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1 - OPERATING AND SAFETY INSTRUCTIONS

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ORIGINAL REPLACEMENT PARTS AND ATTACHMENTS

ALL MAINTENANCE ON OUR LIFT TRUCKS MUST BE CARRIED OUT USING ORIGINAL PARTS.

BY ALLOWING NON-ORIGINAL PARTS TO BE USED,

YOU RUN THE RISK - Legally, of being liable in the event of an accident.

- Technically, of causing breakdowns to occur or of reducing your lift truck's service life.



Using counterfeit parts or components not approved by the manufacturer may put an end to contract warranty terms and lead the maker to withdraw the lift truck's certificate of compliance.

BY USING ORIGINAL PARTS DURING MAINTENANCE OPERATIONS,

YOU ARE LEGALLY COVERING YOURSELF

- Any user who procures parts from another quarter does so at his own risk.

- Any user who modifies his lift truck or has it modified by a service company, must consider that a new item of equipment has been brought onto the market and therefore takes liability for it.

- Any user who copies original parts or has them copied is taking a risk from the legal viewpoint.

- The certificate of compliance only binds the maker for parts chosen or produced under the maker's control.

- The practicalities of maintenance terms are set out by the maker. The maker is in no way liable in the event of the user not complying with such terms.

YOU GET THE BENEFIT OF THE MANUFACTURER'S KNOW-HOW

THE MANUFACTURER BRINGS TO THE USER,

- His know-how and skill.

- Guaranteed quality work.

- Original replacement parts.

- Help with preventive maintenance.

- Effective help with diagnosing faults.

- Enhancements gained from feedback.

- Training for operating staff.

- Only the manufacturer knows the details of the lift truck design and therefore has the best technological capability to carry out maintenance.

ORIGINAL REPLACEMENT PARTS ARE DISTRIBUTED EXCLUSIVELY BY MANITOU AND ITS DEALER NETWORK.

The dealer network list is available on MANITOU web site www.manitou.com

DRIVER'S OPERATING INSTRUCTIONS

CAUTION

WHENEVER YOU SEE THIS SYMBOL IT MEANS :



WARNING ! BE CAREFUL ! YOUR SAFETY OR THE SAFETY OF THE LIFT TRUCK IS AT RISK.

- Most accidents connected with the use, maintenance and repair of the lift truck are due to non application of the basic safety instructions. By being aware of the risks to which you are exposed and by taking the necessary preventive measures, you should be able to avoid accidents occurring.
- Any operation or manoeuvre not described in the operator's manual is theoretically prohibited, but anyone using a different method should first make sure that it does not endanger his own safety or that of others, or of the lift truck.
- The manufacturer is not able to anticipate all possible risk situations. Therefore the safety instructions and notices given in the user manual and on the lift truck are not exhaustive.



Any bending of the rules in safety notices or the user, maintenance or repair instructions for your lift truck may result in serious, or even fatal, accidents.

We would remind users of the risks in driving at excessive speed with regard to traffic conditions, particularly :

- *Risk of loss of control on a poor-quality track.*
- *Increased stopping distance.*

The user must remain in full control of his lift truck and should :

- *Adapt his speed to each situation in order to be maintain his own safety, that of others and of his equipment.*
- *Always be aware of his stopping distance.*



On the basis of experience, there are a number of possible situations in which operating the lift truck is contra-indicated. Such foreseeable abnormal uses, the main ones being listed below, are strictly forbidden.

- *The foreseeable abnormal behaviour resulting from ordinary neglect, but does not result from any wish to put the machinery to any improper use.*
- *The reflex reactions of a person in the event of a malfunction, incident, fault, etc. during operation of the lift truck.*
- *Behaviour resulting from application of the "principle of least action" when performing a task.*
- *For certain machines, the foreseeable behaviour of such persons as : apprentices, teenagers, handicapped persons, trainees tempted to drive a lift truck, truck drivers tempted to operate a truck to win a bet, in competition or for their own personal experience.*

The person in charge of the equipment must take these criteria into account when assessing whether or not a person will make a suitable driver.

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GENERAL INSTRUCTIONS

A - THE LIFT TRUCK'S SUITABILITY FOR THE JOB

- The manufacturer has ensured that this lift truck is suitable for use under the standard operating conditions defined in this operator's manual, with a **static** test coefficient of **1.33** and a **dynamic** test coefficient of **1**, as specified in harmonised norm **EN 1459** for variable range trucks.

B - DRIVER'S OPERATING INSTRUCTIONS

- Read the operator's manual carefully, making sure you understand it.
- The operator's manual must always be kept in the lift truck, in the place provided and in the language understood by the operator.
- Respect the safety notices and instructions given on the lift truck.
- It is compulsory to replace all plates or stickers which are no longer legible or which have become worn or damaged.

C - AUTHORISATION TO OPERATE (LEGISLATION IN FORCE FOR FRANCE) (Or refer to the legislation for each particular country)

- Only qualified personnel may use the lift truck. Its use is subject to authorisation to operate being given by the appropriate manager in the user establishment.
- The user must be bearing the driving licence during the period of service.
- The driver is not competent to authorise the driving of the lift truck by another person.
- In addition, the vehicle should be used in accordance with good practice for the profession.

D - MAINTENANCE

- The user must immediately advise his superior if his lift truck is not in good working order or does not comply with the safety notice.
- The operator is prohibited from carrying out any repairs or adjustments himself, unless he has been trained for this purpose. He must keep the lift truck properly cleaned if this is among his responsibilities.
- Carry out daily maintenance (See chapter : A - DAILY OR EVERY 10 HOURS SERVICE in paragraph : 3 - MAINTENANCE).
- Ensure tyres are adapted to the nature of the ground (See area of the contact surface of the tyres in the chapter : CHARACTERISTICS in paragraph : 2 - DESCRIPTION).
 - . SAND tyres.
 - . LAND tyres.
 - . Snow chains.

There are optional solutions, consult your dealer.



A worn or damaged tyre can result in the lift truck being temporarily out of service.



The fitting of foam inflated tyres is prohibited and is not guaranteed by the manufacturer, excepting prior authorisation.

- For your own and other people's safety, it is forbidden to modify the structure and settings of the various components of your lift truck yourself (Hydraulic pressure, relief valve calibration, I.C. engine running speed, addition of extra equipment etc.). The same holds with regard to any suppression or modification of the safety systems, in which case the maker would no longer be liable.



Regular inspection of your lift truck is mandatory if it is to be kept in conforming condition. The frequency of such checks are defined by the current legislation of the country in which the lift truck is being operated. Maintenance or repairs other than those detailed in part : 3 - MAINTENANCE must be carried out by qualified personnel (Consult your dealer) and under the necessary safety conditions to maintain the health of the operator and any third party.

E - ENVIRONMENT

- A lift truck operating in an area without fire extinguishing equipment must be equipped with an individual extinguisher. There are optional solutions, consult your dealer.
- Take into account climatic and atmospheric conditions of the site of utilisation.
 - . Protection against frost (See chapter : LUBRICANTS AND FUEL in paragraph : 3 - MAINTENANCE).
 - . Adaptation of lubricants (Ask your dealer for information).
 - . Engine filtration.
 - . Lighting (Working headlight).

Optional solutions exist, consult your dealer.

 ***For operation under average climatic conditions, i.e. : between -15 °C and + 35 °C, correct levels of lubricants in all the circuits are checked in production. For operation under more severe climatic conditions, before starting up, it is necessary to drain all the circuits, then ensure correct levels of lubricants using lubricants properly suited to the relevant ambient temperatures. It is the same for the cooling liquid.***

 ***Your lift truck is designed for outdoor use under normal atmospheric conditions and indoor use in suitably aerated and ventilated premises. It is prohibited to use the lift truck in areas where there is a risk of fire or which are potentially explosive (e.g. Refineries, fuel or gas depots, stores of inflammable products...). For use in these areas, specific equipment is available on option.***

IF NECESSARY, CONSULT YOUR DEALER.

OPERATING INSTRUCTIONS

A - DRIVER'S OPERATING INSTRUCTIONS

- Wear clothes suited for driving the lift truck, avoid loose clothes.
- Make sure you have the appropriate protective equipment for the job to be done.
- Prolonged exposure to high sound levels may cause hearing problems. To protect your ears from uncomfortable sound levels, wear ear protectors.
- Always pay attention when using the lift truck. Do not listen to the radio or music using headphones or earphones.
- Never operate the vehicle when hands or feet are wet or soiled with greasy substances.
- For increased comfort, adjust the driver's seat to your requirements and adopt the correct position in the driver's cab.



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

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

B - BEFORE STARTING THE LIFT TRUCK

- If the lift truck is new, refer to chapter : BEFORE STARTING UP A NEW LIFT TRUCK in paragraph : 1 - OPERATING AND SAFETY INSTRUCTIONS.
- Check the condition of the tyres and the tyre pressures (See chapter : CHARACTERISTICS in paragraph : 2 - DESCRIPTION).
- Before starting the lift truck, check the different levels :
 - . Engine oil.
 - . Hydraulic reservoir oil.
 - . Cooling liquid.
 - . Braking oil.
- Also check for possible leakage of oil, fuel or liquid from the lift truck.
- Check the closing and locking of the hood(s).
- Whatever his experience as a truck driver is, the operator is advised to familiarize himself with the position and operation of all the controls and instruments before operating the lift truck.

C - STARTING THE LIFT TRUCK

SAFETY NOTICE



The lift truck must only be started up or manoeuvred when the operator is sitting in the driver's cab, with his seat belt adjusted and fastened.

- Never try to start the lift truck by pushing or towing it.



Such operation may cause severe damage to the transmission. If necessary, to tow the lift truck in an emergency, the transmission must be placed in the neutral position (See chapter : G - OCCASIONAL MAINTENANCE in paragraph : 3 - MAINTENANCE).

- If using an emergency battery for start-up, use a battery with the same characteristics and respect battery polarity when connecting it. Always connect the positive terminals before the negative terminals.



Failure to respect polarity between batteries can cause serious damage to the electrical circuit. The electrolyte in the battery may produce an explosive gas. Avoid flames and generation of sparks close to the batteries.



Never disconnect a battery while it is charging.

INSTRUCTIONS

- Make sure that the forward/reverse lever is in neutral.
- Turn the ignition key to the position I to activate the electrical system.
- Check the level on the fuel level gauge.
- Turn the ignition key to position II to preheat for 15 seconds.
- Press the accelerator pedal and turn the ignition key fully : the I.C. engine should then start. Release the ignition key and let the I.C. engine run at idle.

 **Do not engage the starter motor for more than 15 seconds and carry out the preheating for 10 seconds between unsuccessful attempts.**

- Check all control instruments immediately after starting up, when the I.C. engine is warm and at regular intervals during use, so as to quickly detect any faults and to be able to correct them without any delay.
- If an instrument does not show the correct display, stop the I.C. engine and immediately carry out the necessary operations.

D - DRIVING THE LIFT TRUCK

SAFETY NOTICE

- Always drive the lift truck with the forks or attachment to the transport position, i.e. at approximately 300 mm from the ground.
- Familiarise yourself with the lift truck on the terrain where it will be used.
- Ensure that the service brakes and the sound alarm are working properly.
- Drive according to, and at an appropriate speed for, the conditions and state of the terrain.
- Slow down before executing a turn.
- In all circumstances make sure you are in control of your speed.
- On damp, slippery or uneven terrain, drive slowly.
- Brake gently, never abruptly.
- Only use the lift truck's forward/reverse lever from a stationary position and never do so abruptly.
- Do not drive with your foot on the brake pedal or with the parking brake on.
- Always remember that hydrostatic type steering is extremely sensitive to movement of the steering wheel, so turn it gently and not jerkily.
- Never leave the I.C. engine on when the lift truck is unattended.
- Look in the direction you are travelling and always keep clear visibility of the road. Use the left and right rear view mirrors frequently and ensure that they are kept in good condition, are clean and correctly adjusted.
- When working at night, ensure that your lift truck is fitted with full beam lights. There are optional solutions, consult your dealer.
- Drive round obstacles.
- Never drive on the edge of a ditch or steep slope.
- Never move onto a loading platform without having first checked :
 - . That it is suitably positioned and made fast.
 - . That the unit to which it is connected (Wagon, lorry, etc.) will not shift.
 - . That this platform is prescribed for the total weight of the lift truck to be loaded.
 - . That this platform is prescribed for the width of the lift truck.
- Never move onto a foot bridge, floor or freight lift, without being certain that they are prescribed for the weight and size of the lift truck to be loaded and without having checked that they are in sound working order.

 **Take extreme care with loading platforms, trenches, scaffolding, recently dug and/or backfilled ground.**

- The loaded lift truck must not travel at speeds in excess of 12 km/h.

INSTRUCTIONS

- Raise the forks or attachment to the transport position approximately 300 mm from the ground.
- Engage the gear required (See chapter : INSTRUMENTS AND CONTROLS in paragraph : 2 - DESCRIPTION).
- Select the steering mode chosen.
- Shift the forward/reverse lever to the selected direction of travel.
- Release the parking brake and accelerate gradually until the lift truck moves off.

E - STOPPING THE LIFT TRUCK

SAFETY NOTICE

- Before stopping the lift truck after a long working period, leave the I.C. engine idling for a few moments, to allow the coolant liquid and oil to lower the temperature of the I.C. engine and transmission.

 ***Do not forget this precaution, in the event of frequent stops or warm stalling of the I.C. engine, or else the temperature of certain parts will rise significantly due to the stopping of the cooling system, with the risk of badly damaging such parts.***

- Never leave the ignition key in the lift truck when the lift truck is unattended.
- When the lift truck is stationary, place the forks or attachment on the ground, place the gear lever in neutral (As model of lift truck), apply the parking brake and put the forward/reverse lever in neutral.
- If the driver has to leave his cab, even for a moment, it is essential to place the gear lever in neutral (As model of lift truck), apply the parking brake and put the forward/reverse lever in neutral.
- Make sure that the lift truck is not stopped in any position that will interfere with the traffic flow and at less than one meter from the track of a railway.
- In the event of prolonged parking on a site, protect the lift truck from bad weather, particularly from frost (Check the level of antifreeze), close and lock all the lift truck accesses (door, window, bonnet...).

INSTRUCTIONS

- Park the lift truck on flat ground or on an incline lower than 15 %.
- Release the accelerator pedal and stop the lift truck.
- Place the forward/reverse lever in neutral.
- Apply the parking brake.
- Place the gear lever in neutral (As model of lift truck).
- Retract entirely the jib.
- Lower the forks or attachment to rest on the ground.
- Stop the I.C. engine with the ignition switch.
- Remove the pressure in the hydraulic circuits by using the hydraulic controls.
- Remove the ignition key.
- Make sure all means of access to the lift truck are closed and locked (door, window, bonnet...).

 ***Before leaving your driver's cabin, ensure that you have carried out all operations for stopping the lift truck, for your safety and the safety of others.***

F - DRIVING THE LIFT TRUCK ON THE PUBLIC HIGHWAY

SAFETY INSTRUCTIONS

- When driving a lift truck on roads open to public traffic, observe the provisions of the Highway Code.
- Lift truck drivers, driving on the public highway, must abide by the general provisions relative to highway traffic.
- The lift truck must conform to the provisions of the Highway Code. If necessary, optional solutions exist, consult your dealer.

 ***Transport of loads on the public highway is forbidden and attachments mounted on the lift truck must be fitted with equipment in accordance with regulations or else dismantled.***

INSTRUCTIONS

- Ensure that the flashing light is in position and that it is working.
- Check the good working order and cleanness of lights, indicators and windscreen wiper.
- Switch off the working headlights if the lift truck is fitted with them.
- Control the alignment of the wheels and select the steering mode HIGHWAY TRAFFIC.
- Check the adjustment of the rear view mirrors.
- Ensure that the fuel level is sufficient.
- Put the jib in the retracted position and the attachment at 300 mm from the ground.
- On the road, set off in 3rd gear and go into 4th (As model of lift truck) when the conditions and state of the road allow. In hilly areas, set off in 2nd gear and go into 3rd when the conditions and state of the road allow.



While on the road do not use the transmission cut-off to maintain I.C. engine braking on the lift truck.

G - OPERATING THE LIFT TRUCK WITH A TRAILER ON A PUBLIC HIGHWAY

- For using a trailer, consult the regulations in force in your country (Maximum travel speed, braking, maximum weight of trailer, etc.).
- Do not forget to connect the lift truck's electrical equipment to that of the trailer.
- The trailer's braking system must comply with current legislation.
- Do not use a trailer with assisted braking without trailer braking equipment on the lift truck.
- Do not forget to connect the lift truck's braking system to that of the trailer, when it is present.
- The maximum vertical pull on the trailer hook must not exceed 1500 daN.
- The authorised total towed weight (A.T.T.W.) must not exceed the maximum weight authorised by the manufacturer (Consult the manufacturer's plate on your lift truck).
- When driving with a trailer, set off in 2nd gear and go into 3rd when the conditions and state of the road allow.

H - OPERATING THE LIFT TRUCK WITH A FRONT-END ATTACHMENT ON A PUBLIC HIGHWAY

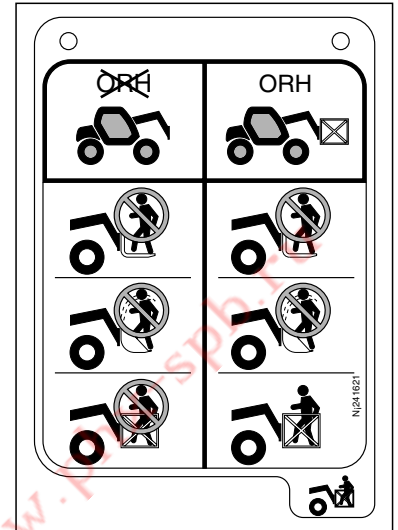
- For driving with an attachment, check the regulations currently applicable in your country.
- The attachment must not exceed the overall width of the lift truck.
- The length of the entire unit must not exceed the overall length by 6 metres.
- Do not mask the lighting range of the front headlamps.
- Set the attachments shields in place (See chapter : ATTACHMENT SHIELDS in paragraph : 4 - ADAPTABLE ATTACHMENTS IN OPTION ON THE RANGE) or disassemble the attachment.

IF NECESSARY, CONSULT YOUR DEALER.

INSTRUCTIONS FOR MOVING THE LIFT TRUCK DURING HANDLING OPERATIONS

A - GENERAL

- Ensure the correct functioning of your lift truck's attachments.
- Do not attempt to carry out operations which exceed the capacities of your lift truck or attachments.
- It is prohibited to increase the counterweight value in any way.
- It is prohibited to lift people except with working equipment and accessories provided for the purpose.
- The use of working equipment and load lifting accessories to lift people is :
 - either prohibited
 - or authorised exceptionally under certain conditions (see current regulations in the country where the lift truck is in use).
- MANITOU supplies equipment specifically designed for lifting people.
- Avoid travelling for a long distance in reverse.



B - ATTACHMENTS

- Ensure that the attachment is correctly fitted and locked to its frame.
- Conform to the limits on the load chart for the lift truck and/or attachment.
- Ensure that pallets, cases, etc, are in good order and suitable for the load to be lifted.
- Position the forks perpendicular to the load to be lifted, taking account of the load's centre of gravity.
- Never lift a load with a single fork.
- Never lift a sling load with a single fork or with the carriage. Optional solutions exist, consult your dealer.
- Ensure that rapid hydraulic connections on the attachment system are clean and protected.



Before each change of an attachment with hydraulic function, in order to avoid damaging the rapid hydraulic connections :

- Place the attachment in the closed position, flat on the ground (For unstable attachments, ensure they are secured using wedges).
- Switch off the I.C. engine.
- Maintain electrical contact on the lift truck (As model of lift truck).
- Remove pressure from the attachment hydraulic system using the controls.

C - ENVIRONMENT

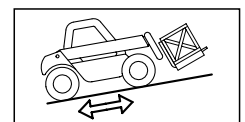
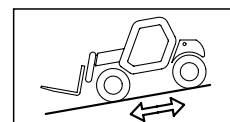
- Take care when raising the load that no object or person is in the way of movement and do not make any incorrect manoeuvres.
- In the case of work near aerial lines, ensure that the safety distance is sufficient between the working area of the lift truck and the aerial line.



You must consult your local electrical agency.

You could be electrocuted or seriously injured if you operate or park the lift truck too close to power cables. You are strongly advised to ensure that the safety rules on the site conform to the local regulations in force regarding all types of work carried out close to power cables.

- Do not allow anybody to come near the working area of the lift truck or pass beneath an elevated load.
- When using the lift truck on a slope, before lifting the jib, make sure that the ground is laterally horizontal. However, lift trucks fitted with a slope corrector and/or stabilisers can work on a steeper transverse slope providing this slope can be corrected (See paragraph : G - LATERAL HORIZONTALITY OF THE LIFT TRUCK in the chapter : INSTRUCTIONS FOR HANDLING A LOAD).
- Travelling on a longitudinal slope :
 - Drive and brake gently.
 - Moving without load : Forks or attachment facing downhill.
 - Moving with load : Forks or attachment facing uphill.
- Ensure that scaffolding, loading platform or pile are capable of bearing the weight.
- Ensure the stability and solidity of the ground before depositing a load.
- Never stack loads on uneven ground, they may tip over.



D - HANDLING

- Always consider safety and only transport balanced and correctly secured loads to avoid any risk of tipping.
- Fully engage forks under the load and move it in the transport position (The forks 300 mm from the ground, the jib retracted to the maximum and the carriage sloping backwards).
- For obvious reasons regarding the lift truck's stability and clear visibility of the surrounding environment, only move the lift truck when the jib is in the transport position.
- Do not manoeuvre the lift truck with the jib in the raised position unless under exceptional circumstances and then with extreme caution, at very low speed and using gentle braking. Ensure that visibility is adequate and get another person to guide you along if necessary.
- Never shift the position of the load while the lift truck is in motion.
- The simultaneous use of two lift trucks to handle heavy or bulky loads is a dangerous manoeuvre, requiring specific precautions to be taken. This should only be done in exceptional circumstances and in the presence of a handling manager.
- Never drive too fast or brake abruptly when carrying a load.
- During handling operations, drive at an appropriate speed for the operation.
- Check the load, particularly when turning corners and especially if it is very bulky.
- Secure unstable loads.
- Handle loads with caution, at slow speed, without sudden jerks when moving them at significant heights and jib extension.

 ***In the event of high winds or storms, do not carry out handling work that jeopardizes the stability of the lift truck and its load, particularly if the load catches the wind badly.***

- Do not change direction sharply and at high speed.

 ***In the event of the lift truck overturning, do not try to leave the cabin during the incident. YOUR BEST PROTECTION IS TO STAY FASTENED IN THE CABIN.***

- Apply the parking brake when lifting or depositing a difficult load or when on an incline.
- Do not stop the lift truck with the load in an elevated position.
- Do not leave a laden lift truck with the parking brake applied on an incline which exceeds 15 %.

E - VISIBILITY

- Make sure you always have good visibility of the road. When reversing, either look directly behind you or indirectly, using panoramic rear-view mirrors to verify the eventual presence of people, animals, holes, obstacles, changing slope...
- Since visibility can be reduced on the right side when the jib is raised, ensure clear visibility of the road before raising the jib and before undertaking any manoeuvres.
- If the visibility in forward motion is not sufficient because of the bulkiness of the load, drive in reverse motion. This manoeuvre must remain exceptional and for short distances.
- Ensure you have good visibility (Clean windows, adequate lighting, correctly adjusted rear view mirrors, etc.).
- If visibility of your road is inadequate, ask someone to help, standing outside the area in which the truck will be moving, and make sure you always have a good view of this person.
- Signalling and lighting on the lift truck must take account of the conditions of use. In addition to series equipment mounted on your lift truck, many options are available, such as : road lighting, stop lights, flashing light, reverse lights, reverse buzzer alarm, front light, rear light, light at the jib head, etc. Consult your dealer.

IF NECESSARY, CONSULT YOUR DEALER.

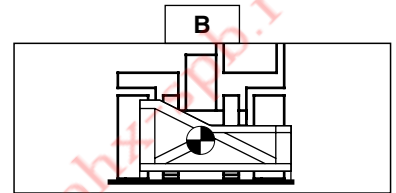
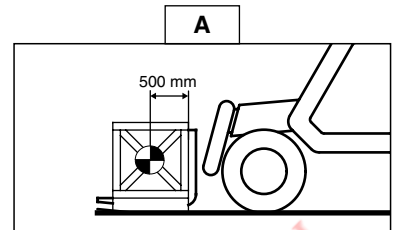
INSTRUCTIONS FOR HANDLING A LOAD

A - WEIGHT OF LOAD AND CENTRE OF GRAVITY

! *Carrying a load greater than the rated capacity for the lift truck or for the attachment is prohibited.*

- Before taking up a load, you must know its weight and its centre of gravity.
- The load chart relating to your lift truck is valid for a weight with its centre of gravity 500 mm from the heel of the forks (Fig. A). For a higher centre of gravity, consult your dealer.
- For irregular loads, determine the centre of gravity in the transverse direction before handling (Fig. B).

! *For loads with a moving centre of gravity (e.g. liquids), take account of the variations in the centre of gravity in order to determine the load to be handled (Consult your dealer) and be vigilant and take extra care to limit these variations as far as possible.*



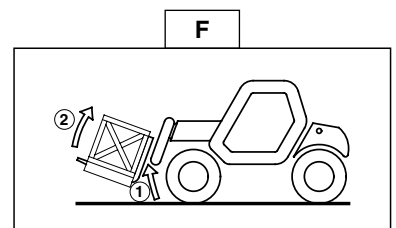
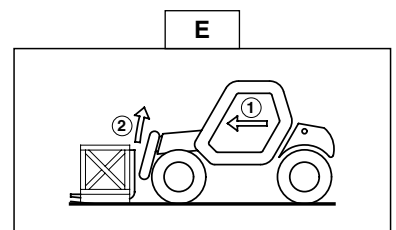
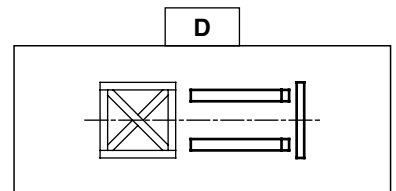
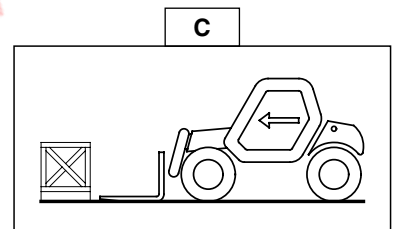
B - TAKING UP A LOAD ON THE GROUND

- Approach the lift truck perpendicular to the load, with the jib retracted and the forks in a horizontal position (Fig. C).
- Adjust the fork spread and centering in connection with the load (Fig. D) (Optional solutions exist, consult your dealer).

! *Beware of the risks of trapping or squashing limbs when manually adjusting the forks. Always maintain an equal distance between the forks and the centre of the carriage in order to keep the load completely stable.*

- Move the lift truck forward slowly (1) and bring the forks to stop in front of the load (Fig. E), if necessary, slightly lift the jib (2) while taking up the load.
- Apply the parking brake and place the forward/reverse lever in neutral.
- Slightly lift the load (1), incline the carriage (2) backwards in the transport position (Fig. F).

! *Tilt the load sufficiently backwards to ensure its stability (loss of load on braking) without upsetting the balance of the load in so doing.*



C - TAKING UP A HIGH LOAD ON TYRES

⚠ Do not lift the jib under any circumstances if the lift truck is not laterally horizontal (See paragraph : G - LATERAL HORIZONTALITY OF THE LIFT TRUCK in the chapter : INSTRUCTIONS FOR HANDLING A LOAD).

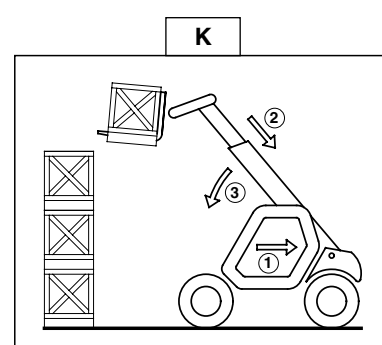
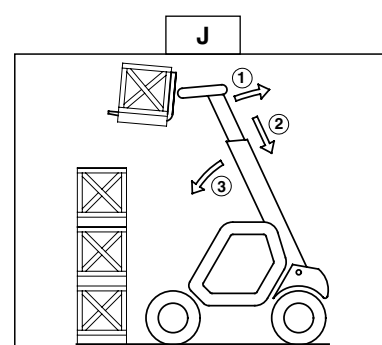
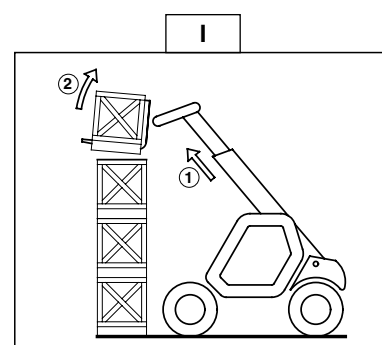
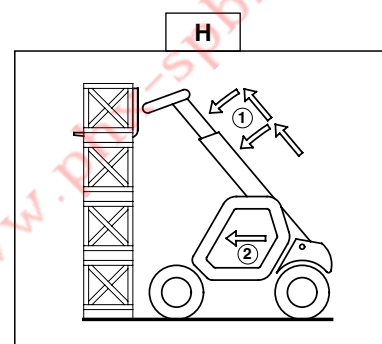
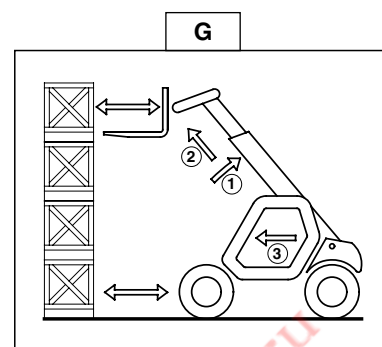
- Ensure that the forks will easily pass under the load.
- Lift and extend the jib (1) (2) until the forks are level with the load, moving the lift truck (3) forward if necessary (Fig. G), moving very slowly and carefully (See paragraph : E - VISIBILITY in the chapter : INSTRUCTIONS FOR MOVING THE LIFT TRUCK DURING HANDLING OPERATIONS for visibility on the road).

⚠ Always think about keeping the distance necessary to fit the forks under the load, between the pile and the lift truck (Fig. G) and use the shortest possible length of jib.

- Stop the forks in front of the load by alternately extending and retracting the jib (1) or, if necessary, moving the lift truck forward (2) (Fig. H) (See paragraph : E - VISIBILITY in the chapter : INSTRUCTIONS FOR MOVING THE LIFT TRUCK DURING HANDLING OPERATIONS for visibility on the road). Put the handbrake on and set the reverse gear to neutral.
- Slightly lift the load (1) and incline the carriage (2) backwards to stabilize the load (Fig. I).

⚠ Tilt the load sufficiently backwards to ensure its stability (loss of load on braking) without upsetting the balance of the load in so doing.

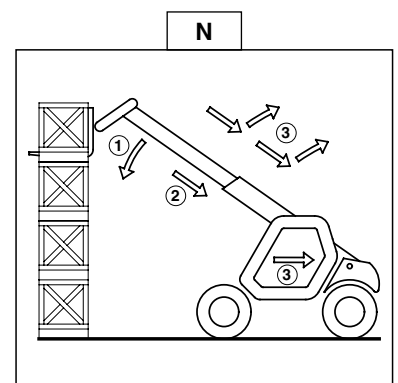
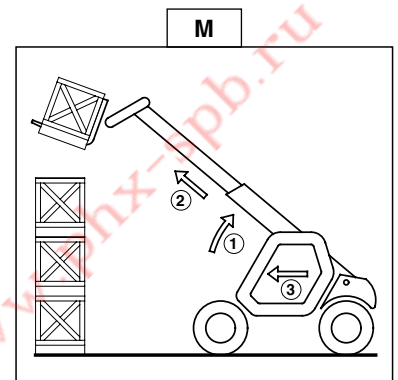
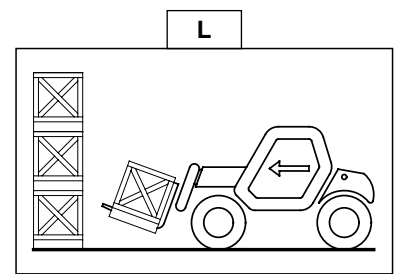
- Watch the load status indicator (See paragraph : F - LOAD STATUS INDICATOR in the chapter : INSTRUCTIONS FOR HANDLING A LOAD). If it is overloaded, replace the load in the place from which it was taken.
- If possible lower the load without shifting the lift truck. Lift the jib (1) to release the load, retract (2) and lower the jib (3) to bring the load into the transport position (Fig. J).
- If this is not possible, back the lift truck up. Manoeuvring very gently and carefully (See paragraph : E - VISIBILITY in the chapter : INSTRUCTIONS FOR MOVING THE LIFT TRUCK DURING HANDLING OPERATIONS for visibility of the road), back up the lift truck (1) to release the load, retract (2) and lower the jib (3) to bring the load into the transport position (Fig. K).



D - LAYING A HIGH LOAD ON TYRES

! *Do not lift the jib under any circumstances if the lift truck is not laterally horizontal (See paragraph : G - LATERAL HORIZONTALITY OF THE LIFT TRUCK in the chapter : INSTRUCTIONS FOR HANDLING A LOAD).*

- Approach the load in the transport position in front of the pile (Fig. L).
- Lift and extend the jib (1) (2) until the load is above the pile, while keeping an eye on the load status indicator (See paragraph : F - LOAD STATUS INDICATOR in the chapter : INSTRUCTIONS FOR HANDLING A LOAD). If necessary, move the lift truck (3) forward, driving very slowly and carefully. (See paragraph : E - VISIBILITY in the chapter : INSTRUCTIONS FOR MOVING THE LIFT TRUCK DURING HANDLING OPERATIONS for visibility on the road). Put the handbrake on and set the reversing lever to neutral.
- Place the load in a horizontal position and lay it down on the pile by lowering and retracting the jib (1) (2) in order to position the load correctly (Fig. N).
- Free the forks by alternately retracting and lifting the jib (3) (Fig. N) or, if necessary, by reversing the lift truck (3) (See paragraph : E - VISIBILITY in the chapter : INSTRUCTIONS FOR MOVING THE LIFT TRUCK DURING HANDLING OPERATIONS for visibility of the road). Then bring the jib into the transport position.



E - TAKING UP A NON PALLETISED LOAD

- Tilt the carriage (1) forwards and extend the jib (2) while simultaneously crowding the carriage backwards to slip the forks under the load (Fig. O). If necessary, wedge the load.

F - LOAD STATUS INDICATOR

- This device indicates the lift truck's frontal stability. Move the jib very carefully when you are close to the authorised load limit (See chapter : INSTRUMENTS AND CONTROLS in paragraph : 2 - DESCRIPTION).
- Always watch the load status indicator while handling a load.

! *If the load status indicator alarm is activated, it is forbidden carry out the movements said to be "WORSENING", which are the following :*

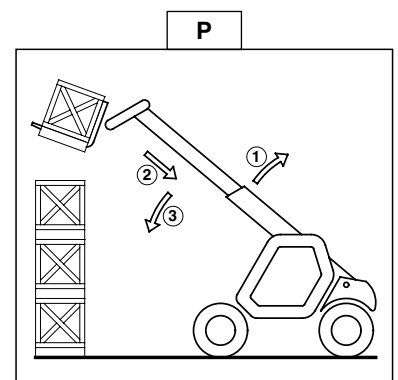
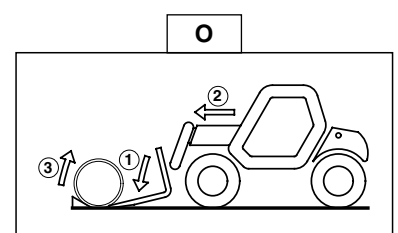
A - Extend the jib.

B - Lower the jib.

- If the load status indicator alarm is activated, carry out the positive movements in the following order (Fig. P) :
 - 1 - If necessary, lift the jib.
 - 2 - Fully retract the jib.
 - 3 - Lower the jib in order to lay the load.

NOTE : An OPTION hydraulic cut-off of movements exists, consult your dealer.

! *The read-out on the device may be false, if the steering is fully locked or if the rear axle is fully swung round. Before lifting a load, always ensure that the steering is not fully locked and that the rear axle is not fully swung round.*



G - LATERAL HORIZONTALITY OF THE LIFT TRUCK

- The lift truck's lateral horizontality must be ascertained with the jib in low position.
- Apart from the transverse slope of the ground, several parameters can upset the stability of the lift truck.
 - The tyre pressure.
 - The strength of the ground.
 - The balance of the load.
 - Strong wind or stormy conditions.

LIFT TRUCK WITHOUT STABILISERS AND WITHOUT LEVEL CORRECTOR

- Set the lift truck in a position where the level bubble is between the two marks (See chapter : INSTRUMENTS AND CONTROLS in paragraph : 2 - DESCRIPTION).



Before any handling operation, check the above points and make sure the lift truck is laterally horizontal.

MAINTENANCE INSTRUCTIONS OF THE LIFT TRUCK

MAINTENANCE INSTRUCTIONS

A - GENERAL

- Read the operator's manual carefully and ensure you understand it.
- Stop the I.C. engine and remove the ignition key, when an intervention is necessary.
- Wear clothes suitable for the maintenance of the lift truck, avoid wearing jewellery and loose clothes. Tie and protect your hair, if necessary.
- Ensure the area is sufficiently ventilated before starting the lift truck.



Make sure that the disposal of process materials and of spare parts is carried out in total safety and in a ecological way.

- Carry out all repairs immediately, even if the repairs concerned are minor.
- Repair all leaks immediately, even if the leak concerned is minor.
- Do not attempt to loosen unions, hoses or any hydraulic component with the circuit under pressure.



To check the balancing valves, see chapter : D - EVERY 500 HOURS SERVICE in paragraph : 3 - MAINTENANCE. The handling and removal of the balancing valves or safety valves which may be fitted to the cylinders of your lift truck can be dangerous. A balancing valve must only be removed when the cylinder concerned is without load and the hydraulic circuit is depressurised. THIS OPERATION MUST BE PERFORMED BY AUTHORISED PERSONNEL.

- Do not smoke or approach the lift truck with a flame, when the fuel tank is open or is being filled.
- Take care not to burn yourself (Exhaust, radiator, I.C. engine, etc.).
- Disconnect the negative cable terminal (-) from the top of the battery before working on the electrical circuit or on the lift truck (e.g. : Welding).
- Do not drop metallic items on the battery.
- When carrying out electric welding work on the lift truck, connect the negative cable from the equipment directly to the part being welded, so as to avoid high tension current passing through the alternator.
- Never carry out welding or work which gives off heat on an assembled tyre. The heat would increase the pressure which could cause the tyre to explode.



If the lift truck is equipped with an electronic control unit, disconnect this before starting to weld, to avoid the risk of causing irreparable damage to electronic components.



Do not short-circuit the starter terminals to start the lift truck. If the reverse gear is not in neutral, the lift truck will start to move immediately.

B - MAINTENANCE

- The maintenance and the keeping in compliance of the lift truck are compulsory.
- Carry out daily maintenance (See chapter : A - DAILY OR EVERY 10 HOURS SERVICE in paragraph : 3 - MAINTENANCE).
- Do not run the I.C. engine without air filter, or with oil, water or fuel leaks.



To avoid any risk of spraying or burning, wait until the engine has cooled down before removing the cooling circuit filler plug.

- Change the filter cartridges (See servicing schedules in chapter : FILTERS CARTRIDGES AND BELTS in paragraph : 3 - MAINTENANCE).

C - LEVELS

- Use the recommended lubricants (Never use contaminated lubricants).
- Do not fill the fuel tank when the I.C. engine is running.
- Only fill up the fuel tank in areas specified for this purpose.
- Do not fill the fuel tank to the maximum level.

D - WASHING

- Clean the lift truck or at least the area concerned before any intervention.
- Remember to close and lock all accesses to the lift truck (door, window, bonnet...).
- During washing, avoid the articulations and electrical components and connections.



If necessary, protect against penetration of water, steam or cleaning agents, components susceptible of being damaged, particularly electrical components and connections and the injection pump.

- Clean the lift truck of any fuel, oil or grease trace.

FOR ANY INTERVENTION OTHER THAN REGULAR MAINTENANCE, CONSULT YOUR DEALER.

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BEFORE STARTING UP A NEW LIFT TRUCK

INTRODUCTION

- Our lift trucks have been designed for easy handling by the operator and maximum ease of maintenance for the mechanic.
- However, before commencing to operate the lift truck, the user should carefully read and understand the various chapters of this manual which has been provided to solve driving and maintenance problems. By following these instructions the user will be able to take full advantage of the versatility of this lift truck.
- The operator must familiarize himself with the positions and functions of all the controls and instruments before operating the lift truck.



Do not attempt to start a new lift truck before the following checks have been carried out :

LUBRICATION

- Check that all the correct grades of oils and greases that are required are available ; see chapter : SERVICING SCHEDULE in paragraph : 3 - MAINTENANCE and top up if necessary.



For operation under average climatic conditions, i.e. : between -15 °C and + 35 °C, correct levels of lubricants in all the circuits are checked in production. For operation under more severe climatic conditions, before starting up, it is necessary to drain all the circuits, then ensure correct levels of lubricants using lubricants properly suited to the relevant ambient temperatures. It is the same for the cooling liquid (Contact your dealer for information, if necessary).

DRY AIR FILTER

- Ensure that the air filter is undamaged and not blocked.
- Tighten the fastening devices if necessary.



Never run the I.C. engine with the air filter removed or damaged.

COOLING SYSTEM

- Do not start the lift truck without checking the radiator coolant level or if the fan belt is damaged or broken.

HYDRAULIC SYSTEM

- Check by a visual examination that there are no leaks or oil oozing in the hoses, connections and unions. If necessary, tighten or repair the defective connections.
- Also check that the tank oil level is correct.

BRAKING SYSTEM

- Check by a visual examination that there are no leaks or oil oozing in the hoses, connections and unions. If necessary, tighten or repair the defective connections.
- Also check the oil level in the tank.



Ensure that the recommended oil is used, in order to avoid serious damage to the braking system.

TYRES

- Make sure that the wheel nuts are correctly tightened (See chapter : A - DAILY OR EVERY 10 HOURS SERVICE in paragraph : 3 - MAINTENANCE) and that the tyre pressures are correct (See chapter : CHARACTERISTICS in paragraph : 2 - DESCRIPTION).

FUEL SYSTEM

- Check that all fuel lines are secured.
- If necessary drain the fuel filter and bleed the fuel system of air.

ELECTRICAL CIRCUIT

- Check the level and the density of the electrolyte in the battery (See chapter : B - EVERY 50 HOURS SERVICE in paragraph : 3 - MAINTENANCE).
- Check the components of the electrical system, the connections and fastening devices.

IF NECESSARY, CONSULT YOUR DEALER.

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IF THE LIFT TRUCK IS NOT TO BE USED FOR A LONG TIME

INTRODUCTION

The following recommendations are intended to prevent the lift truck from being damaged when it is withdrawn from service for an extended period.

For these operations, we recommend the use of a **MANITOU** protective product, **reference 603726**.

Instructions for using the product are given on the packaging.



Procedures to follow if the lift truck is not to be used for a long time and for starting it up again afterwards must be performed by your dealership.

PREPARING THE LIFT TRUCK

- Clean the lift truck thoroughly.
- Check and repair any leakage of fuel, oil, water or air.
- Replace or repair any worn or damaged parts.
- Wash the painted surfaces of the lift truck in clear and cold water and wipe them with a soft cloth.
- Touch up the paintwork if necessary.
- Shut down the lift truck (See chapter : OPERATING INSTRUCTIONS in paragraph : 1 - OPERATING AND SAFETY INSTRUCTIONS).



Make sure the jib cylinder rods are all in retracted position.

PROTECTING THE INTERNAL COMBUSTION ENGINE

- Fill the tank with fuel (See chapter : A - DAILY OR EVERY 10 HOURS SERVICE in paragraph : 3 - MAINTENANCE).
 - Empty and replace the cooling liquid (See chapter : F - EVERY 2000 HOURS SERVICE in paragraph : 3 - MAINTENANCE).
 - Leave the internal combustion engine running at idling speed for a few minutes, then switch off.
 - Replace the engine oil and oil filter (See chapter : D - EVERY 500 HOURS SERVICE in paragraph : 3 - MAINTENANCE).
 - Add the protective product to the engine oil.
 - Run the internal combustion engine for a short time so that the oil and cooling liquid circulate inside.
 - Disconnect the battery and store it in a safe place away from the cold, after charging it to a maximum.
 - Cap the engine breather pipe hole.
 - Remove the injectors and spray the protective product into each cylinder for two seconds with the piston in low neutral position.
 - Turn the crankshaft once slowly and refit the injectors (see internal combustion engine REPAIR MANUAL).
 - Remove the intake hose from the manifold or turbocharger and spray the protective product into the manifold or turbocharger.
 - Cap the intake manifold or turbocharger hole with waterproof adhesive tape.
 - Remove the exhaust pipe and spray the protective product into the exhaust manifold or turbocharger.
 - Refit the exhaust pipe and block the outlet with waterproof adhesive tape.
- NOTE : The spray time is noted on the product packaging and must be increased by 50% for turbo engines.
- Open the filler plug, spray the protective product around the rocker arm shaft and refit the filler plug.
 - Cap the fuel tank using waterproof adhesive tape.
 - Remove the drive belts and store them in a safe place.
 - Disconnect the engine cut-off solenoid on the injection pump and carefully insulate the connection.

PROTECTING THE LIFT TRUCK

- Set the lift truck on axle stands so that the tyres are not in contact with the ground and release the handbrake.
- Protect the steering cylinder rods against corrosion.
- Wrap the tyres.

NOTE : If the lift truck is to be stored outdoors, cover it with a waterproof tarpaulin.

BRINGING THE LIFT TRUCK BACK INTO SERVICE

- Remove the waterproof adhesive tape from all the holes.
- Refit the intake hose.
- Refit and reconnect the battery.
- Remove the protection from the steering cylinder rods.
- Perform the daily service (See chapter : A - DAILY OR EVERY 10 HOURS SERVICE in paragraph : 3 - MAINTENANCE).
- Put the handbrake on and remove the axle stands.
- Empty and replace the fuel and replace the fuel filter (See chapter : D - EVERY 500 HOURS SERVICE in paragraph : 3 - MAINTENANCE).
- Refit and set the tension in the drive belts (See chapter : C - EVERY 250 HOURS SERVICE in paragraph : 3 - MAINTENANCE).
- Turn the internal combustion engine using the starter, to allow the oil pressure to rise.
- Reconnect the engine cut-off solenoid.
- Lubricate the lift truck completely (See chapter : SERVICING SCHEDULE in paragraph : 3 - MAINTENANCE).



Make sure the area is adequately ventilated before starting up the lift truck.

- Start up the lift truck, following the safety instructions and regulations (See chapter : OPERATING INSTRUCTIONS in paragraph : 1 - OPERATING AND SAFETY INSTRUCTIONS).
- Run all the jib's hydraulic movements, concentrating on the ends of travel for each cylinder.

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2 - DESCRIPTION

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IDENTIFICATION OF THE LIFT TRUCK

As our policy is to promote a constant improvement of our products, our range of telescopic lift trucks may undergo certain modifications, without obligation for us to advise our customers.

When you order parts, or when you require any technical information, always specify :

NOTE : For the owner's convenience, it is recommended that a note of these numbers is made in the spaces provided, at the time of the delivery of the lift truck.

PLATE MANUFACTURER OF THE LIFT TRUCK (Fig. A)

- Model _____
- Series _____
- Serial Nr _____
- Chassis Nr _____
- Year of manufacture _____

For any further technical information regarding your lift truck refer to chapter : CHARACTERISTICS in paragraph : 2 - DESCRIPTION.

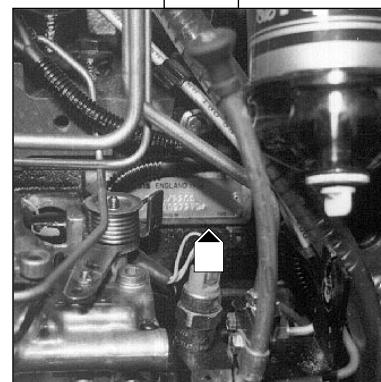
A

MANITOU BF	
4415B ANGÉNIS CEDEX FRANCE	
MODELE	SERIE
N° dans la série	Année de fabrication
N° de chassis	P.T.R.A.
Masse à vide kg	Effort de traction daN
Puissance ISO/TM-4396 kW	Effort de traction daN
Pression des pneumatiques (Bar)	Effort vertical max. daN
AV. / ARL	
N°240190	

I.C. ENGINE (Fig. B)

- Engine Nr _____

B



TRANSMISSION (Fig. C)

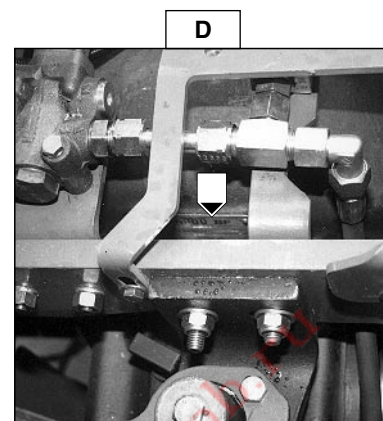
- Type _____
- MANITOU reference _____
- Serial Nr _____

C



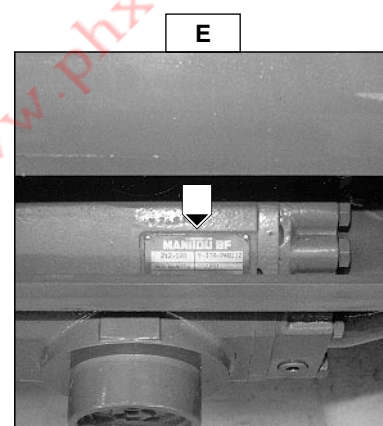
ANGLE GEAR-BOX (FIG. D)

- Type _____
- MANITOU reference _____
- Serial Nr _____



FRONT AXLE (FIG. E)

- Type _____
- Serial Nr _____
- MANITOU reference _____



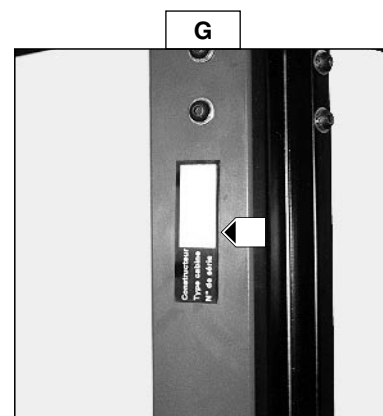
REAR AXLE (FIG. F)

- Type _____
- Serial Nr _____
- MANITOU reference _____



CAB (FIG. G)

- Type _____
- Serial Nr _____

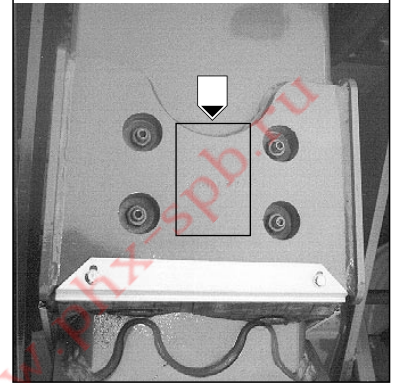


JIB (FIG. H)

- MANITOU reference
- Date of manufacture

H

MLT 629/730 Série A + Turbo
MLT 629/633/730 -120 LS Série A
MLT 633/730 LS Turbo Série A
MLT 633/730 -120 LS POWERSHIFT Série A
MLT 730 Turbo POWERSHIFT Série A
MT 732 Série A + Turbo



H

MT 932 Série A

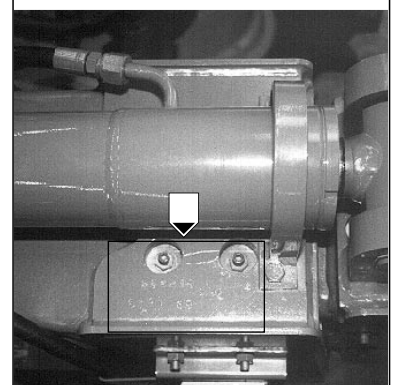
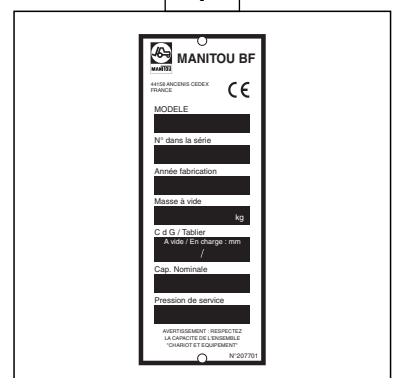


PLATE MANUFACTURER OF THE ATTACHMENT (FIG. I)

- Model
- Serial Nr
- Year of manufacture

I



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CHARACTERISTICS

ENGINE

- Type MLT 629/730 Série A
- MLT 629/730 Turbo Série A
- MLT 629/633/730 -120 LS Série A
- MLT 633/730 LS Turbo Série A
- MLT 633/730 -120 LS POWERSHIFT Série A
- MLT 730 Turbo POWERSHIFT Série A
- MT 732/932 Série A
- MT 732 Turbo Série A

- Number of cylinders
- Number of strokes
- Suction
- Injection system
- Ignition sequence
- Clearance of rocker valve (Cold)
 - . Inlet
 - . Exhaust
- Capacity
- Bore
- Stroke
- Compression ratio
- Nominal rating loaded
- Rating slow unladen
- Max. rating unladen
- Power ISO/TR 14396
- Maximum torque ISO/TR 14396
- Air cleaner

- PERKINS 1004.42 (AR 81026 or AR 81334)
- PERKINS 1004.40T (AK 80920 or AK 81335)
- PERKINS 1004.40TW (AM 80922 or AM 81337)
- PERKINS 1004.40T (AK 80920 or AK 81335)
- PERKINS 1004.40TW (AM 80922 or AM 81337)
- PERKINS 1004.40T (AK 80920 or AK 81335)
- PERKINS 1004.42 (AR 81026 or AR 81334)
- PERKINS 1004.40T (AK 80920 or AK 81298 or AK 81336)

1004.42 AR 81026	1004.40T AK 80920	1004.40T AK 81298	1004.40TW AM 80922
1004.42 AR 81334	1004.40T AK 81335	1004.40T AK 81336	1004.40TW AM 81337
4 in line	4 in line	4 in line	4 in line
4	4	4	4
Natural	Compressed turbo	Compressed turbo	Compressed turbo
Direct	Direct	Direct	Direct
1.3.4.2.	1.3.4.2.	1.3.4.2.	1.3.4.2.
0,20 mm	0,20 mm	0,20 mm	0,20 mm
0,45 mm	0,45 mm	0,45 mm	0,45 mm
4233 cm ³	3990 cm ³	3990 cm ³	3990 cm ³
103 mm	100 mm	100 mm	100 mm
127 mm	127 mm	127 mm	127 mm
18.5 / 1	17.25 / 1	17.25 / 1	17.25 / 1
2200 rpm	2200 rpm	2200 rpm	2200 rpm
930 rpm $\pm^{20}_{0}$	930 rpm $\pm^{20}_{0}$	930 rpm $\pm^{20}_{0}$	930 rpm $\pm^{20}_{0}$
2350 rpm	2400 rpm	2400 rpm	2380 rpm
80 cv / 60 kw	104 cv / 76,5 kw	100 cv / 74,6 kw	121 cv / 90,5 kw
290 Nm at 1400 rpm	394 Nm at 1400 rpm	402,6 Nm at 1400 rpm	434 Nm at 1500 rpm
Dry 3 μ	Dry 3 μ	Dry 3 μ	Dry 3 μ

COOLING CIRCUIT

- Type By water
- Fan Puller
- . Number of blades 10
 - . Diameter 508 mm
- Thermostat
 - . Start opening 77 °C to 85 °C
 - . Full opening 92 °C to 98 °C

TRANSMISSION

- MLT 629/730 Série A
- MLT 629/730 Turbo Série A
- MLT 629/633/730 -120 LS Série A
- MLT 633/730 LS Turbo Série A
- MT 732/932 Série A
- MT 732 Turbo Série A

- Type
- Torque converter
- Gear box
 - . Number of forward speeds 4
 - . Number of reverse speeds 4
- Gear reverser Electro-hydraulic

TURNER POWERTRAIN SYSTEMS SACHS

- 4
- 4
- Electro-hydraulic

TRANSMISSION

MLT 633/730 -120 LS POWERSHIFT Série A

MLT 730 Turbo POWERSHIFT Série A

- Type
- Torque converter
- Gear box
 - . Gear shifting
 - . Number of forward speeds
 - . Number of reverse speeds
- Gear reverser

ANGLE GEAR-BOX

- Type

FRONT AXLE

- Type
- Limited slip differential
- Hub reducers

REAR AXLE

- Type
- Hub reducers

BRAKE

- Service brake

MLT 629/730 Série A	)
MLT 629/730 Turbo Série A	)
MLT 629/633/730 -120 LS Série A	)
MLT 633/730 LS Turbo Série A	)
MLT 633/730 -120 LS POWERSHIFT Série A	)
MLT 730 Turbo POWERSHIFT Série A	)
MT 732/932 Série A	)
MT 732 Turbo Série A	)

- . Type
- Parking brake
 - . Type

ELECTRIC CIRCUIT

- Earth
- Battery
- Alternator
 - . Type
 - . Tension regulator
- Starter
 - . Type

TURNER POWERTRAIN SYSTEMS SACHS

Electro-hydraulic
5
3
Electro-hydraulic

TURNER POWERTRAIN SYSTEMS

DANA
45 %
Epicyclic

DANA
Epicyclic

Foot pedal. Hydraulic servo-brake, applied on the front and rear wheels.

Foot pedal. Hydraulic brake, applied on the front and rear wheels.

Multidisc brake immersed in oil.
Mechanical hand lever applied on the output shaft of transmission.
Disc brake.

Negative
12 V - 105 Ah - 680 A EN
12 V - 65 A
Magneti Marelli A127
Incorporated into the alternator
12 V
Magneti Marelli M127

CHARACTERISTICS

MLT 629 Série A

FRONT AND REAR TYRES

	DIMENSIONS	PRESSURE	TYRE LOAD	PRESSURE ON THE CONTACT SURFACE		AREA OF THE CONTACT SURFACE	
				HARD GROUND	LIGHT GROUND	HARD GROUND	LIGHT GROUND
STANDARD	15,5/80-24 SGI TL 12PR GOODYEAR	4 Bar	Front unladen	1600 kg	7,6 kg/cm ²	2,1 kg/cm ²	210 cm ²
			Front laden	4050 kg	11,4 kg/cm ²	3,1 kg/cm ²	356 cm ²
			Rear unladen	1600 kg	7,6 kg/cm ²	2,1 kg/cm ²	210 cm ²
			Rear laden	600 kg	7,5 kg/cm ²	2,1 kg/cm ²	80 cm ²
OPTION	14,9x24 T35 Stabilarge 18PR DUNLOP	3,4 Bar	Front unladen	1600 kg	5,7 kg/cm ²	2 kg/cm ²	280 cm ²
			Front laden	4050 kg	8,9 kg/cm ²	3 kg/cm ²	455 cm ²
			Rear unladen	1600 kg	5,7 kg/cm ²	2 kg/cm ²	280 cm ²
			Rear laden	600 kg	4,4 kg/cm ²	1,5 kg/cm ²	138 cm ²
	400/70-20 T37 150B TL 14PR DUNLOP	3,25 Bar	Front unladen	1600 kg	7,3 kg/cm ²	2,3 kg/cm ²	220 cm ²
			Front laden	4050 kg	10,1 kg/cm ²	3,2 kg/cm ²	400 cm ²
			Rear unladen	1600 kg	7,3 kg/cm ²	2,3 kg/cm ²	220 cm ²
			Rear laden	600 kg	5,6 kg/cm ²	1,8 kg/cm ²	107 cm ²
	440/70-24 T37 147B TL DUNLOP	2,8 Bar	Front unladen	1600 kg	6,3 kg/cm ²	1,8 kg/cm ²	255 cm ²
			Front laden	4050 kg	9 kg/cm ²	2,6 kg/cm ²	450 cm ²
			Rear unladen	1600 kg	6,3 kg/cm ²	1,8 kg/cm ²	255 cm ²
			Rear laden	600 kg	4,7 kg/cm ²	1,3 kg/cm ²	128 cm ²
OPTION	460/70 R24 IT520 TL 150A8 GOODYEAR	3,3 Bar	Front unladen	1600 kg	8,6 kg/cm ²	2,3 kg/cm ²	185 cm ²
			Front laden	4050 kg	11,9 kg/cm ²	3,1 kg/cm ²	341 cm ²
			Rear unladen	1600 kg	8,6 kg/cm ²	2,3 kg/cm ²	185 cm ²
			Rear laden	600 kg	7,9 kg/cm ²	2,1 kg/cm ²	76 cm ²
	445/70R24 IT510 151G GOODYEAR	4,1 Bar	Front unladen	1600 kg	8,4 kg/cm ²	2,8 kg/cm ²	190 cm ²
			Front laden	4050 kg	9,8 kg/cm ²	3,3 kg/cm ²	412 cm ²
			Rear unladen	1600 kg	8,4 kg/cm ²	2,8 kg/cm ²	190 cm ²
			Rear laden	600 kg	6,5 kg/cm ²	2,2 kg/cm ²	93 cm ²
OPTION	17,5LR24 XM27 TL 145A8 MICHELIN	3,5 Bar	Front unladen	1600 kg	1,6 kg/cm ²	kg/cm ²	1020 cm ²
			Front laden	4050 kg	3,1 kg/cm ²	kg/cm ²	1310 cm ²
			Rear unladen	1600 kg	1,6 kg/cm ²	kg/cm ²	1020 cm ²
			Rear laden	600 kg	0,7 kg/cm ²	kg/cm ²	900 cm ²
	15,5R25 XHA MICHELIN	2,75 Bar	Front unladen	1600 kg	2,1 kg/cm ²	1 kg/cm ²	760 cm ²
			Front laden	4050 kg	2,5 kg/cm ²	1,1 kg/cm ²	1600 cm ²
			Rear unladen	1600 kg	2,1 kg/cm ²	1 kg/cm ²	760 cm ²
			Rear laden	600 kg	1,4 kg/cm ²	0,7 kg/cm ²	420 cm ²
	1200R20 X MINE D2 MICHELIN	5 Bar	Front unladen	1600 kg	3,1 kg/cm ²	kg/cm ²	510 cm ²
			Front laden	4050 kg	5,4 kg/cm ²	kg/cm ²	750 cm ²
			Rear unladen	1600 kg	3,1 kg/cm ²	kg/cm ²	510 cm ²
			Rear laden	600 kg	1,7 kg/cm ²	kg/cm ²	360 cm ²
OPTION	500/65 R 24 TR FOREST MULTIPLUS TL NOKIAN	3,2 Bar	Front unladen	1600 kg	2,1 kg/cm ²	0,9 kg/cm ²	780 cm ²
			Front laden	4050 kg	2,7 kg/cm ²	1,5 kg/cm ²	1500 cm ²
			Rear unladen	1600 kg	2,1 kg/cm ²	0,9 kg/cm ²	780 cm ²
			Rear laden	600 kg	1,2 kg/cm ²	0,4 kg/cm ²	490 cm ²
OPTION	500-60/22,5 TWIN 404 12PR TRELLEBORG	2,5 Bar	Front unladen	1600 kg	2,7 kg/cm ²	1,4 kg/cm ²	593 cm ²
			Front laden	4050 kg	2,7 kg/cm ²	1,4 kg/cm ²	1500 cm ²
			Rear unladen	1600 kg	2,7 kg/cm ²	1,4 kg/cm ²	593 cm ²
			Rear laden	600 kg	2,7 kg/cm ²	1,4 kg/cm ²	222 cm ²

HYDRAULIC CIRCUIT

- Type of pump
 - . Capacity
- Lifting, tilting, telescoping, attachment circuit
 - . Max. rating capacity unladen
 - . Pressure
- Steering circuit
 - . Max. rating capacity unladen
 - . Pressure
- Braking circuit
 - . Max. rating capacity unladen
 - . Pressure
- Filtration
 - . Return
 - . Suction

Gear pump with flow divider

43,77 cm³

105 L/mn

250 Bar

105 L/mn

140 Bar

105 L/mn

40 Bar

20 μ (Up to machine Nr : 166043)

15 μ (From machine Nr : 166044)

125 μ

SPECIFICATIONS

- Level of sound pressure in the driver's cab LpA (According to standard prEN 12053 : 1995)	82,5 dB	
- Level of sound power in the LwA environment (According to directive 2000 / 14 CE guaranteed)	105 dB	
- Travel speed of the lift truck (Except particular conditions)		
. Forward	27,3 km/h	
. Reverse	27,3 km/h	
- Standard lift height	6050 mm	
- Rated capacity with standard attachment	2900 kg	
- Load center	500 mm	
- Weight of forks (Each)	72 kg	
- Lifting motions (Jib retracted)		
. Unladen lifting	5,6 s	45,2 m/mn
. Laden lifting	6,5 s	39 m/mn
. Unladen lowering	4,1 s	61,8 m/mn
. Laden lowering	3,8 s	66,7 m/mn
- Telescoping motions (Lifting jib)		
. Unladen extending	4,9 s	25,7 m/mn
. Laden extending	5,3 s	23,7 m/mn
. Unladen retracting	2,6 s	48,4 m/mn
. Laden retracting	2,3 s	54,8 m/mn
- Reverse tilt time unladen	3 s	48,6 °/s
- Forward tilt time unladen	2,6 s	56,1 °/s
- Lift truck weight with standard attachment		
. Unladen	6370 kg	
. Rated load	9270 kg	
- Axle weight with attached equipment (Transport position)		
. Front unladen	3160 kg	
Rated load	8110 kg	
. Rear unladen	3210 kg	
Rated load	1160 kg	
- Tensile strain at coupling hook		
. Unladen	4400 daN	
. Rated load	6300 daN	
- Break out force with bucket (According to standard ISO 8313)	5200 daN	

CHARACTERISTICS

MLT 629 Turbo Série A

FRONT AND REAR TYRES

	DIMENSIONS	PRESSURE	TYRE LOAD	PRESSURE ON THE CONTACT SURFACE		AREA OF THE CONTACT SURFACE	
				HARD GROUND	LIGHT GROUND	HARD GROUND	LIGHT GROUND
STANDARD	17,5LR24 XM27 TL 145A8 MICHELIN	3,5 Bar	Front unladen 1600 kg Front laden 4050 kg Rear unladen 1600 kg Rear laden 600 kg	1,6 kg/cm ² 3,1 kg/cm ² 1,6 kg/cm ² 0,7 kg/cm ²	kg/cm ² kg/cm ² kg/cm ² kg/cm ²	1020 cm ² 1310 cm ² 1020 cm ² 900 cm ²	cm ² cm ² cm ² cm ²
OPTION	14,9x24 T35 Stabilarge 18PR DUNLOP	3,4 Bar	Front unladen 1600 kg Front laden 4050 kg Rear unladen 1600 kg Rear laden 600 kg	5,7 kg/cm ² 8,9 kg/cm ² 5,7 kg/cm ² 4,4 kg/cm ²	2 kg/cm ² 3 kg/cm ² 2 kg/cm ² 1,5 kg/cm ²	280 cm ² 455 cm ² 280 cm ² 138 cm ²	810 cm ² 1360 cm ² 810 cm ² 400 cm ²
	400/70-20 T37 150B TL 14PR DUNLOP	3,25 Bar	Front unladen 1600 kg Front laden 4050 kg Rear unladen 1600 kg Rear laden 600 kg	7,3 kg/cm ² 10,1 kg/cm ² 7,3 kg/cm ² 5,6 kg/cm ²	2,3 kg/cm ² 3,2 kg/cm ² 2,3 kg/cm ² 1,8 kg/cm ²	220 cm ² 400 cm ² 220 cm ² 107 cm ²	690 cm ² 1270 cm ² 690 cm ² 335 cm ²
	440/70-24 T37 147B TL DUNLOP	2,8 Bar	Front unladen 1600 kg Front laden 4050 kg Rear unladen 1600 kg Rear laden 600 kg	6,3 kg/cm ² 9 kg/cm ² 6,3 kg/cm ² 4,7 kg/cm ²	1,8 kg/cm ² 2,6 kg/cm ² 1,8 kg/cm ² 1,3 kg/cm ²	255 cm ² 450 cm ² 255 cm ² 128 cm ²	890 cm ² 1550 cm ² 890 cm ² 445 cm ²
	15,5/80-24 SGI TL 12PR GOODYEAR	4 Bar	Front unladen 1600 kg Front laden 4050 kg Rear unladen 1600 kg Rear laden 600 kg	7,6 kg/cm ² 11,4 kg/cm ² 7,6 kg/cm ² 7,5 kg/cm ²	2,1 kg/cm ² 3,1 kg/cm ² 2,1 kg/cm ² 2,1 kg/cm ²	210 cm ² 356 cm ² 210 cm ² 80 cm ²	770 cm ² 1320 cm ² 770 cm ² 290 cm ²
OPTION	460/70 R24 IT520 TL 150A8 GOODYEAR	3,3 Bar	Front unladen 1600 kg Front laden 4050 kg Rear unladen 1600 kg Rear laden 600 kg	8,6 kg/cm ² 11,9 kg/cm ² 8,6 kg/cm ² 7,9 kg/cm ²	2,3 kg/cm ² 3,1 kg/cm ² 2,3 kg/cm ² 2,1 kg/cm ²	185 cm ² 341 cm ² 185 cm ² 76 cm ²	710 cm ² 1310 cm ² 710 cm ² 290 cm ²
	445/70R24 IT510 151G GOODYEAR	4,1 Bar	Front unladen 1600 kg Front laden 4050 kg Rear unladen 1600 kg Rear laden 600 kg	8,4 kg/cm ² 9,8 kg/cm ² 8,4 kg/cm ² 6,5 kg/cm ²	2,8 kg/cm ² 3,3 kg/cm ² 2,8 kg/cm ² 2,2 kg/cm ²	190 cm ² 412 cm ² 190 cm ² 93 cm ²	570 cm ² 1239 cm ² 570 cm ² 275 cm ²
	15,5R25 XHA MICHELIN	2,75 Bar	Front unladen 1600 kg Front laden 4050 kg Rear unladen 1600 kg Rear laden 600 kg	2,1 kg/cm ² 2,5 kg/cm ² 2,1 kg/cm ² 1,4 kg/cm ²	1 kg/cm ² 1,1 kg/cm ² 1 kg/cm ² 0,7 kg/cm ²	760 cm ² 1600 cm ² 760 cm ² 420 cm ²	1630 cm ² 3533 cm ² 1630 cm ² 905 cm ²
	1200R20 X MINE D2 MICHELIN	5 Bar	Front unladen 1600 kg Front laden 4050 kg Rear unladen 1600 kg Rear laden 600 kg	3,1 kg/cm ² 5,4 kg/cm ² 3,1 kg/cm ² 1,7 kg/cm ²	kg/cm ² kg/cm ² kg/cm ² kg/cm ²	510 cm ² 750 cm ² 510 cm ² 360 cm ²	cm ² cm ² cm ² cm ²
OPTION	500/65 R 24 TR FOREST MULTIPLUS TL NOKIAN	3,2 Bar	Front unladen 1600 kg Front laden 4050 kg Rear unladen 1600 kg Rear laden 600 kg	2,1 kg/cm ² 2,7 kg/cm ² 2,1 kg/cm ² 1,2 kg/cm ²	0,9 kg/cm ² 1,5 kg/cm ² 0,9 kg/cm ² 0,4 kg/cm ²	780 cm ² 1500 cm ² 780 cm ² 490 cm ²	1880 cm ² 2650 cm ² 1880 cm ² 1400 cm ²
OPTION	500-60/22,5 TWIN 404 12PR TRELLEBORG	2,5 Bar	Front unladen 1600 kg Front laden 4050 kg Rear unladen 1600 kg Rear laden 600 kg	2,7 kg/cm ² 2,7 kg/cm ² 2,7 kg/cm ² 2,7 kg/cm ²	1,4 kg/cm ² 1,4 kg/cm ² 1,4 kg/cm ² 1,4 kg/cm ²	593 cm ² 1500 cm ² 593 cm ² 222 cm ²	1143 cm ² 2893 cm ² 1143 cm ² 429 cm ²

HYDRAULIC CIRCUIT

- Type of pump
 - . Capacity
- Lifting, tilting, telescoping, attachment circuit
 - . Max. rating capacity unladen
 - . Pressure
- Steering circuit
 - . Max. rating capacity unladen
 - . Pressure
- Braking circuit
 - . Max. rating capacity unladen
 - . Pressure
- Filtration
 - . Return
 - . Suction

Gear pump with flow divider

43,77 cm³

105 L/mn

250 Bar

105 L/mn

140 Bar

105 L/mn

40 Bar

20 μ (Up to machine Nr : 166043)

15 μ (From machine Nr : 166044)

125 μ

SPECIFICATIONS

- Level of sound pressure in the driver's cab LpA (According to standard prEN 12053 : 1995)	81 dB	
- Level of sound power in the LwA environment (According to directive 2000 / 14 CE guaranteed)	106 dB	
- Travel speed of the lift truck (Except particular conditions)		
. Forward	27,3 km/h	
. Reverse	27,3 km/h	
- Standard lift height	6050 mm	
- Rated capacity with standard attachment	2900 kg	
- Load center	500 mm	
- Weight of forks (Each)	72 kg	
- Lifting motions (Jib retracted)		
. Unladen lifting	5,6 s	45,2 m/mn
. Laden lifting	6,5 s	39 m/mn
. Unladen lowering	4,1 s	61,8 m/mn
. Laden lowering	3,8 s	66,7 m/mn
- Telescoping motions (Lifting jib)		
. Unladen extending	4,9 s	25,7 m/mn
. Laden extending	5,3 s	23,7 m/mn
. Unladen retracting	2,6 s	48,4 m/mn
. Laden retracting	2,3 s	54,8 m/mn
- Reverse tilt time unladen	3 s	48,6 °/s
- Forward tilt time unladen	2,6 s	56,1 °/s
- Lift truck weight with standard attachment		
. Unladen	6370 kg	
. Rated load	9270 kg	
- Axle weight with attached equipment (Transport position)		
. Front unladen	3160 kg	
Rated load	8110 kg	
. Rear unladen	3210 kg	
Rated load	1160 kg	
- Tensile strain at coupling hook		
. Unladen	4600 daN	
. Rated load	7100 daN	
- Break out force with bucket (According to standard ISO 8313)	5200 daN	

CHARACTERISTICS

MLT 629 -120 LS Série A

FRONT AND REAR TYRES

	DIMENSIONS	PRESSURE	TYRE LOAD	PRESSURE ON THE CONTACT SURFACE		AREA OF THE CONTACT SURFACE	
				HARD GROUND	LIGHT GROUND	HARD GROUND	LIGHT GROUND
STANDARD	17,5LR24 XM27 TL 145A8 MICHELIN	3,5 Bar	Front unladen 1600 kg Front laden 4050 kg Rear unladen 1600 kg Rear laden 600 kg	1,6 kg/cm ² 3,1 kg/cm ² 1,6 kg/cm ² 0,7 kg/cm ²	kg/cm ² kg/cm ² kg/cm ² kg/cm ²	1020 cm ² 1310 cm ² 1020 cm ² 900 cm ²	cm ² cm ² cm ² cm ²
OPTION	14,9x24 T35 Stabilarge 18PR DUNLOP	3,4 Bar	Front unladen 1600 kg Front laden 4050 kg Rear unladen 1600 kg Rear laden 600 kg	5,7 kg/cm ² 8,9 kg/cm ² 5,7 kg/cm ² 4,4 kg/cm ²	2 kg/cm ² 3 kg/cm ² 2 kg/cm ² 1,5 kg/cm ²	280 cm ² 455 cm ² 280 cm ² 138 cm ²	810 cm ² 1360 cm ² 810 cm ² 400 cm ²
	400/70-20 T37 150B TL 14PR DUNLOP	3,25 Bar	Front unladen 1600 kg Front laden 4050 kg Rear unladen 1600 kg Rear laden 600 kg	7,3 kg/cm ² 10,1 kg/cm ² 7,3 kg/cm ² 5,6 kg/cm ²	2,3 kg/cm ² 3,2 kg/cm ² 2,3 kg/cm ² 1,8 kg/cm ²	220 cm ² 400 cm ² 220 cm ² 107 cm ²	690 cm ² 1270 cm ² 690 cm ² 335 cm ²
	440/70-24 T37 147B TL DUNLOP	2,8 Bar	Front unladen 1600 kg Front laden 4050 kg Rear unladen 1600 kg Rear laden 600 kg	6,3 kg/cm ² 9 kg/cm ² 6,3 kg/cm ² 4,7 kg/cm ²	1,8 kg/cm ² 2,6 kg/cm ² 1,8 kg/cm ² 1,3 kg/cm ²	255 cm ² 450 cm ² 255 cm ² 128 cm ²	890 cm ² 1550 cm ² 890 cm ² 445 cm ²
	440/70-24 T37 147B TL DUNLOP	2,8 Bar	Front unladen 1600 kg Front laden 4050 kg Rear unladen 1600 kg Rear laden 600 kg	6,3 kg/cm ² 9 kg/cm ² 6,3 kg/cm ² 4,7 kg/cm ²	1,8 kg/cm ² 2,6 kg/cm ² 1,8 kg/cm ² 1,3 kg/cm ²	255 cm ² 450 cm ² 255 cm ² 128 cm ²	890 cm ² 1550 cm ² 890 cm ² 445 cm ²
OPTION	15,5/80-24 SGI TL 12PR GOODYEAR	4 Bar	Front unladen 1600 kg Front laden 4050 kg Rear unladen 1600 kg Rear laden 600 kg	7,6 kg/cm ² 11,4 kg/cm ² 7,6 kg/cm ² 7,5 kg/cm ²	2,1 kg/cm ² 3,1 kg/cm ² 2,1 kg/cm ² 2,1 kg/cm ²	210 cm ² 356 cm ² 210 cm ² 80 cm ²	770 cm ² 1320 cm ² 770 cm ² 290 cm ²
	460/70 R24 IT520 TL 150A8 GOODYEAR	3,3 Bar	Front unladen 1600 kg Front laden 4050 kg Rear unladen 1600 kg Rear laden 600 kg	8,6 kg/cm ² 11,9 kg/cm ² 8,6 kg/cm ² 7,9 kg/cm ²	2,3 kg/cm ² 3,1 kg/cm ² 2,3 kg/cm ² 2,1 kg/cm ²	185 cm ² 341 cm ² 185 cm ² 76 cm ²	710 cm ² 1310 cm ² 710 cm ² 290 cm ²
	445/70R24 IT510 151G GOODYEAR	4,1 Bar	Front unladen 1600 kg Front laden 4050 kg Rear unladen 1600 kg Rear laden 600 kg	8,4 kg/cm ² 9,8 kg/cm ² 8,4 kg/cm ² 6,5 kg/cm ²	2,8 kg/cm ² 3,3 kg/cm ² 2,8 kg/cm ² 2,2 kg/cm ²	190 cm ² 412 cm ² 190 cm ² 93 cm ²	570 cm ² 1239 cm ² 570 cm ² 275 cm ²
	445/70R24 IT510 151G GOODYEAR	4,1 Bar	Front unladen 1600 kg Front laden 4050 kg Rear unladen 1600 kg Rear laden 600 kg	8,4 kg/cm ² 9,8 kg/cm ² 8,4 kg/cm ² 6,5 kg/cm ²	2,8 kg/cm ² 3,3 kg/cm ² 2,8 kg/cm ² 2,2 kg/cm ²	190 cm ² 412 cm ² 190 cm ² 93 cm ²	570 cm ² 1239 cm ² 570 cm ² 275 cm ²
OPTION	15,5R25 XHA MICHELIN	2,75 Bar	Front unladen 1600 kg Front laden 4050 kg Rear unladen 1600 kg Rear laden 600 kg	2,1 kg/cm ² 2,5 kg/cm ² 2,1 kg/cm ² 1,4 kg/cm ²	1 kg/cm ² 1,1 kg/cm ² 1 kg/cm ² 0,7 kg/cm ²	760 cm ² 1600 cm ² 760 cm ² 420 cm ²	1630 cm ² 3533 cm ² 1630 cm ² 905 cm ²
	1200R20 X MINE D2 MICHELIN	5 Bar	Front unladen 1600 kg Front laden 4050 kg Rear unladen 1600 kg Rear laden 600 kg	3,1 kg/cm ² 5,4 kg/cm ² 3,1 kg/cm ² 1,7 kg/cm ²	kg/cm ² kg/cm ² kg/cm ² kg/cm ²	510 cm ² 750 cm ² 510 cm ² 360 cm ²	cm ² cm ² cm ² cm ²
OPTION	500/65 R 24 TR FOREST MULTIPLUS TL NOKIAN	3,2 Bar	Front unladen 1600 kg Front laden 4050 kg Rear unladen 1600 kg Rear laden 600 kg	2,1 kg/cm ² 2,7 kg/cm ² 2,1 kg/cm ² 1,2 kg/cm ²	0,9 kg/cm ² 1,5 kg/cm ² 0,9 kg/cm ² 0,4 kg/cm ²	780 cm ² 1500 cm ² 780 cm ² 490 cm ²	1880 cm ² 2650 cm ² 1880 cm ² 1400 cm ²
OPTION	500-60/22,5 TWIN 404 12PR TRELLEBORG	2,5 Bar	Front unladen 1600 kg Front laden 4050 kg Rear unladen 1600 kg Rear laden 600 kg	2,7 kg/cm ² 2,7 kg/cm ² 2,7 kg/cm ² 2,7 kg/cm ²	1,4 kg/cm ² 1,4 kg/cm ² 1,4 kg/cm ² 1,4 kg/cm ²	593 cm ² 1500 cm ² 593 cm ² 222 cm ²	1143 cm ² 2893 cm ² 1143 cm ² 429 cm ²

HYDRAULIC CIRCUIT

- Type of pump
 - . Capacity
- Lifting, tilting, telescoping, attachment circuit
 - . Max. rating capacity unladen
 - . Pressure
- Steering circuit
 - . Max. rating capacity unladen
 - . Pressure
- Braking circuit
 - . Max. rating capacity unladen
 - . Pressure
- Filtration
 - . Return
 - . Suction

Variable displacement piston pump

60 cm³

144 L/min

270 Bar

144 L/min

140 Bar

144 L/min

40 Bar

20 μ (Up to machine Nr : 164449)

15 μ (From machine Nr : 164450)

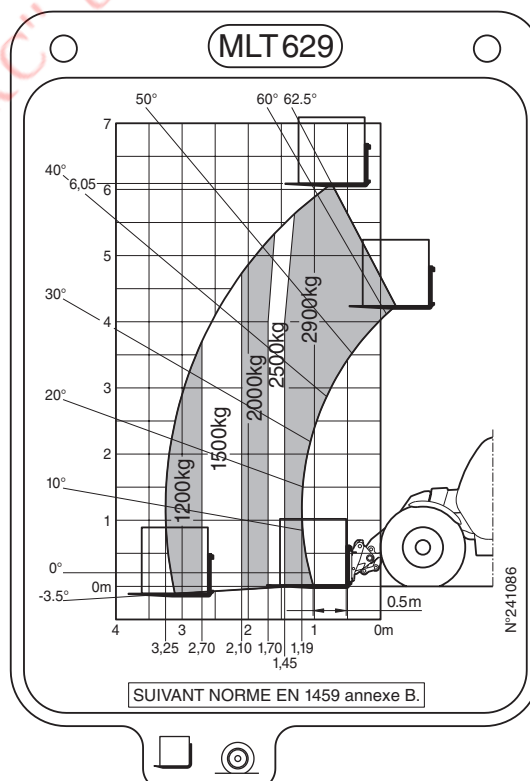
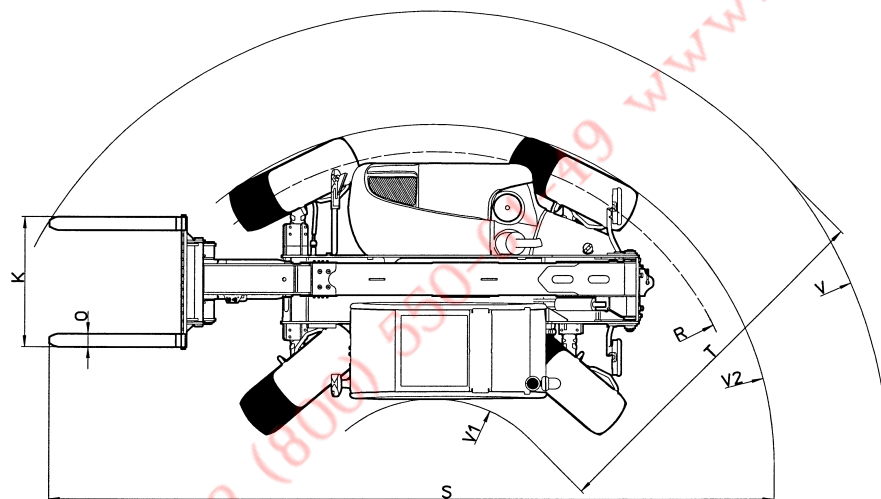
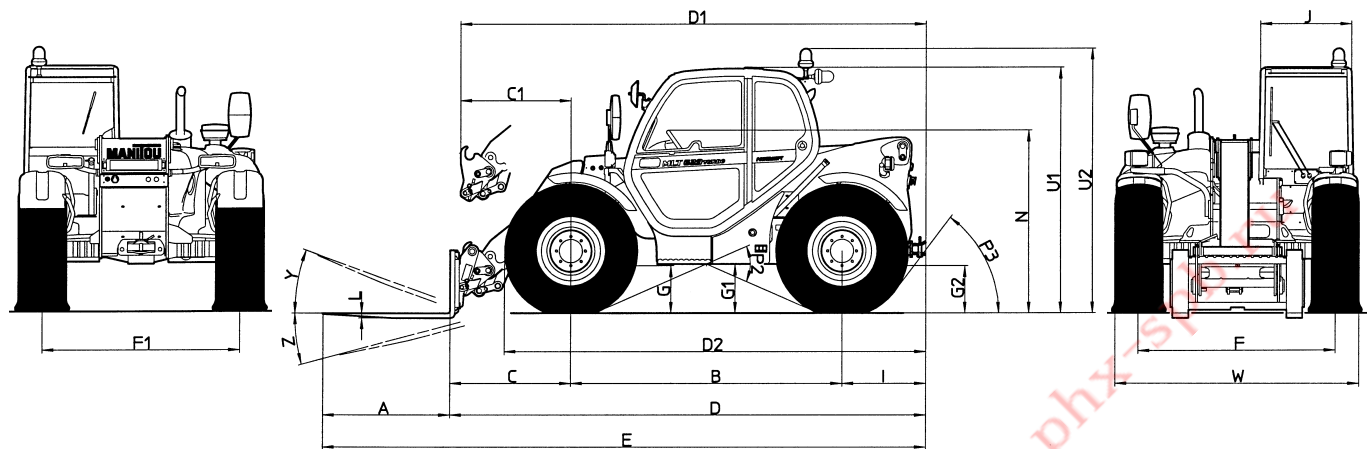
125 μ

SPECIFICATIONS

- Level of sound pressure in the driver's cab LpA (According to standard prEN 12053 : 1995)	79,5 dB	
- Level of sound power in the LwA environment (According to directive 2000 / 14 CE guaranteed)	107 dB	
- Travel speed of the lift truck (Except particular conditions)		
. Forward	34,3 km/h	
. Reverse	34,3 km/h	
- Standard lift height	6050 mm	
- Rated capacity with standard attachment	2900 kg	
- Load center	500 mm	
- Weight of forks (Each)	72 kg	
- Lifting motions (Jib retracted)		
. Unladen lifting	6,1 s	41,5 m/mn
. Laden lifting	7,5 s	33,8 m/mn
. Unladen lowering	5 s	50,7 m/mn
. Laden lowering	4,6 s	55 m/mn
- Telescoping motions (Lifting jib)		
. Unladen extending	5,2 s	24,2 m/mn
. Laden extending	6,2 s	20,3 m/mn
. Unladen retracting	4,2 s	30 m/mn
. Laden retracting	4,1 s	30,7 m/mn
- Reverse tilt time unladen	2,9 s	49,5 °/s
- Forward tilt time unladen	2,7 s	54 °/s
- Lift truck weight with standard attachment		
. Unladen	6370 kg	
. Rated load	9270 kg	
- Axle weight with attached equipment (Transport position)		
. Front unladen	3160 kg	
Rated load	8110 kg	
. Rear unladen	3210 kg	
Rated load	1160 kg	
- Tensile strain at coupling hook		
. Unladen	5000 daN	
. Rated load	7500 daN	
- Break out force with bucket (According to standard ISO 8313)	5200 daN	

DIMENSIONS AND LOAD CHART

MLT 629 Série A
MLT 629 Turbo Série A
MLT 629 -120 LS Série A



	MLT 629 Série A	MLT 629 Turbo Série A	MLT 629 -120 LS Série A
A	1200 mm	1200 mm	1200 mm
B	2560 mm	2560 mm	2560 mm
C	1142 mm	1142 mm	1142 mm
C1	1047 mm	1047 mm	1047 mm
D	4497 mm	4497 mm	4497 mm
D1	4402 mm	4402 mm	4402 mm
D2	3960 mm	3955 mm	3955 mm
E	5697 mm	5697 mm	5697 mm
F	1916 mm	1870 mm	1870 mm
F1	1916 mm	1870 mm	1870 mm
G	455 mm	455 mm	455 mm
G1	440 mm	440 mm	440 mm
G2	440 mm	440 mm	440 mm
I	795 mm	795 mm	795 mm
J	865 mm	865 mm	865 mm
K	1260 mm	1260 mm	1260 mm
L	45 mm	45 mm	45 mm
N	1690 mm	1720 mm	1720 mm
O	125 mm	125 mm	125 mm
P2	47,5 °	47,5 °	47,5 °
P3	53 °	53 °	53 °
R	3500 mm	3475 mm	3475 mm
S	7322 mm	7322 mm	7322 mm
T	3995 mm	3995 mm	3995 mm
U1	2300 mm	2300 mm	2300 mm
U2	2550 mm	2550 mm	2550 mm
V	4630 mm	4630 mm	4630 mm
V1	1205 mm	1205 mm	1205 mm
V2	3700 mm	3700 mm	3700 mm
W	2305 mm	2325 mm	2325 mm
Y	12 °	12 °	12 °
Z	133,9 °	133,9 °	133,9 °

CHARACTERISTICS

MLT 633 LS Turbo Série A MLT 633 -120 LS Série A MLT 633 -120 LS POWERSHIFT Série A

FRONT AND REAR TYRES

	DIMENSIONS	PRESSURE	TYRE LOAD	PRESSURE ON THE CONTACT SURFACE		AREA OF THE CONTACT SURFACE	
				HARD GROUND	LIGHT GROUND	HARD GROUND	LIGHT GROUND
STANDARD	17,5LR24 XM27 TL 145A8 MICHELIN	3,5 Bar	Front unladen 1550 kg Front laden 4350 kg Rear unladen 2000 kg Rear laden 850 kg	1,5 kg/cm ² 3,2 kg/cm ² 1,9 kg/cm ² 0,9 kg/cm ²	kg/cm ² kg/cm ² kg/cm ² kg/cm ²	1010 cm ² 1340 cm ² 1075 cm ² 930 cm ²	cm ² cm ² cm ² cm ²
OPTION	14,9x24 T35 Stabilarge 18PR DUNLOP	3,4 Bar	Front unladen 1550 kg Front laden 4350 kg Rear unladen 2000 kg Rear laden 850 kg	5,6 kg/cm ² 9,2 kg/cm ² 6,2 kg/cm ² 4,7 kg/cm ²	1,9 kg/cm ² 3,1 kg/cm ² 2,1 kg/cm ² 1,6 kg/cm ²	275 cm ² 475 cm ² 325 cm ² 180 cm ²	800 cm ² 1420 cm ² 950 cm ² 520 cm ²
	400/70-20 T37 150B TL 14PR DUNLOP	3,25 Bar	Front unladen 1550 kg Front laden 4350 kg Rear unladen 2000 kg Rear laden 850 kg	7,2 kg/cm ² 10,5 kg/cm ² 7,7 kg/cm ² 6,2 kg/cm ²	2,3 kg/cm ² 3,3 kg/cm ² 2,5 kg/cm ² 2 kg/cm ²	215 cm ² 415 cm ² 260 cm ² 137 cm ²	660 cm ² 1330 cm ² 810 cm ² 425 cm ²
	405/70R24 EM SPT9 TL 158A2 DUNLOP	5 Bar	Front unladen 1550 kg Front laden 4350 kg Rear unladen 2000 kg Rear laden 850 kg	7,2 kg/cm ² 7,9 kg/cm ² 6,8 kg/cm ² 7,7 kg/cm ²	3,2 kg/cm ² 3,5 kg/cm ² 3 kg/cm ² 3,4 kg/cm ²	215 cm ² 550 cm ² 295 cm ² 110 cm ²	490 cm ² 1250 cm ² 670 cm ² 250 cm ²
	440/70-24 T37 147B TL DUNLOP	2,8 Bar	Front unladen 1550 kg Front laden 4350 kg Rear unladen 2000 kg Rear laden 850 kg	6,2 kg/cm ² 9,3 kg/cm ² 6,7 kg/cm ² 5,1 kg/cm ²	1,8 kg/cm ² 2,7 kg/cm ² 1,9 kg/cm ² 1,5 kg/cm ²	250 cm ² 470 cm ² 300 cm ² 166 cm ²	870 cm ² 1620 cm ² 1040 cm ² 580 cm ²
OPTION	15,5/80-24 SGI TL 12PR GOODYEAR	4 Bar	Front unladen 1550 kg Front laden 4350 kg Rear unladen 2000 kg Rear laden 850 kg	7,6 kg/cm ² 12,1 kg/cm ² 8,7 kg/cm ² 7,1 kg/cm ²	2 kg/cm ² 3,2 kg/cm ² 2,3 kg/cm ² 1,8 kg/cm ²	205 cm ² 360 cm ² 230 cm ² 120 cm ²	760 cm ² 1370 cm ² 880 cm ² 460 cm ²
	460/70 R24 IT520 TL 150A8 GOODYEAR	3,3 Bar	Front unladen 1550 kg Front laden 4350 kg Rear unladen 2000 kg Rear laden 850 kg	8,6 kg/cm ² 11,9 kg/cm ² 9 kg/cm ² 8,5 kg/cm ²	2,2 kg/cm ² 3,1 kg/cm ² 2,4 kg/cm ² 2,2 kg/cm ²	180 cm ² 365 cm ² 221 cm ² 100 cm ²	690 cm ² 1400 cm ² 850 cm ² 380 cm ²
	445/70R24 IT510 151G GOODYEAR	4,1 Bar	Front unladen 1550 kg Front laden 4350 kg Rear unladen 2000 kg Rear laden 850 kg	8,4 kg/cm ² 9,9 kg/cm ² 8,8 kg/cm ² 7,4 kg/cm ²	2,8 kg/cm ² 3,3 kg/cm ² 2,9 kg/cm ² 2,4 kg/cm ²	185 cm ² 438 cm ² 228 cm ² 115 cm ²	555 cm ² 1319 cm ² 690 cm ² 350 cm ²
OPTION	15,5R25 XHA MICHELIN	2,75 Bar	Front unladen 1550 kg Front laden 4350 kg Rear unladen 2000 kg Rear laden 850 kg	2 kg/cm ² 2,4 kg/cm ² 2,2 kg/cm ² 1,8 kg/cm ²	1 kg/cm ² 1,1 kg/cm ² 1 kg/cm ² 0,9 kg/cm ²	760 cm ² 1795 cm ² 905 cm ² 465 cm ²	1630 cm ² 3850 cm ² 1947 cm ² 996 cm ²
	1200R20 X MINE D2 MICHELIN	5 Bar	Front unladen 1550 kg Front laden 4350 kg Rear unladen 2000 kg Rear laden 850 kg	3,1 kg/cm ² 5,6 kg/cm ² 3,7 kg/cm ² 2,2 kg/cm ²	kg/cm ² kg/cm ² kg/cm ² kg/cm ²	500 cm ² 780 cm ² 540 cm ² 380 cm ²	cm ² cm ² cm ² cm ²
OPTION	500/65 R 24 TR FOREST MULTIPLUS TL NOKIAN	3,2 Bar	Front unladen 1550 kg Front laden 4350 kg Rear unladen 2000 kg Rear laden 850 kg	2 kg/cm ² 2,7 kg/cm ² 2,2 kg/cm ² 1,5 kg/cm ²	0,8 kg/cm ² 1,6 kg/cm ² 1 kg/cm ² 0,5 kg/cm ²	770 cm ² 1590 cm ² 900 cm ² 560 cm ²	1860 cm ² 2740 cm ² 2030 cm ² 1550 cm ²
OPTION	500-60/22,5 TWIN 404 12PR TRELLEBORG	2,5 Bar	Front unladen 1550 kg Front laden 4350 kg Rear unladen 2000 kg Rear laden 850 kg	2,7 kg/cm ² 2,7 kg/cm ² 2,7 kg/cm ² 2,7 kg/cm ²	1,4 kg/cm ² 1,4 kg/cm ² 1,4 kg/cm ² 1,4 kg/cm ²	574 cm ² 1611 cm ² 741 cm ² 315 cm ²	1107 cm ² 3107 cm ² 1429 cm ² 607 cm ²

HYDRAULIC CIRCUIT

- Type of pump	Variable displacement piston pump
. Capacity	60 cm ³
- Lifting, tilting, telescoping, attachment circuit	
. Max. rating capacity unladen	144 L/min
. Pressure	270 Bar
- Steering circuit	
. Max. rating capacity unladen	144 L/min
. Pressure	140 Bar
- Braking circuit	
. Max. rating capacity unladen	144 L/min
. Pressure	40 Bar
- Filtration	
. Return	20 μ (Up to machine Nr : 164449)
	15 μ (From machine Nr : 164450)
. Suction	125 μ

SPECIFICATIONS

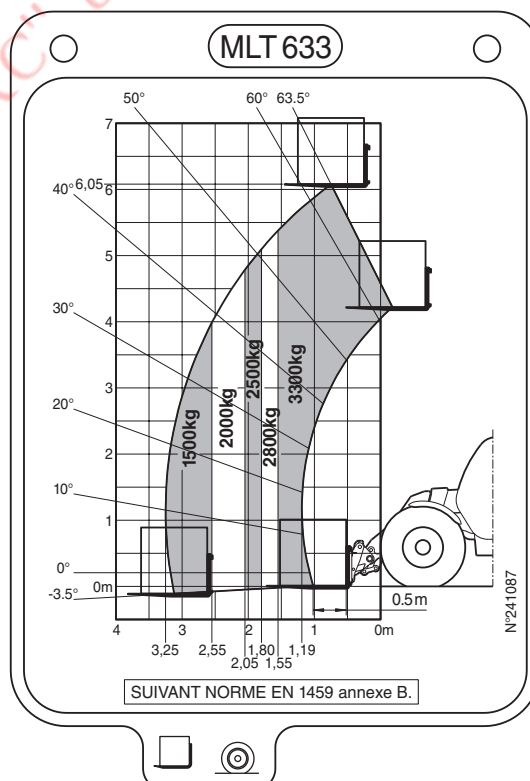
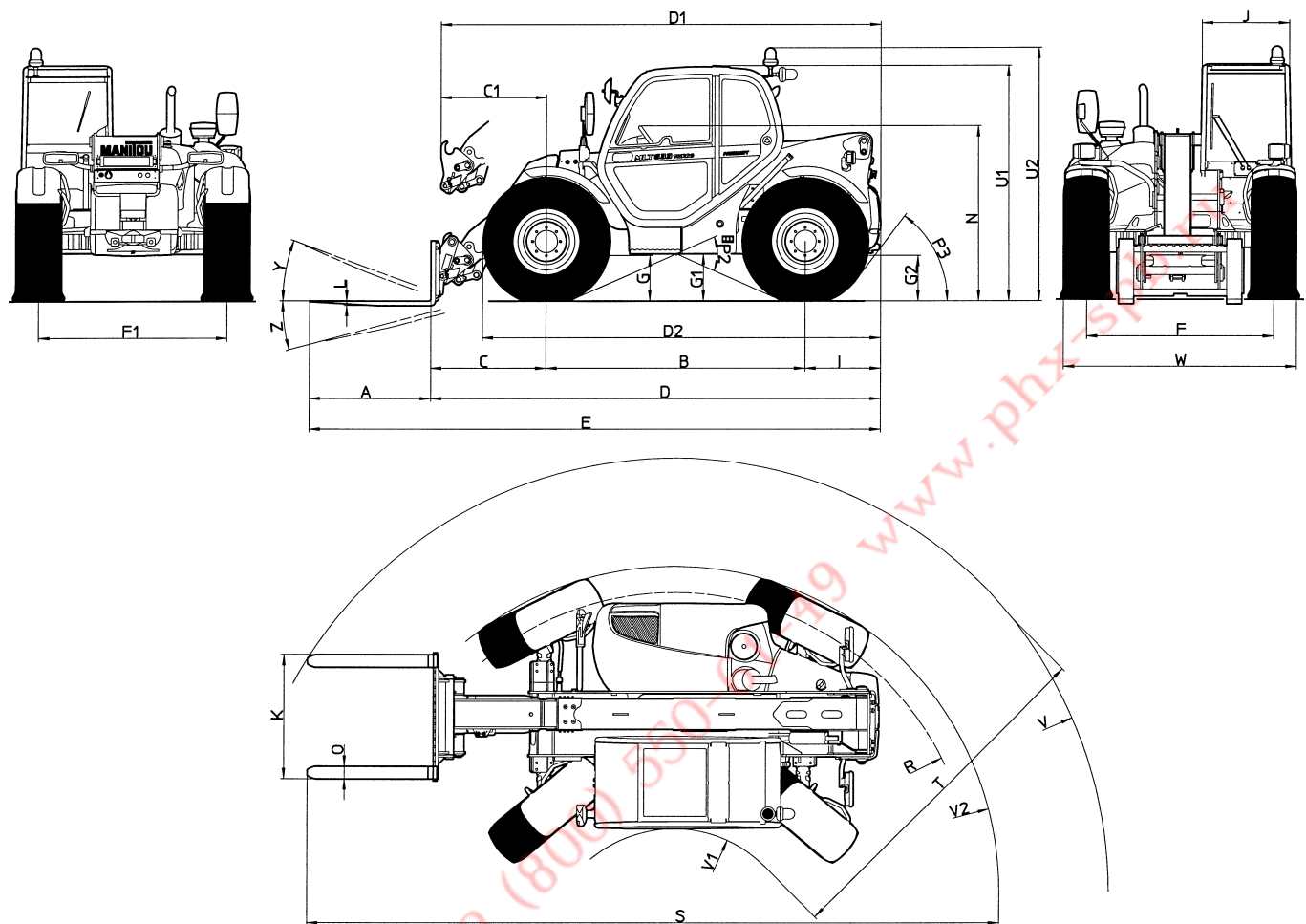
- Level of sound pressure in the driver's cab LpA (According to standard prEN 12053 : 1995)	
MLT 633 LS Turbo Série A	81 dB
MLT 633 -120 LS Série A	79,5 dB
MLT 633 -120 LS POWERSHIFT Série A	79,5 dB
- Level of sound power in the LwA environment (According to directive 2000 / 14 CE guaranteed)	
MLT 633 LS Turbo Série A	106 dB
MLT 633 -120 LS Série A	107 dB
MLT 633 -120 LS POWERSHIFT Série A	107 dB
- Travel speed of the lift truck (Except particular conditions)	
. Forward MLT 633 LS Turbo Série A	27,3 km/h
MLT 633 -120 LS Série A	34,3 km/h
MLT 633 -120 LS POWERSHIFT Série A	38,1 km/h
. Reverse MLT 633 LS Turbo Série A	27,3 km/h
MLT 633 -120 LS Série A	34,3 km/h
MLT 633 -120 LS POWERSHIFT Série A	24 km/h
- Standard lift height	6050 mm
- Rated capacity with standard attachment	3300 kg
- Load center	500 mm
- Weight of forks (Each)	72 kg
- Lifting motions (Jib retracted)	
. Unladen lifting	6,1 s 41,5 m/mn
. Laden lifting	7,5 s 33,8 m/mn
. Unladen lowering	5 s 50,7 m/mn
. Laden lowering	4,6 s 55 m/mn

- Telescoping motions (Lifting jib)		
. Unladen extending	5,2 s	24,2 m/mn
. Laden extending	6,2 s	20,3 m/mn
. Unladen retracting	4,2 s	30 m/mn
. Laden retracting	4,1 s	30,7 m/mn
- Reverse tilt time unladen	2,9 s	49,5 °/s
- Forward tilt time unladen	2,7 s	54 °/s
- Lift truck weight with standard attachment		
. Unladen	7030 kg	
. Rated load	10330 kg	
- Axle weight with attached equipment (Transport position)		
. Front unladen	3060 kg	
Rated load	8675 kg	
. Rear unladen	3970 kg	
Rated load	1655 kg	
- Tensile strain at coupling hook		
. Unladen	5400 daN	
. Rated load	8600 daN	
- Break out force with bucket	5200 daN	
<i>(According to standard ISO 8313)</i>		

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DIMENSIONS AND LOAD CHART

MLT 633 LS Turbo Série A
MLT 633 -120 LS Série A
MLT 633 -120 LS POWERSHIFT Série A



	MLT 633 LS Turbo Série A	MLT 633 -120 LS Série A	MLT 633 -120 LS POWERSHIFT Série A
A	1200 mm	1200 mm	1200 mm
B	2560 mm	2560 mm	2560 mm
C	1142 mm	1142 mm	1142 mm
C1	1047 mm	1047 mm	1047 mm
D	4462 mm	4462 mm	4462 mm
D1	4367 mm	4367 mm	4367 mm
D2	3920 mm	3920 mm	3920 mm
E	5662 mm	5662 mm	5662 mm
F	1870 mm	1870 mm	1870 mm
F1	1870 mm	1870 mm	1870 mm
G	455 mm	455 mm	455 mm
G1	440 mm	440 mm	440 mm
G2	440 mm	440 mm	440 mm
I	760 mm	760 mm	760 mm
J	865 mm	865 mm	865 mm
K	1260 mm	1260 mm	1260 mm
L	45 mm	45 mm	45 mm
N	1720 mm	1720 mm	1720 mm
O	125 mm	125 mm	125 mm
P2	47,5 °	47,5 °	47,5 °
P3	53 °	53 °	53 °
R	3475 mm	3475 mm	3475 mm
S	7322 mm	7322 mm	7322 mm
T	3995 mm	3995 mm	3995 mm
U1	2300 mm	2300 mm	2300 mm
U2	2550 mm	2550 mm	2550 mm
V	4630 mm	4630 mm	4630 mm
V1	1205 mm	1205 mm	1205 mm
V2	3700 mm	3700 mm	3700 mm
W	2325 mm	2325 mm	2325 mm
Y	12 °	12 °	12 °
Z	133,9 °	133,9 °	133,9 °

CHARACTERISTICS

MLT 730 Série A

FRONT AND REAR TYRES

	DIMENSIONS	PRESSURE	TYRE LOAD	PRESSURE ON THE CONTACT SURFACE		AREA OF THE CONTACT SURFACE	
				HARD GROUND	LIGHT GROUND	HARD GROUND	LIGHT GROUND
STANDARD	15,5/80-24 SGI TL 12PR GOODYEAR	4 Bar	Front unladen	1650 kg	7,9 kg/cm ²	2,1 kg/cm ²	210 cm ²
			Front laden	4350 kg	12,1 kg/cm ²	3,2 kg/cm ²	360 cm ²
			Rear unladen	1900 kg	8,3 kg/cm ²	2,2 kg/cm ²	230 cm ²
			Rear laden	750 kg	6,8 kg/cm ²	1,8 kg/cm ²	110 cm ²
OPTION	14,9x24 T35 Stabilarge 18PR DUNLOP	3,4 Bar	Front unladen	1650 kg	5,7 kg/cm ²	2 kg/cm ²	290 cm ²
			Front laden	4350 kg	9,2 kg/cm ²	3,1 kg/cm ²	475 cm ²
			Rear unladen	1900 kg	5,9 kg/cm ²	2,1 kg/cm ²	320 cm ²
			Rear laden	750 kg	4,5 kg/cm ²	1,6 kg/cm ²	165 cm ²
	400/70-20 T37 150B TL 14PR DUNLOP	3,25 Bar	Front unladen	1650 kg	7,3 kg/cm ²	2,4 kg/cm ²	225 cm ²
			Front laden	4350 kg	10,5 kg/cm ²	3,3 kg/cm ²	415 cm ²
			Rear unladen	1900 kg	7,6 kg/cm ²	2,4 kg/cm ²	250 cm ²
			Rear laden	750 kg	6 kg/cm ²	1,9 kg/cm ²	126 cm ²
	440/70-24 T37 147B TL DUNLOP	2,8 Bar	Front unladen	1650 kg	6,3 kg/cm ²	1,8 kg/cm ²	260 cm ²
			Front laden	4350 kg	9,3 kg/cm ²	2,7 kg/cm ²	470 cm ²
			Rear unladen	1900 kg	6,7 kg/cm ²	1,9 kg/cm ²	285 cm ²
			Rear laden	750 kg	5 kg/cm ²	1,4 kg/cm ²	150 cm ²
OPTION	460/70 R24 IT520 TL 150A8 GOODYEAR	3,3 Bar	Front unladen	1650 kg	8,3 kg/cm ²	2,3 kg/cm ²	200 cm ²
			Front laden	4350 kg	11,9 kg/cm ²	3,1 kg/cm ²	365 cm ²
			Rear unladen	1900 kg	9 kg/cm ²	2,4 kg/cm ²	210 cm ²
			Rear laden	750 kg	8,3 kg/cm ²	2,2 kg/cm ²	90 cm ²
	445/70R24 IT510 151G GOODYEAR	4,1 Bar	Front unladen	1650 kg	8,5 kg/cm ²	2,8 kg/cm ²	195 cm ²
			Front laden	4350 kg	9,9 kg/cm ²	3,3 kg/cm ²	438 cm ²
			Rear unladen	1900 kg	8,6 kg/cm ²	2,9 kg/cm ²	220 cm ²
			Rear laden	750 kg	7,1 kg/cm ²	2,3 kg/cm ²	105 cm ²
OPTION	17,5LR24 XM27 TL 145A8 MICHELIN	3,5 Bar	Front unladen	1650 kg	1,6 kg/cm ²	kg/cm ²	1030 cm ²
			Front laden	4350 kg	3,2 kg/cm ²	kg/cm ²	1340 cm ²
			Rear unladen	1900 kg	1,8 kg/cm ²	kg/cm ²	1070 cm ²
			Rear laden	750 kg	0,8 kg/cm ²	kg/cm ²	910 cm ²
	445/70R24 XM47 TL 151G MICHELIN	3,2 Bar	Front unladen	1650 kg	1,7 kg/cm ²	kg/cm ²	1000 cm ²
			Front laden	4350 kg	2,5 kg/cm ²	kg/cm ²	1750 cm ²
			Rear unladen	1900 kg	1,7 kg/cm ²	kg/cm ²	1150 cm ²
			Rear laden	750 kg	1,1 kg/cm ²	kg/cm ²	700 cm ²
OPTION	500/65 R 24 TR FOREST MULTIPLUS TL NOKIAN	3,2 Bar	Front unladen	1650 kg	2,1 kg/cm ²	0,9 kg/cm ²	800 cm ²
			Front laden	4350 kg	2,7 kg/cm ²	1,6 kg/cm ²	1590 cm ²
			Rear unladen	1900 kg	2,2 kg/cm ²	1 kg/cm ²	870 cm ²
			Rear laden	750 kg	1,4 kg/cm ²	0,5 kg/cm ²	530 cm ²
OPTION	500-60/22,5 TWIN 404 12PR TRELLEBORG	2,5 Bar	Front unladen	1650 kg	2,7 kg/cm ²	1,4 kg/cm ²	687 cm ²
			Front laden	4350 kg	2,7 kg/cm ²	1,4 kg/cm ²	1611 cm ²
			Rear unladen	1900 kg	2,7 kg/cm ²	1,4 kg/cm ²	704 cm ²
			Rear laden	750 kg	2,7 kg/cm ²	1,4 kg/cm ²	278 cm ²

HYDRAULIC CIRCUIT

- Type of pump
 - . Capacity
- Lifting, tilting, telescoping, attachment circuit
 - . Max. rating capacity unladen
 - . Pressure
- Steering circuit
 - . Max. rating capacity unladen
 - . Pressure
- Braking circuit
 - . Max. rating capacity unladen
 - . Pressure
- Filtration
 - . Return
 - . Suction

Gear pump with flow divider
43,77 cm³

105 L/mn
250 Bar

105 L/mn
140 Bar

105 L/mn
40 Bar

20 μ (Up to machine Nr : 166043)
15 μ (From machine Nr : 166044)
125 μ

SPECIFICATIONS

- Level of sound pressure in the driver's cab LpA (According to standard prEN 12053 : 1995)	82,5 dB	
- Level of sound power in the LwA environment (According to directive 2000 / 14 CE guaranteed)	105 dB	
- Travel speed of the lift truck (Except particular conditions)		
. Forward	27,3 km/h	
. Reverse	27,3 km/h	
- Standard lift height	6900 mm	
- Rated capacity with standard attachment	3000 kg	
- Load center	500 mm	
- Weight of forks (Each)	72 kg	
- Lifting motions (Jib retracted)		
. Unladen lifting	6,7 s	39,8 m/mn
. Laden lifting	7,3 s	36,5 m/mn
. Unladen lowering	5 s	53,3 m/mn
. Laden lowering	4,7 s	56,7 m/mn
- Telescoping motions (Lifting jib)		
. Unladen extending	6,3 s	26,2 m/mn
. Laden extending	6,8 s	24,2 m/mn
. Unladen retracting	3,3 s	50 m/mn
. Laden retracting	3 s	55 m/mn
- Reverse tilt time unladen	3 s	48,7 °/s
- Forward tilt time unladen	2,6 s	56,2 °/s
- Lift truck weight with standard attachment		
. Unladen	7130 kg	
. Rated load	10130 kg	
- Axle weight with attached equipment (Transport position)		
. Front unladen	3320 kg	
Rated load	8665 kg	
. Rear unladen	3810 kg	
Rated load	1465 kg	
- Tensile strain at coupling hook		
. Unladen	6000 daN	
. Rated load	8250 daN	
- Break out force with bucket (According to standard ISO 8313)	5650 daN	

CHARACTERISTICS

MLT 730 Turbo Série A

FRONT AND REAR TYRES

	DIMENSIONS	PRESSURE	TYRE LOAD	PRESSURE ON THE CONTACT SURFACE		AREA OF THE CONTACT SURFACE	
				HARD GROUND	LIGHT GROUND	HARD GROUND	LIGHT GROUND
STANDARD	17,5LR24 XM27 TL 145A8 MICHELIN	3,5 Bar	Front unladen	1650 kg	1,6 kg/cm ²	kg/cm ²	1030 cm ²
			Front laden	4350 kg	3,2 kg/cm ²	kg/cm ²	1340 cm ²
			Rear unladen	1900 kg	1,8 kg/cm ²	kg/cm ²	1070 cm ²
			Rear laden	750 kg	0,8 kg/cm ²	kg/cm ²	910 cm ²
OPTION	14,9x24 T35 Stabilarge 18PR DUNLOP	3,4 Bar	Front unladen	1650 kg	5,7 kg/cm ²	2 kg/cm ²	290 cm ²
			Front laden	4350 kg	9,2 kg/cm ²	3,1 kg/cm ²	475 cm ²
			Rear unladen	1900 kg	5,9 kg/cm ²	2,1 kg/cm ²	320 cm ²
			Rear laden	750 kg	4,5 kg/cm ²	1,6 kg/cm ²	165 cm ²
	400/70-20 T37 150B TL 14PR DUNLOP	3,25 Bar	Front unladen	1650 kg	7,3 kg/cm ²	2,4 kg/cm ²	225 cm ²
			Front laden	4350 kg	10,5 kg/cm ²	3,3 kg/cm ²	415 cm ²
			Rear unladen	1900 kg	7,6 kg/cm ²	2,4 kg/cm ²	250 cm ²
			Rear laden	750 kg	6 kg/cm ²	1,9 kg/cm ²	126 cm ²
	440/70-24 T37 147B TL DUNLOP	2,8 Bar	Front unladen	1650 kg	6,3 kg/cm ²	1,8 kg/cm ²	260 cm ²
			Front laden	4350 kg	9,3 kg/cm ²	2,7 kg/cm ²	470 cm ²
			Rear unladen	1900 kg	6,7 kg/cm ²	1,9 kg/cm ²	285 cm ²
			Rear laden	750 kg	5 kg/cm ²	1,4 kg/cm ²	150 cm ²
OPTION	15,5/80-24 SGI TL 12PR GOODYEAR	4 Bar	Front unladen	1650 kg	7,9 kg/cm ²	2,1 kg/cm ²	210 cm ²
			Front laden	4350 kg	12,1 kg/cm ²	3,2 kg/cm ²	360 cm ²
			Rear unladen	1900 kg	8,3 kg/cm ²	2,2 kg/cm ²	230 cm ²
			Rear laden	750 kg	6,8 kg/cm ²	1,8 kg/cm ²	110 cm ²
	460/70 R24 IT520 TL 150A8 GOODYEAR	3,3 Bar	Front unladen	1650 kg	8,3 kg/cm ²	2,3 kg/cm ²	200 cm ²
			Front laden	4350 kg	11,9 kg/cm ²	3,1 kg/cm ²	365 cm ²
			Rear unladen	1900 kg	9 kg/cm ²	2,4 kg/cm ²	210 cm ²
			Rear laden	750 kg	8,3 kg/cm ²	2,2 kg/cm ²	90 cm ²
	445/70R24 IT510 151G GOODYEAR	4,1 Bar	Front unladen	1650 kg	8,5 kg/cm ²	2,8 kg/cm ²	195 cm ²
			Front laden	4350 kg	9,9 kg/cm ²	3,3 kg/cm ²	438 cm ²
			Rear unladen	1900 kg	8,6 kg/cm ²	2,9 kg/cm ²	220 cm ²
			Rear laden	750 kg	7,1 kg/cm ²	2,3 kg/cm ²	105 cm ²
OPTION	445/70R24 XM47 TL 151G MICHELIN	3,2 Bar	Front unladen	1650 kg	1,7 kg/cm ²	kg/cm ²	1000 cm ²
			Front laden	4350 kg	2,5 kg/cm ²	kg/cm ²	1750 cm ²
			Rear unladen	1900 kg	1,7 kg/cm ²	kg/cm ²	1150 cm ²
			Rear laden	750 kg	1,1 kg/cm ²	kg/cm ²	700 cm ²
OPTION	500/65 R 24 TR FOREST MULTIPLUS TL NOKIAN	3,2 Bar	Front unladen	1650 kg	2,1 kg/cm ²	0,9 kg/cm ²	800 cm ²
			Front laden	4350 kg	2,7 kg/cm ²	1,6 kg/cm ²	1590 cm ²
			Rear unladen	1900 kg	2,2 kg/cm ²	1 kg/cm ²	870 cm ²
			Rear laden	750 kg	1,4 kg/cm ²	0,5 kg/cm ²	530 cm ²
OPTION	500-60/22,5 TWIN 404 12PR TRELLEBORG	2,5 Bar	Front unladen	1650 kg	2,7 kg/cm ²	1,4 kg/cm ²	687 cm ²
			Front laden	4350 kg	2,7 kg/cm ²	1,4 kg/cm ²	1611 cm ²
			Rear unladen	1900 kg	2,7 kg/cm ²	1,4 kg/cm ²	704 cm ²
			Rear laden	750 kg	2,7 kg/cm ²	1,4 kg/cm ²	278 cm ²

HYDRAULIC CIRCUIT

- Type of pump
 - . Capacity
- Lifting, tilting, telescoping, attachment circuit
 - . Max. rating capacity unladen
 - . Pressure
- Steering circuit
 - . Max. rating capacity unladen
 - . Pressure
- Braking circuit
 - . Max. rating capacity unladen
 - . Pressure
- Filtration
 - . Return
 - . Suction

Gear pump with flow divider

43,77 cm³

105 L/mn

250 Bar

105 L/mn

140 Bar

105 L/mn

40 Bar

20 μ (Up to machine Nr : 166043)

15 μ (From machine Nr : 166044)

125 μ

SPECIFICATIONS

- Level of sound pressure in the driver's cab LpA (According to standard prEN 12053 : 1995)	81 dB	
- Level of sound power in the LwA environment (According to directive 2000 / 14 CE guaranteed)	106 dB	
- Travel speed of the lift truck (Except particular conditions)		
. Forward	27,3 km/h	
. Reverse	27,3 km/h	
- Standard lift height	6900 mm	
- Rated capacity with standard attachment	3000 kg	
- Load center	500 mm	
- Weight of forks (Each)	72 kg	
- Lifting motions (Jib retracted)		
. Unladen lifting	6,7 s	39,8 m/mn
. Laden lifting	7,3 s	36,5 m/mn
. Unladen lowering	5 s	53,3 m/mn
. Laden lowering	4,7 s	56,7 m/mn
- Telescoping motions (Lifting jib)		
. Unladen extending	6,3 s	26,2 m/mn
. Laden extending	6,8 s	24,2 m/mn
. Unladen retracting	3,3 s	50 m/mn
. Laden retracting	3 s	55 m/mn
- Reverse tilt time unladen	3 s	48,7 °/s
- Forward tilt time unladen	2,6 s	56,2 °/s
- Lift truck weight with standard attachment		
. Unladen	7130 kg	
. Rated load	10130 kg	
- Axle weight with attached equipment (Transport position)		
. Front unladen	3320 kg	
Rated load	8665 kg	
. Rear unladen	3810 kg	
Rated load	1465 kg	
- Tensile strain at coupling hook		
. Unladen	6000 daN	
. Rated load	8250 daN	
- Break out force with bucket (According to standard ISO 8313)	5650 daN	

CHARACTERISTICS

MLT 730 Turbo POWERSHIFT Série A

FRONT AND REAR TYRES

	DIMENSIONS	PRESSURE	TYRE LOAD	PRESSURE ON THE CONTACT SURFACE		AREA OF THE CONTACT SURFACE	
				HARD GROUND	LIGHT GROUND	HARD GROUND	LIGHT GROUND
STANDARD	17,5LR24 XM27 TL 145A8 MICHELIN	3,5 Bar	Front unladen 1650 kg Front laden 4350 kg Rear unladen 1900 kg Rear laden 750 kg	1,6 kg/cm ² 3,2 kg/cm ² 1,8 kg/cm ² 0,8 kg/cm ²	kg/cm ² kg/cm ² kg/cm ² kg/cm ²	1030 cm ² 1340 cm ² 1070 cm ² 910 cm ²	cm ² cm ² cm ² cm ²
OPTION	14,9x24 T35 Stabilarge 18PR DUNLOP	3,4 Bar	Front unladen 1650 kg Front laden 4350 kg Rear unladen 1900 kg Rear laden 750 kg	5,7 kg/cm ² 9,2 kg/cm ² 5,9 kg/cm ² 4,5 kg/cm ²	2 kg/cm ² 3,1 kg/cm ² 2,1 kg/cm ² 1,6 kg/cm ²	290 cm ² 475 cm ² 320 cm ² 165 cm ²	830 cm ² 1420 cm ² 920 cm ² 475 cm ²
	400/70-20 T37 150B TL 14PR DUNLOP	3,25 Bar	Front unladen 1650 kg Front laden 4350 kg Rear unladen 1900 kg Rear laden 750 kg	7,3 kg/cm ² 10,5 kg/cm ² 7,6 kg/cm ² 6 kg/cm ²	2,4 kg/cm ² 3,3 kg/cm ² 2,4 kg/cm ² 1,9 kg/cm ²	225 cm ² 415 cm ² 250 cm ² 126 cm ²	700 cm ² 1330 cm ² 780 cm ² 395 cm ²
	440/70-24 T37 147B TL DUNLOP	2,8 Bar	Front unladen 1650 kg Front laden 4350 kg Rear unladen 1900 kg Rear laden 750 kg	6,3 kg/cm ² 9,3 kg/cm ² 6,7 kg/cm ² 5 kg/cm ²	1,8 kg/cm ² 2,7 kg/cm ² 1,9 kg/cm ² 1,4 kg/cm ²	260 cm ² 470 cm ² 285 cm ² 150 cm ²	910 cm ² 1620 cm ² 1000 cm ² 530 cm ²
	445/70R24 IT510 151G GOODYEAR	4 Bar	Front unladen 1650 kg Front laden 4350 kg Rear unladen 1900 kg Rear laden 750 kg	7,9 kg/cm ² 12,1 kg/cm ² 8,3 kg/cm ² 6,8 kg/cm ²	2,1 kg/cm ² 3,2 kg/cm ² 2,2 kg/cm ² 1,8 kg/cm ²	210 cm ² 360 cm ² 230 cm ² 110 cm ²	770 cm ² 1370 cm ² 850 cm ² 410 cm ²
OPTION	460/70 R24 IT520 TL 150A8 GOODYEAR	3,3 Bar	Front unladen 1650 kg Front laden 4350 kg Rear unladen 1900 kg Rear laden 750 kg	8,3 kg/cm ² 11,9 kg/cm ² 9 kg/cm ² 8,3 kg/cm ²	2,3 kg/cm ² 3,1 kg/cm ² 2,4 kg/cm ² 2,2 kg/cm ²	200 cm ² 365 cm ² 210 cm ² 90 cm ²	730 cm ² 1400 cm ² 800 cm ² 340 cm ²
	445/70R24 IT510 151G GOODYEAR	4,1 Bar	Front unladen 1650 kg Front laden 4350 kg Rear unladen 1900 kg Rear laden 750 kg	8,5 kg/cm ² 9,9 kg/cm ² 8,6 kg/cm ² 7,1 kg/cm ²	2,8 kg/cm ² 3,3 kg/cm ² 2,9 kg/cm ² 2,3 kg/cm ²	195 cm ² 438 cm ² 220 cm ² 105 cm ²	587 cm ² 1319 cm ² 663 cm ² 320 cm ²
	445/70R24 XM47 TL 151G MICHELIN	3,2 Bar	Front unladen 1650 kg Front laden 4350 kg Rear unladen 1900 kg Rear laden 750 kg	1,7 kg/cm ² 2,5 kg/cm ² 1,7 kg/cm ² 1,1 kg/cm ²	kg/cm ² kg/cm ² kg/cm ² kg/cm ²	1000 cm ² 1750 cm ² 1150 cm ² 700 cm ²	cm ² cm ² cm ² cm ²
OPTION	500/65 R 24 TR FOREST MULTIPLUS TL NOKIAN	3,2 Bar	Front unladen 1650 kg Front laden 4350 kg Rear unladen 1900 kg Rear laden 750 kg	2,1 kg/cm ² 2,7 kg/cm ² 2,2 kg/cm ² 1,4 kg/cm ²	0,9 kg/cm ² 1,6 kg/cm ² 1 kg/cm ² 0,5 kg/cm ²	800 cm ² 1590 cm ² 870 cm ² 530 cm ²	1900 cm ² 2740 cm ² 1990 cm ² 1500 cm ²
OPTION	500-60/22,5 TWIN 404 12PR TRELLEBORG	2,5 Bar	Front unladen 1650 kg Front laden 4350 kg Rear unladen 1900 kg Rear laden 750 kg	2,7 kg/cm ² 2,7 kg/cm ² 2,7 kg/cm ² 2,7 kg/cm ²	1,4 kg/cm ² 1,4 kg/cm ² 1,4 kg/cm ² 1,4 kg/cm ²	687 cm ² 1611 cm ² 704 cm ² 278 cm ²	1179 cm ² 3107 cm ² 1357 cm ² 535 cm ²

HYDRAULIC CIRCUIT

- Type of pump
 - . Capacity
- Lifting, tilting, telescoping, attachment circuit
 - . Max. rating capacity unladen
 - . Pressure
- Steering circuit
 - . Max. rating capacity unladen
 - . Pressure
- Braking circuit
 - . Max. rating capacity unladen
 - . Pressure
- Filtration
 - . Return
 - . Suction

Gear pump with flow divider

43,77 cm³

105 L/mn

250 Bar

105 L/mn

140 Bar

105 L/mn

40 Bar

20 μ (Up to machine Nr : 166043)

15 μ (From machine Nr : 166044)

125 μ

SPECIFICATIONS

- Level of sound pressure in the driver's cab LpA (According to standard prEN 12053 : 1995)	81 dB	
- Level of sound power in the LwA environment (According to directive 2000 / 14 CE guaranteed)	106 dB	
- Travel speed of the lift truck (Except particular conditions)		
. Forward	31,2 km/h	
. Reverse	10,1 km/h	
- Standard lift height	6900 mm	
- Rated capacity with standard attachment	3000 kg	
- Load center	500 mm	
- Weight of forks (Each)	72 kg	
- Lifting motions (Jib retracted)		
. Unladen lifting	6,7 s	39,8 m/mn
. Laden lifting	7,3 s	36,5 m/mn
. Unladen lowering	5 s	53,3 m/mn
. Laden lowering	4,7 s	56,7 m/mn
- Telescoping motions (Lifting jib)		
. Unladen extending	6,3 s	26,2 m/mn
. Laden extending	6,8 s	24,2 m/mn
. Unladen retracting	3,3 s	50 m/mn
. Laden retracting	3 s	55 m/mn
- Reverse tilt time unladen	3 s	48,7 °/s
- Forward tilt time unladen	2,6 s	56,2 °/s
- Lift truck weight with standard attachment		
. Unladen	7140 kg	
. Rated load	10140 kg	
- Axle weight with attached equipment (Transport position)		
. Front unladen	3330 kg	
Rated load	8640 kg	
. Rear unladen	3810 kg	
Rated load	1500 kg	
- Tensile strain at coupling hook		
. Unladen	5500 daN	
. Rated load	8600 daN	
- Break out force with bucket (According to standard ISO 8313)	5650 daN	

CHARACTERISTICS

MLT 730 LS Turbo Série A MLT 730 -120 LS Série A MLT 730 -120 LS POWERSHIFT Série A

FRONT AND REAR TYRES

	DIMENSIONS	PRESSURE	TYRE LOAD	PRESSURE ON THE CONTACT SURFACE		AREA OF THE CONTACT SURFACE	
				HARD GROUND	LIGHT GROUND	HARD GROUND	LIGHT GROUND
STANDARD	17,5LR24 XM27 TL 145A8 MICHELIN	3,5 Bar	Front unladen	1650 kg	1,6 kg/cm ²	kg/cm ²	1030 cm ²
			Front laden	4350 kg	3,2 kg/cm ²	kg/cm ²	1340 cm ²
			Rear unladen	1900 kg	1,8 kg/cm ²	kg/cm ²	1070 cm ²
			Rear laden	750 kg	0,8 kg/cm ²	kg/cm ²	910 cm ²
OPTION	14,9x24 T35 Stabilarge 18PR DUNLOP	3,4 Bar	Front unladen	1650 kg	5,7 kg/cm ²	2 kg/cm ²	290 cm ²
			Front laden	4350 kg	9,2 kg/cm ²	3,1 kg/cm ²	475 cm ²
			Rear unladen	1900 kg	5,9 kg/cm ²	2,1 kg/cm ²	320 cm ²
			Rear laden	750 kg	4,5 kg/cm ²	1,6 kg/cm ²	165 cm ²
	400/70-20 T37 150B TL 14PR DUNLOP	3,25 Bar	Front unladen	1650 kg	7,3 kg/cm ²	2,4 kg/cm ²	225 cm ²
			Front laden	4350 kg	10,5 kg/cm ²	3,3 kg/cm ²	415 cm ²
			Rear unladen	1900 kg	7,6 kg/cm ²	2,4 kg/cm ²	250 cm ²
			Rear laden	750 kg	6 kg/cm ²	1,9 kg/cm ²	126 cm ²
	440/70-24 T37 147B TL DUNLOP	2,8 Bar	Front unladen	1650 kg	6,3 kg/cm ²	1,8 kg/cm ²	260 cm ²
			Front laden	4350 kg	9,3 kg/cm ²	2,7 kg/cm ²	470 cm ²
			Rear unladen	1900 kg	6,7 kg/cm ²	1,9 kg/cm ²	285 cm ²
			Rear laden	750 kg	5 kg/cm ²	1,4 kg/cm ²	150 cm ²
OPTION	15,5/80-24 SGI TL 12PR GOODYEAR	4 Bar	Front unladen	1650 kg	7,9 kg/cm ²	2,1 kg/cm ²	210 cm ²
			Front laden	4350 kg	12,1 kg/cm ²	3,2 kg/cm ²	360 cm ²
			Rear unladen	1900 kg	8,3 kg/cm ²	2,2 kg/cm ²	230 cm ²
			Rear laden	750 kg	6,8 kg/cm ²	1,8 kg/cm ²	110 cm ²
	460/70 R24 IT520 TL 150A8 GOODYEAR	3,3 Bar	Front unladen	1650 kg	8,3 kg/cm ²	2,3 kg/cm ²	200 cm ²
			Front laden	4350 kg	11,9 kg/cm ²	3,1 kg/cm ²	365 cm ²
			Rear unladen	1900 kg	9 kg/cm ²	2,4 kg/cm ²	210 cm ²
			Rear laden	750 kg	8,3 kg/cm ²	2,2 kg/cm ²	90 cm ²
	445/70R24 IT510 151G GOODYEAR	4,1 Bar	Front unladen	1650 kg	8,5 kg/cm ²	2,8 kg/cm ²	195 cm ²
			Front laden	4350 kg	9,9 kg/cm ²	3,3 kg/cm ²	438 cm ²
			Rear unladen	1900 kg	8,6 kg/cm ²	2,9 kg/cm ²	220 cm ²
			Rear laden	750 kg	7,1 kg/cm ²	2,3 kg/cm ²	105 cm ²
OPTION	445/70R24 XM47 TL 151G MICHELIN	3,2 Bar	Front unladen	1650 kg	1,7 kg/cm ²	kg/cm ²	1000 cm ²
			Front laden	4350 kg	2,5 kg/cm ²	kg/cm ²	1750 cm ²
			Rear unladen	1900 kg	1,7 kg/cm ²	kg/cm ²	1150 cm ²
			Rear laden	750 kg	1,1 kg/cm ²	kg/cm ²	700 cm ²
OPTION	500/65 R 24 TR FOREST MULTIPLUS TL NOKIAN	3,2 Bar	Front unladen	1650 kg	2,1 kg/cm ²	0,9 kg/cm ²	800 cm ²
			Front laden	4350 kg	2,7 kg/cm ²	1,6 kg/cm ²	1590 cm ²
			Rear unladen	1900 kg	2,2 kg/cm ²	1 kg/cm ²	870 cm ²
			Rear laden	750 kg	1,4 kg/cm ²	0,5 kg/cm ²	530 cm ²
OPTION	500-60/22,5 TWIN 404 12PR TRELLEBORG	2,5 Bar	Front unladen	1650 kg	2,7 kg/cm ²	1,4 kg/cm ²	687 cm ²
			Front laden	4350 kg	2,7 kg/cm ²	1,4 kg/cm ²	1611 cm ²
			Rear unladen	1900 kg	2,7 kg/cm ²	1,4 kg/cm ²	704 cm ²
			Rear laden	750 kg	2,7 kg/cm ²	1,4 kg/cm ²	278 cm ²

HYDRAULIC CIRCUIT

- Type of pump
 - . Capacity
- Lifting, tilting, telescoping, attachment circuit
 - . Max. rating capacity unladen
 - . Pressure
- Steering circuit
 - . Max. rating capacity unladen
 - . Pressure
- Braking circuit
 - . Max. rating capacity unladen
 - . Pressure
- Filtration
 - . Return
 - . Suction

Variable displacement piston pump

60 cm³

144 L/min

270 Bar

144 L/min

140 Bar

144 L/min

40 Bar

20 μ (Up to machine Nr : 164449)

15 μ (From machine Nr : 164450)

125 μ

SPECIFICATIONS

- Level of sound pressure in the driver's cab LpA (According to standard prEN 12053 : 1995)		
MLT 730 LS Turbo Série A	81 dB	
MLT 730 -120 LS Série A	79,5 dB	
MLT 730 -120 LS POWERSHIFT Série A	79,5 dB	
- Level of sound power in the LwA environment (According to directive 2000 / 14 CE guaranteed)		
MLT 730 LS Turbo Série A	106 dB	
MLT 730 -120 LS Série A	107 dB	
MLT 730 -120 LS POWERSHIFT Série A	107 dB	
- Travel speed of the lift truck (Except particular conditions)		
. Forward MLT 730 LS Turbo Série A	27,3 km/h	
MLT 730 -120 LS Série A	34,3 km/h	
MLT 730 -120 LS POWERSHIFT Série A	38,1 km/h	
. Reverse MLT 730 LS Turbo Série A	27,3 km/h	
MLT 730 -120 LS Série A	34,3 km/h	
MLT 730 -120 LS POWERSHIFT Série A	24 km/h	
- Standard lift height	6900 mm	
- Rated capacity with standard attachment	3000 kg	
- Load center	500 mm	
- Weight of forks (Each)	72 kg	
- Lifting motions (Jib retracted)		
. Unladen lifting	6,4 s	41,3 m/mn
. Laden lifting	6,8 s	39,3 m/mn
. Unladen lowering	4,7 s	56,7 m/mn
. Laden lowering	4,9 s	54,4 m/mn
- Telescoping motions (Lifting jib)		
. Unladen extending	6,2 s	26,4 m/mn
. Laden extending	6,5 s	25,4 m/mn
. Unladen retracting	4,6 s	35,9 m/mn
. Laden retracting	4,5 s	36,7 m/mn
- Reverse tilt time unladen	2,5 s	57,5 °/s
- Forward tilt time unladen	2,2 s	65,2 °/s
- Lift truck weight with standard attachment		
. Unladen	7140 kg	
. Rated load	10140 kg	

- Axle weight with attached equipment (Transport position)
 - . Front unladen 3330 kg
 - Rated load 8640 kg
 - . Rear unladen 3810 kg
 - Rated load 1500 kg

- Tensile strain at coupling hook
 - . Unladen MLT 730 LS Turbo Série A 5600 daN
 - MLT 730 -120 LS Série A 5500 daN
 - MLT 730 -120 LS POWERSHIFT Série A 5500 daN
 - . Rated load MLT 730 LS Turbo Série A 8400 daN
 - MLT 730 -120 LS Série A 8600 daN
 - MLT 730 -120 LS POWERSHIFT Série A 8600 daN

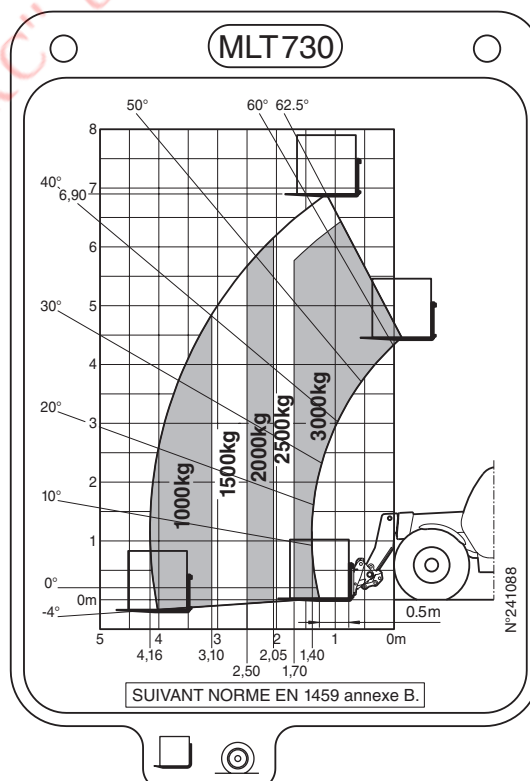
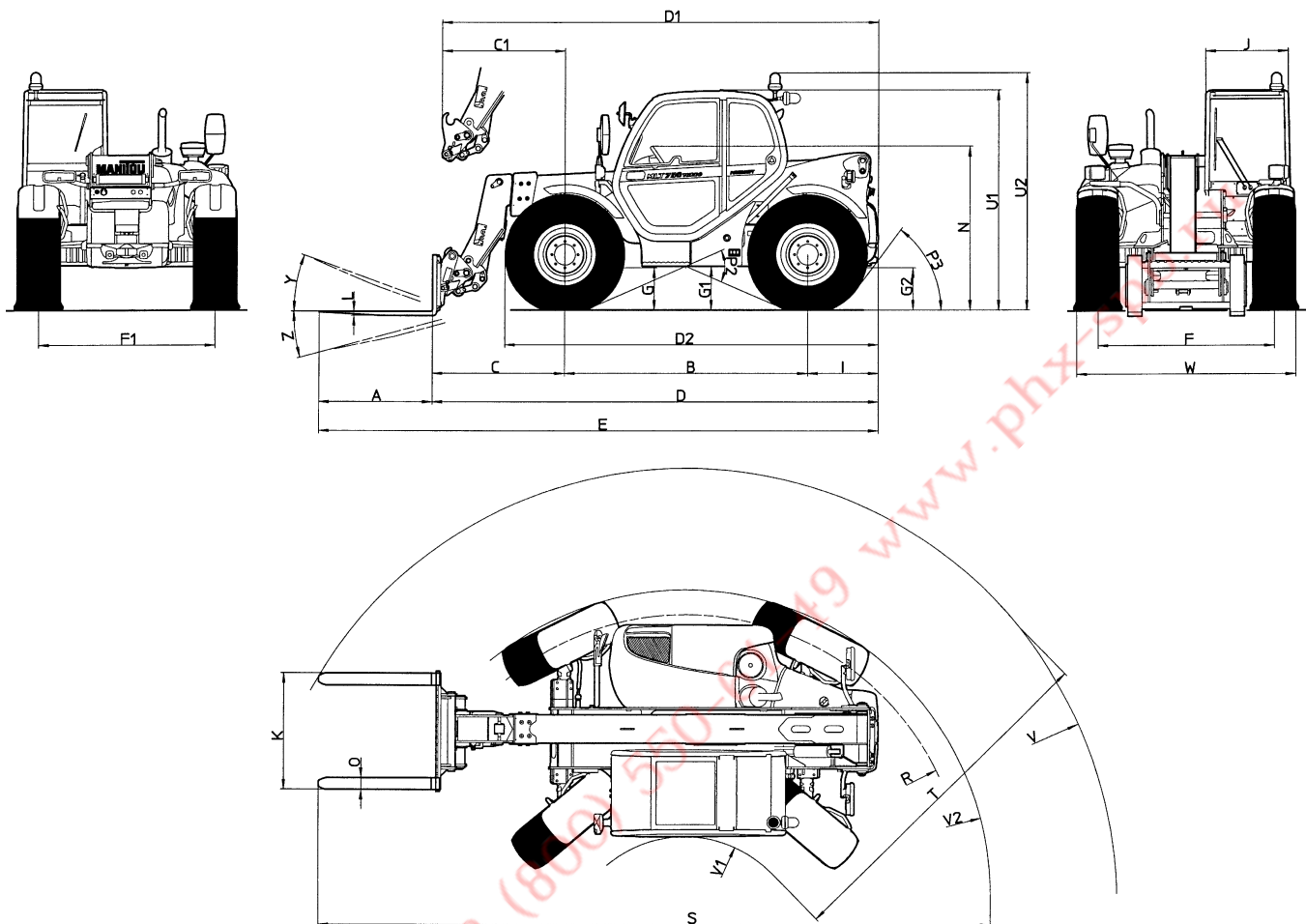
- Break out force with bucket 5650 daN
(According to standard ISO 8313)

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DIMENSIONS AND LOAD CHART

MLT 730 Série A
MLT 730 Turbo Série A
MLT 730 Turbo POWERSHIFT Série A

MLT 730 LS Turbo Série A
MLT 730 -120 LS Série A
MLT 730 -120 LS POWERSHIFT Série A



	MLT 730 Série A	MLT 730 Turbo Série A	MLT 730 LS Turbo Série A	MLT 730 Turbo POWERSHIFT Série A	MLT 730 -120 LS Série A	MLT 730 -120 LS POWERSHIFT Série A
A	1200 mm	1200 mm	1200 mm	1200 mm	1200 mm	1200 mm
B	2560 mm	2560 mm	2560 mm	2560 mm	2560 mm	2560 mm
C	1392 mm	1392 mm	1392 mm	1392 mm	1392 mm	1392 mm
C1	1297 mm	1297 mm	1297 mm	1297 mm	1297 mm	1297 mm
D	4712 mm	4712 mm	4712 mm	4712 mm	4712 mm	4712 mm
D1	4617 mm	4617 mm	4617 mm	4617 mm	4617 mm	4617 mm
D2	3925 mm	3920 mm	3920 mm	3920 mm	3920 mm	3920 mm
E	5912 mm	5912 mm	5912 mm	5912 mm	5912 mm	5912 mm
F	1916 mm	1870 mm	1870 mm	1870 mm	1870 mm	1870 mm
F1	1916 mm	1870 mm	1870 mm	1870 mm	1870 mm	1870 mm
G	455 mm	455 mm	455 mm	455 mm	455 mm	455 mm
G1	440 mm	440 mm	440 mm	440 mm	440 mm	440 mm
G2	440 mm	440 mm	440 mm	440 mm	440 mm	440 mm
I	760 mm	760 mm	760 mm	760 mm	760 mm	760 mm
J	865 mm	865 mm	865 mm	865 mm	865 mm	865 mm
K	1260 mm	1260 mm	1260 mm	1260 mm	1260 mm	1260 mm
L	45 mm	45 mm	45 mm	45 mm	45 mm	45 mm
N	1690 mm	1720 mm	1720 mm	1720 mm	1720 mm	1720 mm
O	125 mm	125 mm	125 mm	125 mm	125 mm	125 mm
P2	47,5 °	47,5 °	47,5 °	47,5 °	47,5 °	47,5 °
P3	53 °	53 °	53 °	53 °	53 °	53 °
R	3500 mm	3475 mm	3475 mm	3475 mm	3475 mm	3475 mm
S	7572 mm	7572 mm	7572 mm	7572 mm	7572 mm	7572 mm
T	4215 mm	4215 mm	4215 mm	4215 mm	4215 mm	4215 mm
U1	2300 mm	2300 mm	2300 mm	2300 mm	2300 mm	2300 mm
U2	2550 mm	2550 mm	2550 mm	2550 mm	2550 mm	2550 mm
V	4825 mm	4825 mm	4825 mm	4825 mm	4825 mm	4825 mm
V1	1205 mm	1205 mm	1205 mm	1205 mm	1205 mm	1205 mm
V2	3700 mm	3700 mm	3700 mm	3700 mm	3700 mm	3700 mm
W	2305 mm	2325 mm	2325 mm	2325 mm	2325 mm	2325 mm
Y	12,3 °	12,3 °	12,3 °	12,3 °	12,3 °	12,3 °
Z	133,8 °	133,8 °	133,8 °	133,8 °	133,8 °	133,8 °

CHARACTERISTICS

MT 732 Série A

MT 732 Turbo Série A

FRONT AND REAR TYRES

	DIMENSIONS	PRESSURE	TYRE LOAD		PRESSURE ON THE CONTACT SURFACE		AREA OF THE CONTACT SURFACE	
					HARD GROUND	LIGHT GROUND	HARD GROUND	LIGHT GROUND
STANDARD	14,9x24 T35 Stabilarge 18PR DUNLOP	3,4 Bar	Front unladen Front laden Rear unladen Rear laden	1550 kg 4400 kg 2100 kg 850 kg	5,6 kg/cm2 9,3 kg/cm2 6,3 kg/cm2 4,7 kg/cm2	1,9 kg/cm2 3,1 kg/cm2 2,2 kg/cm2 1,6 kg/cm2	275 cm2 475 cm2 335 cm2 180 cm2	800 cm2 1430 cm2 970 cm2 520 cm2
OPTION	18-19.5 16PR I224 TL ALLIANCE	5 Bar	Front unladen Front laden Rear unladen Rear laden	1550 kg 4400 kg 2100 kg 850 kg	kg/cm2 kg/cm2 kg/cm2 kg/cm2	kg/cm2 kg/cm2 kg/cm2 kg/cm2	cm2 cm2 cm2 cm2	cm2 cm2 cm2 cm2
OPTION	400/70-20 T37 150B TL 14PR DUNLOP	3,25 Bar	Front unladen Front laden Rear unladen Rear laden	1550 kg 4400 kg 2100 kg 850 kg	7,2 kg/cm2 10,5 kg/cm2 7,8 kg/cm2 6,2 kg/cm2	2,3 kg/cm2 3,3 kg/cm2 2,5 kg/cm2 2 kg/cm2	215 cm2 420 cm2 270 cm2 137 cm2	660 cm2 1340 cm2 840 cm2 425 cm2
	405/70R24 EM SPT9 TL 158A2 DUNLOP	5 Bar	Front unladen Front laden Rear unladen Rear laden	1550 kg 4400 kg 2100 kg 850 kg	7,2 kg/cm2 7,9 kg/cm2 6,8 kg/cm2 7,7 kg/cm2	3,2 kg/cm2 3,5 kg/cm2 3 kg/cm2 3,4 kg/cm2	215 cm2 550 cm2 295 cm2 110 cm2	490 cm2 1250 cm2 670 cm2 250 cm2
	440/70-24 T37 147B TL DUNLOP	2,8 Bar	Front unladen Front laden Rear unladen Rear laden	1550 kg 4400 kg 2100 kg 850 kg	6,2 kg/cm2 9,4 kg/cm2 6,8 kg/cm2 5,1 kg/cm2	1,8 kg/cm2 2,7 kg/cm2 1,9 kg/cm2 1,5 kg/cm2	250 cm2 470 cm2 310 cm2 166 cm2	870 cm2 1630 cm2 1080 cm2 580 cm2
	400/80-24 T37 153B TL DUNLOP	3,2 Bar	Front unladen Front laden Rear unladen Rear laden	1550 kg 4400 kg 2100 kg 850 kg	7 kg/cm2 10,1 kg/cm2 7,8 kg/cm2 5,9 kg/cm2	2 kg/cm2 2,9 kg/cm2 2,1 kg/cm2 1,6 kg/cm2	220 cm2 435 cm2 270 cm2 144 cm2	790 cm2 1530 cm2 990 cm2 520 cm2
OPTION	15,5/80-24 SGI TL 12PR GOODYEAR	4 Bar	Front unladen Front laden Rear unladen Rear laden	1550 kg 4400 kg 2100 kg 850 kg	7,6 kg/cm2 11,7 kg/cm2 8,6 kg/cm2 7,1 kg/cm2	2 kg/cm2 3,2 kg/cm2 2,3 kg/cm2 1,8 kg/cm2	205 cm2 375 cm2 245 cm2 120 cm2	760 cm2 1380 cm2 910 cm2 460 cm2
	460/70 R24 IT520 TL 150A8 GOODYEAR	3,3 Bar	Front unladen Front laden Rear unladen Rear laden	1550 kg 4400 kg 2100 kg 850 kg	8,6 kg/cm2 11,9 kg/cm2 9,3 kg/cm2 8,5 kg/cm2	2,2 kg/cm2 3,1 kg/cm2 2,4 kg/cm2 2,2 kg/cm2	180 cm2 369 cm2 227 cm2 100 cm2	690 cm2 1420 cm2 866 cm2 380 cm2
	445/70R24 IT510 151G GOODYEAR	4,1 Bar	Front unladen Front laden Rear unladen Rear laden	1550 kg 4400 kg 2100 kg 850 kg	8,4 kg/cm2 9,9 kg/cm2 8,9 kg/cm2 7,4 kg/cm2	2,8 kg/cm2 3,3 kg/cm2 2,9 kg/cm2 2,4 kg/cm2	185 cm2 443 cm2 237 cm2 115 cm2	555 cm2 1332 cm2 720 cm2 350 cm2
	15,5x25 12PR SGL DL 2A GOODYEAR	3 Bar	Front unladen Front laden Rear unladen Rear laden	1550 kg 4400 kg 2100 kg 850 kg	8,5 kg/cm2 9,9 kg/cm2 8,7 kg/cm2 7,4 kg/cm2	2,8 kg/cm2 3,3 kg/cm2 2,9 kg/cm2 2,4 kg/cm2	183 cm2 441 cm2 239 cm2 115 cm2	551 cm2 1327 cm2 720 cm2 350 cm2
OPTION	17,5LR24 XM27 TL 145A8 MICHELIN	3,5 Bar	Front unladen Front laden Rear unladen Rear laden	1550 kg 4400 kg 2100 kg 850 kg	1,5 kg/cm2 3,3 kg/cm2 1,9 kg/cm2 0,9 kg/cm2	kg/cm2 kg/cm2 kg/cm2 kg/cm2	1010 cm2 1350 cm2 1080 cm2 930 cm2	cm2 cm2 cm2 cm2

HYDRAULIC CIRCUIT

- Type of pump
 - . Capacity
- Lifting, tilting, telescoping, attachment circuit
 - . Max. rating capacity unladen
 - . Pressure
- Steering circuit
 - . Max. rating capacity unladen
 - . Pressure
- Filtration
 - . Return
 - . Suction

Gear pump with flow divider

43,77 cm³

105 L/mn

250 Bar

105 L/mn

140 Bar

20 μ (Up to machine Nr : 166043)

15 μ (From machine Nr : 166044)

125 μ

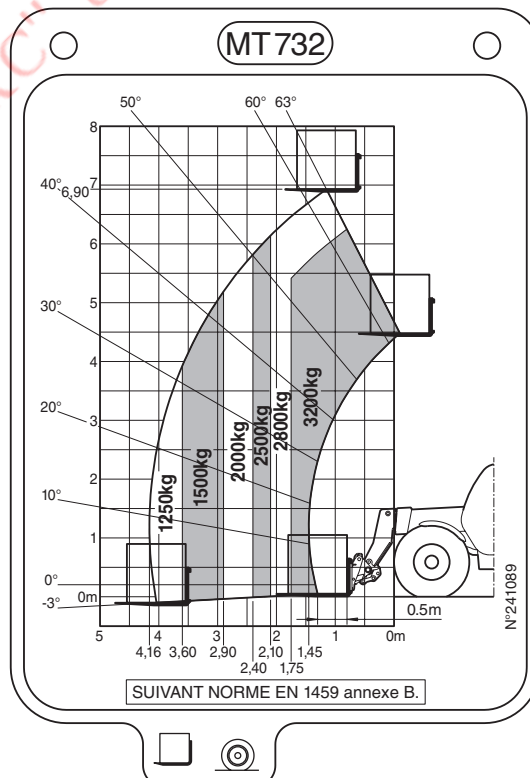
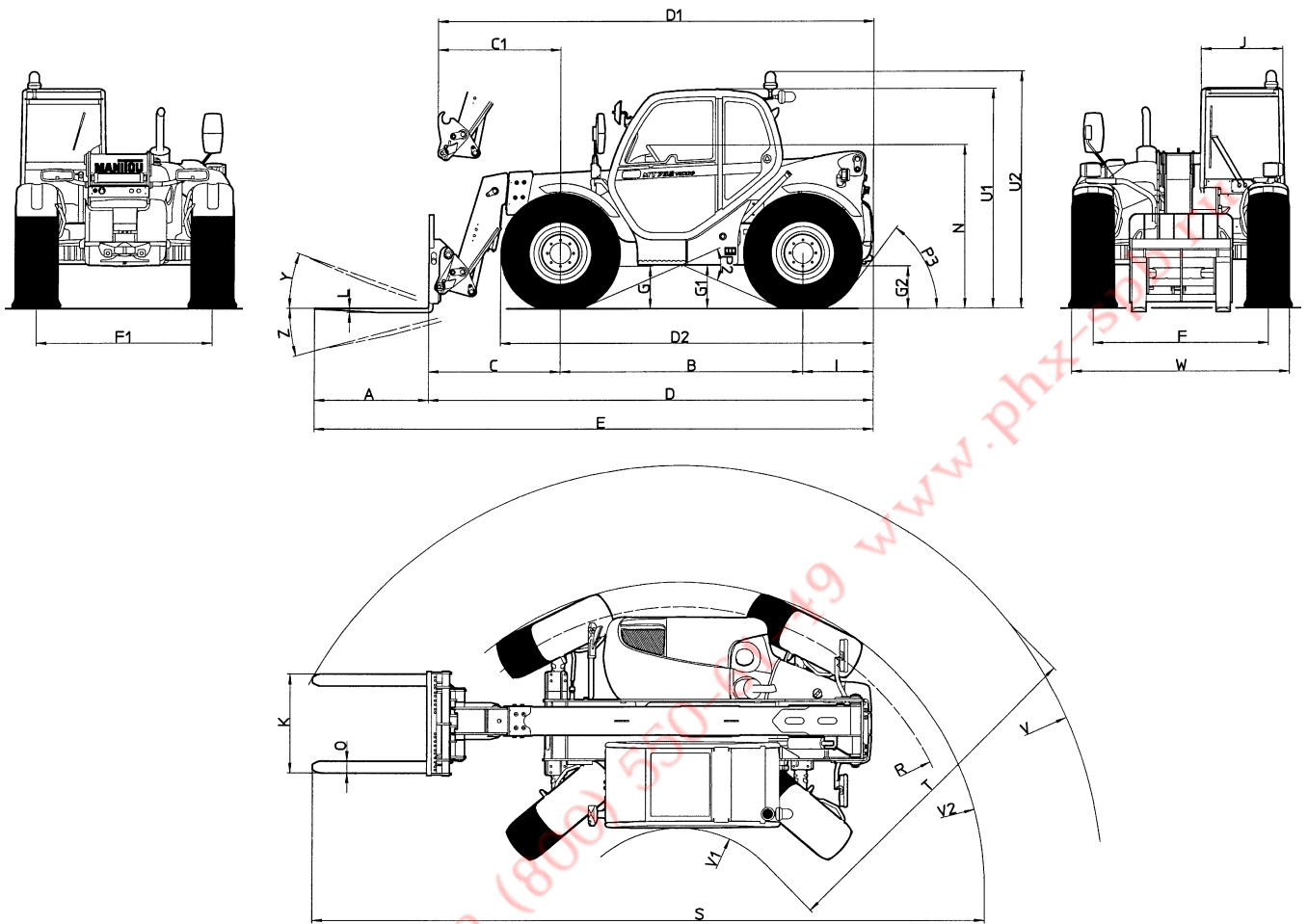
SPECIFICATIONS

- Level of sound pressure in the driver's cab LpA (According to standard prEN 12053 : 1995)		
	MT 732 Série A	82,5 dB
	MT 732 Turbo Série A	81 dB
- Level of sound power in the LwA environment (According to directive 2000 / 14 CE guaranteed)		
	MT 732 Série A	105 dB
	MT 732 Turbo Série A	106 dB
- Travel speed of the lift truck (Except particular conditions)		
	. Forward	27,3 km/h
	. Reverse	27,3 km/h
- Standard lift height		
		6900 mm
- Rated capacity with standard attachment		
		3200 kg
- Load center		
		500 mm
- Weight of forks (Each)		
		68 kg
- Lifting motions (Jib retracted)		
	. Unladen lifting	6,7 s 40 m/mn
	. Laden lifting	7,3 s 36,6 m/mn
	. Unladen lowering	5 s 53,5 m/mn
	. Laden lowering	4,7 s 57 m/mn
- Telescoping motions (Lifting jib)		
	. Unladen extending	6,3 s 26,2 m/mn
	. Laden extending	6,8 s 24,2 m/mn
	. Unladen retracting	3,3 s 50 m/mn
	. Laden retracting	3 s 55 m/mn
- Reverse tilt time unladen		
		2,8 s 44,8 °/s
- Forward tilt time unladen		
		2,3 s 54,6 °/s
- Lift truck weight with standard attachment		
	. Unladen	7250 kg
	. Rated load	10450 kg
- Axle weight with attached equipment (Transport position)		
	. Front unladen	3060 kg
	. Rated load	8785 kg
	. Rear unladen	4190 kg
	. Rated load	1665 kg
- Tensile strain at coupling hook		
	. Unladen	MT 732 Série A 5500 daN
		MT 732 Turbo Série A 5500 daN
	. Rated load	MT 732 Série A 6800 daN
		MT 732 Turbo Série A 8500 daN
- Break out force with bucket (According to standard ISO 8313)		
		7400 daN

DIMENSIONS AND LOAD CHART

MT 732 Série A

MT 732 Turbo Série A



	MT 732 Série A	MT 732 Turbo Série A
A	1200 mm	1200 mm
B	2560 mm	2560 mm
C	1393 mm	1393 mm
C1	1297 mm	1297 mm
D	4713 mm	4713 mm
D1	4617 mm	4617 mm
D2	3905 mm	3905 mm
E	5913 mm	5913 mm
F	1846 mm	1846 mm
F1	1846 mm	1846 mm
G	460 mm	460 mm
G1	440 mm	440 mm
G2	445 mm	445 mm
I	760 mm	760 mm
J	865 mm	865 mm
K	1040 mm	1040 mm
L	45 mm	45 mm
N	1690 mm	1690 mm
O	125 mm	125 mm
P2	47,5 °	47,5 °
P3	53 °	53 °
R	3475 mm	3475 mm
S	7548 mm	7548 mm
T	4185 mm	4185 mm
U1	2300 mm	2300 mm
U2	2550 mm	2550 mm
V	4770 mm	4770 mm
V1	1205 mm	1205 mm
V2	3675 mm	3675 mm
W	2260 mm	2260 mm
Y	11,9 °	11,9 °
Z	113,7 °	113,7 °

CHARACTERISTICS

MT 932 Série A

FRONT AND REAR TYRES

	DIMENSIONS	PRESSURE	TYRE LOAD		PRESSURE ON THE CONTACT SURFACE		AREA OF THE CONTACT SURFACE	
					HARD GROUND	LIGHT GROUND	HARD GROUND	LIGHT GROUND
STANDARD	14,9x24 T35 Stabilarge 18PR DUNLOP	3,4 Bar	Front unladen	1650 kg	5,7 kg/cm ²	2 kg/cm ²	290 cm ²	830 cm ²
			Front laden	4550 kg	9,4 kg/cm ²	3,1 kg/cm ²	485 cm ²	1460 cm ²
			Rear unladen	2200 kg	6,5 kg/cm ²	2,2 kg/cm ²	340 cm ²	990 cm ²
			Rear laden	850 kg	4,7 kg/cm ²	1,6 kg/cm ²	180 cm ²	520 cm ²
OPTION	18-19.5 16PR I224 TL ALLIANCE	5 Bar	Front unladen	1650 kg	kg/cm ²	kg/cm ²	cm ²	cm ²
			Front laden	4550 kg	kg/cm ²	kg/cm ²	cm ²	cm ²
			Rear unladen	2200 kg	kg/cm ²	kg/cm ²	cm ²	cm ²
			Rear laden	850 kg	kg/cm ²	kg/cm ²	cm ²	cm ²
OPTION	400/70-20 T37 150B TL 14PR DUNLOP	3,25 Bar	Front unladen	1650 kg	7,3 kg/cm ²	2,4 kg/cm ²	225 cm ²	700 cm ²
			Front laden	4550 kg	10,6 kg/cm ²	3,3 kg/cm ²	430 cm ²	1370 cm ²
			Rear unladen	2200 kg	7,9 kg/cm ²	2,5 kg/cm ²	280 cm ²	870 cm ²
			Rear laden	850 kg	6,2 kg/cm ²	2 kg/cm ²	137 cm ²	425 cm ²
	440/70-24 T37 147B TL DUNLOP	2,8 Bar	Front unladen	1650 kg	6,3 kg/cm ²	1,8 kg/cm ²	260 cm ²	910 cm ²
			Front laden	4550 kg	9,4 kg/cm ²	2,7 kg/cm ²	485 cm ²	1670 cm ²
			Rear unladen	2200 kg	6,9 kg/cm ²	2 kg/cm ²	320 cm ²	1110 cm ²
			Rear laden	850 kg	5,1 kg/cm ²	1,5 kg/cm ²	166 cm ²	580 cm ²
	400/80-24 T37 153B TL DUNLOP	3,2 Bar	Front unladen	1650 kg	7,2 kg/cm ²	2 kg/cm ²	230 cm ²	830 cm ²
			Front laden	4550 kg	10,2 kg/cm ²	2,9 kg/cm ²	445 cm ²	1560 cm ²
			Rear unladen	2200 kg	7,9 kg/cm ²	2,2 kg/cm ²	280 cm ²	1020 cm ²
			Rear laden	850 kg	5,9 kg/cm ²	1,6 kg/cm ²	144 cm ²	520 cm ²
OPTION	15,5/80-24 SGI TL 12PR GOODYEAR	4 Bar	Front unladen	1650 kg	7,9 kg/cm ²	2,1 kg/cm ²	210 cm ²	770 cm ²
			Front laden	4550 kg	12 kg/cm ²	3,4 kg/cm ²	378 cm ²	1340 cm ²
			Rear unladen	2200 kg	8,8 kg/cm ²	2,4 kg/cm ²	251 cm ²	920 cm ²
			Rear laden	850 kg	7,1 kg/cm ²	1,8 kg/cm ²	120 cm ²	460 cm ²
	460/70 R24 IT520 TL 150A8 GOODYEAR	3,3 Bar	Front unladen	1650 kg	8,3 kg/cm ²	2,3 kg/cm ²	200 cm ²	730 cm ²
			Front laden	4550 kg	11,9 kg/cm ²	3,1 kg/cm ²	381 cm ²	1470 cm ²
			Rear unladen	2200 kg	9,4 kg/cm ²	2,5 kg/cm ²	233 cm ²	890 cm ²
			Rear laden	850 kg	8,5 kg/cm ²	2,2 kg/cm ²	100 cm ²	380 cm ²
	445/70R24 IT510 151G GOODYEAR	4,1 Bar	Front unladen	1650 kg	8,5 kg/cm ²	2,8 kg/cm ²	195 cm ²	587 cm ²
			Front laden	4550 kg	10 kg/cm ²	3,3 kg/cm ²	456 cm ²	1373 cm ²
			Rear unladen	2200 kg	8,8 kg/cm ²	2,9 kg/cm ²	250 cm ²	755 cm ²
			Rear laden	850 kg	7,4 kg/cm ²	2,4 kg/cm ²	115 cm ²	350 cm ²
OPTION	17,5LR24 XM27 TL 145A8 MICHELIN	3,5 Bar	Front unladen	1650 kg	1,6 kg/cm ²	kg/cm ²	1030 cm ²	cm ²
			Front laden	4550 kg	3,3 kg/cm ²	kg/cm ²	1370 cm ²	cm ²
			Rear unladen	2200 kg	2 kg/cm ²	kg/cm ²	1090 cm ²	cm ²
			Rear laden	850 kg	0,9 kg/cm ²	kg/cm ²	930 cm ²	cm ²

HYDRAULIC CIRCUIT

- Type of pump
 - . Capacity
- Lifting, tilting, telescoping, attachment circuit
 - . Max. rating capacity unladen
 - . Pressure
- Steering circuit
 - . Max. rating capacity unladen
 - . Pressure
- Filtration
 - . Return
 - . Suction

Gear pump with flow divider
43,77 cm³

105 L/mn
250 Bar

105 L/mn
140 Bar

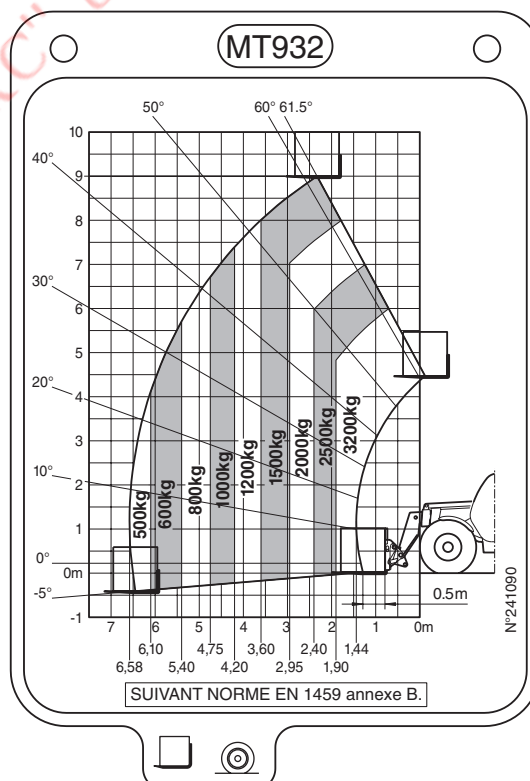
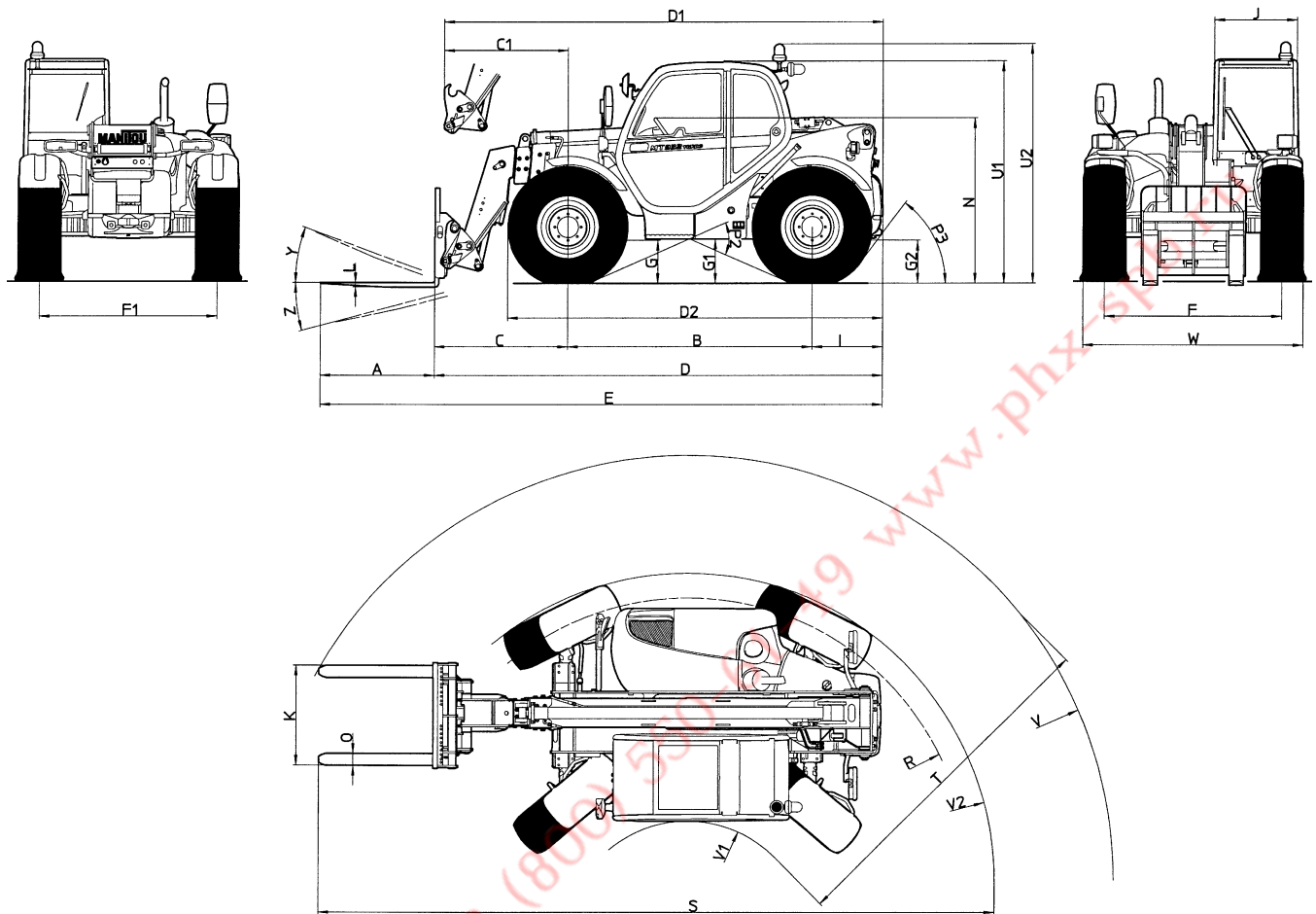
20 μ (Up to machine Nr : 166043)
15 μ (From machine Nr : 166044)
125 μ

SPECIFICATIONS

- Level of sound pressure in the driver's cab LpA (According to standard prEN 12053 : 1995)	82,5 dB	
- Level of sound power in the LwA environment (According to directive 2000 / 14 CE guaranteed)	105 dB	
- Travel speed of the lift truck (Except particular conditions)		
. Forward	27,3 km/h	
. Reverse	27,3 km/h	
- Standard lift height	9000 mm	
- Rated capacity with standard attachment	3200 kg	
- Load center	500 mm	
- Weight of forks (Each)	68 kg	
- Lifting motions (Jib retracted)		
. Unladen lifting	6,7 s	40 m/mn
. Laden lifting	7,3 s	36,5 m/mn
. Unladen lowering	5 s	53,5 m/mn
. Laden lowering	4,7 s	57 m/mn
- Telescoping motions (Lifting jib)		
. Unladen extending	12,2 s	25,5 m/mn
. Laden extending	13,3 s	23,4 m/mn
. Unladen retracting	8 s	39 m/mn
. Laden retracting	7,6 s	41 m/mn
- Reverse tilt time unladen	2,8 s	44,8 °/s
- Forward tilt time unladen	2,3 s	54,6 °/s
- Lift truck weight with standard attachment		
. Unladen	7640 kg	
. Rated load	10840 kg	
- Axle weight with attached equipment (Transport position)		
. Front unladen	3270 kg	
Rated load	9090 kg	
. Rear unladen	4370 kg	
Rated load	1750 kg	
- Tensile strain at coupling hook		
. Unladen	5750 daN	
. Rated load	8200 daN	
- Break out force with bucket (According to standard ISO 8313)	7400 daN	

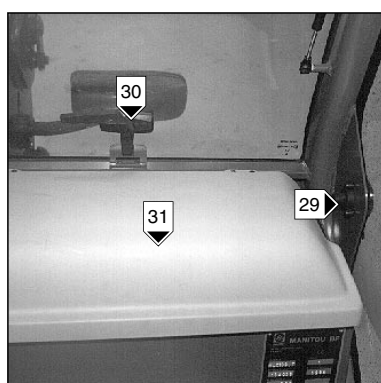
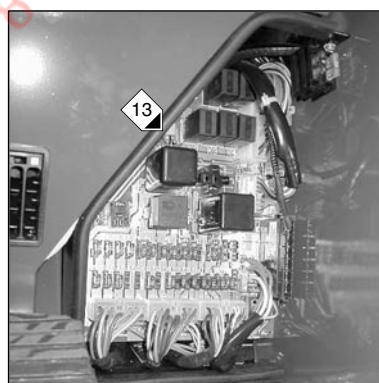
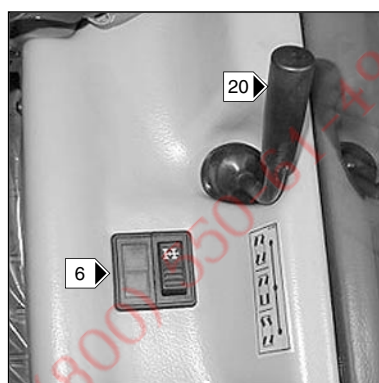
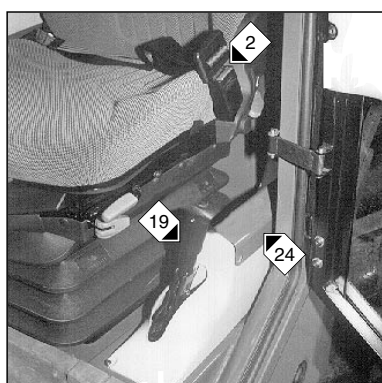
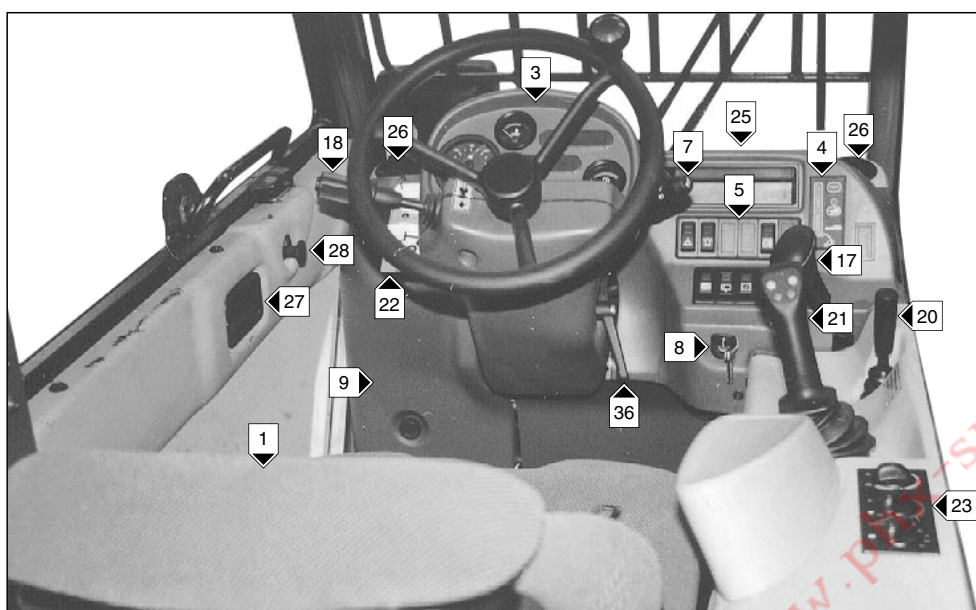
DIMENSIONS AND LOAD CHART

MT 932 Série A



	MT 932 Série A
A	1200 mm
B	2560 mm
C	1393 mm
C1	1297 mm
D	4713 mm
D1	4617 mm
D2	3905 mm
E	5913 mm
F	1846 mm
F1	1846 mm
G	460 mm
G1	440 mm
G2	445 mm
I	760 mm
J	865 mm
K	1040 mm
L	45 mm
N	1690 mm
O	125 mm
P2	47,5 °
P3	53 °
R	3475 mm
S	7548 mm
T	4185 mm
U1	2300 mm
U2	2550 mm
V	4770 mm
V1	1205 mm
V2	3675 mm
W	2260 mm
Y	11,9 °
Z	113,7 °

INSTRUMENTS AND CONTROLS



DESCRIPTION

- 1 - DRIVER'S SEAT
- 2 - SAFETY BELT
- 3 - CONTROL AND SIGNAL LIGHTS PANEL
- 4 - LOAD STATUS INDICATOR
- 5 - SWITCH PANEL
- 6 - SWITCH AND LAMPS FOR ALIGNMENT OF THE WHEELS
- 7 - LIGHT SWITCH, HORN AND INDICATOR SWITCH
- 8 - IGNITION SWITCH
- 9 - BRAKING OIL TANK AND WINDSCREEN WASHER ACCESS PANEL
- 10 - BRAKING OIL TANK
- 11 - WINDSCREEN WASHER TANK
- 12 - FUSES AND RELAY ACCESS PANEL
- 13 - FUSE AND RELAY PLATE
- 14 - ROOF LIGHT
- 15 - ACCELERATOR PEDAL
- 16 - SERVICE BRAKE PEDAL AND TRANSMISSION CUT-OFF
- 17 - GEAR LEVER AND TRANSMISSION CUT-OFF
- 18 - FORWARD/REVERSE LEVER
- 18 - FORWARD/REVERSE LEVER AND GEAR SELECTOR
- 19 - PARKING BRAKE LEVER
- 20 - STEERING SELECTION LEVER
- 21 - HYDRAULIC CONTROLS AND TRANSMISSION CUT-OFF
- 22 - LOAD CHARTS FILE
- 23 - HEATER CONTROL
- 23 - AIR CONDITIONING CONTROLS (OPTION AIR CONDITIONING)
- 24 - CAB FILTER VENTILATORS
- 25 - WINDSCREEN DEMIST VENTS
- 26 - HEATING VENTS
- 27 - DOOR LOCK
- 28 - LOCKING HANDLE FOR UPPER HALF DOOR
- 29 - RELEASING BUTTON FOR UPPER HALF DOOR
- 30 - HANDLE FOR REAR WINDOW OPENING
- 31 - TOOL BOX AND DOCUMENT HOLDER
- 32 - FRONT LIGHTS (NOT ILLUSTRATED)
- 33 - REAR LIGHTS (NOT ILLUSTRATED)
- 34 - FLASHING LIGHT (NOT ILLUSTRATED)
- 35 - SPIRIT LEVEL
- 36 - STEERING WHEEL REGULATING HANDLE
- 37 - USE OF TRANSMISSION CUT-OFF (NOT ILLUSTRATED)

NOTE : All the terms such as : RIGHT, LEFT, FRONT, REAR are meant for an observer seated on driver's seat and looking in front of him.

1 - DRIVER'S SEAT

OPTION	MLT 629/730 Série A
	MLT 629/730 Turbo Série A
	MLT 629/633/730 -120 LS Série A
	MLT 633/730 LS Turbo Série A
	MLT 633/730 -120 LS POWERSHIFT Série A
STANDARD	MLT 730 Turbo POWERSHIFT Série A
	MT 732/932 Série A
	MT 732 Turbo Série A

DESIGNED FOR MAXIMUM COMFORT, THIS SEAT CAN BE ADJUSTED AS FOLLOWS.

LONGITUDINAL ADJUSTMENT

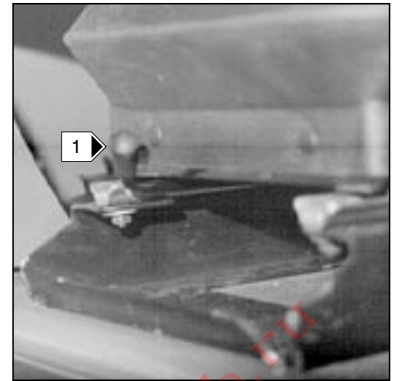
- Pull locking lever 1 towards the right.
- Slide the seat to the required position.
- Release the lever and be sure it returns to the lock position.

SEAT SUSPENSION ADJUSTMENT

- Refer to the seat's graduation.
- Turn handle 2 depending on the driver's weight.

ADJUSTMENT OF THE ANGLE OF THE BACK-REST

- Pull locking lever 3 upwards.
- Slide the back-rest to the required position.
- Release the lever and be sure it returns to the lock position.



1 - DRIVER'S SEAT

STANDARD	MLT 629/730 Série A
	MLT 629/730 Turbo Série A
	MLT 629/633/730 -120 LS Série A
	MLT 633/730 LS Turbo Série A
	MLT 633/730 -120 LS POWERSHIFT Série A
OPTION	MLT 730 Turbo POWERSHIFT Série A
	MT 732/932 Série A
	MT 732 Turbo Série A

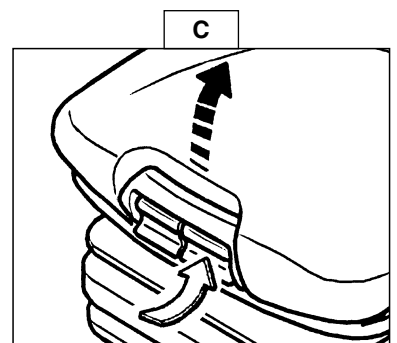
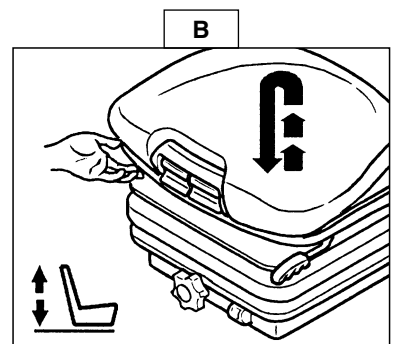
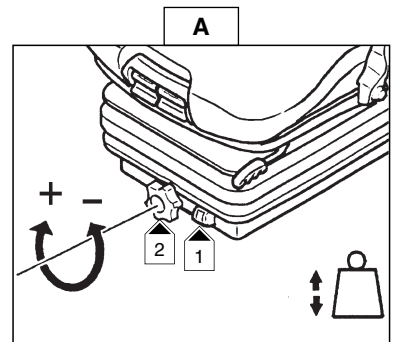
DESIGNED FOR MAXIMUM COMFORT, THIS SEAT CAN BE ADJUSTED AS FOLLOWS.

WEIGHT ADJUSTMENT (FIG. A)

It is advised that the weight be adjusted when the driver is not sitting in the cab.

- Refer to graduation 1 of the seat.
- Turn handle 2 according to the driver's weight.

NOTE : To avoid any health problems, it is recommended that the weight should be checked and adjusted before starting up the lift truck.



SEAT HEIGHT ADJUSTMENT (FIG. B)

Raise the seat to the desired position, until you hear the ratchet click. If you raise the seat above the last notch (Stop), the seat drops down to the lowest position.

SEAT BACK-REST ANGLE ADJUSTMENT (FIG. C)

The back-rest angle of the seat may be adjusted to suit the individual.

- Press the left-hand button while pushing on the seat or relaxing pressure on the seat to find a comfortable position.

SEAT DEPTH ADJUSTMENT (FIG. D)

The depth of the seat may be adjusted to suit the individual.

- Press the right-hand button while raising or lowering the seat to find the desired position.

EXTENDING THE HEAD-REST (FIG. E)

- The height of the back-rest can be adjusted by pulling it upwards (The notches will click) up to the stop.
- The head-rest can be removed by applying sufficient pressure to pull it off the stop.

LUMBAR ADJUSTMENT (FIG. F)

This increases the comfort of the seat and the driver's freedom of movement.

- Turn the handle either left or right to adjust the height or depth of the lumbar support.

ADJUSTMENT OF THE ANGLE OF THE BACK-REST (FIG. G)

- Support the back-rest, pull the lever and position the back-rest to find the desired position.

! *If you do not support the back-rest when making adjustments, it swings completely forwards.*

LONGITUDINAL ADJUSTMENT (FIG. H)

- Adjust the locking lever until you reach the position required. This then locks and the seat will not shift into another position.

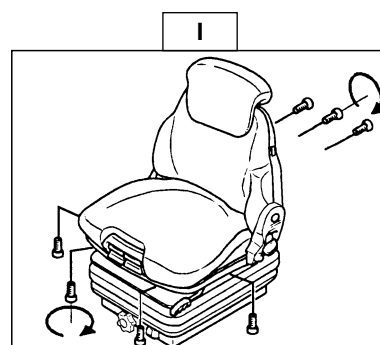
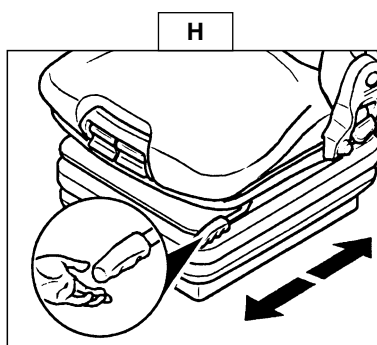
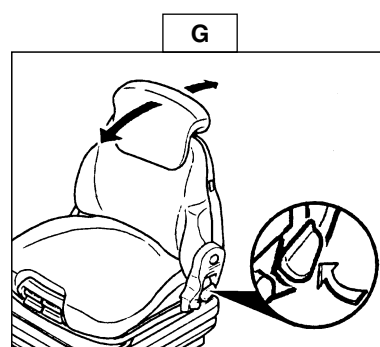
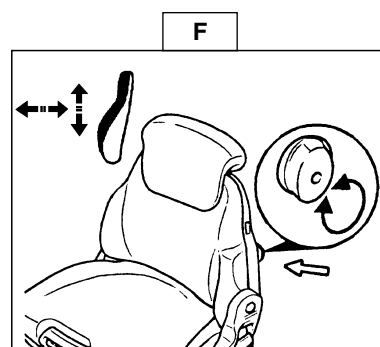
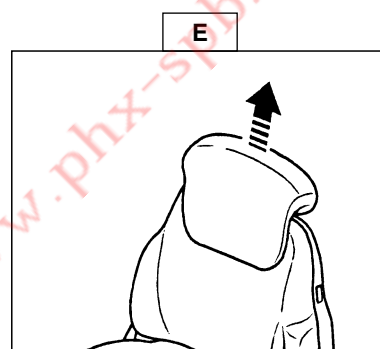
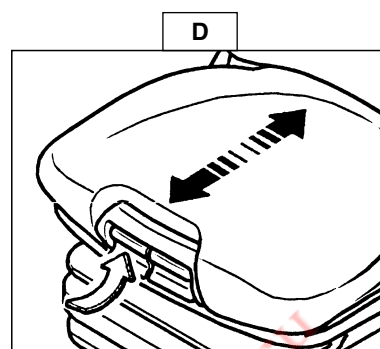
MAINTENANCE (FIG. I)

Dirt may adversely affect the correct functioning of the seat. For this reason, make sure your seat is always clean.

- To clean or change the cushions, simply remove them from the seat frame.

! *A rocking head-rest increases the risk of an accident !*

Avoid wetting the cushion fabric when cleaning. Check the resistance of the fabric on a small hidden area before using any fabric or plastic cleaner.



1 - PNEUMATIC DRIVER'S SEAT (OPTION)

DESIGNED FOR MAXIMUM COMFORT, THIS SEAT CAN BE ADJUSTED AS FOLLOWS.

WEIGHT AND SEAT HEIGHT ADJUSTMENT

WEIGHT ADJUSTMENT (FIG. A)

It is advised that you adjust the seat according to your weight when sitting.

- Switch on lift truck ignition.
- Push or pull lever 1 until green appears in display 2 indicating correct adjustment according to your weight.

NOTE : To avoid any health problems, it is recommended that the weight should be checked and adjusted before starting up the lift truck.

SEAT HEIGHT ADJUSTMENT (FIG. B)

When weight adjustment has been carried out, you can then modify seat height.

- Keep the ignition switched on.
- Push or pull lever 1 until green appears and adjust the height of the seat while checking that the green in display 2 remains visible.

! To avoid causing any damage, do not activate the compressor for over 1 minute.

SEAT BACK-REST ANGLE ADJUSTMENT (FIG. C)

The back-rest angle of the seat may be adjusted to suit the individual.

- Press the left-hand button while pushing on the seat or relaxing pressure on the seat to find a comfortable position.

SEAT DEPTH ADJUSTMENT (FIG. D)

The depth of the seat may be adjusted to suit the individual.

- Press the right-hand button while raising or lowering the seat to find the desired position.

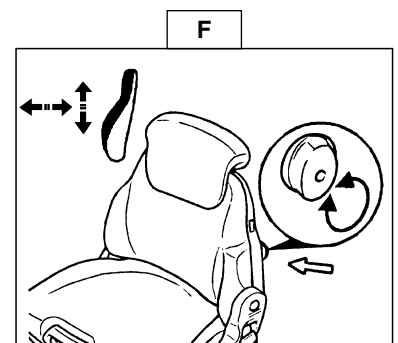
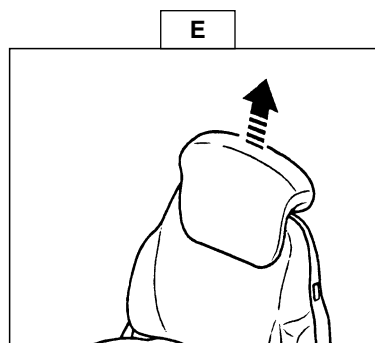
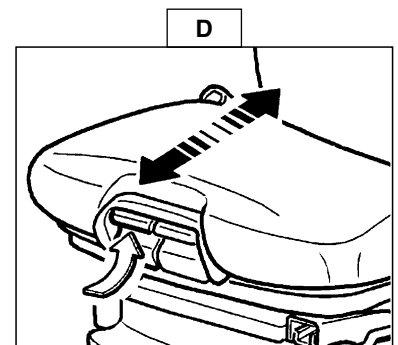
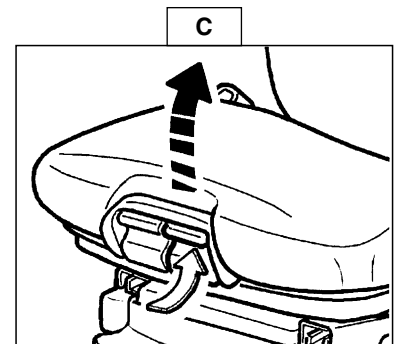
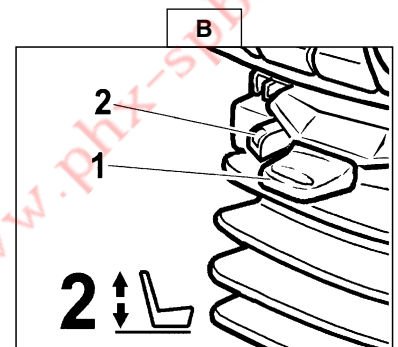
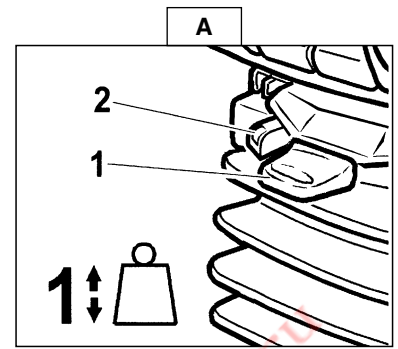
EXTENDING THE HEAD-REST (FIG. E)

- The height of the back-rest can be adjusted by pulling it upwards (The notches will click) up to the stop.
- The head-rest can be removed by applying sufficient pressure to pull it off the stop.

LUMBAR ADJUSTMENT (FIG. F)

This increases the comfort of the seat and the driver's freedom of movement.

- Turn the handle either left or right to adjust the height or depth of the lumbar support.



ADJUSTMENT OF THE ANGLE OF THE BACK-REST (FIG. G)

- Support the back-rest, pull the lever and position the back-rest to find the desired position.

! *If you do not support the back-rest when making adjustments, it swings completely forwards.*

HORIZONTAL SHOCK ABSORBER (FIG. H)

In certain conditions (e.g. driving with a trailer) it is advised that a horizontal shock absorber be used. The driver's seat is thus better able to absorb jerks in the direction of travel.

- Position 1 : Horizontal shock absorber fitted.
- Position 2 : Horizontal shock absorber removed.

LONGITUDINAL ADJUSTMENT (FIG. I)

- Adjust the locking lever until you reach the position required. This then locks and the seat will not shift into another position.

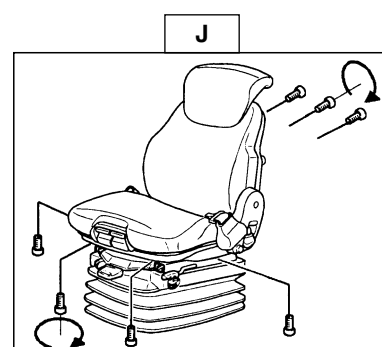
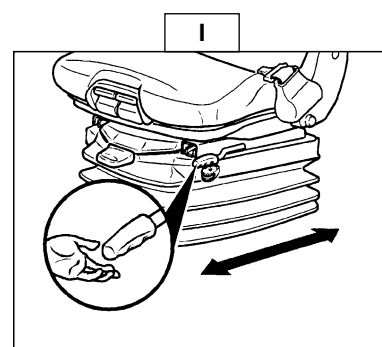
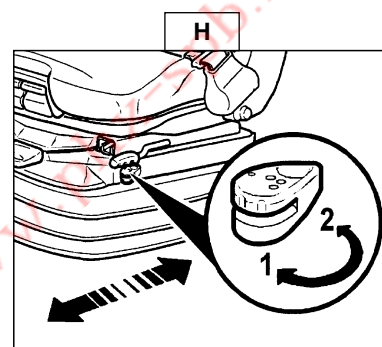
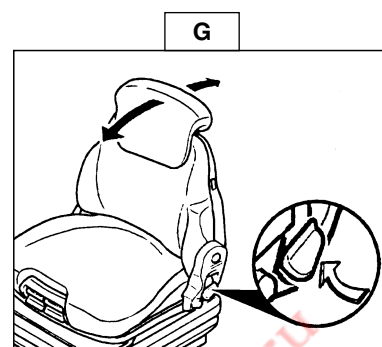
MAINTENANCE (FIG. J)

Dirt may adversely affect the correct functioning of the seat. For this reason, make sure your seat is always clean.

- To clean or change the cushions, simply remove them from the seat frame.

! *A rocking head-rest increases the risk of an accident !*

Avoid wetting the cushion fabric when cleaning. Check the resistance of the fabric on a small hidden area before using any fabric or plastic cleaner.



2 - SAFETY BELT

- Sit correctly on the seat.
- Check that seat belt is not twisted.
- Place the seat belt at hip level and not across the stomach.
- Attach the seat belt and check that it locks.
- Adjust the seat belt to your body shape without squeezing your hip.

! *In no event should the lift truck be used if the seat belt is defective (Fixing, locking, cuts, tears, etc.). Repair or replace the seat belt immediately.*

3 - CONTROL AND SIGNAL LIGHTS PANEL

CONTROL INSTRUMENTS

A - HOURMETER AND REV COUNTER MLT 629/730 Série A

MLT 629/730 Turbo Série A

MLT 629/633/730 -120 LS Série A

MLT 633/730 LS Turbo Série A

MLT 633/730 -120 LS POWERSHIFT Série A

MLT 730 Turbo POWERSHIFT Série A

A - HOURMETER MT 732/932 Série A

MT 732 Turbo Série A

B - I.C. ENGINE WATER TEMPERATURE

Temperature zone B1 - Blue zone (0° - 50°)

B2 - Green zone (50° - 100°)

B3 - Black/red zone (100° - 105°)

B4 - Red zone (105° - 120°)

NOTE : Red indicator light "E" comes on between zone B3 and B4.

C - FUEL LEVEL

Red zone C1 indicates that you are using the reserve supply and that time of use is limited.

SIGNAL LIGHTS

When activating the electrical system of the lift truck, all the red lamps and the panel's buzzer must light to indicate their good working order. If one of the red lamps or the buzzer does not function, carry out the necessary repairs.

D - RED TRANSMISSION OIL PRESSURE LAMP

MLT 629/730 Série A

MLT 629/730 Turbo Série A

MLT 629/633/730 -120 LS Série A

MLT 633/730 LS Turbo Série A

MT 732/932 Série A

MT 732 Turbo Série A

The lamp and the buzzer come on when the pressure in the transmission, when driving forward, is abnormally low. Stop the lift truck and look for the cause (Insufficient transmission oil level, internal leak in the transmission, etc.).

NOTE : The signal light operates in forward travel conditions only, the signal should not be taken into account when the engine is running at idle or is stopped.

D - RED CLUTCH PRESSURE LAMP

MLT 633/730 -120 LS POWERSHIFT Série A

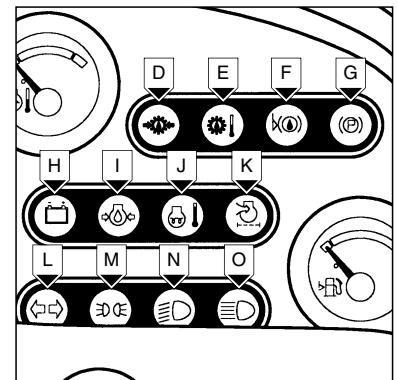
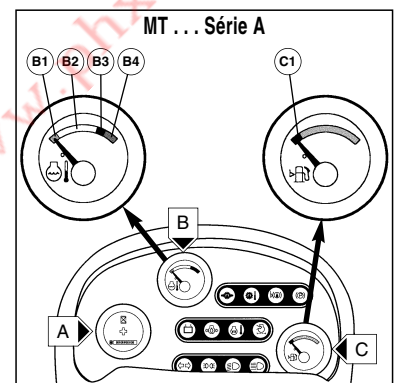
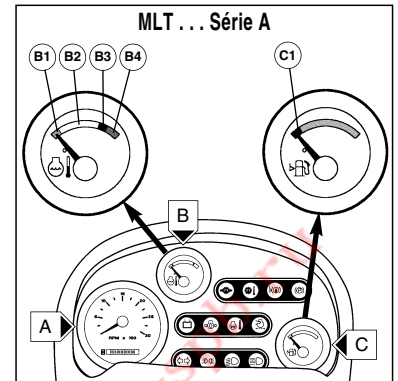
MLT 730 Turbo POWERSHIFT Série A

The lamp and buzzer come on when there is an abnormal lowering of pressure in the transmission. Stop the lift truck and find out what is causing it (Insufficient transmission oil level, internal leak in the transmission, etc).

NOTE : Since this light only operates while driving, do not take the information into consideration when the lift truck has stopped or is idling.

E - RED TRANSMISSION OIL TEMPERATURE LAMP

The lamp and the buzzer come on when the converter oil temperature is abnormally high. Stop the lift truck and look for the cause of this overheating.



F - RED BRAKING OIL LEVEL LAMP

If the lamp and the buzzer come on, when the lift truck is running, stop the I.C. engine immediately and check the braking oil level. **In the event of an abnormal dropping of the level, consult your dealer.**

G - RED PARKING BRAKE LAMP

This lamp comes on when the parking brake is applied.

H - RED ALTERNATOR CHARGE LAMP

If the lamps E - F - H - I - J - K and the buzzer come on, when the lift truck is running, stop the I.C. engine immediately and check the electrical circuit as well as the alternator belt.

I - RED I.C. ENGINE OIL PRESSURE LAMP

If the lamp and the buzzer come on when the lift truck is running, stop the I.C. engine immediately and look for the cause (See oil level in engine crankcase).

J - RED I.C. ENGINE WATER TEMPERATURE LAMP

If the lamp and the buzzer come on when the lift truck is running, stop the I.C. engine immediately and investigate the cooling system for the cause of the malfunction.

K - RED LAMP - AIR FILTER OR HYDRAULIC RETURN FILTER CLOGGED

The lamp and buzzer come on when the air filter cartridge or the hydraulic return oil filter cartridge is clogged up. Stop the lift truck and carry out the necessary repairs (See cleaning and replacement requirements in chapter : FILTERS CARTRIDGES AND BELTS in paragraph : 3 - MAINTENANCE).

L - GREEN INDICATOR LAMP

M - GREEN SIDELIGHTS LAMP

N - GREEN LOW BEAM LAMP

O - BLUE MAIN BEAM LAMP

4 - LOAD STATUS INDICATOR

The load status indicator allows the user to know at any moment if the lift truck is at the maximum authorised load limit.

OPERATION

When the lift truck is switched on a control test is automatically carried out.

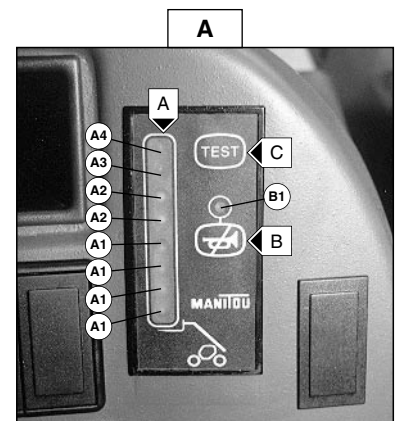
- Correct operation : All leds and the sound alarm function continuously for 2 seconds.
- Faulty operation : All leds and sound alarm function intermittently (Stop the lift truck and consult your dealer, never attempt a repair yourself).

A - LEDS (VISUAL ALARM) (FIG. A)

- A1 - 4 green leds : The lift truck is operating safely.
- A2 - 2 yellow leds : The lift truck is nearing the maximum authorised load limit.
- A3 - 1 red led : The lift truck is at the maximum authorised load limit - slowly intermittent sound alarm is triggered.
- A4 - 1 red led : The lift truck is overloaded - speedy intermittent sound alarm is triggered. Carry out positive hydraulic movements in the following order : raise and retract the jib.

B - SOUND ALARM SWITCH (FIG. A)

Allows the sound alarm to be used or switched OFF. When not in use, the red signal light B1 shows that the sound alarm has been cut off and that only the visual alarm is working.



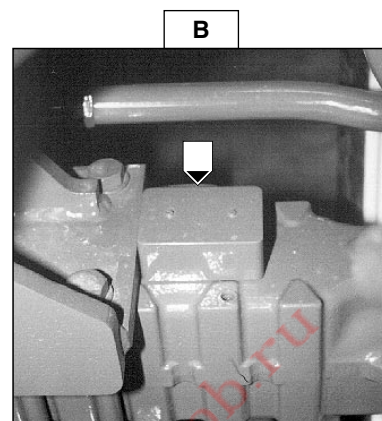
C - TEST SWITCH (FIG. A)

Press the switch to check at any time the correct functioning of the load status indicator.

- Correct operation : All leds and the sound alarm function continuously.
- Faulty operation : All leds and the sound alarm function intermittently (Stop the lift truck and consult your dealer, never attempt a repair yourself).

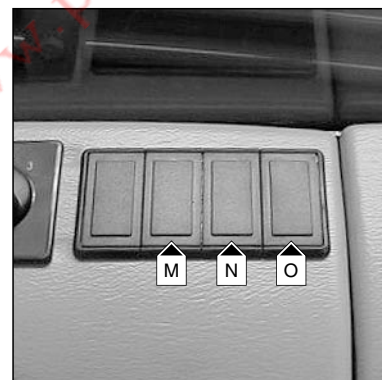
D - STRAIN GAUGE (FIG. B)

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



5 - SWITCH PANEL

MLT 629/730 Série A
MLT 629/730 Turbo Série A
MLT 629/633/730 -120 LS Série A
MLT 633/730 LS Turbo Série A
MT 732/932 Série A
MT 732 Turbo Série A



MLT 633/730 -120 LS POWERSHIFT Série A
MLT 730 Turbo POWERSHIFT Série A



A - WARNING LIGHTS

This switch enables the L.H. and R.H. Indicators to be switched on simultaneously, with the ignition off. The signal light indicates that the switch is being used.

B - FLASHING LIGHT

C - REAR FOG LIGHT

D - FRONT WINDSCREEN WIPER AND WINDSCREEN WASHER

This two position switch, when set on the "down" position and simultaneously pressed, allows the windscreen-washer and the windscreen wiper to be operated, and when set on the "up" position, the windscreen wiper to be operated.

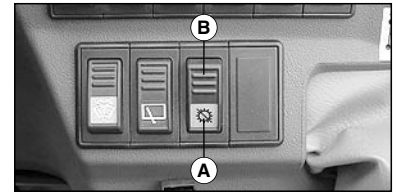
E - REAR WINDSCREEN WIPER + ROOF WIPER OPTION

F - TRANSMISSION CUT-OFF

The switch selects transmission cut-off to the service brake pedal or the hydraulic controls lever (See chapter : 37 - USE OF TRANSMISSION CUT-OFF in paragraph : 2 - DESCRIPTION).

Position A : Indicator light on, transmission cut-off to service brake pedal effected.

Position B : Indicator light off, transmission cut-off to hydraulic control lever effected.



G - SPEED INDICATOR

H - DISABLING AUTOMATIC 5TH GEAR

MLT 633/730 -120 LS POWERSHIFT Série A

MLT 730 Turbo POWERSHIFT Série A

See chapter : 18 - FORWARD/REVERSE LEVER AND GEAR SELECTOR in paragraph : 2 - DESCRIPTION.

I - WORKING HEAD LIGHT OPTION

J - WORKING TAIL LIGHT OPTION

K - JIB HEAD LIGHT OPTION

L - REAR WINDOW DEFROSTING OPTION

M - OPTION

MLT 629/730 Turbo Série A

MLT 629/633/730 -120 LS Série A

MLT 633/730 LS Turbo Série A

MLT 633/730 -120 LS POWERSHIFT Série A

MLT 730 Turbo POWERSHIFT Série A

- OPTION Electrovalve on jib head.
- OPTION Attachment hydraulic locking device.
- OPTION Electrical jib provision.
- OPTION Electrovalve on jib head + attachment hydraulic locking device.

See chapter : DESCRIPTION AND USE OF ELECTRIC AND HYDRAULIC OPTIONS in paragraph : 2 - DESCRIPTION.

N - OPTION

MLT 629/633/730 -120 LS Série A

MLT 633/730 LS Turbo Série A

MLT 633/730 -120 LS POWERSHIFT Série A

- OPTION Dual effect hydraulic towing hook.
- OPTION Single effect rear hydraulic predisposition.
- OPTION Dual effect rear hydraulic predisposition.

See chapter : DESCRIPTION AND USE OF ELECTRIC AND HYDRAULIC OPTIONS in paragraph : 2 - DESCRIPTION.

O - OPTION

- OPTION Dual effect hydraulic towing hook + single effect rear hydraulic predisposition.
- OPTION Dual effect hydraulic towing hook + dual effect rear hydraulic predisposition.
- OPTION Dual effect rear hydraulic predisposition + single effect rear hydraulic predisposition.
- OPTION Two dual effect rear hydraulic predispositions.

See chapter : DESCRIPTION AND USE OF ELECTRIC AND HYDRAULIC OPTIONS in paragraph : 2 - DESCRIPTION.

P - ATTACHMENT HYDRAULIC CONTROL FORCED OPERATION SWITCH OPTION

MLT 629/730 Turbo Série A

MLT 629/633/730 -120 LS Série A

MLT 633/730 LS Turbo Série A

MLT 633/730 -120 LS POWERSHIFT Série A

MLT 730 Turbo POWERSHIFT Série A

See chapter : DESCRIPTION AND USE OF ELECTRIC AND HYDRAULIC OPTIONS in paragraph : 2 - DESCRIPTION.

6 - SWITCH AND LAMPS FOR ALIGNMENT OF THE WHEELS

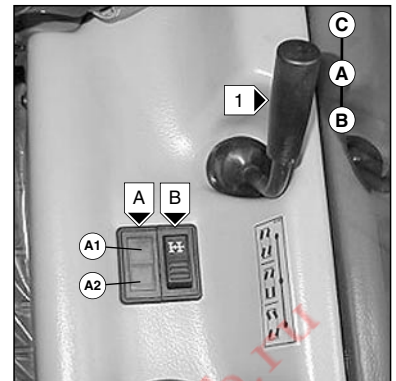
Before selecting one of the three possible steering positions, bring the 4 wheels into alignment, i.e., in the straight ahead position.

A - GREEN LAMPS FOR ALIGNMENT OF THE WHEELS

These lamps come on to indicate the alignment of the wheels, in relation to the axle of the lift truck. The lamp A1 for the front wheels and the lamp A2 for the rear wheels.

B - SWITCH FOR ALIGNMENT OF THE WHEELS

This switch enables the use or not of the device for alignment of the wheels. The indicator light indicates its use.



WHEEL ALIGNMENT PROCEDURE

- Connect the switch (Signal light ON).
- Shift the distributor control lever for steering selection 1 in position B (4 wheel steering).
- Turn the steering wheel and bring the rear wheels into alignment until the lamp A2 is on.
- Shift the distributor control lever for steering selection 1 in position A (Highway traffic).
- Turn the steering wheel and bring the front wheels into alignment until the lamp A1 is on.

! Before driving on roads, it is necessary to check the alignment of the rear wheels and to drive in front wheel steer. The control of the alignment of the rear wheels must be regularly done with the help of the green lamps, while driving the lift truck. In case of anomalies, consult your dealer.

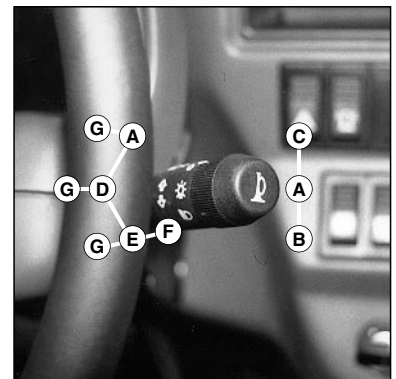
7 - LIGHT SWITCH, HORN AND INDICATOR SWITCH

The switch controls the visual and sound alarms.

- A - All lights are off, the direction indicators do not flash.
- B - The right hand direction indicators flash.
- C - The left hand direction indicators flash.
- D - The sidelights and the rear lights are on.
- E - The dipped headlights and the rear lights are on.
- F - The main beam headlights and the rear lights are on.
- G - Headlight signal.

Pressing the switch sounds the horn.

NOTE : The positions D - E - F - G can be carried out without the ignition being on.



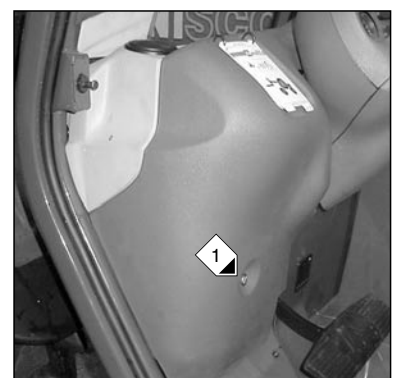
8 - IGNITION SWITCH

The key switch has five positions :

- P - Ignition off, parking position.
- O - Ignition switched off and engine stopped.
- I - Ignition on.
- II - Heating.
- III - The engine starts, return to position i as soon as the key is released.

9 - BRAKING OIL TANK AND WINDSCREEN WASHER ACCESS PANEL

- Loosen screw 1 and lift up the brake fluid and windscreen washer access panel.



10 - BRAKING OIL TANK

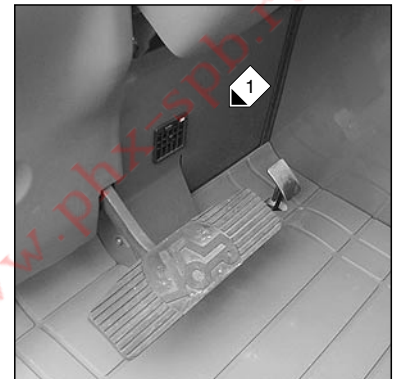
See chapter : B - EVERY 50 HOURS SERVICE in paragraph : 3 - MAINTENANCE.

11 - WINDSCREEN WASHER TANK

See chapter : B - EVERY 50 HOURS SERVICE in paragraph : 3 - MAINTENANCE.

12 - FUSE AND RELAY ACCESS PANEL

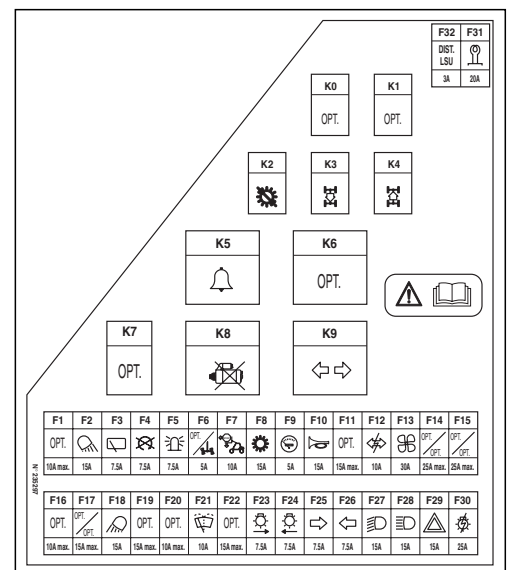
- Lift up the fuse and relay access panel 1.



13 - FUSE AND RELAY PLATE

A sticker on the inside of the access panel gives a clear display of the use of the components described below.

- K0 - OPTION Air conditioning.
- K1 - OPTION. (a-e-f-g-h)
 - Relay cutting transmission to hydraulic controls. (b-c-d)
- K2 - Transmission cut-off relay. (a-b-c-d-g-h)
 - Forward/reverse gear relay. (e)
 - Reverse gear relay. (f)
- K3 - Reverse gear relay.
- K4 - Forward gear relay. (a-b-c-d-g-h)
 - Shunt with forward gear relay. (e)
 - OPTION. (f)
- K5 - Buzzer.
- K6 - OPTION Electrovalve on jib head.
 - OPTION Electrical jib provision.
 - OPTION Electrovalve on jib head + attachment hydraulic locking device.
- K7 - OPTION Hydraulic movements cut-off.
- K8 - Safety system starting switch relay.
- K9 - Flashing unit.



NOTE : Replace a used fuse with a new fuse of the same quality and capacity. Never reuse a repaired fuse.

- F1 - (10A MAX.) - OPTION (7,5A). (a-g-h)
 - Electric controls of hydraulic movements (7,5A). (b-c-d-e-f)
 - OPTION Attachment hydraulic locking device (7,5A). (b-c-d-e-f)
- F2 - (15A MAX.) - OPTION Working tail light (15A).
- F3 - (10A MAX.) - Rear windscreen wiper (7,5A).
 - OPTION Roof windscreen wiper (7,5A).
- F4 - (10A MAX.) - Stop engine electrovalve (7,5A).
 - OPTION (7,5A).
- F5 - (10A MAX.) - Flashing light (7,5A).
- F6 - (7,5A MAX.) - Alignment of the wheels (5A).
- F7 - (15A MAX.) - Load status indicator device (10A).
 - OPTION Hydraulic movements cut-off (10A).

- F8 - (15A MAX.) - Gear reverser (15A).
- Transmission cut-off (15A).
- Reverse lights (15A).
- Reverse buzzer alarm (15A). (g-h)
- OPTION Reverse buzzer alarm (15A). (a-b-c-d-e-f)
- F9 - (10A MAX.) - Control instruments panel (5A).
- F10 - (15A MAX.) - Sound alarm (15A).
- Stop switch (15A).
- F11 - (15A MAX.) - OPTION Jib head light (10A).
- F12 - (10A MAX.) - Indicator power supply (10A).
- F13 - (35A MAX.) - Heating (30A).
- F14 - (25A MAX.) - OPTION (25A).
- F15 - (25A MAX.) - OPTION Fuel reheating (20A).
- F16 - (10A MAX.) - OPTION Air conditioning (7,5A).
- F17 - (15A MAX.) - OPTION Electrovalve on jib head (10A).
- OPTION Electrovalve on jib head + attachment hydraulic locking device (10A).
- OPTION Electrical jib provision (10A).
- OPTION Anti-theft device provision (10A).
- OPTION Hydraulic towing hook + single or dual effect rear hydraulic predisposition (10A). (a-b-f-g-h)
- OPTION Dual effect rear hydraulic predisposition + single effect rear hydraulic predisposition (10A). (a-b-f-g-h)
- OPTION Two dual effect rear hydraulic predispositions (10A). (a-b-f-g-h)
- OPTION Hydraulic towing hook (10A). (c-d-e)
- OPTION Single or dual effect rear hydraulic predisposition (10A). (c-d-e)
- OPTION Hydraulic towing hook + single or dual effect rear hydraulic predisposition (15A). (c-d-e)
- OPTION Dual effect rear hydraulic predisposition + single effect rear hydraulic predisposition (15A). (c-d-e)
- OPTION Two dual effect rear hydraulic predispositions (15A). (c-d-e)
- F18 - (15A MAX.) - OPTION Front working head light (15A).
- F19 - (15A MAX.) - OPTION Rear window defrosting (15A).
- F20 - (10A MAX.) - OPTION Pneumatic seat (10A).
- F21 - (10A MAX.) - Front windscreen wiper and windscreen washer (10A).
- F22 - (15A MAX.) - OPTION.
- F23 - (10A MAX.) - Right sidelight (7,5A).
- Sidelight indicator light (7,5A).
- Control panel lighting (7,5A).
- OPTION Service plate lighting (7,5A).
- F24 - (10A MAX.) - Left sidelights (7,5A).
- F25 - (10A MAX.) - Right indicators (7,5A).
- F26 - (10A MAX.) - Left indicators (7,5A).
- F27 - (15A MAX.) - Low beam (15A).
- Low beam indicator light (15A).
- Rear fog light (15A).
- F28 - (15A MAX.) - Main beam (15A).
- Main beam lamp (15A).
- F29 - (25A MAX.) - Hazard warning lights power supply (15A).
- Roof light (15A).
- OPTION (+)permanent (15A).
- F30 - (25A MAX.) - Light switch power supply, horn and indicators (25A).
- F31 - (20A MAX.) - Preheating I.C. engine (20A). (From machine Nr : 158864)

a : MLT 629/730 Série A

b : MLT 629/730 Turbo Série A

c : MLT 629/633/730 -120 LS Série A

d : MLT 633/730 LS Turbo Série A

e : MLT 633/730 -120 LS POWERSHIFT Série A

f : MLT 730 Turbo POWERSHIFT Série A

g : MT 732/932 Série A

h : MT 732 Turbo Série A

14 - ROOF LIGHT

15 - ACCELERATOR PEDAL

16 - SERVICE BRAKE PEDAL AND TRANSMISSION CUT-OFF

The pedal applies on the front and rear wheels by an hydraulic brake system, and allows the lift truck to be slowed down and stopped. Depending on the position of the transmission cut-off switch, it enables the free travel to cut off transmission (See chapter : 37 - USE OF TRANSMISSION CUT-OFF in paragraph : 2 - DESCRIPTION).

17 - GEAR LEVER AND TRANSMISSION CUT-OFF

MLT 629/730 Série A

MLT 629/730 Turbo Série A

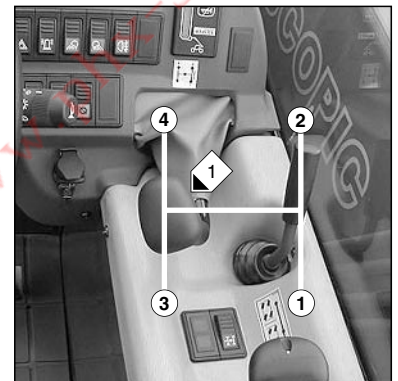
MLT 629/633/730 -120 LS Série A

MLT 633/730 LS Turbo Série A

MT 732/932 Série A

MT 732 Turbo Série A

In order to change speeds, it is necessary to cut the transmission by pressing the button 1 on the lever (See chapter : 37 - USE OF TRANSMISSION CUT-OFF in paragraph : 2 - DESCRIPTION).



- 1st gear : To the right, backwards.
2nd gear : To the right, forwards.
3rd gear : To the left, backwards.
4th gear : To the left, forwards.

USING THE GEARS ON THE GEARBOX

- On these lift trucks with a torque converter, it is not necessary to automatically start up in 1st speed and progress up the gears.

 **The choice of gear ratio should be made carefully according to the nature of the work being carried out. A poor choice may result in the extremely rapid elevation of the transmission oil temperature through excessive slipping of the converter, which could lead to serious damage to the transmission (it is essential to stop and change the working conditions if the transmission oil temperature indicator light comes on). This poor choice may also result in a reduction in the lift truck's performance in forward speed. When the forward force increases, the forward speed in the r gear (for example 3rd gear) may be lower than the forward speed that could be obtained with the $r-1$ gear (in 2nd instead of the 3rd).**

In general, we would advise you to use the following gears according to the nature of the work being carried out.

- On the road : Set off in 3rd gear and go up to 4th if the conditions and state of the road permit it. In hilly areas, set off in 2nd gear and go up to 3rd if the conditions and state of the road permit it.
- With a trailer on the road : Set off in 2nd gear and go up to 3rd if the conditions and state of the road permit it.
- Handling : 3rd gear.
2nd gear in restricted spaces.
- Earth moving : 1st gear.
- Loading (reclaiming with bucket, manure fork, etc.) : 2nd gear.

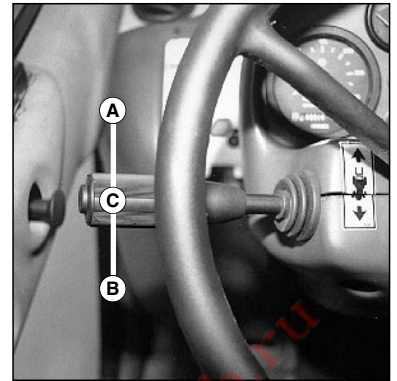
18 - FORWARD/REVERSE LEVER

MLT 629/730 Série A
MLT 629/730 Turbo Série A
MLT 629/633/730 -120 LS Série A
MLT 633/730 LS Turbo Série A
MT 732/932 Série A
MT 732 Turbo Série A

When operating this control, the lift truck should be travelling at slow speed and not accelerating. When the reverser is in the neutral position a mechanical lock prevents an accidental shifting movement.

FORWARD : Lift slightly and push the lever forwards (Position A).
REVERSE : Lift slightly and pull the lever backwards (Position B).
NEUTRAL : To start the lift truck, the lever must be in neutral (Position C).

NOTE : The reverse lights and the sound alarm on reverse motion (As model of lift truck) indicate that the lift truck is running in reverse motion.



18 - FORWARD/REVERSE LEVER AND GEAR SELECTOR

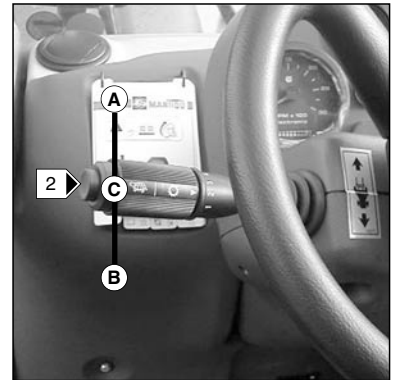
MLT 633/730 -120 LS POWERSHIFT Série A
MLT 730 Turbo POWERSHIFT Série A

FORWARD/ REVERSE LEVER

When operating this control, the lift truck should be travelling at slow speed and not accelerating. During this operation, the selected speed remains the same, except for the 4th gear in forward motion which becomes 3rd gear in reverse motion. When the reverser is in the neutral position a mechanical lock prevents an accidental shifting movement.

FORWARD : Lift slightly and push the lever forwards (Position A).
REVERSE : Lift slightly and pull the lever backwards (Position B).
NEUTRAL : To start the lift truck, the lever must be in neutral (Position C).

NOTE : The reverse lights indicate that the lift truck is running in reverse motion. As well, an OPTION sound alarm on reverse motion exists.



GEAR SELECTOR

The selected gear is indicated on dial 1.

FORWARD GEAR

- Index 1 : 1st gear.
- Index 2 : 2nd gear.
- Index 3 : 3rd gear.
- Index 4 : 4th gear and automatic stepping up into 5th gear when the engine speed is increased.

Automatic changing down into 4th gear when the engine speed is reduced.

REVERSE GEAR

- Index 1 : 1st gear.
- Index 2 and 3 : 2nd gear.
- Index 4 : 3rd gear.

USING THE GEARS ON THE GEARBOX

- On these lift trucks with a torque converter, it is not necessary to automatically start up in 1st speed and progress up the gears.





The choice of gear ratio should be made carefully according to the nature of the work being carried out. A poor choice may result in the extremely rapid elevation of the transmission oil temperature through excessive slipping of the converter, which could lead to serious damage to the transmission (it is essential to stop and change the working conditions if the transmission oil temperature indicator light comes on). This poor choice may also result in a reduction in the lift truck's performance in forward speed. When the forward force increases, the forward speed in the r gear (for example 3rd gear) may be lower than the forward speed that could be obtained with the r-1 gear (in 2nd instead of the 3rd).

In general, we would advise you to use the following gears according to the nature of the work being carried out.

- On the road : Set off in 4th gear if the conditions and state of the road permit it. In hilly areas, set off in 3rd gear and go up to 4th (the use of the 5th gear is prohibited) if the conditions and state of the road permit it.
- With a trailer on the road : Set off in 2nd gear and go up to 3rd and then to 4th if the conditions and state of the road permit it.
- Handling : 3rd or 4th gear.
2nd gear in restricted spaces.
- Earth moving : 1st gear.
- Loading (reclaiming with bucket, manure fork, etc.) : 2nd gear.

PULSE DOWNSHIFTING (KICK DOWN)

Button 2 on the end of the lever lets you change down one gear with an initial pulse (The selected gear flashes on the dial 1) and re-engage the initial with a second pulse. This function can be used for climbing gradients or for earthworks for example.

SWITCH FOR DISABLING AUTOMATIC 5TH GEAR

This switch gives the option of disabling automatic 5th gear and should be used according to the work required. When the indicator light is on, this option is in use.



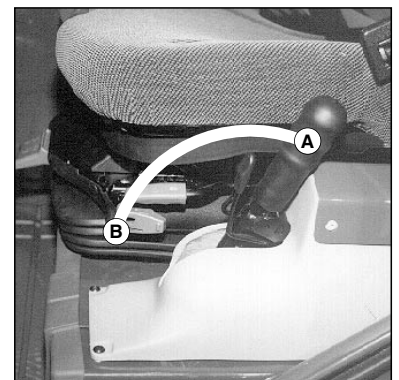
Use of this device should be compulsory if you are pulling a trailer, in order to reduce the risk of overheating the transmission. In addition, disabling automatic 5th gear will ensure that you are complying with the speed limits when a coupling is attached.



19 - PARKING BRAKE LEVER

To prevent accidental loosening or release, the lever is fitted with safety locking.

- To apply the parking brake, pull the lever backwards (Position A).
- To loosen the parking brake, release and push the lever forwards (Position B).

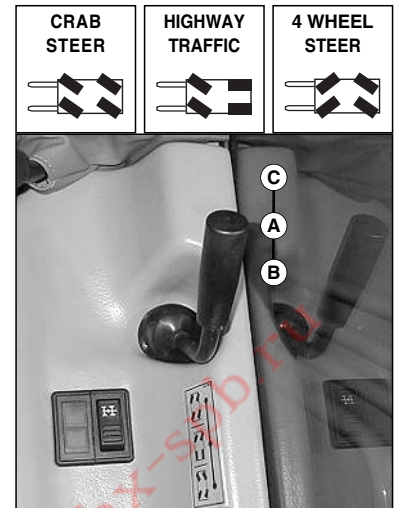


20 - STEERING SELECTION LEVER

Before selecting one of the three possible steering positions, bring the 4 wheels into alignment, i.e., in the straight ahead position.

(See chapter : 6 - SWITCH AND LAMPS FOR ALIGNMENT OF THE WHEELS in paragraph : 2 - DESCRIPTION).

- A - Front wheel steer (Highway traffic).
- B - Front and rear wheels steer in opposite direction (4 wheel steer).
- C - Front and rear wheels steer in the same direction (Crab steer).



21 - HYDRAULIC CONTROLS AND TRANSMISSION CUT-OFF

! Do not attempt to alter the hydraulic system pressure by interfering with the pressure regulating valve. In the event of suspected malfunction, contact your dealer. ANY ALTERATION MAY RENDER THE WARRANTY NULL AND VOID.

! Use the hydraulic controls carefully without jerking, to avoid accidents caused by shaking the lift truck.

MLT 629/730 Série A

MT 732/932 Série A

MT 732 Turbo Série A

LEVER A : Controls the lifting of the load and the tilt of the carriage.

- The lever backwards when lifting.
- The lever forwards when lowering.
- The lever to the left for reverse tilt.
- The lever to the right for forward tilt.

LEVER B : Controls the telescoping.

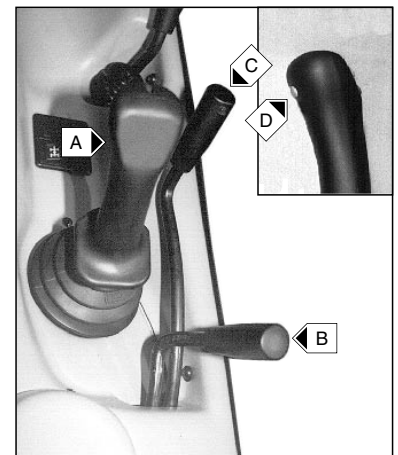
- The lever backwards for the retraction.
- The lever forwards for the extension.

NOTE : Only for MT 932 Série A

When completely retracting the telescopes, insistently operate the control so as to allow all the telescopes to retract fully.

LEVER C : Controls the additional attachment.

BUTTON D : Enables transmission cut-off to channel all power from the I.C. engine to hydraulic movements (See chapter : 37 - USE OF TRANSMISSION CUT-OFF in paragraph : 2 - DESCRIPTION).



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MLT 629/633/730 -120 LS Série A

MLT 633/730 LS Turbo Série A

MLT 633/730 -120 LS POWERSHIFT Série A

MLT 730 Turbo POWERSHIFT Série A

LEVER A : Controls the lifting of the load and the tilt of the carriage.

- The lever backwards when lifting.
- The lever forwards when lowering.
- The lever to the left for reverse tilt.
- The lever to the right for forward tilt.

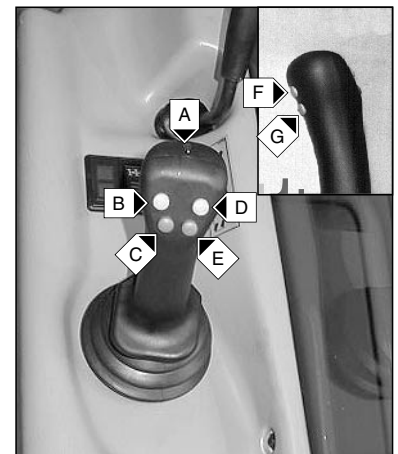
BUTTON B : Controls telescope extend.

BUTTON C : Controls telescope retract.

BUTTON D - E : Controls the additional attachment.

BUTTON F : Enables transmission cut-off to channel all power from the I.C. engine to hydraulic movements (See chapter : 37 - USE OF TRANSMISSION CUT-OFF in paragraph : 2 - DESCRIPTION).

BUTTON G : OPTION Jib head electrovalve.



22 - LOAD CHARTS FILE

This file includes the description of the hydraulic controls and the load charts of the attachments used on the lift truck.

23 - HEATER CONTROL

A - HEATING FAN CONTROL

This 3-speed control regulates warm or cold air through the heating ventilators.

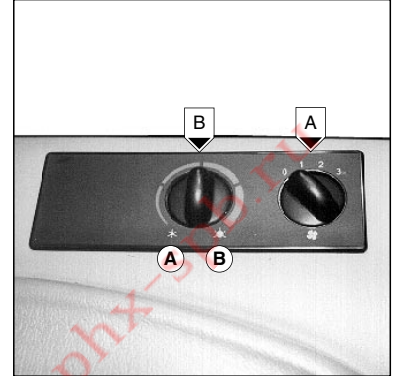
B - HEATING TEMPERATURE CONTROL

Allows the temperature inside the cab to be adjusted.

A - With the valve closed, the fan delivers fresh air.

B - With the valve opened completely, the fan delivers warm air.

The intermediate positions allow the temperature to be adjusted.



23 - AIR CONDITIONING CONTROLS (OPTION AIR CONDITIONING)



The air conditioning only comes on when the forklift truck has been started up.

When using your air conditioning, you must work with the doors and windows closed.

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

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



If your air conditioning does not seem to be working regularly, have it examined by your dealer (See chapter : H - EVERY TWO YEARS "OPTION AIR CONDITIONING" in paragraph : 3 - MAINTENANCE). Never try to repair any anomalies yourself.

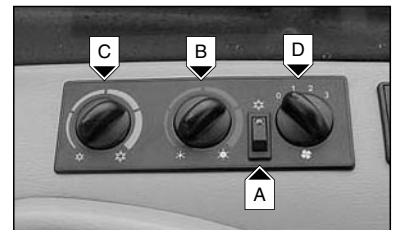
DESCRIPTION OF THE AIR CONDITIONING CONTROLS

A - Control with signal light indicating start-up and cutout of the air conditioning system, if control "D" is in position 1, 2 or 3.

B - Heating air temperature control.

C - Conditioned air temperature control.

D - Air flow setting and fan speed control. In position "0" the air conditioning system no longer functions.



NOTE : Possible losses of water under the forklift truck are due to condensate discharges caused by the drying effect of the installation, especially with high outside temperatures and high relative humidity.

For the air conditioning to perform properly, the air intakes must not be blocked by frost, snow or leaves.

When the facility is running, at least one of the cab air grilles must be open so as to avoid any risk of freezing to the evaporator.

HEATING MODE

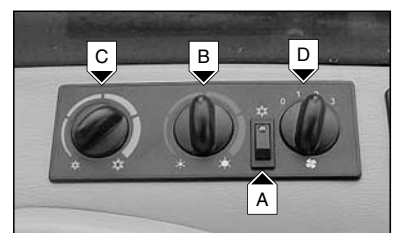
The controls must be adjusted in the following way :

A - Control with signal light off.

B - At the required temperature.

C - At the end of travel to the left.

D - At the required temperature 1, 2 or 3.



CONDITIONED AIR MODE

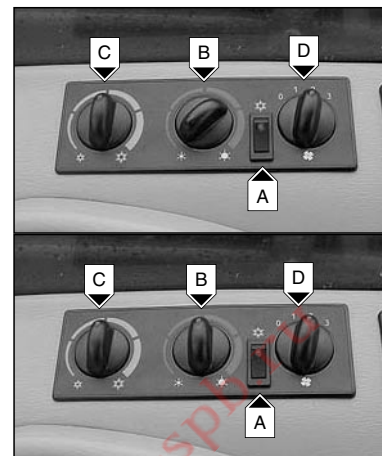
The controls must be adjusted in the following way :

- A - Control with signal light on.
- B - At the end of travel to the left.
- C - At the required temperature.
- D - At the required temperature 1, 2 or 3.

DEMISTING MODE

The controls must be adjusted in the following way :

- A - Control with signal light on.
- B - At the required temperature.
- C - At the required temperature.
- D - At the required temperature 1, 2 or 3.



24 - CAB FILTER VENTILATORS

See chapter : D - EVERY 500 HOURS SERVICE in paragraph : 3 - MAINTENANCE.

25 - WINDSCREEN DEMIST VENTS

For optimum effectiveness, close the heating ventilators.

26 - HEATING VENTS

These heating vents enable the air to be directed to the interior of the cabin and onto the side windows.

27 - DOOR LOCK

Two keys are provided with the lift truck to enable the cabin to be locked.

28 - LOCKING HANDLE FOR UPPER HALF DOOR

29 - RELEASING BUTTON FOR UPPER HALF DOOR

30 - HANDLE FOR REAR WINDOW OPENING

EMERGENCY EXIT

Use the rear window as an emergency exit, if it is impossible to leave the cab by the door.

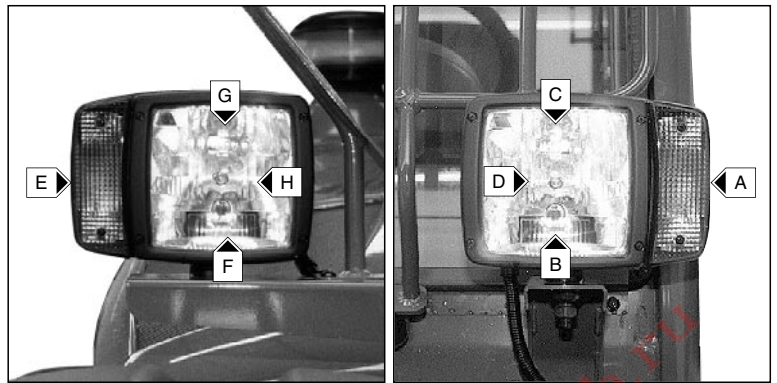


31 - TOOL BOX AND DOCUMENT HOLDER

Ensure that the operator's manual is in its place in the document holder.

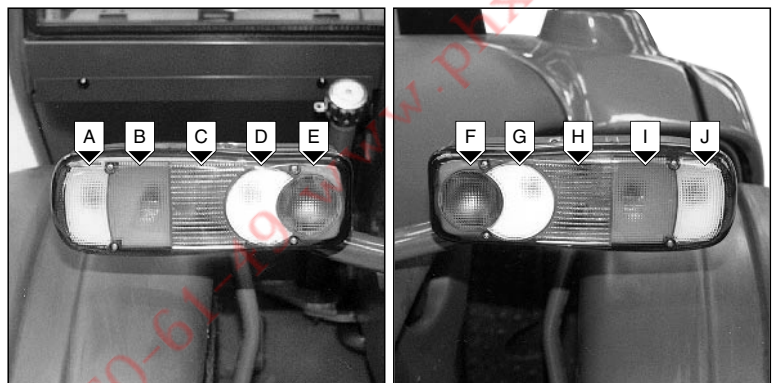
32 - FRONT LIGHTS

- A - Left front indicator.
- B - Left front dipped headlight.
- C - Left front main beam.
- D - Left front sidelight.
- E - Right front indicator.
- F - Right front dipped headlight.
- G - Right front main beam.
- H - Right front sidelight.



33 - REAR LIGHTS

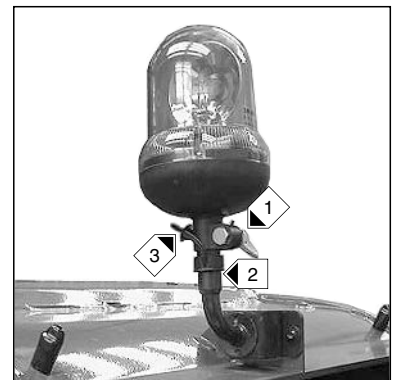
- A - Left rear indicator.
- B - Left rear stoplight.
- C - Left tail light.
- D - Left rear reverse light.
- E - Left rear fog light.
- F - Right rear fog light.
- G - Right rear reverse light.
- H - Right tail light.
- I - Right rear stoplight.
- J - Right rear indicator.



34 - REVOLVING LIGHT

The revolving light pivots for space-saving on the lift truck and can be detached to prevent theft.

- Loosen nut 1 and remove the revolving light.
- Protect mounting 2 with cap 3.



35 - SPIRIT LEVEL

Enables the operator to check that the lift truck is in the horizontal position.



36 - STEERING WHEEL REGULATING HANDLE

MLT 629/730 Série A

MLT 629/730 Turbo Série A

MLT 629/633/730 -120 LS Série A

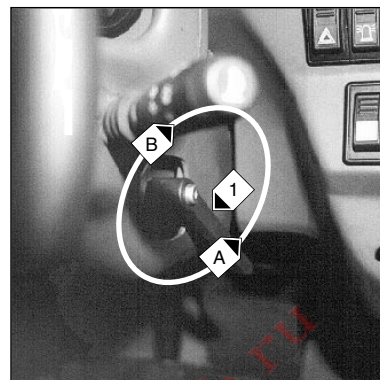
MLT 633/730 LS Turbo Série A

MLT 633/730 -120 LS POWERSHIFT Série A

MLT 730 Turbo POWERSHIFT Série A

This handle enables the angle and height of the steering wheel to be adjusted.

- Turn handle 1 towards A to loosen and adjust steering wheel.
- Turn handle 1 towards B to lock steering wheel in the position required.



37 - USE OF TRANSMISSION CUT-OFF

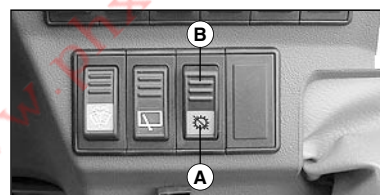
NOTE : In all cases transmission cut-off can be effected using the gear lever (**Except for POWERSHIFT**).

TRANSMISSION CUT-OFF TO BRAKE PEDAL (POSITION A)

- When loading.

TRANSMISSION CUT-OFF TO HYDRAULIC CONTROLS LEVER (POSITION B)

- When driving.
- For inching and continuous stopping and starting (Delicate handling). In order to optimise hydraulic movements, cut off transmission to the hydraulic controls lever.
- Starting up on a slope.



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TOWING PIN AND HOOK

Located at the rear of the lift truck, this device is used to attach a trailer. Its capacity is limited for each lift truck by the Authorised Gross Vehicle Weight (A.G.V.W), tractive effort and maximum vertical force on the coupling point. This information is given on the manufacturer's plate fixed to each lift truck (See chapter : IDENTIFICATION OF THE LIFT TRUCK in paragraph : 2 - DESCRIPTION).

- To use a trailer, see current regulations in your country (Maximum running speed, braking, maximum weight of trailer, etc.).
- Verify the trailer's condition before using it (Tyre condition and pressures, electrical connection, hydraulic hose, braking system...).

! *Do not tow a trailer or accessory which is not in perfect working order. Using a trailer in poor condition may effect the lift truck's steering and braking, and hence safety.*

! *If a third party helps in coupling or uncoupling the trailer, this person must be permanently visible to the driver and wait until the lift truck has stopped, the handbrake is on and the engine is switched off before performing the operation.*

NOTE : There is an OPTIONAL rear-view mirror which allows the lift truck to be approached more closely to the trailer ring.

A - TOWING PIN (Fig. A)

STANDARD MT 732/932 Série A
MT 732 Turbo Série A

B - PROJECTING HOOK (Fig. B)

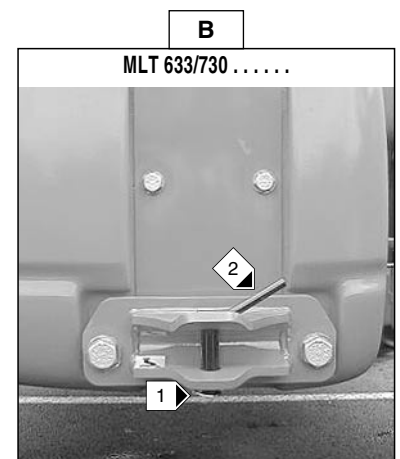
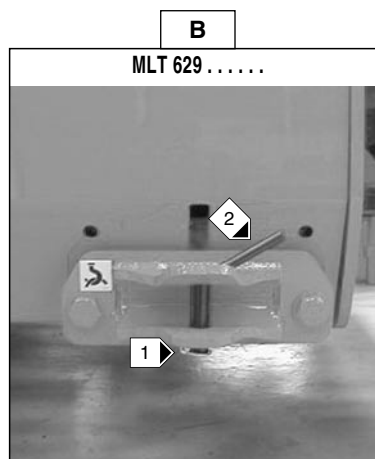
STANDARD MLT 629/730 Série A
MLT 629/730 Turbo Série A
MLT 629/633/730 -120 LS Série A
MLT 633/730 LS Turbo Série A
MLT 633/730 -120 LS POWERSHIFT Série A
MLT 730 Turbo POWERSHIFT Série A

OPTION MT 732/932 Série A
MT 732 Turbo Série A

COUPLING AND UNCOUPLING THE TRAILER

- To couple the trailer, position the lift truck as close as possible to the trailer ring.
- Put the handbrake on and switch off the IC engine.
- Remove the clip 1, lift the trailer pin 2 and place or remove the trailer ring.

! *Be careful not to get your fingers caught or crushed during this operation.*
Do not forget to put clip 1 back in place.
When uncoupling, make sure that the trailer is supported independently.



C - COUPLING LADDER (OPTION) (FIG. C)

COUPLING AND UNCOUPLING THE TRAILER

- To couple the trailer, position the lift truck as close as possible to the trailer ring.
- Put the handbrake on and switch off the engine.

ON THE FIXED PIN

- Remove pin 1, remove rod 2 and raise latch 3.
- Insert or remove the trailer ring, lower latch 3 and refit rod 2.

⚠ Be careful not to get your fingers caught or crushed during this operation.
Do not forget to put clip 1 back in place.
When uncoupling, make sure that the trailer is supported independently.

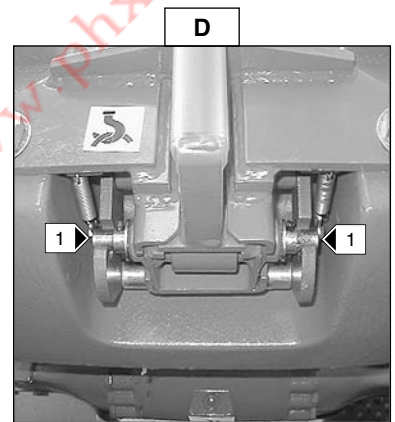
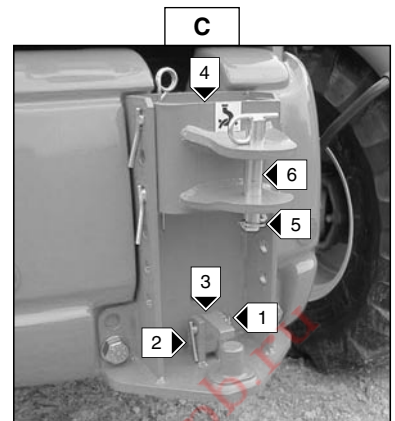
ON THE COUPLING LADDER

- Set the coupling fitting 4 according to the height of the trailer ring.

⚠ Do not forget to put rods and clip back in place.

- Remove pin 5, lift the towing pin 6 and insert or remove the trailer ring.

⚠ Be careful not to get your fingers caught or crushed during this operation.
Do not forget to put clip 5 back in place.
When uncoupling, make sure that the trailer is supported independently.



D - HYDRAULIC TRAILER HOOK (OPTION) (FIG. D - E - F)

MLT 629/730 Série A

MLT 629/730 Turbo Série A

MLT 730 Turbo POWERSHIFT Série A

MT 732/932 Série A

MT 732 Turbo Série A

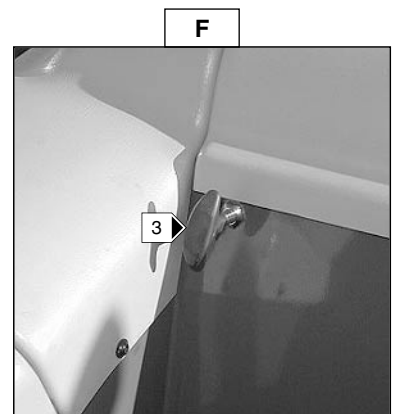
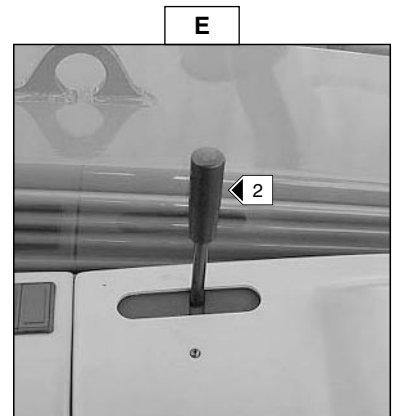
NOTE : The rear-view mirror OPTION is mandatory with the hydraulic trailer tow hook.

- Raise the hydraulic tow hook to release the hook lock 1 (Fig. D) by pulling the lever on distributor 2 (Fig. E) backwards.
- Pull the knob 3 (Fig. F), retain this position and push lever 2 (Fig. E) forwards to lower the tow hook.
- Release knob 3 (Fig. F).
- Couple or uncouple the trailer.

⚠ When uncoupling, make sure that the trailer is supported independently.

- Raise the trailer hook by pulling the lever on distributor 2 (Fig. E) backwards and then lower the hook to verify that the lock pin is in proper contact with hook 1 lock (Fig. D).

⚠ Never use the tow hook to raise the rear of the lift truck (when changing the rear wheel for example).



G - HYDRAULIC TRAILER HOOK (OPTION) (FIG. G - H - I)

MLT 629/633/730 -120 LS Série A

MLT 633/730 LS Turbo Série A

MLT 633/730 -120 LS POWERSHIFT Série A

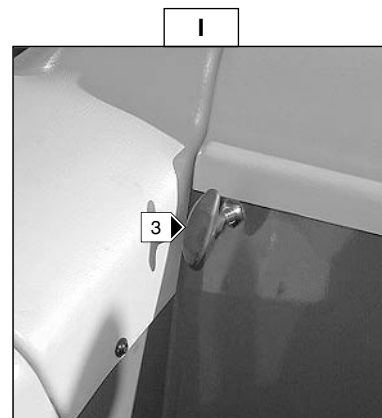
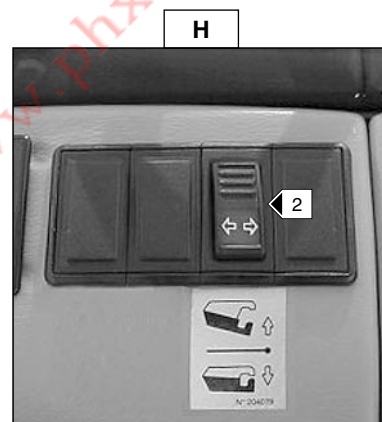
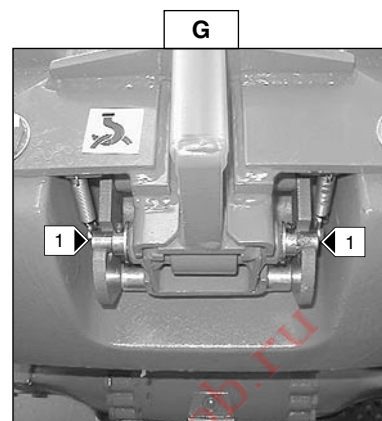
NOTE : The rear-view mirror OPTION is mandatory with the hydraulic trailer tow hook.

- Raise the hydraulic tow hook to release the hook lock 1 (Fig. G) by pressing the upper part of switch 2 (Fig. H).
- Pull the knob 3 (Fig. I), retain this position and press the lower part of switch 2 (Fig. H) to lower the tow hook.
- Release knob 3 (Fig. I).
- Couple or uncouple the trailer.

! *When uncoupling, make sure that the trailer is supported independently.*

- Raise the trailer hook by pressing the upper part of switch 2 (Fig. H) and then lower the hook to verify that the lock pin is in proper contact with hook 1 lock (Fig. G).

! *Never use the tow hook to raise the rear of the lift truck (when changing the rear wheel for example).*

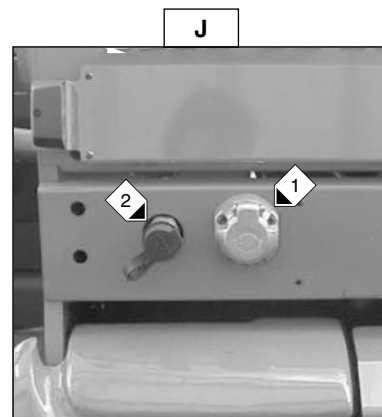


J - ELECTRICAL CONNECTION (OPTION) (FIG. J)

- Connect the male plug to the female socket 1 on the lift truck and make sure the trailer lights work properly.

K - CONNECTING THE BRAKING SYSTEM (OPTION) (FIG. J)

- Connect the brake hose to the provided brake unit 2 on the lift truck.
- Make sure the trailer brakes are working properly and test the effects of braking before taking the trailer onto the public highway.

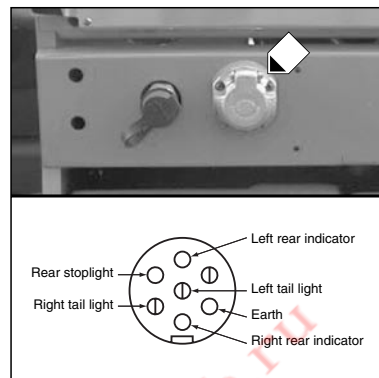


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DESCRIPTION AND USE OF ELECTRIC AND HYDRAULIC OPTIONS

1 - REAR ELECTRIC SOCKET

Enables power supply connection for a trailer (See chapter : TOWING PIN AND HOOK in paragraph : 2 - DESCRIPTION) or signalling bar.



2 - BATTERY CUT-OFF

3 - REVERSE BUZZER ALARM

MLT 629/730 Série A

MLT 629/730 Turbo Série A

MLT 629/633/730 -120 LS Série A

MLT 633/730 LS Turbo Série A

MLT 633/730 -120 LS POWERSHIFT Série A

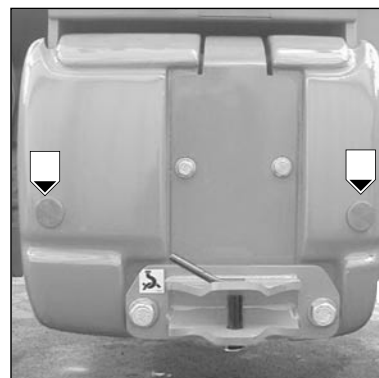
MLT 730 Turbo POWERSHIFT Série A

4 - SERVICE PLATE

5 - SERVICE PLATE LIGHTING



6 - REAR REFLECTORS



7 - PREHEATING ROD

Enables the motor unit to be kept warm during prolonged periods of stoppage and thus, ensures the improved start-up of the I.C. engine.

SUPPLY CHARACTERISTICS OF PREHEATING SYSTEM :

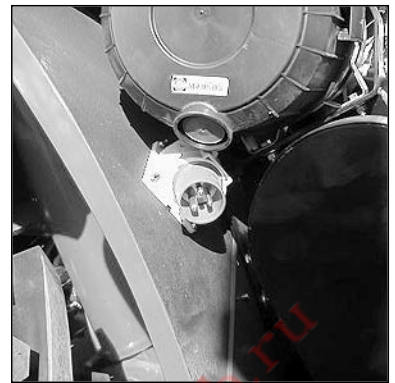
- Rated range of power : 220-240V ; 50-60Hz
- Current consumed : 4,5A
- Equipment in class 1
- Equipment connectable only on feeder circuit TT or TN
- Category of insulation 2

ENVIRONMENTAL CONDITIONS IN USE :

- Maximum ambient temperature for using preheating : + 25° C
- Pollution level 2

CONDITIONS FOR CONNECTION AND USE OF PREHEATING :

- The preheating system should not be used for an external ambient temperature higher than + 25° C.
- It is essential that the power supply to the preheating system is :
 - Effected with a cable that conforms to the installation standards in force and contains a protective earth conductor.
 - Contains an appropriate sectioning system.
 - Incorporates an appropriate safety system against short circuits (fuses or circuit breaker) and a differential circuit breaker with 30mA sensitivity.
- Only connect to and disconnect from the power supply while the unit is off and the I.C. engine is stopped.



8 - DIGICODE ANTI-THEFT SYSTEM



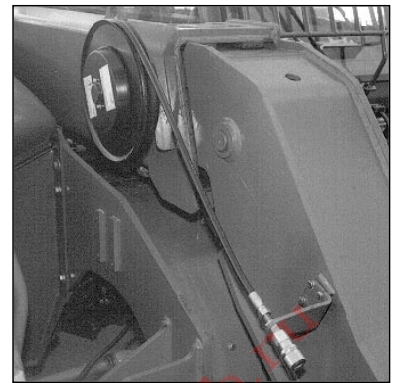
9 - ELECTRICAL JIB PROVISION

Enables an electrical or hydraulic function to be used at the head of the jib.



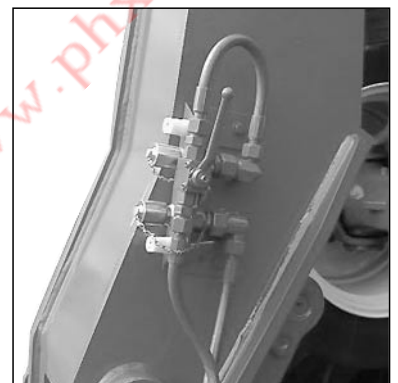
10 - EXTERIOR DRAIN-BACK

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



11 - HYDRAULIC ATTACHMENT LOCKING

Enables attachment locking to be controlled on the carriage and the use of a hydraulic attachment on the same hydraulic circuit (See chapter : PICKING UP THE ATTACHMENTS in paragraph : 4 - ADAPTABLE ATTACHMENTS IN OPTION ON THE RANGE).



12 - JIB HEAD ELECTROVALVE

Enables use of two hydraulic functions on the attachment circuit.

! To make connection of the rapid connectors easier, decompress the hydraulic circuit by pressing button 1 on the electrovalve.

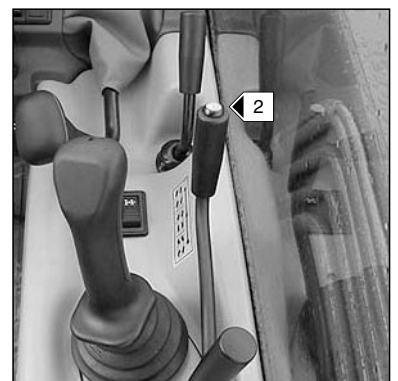
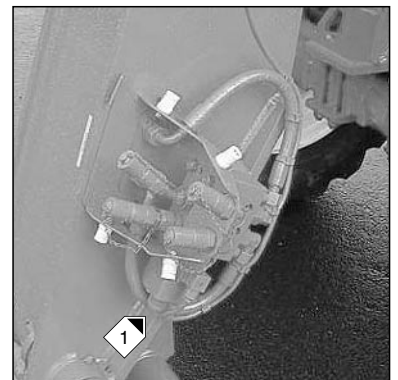
FUNCTIONING

MLT 629/730 Série A

MT 732/932 Série A

MT 732 Turbo Série A

- Button 2 not engaged, the lever controls a hydraulic function.
- Pressing button 2, the lever controls another hydraulic function.



FUNCTIONING

MLT 629/730 Turbo Série A

MLT 629/633/730 -120 LS Série A

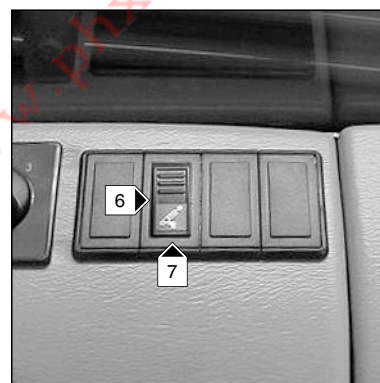
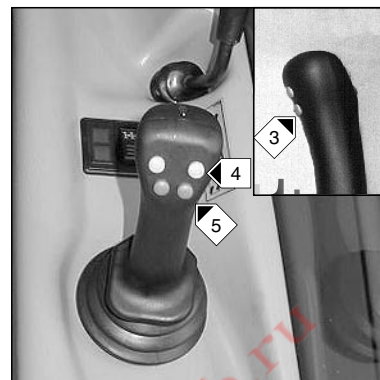
MLT 633/730 LS Turbo Série A

MLT 633/730 -120 LS POWERSHIFT Série A

MLT 730 Turbo POWERSHIFT Série A

- Button 3 not engaged, buttons 4 and 5 control a hydraulic function.
- Pressing button 3, buttons 4 and 5 control another hydraulic function.

NOTE : Switch 6 enables the hydraulic function controlled by button 3 to be locked.
Indicator 7 lights up to show when it is in use.



13 - JIB HEAD ELECTROVALVE + PREARRANGED HYDRAULIC ATTACHMENT LOCKING

The addition of these two options enables the combining of several hydraulic functions.



14 - JIB HEAD ELECTROVALVE + ELECTRICAL JIB PROVISION

MLT 629/730 Turbo Série A

MLT 629/633/730 -120 LS Série A

MLT 633/730 LS Turbo Série A

MLT 633/730 -120 LS POWERSHIFT Série A

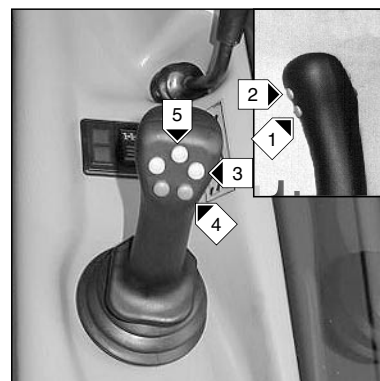
MLT 730 Turbo POWERSHIFT Série A

Adding these two options lets you combine several hydraulic functions. The hydraulic attachment locking system can be added to this combination of options.

NOTE : In these combinations of options, the transmission cut-out button changes place and is located at 5.

FUNCTIONING

- Without pressing buttons 1 and 2, buttons 3 and 4 control a hydraulic function.
- By pressing buttons 1 and 2, buttons 3 and 4 control another hydraulic function.



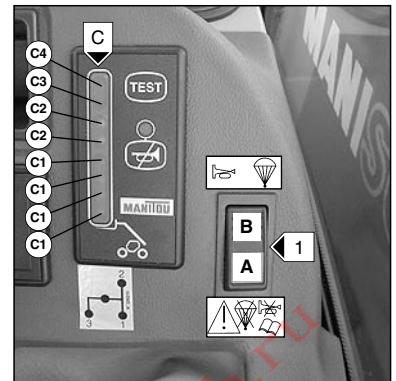
15 - CUT OUT "SIMPLE" OR "AGGRAVATING" HYDRAULIC MOVEMENTS

Switch 1 enables or disables the "SIMPLE" or "AGGRAVATING" hydraulic movement cut out device.

OPERATION

SWITCH 1 TO POSITION A (INDICATOR LAMP ON) :

The "SIMPLE" or "AGGRAVATING" hydraulic movement cut out device is disabled, e.g. for earth moving works.



Only the visual alarm C is in operation to indicate the load status.

C1 - 4 green leds : The lift truck is operating in perfect safety.

C2 - 2 yellow leds : The lift truck is approaching the maximum rated load.

C3 - 1 red led : The lift truck has reached the maximum rated load.

C4 - 1 red led : The lift truck is overloaded.



No cut-out of hydraulic movements.



The buzzer is disconnected.



See instruction manual for a description and utilization of this option.

SWITCH 1 TO POSITION B (INDICATOR LAMP OFF) :

With cut out "SIMPLE" or "AGGRAVATING" hydraulic movements.



Leds C4 and C3 indicate that the lift truck has reached 100% of the maximum rated load and all hydraulic movements have been neutralized.



The buzzer is simultaneously set off.

CUT OUT "SIMPLE" HYDRAULIC MOVEMENTS

To recover the hydraulic controls, proceed as follows :

- Turn switch 1 to position A.
- Carry out the positive hydraulic movements in the following order : raise and retract the jib.
- Turn switch 1 to position B.

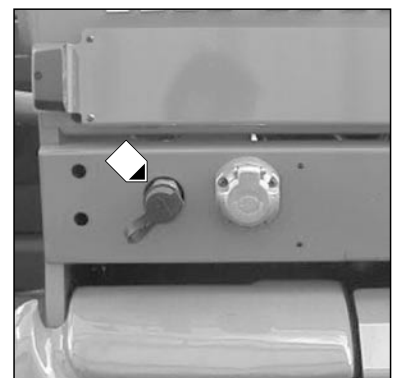
CUT OUT "AGGRAVATING" HYDRAULIC MOVEMENTS

To recover the hydraulic controls carry out the positive hydraulic movements (Raise and retract the jib).

NOTE : When the jib is retracted, the "SIMPLE" or "AGGRAVATING" hydraulic movement cut out function is disabled.

16 - PREARRANGED TRAILER LOCKING

Enables the hydraulic connection of a braked trailer (See chapter : TOWING PIN AND HOOK in paragraph : 2 - DESCRIPTION).



17 - SINGLE OR DUAL EFFECT REAR HYDRAULIC CONTROL PREDISPOSITION

Enables the use of a hydraulic accessory at the rear of the lift truck (e.g. a trailer with hydraulic tipping).

MLT 629/730 Série A
MLT 629/730 Turbo Série A
MLT 730 Turbo POWERSHIFT Série A
MT 732/932 Série A
MT 732 Turbo Série A

- Lever 1 controls this predisposition.

MLT 629/633/730 -120 LS Série A
MLT 633/730 LS Turbo Série A
MLT 633/730 -120 LS POWERSHIFT Série A
- Switch 2 controls this predisposition.



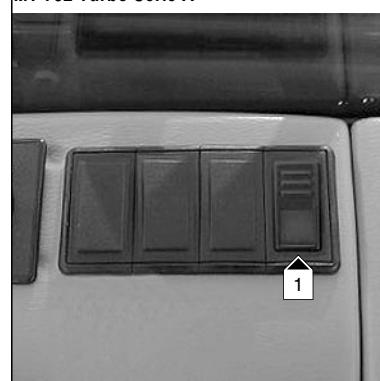
18 - DUAL EFFECT HYDRAULIC TOWING HOOK + SINGLE OR DUAL EFFECT REAR HYDRAULIC CONTROL PREDISPOSITION

Switch 1 controls the towing hook (See chapter : TOWING PIN AND HOOK in paragraph : 2 - DESCRIPTION) or a rear hydraulic predisposition.

MLT 629/633/730 -120 LS Série A
MLT 633/730 LS Turbo Série A
MLT 633/730 -120 LS POWERSHIFT Série A



MLT 629/730 Série A
MLT 629/730 Turbo Série A
MLT 730 Turbo POWERSHIFT Série A
MT 732/932 Série A
MT 732 Turbo Série A



19 - DUAL EFFECT REAR HYDRAULIC CONTROL PREDISPOSITION + SINGLE OR DUAL EFFECT REAR HYDRAULIC CONTROL PREDISPOSITION

Switch 1 controls one or the other of the rear hydraulic predispositions.

MLT 629/633/730 -120 LS Série A
MLT 633/730 LS Turbo Série A
MLT 633/730 -120 LS POWERSHIFT Série A



MLT 629/730 Série A
MLT 629/730 Turbo Série A
MLT 730 Turbo POWERSHIFT Série A
MT 732/932 Série A
MT 732 Turbo Série A

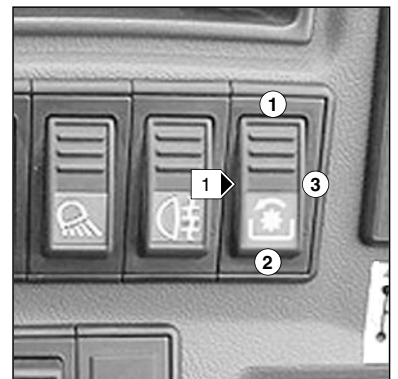


20 - ATTACHMENT HYDRAULIC CONTROL FORCED OPERATION SWITCH

Unlike the pulse controls of push-buttons D and E, this 3-position switch 1 allows the hydraulic movements of the attachment to be controlled on a continual basis.

- Position 1 (light visible) : Corresponds to the movement controlled by push-button D.
- Position 2 (light visible) : Corresponds to the movement controlled by push-button E.
- Position 3 (light blanked) : Forced operation of attachment hydraulic control not in use.

⚠ You must never leave the operator station before putting the switch into position 3 (light blanked). Before starting up the lift truck make sure that this switch is in position 3 (light blanked).



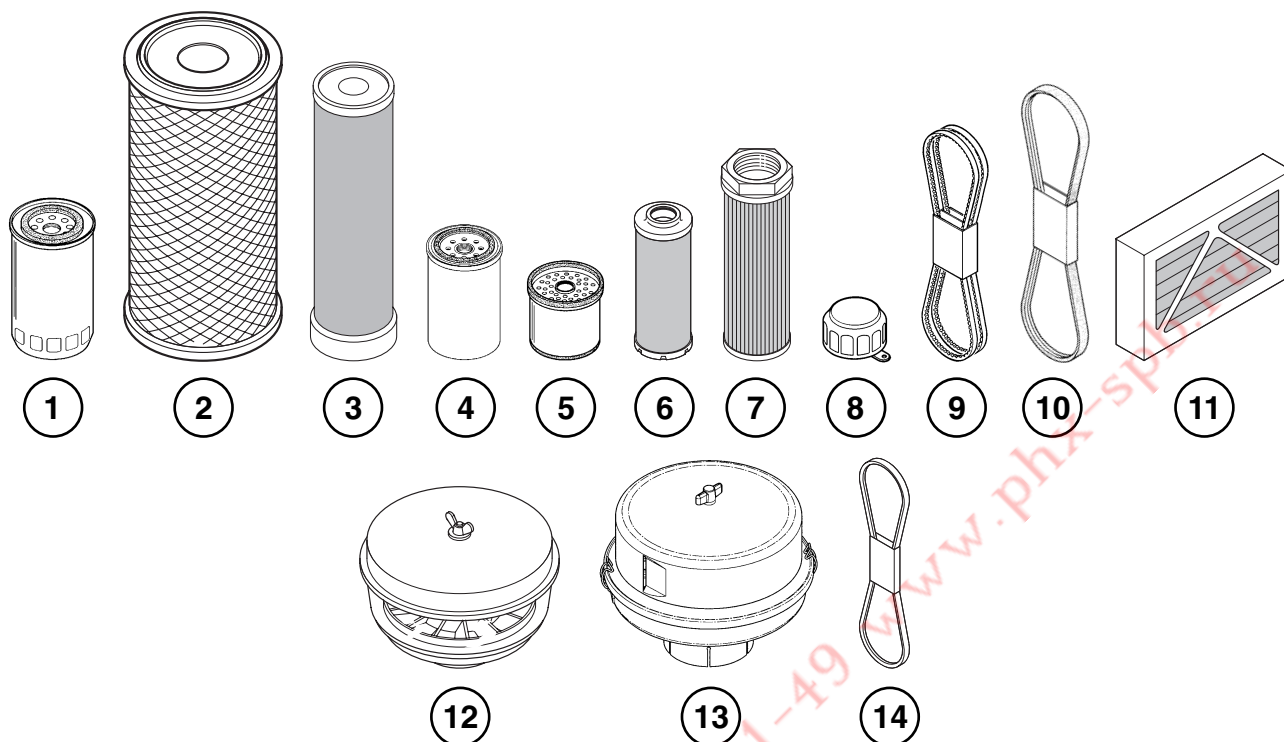
3 - MAINTENANCE

ООО "ФЕНИКС" 8 (800) 550-61-49 www.phx-spb.ru

ООО "ФЕНИКС" 8 (800) 550-61-49 www.phx-spb.ru

FILTERS CARTRIDGES AND BELTS

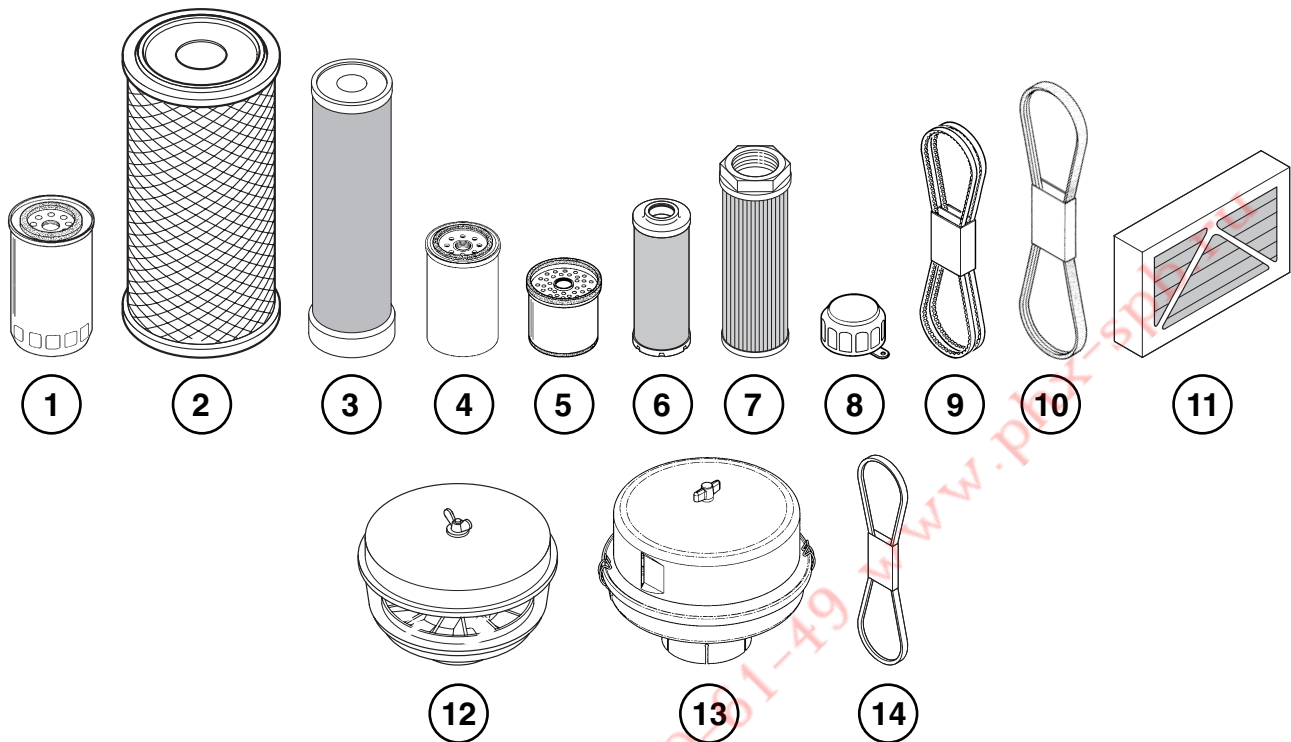
MLT 629/730 Série A
MT 732/932 Série A
MT 732 Turbo Série A



DESIGNATION	PART NUMBER	CLEAN	CHANGE
1 - Engine oil filter MLT 629/730 Série A MT 732/932 Série A MT 732 Turbo Série A	133755 133755 476954		500 H 500 H 500 H
2 - Dry air filter cartridge	563416	50 H *	500 H *
3 - Safety dry air filter cartridge	563415		1000 H *
4 - Transmission oil filter	561749		500 H
5 - Fuel filter cartridge	49660		500 H
6 - Hydraulic return oil filter cartridge Up to machine Nr : 166043 From machine Nr : 166044	563483 (20µ) 236095 (15µ)		500 H 500 H
7 - Suction strainer for hydraulic oil tank	224726	1000 H	
8 - Filter cap for hydraulic oil tank	62415		1000 H
9 - Alternator belt	563270		
10 - Fan belt Up to machine Nr : 169427 From machine Nr : 169428	229300 238795		
11 - Cab ventilation filter (Without air conditioning)	225052	500 H	
11 - Cab ventilation filter (With air conditioning)	225052	50 H	250 H
12 - Cyclonic pre-filter (In series from machine Nr : 173893)	224713	10 H	
13 - Automatic vacuum-cleaning pre-filter (OPTION)	226611		
14 - Compressor belt (OPTION AIR CONDITIONING)	503965		

* : This periodicity is given for information only (See chapter : SERVICING SCHEDULE in paragraph : 3 - MAINTENANCE) for cleaning and changing.

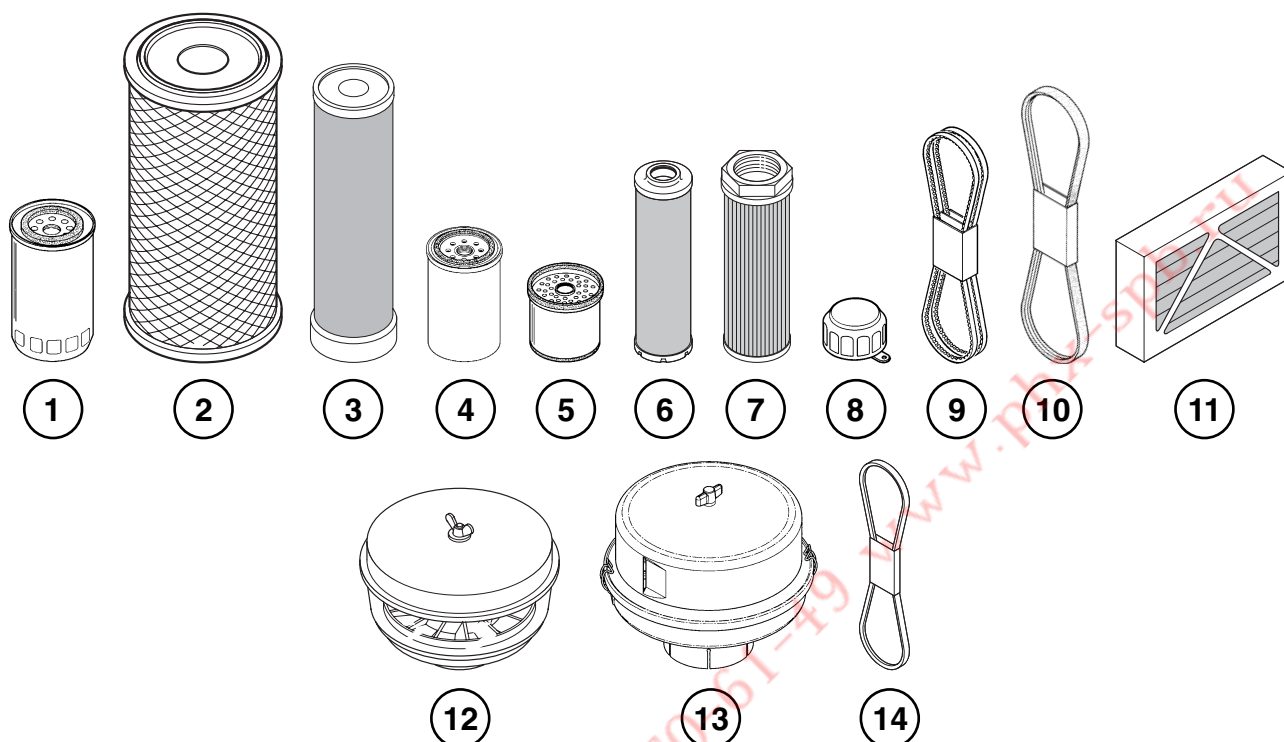
MLT 629/730 Turbo Série A
MLT 730 Turbo POWERSHIFT Série A



DESIGNATION	PART NUMBER	CLEAN	CHANGE
1 - Engine oil filter	476954		500 H
2 - Dry air filter cartridge	563416	50 H *	500 H *
3 - Safety dry air filter cartridge	563415		1000 H *
4 - Transmission oil filter	561749		500 H
5 - Fuel filter cartridge	49660		500 H
6 - Hydraulic return oil filter cartridge Up to machine Nr : 166043 From machine Nr : 166044	563483 (20μ) 236095 (15μ)		500 H 500 H
7 - Suction strainer for hydraulic oil tank	224726	1000 H	
8 - Filter cap for hydraulic oil tank	62415		1000 H
9 - Alternator belt	563270		
10 - Fan belt Up to machine Nr : 169427 From machine Nr : 169428	229300 238795		
11 - Cab ventilation filter (Without air conditioning)	225052	500 H	
11 - Cab ventilation filter (With air conditioning)	225052	50 H	250 H
12 - Cyclonic pre-filter	224713	10 H	
13 - Automatic vacuum-cleaning pre-filter (OPTION)	226611		
14 - Compressor belt (OPTION AIR CONDITIONING)	503965		

* : This periodicity is given for information only (See chapter : SERVICING SCHEDULE in paragraph : 3 - MAINTENANCE) for cleaning and changing.

MLT 629/633/730 -120 LS Série A
MLT 633/730 LS Turbo Série A
MLT 633/730 -120 LS POWERSHIFT Série A



DESIGNATION	PART NUMBER	CLEAN	CHANGE
1 - Engine oil filter	476954		500 H
2 - Dry air filter cartridge	563416	50 H *	500 H *
3 - Safety dry air filter cartridge	563415		1000 H *
4 - Transmission oil filter	561749		500 H
5 - Fuel filter cartridge	49660		500 H
6 - Hydraulic return oil filter cartridge Up to machine Nr : 164449 From machine Nr : 164450	563482 (20μ) 236094 (15μ)		500 H 500 H
7 - Suction strainer for hydraulic oil tank	224726	1000 H	
8 - Filter cap for hydraulic oil tank	62415		1000 H
9 - Alternator belt	563270		
10 - Fan belt Up to machine Nr : 169427 From machine Nr : 169428	229300 238795		
11 - Cab ventilation filter (Without air conditioning)	225052	500 H	
11 - Cab ventilation filter (With air conditioning)	225052	50 H	250 H
12 - Cyclonic pre-filter	224713	10 H	
13 - Automatic vacuum-cleaning pre-filter (OPTION)	226611		
14 - Compressor belt (OPTION AIR CONDITIONING)	503965		

* : This periodicity is given for information only (See chapter : SERVICING SCHEDULE in paragraph : 3 - MAINTENANCE) for cleaning and changing.

LUBRICANTS AND FUEL

I.C. ENGINE

ORGANS TO BE LUBRICATED	CAPACITY	RECOMMENDATION	PACKAGING	PART NUMBER
I.C. ENGINE MLT 629/730 Série A MLT 629/730 Turbo Série A MLT 629/633/730 -120 LS Série A MLT 633/730 LS Turbo Série A MLT 633/730 -120 LS POWERSHIFT Série A MLT 730 Turbo POWERSHIFT Série A MT 732/932 Série A MT 732 Turbo Série A	7,75 Liters 7,75 Liters 8,3 Liters 7,75 Liters 8,3 Liters 7,75 Liters 7,75 Liters 7,75 Liters	MANITOU Oil API CG4	20 L. 55 L. 209 L.	582357 582358 582359
COOLING CIRCUIT MLT 629/730 Série A MLT 629/730 Turbo Série A MLT 629/633/730 -120 LS Série A MLT 633/730 LS Turbo Série A MLT 633/730 -120 LS POWERSHIFT Série A MLT 730 Turbo POWERSHIFT Série A MT 732/932 Série A MT 732 Turbo Série A	23,5 Liters 23,5 Liters 25 Liters 23,5 Liters 25 Liters 23,5 Liters 23,5 Liters 23,5 Liters	Cooling liquid (Protection - 30 °C) Cooling liquid (Protection - 25 °C)	2 L. 5 L. 20 L. 210 L. 2 L. 5 L. 20 L. 210 L.	473076 470077 470078 470079 554002 554003 554004 554005
FUEL TANK	120 Liters	Diesel fuel (*)		

TRANSMISSION

ORGANS TO BE LUBRICATED	CAPACITY	RECOMMENDATION	PACKAGING	PART NUMBER
TRANSMISSION MLT 629/730 Série A MLT 629/730 Turbo Série A MLT 629/633/730 -120 LS Série A MLT 633/730 LS Turbo Série A MLT 633/730 -120 LS POWERSHIFT Série A MLT 730 Turbo POWERSHIFT Série A MT 732/932 Série A MT 732 Turbo Série A	9 Liters 9 Liters 9 Liters 9 Liters 11 Liters 11 Liters 9 Liters 9 Liters	MANITOU Oil Automatic transmission	1 L. 25 L. 55 L. 209 L.	62148 487655 546217 546195
ANGLE GEAR BOX	2,25 Liters	MANITOU Oil Mechanical transmission for axles and boxes SAE 80W90	2 L. 25 L. 55 L. 209 L.	499237 161585 546221 546220
TRANSMISSION UNIVERSAL JOINT		MANITOU Grease Multipurpose HD NLGI 2	1 Kg. 5 Kg.	554973 554974

JIB

ORGANS TO BE LUBRICATED	RECOMMENDATION	PACKAGING	PART NUMBER
JIB PADS	MANITOU Grease Multipurpose NLGI 2	1 Kg.	161590
GREASING OF THE JIB	MANITOU Grease Multipurpose HD NLGI 2	1 Kg. 5 Kg.	554973 554974

HYDRAULICS

ORGANS TO BE LUBRICATED	CAPACITY	RECOMMENDATION	PACKAGING	PART NUMBER
HYDRAULIC OIL TANK	125 Liters	MANITOU Oil Hydraulic ISO 46	25 L. 55 L. 209 L.	161588 546108 546109

BRAKE

ORGANS TO BE LUBRICATED	RECOMMENDATION	PACKAGING	PART NUMBER
BRAKE CIRCUIT	MANITOU Oil Mineral brake fluid	1 L.	490408

CAB

ORGANS TO BE LUBRICATED	RECOMMENDATION	PACKAGING	PART NUMBER
CAB DOOR	MANITOU Grease Multipurpose HD NLGI 2	1 Kg. 5 Kg.	554973 554974
WINDSCREEN WASHER TANK	Windscreen washer fluid	1 L. 5 L. 30 L. 225 L.	490402 486424 505527 490432

FRONT AND REAR AXLES

ORGANS TO BE LUBRICATED	CAPACITY	RECOMMENDATION	PACKAGING	PART NUMBER
FRONT AXLE DIFFERENTIAL	7 Liters	MANITOU Oil Special immersed brakes	25 L.	545608
REAR AXLE DIFFERENTIAL	7 Liters	MANITOU Oil Special immersed brakes	25 L.	545608
FRONT WHEELS REDUCERS	0,75 Liter	MANITOU Oil Mechanical transmission for axles and boxes SAE 80W90	2 L. 25 L. 55 L. 209 L.	499237 161585 546221 546220
REAR WHEELS REDUCERS	0,75 Liter	MANITOU Oil Mechanical transmission for axles and boxes SAE 80W90	2 L. 25 L. 55 L. 209 L.	499237 161585 546221 546220
FRONT AND REAR WHEELS REDUCERS PIVOTS		MANITOU Grease Multipurpose NLGI 2	1 Kg.	161590
REAR AXLE OSCILLATION		MANITOU Grease Multipurpose HD NLGI 2	1 Kg. 5 Kg.	554973 554974



USE THE RECOMMENDED LUBRICANTS :

- For topping up, oils do not necessarily have to be miscible.
- For oil changes, MANITOU oils are perfectly suitable.

DIAGNOSTIC ANALYSIS OF OIL

In the event of a maintenance or service contract with the dealer you may be requested to provide a sample of a selected component's oil, for diagnostic analysis.

(*) FUEL SPECIFICATION

CETANE RATING	: 45 minimum
VISCOSITY	: 2 - 4,5 Centistokes at 40° C
DENSITY	: 0,820 - 0,860 kg/litre
SULPHUR	: 0,2 % mass maximum
DISTILLATION	: 85 % at 350° C

- **The cetane rating** is a measure of the ignition quality of a diesel fuel. A fuel with a low **cetane index** may cause problems with cold starts and affect combustion.
- **Viscosity** is the resistance to flow. If the **viscosity** is outside the limits, I.C. engine performance may be affected.
- A low **density** reduces the power of the I.C. engine, a high **density** increases the power of the I.C. engine and the exhaust fumes.
- A high **sulphur** content (Not usually found in europe, north america or australasia) may cause wear to the I.C. engine. If only fuels with a high **sulphur** content are available, it is necessary to use a highly alkaline greasing oil in the I.C. engine or to replace the greasing oil more frequently.
- **Distillation** : this indicates the mixture of different hydrocarbons in the fuel. A high ratio of light hydrocarbons can affect the characteristics of combustion.
- **Fuels for low temperatures** : special winter fuels may be available for use in the I.C. engine at temperatures below 0°C. These fuels have a lower viscosity and thus reduce the formation of paraffin in the fuel at low temperatures. The formation of paraffin can prevent filtration of the fuel.

SERVICING SCHEDULE

A = ADJUST	N = CLEAN
C = CHECK	P = BLEED
D = DESCALE	R = CHANGE
G = GREASE	V = DRAIN

After the first 50 hours	Day or 10 hours	50 hours	250 hours	1 year or 500 hours	1 year or 1000 hours	2000 hours	4000 hours
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I.C. ENGINE

I.C. engine oil level	C	◀	◀	◀	◀	◀	◀	PAGE 3-10
Cooling liquid level	C	◀	◀	◀	◀	◀	◀	3-10
Fuel level	C	◀	◀	◀	◀	◀	◀	3-10
Cyclonic prefilter	N	◀	◀	◀	◀	◀	◀	3-11
Dry air filter cartridge		N	◀	R	◀	◀	◀	3-14/3-27
Radiator core		N	◀	◀	◀	◀	◀	3-14
Fuel filter		C	◀	◀	◀	◀	◀	3-14
Condenser core (OPTION Air conditioning)		N	◀	◀	◀	◀	◀	3-15
Fan belt tension	A		A	◀	◀	◀	◀	3-22
Alternator/crankshaft belt tension	A		A	◀	◀	◀	◀	3-22
Compressor belt tension (OPTION Air conditioning)			A	◀	◀	◀	◀	3-23
I.C. engine oil	V			V	◀	◀	◀	3-26
I.C. engine oil filter	R			R	◀	◀	◀	3-26
Fuel filter cartridge	R			R	◀	◀	◀	3-27
Fuel feed pump				N	◀	◀	◀	3-28
Blanking cap on the induction manifold				C	◀	◀	◀	3-31
Fuel tank					N	◀	◀	3-32
Safety dry air filter cartridge					R	◀	◀	3-32
I.C. engine silent blocks					C**	◀	◀	
I.C. engine rates					C**	◀	◀	
Valves clearances	C**				C**	◀	◀	
Cooling liquid					V	◀	◀	3-38
Radiator					N/D**	◀	◀	
Water pump and the thermostat					C**	◀	◀	
Alternator and the starter motor					C**	◀	◀	
Turbocompressor (Only for the "Turbo")					C**	◀	◀	
Bleed the fuel system								3-40

TRANSMISSION

Transmission oil level	C	◀	◀	◀	◀	◀	◀	3-11
Angle gear box oil level			C	◀	◀	◀	◀	3-23
Transmission oil filter	R			R	◀	◀	◀	3-28
Transmission oil	V				V	◀	◀	3-33
Transmission housing strainer					N	◀	◀	3-33
Angle gear box oil	V				V	◀	◀	3-35
Transmission silent blocks					C**	◀	◀	
Transmission controls					C**	◀	◀	
Transmission pressures						C**	◀	
Converter pressure						C**	◀	

TYRES

Tyres pressure	C	◀	◀	◀	◀	◀	◀	3-11
Wheel nuts torque	C	◀	◀	◀	◀	◀	◀	3-11
Condition of wheels and tyres					C**	◀	◀	
Change a wheel								3-41

JIB

Jib pads	G*							3-12
Jib		G	◀	◀	◀	◀	◀	3-15
Jib pads wear					C**	◀	◀	
Condition of jib unit						C**	◀	
Bearings and articulation rings						C**	◀	

HYDRAULICS

Hydraulic oil level		C	◀	◀	◀	◀	◀	3-17
Hydraulic return oil filter cartridge	R			R	◀	◀	◀	3-29
Balancing valve	C			C	◀	◀	◀	3-29
Hydraulic oil					V	◀	◀	3-35
Suction strainer for hydraulic oil tank					N	◀	◀	3-35
Filter cap for hydraulic oil tank					R	◀	◀	3-35
Speeds of hydraulic movements					C**	◀	◀	
Hydraulic pump pipe filter					N**	◀	◀	
Condition of hoses and flexibles pipes					C**	◀	◀	
Condition of cylinders (leakage, shafts)					C**	◀	◀	
Hydraulic circuit pressures						C**	◀	
Hydraulic circuit outputs						C**	◀	
Hydraulic oil tank						N**	◀	

A = ADJUST	N = CLEAN
C = CHECK	P = BLEED
D = DESCALE	R = CHANGE
G = GREASE	V = DRAIN

After the first 50 hours	Day or 10 hours	50 hours	250 hours	1 year or 500 hours	1 year or 1000 hours	2000 hours	4000 hours
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BRAKE

Brake oil level	C	◀	◀	◀	◀	◀	3-17
Parking brake	A	◀	◀	◀	◀	◀	3-23
Parking brake mechanism	G	◀	◀	◀	◀	◀	3-30
Brake oil				V**	◀	◀	
Brake circuit				P**	◀	◀	
Brake circuit pressure				C**	◀	◀	
Brake				A**	◀	◀	

CAB

Windscreen washer liquid level	C	◀	◀	◀	◀	◀	3-18
Cab door	G	◀	◀	◀	◀	◀	3-18
Cab ventilation filter (OPTION Air conditioning)	N	R	◀	◀	◀	◀	3-18/3-24
Heating block non-return valve		N	◀	◀	◀	◀	3-24
Cab ventilation filter			N	◀	◀	◀	3-30
Seat belt				C	◀	◀	3-36
Condition of the rear view mirrors				C**	◀	◀	
Structure				C**	◀	◀	
OPTION Air conditioning							3-46

ELECTRICITY

Battery electrolyte level	C	◀	◀	◀	◀	◀	3-19
Battery electrolyte density			C	◀	◀	◀	3-30
Load status indicator device				C**	◀	◀	
Condition of wiring harness and cables				C**	◀	◀	
Lights and signals				C**	◀	◀	
Warning indicators				C**	◀	◀	
Adjust the front headlamps							3-44

FRONT AND REAR AXLES

Front wheels reducers pivots	G	◀	◀	◀	◀	G/C**	3-19
Rear wheels reducers pivots	G	◀	◀	◀	◀	G/C**	3-19
Rear axle oscillation	G	◀	◀	◀	G/C**		3-19
Transmission universal joint	G	◀	◀	◀		G/C**	3-20
Front axle differential oil level		C	◀	◀	◀	◀	3-24
Rear axle differential oil level		C	◀	◀	◀	◀	3-24
Front wheels reducers oil level		C	◀	◀	◀	◀	3-24
Rear wheels reducers oil level		C	◀	◀	◀	◀	3-24
Front axle differential oil	V			V	◀	◀	3-31
Rear axle differential oil	V			V	◀	◀	3-31
Front wheels reducers oil	V				V	◀	3-37
Rear wheels reducers oil	V				V	◀	3-37
Steering					C**	◀	
Wearing of front axle brake discs						C**	
Wearing of rear axle brake discs						C**	
Front wheels reducers universal joint						C**	
Rear wheels reducers universal joint						C**	
Steering swivel joints						C**	
Front wheels reducers clearance						C**	
Rear wheels reducers clearance						C**	

CHASSIS

Structure					C**	◀	◀
Bearings and articulation rings						C**	◀

ATTACHMENTS

Forks wear				C**	◀	◀	◀
Attachment carriage					C**	◀	◀
Condition of attachments					C**	◀	◀

LIFT TRUCK

Tow the lift truck							3-42
Sling the lift truck							3-42
Transport the lift truck on a platform							3-43

(*) : Every 10 hours during the first 50 hours, then once at 250 hours.

(**) : Consult your dealer.

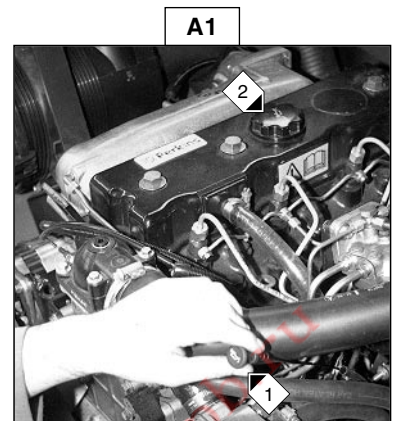
A - DAILY OR EVERY 10 HOURS SERVICE

A1 - I.C. ENGINE OIL LEVEL

CHECK

Place the lift truck on level ground with the I.C. engine stopped, and let the oil drain into the sump.

- Open the I.C. engine bonnet.
- Remove the dipstick 1 (Fig. A1).
- Clean the dipstick and check the level between the two MAXI and MINI notches.
- If necessary, add oil (See chapter : LUBRICANTS AND FUEL in paragraph : 3 - MAINTENANCE) by the filler port 2 (Fig. A1).

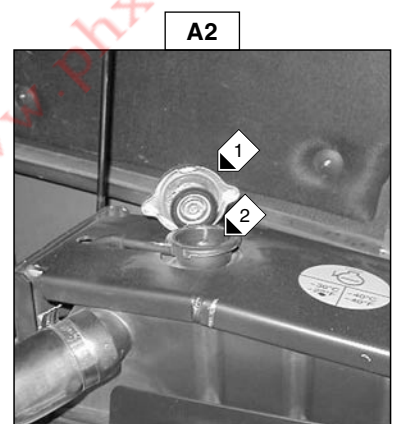


A2 - COOLING LIQUID LEVEL

CHECK

Place the lift truck on level ground with the I.C. engine stopped, and allow the I.C. engine to cool.

- Open the I.C. engine bonnet.
- Slowly turn the cap of the radiator 1 (Fig. A2) anticlockwise up to the safety stop.
- Allow the pressure and vapour to escape.
- Press down and turn the cap so as to release the cap.
- If necessary, add cooling liquid (See chapter : LUBRICANTS AND FUEL in paragraph : 3 - MAINTENANCE) in order to top up the level to 12 mm below the filler port 2 (Fig. A2).
- Lubricate slightly the filler neck in order to facilitate the setting and the removal of the radiator cap.



! If the cooling liquid is very hot, add only hot cooling liquid (80°C). In an emergency, you can use water as a cooling liquid, then change the cooling circuit liquid as soon as possible (See chapter : F1 - COOLING LIQUID in paragraph : 3 - MAINTENANCE).

A3 - FUEL LEVEL

CHECK

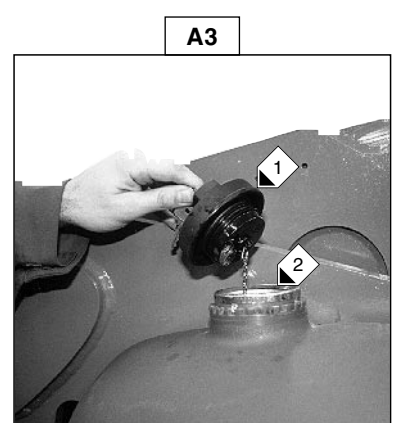
Keep the fuel tank full, to reduce as much as possible any condensation due to the atmospheric conditions.

- Remove cap 1 (Fig. A3).
- Fill the fuel tank with clean fuel (See chapter : LUBRICANTS AND FUEL in paragraph : 3 - MAINTENANCE), filtered through a strainer or a clean, lint free cloth, through filler port 2 (Fig. A3).
- Put the cap back 1 (Fig. A3).

! Never smoke or approach with a flame during filling operations or when the tank is open. Never refill while engine is running.

! The fuel tank is degassed via the filler plug. When changing it, always use an original part, with degassing hole.

NOTE : A locking tank cap is available as an OPTION.



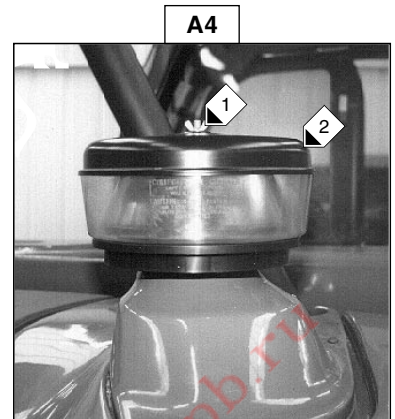
A4 - CYCLONIC PREFILTER

CLEAN

The cleaning interval is given as a guide, however the prefilter must be emptied as soon as impurities reach the MAXI level on the tank.

- Loosen nut 1 (Fig. A4), remove cover 2 (Fig. A4) and empty the tank.
- Clean the prefilter unit with a clean dry cloth and reassemble the unit.

! When cleaning, take care not to let impurities into the dry air filter.

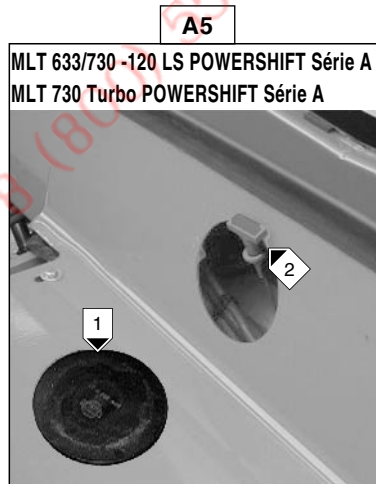


A5 - TRANSMISSION OIL LEVEL

CHECK

Park the lift truck on level ground with the jib raised, the I.C. engine cold and stopped. Carry out the control within 5 minutes of the i.c. engine being stopped.

- Remove the plastic cap 1 (Fig. A5).
- Remove the dipstick 2 (Fig. A5).
- Wipe the dipstick and check the correct level between the two MIN and MAX marks.
- If necessary, add oil (See chapter : E3 - TRANSMISSION OIL in paragraph : 3 - MAINTENANCE).



A6 - TYRES PRESSURE AND WHEEL NUTS TORQUE

CHECK

- Check the condition of the tyres, to detect cuts, protuberances, wear, etc.
- Check the torque load of the wheel nuts (See fig. A6). Non compliance with this instruction can cause damage and rupture to the wheel bolts and distortion to the wheels.
- Check and adjust the tyre pressures if necessary (See chapter : CHARACTERISTICS paragraph : 2 - DESCRIPTION).

! Check that the air hose is correctly connected to the tyre valve before inflating and keep all persons at a distance during inflation. Respect the recommended tyre pressures given.

WHEEL NUTS TIGHTENING TORQUE	
FRONT TYRES	630 ± 15 % N.m
REAR TYRES	630 ± 15 % N.m

A7 - JIB PADS

CLEAN - GREASE

To be carried out every 10 hours during the first 50 hours service, then once at 250 hours.

- Extend the jib completely.
- With a brush, apply a coat of grease (See chapter : LUBRICANTS AND FUEL in paragraph : 3 - MAINTENANCE) on the 4 sides of the telescope(s) (Fig. A7).
- Telescope the jib several times in order to spread the coat of grease evenly.
- Remove the surplus of grease.

! *If the lift truck is used in an abrasive environment (Dust, sand, coal...) Use lubricating varnish (MANITOU Reference : 483 536). In this respect, consult your dealer.*

NOTE : MT 732/932 Série A

MT 732 Turbo Série A

A jib sealing kit is available as an OPTION.

A7

MLT 629
MLT 633



A7

MLT 730
MT 732



A7

MT 932 Série A



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B - EVERY 50 HOURS SERVICE

Carry out the operations described previously as well as the following operations.

B1 - DRY AIR FILTER CARTRIDGE

CHECK - CLEAN

In case of use in a heavily dust laden atmosphere, there are pre-filtration cartridges (See chapter : FILTERS CARTRIDGES AND BELTS in paragraph : 3 - MAINTENANCE). Also, the checking and cleaning periodicity of the cartridge must be reduced.

! *If the clogging indicator light comes on, this operation must be carried out as quickly as possible (1 hour maximum). The cartridge must not be cleaned more than seven times, after which the cartridge must be changed.*

- For the disassembly and reassembly of the cartridge, see chapter : D3 - DRY AIR FILTER CARTRIDGE in paragraph : 3 - MAINTENANCE.
- Clean the filter cartridge using a compressed air jet (Max. pressure 3 bar) directed from the top to the bottom and from the inside towards the outside at a minimum distance of 30 mm from the cartridge wall.
- Cleaning is completed when there is no more dust on the cartridge.

! *Respect the safety distance of 30 mm between the air jet and the cartridge to avoid tearing or making a hole in the cartridge. The cartridge must not be blown anywhere near the air filter box. Never clean the cartridge by tapping it against a hard surface. Your eyes must be protected during this intervention.*

- Clean the cartridge seal surfaces with a damp, clean lint-free cloth and grease with a silicone lubricant (MANITOU Reference : 479 292).

! *Do not clean the dry air filter cartridge by washing it in liquid. Do not clean by any means the safety cartridge located inside the filter cartridge, change it for a new one if it is dirty or damaged.*

B2 - RADIATOR CORE

CLEAN

- Open the I.C. engine bonnet.

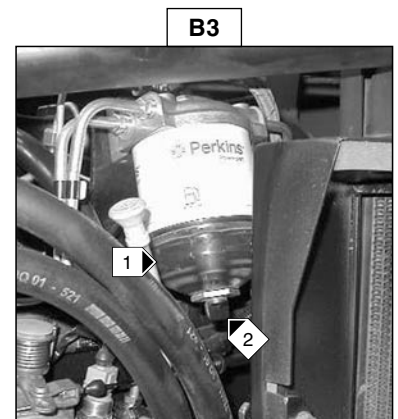
In order to prevent the radiator becoming clogged, clean the radiator with a compressed air jet directed from inside to outside. This is the only way to clean the core of debris.

! *When handling straw, grain or cereal, clean the radiator core daily. Do not use water jet or high pressure steam as this could damage the radiator fins.*

B3 - FUEL FILTER

CHECK

- Open the I.C. engine bonnet.
- Visually check for the presence of water in tank 1 (Fig. B3) and drain if necessary.
- Place a receptacle under the tank and loosen drain plug 2 (Fig. B3) by two of three turns.
- Leave the diesel fuel to flow out until it is free from impurities and water.
- Tighten the drain plug while the diesel fuel is running out.

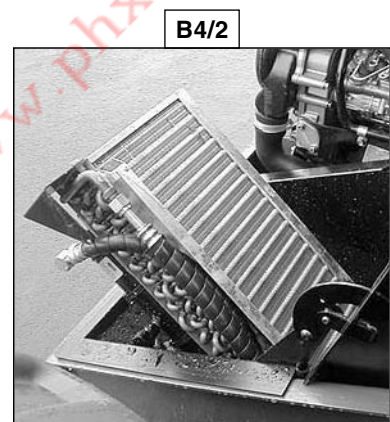
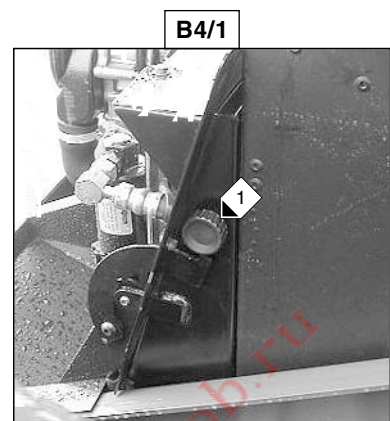


B4 - CONDENSER CORE (OPTION AIR CONDITIONING)

CLEAN

- Open the engine bonnet.
- Loosen the knurled screw 1 (Fig. B4/1) and swing round the filter and condenser unit.
- Clean the core with a blast of compressed air aimed from the inside towards the outside (Fig. B4/2). This is the only effective way of removing the impurities.

⚠ When handling straw, grain or cereal, clean the radiator core daily. Do not use water jet or high pressure steam as this could damage the radiator fins.



B5 - JIB

GREASE

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

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

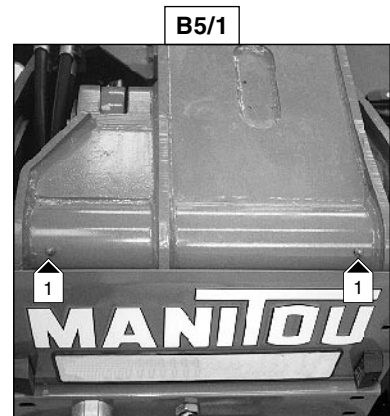
Clean and lubricate the following points with grease (See chapter : LUBRICANTS AND FUEL in paragraph : 3 - MAINTENANCE) and remove the surplus of grease.

- 1 - Lubricators of the jib axle (2 lubricators) (Fig. B5/1).
- 2 - Lubricators of the carriage axle (2 lubricators) (Fig. B5/2).
- 3 - Lubricator of the tilt cylinder head axle (1 lubricator) (Fig. B5/3).
- 4 - Lubricator of the tilt cylinder foot axle (1 lubricator) (Fig. B5/4).
- 5 - Lubricators of the carriage connecting rod axle (2 lubricators) (Fig. B5/5).

Except MT 732/932 Série A

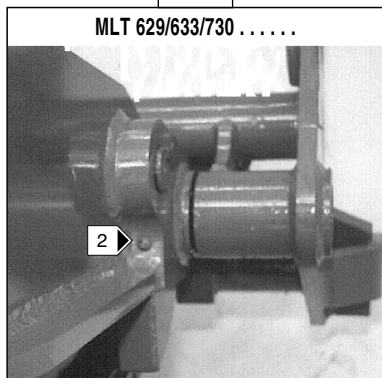
MT 732 Turbo Série A

- 6 - Lubricator of the lifting cylinder foot axle (1 lubricator) (Fig. B5/6).
- 7 - Lubricator of the lifting cylinder head axle (1 lubricator) (Fig. B5/7).
- 8 - Lubricator of the compensation cylinder foot axle (1 lubricator) (Fig. B5/6).
- 9 - Lubricator of the compensation cylinder head axle (1 lubricator) (Fig. B5/8).



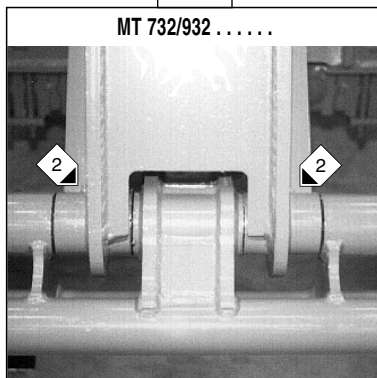
B5/2

MLT 629/633/730



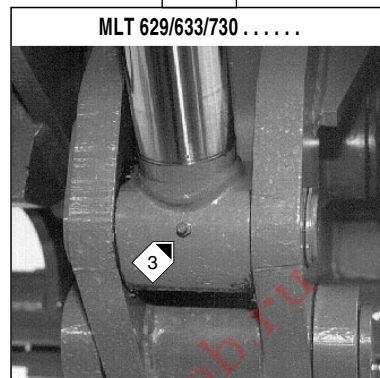
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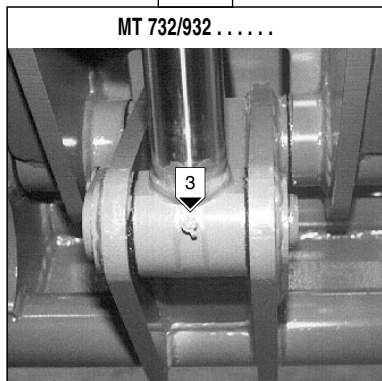
B5/3

MLT 629/633/730



B5/3

MT 732/932



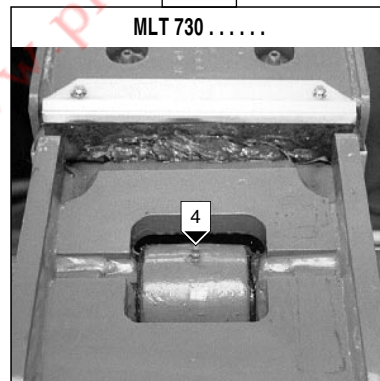
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MLT 629/633



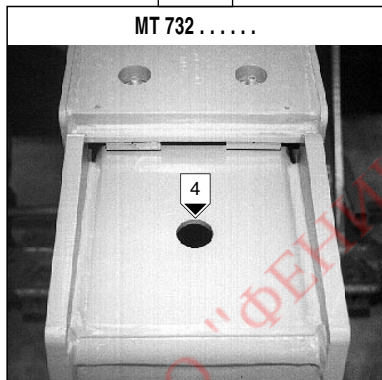
B5/4

MLT 730



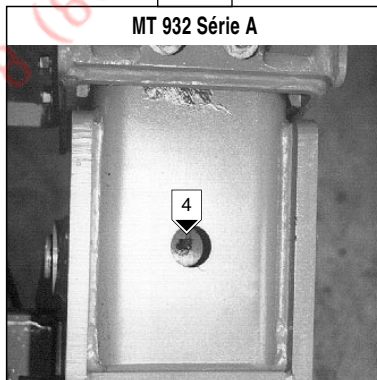
B5/4

MT 732



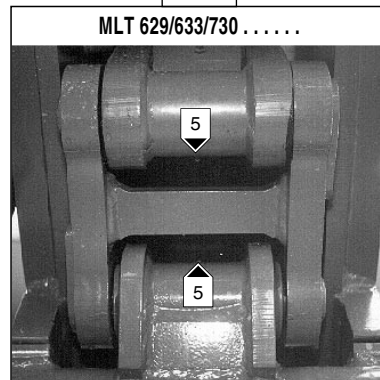
B5/4

MT 932 Série A

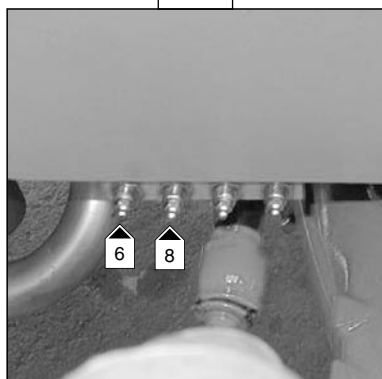


B5/5

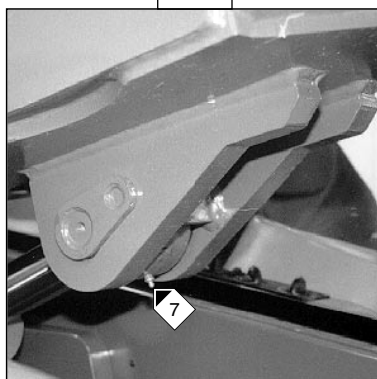
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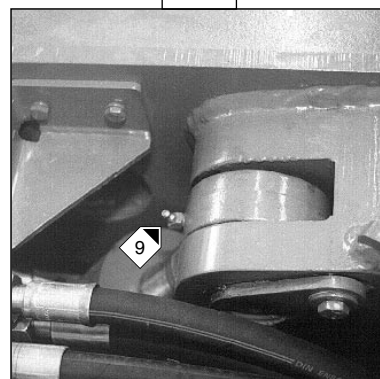
B5/6



B5/7



B5/8



B6 - HYDRAULIC OIL LEVEL

CHECK

Place the lift truck on level ground with the I.C. engine stopped, and the jib retracted and lowered as far as possible.

- Refer to gauge 1 (Fig. B6/1).
- The oil level is correct when it is at the level of the red point.
- If necessary, add oil (See chapter : LUBRICANTS AND FUEL in paragraph : 3 - MAINTENANCE).
- Remove cap 2 (Fig. B6/2).
- Add oil by filler port 3 (Fig. B6/2).

! *Use a clean funnel and clean the underside of the oil drum before filling.*

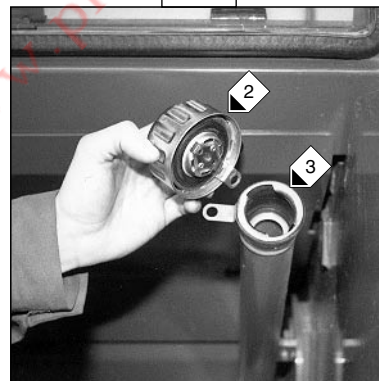
- Put the cap back.

Always maintain the oil level at maximum as cooling depends on the oil flowing through the tank.

B6/1



B6/2



B7 - BRAKE OIL LEVEL

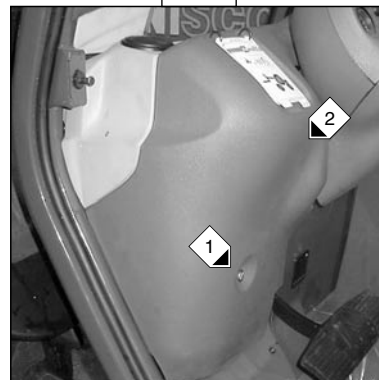
CHECK

Place the lift truck on level ground.

- Loosen screw 1 (Fig. B7/1) and remove the access panel for braking oil tank and windscreen washer tank 2 (Fig. B7/1).
- The level is correct when it is at the MAXI level on the tank.
- If necessary, add oil (See chapter : LUBRICANTS AND FUEL in paragraph : 3 - MAINTENANCE) by the filler port 3 (Fig. B7/2).

! *If the braking oil level is abnormally low, consult your dealer.*

B7/1



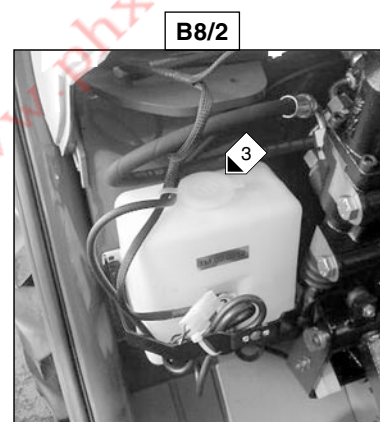
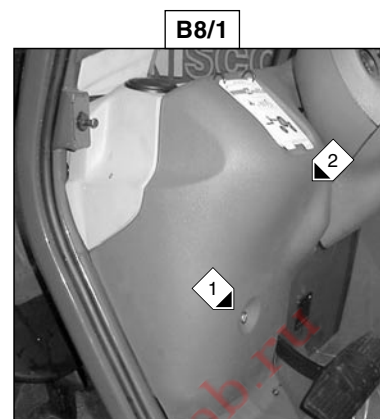
B7/2



B8 - WINDSCREEN WASHER LIQUID LEVEL

CHECK

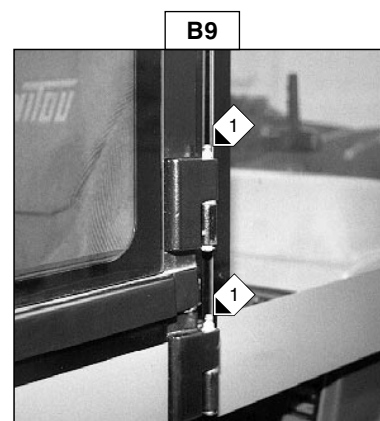
- Loosen screw 1 (Fig. B8/1) and remove the access panel for braking oil tank and windscreen washer tank 2 (Fig. B8/1).
- Check visually the level.
- If necessary add windscreen washer liquid (See chapter : LUBRICANTS AND FUEL in paragraph : 3 - MAINTENANCE) by filler port 3 (Fig. B8/2).



B9 - CAB DOOR

GREASE

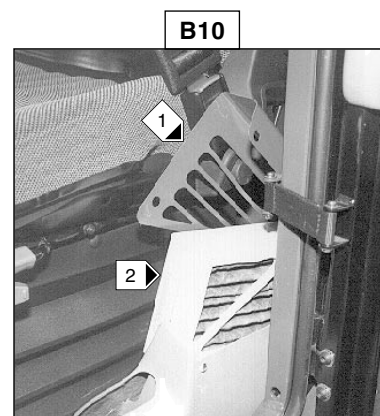
Clean and lubricate the points 1 (4 lubricators) (Fig. B9) with grease (See chapter : LUBRICANTS AND FUEL in paragraph : 3 - MAINTENANCE) and remove the surplus of grease.



B10 - CAB VENTILATION FILTER (OPTION AIR CONDITIONING)

CLEAN

- Lift up protective casing 1 (Fig. B10).
- Lift out cabin ventilation filter 2 (Fig. B10).
- Clean the filter with a compressed air jet.
- Check its condition and change if necessary (See chapter : FILTERS CARTRIDGES AND BELTS in paragraph : 3 - MAINTENANCE).
- Refit the filter and protective casing.



B11 - BATTERY ELECTROLYTE LEVEL

CHECK

Check the electrolyte level in each cell of the battery.

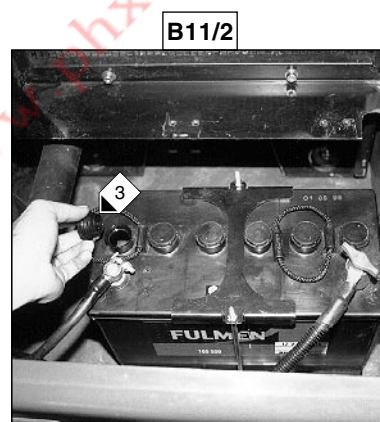
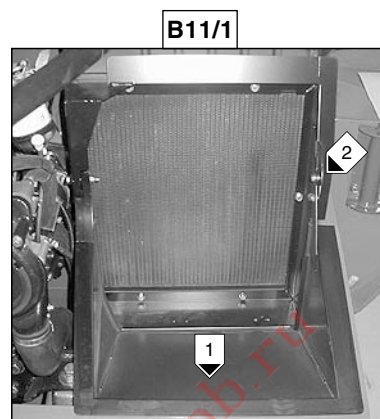
If the lift truck is working in a high temperature environment, check the level more frequently than every 50 hours service.

- Open the I.C. engine bonnet.
- Open battery cowl 1 (Fig. B11/1) and hold it open with locking device 2 (Fig. B11/1).
- Remove caps 3 (Fig. B11/2) from each cell of the battery.
- The level is correct when it is 1,5 cm above the top of the plates in the battery.
- If necessary, top up the cells with clean distilled water that has been stored in a glass container.
- Clean and dry caps 3 (Fig. B11/2) and refit in place and screw in firmly.
- Check the terminal connections and lightly smear them with petroleum jelly to prevent the formation of verdigris.
- Close the battery cowl.



Handling and servicing a battery can be dangerous, take the following precautions :

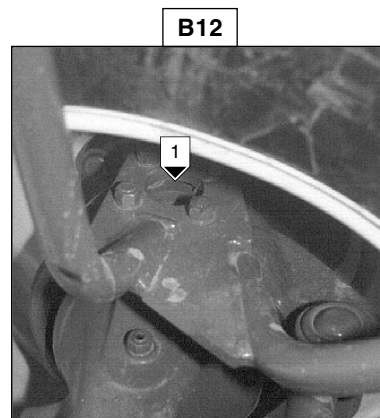
- **Wear protective goggles.**
- **Keep the battery horizontal.**
- **Never smoke or work near a naked flame.**
- **Work in a well-ventilated area.**
- **In the event of electrolyte being spilled onto the skin or splashed in the eyes, rinse thoroughly with cold water for 15 minutes and call a doctor.**



B12 - FRONT AND REAR WHEELS REDUCERS PIVOTS

GREASE

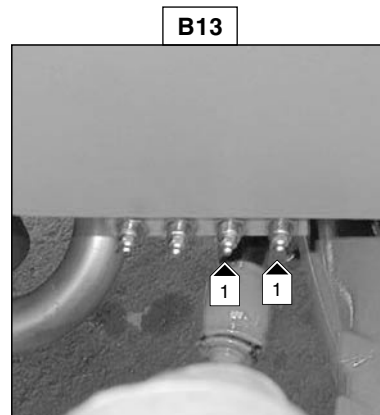
Clean and lubricate the points 1 (8 lubricators) (Fig. B12) with grease (See chapter : LUBRICANTS AND FUEL in paragraph : 3 - MAINTENANCE) and remove the surplus of grease.



B13 - REAR AXLE OSCILLATION

GREASE

Clean and lubricate the points 1 (2 lubricators) (Fig. B13) with grease (See chapter : LUBRICANTS AND FUEL in paragraph : 3 - MAINTENANCE) and remove the surplus of grease.



B14 - TRANSMISSION UNIVERSAL JOINT

GREASE

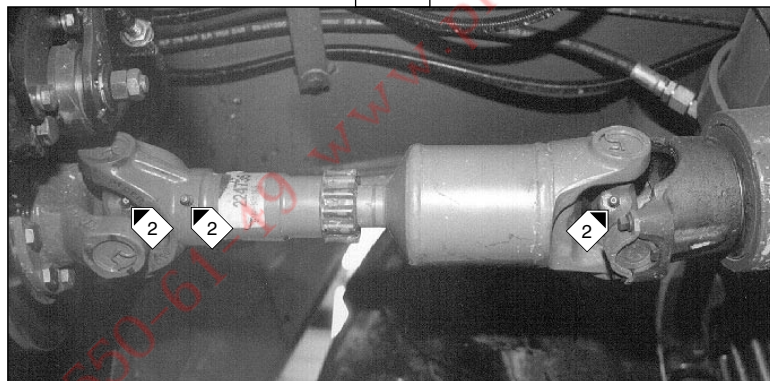
Clean and lubricate the following points with grease (See chapter : LUBRICANTS AND FUEL in paragraph : 3 - MAINTENANCE) and remove the surplus of grease.

- 1 - Lubricators of the universal joint I.C. engine / Angle gear box (2 lubricators) (Fig. B14/1).
- 2 - Lubricators of the universal joint Transmission / Front axle (3 lubricators) (Fig. B14/2).
- 3 - Lubricators of the universal joint Transmission / Rear axle (3 lubricators) (Fig. B14/3).

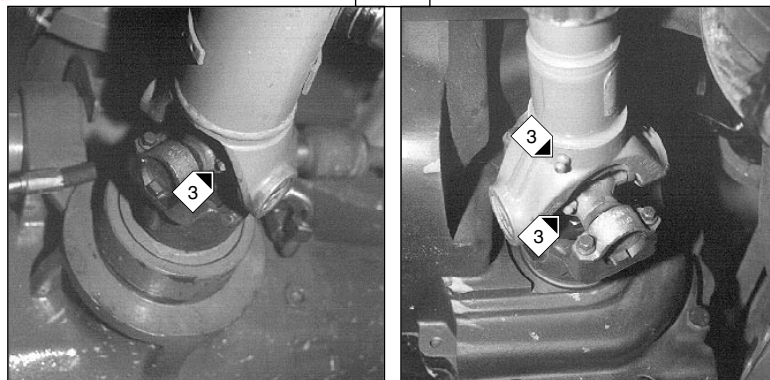
B14/1



B14/2



B14/3



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C - EVERY 250 HOURS SERVICE

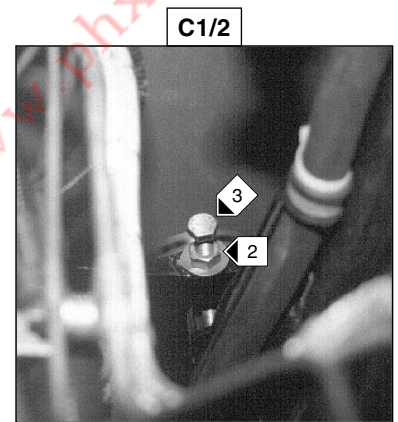
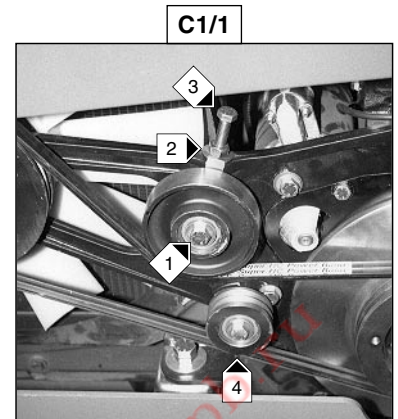
Carry out the operations described previously as well as the following operations.

C1 - FAN BELT TENSION

CHECK - ADJUST

- Open the I.C. engine bonnet.
- Check the belt for signs of wear and cracks and change if necessary (See chapter : FILTERS CARTRIDGES AND BELTS in paragraph : 3 - MAINTENANCE).
- Loosen screw 1 (Fig. C1/1) on the tension pulley.
- Loosen lock nut 2 (Fig. C1/1 and C1/2) and screw 3 (Fig. C1/1 and C1/2).
- Bring the belt just into contact with pulley 4 (Fig. C1/1) (On the lift truck, check this operation by feel).
- Make a mark on the head of screw 3 (Fig. C1/1 and C1/2) and tighten, turning it 5 times.
- Tighten the lock nut 2 (Fig. C1/1 and C1/2).
- Retighten screw 1 (Fig. C1/1) on the tension pulley.

! When changing the fanbelt, tighten screw 3 (Fig. C1/1 and C1/2) by one and a half turns, having allowed the I.C. engine to idle for 30 minutes.

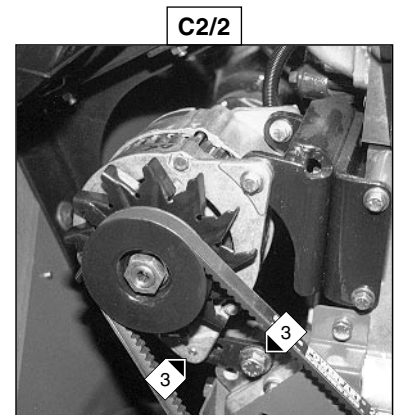
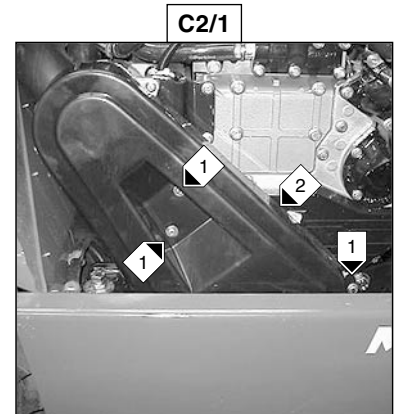


C2 - ALTERNATOR / CRANKSHAFT BELT TENSION

CHECK - ADJUST

- Open the I.C. engine bonnet.
- Unscrew the fastening screws 1 (Fig. C2/1).
- Lay down the protective guard 2 (Fig. C2/1).
- Check the belt for signs of wear and cracks and change if necessary (See chapter : FILTERS CARTRIDGES AND BELTS in paragraph : 3 - MAINTENANCE).
- Check the belt tension between the pulleys of the crankshaft and of the alternator.
- Under a normal pressure exerted with the thumb (45N), the tension should be approximately 10 mm.
- Carry out adjustments if necessary.
- Untighten screws 3 (Fig. C2/2) by two to three thread turns.
- Swivel the alternator assembly so as to obtain the belt tension required.
- Retighten screws 3 (Fig. C2/2).
- Put the protective guard back 2 (Fig. C2/1).

! If the alternator belt has to be changed, check the tension again after the first 20 hours of operation.

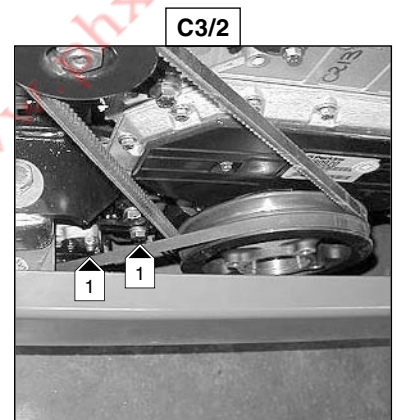
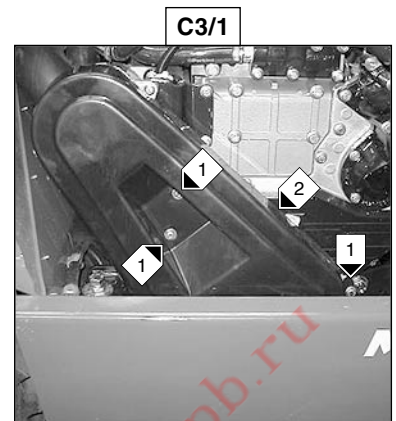


C3 - COMPRESSOR BELT TENSION (OPTION AIR CONDITIONING)

CHECK - ADJUST

- Open the engine bonnet.
- Unscrew the fastening screws 1 (Fig. C3/1).
- Lay down the protective guard 2 (Fig. C3/1).
- Check the belt for signs of wear and cracks and change if necessary (See chapter : FILTERS CARTRIDGES AND BELTS in paragraph : 3 - MAINTENANCE).
- Check the belt tension between the pulleys of the crankshaft and of the compressor.
- Under a normal pressure exerted with the thumb (45 N), the tension should be approximately 10 mm.
- Carry out adjustments if necessary.
- Untighten screws 3 (Fig. C3/2) by two to three thread turns.
- Swivel the compressor assembly so as to obtain the belt tension required.
- Retighten screws 3 (Fig. C3/2).
- Put the protective guard back 2 (Fig. C3/1).

! *If the compressor belt has to be changed, check the tension again after the first 20 hours of operation.*

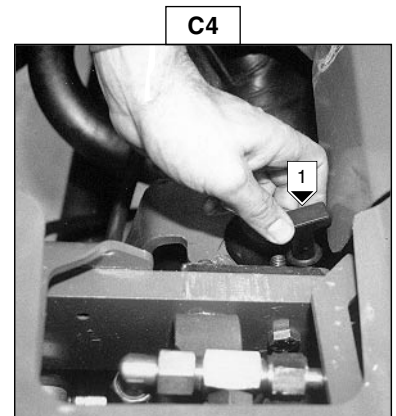


C4 - ANGLE GEAR BOX OIL LEVEL

CHECK

Park the lift truck on level ground with the jib raised and the I.C. engine stopped.

- Remove level plug 1 (Fig. C4).
- Wipe the dipstick and check the correct level between the MINI and MAXI marks.
- If necessary, add oil (See chapter : E5 - ANGLE GEAR BOX OIL in paragraph : 3 - MAINTENANCE).

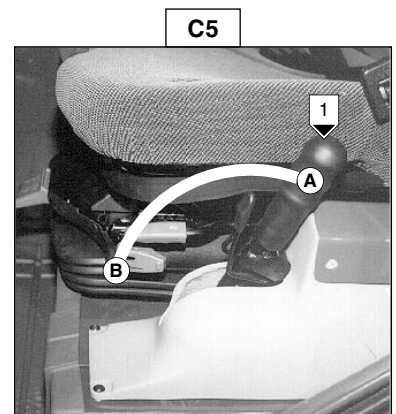


C5 - PARKING BRAKE

CHECK - ADJUST

Place the lift truck on a slope less than 15 % with the rated load in the transport position.

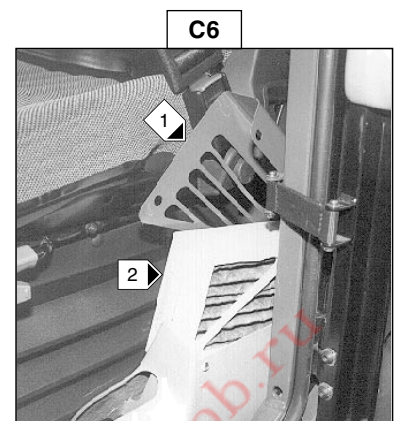
- Check the tightening adjustment by locking the parking brake in position A (Fig. C5).
- The adjustment is correct when the lift truck is held stationary on a slope.
- Carry out adjustments if necessary.
- Press and release the brake pedal, then release the parking brake, putting it in position B (Fig. C5).
- Progressively tighten the end piece of the lever 1 (Fig. C5) and recheck braking.
- Repeat the operation until the correct braking adjustment is obtained.



C6 - CAB VENTILATION FILTER (OPTION AIR CONDITIONING)

CHANGE

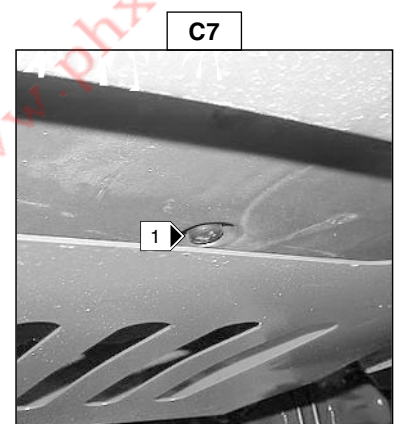
- Lift up protective casing 1 (Fig. C6).
- Lift out cabin ventilation filter 2 (Fig. C6) and fit new replacement filter (See chapter : FILTERS CARTRIDGES AND BELTS in paragraph : 3 - MAINTENANCE).
- Refit the protective casing.



C7 - HEATING BLOCK NON-RETURN VALVE

CLEAN

- Since non-return valve 1 (Fig. C7) is located under the cab, it is possible for it to become obstructed with spattered mud for example. Clean if necessary.

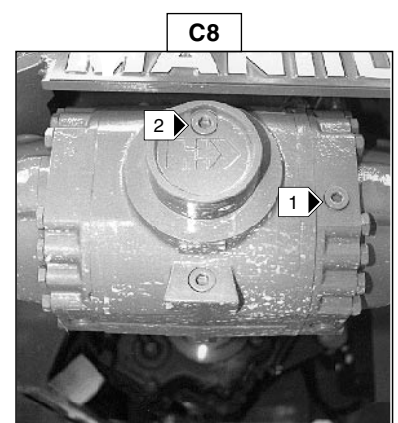


C8 - FRONT AND REAR AXLE DIFFERENTIAL OIL LEVEL

CHECK

Place the lift truck on level ground with the engine stopped.

- Remove level plug 1 (Fig. C8). The oil should be flush with the edge of the hole.
- If necessary, add oil (See chapter : LUBRICANTS AND FUEL in paragraph : 3 - MAINTENANCE) by the filler port 2 (Fig. C8).
- Replace and tighten the level plug 1 (Fig. C8) (Tightening torque 34 to 49 N.m).
- Repeat this operation for the rear axle differential.

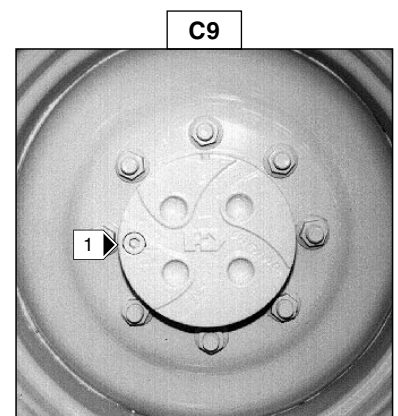


C9 - FRONT AND REAR WHEELS REDUCERS OIL LEVEL

CHECK

Place the lift truck on level ground with the I.C. engine stopped.

- Check the level on each front wheel reducer.
- Place level plug 1 (Fig. C9) in the horizontal position.
- Remove the level plug ; the oil should be flush with the edge of the hole.
- If necessary, add oil (See chapter : LUBRICANTS AND FUEL in paragraph : 3 - MAINTENANCE) by the same hole.
- Replace and tighten the level plug 1 (Fig. C9) (Tightening torque 34 to 49 N.m).
- Repeat the same operation on each rear wheel reducer.



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D - EVERY 500 HOURS SERVICE

Carry out the operations described previously as well as the following operations.

D1 - I.C. ENGINE OIL

DRAIN

D2 - I.C. ENGINE OIL FILTER

CHANGE

Place the lift truck on level ground, let the I.C. engine run at idle for a few minutes, then stop the I.C. engine.

DRAINING THE OIL

- Open the I.C. engine bonnet.
- Place a container under drain plug 1 (Fig. D1/1) and unscrew the plug 2 (Fig. D1/1).
- Take drain hose 3 (Fig. D1/2).
- Place the end of the drain hose in the container and screw fully the union on draining port 4 (Fig. D1/3).
- Remove filler cap 5 (Fig. D1/4) in order to ensure that the oil is drained properly.



Dispose of the drain oil in an ecological manner.

REPLACEMENT OF THE FILTER

- Open the battery cowl 6 (Fig. D1/5) and maintain it in open position by using the knurled nut 7 (Fig. D1/5).
- Remove I.C. engine oil filter 8 (Fig. D1/6) ; discard the filter and the filter seal.
- Clean the filter bracket with a clean, lint-free cloth.
- Fill the new oil filter (See chapter : FILTERS CARTRIDGES AND BELTS in paragraph : 3 - MAINTENANCE) with I.C. engine oil and lightly grease the seal.
- Refit the oil filter on the filter bracket.

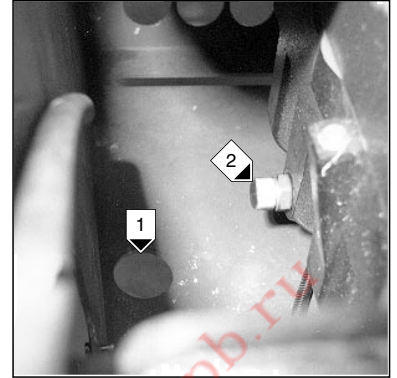


Tighten the oil filter by hand pressure only and lock the filter in place by a quarter turn.

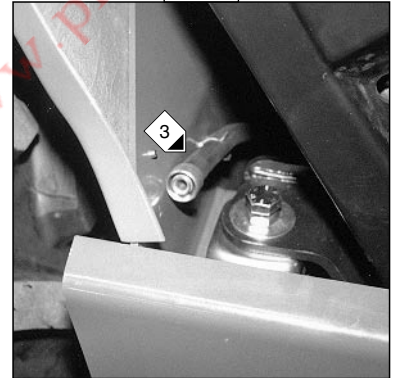
FILLING UP THE OIL

- Loosen, clean and put back in place the drain hose 3 (Fig. D1/2).
- Refit and tighten drain plug 2 (Fig. D1/1).
- Fill up with oil (See chapter : LUBRICANTS AND FUEL in paragraph : 3 - MAINTENANCE) by filler port 5 (Fig. D1/4).
- Wait a few minutes to allow the oil to flow into the sump.
- Start the I.C. engine and let it run for a few minutes.
- Check for possible leaks at the drain plug and the oil filter.
- Stop the I.C. engine, wait a few minutes and check the level between the two MAXI and MINI notches on dipstick 9 (Fig. D1/4).
- Top up the level if necessary.

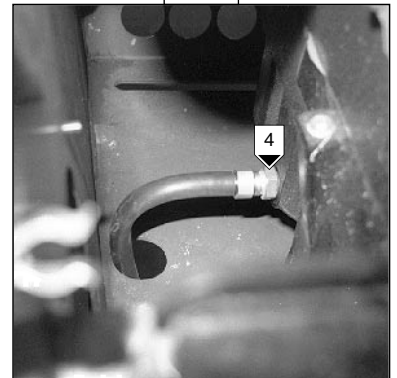
D1/1



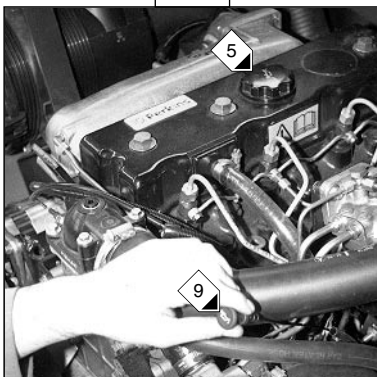
D1/2



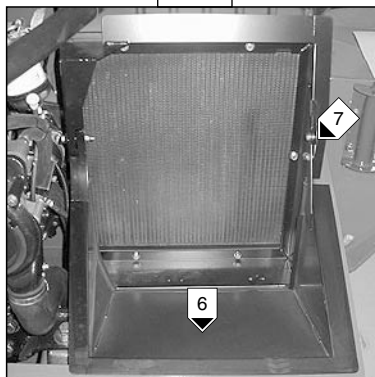
D1/3



D1/4



D1/5



D1/6



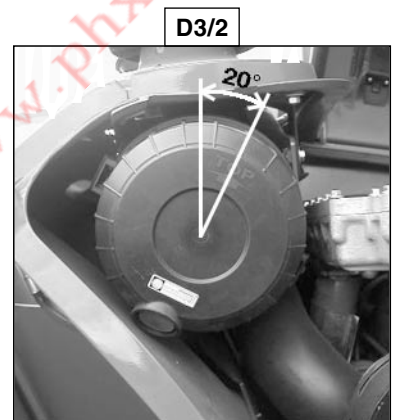
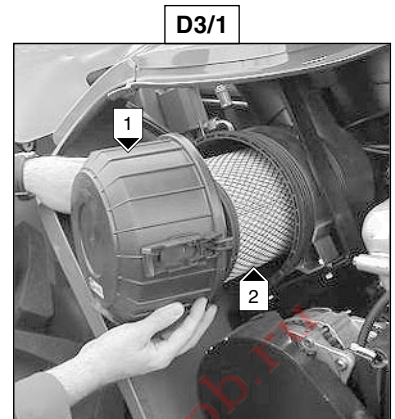
D3 - DRY AIR FILTER CARTRIDGE

CHANGE

In case of use in a heavily dust laden atmosphere, there are pre-filtration cartridges, see chapter : FILTERS CARTRIDGES AND BELTS in paragraph : 3 - MAINTENANCE. Also, the checking and cleaning periodicity of the cartridge must be reduced (up to 250 hours in a heavily laden dust atmosphere and with pre-filtration).

⚠ Change the cartridge in a clean location, with the I.C. engine stopped. Never run the I.C. engine with the air filter removed or damaged.

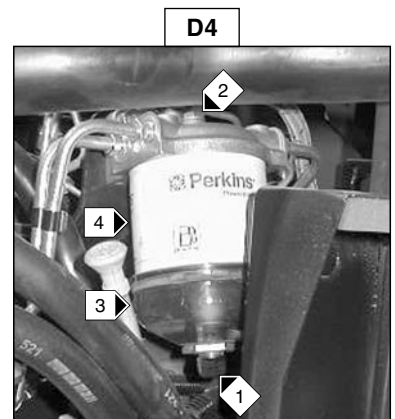
- Open the I.C. engine bonnet.
 - Loosen the bolts and remove cover 1 (Fig. D3/1).
 - Gently remove the cartridge 2 (Fig. D3/1), taking care to avoid spilling the dust.
 - Leave the safety cartridge in place.
 - The following parts must be cleaned with a damp, clean lint-free cloth.
 - The inside of the filter and cover.
 - The inside of the filter inlet hose.
 - The gasket surfaces in the filter and in the cover.
 - Check pipes and connections between the air filter and the I.C. engine and the connection and state of the clogging indicator on the filter.
 - Before mounting check the state of the new cartridge (See chapter : FILTERS CARTRIDGES AND BELTS in paragraph : 3 - MAINTENANCE).
 - Introduce the cartridge into the filter axis and push it in, pressing the edges and not the middle.
 - Reassemble the cover, guiding the valve downwards.
- MLT 629/633/730 -120 LS Série A
MLT 633/730 -120 LS POWERSHIFT Série A
- Reassemble the cover, guiding the valve (Fig. D3/2).



D4 - FUEL FILTER CARTRIDGE

CHANGE

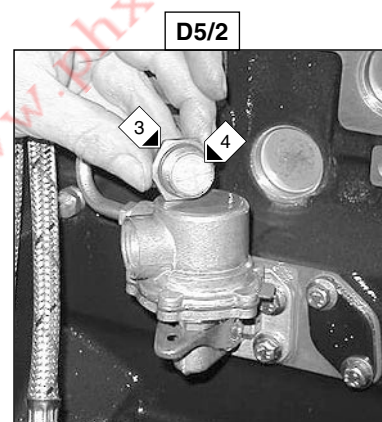
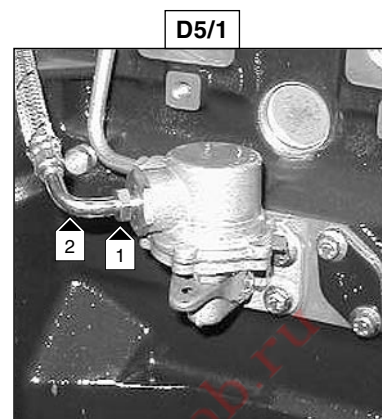
- Open the I.C. engine bonnet.
- Carefully clean the exterior of the filter and this bracket to prevent the dust from entering the system.
- Place a receptacle under the tank and empty using drain plug 1 (Fig. D4).
- Unscrew locking screw 2 (Fig. D4).
- Remove housing 3 (Fig. D4) and discard cartridge 4 (Fig. D4) as well as the seals of the cartridge.
- Clean the inside of the filter head and the housing, using a brush immersed in clean diesel oil.
- Refit the assembly with a new cartridge and new seals (See chapter : FILTERS CARTRIDGES AND BELTS in paragraph : 3 - MAINTENANCE).
- If necessary, bleed the fuel circuit (See chapter : G1 - FUEL SYSTEM in paragraph : 3 - MAINTENANCE).



D5 - FUEL FEED PUMP

CLEAN

- Open the bonnet.
- Loosen connection 1 (Fig. D5/1), lift hose 2 (Fig. D5/1) and protect the aperture.
- Remove connection 3 (Fig. D5/2) and lift strainer (Fig. D5/2).
- Carefully clean the strainer and connection using a brush soaked in clean diesel fuel and dry them with a low pressure jet of compressed air.
- Reassemble connection 3 (Fig. D5/2) ensuring that the watertight seal is in the correct position (Tightening torque 20 N.m).
- Reconnect hose 2 (Fig. D5/1) and check that the feed pump is watertight.
- Reprime the circuit by activating the feed pump.
- If necessary, bleed the fuel circuit (See chapter : G1 - FUEL SYSTEM in paragraph : 3 - MAINTENANCE).



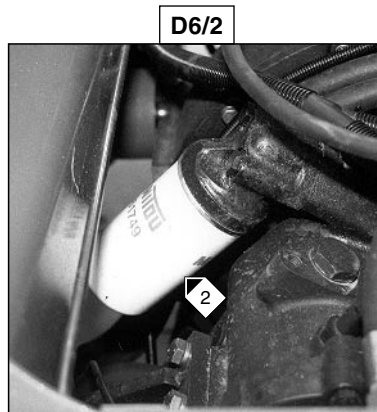
D6 - TRANSMISSION OIL FILTER

CHANGE

- Remove the cover plate 1 (Fig. D6/1).
- Unscrew and discard the transmission oil filter 2 (Fig. D6/2).
- Carefully clean the filter head with a clean, lint-free cloth.
- Slightly lubricate the new seal and fit the seal on the filter.
- Fill up the new transmission oil filter (See chapter : FILTERS CARTRIDGES AND BELTS in paragraph : 3 - MAINTENANCE) with oil (See chapter : LUBRICANTS AND FUEL in paragraph : 3 - MAINTENANCE).
- Refit the filter, making sure that the seal is correctly positioned and tightened.

⚠ Tighten the transmission oil filter by hand pressure only and lock the filter in place by a quarter turn.

- Put back the cover plate 1 (Fig. D6/1).



D7 - HYDRAULIC RETURN OIL FILTER CARTRIDGE

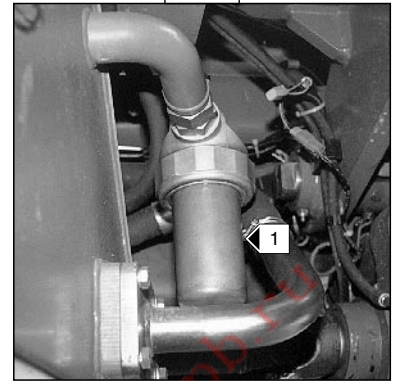
CHANGE

D7

Stop the I.C. engine and remove the pressure from the circuits by acting on the hydraulic controls.

! *Thoroughly clean the outside of the filter and its surroundings before any intervention in order to prevent any risk of polluting the hydraulic circuit.*

- Place a container under hydraulic drain filter 1 (Fig. D7).
- Unscrew the body of the filter.
- Remove the hydraulic return oil filter cartridge and fit new replacement cartridge (See chapter : FILTERS CARTRIDGES AND BELTS in paragraph : 3 - MAINTENANCE).
- Make sure that the cartridge is correctly positioned and refit the body of the filter.



! *Tighten the body of the filter by hand pressure only and lock the body of the filter in place by a quarter turn.*

D8 - BALANCING VALVE

CHECK

To be performed after the first 50 hours of operation and then every 500 hours.
Stop the lift truck on horizontal ground, put the handbrake on and set the reverse gear to neutral.

ROLE OF BALANCING VALVES

- The balancing valves protect the user from any risk due to a fall in hydraulic pressure or an exploding hose during hydraulic operations.

! *Keep everyone well away during these inspections.*
In all cases, the balancing valve(s) concerned must be repaired or replaced if hydraulic movement continues after the engine has been switched off.
Never use the lift truck with a defective balancing valve.

TESTING EACH HYDRAULIC MOVEMENT

LIFTING CIRCUIT :

- Start up the lift truck and raise the jib by about 45°.
- With the engine running at mid- speed, lower the jib. While the jib is being lowered, switch off the internal combustion engine; movement should slow down as the engine speed falls and stop when the engine stops.

TELESCOPING CIRCUIT :

- Start up the lift truck and raise the jib as far as it will go, extending the telescope(s) completely.
- With the engine running at mid- speed, retract the telescope(s). When retracting the jib, switch off the internal combustion engine; movement should slow down as the engine speed falls and stop when the engine stops.

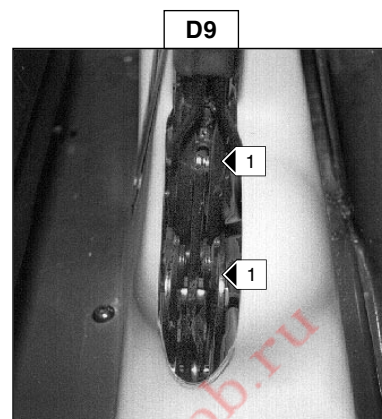
TILT CIRCUIT :

- Place the nominal load on the forks, anchor it correctly to prevent it from falling off during the test.
- Start up the lift truck and tilt the carriage backwards, lifting the jib sufficiently to allow the carriage to tilt.
- With the engine running at mid-speed, tilt the carriage forwards. While it is tilting, switch off the internal combustion engine; movement should slow down as the engine speed falls and stop when the engine stops.

D9 - PARKING BRAKE MECHANISM

GREASE

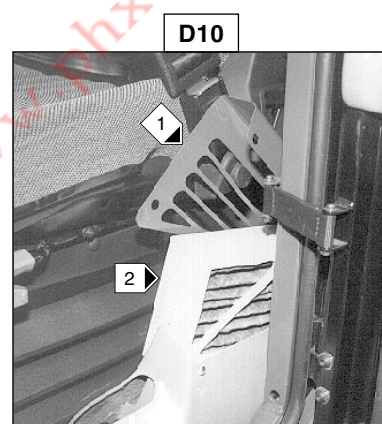
- Clean and grease articulation axles 1 (Fig. D9) with grease (See chapter : LUBRICANTS AND FUEL in paragraph : 3 - MAINTENANCE).



D10 - CAB VENTILATION FILTER

CLEAN

- Lift up protective casing 1 (Fig. D10).
- Lift out cabin ventilation filter 2 (Fig. D10).
- Clean the filter with a compressed air jet.
- Check its condition and change if necessary (See chapter : FILTERS CARTRIDGES AND BELTS in paragraph : 3 - MAINTENANCE).
- Refit the filter and protective casing.



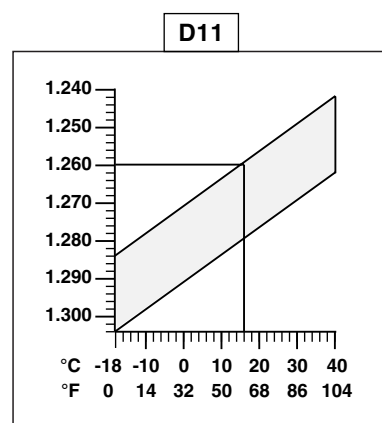
D11 - BATTERY ELECTROLYTE DENSITY

CHECK

The electrolyte density varies depending on the temperature concerned, but a minimum of 1260 at 16°C must be maintained. In the shaded area (Fig. D11), the battery is in a normal charge condition. Readings above this zone indicate that the battery needs to be recharged.

The density should not vary more than 0.025 units between cells.

- Check the electrolyte density in each battery cell using a hydrometer.
- Do not carry out this check immediately after topping up with distilled water. Recharge the battery for at least an hour before checking the battery electrolyte density.



Handling and servicing a battery can be dangerous, take the following precautions :

- Wear protective goggles.
- Keep the battery horizontal.
- Never smoke or work near a naked flame.
- Work in a well-ventilated area.
- In the event of electrolyte being spilled onto the skin or splashed in the eyes, rinse thoroughly with cold water for 15 minutes and call a doctor.

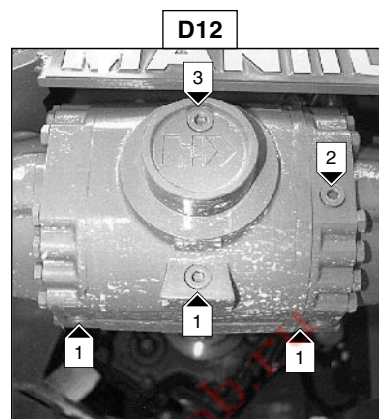
D12 - FRONT AND REAR AXLE DIFFERENTIAL OIL

DRAIN

Place the lift truck on level ground with the engine stopped and the differential oil still warm.

! *Dispose the drain oil in an ecological manner.*

- Place a container under drain plugs 1 (Fig. D12) and unscrew the plugs.
- Remove level plug 2 (Fig. D12) and filler plug 3 (Fig. D12) in order to ensure that the oil is drained properly.
- Refit and tighten drain plugs 1 (Fig. D12) (Tightening torque 34 to 49 N.m).
- Fill up with oil (See chapter : LUBRICANTS AND FUEL in paragraph : 3 - MAINTENANCE) by filler port 3 (Fig. D12).
- The level is correct when the oil level is flush with the edge of port 2 (Fig. D12).
- Check for any possible leaks at the drain plugs.
- Refit and tighten level plug 2 (Fig. D12) (Tightening torque 34 to 49 N.m) and filler plug 3 (Fig. D12) (Tightening torque 34 to 49 N.m).
- Repeat this operation for the rear axle differential.



D13 - BLANKING CAP ON THE INDUCTION MANIFOLD

CHECK

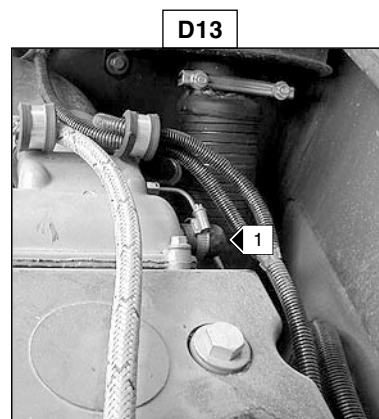
MLT 629/730 Série A

MT 732/932 Série A

(Only for I.C. Engine AR 81026 up to serial Nr U 170804 H)

If the cap on the induction manifold 1 (Fig. D13) have cracks or heat damage, renew the cap immediately.

! *Failure to change a cracked or damaged rubber cap may cause the entry of air that is not filtered, this can result in severe damage to the I. C. engine. If any other type of cap is found to be fitted, it is to removed and the correct cap fitted immediately.*



E - EVERY 1000 HOURS SERVICE

Carry out the operations described previously as well as the following operations.

E1 - FUEL TANK

CLEAN

! While carrying out these operations, do not smoke or work near a flame.

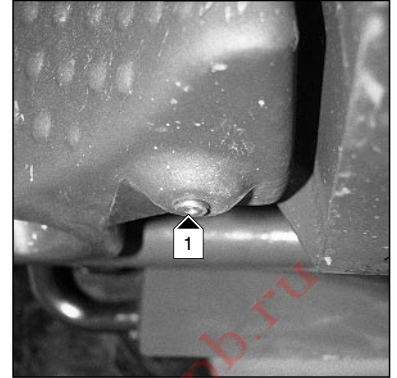
Place the lift truck on level ground with the I.C. engine stopped.

- Inspect the parts susceptible to leaks in the fuel circuit and in the tank.
- In the event of a leak, contact your dealer.

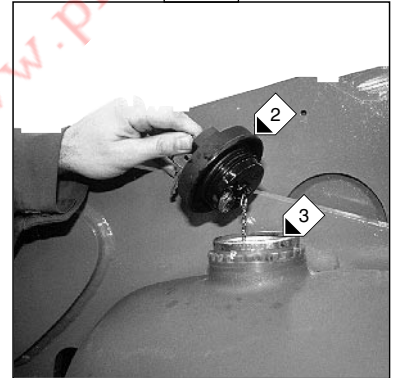
! Never try to carry out a weld or any other operation by yourself, this could provoke an explosion or a fire.

- Place a container under drain plug 1 (Fig. E1/1) and unscrew the plug.
- Remove cap 2 (Fig. E1/2).
- Let the fuel flow and clean with 10 litres of clean fuel by filler port 3 (Fig. E1/2).
- Refit and tighten drain plug 1 (Fig. E1/1) (Tightening torque 29 to 39 N.m).
- Fill the fuel tank with clean fuel (See chapter : LUBRICANTS AND FUEL in paragraph : 3 - MAINTENANCE) filtered through a strainer or a clean, lint-free cloth and refit the filler plug 2 (Fig. E1/2).
- Open the engine bonnet.
- Re-prime the system by activating fuel feed pump 4 (Fig. E1/3).
- If necessary, bleed the system (See chapter : G1 - FUEL SYSTEM in paragraph : 3 - MAINTENANCE).

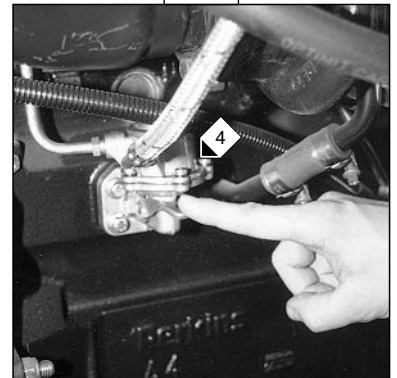
E1/1



E1/2



E1/3



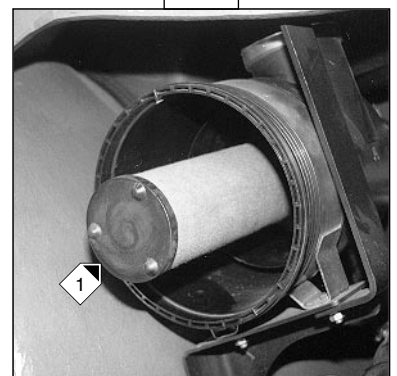
E2 - SAFETY DRY AIR FILTER CARTRIDGE

CHANGE

- For the disassembly and reassembly of the cartridge, see chapter : D3 - DRY AIR FILTER CARTRIDGE in paragraph : 3 - MAINTENANCE.
- Gently remove the dry air filter safety cartridge 1 (Fig. E2), taking care to avoid spilling the dust.
- Clean the gasket surface on the filter with a damp, clean lint-free cloth.
- Before mounting check the state of the new safety cartridge (See chapter : FILTERS CARTRIDGES AND BELTS in paragraph : 3 - MAINTENANCE).
- Introduce the cartridge into the filter axis and push it in, pressing the edges and not the middle.

NOTE : The periodicity for changing the safety cartridge is given for information only.
The safety cartridge must be changed for every two changes of the air filter cartridge.

E2



E3 - TRANSMISSION OIL

DRAIN

E4 - TRANSMISSION HOUSING STRAINER

CLEAN

MLT 629/730 Série A
MLT 629/730 Turbo Série A
MLT 629/633/730 -120 LS Série A
MLT 633/730 LS Turbo Série A
MT 732/932 Série A
MT 732 Turbo Série A

Place the lift truck on level ground with the I.C. engine stopped, the transmission oil still warm.

DRAINING THE OIL

- Place a container under drain plug 1 (Fig. E3/1) and under cover 2 (Fig. E3/2) and unscrew the drain plug.
- Remove cover plate 3 (Fig. E3/3).
- Remove dipstick 4 (Fig. E3/4) and unscrew filling plug 5 (Fig. E3/4) in order to ensure that the oil is drained properly.

! *Dispose the drain oil in an ecological manner.*

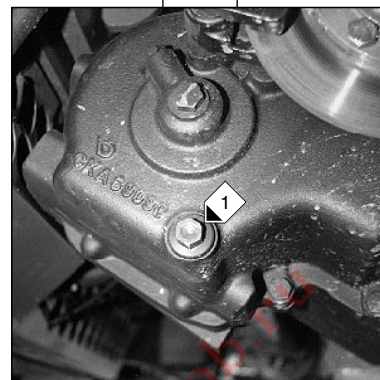
CLEANING THE STRAINER

- Remove cover 2 (Fig. E3/2) and set aside the O-ring joint and sealing washer.
- Allow the rest of the oil to drain away.
- Remove and clean the strainer using a compressed air jet.
- Clean the magnetic section on the plate.
- Refit the assembly and tighten up plate 2 (Fig. E3/2) (Tightening torque 18 to 31 N.m).

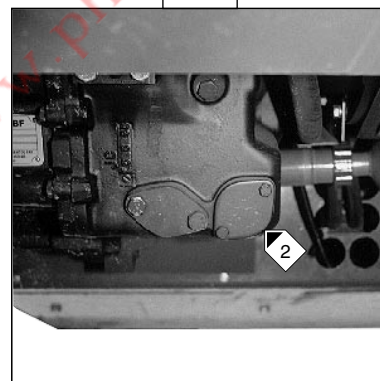
FILLING UP THE OIL

- Refit and tighten drain plug 1 (Fig. E3/1) (Tightening torque 34 to 54 N.m).
- Fill up with oil (See chapter : LUBRICANTS AND FUEL in paragraph : 3 - MAINTENANCE) by filler port 5 (Fig. E3/4) and refit the plug.
- Start the I.C. engine and let it run for a few minutes.
- Check any possible leaks from the drain plug or cover.
- Stop the I.C. engine, and within 5 minutes of the I.C. engine being stopped, check on the dipstick 4 (Fig. E3/4) the correct level between the two MIN and MAX marks.
- Top up the level if necessary.
- Put back the cover plate 3 (Fig. E3/3).

E3/1



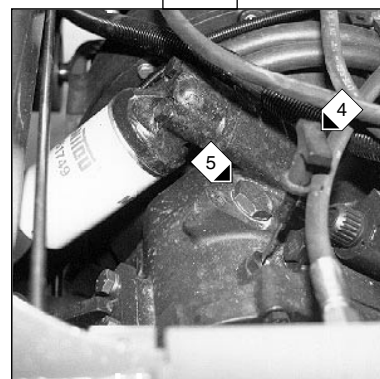
E3/2



E3/3



E3/4



MLT 633/730 -120 LS POWERSHIFT Série A
MLT 730 Turbo POWERSHIFT Série A

Place the lift truck on level ground with the I.C. engine stopped, the transmission oil still warm.

DRAINING THE OIL

- Place a container under drain plug 1 (Fig. E3/5) and under cover 2 (Fig. E3/6) and unscrew the drain plug.
- Remove cover plate 3 (Fig. E3/7).
- Remove dipstick 4 (Fig. E3/8) and unscrew filling plug 5 (Fig. E3/8) in order to ensure that the oil is drained properly.

 **Dispose the drain oil in an ecological manner.**

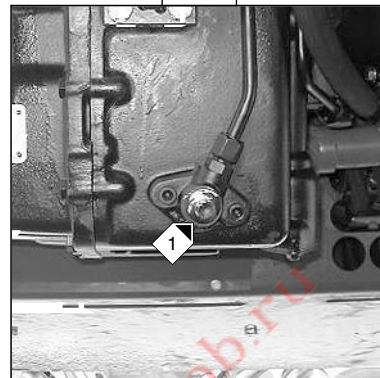
CLEANING THE STRAINER

- Remove cover 2 (Fig. E3/6) and set aside the O-ring joint and sealing washer.
- Allow the rest of the oil to drain away.
- Remove and clean the strainer using a compressed air jet.
- Clean the magnetic section on the plate.
- Refit the assembly and tighten up plate 2 (Fig. E3/6) (Tightening torque 18 to 31 N.m).

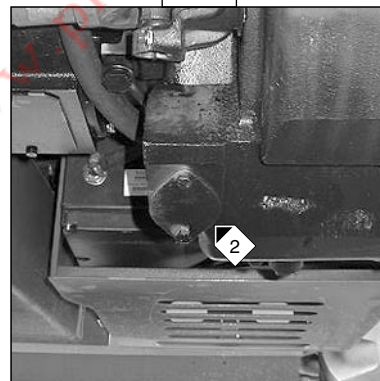
FILLING UP THE OIL

- Refit and tighten drain plug 1 (Fig. E3/5) (Tightening torque 34 to 54 N.m).
- Fill up with oil (See chapter : LUBRICANTS AND FUEL in paragraph : 3 - MAINTENANCE) by filler port 5 (Fig. E3/8) and refit the plug.
- Start the I.C. engine and let it run for a few minutes.
- Check any possible leaks from the drain plug or cover.
- Stop the I.C. engine, and within 5 minutes of the I.C. engine being stopped, check on the dipstick 4 (Fig. E3/8) the correct level between the two MIN and MAX marks.
- Top up the level if necessary.
- Put back the cover plate 3 (Fig. E3/7).

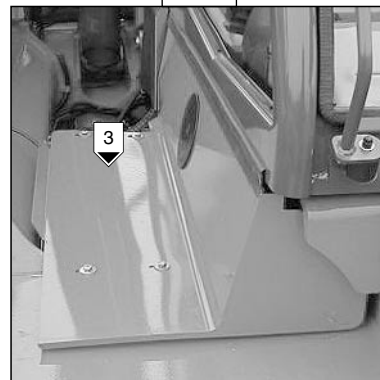
E3/5



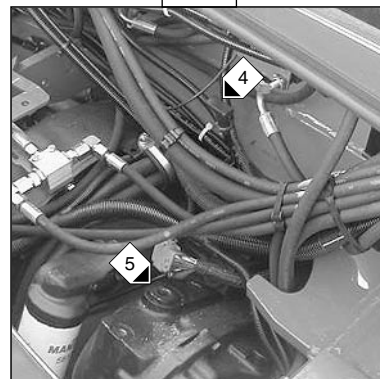
E3/6



E3/7



E3/8



E5 - ANGLE GEAR BOX OIL

DRAIN

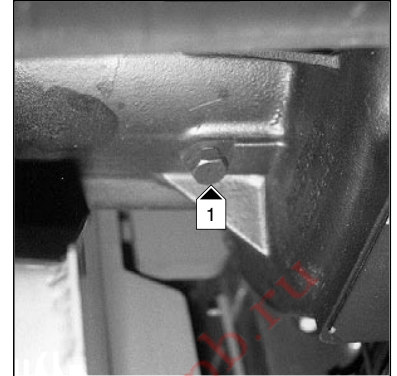
Place the lift truck on level ground with the I.C. engine stopped, the angle gear box oil still warm.

- Place a container under drain plug 1 (Fig. E5/1) and unscrew the plug.
- Remove dipstick 2 (Fig. E5/2) and unscrew filler cap 3 (Fig. E5/2) in order to ensure that the oil is drained properly.

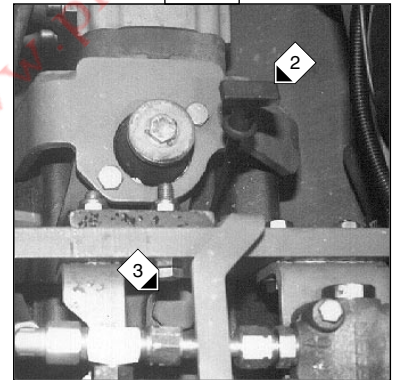
! *Dispose the drain oil in an ecological manner.*

- Refit and tighten drain plug 1 (Fig. E5/1) (Tightening torque 20 to 29 N.m).
- Fill up with oil (See chapter : LUBRICANTS AND FUEL in paragraph : 3 - MAINTENANCE) by filler port 3 (Fig. E5/2) and refit the filler cap.
- Check the correct level between the MINI and MAXI marks on dipstick 2 (Fig. E5/2).
- Check for any possible leaks at the drain plug.

E5/1



E5/2



E6 - HYDRAULIC OIL

DRAIN

E7 - SUCTION STRAINER FOR HYDRAULIC OIL TANK

CLEAN

E8 - FILTER CAP FOR HYDRAULIC OIL TANK

CHANGE

Place the lift truck on level ground with the I.C. engine stopped and telescope jib retracted and lowered as far as possible.

! *Before any intervention, thoroughly clean the area surrounding the drain plugs and the suction cover on the hydraulic tank.*

DRAINING THE OIL

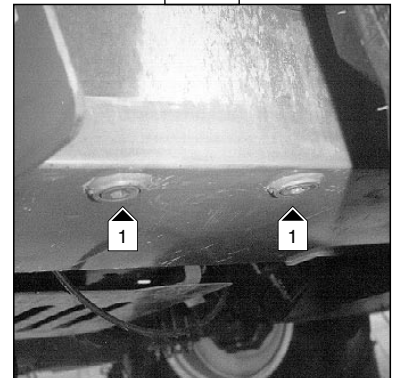
- Place a container under drain plug 1 (Fig. E6/1) and unscrew the plug.
- Remove filler cap 2 (Fig. E6/2) in order to ensure that the oil is drained properly.

! *Dispose the drain oil in an ecological manner.*

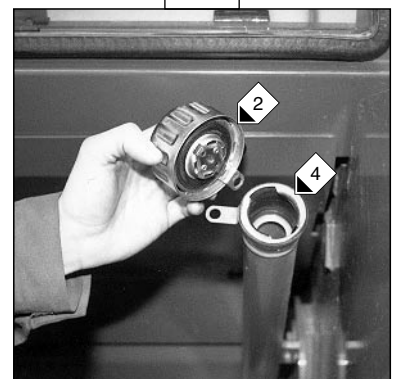
CLEANING THE STRAINER

- Remove suction cover 3 (Fig. E6/3).
- Remove and clean the strainer using a compressed air jet, check its condition and replace if necessary (See chapter : FILTERS CARTRIDGES AND BELTS in paragraph : 3 - MAINTENANCE).
- Refit the strainer and tighten the suction cover 3 (Fig. E6/3) (Tightening torque 81 N.m) making sure the seal is in the correct position.

E6/1



E6/2



FILLING UP THE OIL

- Clean and refit drain plug 1 (Fig. E6/1) (Tightening torque 29 to 39 N.m).
- Fill up with oil (See chapter : LUBRICANTS AND FUEL in paragraph : 3 - MAINTENANCE) by filler port 4 (Fig. E6/2).

! *Use a clean container and funnel and clean the underside of the oil drum before filling.*

- Observe the oil level on dipstick 5 (Fig. E6/4) ; the oil level should be at the level of the red point.
- Check for any possible leaks at the drain plug.
- Replace filler plug 2 (Fig. E6/2) with a new filler plug (See chapter : FILTERS CARTRIDGES AND BELTS in paragraph : 3 - MAINTENANCE).

POLLUTION ABATEMENT OF THE HYDRAULIC CIRCUIT

MLT 629/730 Série A

MLT 629/730 Turbo Série A

MLT 730 Turbo POWERSHIFT Série A

MT 732/932 Série A

MT 732 Turbo Série A

- Let the engine run (Accelerator pedal at halfway travel) for 5 minutes without using anything on the lift truck, then for 5 more minutes while using completely the hydraulic movements (Except the steering system).
- Accelerate the engine at full speed for 1 minute, then activate the steering system.
- This operation makes a pollution abatement of the circuit possible through the hydraulic return oil filter.

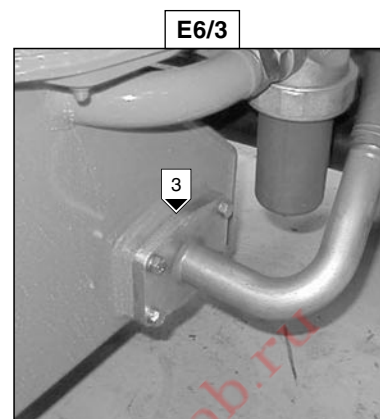
MLT 629/633/730 -120 LS Série A

MLT 633/730 LS Turbo Série A

MLT 633/730 -120 LS POWERSHIFT Série A

This should be carried out by your dealer after each oil change.

The hydraulic oil used in the circuit must be at least equal in quality to class 8 (According to NAS 1638). Your dealer will be able to clean the hydraulic circuit using an external unit and check the quality of the oil in order to ensure the long life of hydraulic components and particularly of the main pump.



E9 - SEAT BELT

CHECK

SEAT BELT WITH TWO ANCHORING POINTS

- Check the following points :
 - Fixing of the anchoring points on the seat.
 - Cleanness of the strap and the locking mechanism.
 - Triggering of the locking mechanism.
 - Condition of the strap (cuts, curled edges).

REELED SEAT BELT WITH TWO ANCHORING POINTS

- Check the points listed above together with the following points :
 - The correct winding of the belt.
 - Condition of the reel guards.
 - Roller locking mechanism when the strap is given a sharp tug.

NOTE : After an accident, replace the seat belt.

! *Under no circumstances should you use the lift truck if the seat belt is faulty (fixing, locking, it has cuts or tears, etc). Repair or replace the seat belt immediately.*

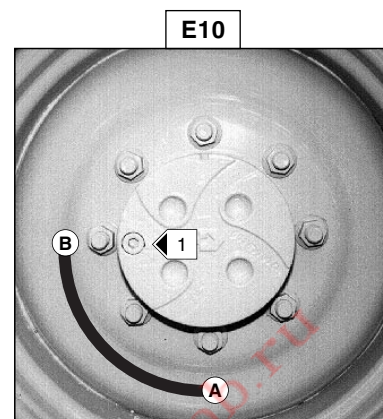
E10 - FRONT AND REAR WHEELS REDUCERS OIL

DRAIN

Place the lift truck on level ground with the I.C. engine stopped and the reducers oil still warm.

 **Dispose the drain oil in an ecological manner.**

- Drain and change each front wheel reducer.
- Place drain plug 1 (Fig. E10) in position A.
- Place a container under the drain plug and unscrew the plug.
- Let the oil drain fully.
- Place the drain port in position B, i.e. in a level port.
- Fill up with oil (See chapter : LUBRICANTS AND FUEL in paragraph : 3 - MAINTENANCE) by level port 1 (Fig. E10).
- The level is correct when the oil level is flush with the edge of the hole.
- Refit and tighten the drain plug 1 (Fig. E10) (Tightening torque 34 to 49 N.m).
- Repeat this operation on each rear wheel reducer.



F - EVERY 2000 HOURS SERVICE

Carry out the operations described previously as well as the following operations.

F1 - COOLING LIQUID

DRAIN

These operations are to be carried out if necessary or every two years at the beginning of winter. Place the lift truck on level ground with the I.C. engine stopped and cold.

DRAINING THE LIQUID

- Open the I.C. engine bonnet.
- Remove the shroud 1 (Fig. F1/1).
- Place a container under drain plug 2 (Fig. F1/2) of the radiator and drain plug 3 (Fig. F1/3) of the I.C. engine block and unscrew the plugs.
- Remove filler cap 4 (Fig. F1/4) of the radiator.
- Let the cooling circuit drain entirely while ensuring that the ports do not get clogged.
- Check the condition of the hoses as well as the fastening devices and change the hoses if necessary.
- Rinse the circuit with clean water and use a cleaning agent if necessary.

MLT 629/730 Turbo Série A

MLT 629/633/730 -120 LS Série A

MLT 633/730 LS Turbo Série A

MLT 633/730 -120 LS POWERSHIFT Série A

MLT 730 Turbo POWERSHIFT Série A

MT 732 Turbo Série A

- Disconnect hoses 5 and 6 (Fig. F1/5) of the oil cooler and rinse via outlet hole 5 (Fig. F1/5) until clean water flows from input hole 6 (Fig. F1/5).
- Reconnect the two hoses.

MLT 629/633/730 -120 LS Série A

MLT 633/730 -120 LS POWERSHIFT Série A

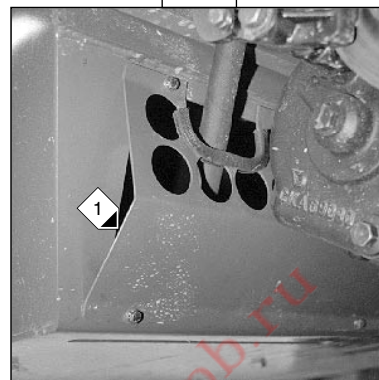
- Open the drain screw 7 (Fig. F1/6) on the heat exchanger and drain it completely.
- Do not forget to bleed while filling up with fluid.

FILLING THE LIQUID

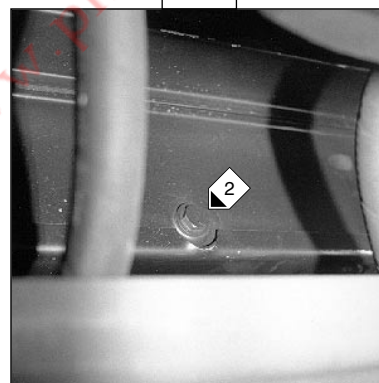
- Retighten drain plug 2 (Fig. F1/2) (Tightening torque 20 N.m) and 3 (Fig. F1/3) (Tightening torque 7 to 12 N.m).
- Slowly fill up the cooling circuit (See chapter : LUBRICANTS AND FUEL in paragraph : 3 - MAINTENANCE) to 12 mm under filler port 8 (Fig. F1/4).
- Put back filler cap 4 (Fig. F1/4).
- Run the I.C. engine at idle for a few minutes.
- Check for any possible leaks.
- Put back the shroud 1 (Fig. F1/1)
- Check the level and refill if necessary.

⚠ The I.C. engine does not contain any corrosion resistor and must be filled during the whole year with a mixture containing 25 % of ethylene glycol-based antifreeze.

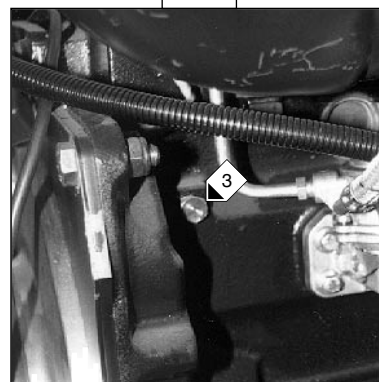
F1/1



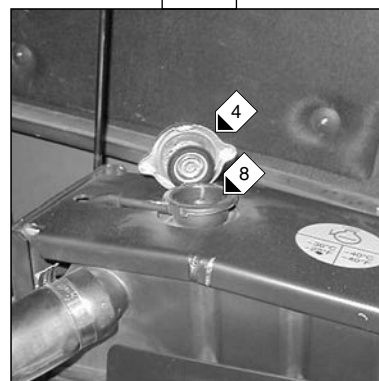
F1/2



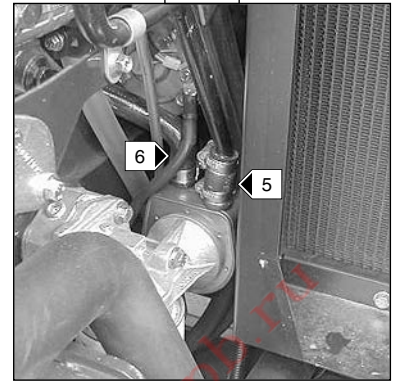
F1/3



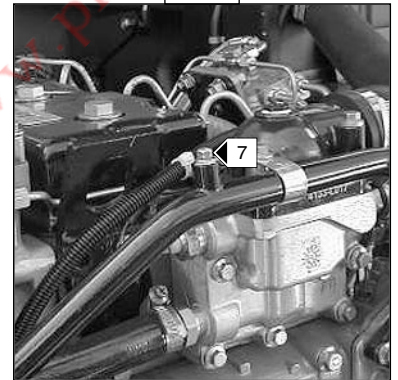
F1/4



F1/5



F1/6



G - OCCASIONAL MAINTENANCE

G1 - FUEL SYSTEM

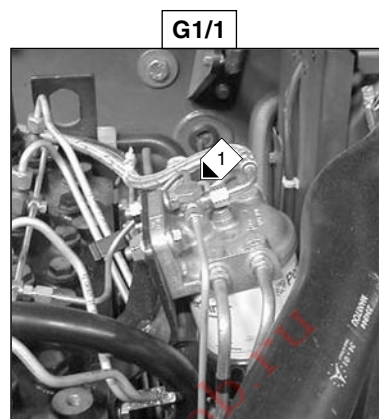
BLEED

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

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

Ensure that the level of fuel in the tank is sufficient, turn the ignition key to notch 1 to establish electrical contact and bleed in the following order :

- Open the I.C. engine bonnet.

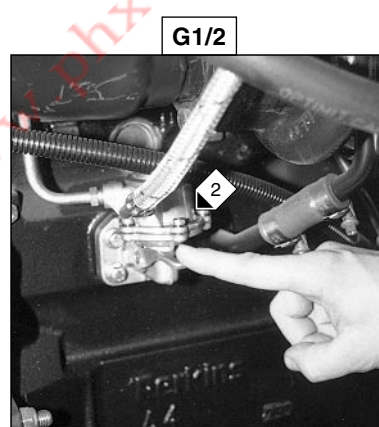


BLEEDING THE FUEL FILTER

- Loosen bleed screw 1 (Fig. G1/1).
- Activate feed pump 2 (Fig. G1/2) until the diesel fuel flows out free from air at the bleed screw.

NOTE : If the lever on the feed pump is in the maximum raised position, turn the crankshaft by one turn.

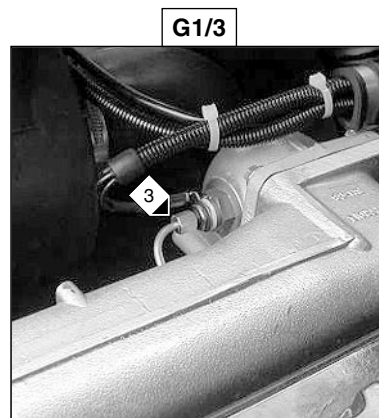
- Tighten the bleed screw while the diesel fuel is flowing out.



BLEEDING THE HEATER PLUG

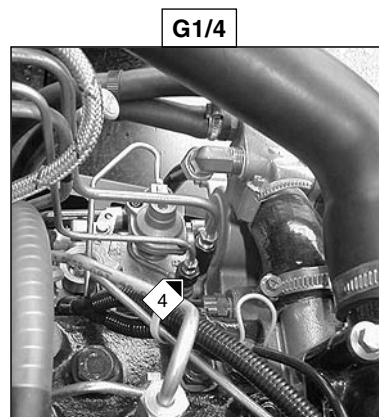
- Loosen connection 3 (Fig. G1/3) on the heater plug.
- Activate feed pump 2 (Fig. G1/2) until the diesel fuel is flowing out free from air at the connection.
- Tighten the connection while the diesel fuel is flowing out.

! Immobilise the heater plug with a spanner before loosening connection 3 (Fig. G1/3).



BLEEDING THE INJECTION PUMP

- Loosen connection 4 (Fig. G1/4) of the low pressure fuel return circuit on the regulator housing.
- Activate feed pump 2 (Fig. G1/2) until the diesel fuel is flowing out free from air at the connection.
- Tighten the connection while the diesel fuel is flowing out.



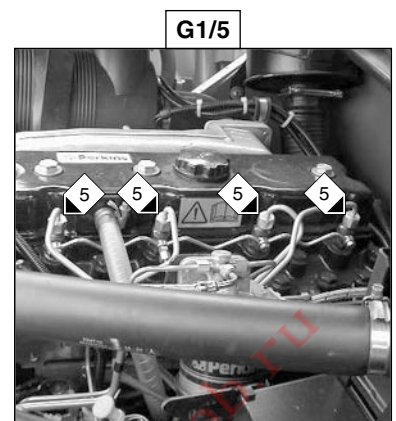
BLEEDING THE INJECTORS

- Loosen high pressure connectors 5 (Fig. G1/5) of two of the injectors.
- Activate the starter until the diesel fuel flows out free of air at connections 5 (Fig. G1/5).
- Tighten the connection while the diesel fuel is flowing out (Tightening torque 22 N.m).

The I.C. engine is then ready to be started up.

! *Turn the I.C. engine over slowly for 5 minutes immediately after bleeding the fuel feed circuit, in order to ensure that the injection pump has been bled thoroughly.*

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



G2 - WHEEL

CHANGE

! *In the event of a wheel being changed on the public highway, make sure of the following points :*

- Stop the lift truck, if possible on even and hard ground.
- To pass on stop of lift truck (See chapter : DRIVING INSTRUCTIONS in paragraph : 1 - OPERATING AND SAFETY INSTRUCTIONS).
- Put the warning lights on.
- Immobilise the lift truck in both directions on the axle opposite to the wheel to be changed.
- Unlock the nuts of the wheel to be changed.
- Place the jack under the flared axle tube, as near as possible to the wheel and adjust the jack (Fig. G2/1).
- Lift the wheel until it comes off the ground and put in place the safety support under the axle (Fig. G2/2).

For this operation, we advise you to use the hydraulic jack **MANITOU Reference 505 507** and the safety support **MANITOU Reference 554 772**.

- Completely unscrew the wheel nuts and remove them.
- Free the wheel by reciprocating movements and roll it to the side.
- Slip the new wheel on the wheel hub.
- Refit the nuts by hand, if necessary grease them.
- Remove the safety support and lower the lift truck with the jack.
- Tighten the wheel nuts with a torque wrench (See chapter : A - DAILY OR EVERY 10 HOURS SERVICE in paragraph : 3 - MAINTENANCE for tightening torque).



G3 - LIFT TRUCK

TOW

! Do not tow the lift truck at more than 25 km/h.

- Put the forward/reverse lever and the gear shift in neutral (As model of lift truck).
- Release the parking brake.
- Put the warning lights on.
- If the I.C. engine is not running there will be no steering or braking assistance. Operate the steering and pedal slowly avoiding sudden jerky movements.

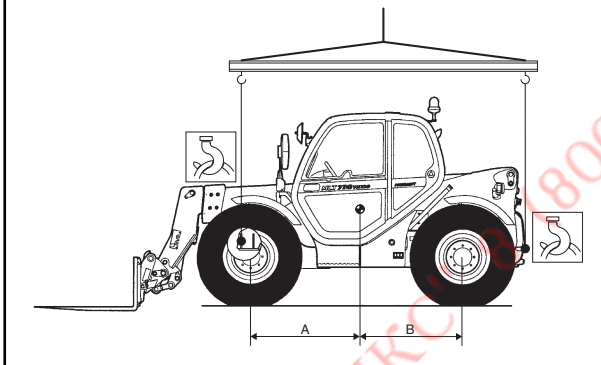
G4 - LIFT TRUCK

SLING

- Take into account the position of the lift truck gravity center for lifting (Fig. G4/1).
- Place the hooks in the fastening points provided (Fig. G4/2 and G4/3).

G4/1

A = 1290 mm	B = 1270 mm	MLT 629
A = 1445 mm	B = 1115 mm	MLT 633
A = 1370 mm	B = 1190 mm	MLT 730
A = 1480 mm	B = 1080 mm	MT 732
A = 1465 mm	B = 1095 mm	MT 932 Série A

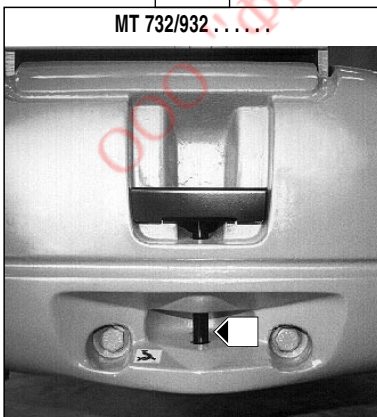


G4/2



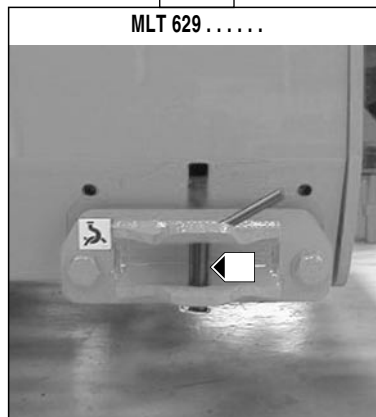
G4/3

MT 732/932



G4/3

MLT 629



G4/3

MLT 633/730



G5 - LIFT TRUCK ON A PLATFORM

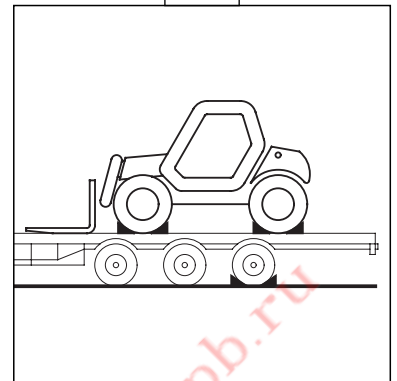
TRANSPORT

! Ensure that the safety instructions connected to the platform are respected before the loading of the lift truck and that the driver of the means of transport is informed about the dimensions and the weight of the lift truck (See chapter : CHARACTERISTICS in paragraph : 2 - DESCRIPTION).

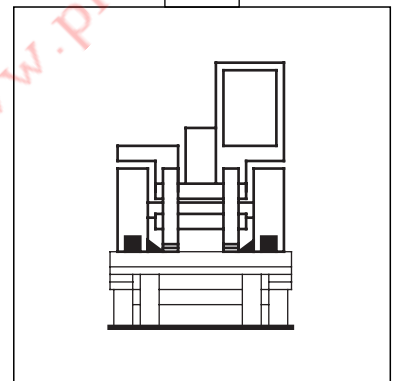
! Ensure that the platform has got dimensions and a load capacity sufficient for transporting the lift truck. Check also the pressure on the contact surface allowable for the platform in connection with the lift truck.

! For lift trucks equipped with a turbo-charged I.C. engine, block off the exhaust outlet to avoid rotation of the turbo shaft without lubrication when transporting the vehicle.

G5/1



G5/2



LOAD THE LIFT TRUCK

- Block the wheels of the platform.
- Fix the loading ramps so that you obtain an angle as little as possible to lift the lift truck.
- Load the lift truck parallel to the platform.
- Stop the lift truck (See chapter : DRIVING INSTRUCTIONS in paragraph : 1 - OPERATING AND SAFETY INSTRUCTIONS).

STOW THE LIFT TRUCK

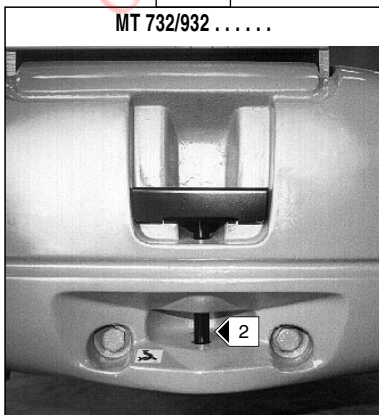
- Fix the chocks to the platform at the front and at the back of each tyre (Fig. G5/1).
- Fix also the chocks to the platform in the inside of each tyre (Fig. G5/2).
- Stow the lift truck on the platform with enough resisting ropes. At the front of the lift truck, on the fastening points 1 (Fig. G5/3) and at the back, on the towing pin 2 (Fig. G5/4).
- Tighten the ropes (Fig. G5/5).

G5/3



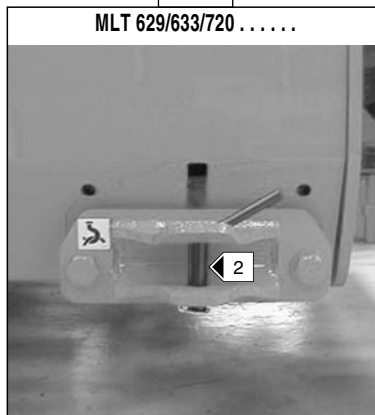
G5/4

MT 732/932

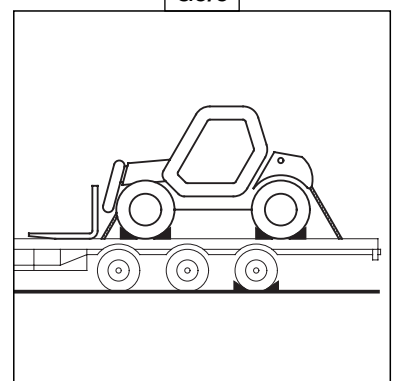


G5/4

MLT 629/633/720



G5/5



G6 - FRONT HEADLAMPS

ADJUST

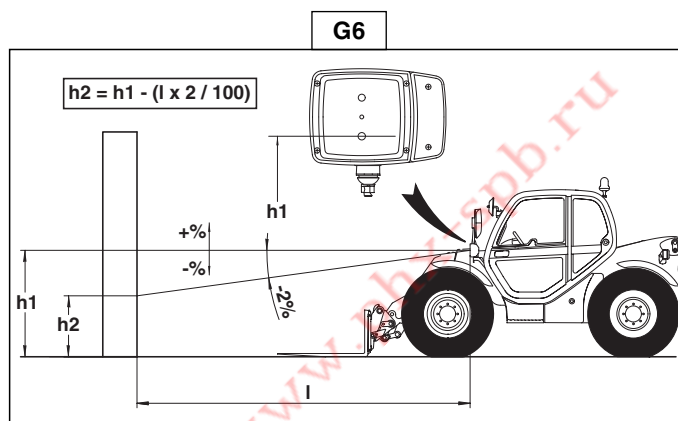
RECOMMENDED SETTING

(As per standard ECE-76/756 76/761 ECE20)

Set to - 2% of the dipped beam in relation to the horizontal line of the headlamp.

ADJUSTING PROCEDURE

- Place the lift truck unloaded and in the transport position and perpendicular to a white wall on flat, level ground (Fig. G6).
- Check the tyre pressures (See chapter : A6 - TYRES PRESSURE AND WHEEL NUTS TORQUE in paragraph : 3 - MAINTENANCE).
- Put the gear reverser lever in neutral and release the parking brake.



CALCULATING THE HEIGHT OF THE DIPPED BEAM ($h2$)

- $h1$ = Height of the dipped beam in relation to the ground.
- $h2$ = Height of the adjusted beam.
- l = Distance between the dipped beam and the white wall.

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H - EVERY TWO YEARS (OPTION AIR CONDITIONING)



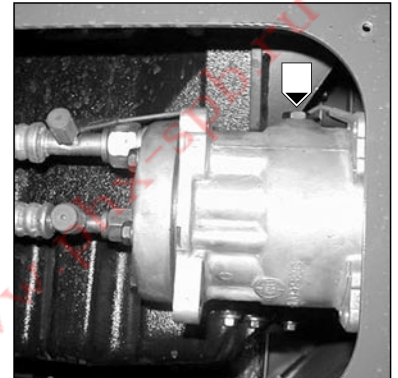
WARNING : NEVER TRY TO REPAIR ANY ANOMALIES YOURSELF. TO RECHARGE A CIRCUIT, ALWAYS CONTACT YOUR DEALER WHO HAS THE APPROPRIATE SPARE PARTS, TECHNICAL TRAINING AND NECESSARY TOOLS.

- Do not open the circuit under any circumstances as this would cause the coolant to be lost.
- The cooling circuit contains a gas which can be dangerous under certain conditions. This gas, coolant R 134a, is colourless, odourless and heavier than air.



- If this gas is inhaled, take the victim into fresh air, give oxygen or artificial respiration if necessary and call a doctor.
- If the gas is in contact with the skin, wash it immediately under running water and remove any contaminated garments.
- If the gas is in contact with the eyes, rinse them in clear water for 15 minutes and call a doctor.

- The charger has an oil level gauge; never unscrew this gauge because it would depressurise the installation. The oil level is only checked when changing the oil in the circuit.



H1 - CLEANING THE CONDENSER AND EVAPORATOR COILS (*)

H2 - CLEANING THE HOTWELL AND THE PRESSURE RELIEF VALVE (*)

H3 - COLLECTING THE COOLANT TO REPLACE THE FILTER-DRIER (*)

H4 - RELOADING COOLANT AND CHECKING THE THERMOSTATIC CONTROL AND PRESSURE SWITCHES (*)

NOTE : When opening the evaporator unit, remember to replace the cover seal.

(*) : (Consult your dealer).

4 - ADAPTABLE ATTACHMENTS IN OPTION ON THE RANGE

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INTRODUCTION

- A wide range of attachments studied and perfectly adapted to your lift truck is available and guaranteed by the manufacturer.
- The attachments are delivered with a load chart concerning your lift truck. The operator's manual and the load chart should be kept in the places provided in the lift truck. For standard attachments, their use is governed by the instructions contained on this notice.



We would remind users that the MT 932 Série A, are lift trucks essentially intended for handling. Occasional use with the buckets CBC 800 and CBR 900 is authorised, but under no circumstances is intensive use for difficult applications (quarry, waste, cereals, agriculture, etc) permissible.

In addition, use of the lift truck with the buckets CBC 800 and CBR 900 should be with the jib completely retracted, in order to reduce the constraints on the jib head.

Use other buckets CBA, CBC, CBR, CB, CBG and manure forks FF, FFGR is forbidden.

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



It is COMPULSORY for all ATTACHMENTS WITH SUSPENDED LOAD (Hoist, crane jib, crane jib with winch, hook, etc.) to be used with a fork lift fitted with AUTOMATIC HYDRAULIC MOVEMENT CUT-OFF.



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



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



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

PICKING UP THE ATTACHMENTS

A - ATTACHMENT WITHOUT HYDRAULICS AND HAND LOCKING DEVICE

B - ATTACHMENT WITHOUT HYDRAULICS AND HYDRAULIC LOCKING DEVICE (OPTION)

MLT 629/730 Série A
MT 732/932 Série A
MT 732 Turbo Série A

C - ATTACHMENT WITHOUT HYDRAULICS AND HYDRAULIC LOCKING DEVICE (OPTION)

MLT 629/730 Turbo Série A
MLT 629/633/730 -120 LS Série A
MLT 633/730 LS Turbo Série A
MLT 633/730 -120 LS POWERSHIFT Série A
MLT 730 Turbo POWERSHIFT Série A

D - HYDRAULIC ATTACHMENT AND HAND LOCKING DEVICE

MLT 629/730 Série A
MT 732/932 Série A
MT 732 Turbo Série A

E - HYDRAULIC ATTACHMENT AND HAND LOCKING DEVICE

MLT 629/730 Turbo Série A
MLT 629/633/730 -120 LS Série A
MLT 633/730 LS Turbo Série A
MLT 633/730 -120 LS POWERSHIFT Série A
MLT 730 Turbo POWERSHIFT Série A

F - HYDRAULIC ATTACHMENT AND HYDRAULIC LOCKING DEVICE (OPTION)

MLT 629/730 Série A
MT 732/932 Série A
MT 732 Turbo Série A

G - HYDRAULIC ATTACHMENT AND HYDRAULIC LOCKING DEVICE (OPTION)

MLT 629/730 Turbo Série A
MLT 629/633/730 -120 LS Série A
MLT 633/730 LS Turbo Série A
MLT 633/730 -120 LS POWERSHIFT Série A
MLT 730 Turbo POWERSHIFT Série A

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A - ATTACHMENT WITHOUT HYDRAULICS AND HAND LOCKING DEVICE

TAKING UP AN ATTACHMENT

- Ensure that the attachment is in a position facilitating the locking to the carriage. If it is not correctly oriented, take the necessary precautions in order to move it safely.
- Check that the locking pin and the clip are in position in the bracket (Fig. A).
- Place the lift truck with the jib lowered in front of and parallel to the attachment, tilt the carriage forwards (Fig. B).
- Bring the carriage under the locking tube of the attachment, slightly lift the jib, incline the carriage backwards in order to position the attachment (Fig. C).
- Lift the attachment off the ground to facilitate locking.

HAND LOCKING

- Take the locking pin and the clip on the bracket (Fig. A) and lock the attachment (Fig. D). Do not forget to refit the clip.

HAND RELEASING

- Proceed in the reverse order of paragraph HAND LOCKING while making sure you put back the locking pin and the clip in the bracket (Fig. A).

LAYING AN ATTACHMENT

- Proceed in the reverse order of paragraph TAKING UP AN ATTACHMENT while making sure you place the attachment flat on the ground and in closed position.

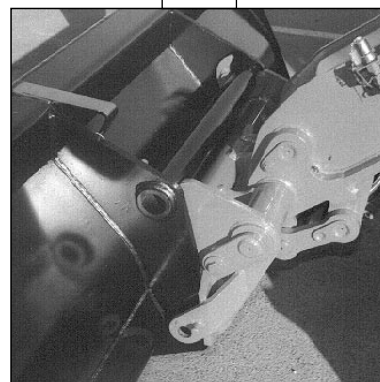
A



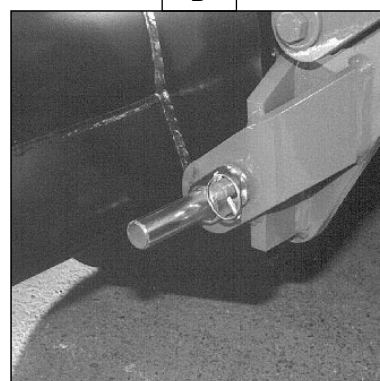
B



C



D



B - ATTACHMENT WITHOUT HYDRAULICS AND HYDRAULIC LOCKING DEVICE (OPTION)

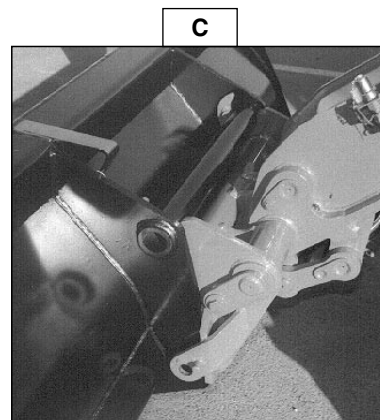
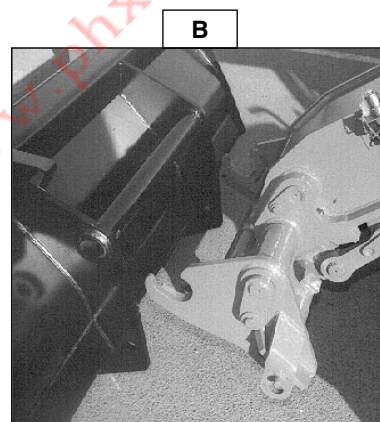
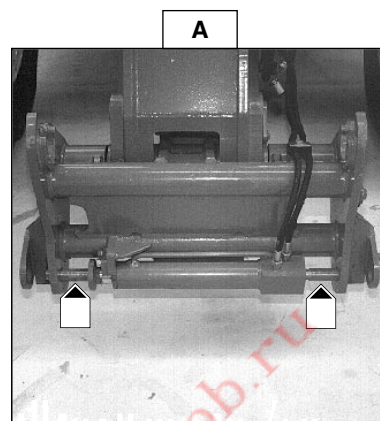
MLT 629/730 Série A

MT 732/932 Série A

MT 732 Turbo Série A

TAKING UP AN ATTACHMENT

- Ensure that the attachment is in a position facilitating the locking to the carriage. If it is not correctly oriented, take the necessary precautions in order to move it safely.
- Check that the rods on the locking cylinder are retracted (Fig. A).
- Place the lift truck with the jib lowered in front of and parallel to the attachment, tilt the carriage forwards (Fig. B).
- Bring the carriage under the locking tube of the attachment, slightly lift the jib, incline the carriage backwards in order to position the attachment (Fig. C).
- Lift the attachment off the ground to facilitate locking.



HYDRAULIC LOCKING (OPTION)

- Put the valve in position A (Fig. D), that is to say, the hydraulic circuit of the attachment locking open.
- Push the lever of the distributor 1 (Fig. E) forwards in order to completely lock the attachment on the carriage.
- Close the valve in position B (Fig. D), that is to say, the hydraulic circuit of the attachment locking closed.

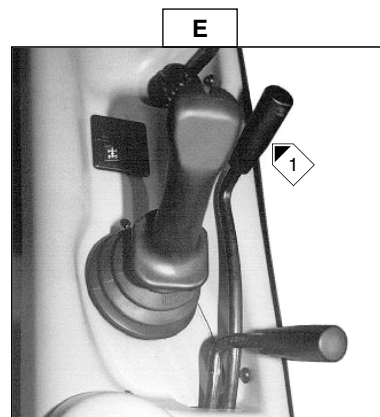
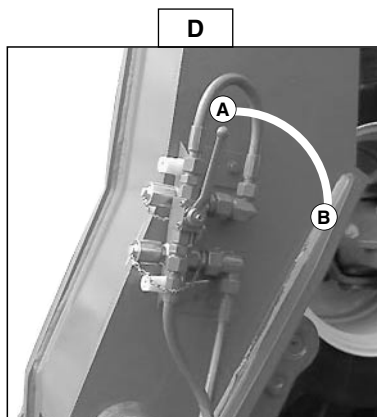
 **Always close the valve in position B (Fig. D) after the locking of the attachment, in order to avoid accidental unlocking and use the attachment safely.**

HYDRAULIC RELEASING (OPTION)

- Put the valve in position A (Fig. D), that is to say, the hydraulic circuit of the attachment locking open.
- Pull the lever of the distributor 1 (Fig. E) backwards in order to unlock the attachment on the carriage.

LAYING AN ATTACHMENT

- Proceed in the reverse order of paragraph TAKING UP AN ATTACHMENT while making sure you place the attachment flat on the ground and in closed position.



C - ATTACHMENT WITHOUT HYDRAULICS AND HYDRAULIC LOCKING DEVICE (OPTION)

MLT 629/730 Turbo Série A

MLT 629/633/730 -120 LS Série A

MLT 633/730 LS Turbo Série A

MLT 633/730 -120 LS POWERSHIFT Série A

MLT 730 Turbo POWERSHIFT Série A

TAKING UP AN ATTACHMENT

- Ensure that the attachment is in a position facilitating the locking to the carriage. If it is not correctly oriented, take the necessary precautions in order to move it safely.
- Check that the rods on the locking cylinder are retracted (Fig. A).
- Place the lift truck with the jib lowered in front of and parallel to the attachment, tilt the carriage forwards (Fig. B).
- Bring the carriage under the locking tube of the attachment, slightly lift the jib, incline the carriage backwards in order to position the attachment (Fig. C).
- Lift the attachment off the ground to facilitate locking.

HYDRAULIC LOCKING (OPTION)

- Put the valve in position A (Fig. D), that is to say, the hydraulic circuit of the attachment locking open.
- Press button 1 (Fig. E) on the distributor lever to completely lock the attachment to the carriage.
- Close the valve in position B (Fig. D), that is to say, the hydraulic circuit of the attachment locking closed.

! *Always close the valve in position B (Fig. D) after the locking of the attachment, in order to avoid accidental unlocking and use the attachment safely.*

HYDRAULIC RELEASING (OPTION)

- Put the valve in position A (Fig. D), that is to say, the hydraulic circuit of the attachment locking open.
- Press button 2 (Fig. E) on the distributor lever to completely unlock the attachment.

LAYING AN ATTACHMENT

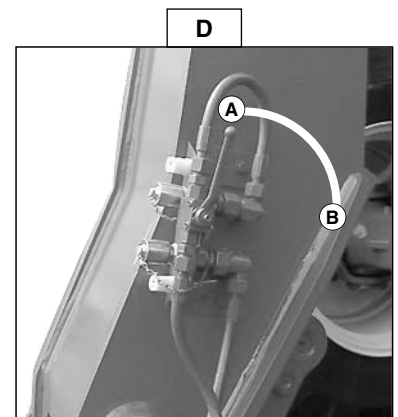
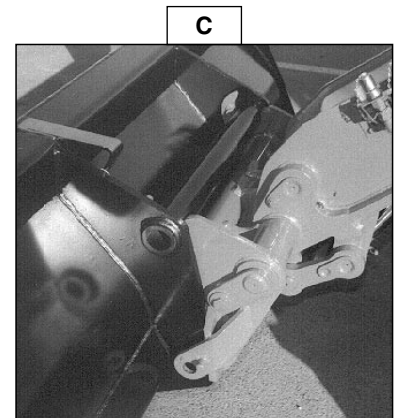
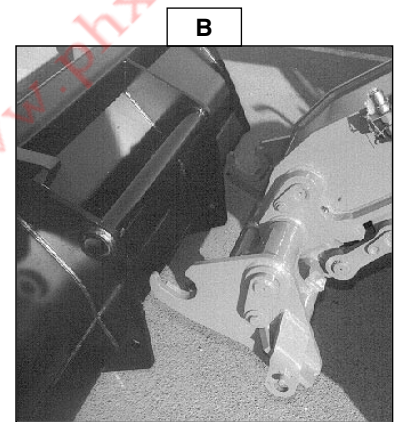
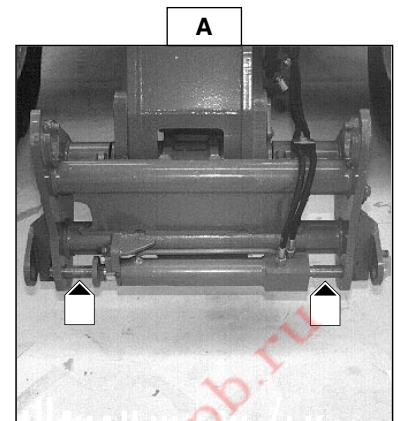
- Proceed in the reverse order of paragraph TAKING UP AN ATTACHMENT while making sure you place the attachment flat on the ground and in closed position.

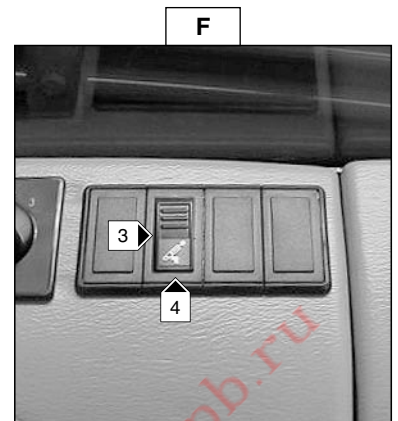
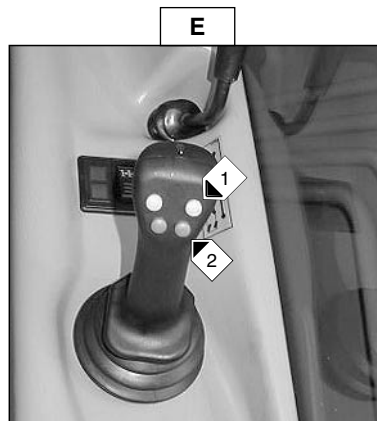
INACTIVATE THE HYDRAULIC RELEASE CONTROL

You can change an attachment without leaving the control post, by cutting the electricity supply to the hydraulic control.

- Leave the valve in position A (Fig. D).
- Use switch 3 (Fig. F) to cut the electricity supply to the hydraulic control. The circuit is out of action when indicator 4 (Fig. F) is on.

! *Always cut the electrical power to the circuit using switch 3 (Fig. F) after each change of attachment to avoid involuntary release and use the attachment in complete safety.*





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D - HYDRAULIC ATTACHMENT AND HAND LOCKING DEVICE

MLT 629/730 Série A

MT 732/932 Série A

MT 732 Turbo Série A

TAKING UP AN ATTACHMENT

- Ensure that the attachment is in a position facilitating the locking to the carriage. If it is not correctly oriented, take the necessary precautions in order to move it safely.
- Check that the locking pin and the clip are in position in the bracket (Fig. A).
- Place the lift truck with the jib lowered in front of and parallel to the attachment, tilt the carriage forwards (Fig. B).
- Bring the carriage under the locking tube of the attachment, slightly lift the jib, incline the carriage backwards in order to position the attachment (Fig. C).
- Lift the attachment off the ground to facilitate locking.

HAND LOCKING AND CONNECTING THE ATTACHMENT

- Take the locking pin and the clip on the bracket (Fig. A) and lock the attachment (Fig. D). Do not forget to refit the clip.
- Stop the engine.
- Remove the pressure of the hydraulic circuit by using the lever of the distributor 1 (Fig. E).
- Connect the rapid connectors according to the logic of the attachment's hydraulic movements.

! *Make sure that the rapid connectors are clean and protect the holes which are not used, with the caps provided.*

HAND RELEASING AND DISCONNECTING THE ATTACHMENT

- Proceed in the reverse order of paragraph HAND LOCKING AND CONNECTING THE ATTACHMENT while making sure you put back the locking pin and the clip in the bracket (Fig. A).

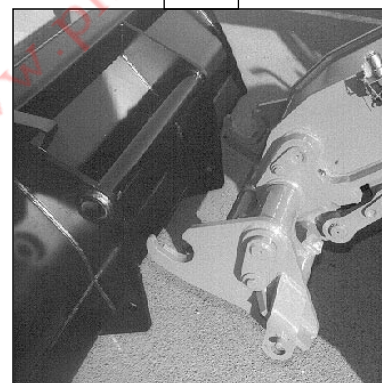
LAYING AN ATTACHMENT

- Proceed in the reverse order of paragraph TAKING UP AN ATTACHMENT while making sure you place the attachment flat on the ground and in closed position.

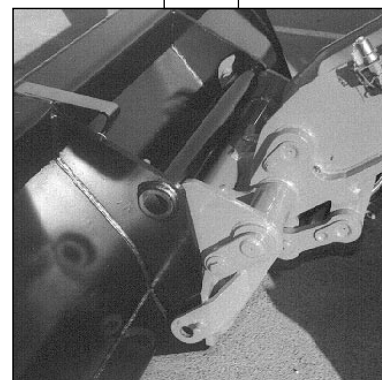
A



B



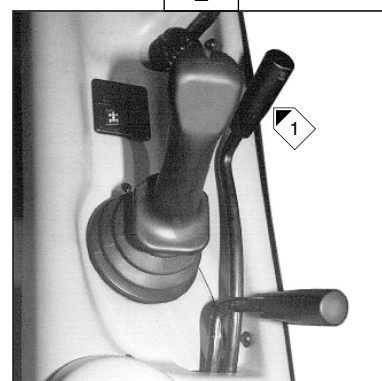
C



D



E



E - HYDRAULIC ATTACHMENT AND HAND LOCKING DEVICE

MLT 629/730 Turbo Série A

MLT 629/633/730 -120 LS Série A

MLT 633/730 LS Turbo Série A

MLT 633/730 -120 LS POWERSHIFT Série A

MLT 730 Turbo POWERSHIFT Série A

TAKING UP AN ATTACHMENT

- Ensure that the attachment is in a position facilitating the locking to the carriage. If it is not correctly oriented, take the necessary precautions in order to move it safely.
- Check that the locking pin and the clip are in position in the bracket (Fig. A).
- Place the lift truck with the jib lowered in front of and parallel to the attachment, tilt the carriage forwards (Fig. B).
- Bring the carriage under the locking tube of the attachment, slightly lift the jib, incline the carriage backwards in order to position the attachment (Fig. C).
- Lift the attachment off the ground to facilitate locking.

HAND LOCKING AND CONNECTING THE ATTACHMENT

- Take the locking pin and the clip on the bracket (Fig. A) and lock the attachment (Fig. D). Do not forget to refit the clip.
- Stop the engine and keep the ignition on the lift truck.
- Remove the pressure of the hydraulic circuit by pressing buttons 1 and 2 (Fig. E) on the distributor lever 4 or 5 times.
- Connect the rapid connectors according to the logic of the attachment's hydraulic movements.

! *Make sure that the rapid connectors are clean and protect the holes which are not used, with the caps provided.*

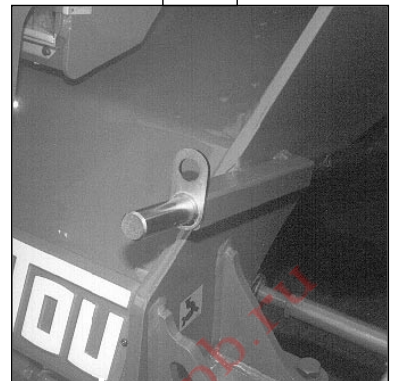
HAND RELEASING AND DISCONNECTING THE ATTACHMENT

- Proceed in the reverse order of paragraph HAND LOCKING AND CONNECTING THE ATTACHMENT while making sure you put back the locking pin and the clip in the bracket (Fig. A).

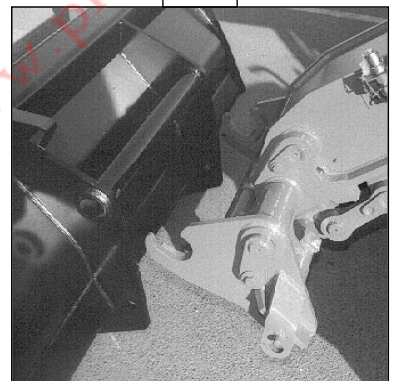
LAYING AN ATTACHMENT

- Proceed in the reverse order of paragraph TAKING UP AN ATTACHMENT while making sure you place the attachment flat on the ground and in closed position.

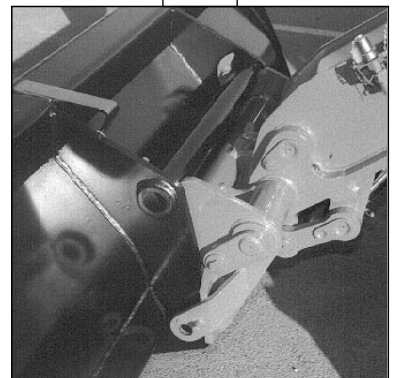
A



B



C



D



E



F - HYDRAULIC ATTACHMENT AND HYDRAULIC LOCKING DEVICE (OPTION)

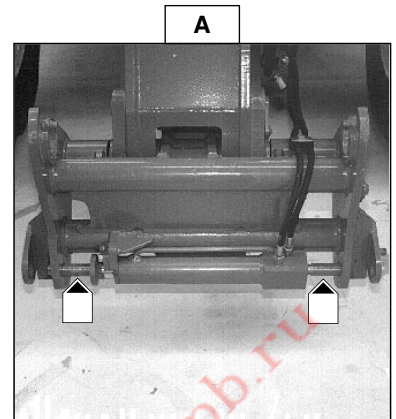
MLT 629/730 Série A

MT 732/932 Série A

MT 732 Turbo Série A

TAKING UP AN ATTACHMENT

- Ensure that the attachment is in a position facilitating the locking to the carriage. If it is not correctly oriented, take the necessary precautions in order to move it safely.
- Check that the rods on the locking cylinder are retracted (Fig. A).
- Place the lift truck with the jib lowered in front of and parallel to the attachment, tilt the carriage forwards (Fig. B).
- Bring the carriage under the locking tube of the attachment, slightly lift the jib, incline the carriage backwards in order to position the attachment (Fig. C).
- Lift the attachment off the ground to facilitate locking.



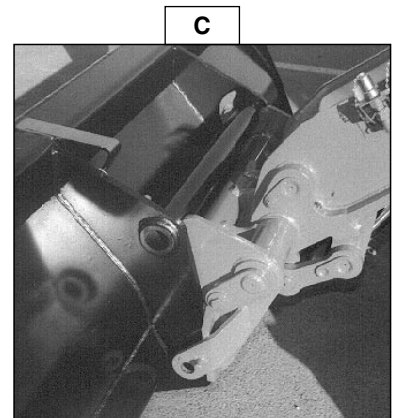
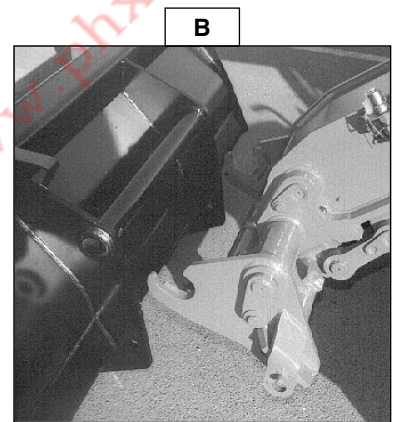
HYDRAULIC LOCKING AND CONNECTING THE ATTACHMENT

- Put the valve in position A (Fig. D), that is to say, the hydraulic circuit of the attachment locking open.
- Push the lever of the distributor 1 (Fig. E) forwards in order to completely lock the attachment on the carriage.
- Stop the engine.
- Remove the pressure of the attachment hydraulic circuit by using the lever of the distributor 1 (Fig. E).
- Connect the rapid connectors according to the logic of the attachment's hydraulic movements.

! *Make sure that the rapid connectors are clean and protect the holes which are not used, with the caps provided.*

- Close the valve in position B (Fig. D), that is to say, the hydraulic circuit of the attachment locking closed.

! *Always close the valve in position B (Fig. D) after the locking of the attachment, in order to avoid accidental unlocking and use the attachment safely.*



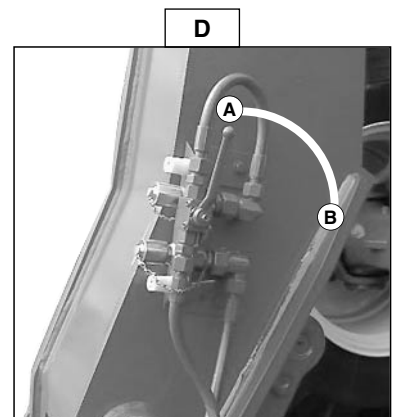
HYDRAULIC RELEASING AND DISCONNECTING THE ATTACHMENT

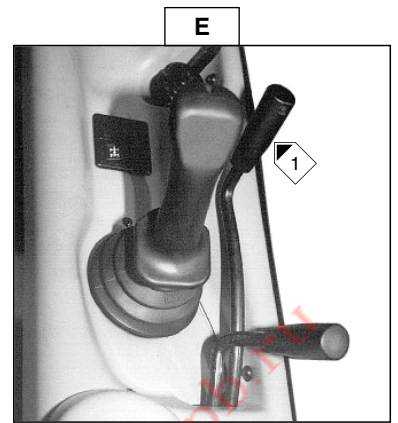
- Close the attachment.
- Put the valve in position A (Fig. D), that is to say, the hydraulic circuit of the attachment locking open.
- Push the lever of the distributor 1 (Fig. E) backwards in order to completely unlock the attachment on the carriage.
- Stop the engine.
- Remove the pressure of the attachment hydraulic circuit by using the lever of the distributor 1 (Fig. E).
- Disconnect the rapid connectors of the attachment.

! *Make sure that the rapid connectors are clean and protect the holes which are not used, with the caps provided.*

LAYING AN ATTACHMENT

- Proceed in the reverse order of paragraph TAKING UP AN ATTACHMENT while making sure you place the attachment flat on the ground and in closed position.





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G - HYDRAULIC ATTACHMENT AND HYDRAULIC LOCKING DEVICE (OPTION)

MLT 629/730 Turbo Série A

MLT 629/633/730 -120 LS Série A

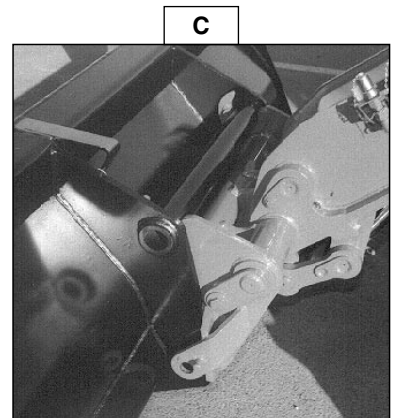
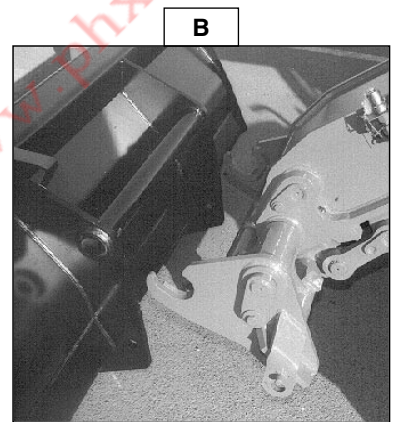
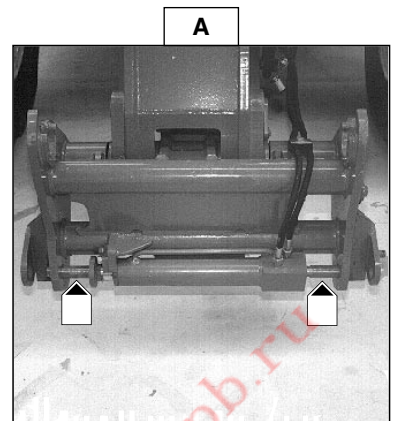
MLT 633/730 LS Turbo Série A

MLT 633/730 -120 LS POWERSHIFT Série A

MLT 730 Turbo POWERSHIFT Série A

TAKING UP AN ATTACHMENT

- Ensure that the attachment is in a position facilitating the locking to the carriage. If it is not correctly oriented, take the necessary precautions in order to move it safely.
- Check that the rods on the locking cylinder are retracted (Fig. A).
- Place the lift truck with the jib lowered in front of and parallel to the attachment, tilt the carriage forwards (Fig. B).
- Bring the carriage under the locking tube of the attachment, slightly lift the jib, incline the carriage backwards in order to position the attachment (Fig. C).
- Lift the attachment off the ground to facilitate locking.



HYDRAULIC LOCKING AND CONNECTING THE ATTACHMENT

- Put the valve in position A (Fig. D), that is to say, the hydraulic circuit of the attachment locking open.
- Press button 1 (Fig. E) on the distributor lever to completely lock the attachment to the carriage.
- Stop the engine and keep the ignition on the lift truck.
- Remove the pressure of the hydraulic circuit by pressing buttons 1 and 2 (Fig. E) on the distributor lever 4 or 5 times.
- Connect the rapid connectors according to the logic of the attachment's hydraulic movements.

! Make sure that the rapid connectors are clean and protect the holes which are not used, with the caps provided.

- Close the valve in position B (Fig. D), that is to say, the hydraulic circuit of the attachment locking closed.

! Always close the valve in position B (Fig. D) after the locking of the attachment, in order to avoid accidental unlocking and use the attachment safely.

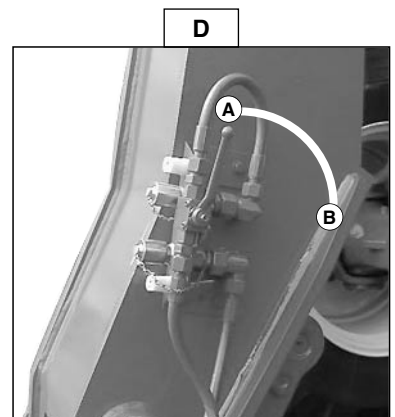
HYDRAULIC RELEASING AND DISCONNECTING THE ATTACHMENT

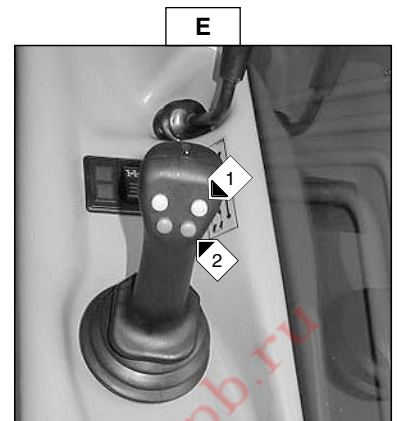
- Close the attachment.
- Put the valve in position A (Fig. D), that is to say, the hydraulic circuit of the attachment locking open.
- Press button 2 (Fig. E) on the distributor lever to completely unlock the attachment.
- Stop the engine and keep the ignition on the lift truck.
- Remove the pressure of the attachment hydraulic circuit by pressing buttons 1 and 2 (Fig. E) on the distributor lever 4 or 5 times.
- Disconnect the rapid connectors of the attachment.

! Make sure that the rapid connectors are clean and protect the holes which are not used, with the caps provided.

LAYING AN ATTACHMENT

- Proceed in the reverse order of paragraph TAKING UP AN ATTACHMENT while making sure you place the attachment flat on the ground and in closed position.





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TECHNICAL SPECIFICATIONS OF ATTACHMENTS

FLOATING FORK CARRIAGE

- TFF 29 MT-1040 -

Reference : 570724
Nominal load capacity : 2900 Kg
Width : 1040 mm
Weight : 285 Kg

- TFF 29 MT-1300 -

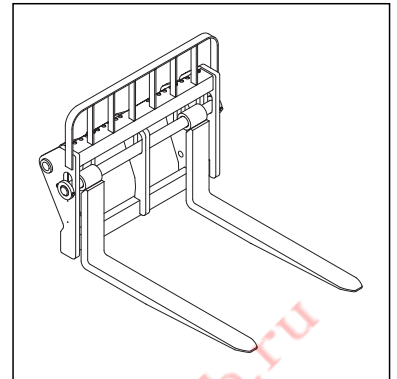
Reference : 570725
Nominal load capacity : 29000 Kg
Width : 1300 mm
Weight : 325 Kg

- TFF 33 MT-1040 -

Reference : 570726
Nominal load capacity : 3300 Kg
Width : 1040 mm
Weight : 300 Kg

- TFF 33 MT-1300 -

Reference : 570727
Nominal load capacity : 3300 Kg
Width : 1300 mm
Weight : 340 Kg



FLOATING FORK SIDE-SHIFT CARRIAGE

- TFF 29 MT-1040 DL -

Reference : 570729
Nominal load capacity : 2900 Kg
Side-shift : 2x100 mm
Width : 1040 mm
Weight : 330 Kg

- TFF 29 MT-1300 DL -

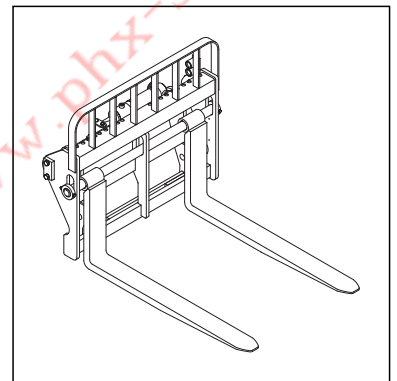
Reference : 570730
Nominal load capacity : 2900 Kg
Side-shift : 2x100 mm
Width : 1300 mm
Weight : 370 Kg

- TFF 33 MT-1040 DL -

Reference : 570731
Nominal load capacity : 3300 Kg
Side-shift : 2x100 mm
Width : 1040 mm
Weight : 345 Kg

- TFF 33 MT-1300 DL -

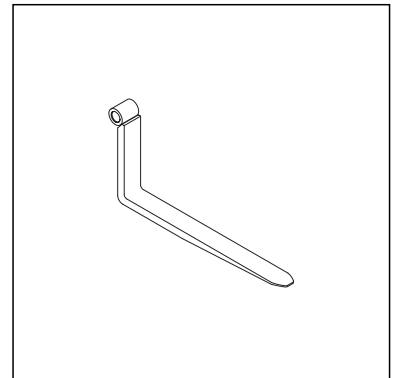
Reference : 570732
Nominal load capacity : 3300 Kg
Side-shift : 2x100 mm
Width : 1300 mm
Weight : 385 Kg



FLOATING FORK

Reference : 211919
Section : 125 x 40 x 1200 mm
Weight : 62 Kg

Reference : 415801
Section : 125 x 45 x 1200 mm
Weight : 68 Kg



FORKS EXTENSION

- RF 45-1700 -

Reference : 556355
Nominal load capacity : 2250 Kg
Length : 1700 mm
Section : 160 x 65 mm
Weight : 46 Kg

- RF 45-2000 -

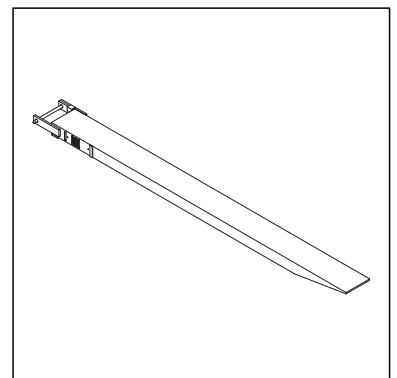
Reference : 556356
Nominal load capacity : 2250 Kg
Length : 2000 mm
Section : 160 x 65 mm
Weight : 49 Kg

- RF 45-2300 -

Reference : 556357
Nominal load capacity : 2250 Kg
Length : 2300 mm
Section : 160 x 65 mm
Weight : 55 Kg

- RF 45-2500 -

Reference : 556358
Nominal load capacity : 2250 Kg
Length : 2500 mm
Section : 160 x 65 mm
Weight : 60 Kg



STANDARDISED TILTING FORK CARRIAGE

- PFB 35 N MT-1260 -

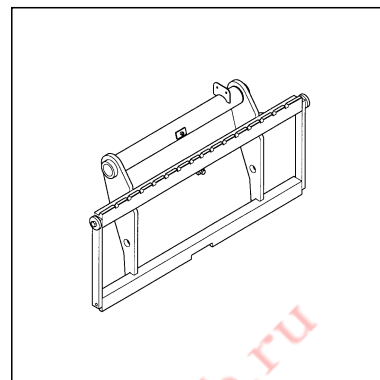
Reference : 570050
Nominal load capacity : 3500 Kg
Width : 1260 mm
Weight : 103 Kg

- PFB 35 N MT-1470 -

Reference : 570051
Nominal load capacity : 3500 Kg
Width : 1470 mm
Weight : 126 Kg

- PFB 35 N MT-1580 -

Reference : 570052
Nominal load capacity : 3500 Kg
Width : 1580 mm
Weight : 131 Kg



STANDARDISED SIDE-SHIFT CARRIAGE

- TDL 3T L1260 FEM3 -

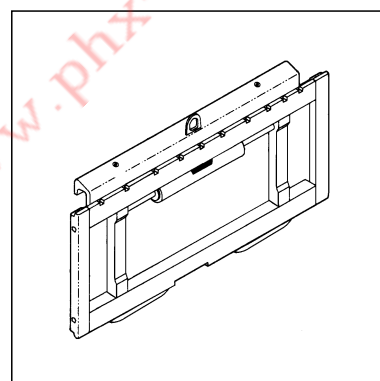
Reference : 556359
Nominal load capacity : 3000 Kg
Side-shift : 2x100 mm
Width : 1260 mm
Weight : 110 Kg

- TDL 3T L1470 FEM3 -

Reference : 556361
Nominal load capacity : 3000 Kg
Side-shift : 2x100 mm
Width : 1470 mm
Weight : 192 Kg

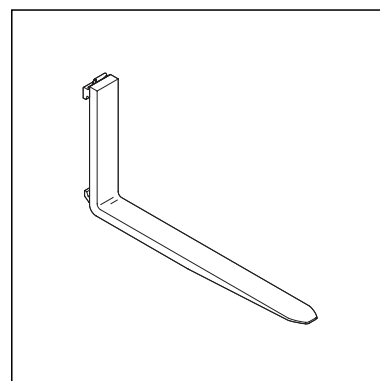
- TDL 3T L1580 FEM3 -

Reference : 556362
Nominal load capacity : 3000 Kg
Side-shift : 2x100 mm
Width : 1580 mm
Weight : 200 Kg



STANDARDISED FORK

Reference : 415618
Section : 125 x 45 x 1200 mm
Weight : 72 Kg

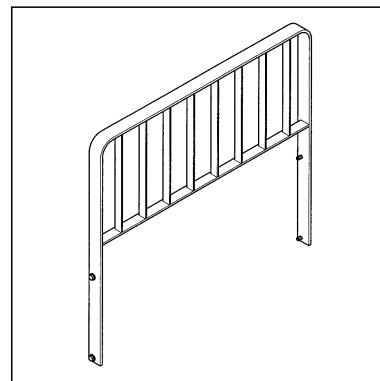


LOAD BACK REST

Reference : 556008
Width : 1260 mm
Weight : 36 Kg

Reference : 555325
Width : 1470 mm
Weight : Kg

Reference : 556010
Width : 1580 mm
Weight : Kg



BUILDING BUCKET

- CBC 700 L1950 -

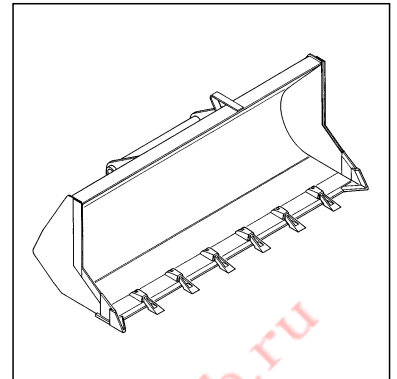
Reference : 570609
Nominal load capacity : 697 L
Width : 1950 mm
Weight : 326 Kg

- CBC 800 L2250 -

Reference : 570608
Nominal load capacity : 814 L
Width : 2250 mm
Weight : 364 Kg

- CBC 900 L2450 -

Reference : 570607
Nominal load capacity : 893 L
Width : 2450 mm
Weight : 390 Kg



LOADING BUCKET

- CBR 780 L1950 -

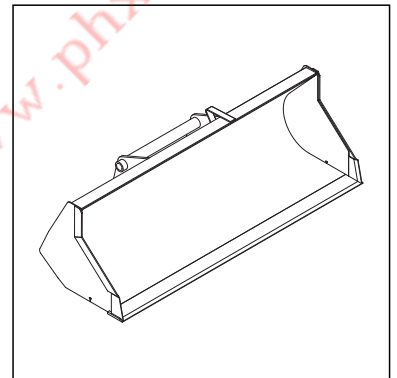
Reference : 570613
Nominal load capacity : 778 L
Width : 1950 mm
Weight : 328 Kg

- CBR 900 L2250 -

Reference : 570612
Nominal load capacity : 904 L
Width : 2250 mm
Weight : 360 Kg

- CBR 1000 L2450 -

Reference : 570611
Nominal load capacity : 990 L
Width : 2450 mm
Weight : 381 Kg



GRAIN BUCKET

- CBA 1500 S3 L2450 -

Reference : 570547
Nominal load capacity : 1502 L
Width : 2450 mm
Weight : 515 Kg

- CBA 1800 S3 L2250 -

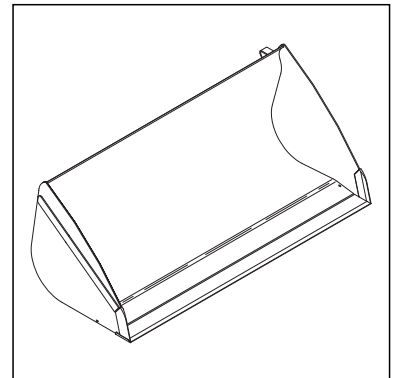
Reference : 570550
Nominal load capacity : 1820 L
Width : 2250 mm
Weight : 571 Kg

- CBA 2000 S3 L2450 -

Reference : 570551
Nominal load capacity : 1998 L
Width : 2450 mm
Weight : 607 Kg

- CBA 2500 S3 L2450 -

Reference : 570553
Nominal load capacity : 2508 L
Width : 2450 mm
Weight : 701 Kg



GRAIN BUCKET (REVERSING AND DISMOUNTABLE CUTTING EDGE)

- CBA 1500 S3 L2450 LDR -

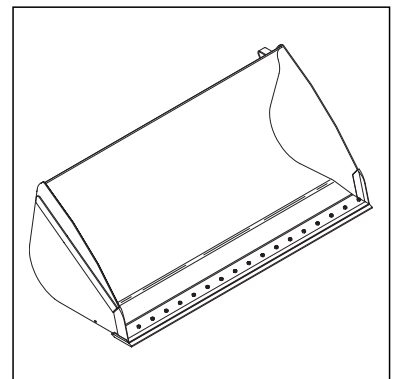
Reference : 570548
Nominal load capacity : 1500 L
Width : 2450 mm
Weight : 585 Kg

- CBA 2000 S3 L2450 LDR -

Reference : 570552
Nominal load capacity : 2000 L
Width : 2450 mm
Weight : 678 Kg

- CBA 2500 S3 L2450 LDR -

Reference : 570554
Nominal load capacity : 2500 L
Width : 2450 mm
Weight : 772 Kg



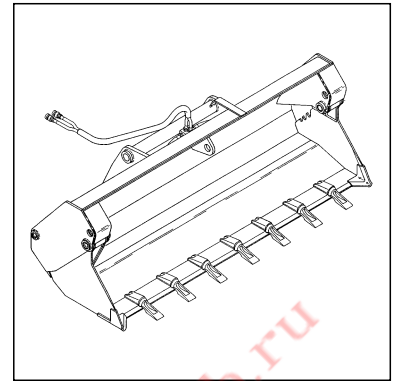
4 x 1 MULTIPURPOSE BUCKET

- CB4X1-620 L1950 -

Reference : 555090
Nominal load capacity : 620 L
Width : 1950 mm
Weight : 542 Kg

- CB4X1-750 L2330 S2 -

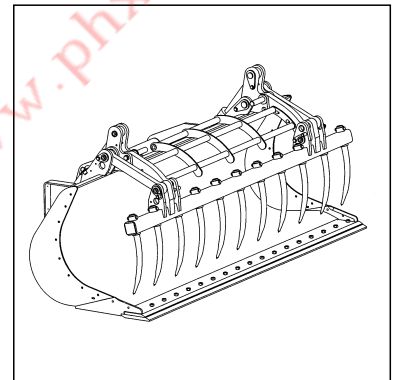
Reference : 469574
Nominal load capacity : 750 L
Width : 2330 mm
Weight : 615 Kg



MULTIPURPOSE BUCKET (REVERSING AND DISMOUNTABLE CUTTING EDGE)

- CBM 2450 LDR-

Reference : 653023
Nominal load capacity : m3
Width : 2450 mm
Grab : 11
Weight : 740 Kg



BUCKET WITH GRAB

- CBG 1950 S4 -

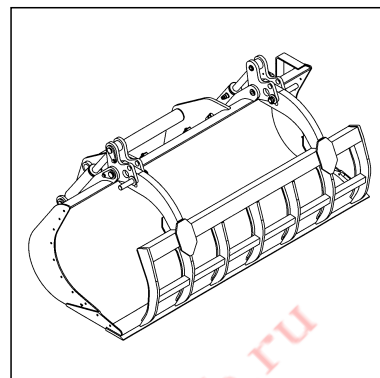
Reference : 653002
Nominal load capacity : 1 m3
Width : 1950 mm
Grab : 7
Weight : 552 Kg

- CBG 2300 S4 -

Reference : 653005
Nominal load capacity : 1,2 m3
Width : 2300 mm
Grab : 8
Weight : 609 Kg

- CBG 2450 S4 -

Reference : 653010
Nominal load capacity : 1,26 m3
Width : 2450 mm
Grab : 8
Weight : 630 Kg



BUCKET WITH GRAB (NON-HAZARDOUS INDUSTRIAL WASTE)

- CBG 1950 DIB S4 -

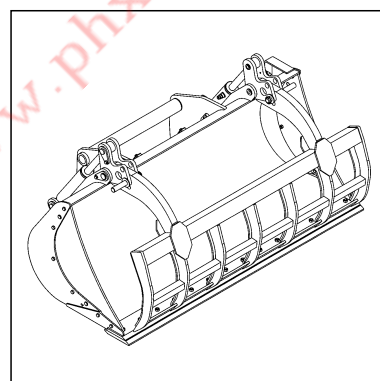
Reference : 653016
Nominal load capacity : 1 m3
Width : 1950 mm
Grab : 7
Weight : 678 Kg

- CBG 2300 DIB S4 -

Reference : 653018
Nominal load capacity : 1,2 m3
Width : 2300 mm
Grab : 8
Weight : 740 Kg

- CBG 2450 DIB S4 -

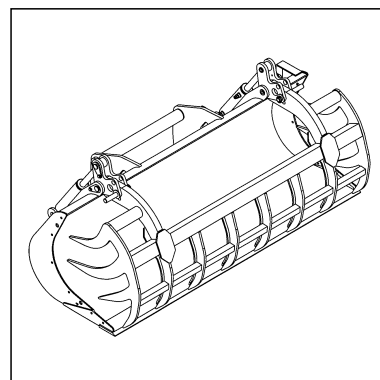
Reference : 653020
Nominal load capacity : 1 m26
Width : 2450 mm
Grab : 8
Weight : 767 Kg



BUCKET WITH GRAB (CLOSED GRAB)

- CBG 2300 GF S4 -

Reference : 653008
Nominal load capacity : 1,2 m3
Width : 2300 mm
Grab : 8
Weight : 637 Kg



BUCKET WITH GRAB (SIDES CLOSED AND REVERSING AND DISMOUNTABLE CUTTING EDGE)

- CBG 1950 JFD-LDR S4 -

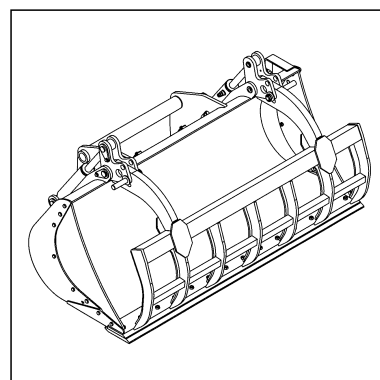
Reference : 653003
Nominal load capacity : 1 m3
Width : 1950 mm
Grab : 7
Weight : 655 Kg

- CBG 2300 JFD-LDR S4 -

Reference : 653006
Nominal load capacity : 1,2 m3
Width : 2300 mm
Grab : 8
Weight : 715 Kg

- CBG 2450 JFD-LDR S4 -

Reference : 653009
Nominal load capacity : 1 m26
Width : 2450 mm
Grab : 8
Weight : 742 Kg



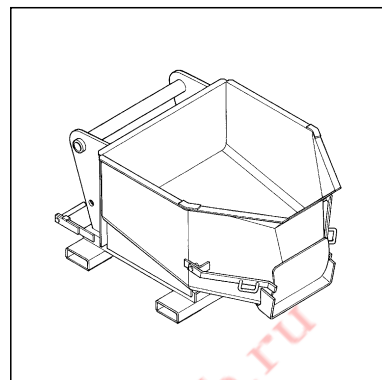
CONCRETE BUCKET

- BB 500 S2 -

Reference : 469095
Nominal load capacity : 500 L / 1300 Kg
Width : 1100 mm
Weight : 200 Kg

- BBH 500 S2 -

Reference : 469489
Nominal load capacity : 500 L / 1300 Kg
Width : 1100 mm
Weight : 200 Kg



SPOUT BUCKET (ADAPTABLE ON FORKS)

- GL 300 S2 -

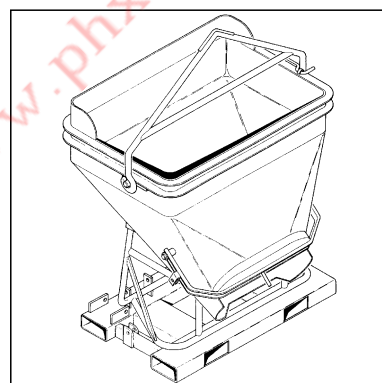
Reference : 174371
Nominal load capacity : 300 L / 660 Kg
Weight : 149 Kg

- GL 400 S2 -

Reference : 174372
Nominal load capacity : 400 L / 880 Kg
Weight : 157 Kg

- GL 600 S2 -

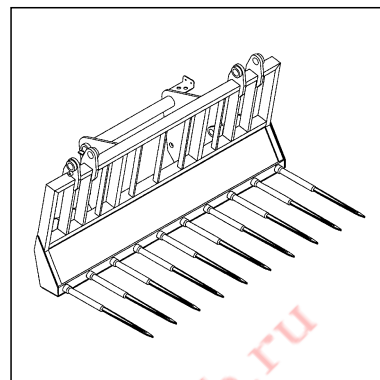
Reference : 174373
Nominal load capacity : 600 L / 1320 Kg
Weight : 277 Kg



MANURE FORK

- FF 30 MT 2100 S4 -

Reference : 556845
Nominal load capacity : 1700 Kg
Width : 2100 mm
Finger : 10
Weight : 380 Kg



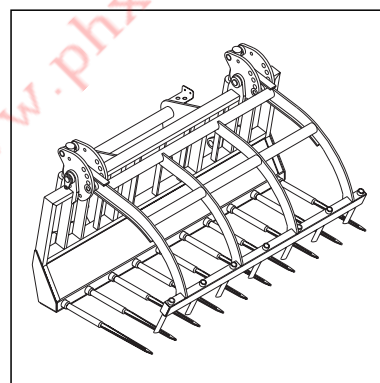
MANURE FORK WITH GRAB

- FFGR 30 MT 2100 S5 -

Reference : 556843
Nominal load capacity : 1700 Kg
Width : 2100 mm
Finger : 10
Grab : 7
Weight : 567 Kg

- FFGR 30 MT 2400 S5 -

Reference : 570594
Nominal load capacity : 1700 Kg
Width : 2100 mm
Finger : 12
Grab : 8
Weight : 606 Kg



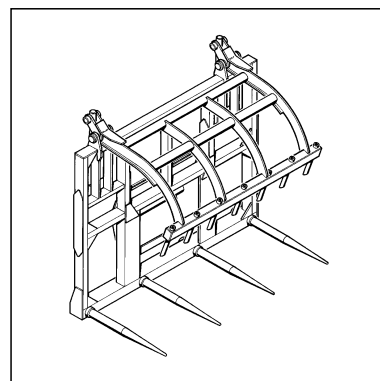
- FFGR 30 MT 2100 DR -

Reference : 570728
Nominal load capacity : 1700 Kg
Width : 2100 mm
Round finger : 10
Grab : 7
Weight : 567 Kg

TILTING BALE FORK WITH GRAB

- FBG 30 MT S3 -

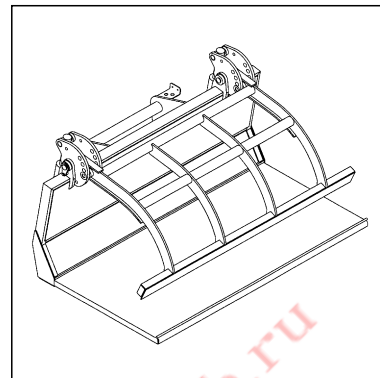
Reference : 556489
Nominal load capacity : 7,4 m3 / 1200 Kg
Width : 2104 mm
Finger : 4
Grab : 7
Weight : 640 Kg



REFUSE BALE CLAMP

- PBD 30 MT S3 -

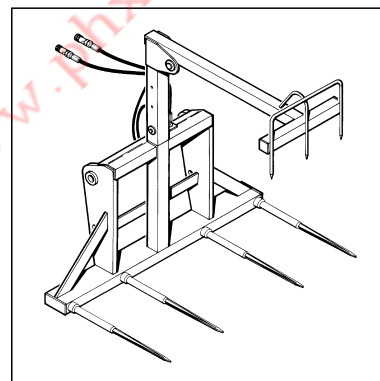
Reference : 556374
Nominal load capacity : 1700 Kg
Width : 2100 mm
Weight : 755 Kg



TILTING BALE CLAMP

- PBB 30 MT S2 -

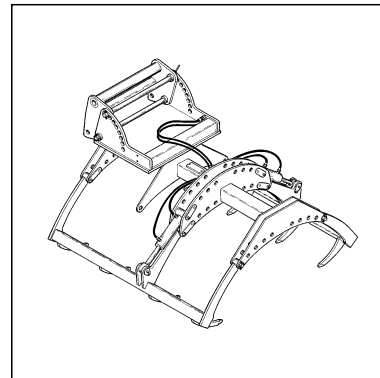
Reference : 469818
Nominal load capacity : 3,8 m3 / 800 Kg
Width : 1600 mm
Finger : 4
Grab : 3
Weight : Kg



ROUNDS BALES CLAMP

- PBR S2 -

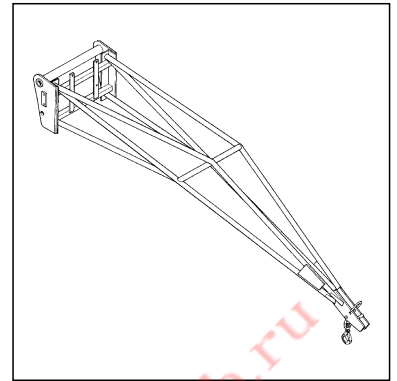
Reference : 469573
Nominal load capacity : 2 Bales
Grab : 8
Weight : Kg



CRANE JIB

- P 600 MT S3 -

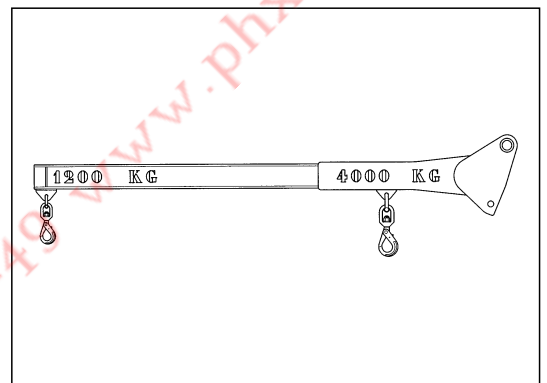
Reference : 653228
Nominal load capacity : 600 Kg
Weight : 170 Kg



CRANE JIB

- P 4000 MT S2 -

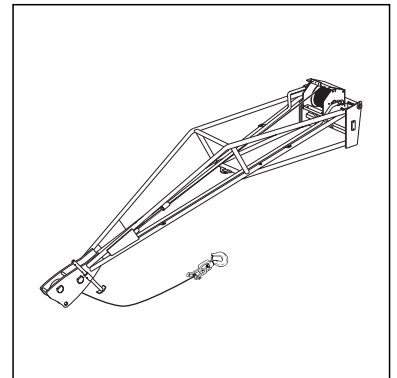
Reference : 653226
Nominal load capacity : 4000 Kg / 1200 Kg
Weight : 210 Kg



CRANE JIB WITH WINCH

- PT 600 MT -

Reference : 607431
Nominal load capacity : 600 Kg
Weight : Kg



15° / 15° MULTI-DIRECTIONAL CRANE JIB

- PO 600 L2500 S2 -

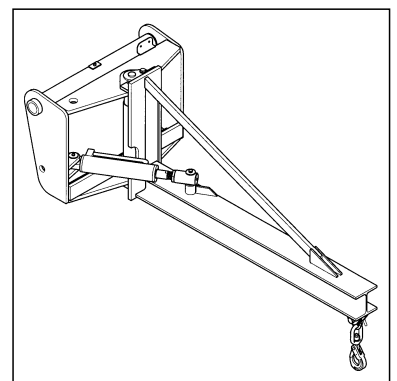
Reference : 653230
Nominal load capacity : 600 Kg
Weight : 280 Kg

- PO 1000 L1500 S2 -

Reference : 653231
Nominal load capacity : 1000 Kg
Weight : 230 Kg

- PO 2000 L1000 S2 -

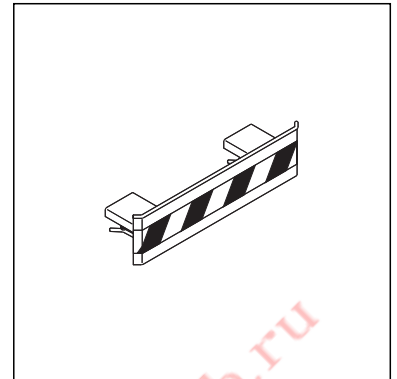
Reference : 653232
Nominal load capacity : 2000 Kg
Weight : 210 Kg



ATTACHMENT SHIELDS

FORK PROTECTOR

Reference : 227801



BUCKET PROTECTOR

NOTE : Always ensure that the width of the protector you choose is less than or equal to the width of the bucket.

Reference : 206734 (1375 mm)

Reference : 206732 (1500 mm)

Reference : 206730 (1650 mm)

Reference : 235854 (1850 mm)

Reference : 206728 (1950 mm)

Reference : 206726 (2000 mm)

Reference : 223771 (2050 mm)

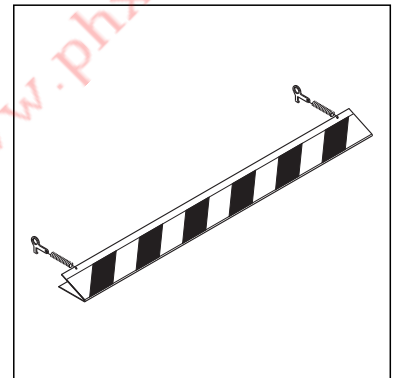
Reference : 223773 (2100 mm)

Reference : 206724 (2150 mm)

Reference : 206099 (2250 mm)

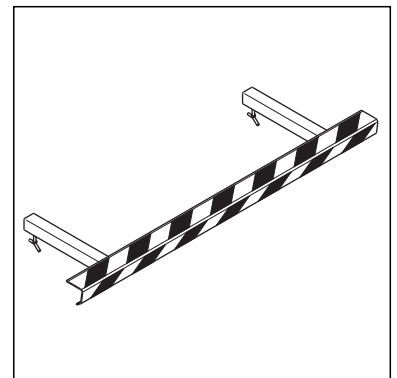
Reference : 206722 (2450 mm)

Reference : 223775 (2500 mm)



MANURE FORK PROTECTOR

Reference : 230689



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