid.

Maintenance plan

One of the display functions indicates the truck's hours of use. Refer to it and consult the truck's maintenance plan.

The maintenance plan is followed by advice to facilitate work.

Maintenance intervals must be reduced if the truck is used under harsh conditions (extreme heat or cold, large quantities of dust).



Grade and quantity of lubricants and other consumables

Only lubricants and other consumables specified in these operating instructions are authorised for use in maintenance work.

Lubricants and other consumables required for truck maintenance are listed in the maintenance specifications table.

Never mix different grades of grease or oil. If it is absolutely necessary to change brands, make sure to flush thoroughly beforehand.

Before changing any filters or working on the hydraulic system, thoroughly clean the surface and the areas around the part.

All containers used to pour oil must be clean.

Servicing and maintenance personnel training and qualification

Truck maintenance must only be carried out by qualified and authorised personnel.

The annual inspection for prevention of accidents at work must be carried out by a person qualified to do so. The person carrying out this inspection must provide their expertise and opinion without being influenced by economic factors or company internal issues. Safety is the only critical deciding factor.

The person responsible for carrying out the inspection must have sufficient knowledge and experience to be able to assess the condition of the truck and the efficiency of the protective installations in accordance with the technical regulations and principles established for checking industrial trucks.

Battery maintenance staff

Batteries must only be recharged, maintained and changed by specially trained personnel. Personnel must follow the manufacturer's instructions of the battery, the battery charger and the truck.

It is essential to follow the battery maintenance instructions and the battery charger operating instructions.

Maintenance operations that do not require special training

Simple maintenance operations such as checking the hydraulic fluid level or checking the battery electrolyte level can be carried out by persons with no special training.

A specific qualification is not necessary.

Refer to the maintenance section of this manual for further information.

Ordering spare parts and consumables

Spare parts are provided by our spare parts service department. You will find the information required to place an order in the spare parts and fitting catalogue.

Only use spare parts recommended by the manufacturer.

Unauthorised spare parts may increase the risk of accidents due to faults relating to quality or incorrect choices. Anyone who uses non-compliant spare parts must assume full responsibility in the event of an accident.

Technical specifications

Assembly	Consumables/lubricants	Capacities/adjustment values
Hydraulic system	Hydraulic oil	0.45 litres (minimum volume: 0.35 litres)
Transmission gear	Transmission gear oil	0.8 litres

Assembly	Consumables/lubricants	Capacities/adjustment values
Traction motor 1.2 kW for EXD 18C and EXD 20C	Fuse 1F1	Power: 300 A, quantity: 1
Pump motor 1.2 kW for EXD 18C and EXD 20C	Fuse 1F1	Power: 300 A, quantity: 1
Control fuse	Fuse 1F3	Control: 7.5 A, quantity: 1
Control fuse	Fuse 1F4	Control: 5 A, quantity: 1
Battery	Distilled water	As required
Joints	Lithium soap grease	As required

Safety guidelines for maintenance

Servicing and maintenance measures

To avoid accidents during servicing and maintenance operations, take all necessary safety measures. For example:

– Ensure that there is no risk of the truck moving or starting up unexpectedly. For this reason, remove the battery connector.

Working on the electrical equipment

Operations on the truck's electrical system must only be carried out when there is no voltage supply.

Operating checks, testing and adjustment work on parts supplied with voltage must only be carried out by personnel:

- who have received detailed instructions
- who have been authorised to perform this work
- who have taken the necessary precautionary measures.

Rings, metal bracelets etc., must be removed before carrying out any operations on electric components.

Remove the electric equipment (which comprises electric components such as the traction controller) before carrying out any welding operations. This precaution prevents this electric equipment from being damaged.

Operations on the electric system require the consent of the manufacturer.

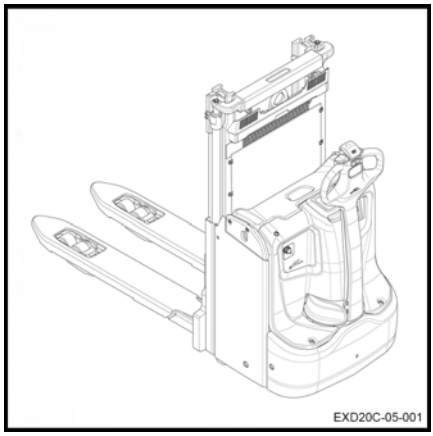
Safety devices

After any repair or maintenance work, it is necessary:

- to refit all safety devices
- to check these for correct operation.

Chassis, bodywork and fittings

Cleaning the truck



Disconnect the battery before cleaning the truck.

Be very careful using steam jets or cleaning products with a strong degreasing effect. They dilute the grease inside the sealed-for-life bearings. Relubrication is then impossible.

These cleaning methods damage the bearings.

⚠ WARNING

Use of compressed air

It is advisable to wear protection goggles and a mask.

If using compressed air, first remove stubborn dirt with a cold cleaning agent.

Before carrying out lubrication operations, thoroughly clean:

- The oil filling openings and the areas around them.
- The grease nipples.

Dry the truck after cleaning.

If, despite taking all of these precautions, water enters the motors, the truck must be returned to service. This operation prevents rust forming (it dries out by its own heat). The motors can also be dried using compressed air.

NOTE

A truck that is cleaned frequently will also require more frequent lubrication.

General information on battery maintenance

⚠ DANGER

Risk of injury

Before carrying out any operations on the electric installation, turn the truck power supply off. Disconnect the battery connector.

Precautions to be taken during battery maintenance

The plugs on the battery cells must always be dry and clean.

Neutralise any spilt battery acid immediately.

The battery terminals and lugs must be clean, lightly covered with grease for terminals and securely tightened.

Charging the battery

During the charging process, the surface of the battery cells must be clear to ensure sufficient ventilation.

Do not place metal objects on the battery.

The battery cover must remain open during charging. See the chapter entitled **Battery charging using an external charger.**

Battery type

Lead or gel batteries are used. It is advisable to choose a compatible charger.

Before charging, ensure that the charger is suitable for the type of battery.

⚠ CAUTION

Gel batteries are subject to specific charging, maintenance and treatment instructions. A non-compatible charger may result in a battery failure.

Observe the manufacturer's recommendations.

NOTE

- *The discharge indicators used to check the battery must also be suitable for the type of battery*
- *Contact the relevant After-Sales Service Centre*

Charging the battery

– Park the truck in an area without condensation or pollution and with sufficient ventilation.

– Stop the truck.

– Press the emergency off switch.

– Open the battery hood.

– Follow the instructions.

⚠ CAUTION

Do not expose the charger to water, rain, oils, grease or any similar substances.

The charger becomes hot during the operation.

⚠ CAUTION

Risk of injury

Do not obstruct the ventilation. Allow the charger to cool down for 10 minutes after charging is complete before touching it. Do not use the charger out of the truck.

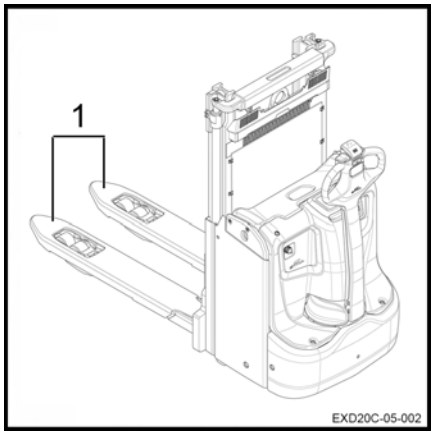
Checking the condition of the forks ▷

– Check that the forks (1) show no signs of deformation, splits, heavy wear or cracks.

⚠ CAUTION

Truck damage

If the carriage is damaged, have it changed by the After-Sales Service Centre.



Steering and wheels

Checking the condition of the wheels ▷

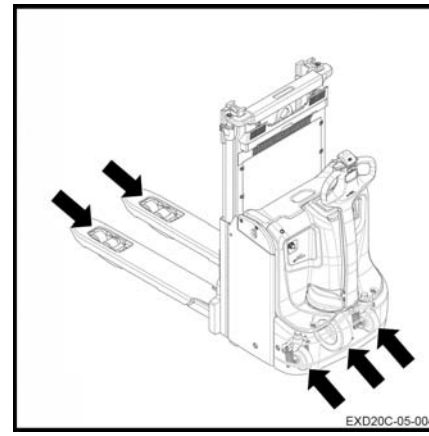
– Raise the truck until the wheels are off the ground.

– Check that the wheels rotate freely and remove any objects that may prevent them from turning or may obstruct them.

⚠ CAUTION

Risk of damaging the wheels

In order to avoid any risk of damaging the wheel bearings and tyres, any wires or plastic strips that may wind around the wheel hubs and mountings must be removed.



Stabiliser maintenance

Trucks are equipped with two stabilisers. They ensure the dynamic stability of the truck. Different types of stabilisers are available as options.

Stabilisers do not require any specific maintenance or adjustment work. Wheel wear (drive wheel and stabiliser wheel) is automatically compensated.

However, it is necessary to check the condition of the stabilisers:

- No significant damage to the superstructure.
- The damper cylinder pins must not be twisted.
- No oil leakage must be present on the damper cylinder. This cylinder must be inside the spiral spring.
- No damage to the rollers. The wheels must rotate freely
- No locking at the level of the upper bearing.
- Ensure that the wheel nuts are correctly tightened.
- Ensure that there is no oil leakage under the truck when it is fitted with hydraulic stabilisers.

⚠ WARNING

Risk of loss of dynamic stability

The dynamic behaviour of the device must be monitored, particularly when turning. The behaviour of the truck must be the same when cornering, whether turning to the left or right. If there is a difference in behaviour, please contact the After-Sales Service Centre. Only the technician can replace the two stabilisers if deemed necessary.

NOTE

It is necessary to monitor the wear of the wheels in order to preserve the traction of the truck.

Electrical equipment

Checking the battery acid level and electrolyte density ▷

⚠ WARNING

The electrolyte (diluted sulphuric acid) is poisonous and caustic!

- Always wear suitable protective equipment (industrial goggles, safety gloves) when working on a battery.
- Never wear a watch or jewellery when handling battery acid.
- Do not allow any acid to get onto the clothing or skin or into the eyes. If this does happen, rinse immediately with plenty of clean water.
- Immediately rinse away any spilled battery acid with plenty of water.
- In case of injury, seek medical advice immediately.
- Always follow the safety information provided by the battery manufacturer.
- Comply with the regulations in force.

- Check the battery acid level and electrolyte density according to the battery manufacturer's recommendations.
- The cell covers of the battery must be kept dry and clean.
- Any spillage of battery acid must be neutralised immediately.

ENVIRONMENT NOTE

Dispose of any used battery acid in accordance with the regulations.

Lift mast

Cleaning and lubricating the chains

NOTE

If the lifting chain is too dirty, clean it.

- Place a recipient underneath the lifting chain.
- Clean using a paraffin-based product (petroleum, fuel oil etc.). Observe the manufacturer's safety guidelines.
- If using a steam jet, do not use additives.
- Immediately dry the chain and its joints with compressed air. Move the chain frequently during this operation.
- Lubricate the chain immediately using a special aerosol chain lubricant.

⚠ CAUTION

Risk of the equipment becoming worn or damaged.

Chains are safety components. Use of cold cleaning agents, chemical products, acid or chlorinated products could destroy the chains.

Adjusting the length of the mast chains

NOTE

Depending on the use of the truck, the chains are liable to stretch and as a result they have to be adjusted regularly.

NOTE

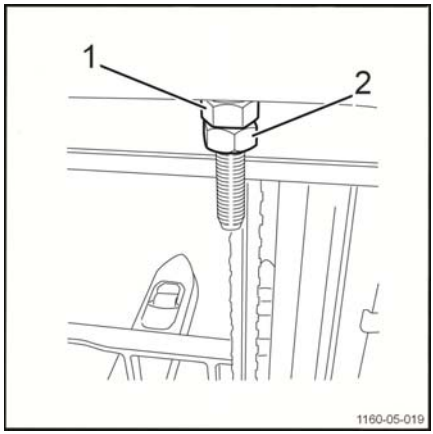
Use of high pressure liquid cleaning devices is not advisable.

⚠ DANGER

Danger of death and/or risk of serious damage to equipment

On trucks fitted with macrolon mast protection, clean the translucent screen thoroughly after lubrication operations.

– Fully lower the mast.
– Undo the locknut (2)
– Place the chains under slight tension by tightening the nut (1).
– Retighten the locknut (2).

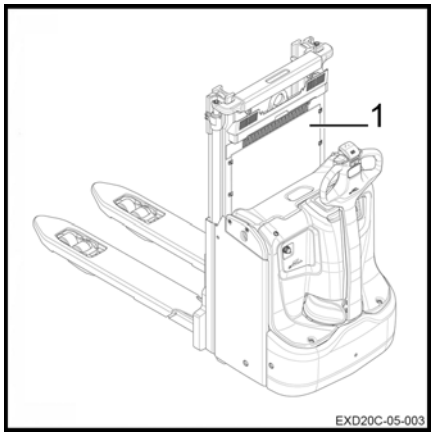


⚠ CAUTION

Risk of the equipment becoming worn or damaged.

After this adjustment, check that the fork carriage does not reach the mechanical stop at the top of the mast during the maximum lift. If this is the case, slacken or replace the chains. We recommend that this operation be carried out by our After-Sales Service Centre.

Checking the protective screen



It is important to check the condition of the mast protective screens and to check that the mountings are tightened.

– Check that the protective screen (1) is correctly attached and in good condition (undamaged).
– Replace the protective screen if it is damaged.
– Adhere to the number of fastenings as defined by the manufacturer.

⚠ WARNING

Risk of serious injury and/or serious damage to equipment

Never touch moving parts and assemblies without first having lowered the equipment to the ground and disconnected the battery.

⚠ DANGER

Poor visibility

The screen must be installed and correctly attached.

Do not attach anything to the screen that could affect the visibility of the forks.

When cleaning the fork carriage side, only clean the screen when the fork carriage is in the lowered position.

Storage and decommissioning

Storage of truck

Precautions should be taken if the truck must not be used for a reasonably long period. The operations depend on the length of time it is unused.

Long-term truck storage

The following work must be carried out on the truck to prevent corrosion if it needs to be stored for a long period of time. If the truck is to be stored for more than two months, it must be positioned in a clean and dry area. The area must be well-ventilated with no risk of freezing.

The following operations must be performed:

– Clean the truck thoroughly.

– Check the hydraulic oil level and refill if necessary.

– Lower the forks onto a suitable support (e.g. a pallet) until the chains are slack.

– Coat any unpainted metal parts with a thin layer of oil or grease.

– Grease all hinges and joints.

– Check battery condition and electrolyte density. Maintain the battery in accordance with the manufacturer's requirements. (Follow the instructions).

– Spray contacts with an aerosol product designed for contacts.

– Raise and chock the truck: the wheels must not touch the ground in order to prevent irreversible deformation of the tyres.

– Cover the truck with a cotton cover to protect it from dust.

⚠ CAUTION

We recommend that you do not use a plastic sheet as this encourages condensation to form.

Consult the service department for further measures to take if the truck must be stored for a longer period of time.

Recommissioning after storage

If the truck has been stored for more than six months, it must be checked carefully before being recommissioned. This check is similar to the workplace accident prevention inspection. It is therefore necessary to check all points and systems that are important for truck safety.

Carry out the following operations:

– Clean the truck thoroughly.

– Grease all hinges and joints.

– Check the condition and density of electrolyte, and, if necessary, recharge the battery.

– Check that there are no traces of condensation water in the hydraulic oil. Drain if necessary.

– Carry out the same maintenance work as for the first time it was commissioned.

– Commission the truck.

– In particular, check the following during start-up:

- traction, control and steering.
- brakes (service brake and parking brake).
- lifting device.

Permanent Putting Out of Commission (Destruction)

When scrapping the truck, it is necessary to:

- Remove the various parts of the truck (covers, battery, chains, motors etc.)
- Sort out the components depending on their type: pipes, rubber components, lubricants, aluminium, iron etc.
- Before scrapping the truck, notify the competent authorities of your country in writing.
- After receiving the authorisation from the competent authorities, remove any components according to national standards.

NOTE

The client is solely responsible for any irregularities he has committed during or after the scrapping of the truck's components and the removal of components.

6

Technical specifications

Eco-design requirements for electric motors and variable speed drives

All motors in this industrial truck are exempt from Regulation (EU) 2019/1781 because these motors do not meet the description given in Article 2 "Scope", Item (1) (a) and because of the provisions in Article 2 (2) (h) "Motors in cordless or battery-operated equipment" and Article 2 (2) (o) "Motors designed specifically for the traction of electric vehicles".

All variable speed drives in this industrial truck are exempt from Regulation (EU) 2019/1781 because these variable speed drives do not meet the description given in Article 2 "Scope", Item (1) (b).

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