

INSTRUCTION MANUAL AND MAINTENANCE



LOADMAC 855 SUPER REACH

WWW.LOADMALC.COM

 **LOADMAC**
Truck Mounted Forklifts

EC Declaration of Conformity & UK Declaration of Conformity

On behalf of (Manufacturer):

*ABT Loadmac Ltd, Ashburton Industrial Estate, Ross-on-Wye HR9
7BW*

it is declared by the person signing below that the product described:

Loadmac 825 / 855 Truck Mounted Forklift

fulfils the relevant provisions of Directive 2006/42/EC and the UK
Supply of Machinery (Safety) Regulations 2008.

The product also fulfills all the relevant provisions of the following :

*Directive 2014/30/EU and the UK Electromagnetic Compatibility
Regulations 2016.*

The following product standards have been used:

EN ISO 3691-1, BS ISO 20297-1

The following person is empowered to compile the technical file:

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- cabs
- chassis
- roll bars
- complex steel fabs
- tube manipulation
- autophoretic coating

For vehicles and
equipment:

- industrial
- construction
- agriculture
- materials handling

THE LOADMAC 855 Super Reach

IS A **THREE-WHEELED,**
NON-COUNTERBALANCED
FORKLIFT CAPABLE OF
BEING CARRIED ON A
TRUCK OR TRAILER

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1.0 PREFACE

The Loadmac 855 is a three-wheeled, non-counterbalanced forklift capable of being carried on a truck or trailer. Unlike a conventional forklift it does not have a counterweight fitted to the rear. The Loadmac 855 is a non-counterbalanced TRUCK-MOUNTED FORKLIFT which is equipped with standard forks, primary and secondary reach mechanisms, and stabilizers. Its short turning radius makes it extremely manoeuvrable in restricted spaces. However, all turning manoeuvres should be done slowly and carefully.

NOTE: The Loadmac is also badged the 825 in some territories but manual refers to both models.

SAFETY INSTRUCTIONS

DO NOT OPERATE THIS MACHINE UNLESS:



- You have read and understand the safety and operating instructions contained in the operator manual.
- You have been trained in the safe operation of the Loadmac 825.
- You have checked your machine and all functions are operating correctly.

WHEN TRAVELLING WITHOUT A LOAD:



- Keep the forks fully retracted and as low as possible.
- Centre the fork carriage using the side-shift function.

WHEN TRAVELLING WITH A LOAD:



- Keep the forks fully retracted and the load as low as possible.
- Make all turning manoeuvres slowly and carefully. Do not stop suddenly.
- Travel with the load side-shifted to the centre position.

WHEN TRAVELLING ON INCLINES:



- Travel directly up or down, do not travel across an incline.
- Keep the forks facing uphill at all times.
- Engage the diff-lock if operating on slippery slopes.
- Keep the load as low as possible. Do not elevate the load.

WHEN LIFTING A LOAD:



- Check that the stabilizers are fully lowered on a firm and stable surface.
- Do not raise the stabilizers unless the forks are fully retracted.

WHEN PLACING A LOAD:



- Do not extend the forks forward unless the stabilizers are fully lowered on a firm and stable surface.

WHEN MOUNTING FOR TRANSPORT:



- Check that the forks are fully engaged in the mounting kit before raising the Loadmac 855.

2.0 GENERAL SAFETY

2.1 OVERVIEW

Three reasons why SAFETY is important to you:

- Safe operation can prevent accidents and injury.
- Most accidents cost money.
- Most accidents can be avoided by your care and attention. Stay alert!

The safety portion of this manual is intended to point out situations which may be encountered during the NORMAL operation and maintenance of your machine and to suggest possible ways of dealing with these conditions and avoiding injury.

When operating a Loadmac 855 you should:

- Only operate and drive your forklift sat on the seat with body inside cab structure.
- Know the lifting capacity of your forklift and operate within this limit
- Know the purpose of all controls and gauges.
- Lower the stabilizers fully before moving the forks fully forward to place a load.
- Lower the stabilizers fully before lifting a load if the forks are not fully retracted.
- Lower the forks to the ground when parking the machine.

READ THIS MANUAL BEFORE STARTING THE ENGINE OR TRYING TO OPERATE THE LOADMAC 855. IF THERE IS SOMETHING IN THE MANUAL THAT YOU DO NOT UNDERSTAND, ASK YOUR SUPERVISOR TO EXPLAIN IT TO YOU.

**Never take chances. If you are unsure, it is better not to try.
It is better to be safe than sorry.**

2.2 ATTACHMENTS

This manual covers safe practices for a Loadmac 855 that is equipped with standard forks. All other attachments will affect the lifting capacity and operation of the machine. It should be stressed that attachments or equipment not furnished or approved by Loadmac Ltd. are used solely at the owner's or user's risk.

2.3 TRAINING REQUIREMENTS

For safe operation of a LOADMAC 855, you must be a qualified operator. To be qualified you must:-

- Understand the written instructions in this manual.
- Have received a specific training program for the Loadmac 855 which complies with the relevant regulation requirements for your territory. This must include supervised hands-on operation of the machine.
- Know the safety rules and regulations required on the job site.

2.4 SAFETY SIGNS AND LABELS

There are several safety signs and labels on your machine; their location and descriptions of the hazards involved are explained in this section. It is important to take the time to familiarise yourself with these safety signs.

Safety Alert Symbol



The hazards are identified by the **Safety Alert Symbol** and followed by a signal word such as “**Danger**”, “**Warning**” or “**Caution**”. If these hazard warnings are not heeded, bodily injury or death could occur to you or to other persons. The Safety Alert Symbol identifies safety messages both on the forklift and in this operator manual.

WHEN YOU SEE THIS SYMBOL  FOLLOW THE INSTRUCTIONS IN THE SAFETY MESSAGE. PAY ATTENTION; YOUR SAFETY IS INVOLVED.

Safety signal words

Whenever you see the safety signal words **DANGER**, **WARNING** or **CAUTION**, or see the symbol  observe any pictorials and carefully read and understand the message panels accompanying these safety signal words.

DANGER:	Indicates an immediate hazardous situation which, if not avoided, will result in death or serious injury
WARNING:	Indicates a potentially hazardous situation which, if not avoided, could result in death or serious injury.
CAUTION:	Indicates a potentially hazardous situation which, if not avoided, may result in minor or moderate injury.

Always follow safe operating and maintenance practices to ensure your own safety and the safety of those around you. Never misuse the machine or operate it in a fashion that would represent a danger to yourself or to others. The warnings in this operator manual provide guidance for the safe and productive use of this forklift but common sense and good judgement on the part of the operator are also required.

An operator should not use drugs or alcohol or any medication which can affect alertness or co-ordination. Those taking prescription or over-the-counter medicines should seek professional advice from a qualified doctor, before attempting to operate the machine, to check that there are no side-effects which may affect their ability and put their safety at risk.

2.5 SITE SAFETY



- Inspect the surface over which you will be operating the Loadmac 855. Always look out for holes, drop-offs, obstacles, rough spots, soft soil or slippery surfaces that could cause you to lose control or reduce the stability of the Loadmac 855.

- Plan your work route so that you know where you will make your pickups, lifts, turns and deliveries.
- Check overhead clearances especially under electric power and telephone cables.
- Make certain you know how to use the horn and hand signals.
- Wear protective clothing where and as required.
- Do not start the forklift until everyone is clear of the machine.
- Never move the forklift with anybody on or near it.
- Check the clearance of overhead objects, doorways and canopies.

! DANGER:

Never approach power lines with any part of the forklift as electrocution could result.

! WARNING:

Remember that rain, snow, ice, mud, loose gravel and uneven or soft ground change the operating capabilities and could cause you to lose control or cause the forklift to tip over.

! WARNING:

Be aware of potential high winds and their effects, particularly when lifting at height and moving light, bulky loads.

! WARNING:

Be aware operating in confined spaces due to potential build up of exhaust fumes

2.6 REVERSE MOVEMENT SAFETY

Always proceed slowly and carefully when reversing. Use of a spotter/ banksman may be required on some job sites if your vision or movement is restricted. Your Loadmac 855 has an audible reverse alarm and automatic reversing lights fitted to warn people in the vicinity of rearward movement of the Loadmac 855.

(NOTE: Some countries offer an option to Mute the reverse buzzer for working in low noise areas. If this option is fitted the automatic reversing lights will continue to function to warn the vehicles movement and a warning light will illuminate on the dashboard showing this function is activated.)

A flashing beacon is also fitted. Use of the flashing beacon alerts people to the movement of the machine.

2.7 NOISE AND VIBRATION



- Wear ear defenders / ear protection when using this machine.
- The Loadmac has been tested and rated as below for the 2 engine options fitted.
- Ear protection should be worn as serious damage can be done to the operator's hearing if exposed to high noise for prolonged periods of time.

Loadmac 855 with Yanmar engine fitted

Noise Test to Noise Directive -

Measured Sound Power Level - 108

Guaranteed Sound Power Level - 111

Operator Noise Level – 94

Noise Test to BS EN 12053 –

Sound Power Level - 105

Operator Noise Level – 91

Vibration Test to EN 13059 -

Whole Body Vibration 0.7

Loadmac 855 with Hatz engine fitted

Noise Test to Noise Directive –

Measured Sound Power Level - 105

Guaranteed Sound Power Level - 107

Operator Noise Level – 94

Noise Test to BS EN 12053 –

Sound Power Level - 101

Operator Noise Level – 91

Vibration Test to EN 13059 -

Whole Body Vibration 0.8

3.0 INTRODUCTION TO THE LOADMAC 855

The Loadmac 855 is a three-wheeled, non-counterbalanced forklift capable of being carried on a truck or trailer. Unlike a conventional forklift it does not have a counterweight fitted to the rear. The Loadmac 855 is a non-counterbalanced TRUCK-MOUNTED FORKLIFT which is equipped with standard forks, primary and secondary reach mechanisms, and stabilizers. Its short turning radius makes it extremely manoeuvrable in restricted spaces. However, all turning manoeuvres should be done slowly and carefully.

WARNING:

The stabilizers must be fully lowered before extending the forks forward. Loads must be transported with the forks fully retracted and as low as possible.

3.1 DAILY MAINTENANCE INSPECTION

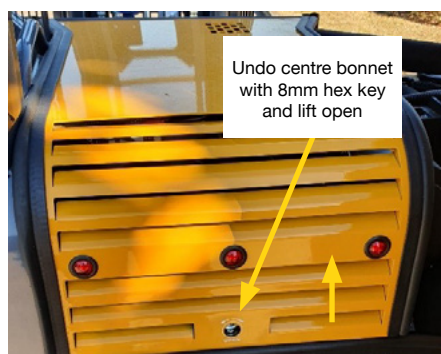
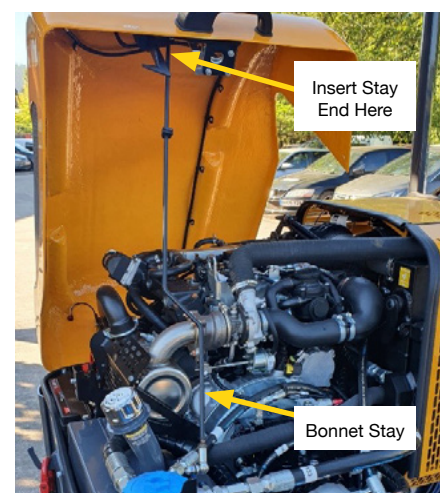
CAUTION:

Always turn off the engine and allow the engine and hydraulic system to cool before checking:

- Engine coolant level
- Engine oil level
- Hydraulic oil level

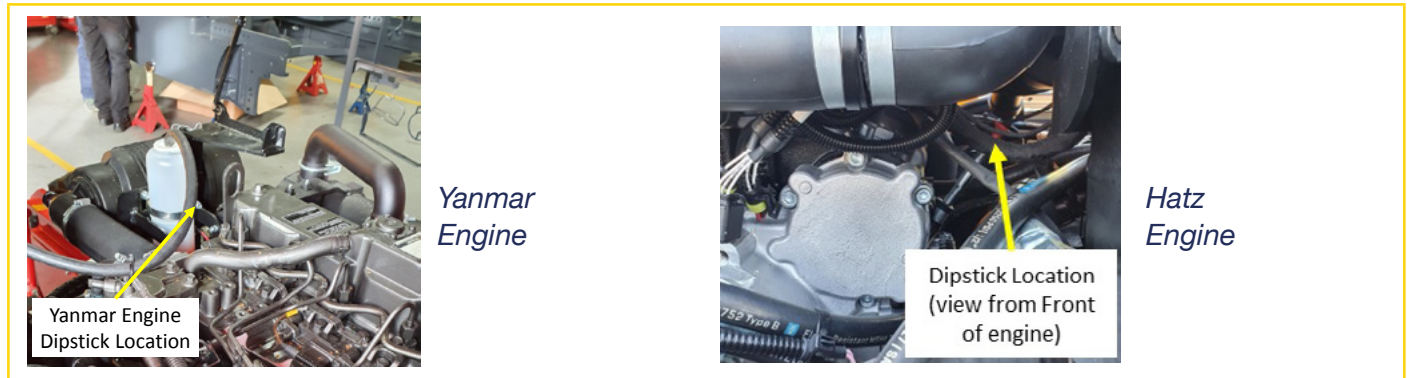
Before you begin your work-day, take time to check your machine and make certain that all its systems are in good operational condition.

- Check for broken, missing or damaged parts.
- Check the forks, mast and lift chains.
- Check all hydraulic hoses and connections.
- Check the wheels for any damage, missing or loose lug nuts.
- Check the tyres for cuts, bulges, thread depth and proper inflation pressure.
- Open bonnet(s)



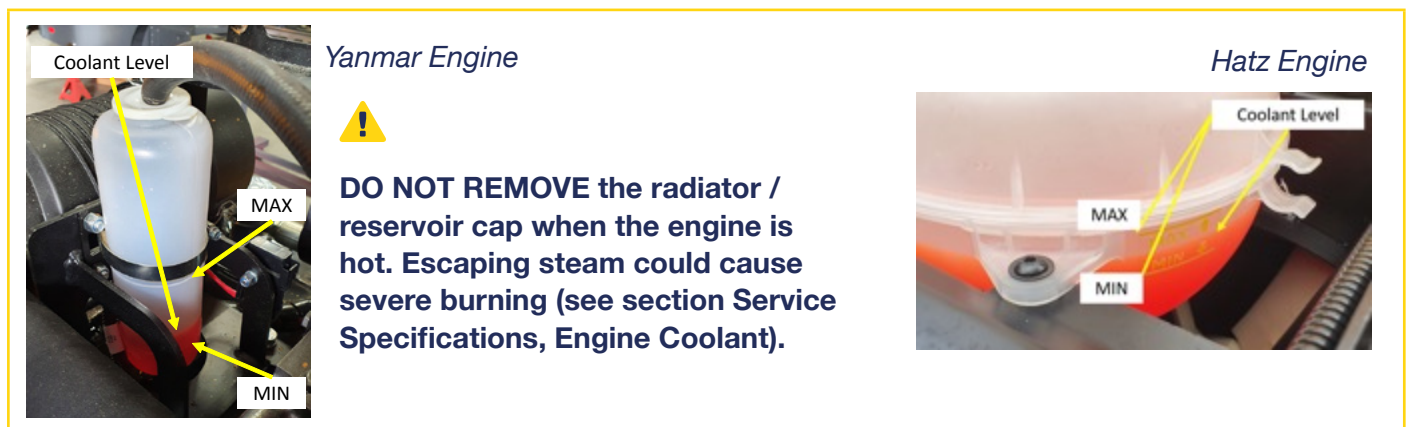
Check the engine oil level

- Add oil if required (see section Service Specifications, Engine Oil).



If operating in a dusty or sandy environment these additional daily checks are recommended:

- Check and clean engine air filter element and replace if necessary.
- Clean all dust etc. from between radiator fins. Where necessary, remove radiator for proper cleaning.
- Check the engine cooling system level when engine is COLD. Fill to the necessary level depending on engine fitted.



- Check the fuel level and top up if necessary. Ground the nozzle against the filler neck to prevent sparks.
- Check hydraulic oil level sight glass. *NOTE: Hydraulic oil level is checked with mast fully retracted and forks on the floor. Oil level must be between the MAX and MIN lines or up if necessary (see section Service Specifications, Hydraulic Fluid).*



Hydraulic Tank level gauge and indicator.

! CAUTION:

The hydraulic tank is pressurized and hydraulic oil may be hot. To avoid injury when removing the cap, stop the engine and remove the cap very slowly to avoid spillage.

Note: A copy of this check-list is included at the back of the manual.

3.2 OPERATOR'S COMPARTMENT

Always mount the vehicle properly

Use “three point contact” and face the machine when you mount or dismount the Loadmac 855 (“three point contact” means that 3 out of 4 arms and legs are in contact with the machine at all times during mount and dismount).

Clean your shoes and wipe your hands before climbing on. Use the handrails on the ROPS Frame and step when mounting or dismounting

Never mount or dismount the minute the machine is moving.

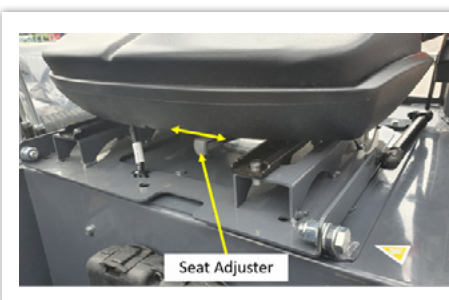
Never use the control levers or the steering wheel as a hand-hold when climbing on or off the forklift

Never step on the foot controls when mounting or dismounting.



SEAT

- Once seated adjust seat position fore-aft as required using adjustment lever. (NOTE: some countries use an alternative seat – see supplied seat manual for seat adjustment)
- For your safety the Loadmac 855 is fitted with both a seatbelt and seat occupancy switch. To activate the parkbrake release and drive pedal function you must be sat in the seat with your seatbelt fastened. Failure to do this will automatically deactivate the drive pedal and park brake release.



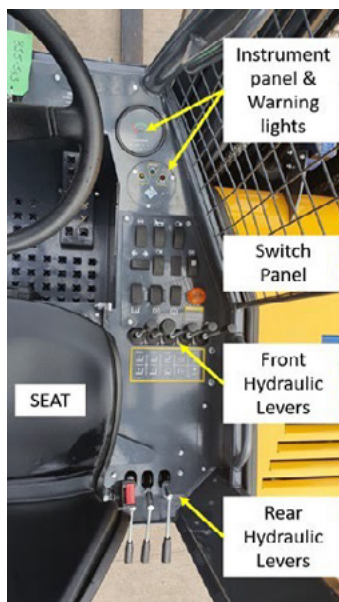
Depending on your territory's regulations and requirements two alternative options of seat/seatbelt interlocking are available.

- **Option 1. Standard interlocking.** With this option you must be sat in the seat and wearing your seatbelt to enable the drive pedal and parkbrake functions. Failure to wear seatbelt or be sat in the seat will deactivate these functions. With this option the key position does not influence the function of the interlocking.
- **Option 2. Sequenced interlocking.** With this option fitted you must fasten your seatbelt in the following order to enable the drive pedal and parkbrake function.
 - Mount truck and sit on seat (with seatbelt undone)
 - Turn ignition ON if not already on (this will enable seat occupancy detection before seatbelt is done up.)
 - Latch seatbelt. This will enable drive and parkbrake functions.

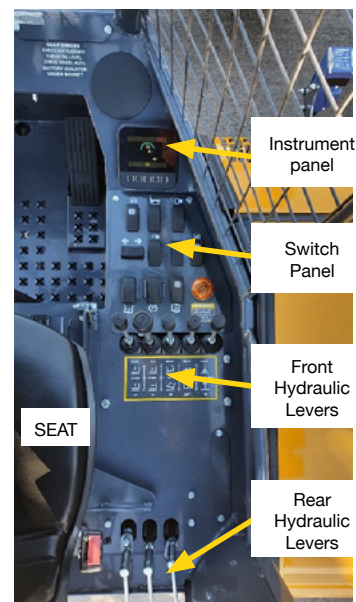
NOTE. If ignition is switched OFF while you are sat in the seat with your seatbelt fastened the sequencing will not work correctly and the drive and parkbrake functions will not be activated when you restart engine. To reset, switch OFF ignition, release seatbelt, turn ignition ON /restart engine and then relatch seatbelt.

OPERATOR CONTROLS (RHS OF DRIVER)

*Yanmar
Engine*



*Hatz
Engine*

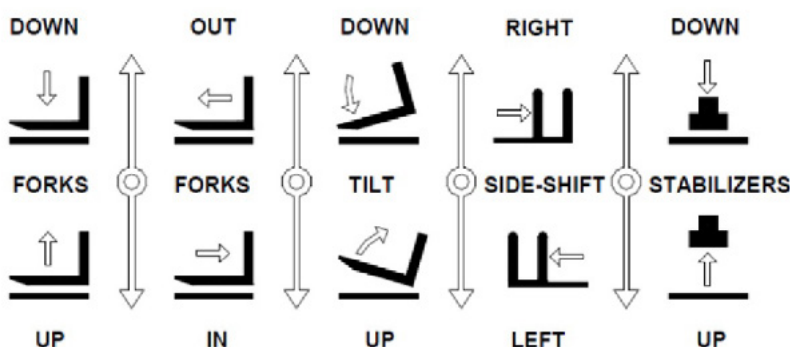


3.3 HYDRAULIC CONTROL LEVERS

The Loadmac 855 is equipped with the following hydraulic levers which control movement of the mast, forks and stabilizers.

Study the diagram found inside the operators compartment on the Loadmac 855, before attempting to start the machine!

- Lift / Lower:** This lever moves the forks up and down. Pushing the lever forwards lowers the forks and pulling it back lifts the forks.
- Reach:** This lever moves the forks forwards (Out) and rearwards (In). This lever is dual function with an electric push button on the top of the lever to change operation from the main mast carriage to the independent Second Reach (iSR) mechanism.
Pushing the lever forwards (without holding the switch) will move the main mast carriage Out and Back In when pulled back.
Pushing the lever forwards (while holding the switch down) will extend the iSR mechanism out and retract back in when pulled back.
- Tilt:** This lever tilts the forks (and fork carriage) up and down. Pushing the lever forwards tilts the forks downwards and pulling back tilts the forks upwards. Loads should be transported with the mast tilted back slightly.
- Side-Shift:** This lever moves the forks (and fork carriage) to the left or right. Pushing the lever forwards moves the forks to the Right and pulling backwards moves the forks to the Left.
- Stabilizers:** This lever lifts the stabiliser legs up and down. Pushing the lever forwards will lower the stabiliser legs and pulling back lifts the legs. NOTE: when placing a load, the stabilisers must always be fully lowered before moving the forks forward and when lifting a load, they should only be raised once the forks (and load) are fully retracted.



3.4 DRIVE CONTROLS

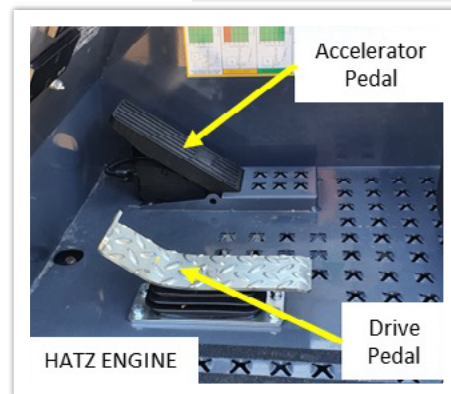
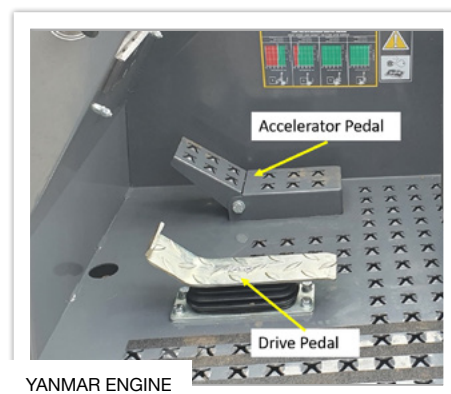
Foot-Pedal Control

The Loadmac 855 is equipped with two foot pedals. The RIGHT pedal is the accelerator pedal which controls the engine RPM. The LEFT pedal is the forward/reverse pedal, which controls the forward and reverse movement and the travel speed of the machine.

Accelerator Pedal - Engine RPM

This pedal is pressed down to increase engine RPM. It should be used to keep the engine at a constant RPM and should not be used to adjust the travel speed of the machine. Increasing the engine RPM also increases the speed of the hydraulic functions.

Forward/Reverse Pedal-Travelling Speed This pedal controls the forward and reverse movement of the machine. The machine will not move if you do not depress the forward/reverse pedal. Depress the pedal (toe) forward to move the machine forward. Depress the pedal (heel) back to move the machine in reverse. By returning the pedal to the mid-point (neutral) the machine will stop. This pedal is also used to control the speed of the machine's movement. The further the pedal is depressed in either direction, the faster the machine will travel.



3.5 ELECTRIC SWITCH PANEL

1 Diff Lock

- This switch activates the vehicles differential lock. Pressing the switch forward to ON engages the Diff Lock. Pressing the switch rearwards to OFF will disengage the diff lock. *NOTE: When Diff lock is ON a warning light on the instrument panel illuminates on Yanmar engine trucks and a light on the switch illuminates on Hatz engine trucks (see instrument panel).*

2 Horn

- This switch sounds the horn on the vehicle. Pressing the switch forward and holding will sound the horn. The horn will sound until the switch is released.

3 Upper worklights

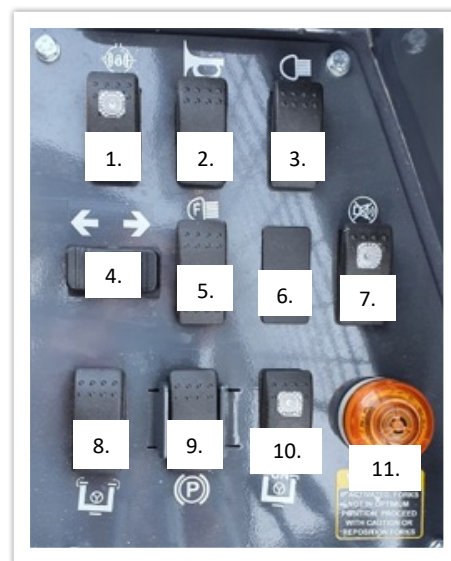
- This switch activates the front and rear upper cab worklights. Pressing the switch forwards to ON will switch the worklights ON. Pressing the switch rearwards to OFF will switch the worklights OFF.

4 Indicator

- This switch activates the forklifts indicator/turn signal lights. Pressing the switch DOWN on the Left Hand will activate the Left indicators. Pressing the switch DOWN on the Right Hand will activate the Right indicators. To switch OFF the indicators the switch must be returned to the central position.

NOTE: When indicators / turn signal lights are activated a warning light is also activated on the instrument panel (see instrument panel)

For US / Canadian trucks with 4 way flashers always ON the instrument panel lights ONLY work when the indicators are in operation.



5 Front Worklight / Headlights

- This switch activates the 2 lower front worklights on the cab and engine cover. Pressing the switch forward to ON will switch the worklights ON. Pressing the switch rearwards to OFF will switch the work lights OFF.

NOTE: when this switch is ON it also switches the backlighting on the instrument panel ON.

6 Fog Light (OPTION Fit depending on Territory)

- This switch activates the rear fog light. Pressing the switch forwards to ON will switch the fog light ON. Pressing the rearwards to OFF will switch the fog light OFF.

NOTE: When the fog light is switched ON the switch light illuminates to indicate light is ON.

7 Reverse Mute Switch (OPTION Fit depending on Territory)

- This switch enables the Reverse Sounder / buzzer to be switch OFF for use in low noise areas / applications. Pressing the switch forwards to ON will switch OFF the reverse buzzer and it will NOT sound when reverse drive is engaged. Pressing the switch rearwards to OFF will switch the reverse buzzer ON so it will activate when reverse drive is engaged.

NOTE: When the reverse buzzer is switched OFF the switch light illuminates when reverse drive is engaged. (in place of the buzzer)

- Also when the reverse buzzer is muted by the switch the reverse light(s) at the rear of the forklift will still automatically switch ON when reverse drive is engaged.

8 Multi directional “Auto” (OPTION Fit depending on Model)

- This switch activates the wheel positioning when Multi directional (4 way) Mode is switched ON. Pressing (and holding) the switch forwards turns the wheels into 4 way configuration and pressing (and holding) the switch rearwards turns the wheels into 2 way configuration.
- See 4 Way operation section for further details.

9 Park Brake

- This switch activates the park brake and inhibits the drive pedal operation when activated.
- Pressing the switch forwards will release the parkbrake and activate the drive pedal function. Pressing the switch rearwards will switch the park brake ON and deactivate the drive pedal function.

NOTE: The park brake switch works in conjunction with the seat and seatbelt interlocks (see seat section) and is only operational once you are sat in the seat with your seatbelt latched. If the seat and seatbelt set up is not correct the park brake will NOT release even if switched OFF.

- When the park brake is switched ON a warning light is also activated on the instrument panel (see instrument panel)

10 Multi directional Master Switch (OPTION Fit depending on Model)

- This switch activates the 4 way steering function. Pressing the switch forwards to ON will switch the 4 way mode ON. Pressing the switch backwards to OFF the 4 way mode is switched OFF. (For detailed 4 way operation see separate section in manual)

NOTE: When 4 way mode is switched ON a warning light is also activated on the instrument panel warning light on the instrument panel illuminates on Yanmar engine trucks and a light on the switch illuminates on Hatz engine trucks (see instrument panel)

11 Mast Monitor Warning Light / Buzzer (OPTION Fit depending on Model)

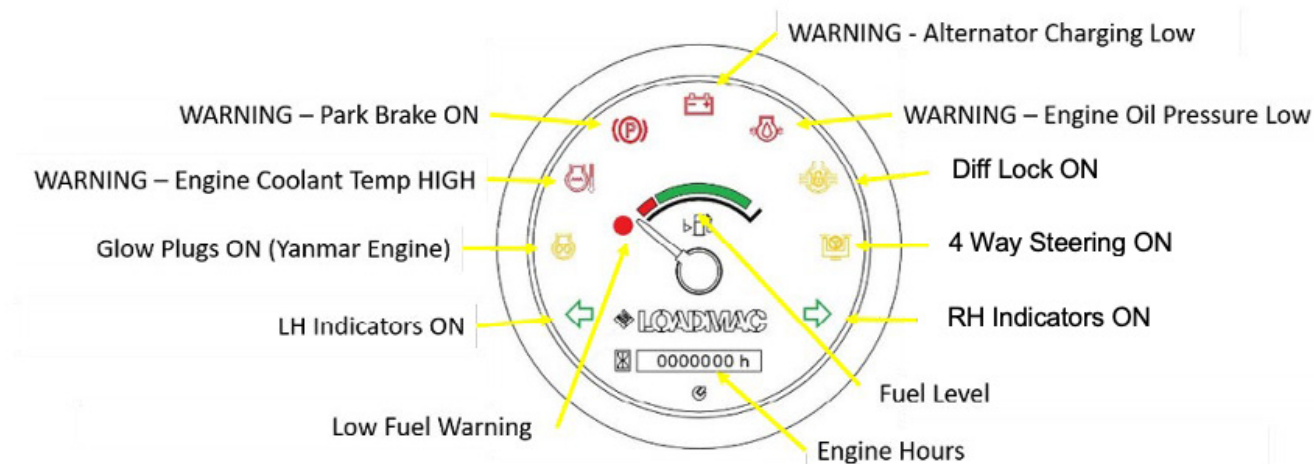
- This Light / Buzzer activates when the mast is not in the optimum position for 4 way steering. (For detailed 4 way operation see separate section in manual)



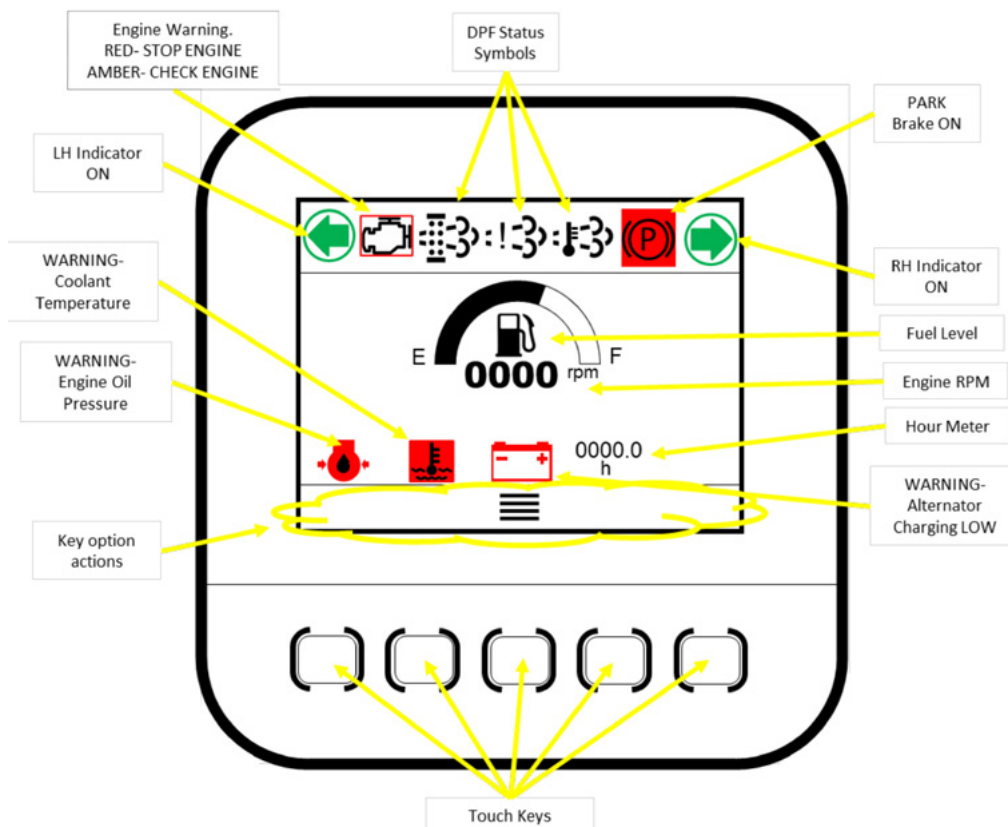
Instrument Panel and Warning Lights

NOTE: Some warning lights are dependent on Territory and Model Specification.

Instrument Panel – Yanmar Engine



Instrument Panel – Hatz Engine



NOTE: information for standard Tier 4 engine.

For Stage 5 DPF information and usage please see separate Stage 5 Booklet.

3.6 STARTING THE ENGINE

Start Safely

Your Loadmac 855 can be started while both sat on the seat or from the side when mounted on the back of a trailer. If seated, check to see that the park brake is on and put all operating controls in the neutral position before starting.

Depending on engine fitted and ambient temperature use the engine glow plugs to preheat the engine. Alert people in the area before starting the machine. When starting your equipment in an enclosed space, make sure that there is adequate ventilation.

! WARNING: Do not use starting fluid or spray as these are highly flammable, corrosive and cause engine damage.

The Loadmac 855 is fitted with different engine options depending on local legislation and requirements. For starting and usage there are 2 different key types and starting procedure varies slightly between the two. *NOTE: Glowplug warning light is located by Key switch or on instrument panel depending on model specification.*

Yanmar Engine

- Insert the key in the ignition.
- Turn key to position 1 to energise electrics and wait for 2-5 seconds before proceeding. If pre heating (glow plugs) are required turn key to pre heat position (II) and glow plug warning light will come on. When light goes out (after approx. 30 seconds) turn key to engine start position and hold until engine starts. With engine started release the key and it automatically returns to position 1 on the keyswitch.



Hatz Engine

NOTE: The Engine preheating on the Hatz engines is automatically controlled by the Engine ECU depending on ambient and engine temperature.

- Insert the key in the ignition.
- Turn key to position 1 to energise electrics and ECU. The ECU will determine if pre heating is required and if needed the Glow plug light is illuminated. When the light goes out (or if it does not come on at all) turn key to engine start position directly and hold until engine starts. With engine started release the key and it will automatically return to position I on the keyswitch.



All Engines

- After starting, check that all red engine warning lights have gone out and that all gauges are functioning properly. If all red warning lights have not gone out, stop the engine immediately. Do not attempt to operate the Loadmac 855 with a warning light on, as serious damage could occur to the engine.

3.7 PRE-OPERATIONAL CHECKS:

Make sure everything is functioning correctly

Cycle all hydraulic controls as follows:

- Raise and lower the forks - movement should be smooth.
- Extend and retract the forks using main mast and iSR reach - the forks should move forward and back fully.
- Tilt the fork carriage both to the forward and rearward - check the range of tilt.
- Side-shift the forks left and right - check for obstructions.
- Lower and raise the stabilizers.
- Check that the steering turns both left and right.
- Check operation of the horn and reverse alarm.
- Check operation of the park brake.

The operation of the above controls should be smooth. If any of the controls do not operate properly, report the problem to your supervisor immediately.

You are now familiar with the operating controls of the Loadmac 855. However, it is critical to your safety and important for your efficiency that you also understand the lifting capacity of this machine, the proper use of the stabilizers, the correct way to carry various shaped loads and the use of the diff-lock to assist operation over uneven or slippery ground surfaces.

4.0 LOAD CAPACITY

4.1 UNDERSTANDING THE RATED CAPACITY OF THE MACHINE

Make the right start - know the load capacities of your forklift. The rated capacity of the machine is the weight that the machine is capable of lifting under safe operating conditions. Remember that type of terrain or ground conditions can reduce the amount you should lift. The shape of the load will also affect the lift capacity of the machine. Inspect the load you intend to lift. Make sure that you know the weight of the load. If the weight is not marked or shown on the load, check the weight of the load with your supervisor or have it weighed. If it is too heavy, split the load and restack it. It is common for a large capacity conventional forklift to be used when loading trucks or trailers in a yard. Do not expect the Loadmac 855 to lift the load just because it was initially loaded by a conventional yard forklift.

Remember that, if attachments are used other than the standard forks fitted to the Loadmac 855, such attachments will reduce the lifting capacity and affect other machine handling characteristics. Where an attachment is fitted check alternative Loadchart associated with attachment fitted.

To rate the lift capacity of forklifts, manufacturers have standardised on a certain size of load. With the Loadmac 885, the rated capacity is based on a cube measuring 1.2m (4') in all three dimensions with the centre of gravity in the centre of this cube. This is known as a 600mm (2') load centre. If the dimensions of the load increase or the position of the centre of gravity or load moves forward or upwards, the lifting capacity of the machine will be reduced.

Consult the load chart relevant to your machine. Study it carefully and make sure you understand it before attempting to operate the Loadmac 855. Remember that the weight to be lifted must not exceed the rated capacity of your machine.

The load capacity chart relating to your particular model gives details of what the machine can lift with a 600mm (2') load centre under the following conditions:

- Stabilizers fully RAISED and forks fully retracted.
- Stabilizers fully LOWERED and Mast IN & ISR fully extended. (Ideal lifting condition in front of wheels)
- Stabilizers fully LOWERED and MAST OUT to OPTIMUM Reach Position & ISR Fully Retracted.
- Stabilizers fully LOWERED and MAST FULLY OUT & ISR Fully Retracted.
- Stabilizers fully LOWERED and MAST OUT & ISR Fully EXTENDED with Trailer pads resting on side of trailer.

The following Load Capacity Chart illustrates the rated lifting capacity of the Loadmac 855 Truck Mounted Forklift.

NOTE:

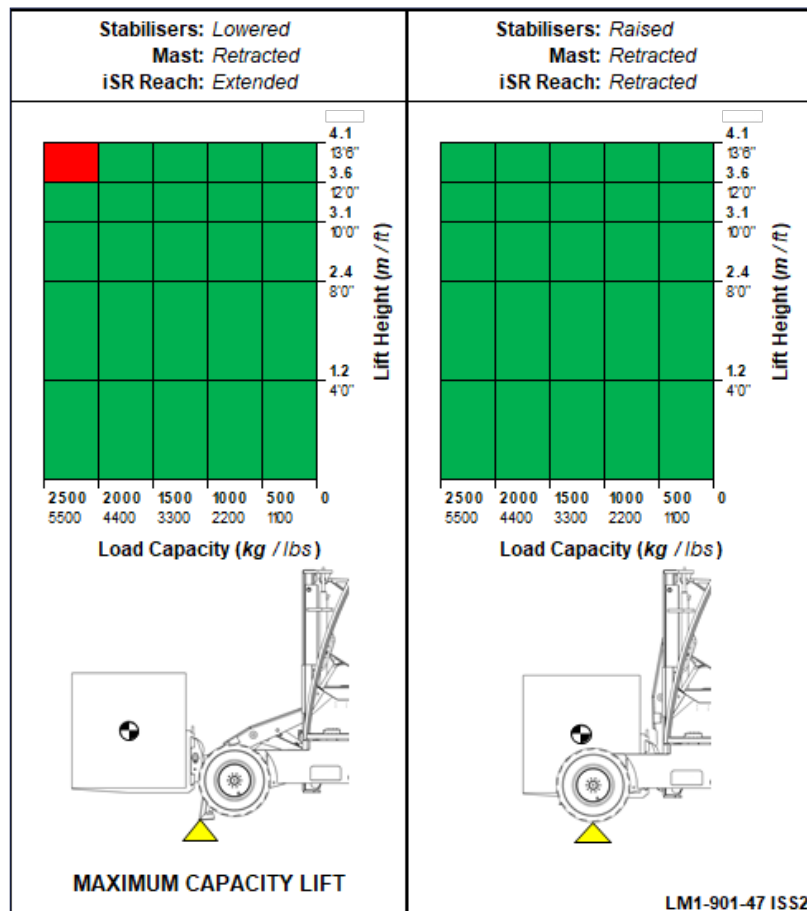
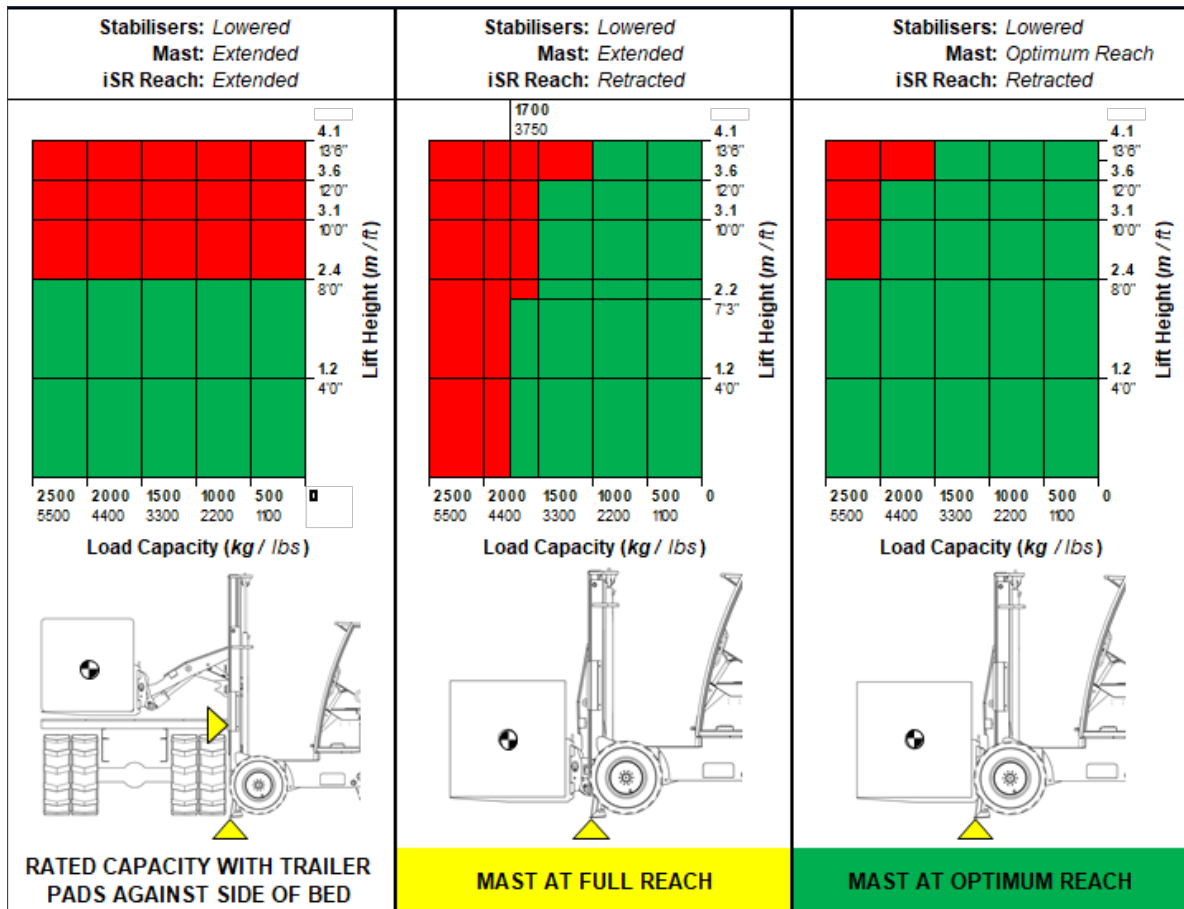
- The load capacity may vary depending on attachments used. Consult the load chart below or on your machine for actual rated capacity.
- Each Truck Mounted Forklift has a different load capacity. Refer to the load capacity chart on your machine, located inside the operator's compartment, for specific rated capacity for your machine.
- Load capacity charts are available from ABT Loadmac Ltd.



Danger:

Never exceed the Loadmac 855's rated capacity or the machine may become unstable and could cause serious injury or death

**LOADMAC 825 ISR LOAD CAPACITY @600MM LOAD CENTRE
COMPLYING WITH MACHINERY DIRECTIVE 2006/42/EC
CHART SHOWS LOAD CAPACITY ON A FIRM LEVEL SURFACE**



LM1-901-47 ISS2

Due to the various combinations the mast reach and iSR reach can be operated individually, independently or together they can affect the lift capacity of the machine significantly depending on how they are deployed.

For the most stable lift condition in front of the wheels of the forklift the recommended way to lift a full load is to have the mast fully retracted and the iSR fully extended. This keeps the mast rearwards and acts as a counterbalance weight when lifting. This is shown on the loadchart as the **MAXIMUM CAPACITY LIFT**.

For operators using the mast as the primary reach system if the mast is fully extended it will **NOT** lift the full capacity load safely. This is because the mast is effectively over the pivot point of the stabilisers and does not act as a counterweight at all. In this scenario the lift capacity drops to 1700kg (3750lb) and can be seen on the loadchart as the **MAST AT FULL REACH** chart.

If the operator wants to get maximum lift capacity using the mast reach it should only be extended to the **OPTIMUM** point to lift full capacity. This can be seen on the loadchart as the **MAST AT OPTIMUM REACH** chart.

In order to help show this difference in capacity there is a decal set on the mast / chassis showing the lift capacity at both full mast reach and at the optimum reach.



Mast Capacity at **OPTIMUM REACH**
(Green Arrows aligned)
Lift Capacity 2500kg / 5500lb



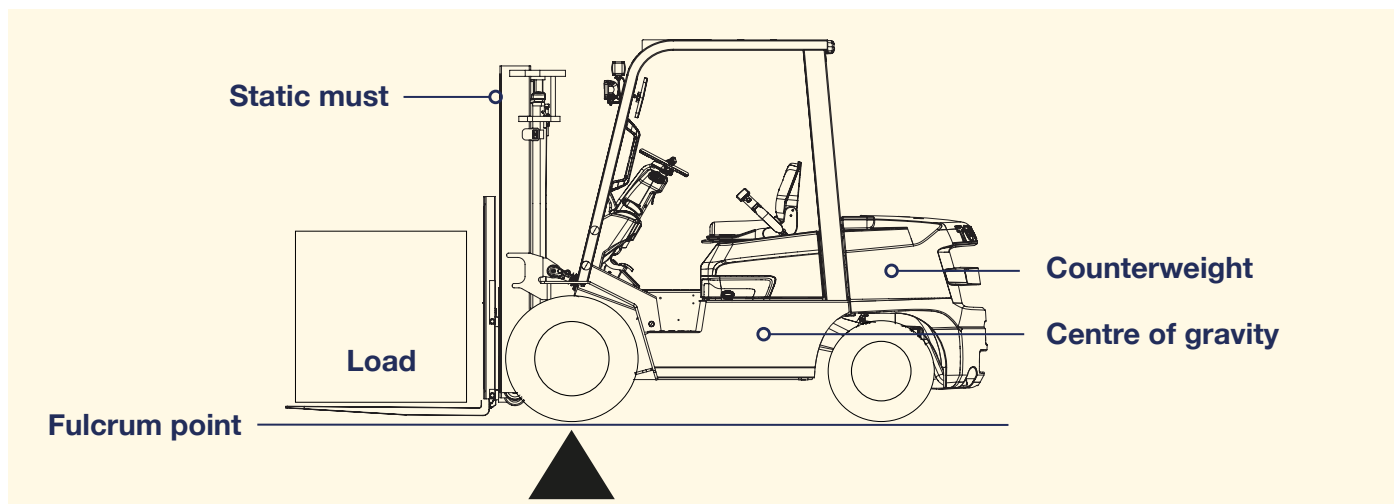
Mast Capacity at **FULL REACH**
(Yellow Arrows aligned)
Lift Capacity 1700kg / 3750lb

4.2

COMPARISON BETWEEN A CONVENTIONAL FORKLIFT AND A LOADMAC 855 TRUCK-MOUNTED FORKLIFT

CONVENTIONAL FORKLIFT

A conventional forklift is designed to lift and carry the load in front of the wheels. The load remains in this position during transit. The conventional forklift is able to lift the load in this position because it has a large rear-mounted counterweight to counterbalance the load. A conventional forklift is known as a counterbalance forklift.



With a conventional counterbalance forklift, the position of the load remains stationary relative to the front wheels. The forks do not move forward and backward as is the case with a Loadmac 855. The front wheels of a conventional counterbalance forklift are the point of pivot known as the fulcrum point. If the load exceeds the rated capacity of the forklift, the weight of the load will overcome the counterbalance effect and cause the load and the forklift to tip forward.

Loadmac 855 truck-mounted Forklift

An important feature of the Loadmac 855 forklift is that it is light enough to be transported on the rear of a truck or trailer. Unlike a conventional forklift, it does not have a rear-mounted counterweight. With the stabilizers raised the fulcrum point is at the centre of the front wheels.

When the stabilizers are fully lowered, the fulcrum point moves forward to the point of contact between the stabilizers and the ground. This increases the counterbalance effect and enables the Loadmac 855 to lift the rated capacity with the forks in the forward position without the need for a large counterweight.

When placing a load, the stabilizers must always be fully lowered before the forks are extended. When lifting a load, the stabilizers should be fully lowered and raised only after the forks are retracted fully. When carrying a load, the forks should always be retracted fully. The telescopic legs need to be extended before trying to manoeuvre a load. This keeps the fulcrum point forward.



WHEN OPERATING A LOADMAC 855

With a load:

- Keep the forks fully retracted when travelling.
- Lower the stabilizers fully, before extending the forks to place a load.
- Keep the stabilizers fully lowered until the forks are fully retracted when lifting a load.
- Keep the load as low as possible.

Without a load:

- Keep the forks as low as possible.

! WARNING: When placing a load, the stabilizers should always be fully lowered before attempting to extend the forks. When lifting a load, the stabilizers should be fully lowered and raised only when the forks are fully retracted.

4.3 LIFTING AND PLACING LOADS

A. CUBED LOADS

A cubed load is one which fits between the front wheels and the frame of the machine. To achieve maximum machine and load stability, the load should be carried in this position and kept as low as possible at all times.

Lifting a cubed load from ground level

- Make sure the load to be lifted is stable and secure.
- Check the weight and load centre of the load to be lifted. If the weight is not marked or shown on the load, check the weight of the load with your supervisor or have it weighed. If it is too heavy, split the load and restack it.
- Adjust the forks to suit the load.
- Align the forks with the centre of the load.
- Approach the load squarely with the forks fully retracted and drive into it until the forks are fully engaged.

Tilt the mast rearwards slightly to secure the load.

- Raise the forks to lift the load.
- Side-shift the forks to the centre position.
- Slowly drive away looking in the direction of travel.

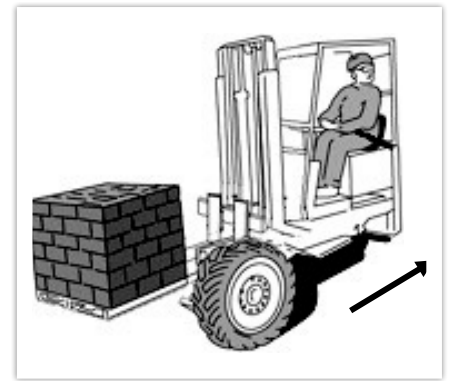
Travelling with a cubed load.

- Carry the load as low as possible between the frame of the machine.
- Keep the forks retracted fully.
- Tilt the mast back.
- Do not side-shift the load while travelling or turning.
- Exercise caution when starting or stopping.
- Always look in the direction of travel.



Placing a cubed load at ground level

- Check the area and be certain that the load can be safely placed.
- Approach the placement area squarely.
- Lower the forks to the ground.
- Tilt the mast forward slightly to deposit the load.
- Back up carefully.
- Drive away slowly looking in the direction of travel.

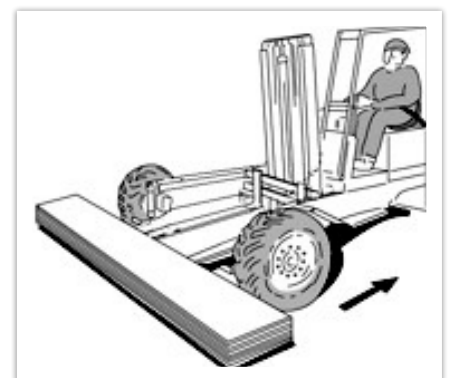
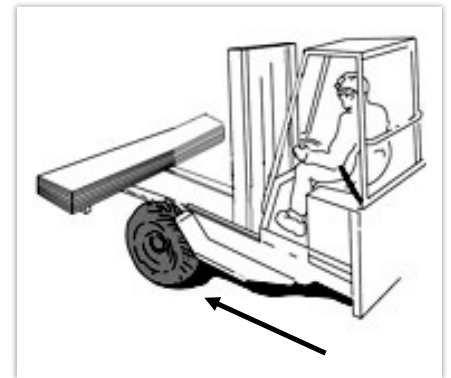


B. WIDE LOADS

A wide load is a load that will not fit between the front wheels and frame of the forklift.

Lifting a wide load

- Make sure the load to be lifted is stable and secure.
- Check the weight and load centre of the load to be lifted. If the weight is not marked or shown on the load, check the weight of the load with your supervisor or have it weighed. If it is too heavy, split the load and restack it.
- Space the forks to suit the load.
- Extend the forks.
- Align the forks with the centre of the load, approach it squarely and drive into the load until the forks are fully engaged.
- Check that the surface is strong enough to support the stabilizers.
- Lower the stabilizers fully.
- Raise the load to clear the ground.
- Tilt the mast rearwards to secure the load.
- Raise the load to clear the frame and wheels of the forklift.
- Side-shift the forks to the centre position.
- Retract the forks fully to bring the load above the front wheels.
- Raise the stabilizers fully.
- Travelling with a wide load
- Carry the load as low as possible above the frame of the machine.
- Keep the forks retracted fully.
- Tilt the mast back.
- Do not side-shift the load while travelling or turning.
- Exercise caution when starting or stopping.
- Always look in the direction of travel.
- Placing a wide load
- Check that the area is clear of debris.
- Approach the final position squarely.
- Stop and side-shift the load if necessary to align it with the final resting position.
- Check that the surface is strong enough to support the stabilizers (if fitted).
- Lower the stabilizers fully.
- Extend the forks fully to clear the frame and wheels of the machine.
- Lower the forks to the ground.
- Tilt the mast forward slightly to deposit the load.
- Raise the stabilizers fully.
- Back up carefully.
- Retract the forks.
- Drive away slowly facing the direction of travel.



Caution: When carrying wide loads your visibility may be blocked by the load. It may be safer to travel in reverse when moving such loads. You may require a banksman/signal person or “spotter” to guide you. DO NOT reverse uphill.

C. NON-PALLETISED OR LOOSE LOADS

- Use skids when necessary to allow insertion of the forks beneath the load.
- Do not allow the skids to interfere with the fork placement.
- Secure loose loads to prevent them from falling or shifting.
- Consult your supervisor before attempting to secure a loose load.
- Never attempt to handle a load which has been poorly wrapped or banded as it could injure you or others working around you.
- Follow the same procedure for handling cubed or wide loads when lifting or placing non-palletised or loose loads.



D. LOADS ABOVE GROUND LEVEL

These techniques apply to:

- Stacking one load on top of another.
- Loading a truck or trailer.
- Unloading a truck or trailer.

Picking up a load above ground level (e.g. unloading a trailer)

- Check the weight and load centre of the load to be lifted. If the weight is not marked or shown on the load, check the weight of the load with your supervisor or have it weighed. If it is too heavy, split the load and restack it.
- Adjust the fork height to suit the load
- Extend the forks.
- Centre the forks and approach the load squarely until the forks are fully engaged in the load.
- Do not touch the pick-up area with the mast.
- Side-shift the forks to centre the load on the forks.
- Check that the surface is strong enough to support the stabilizers.
- Lower the stabilizers fully.
- If it is not possible to engage the forks fully, follow the procedure outlined in the section titled "Double Forking" until the forks are fully engaged.
- Raise the forks to lift the load clear of the pick-up area.
- Tilt the mast rearwards to make the load more stable.
- If necessary, raise the load to clear the frame of the machine.
- Retract the forks fully.
- Raise the stabilizers fully.
- Check behind and back up slightly to clear the platform or vehicle body.
- Never manoeuvre or turn with a raised load.
- Lower the load as close to the ground as possible.
- Back out and drive away slowly, looking in the direction of travel.

E. DOUBLE FORKING

If it is not possible to engage the forks fully when lifting the load from a truck or trailer, it will be necessary to move the load to the edge of the body of the vehicle before picking it up. This is known as “Double Forking”. Remember that the lift capacity of the machine is reduced if the forks are not fully engaged.

To Double Fork the load

- Raise the load slightly and retract the forks sufficiently to bring the load out to the edge of the vehicle body. Lower the load back on to the vehicle body and fully engage the forks by extending them again. The load is now ready to be lifted.



WARNING:

Before attempting to load or unload from a truck or trailer, chock the wheels of the truck/trailer to prevent it moving. Always lower the stabilizers fully, before attempting to pick-up from a truck or trailer.

F. PLACING OR STACKING A LOAD ABOVE GROUND LEVEL

- Approach the landing area or trailer squarely and with care.
- Side-shift the load if necessary.
- Raise the load above the level of the landing area or platform.
- Drive forward carefully and make certain that the front of the machine does not hit the landing area or trailer.
- Check that the surface is strong enough to support the stabilizers.
- Lower the stabilizers fully.
- Extend the forks fully until the load is directly above the landing area.
- Lower the load carefully.
- Tilt the mast forward to position the load and place it on the resting area.
- Raise the stabilizers slowly.
- Back up cautiously to clear the load and platform.
- Retract the forks.
- Lower the forks as low as possible to the ground.
- Back up slowly, looking in the direction of travel.

NOTE: When lowering the stabilizers, make certain the ground is sufficiently firm to support the stabilizers. On loose or uneven soil it may be necessary to place a flat wooden or metal support beneath the stabilizers.

Additional precautions when placing a load above ground level:

- Where visibility is restricted, use a signal person.
- Make certain that the landing area is of sufficient strength to carry the load.
- Also check that the landing area is level and clear of debris.
- Never side-shift with a raised load. The stability of the Loadmac 825 will be compromised and the machine could tip over.
- Always move controls in a smooth, steady manner. Do not force a hydraulic cylinder to the end of its stroke as the resulting “jolt” could spill the load.
- Under no circumstances should a load be placed on or lifted from a scaffold platform

RECOMMENDED TECHNIQUES FOR LIFTING / LOWERING LOADS

With the previous precautions and checks being adhered to, the recommended methods for lifting and lowering loads in key scenarios are as follows to optimise the lift capacity and capability of the Loadmac 855.

Lifting a load in front of tyres

- Approach load with mast fully retracted and iSR fully extended.
- Lower stabilisers.
- Lift load off ground (if long load lift above chassis frame & tyres).
- Retract iSR Completely (if long load lower onto load rests if fitted)
- Lift stabilisers fully. Move off safely.

Placing a load in front of tyres

- Determine drop area and position in front of area.
- Lower stabilisers.
- If long load lift off loadrests (if fitted).
- Extend iSR until load is in front of tyres.
- Lower load to ground.
- Retract iSR Fully.
- Lift Stabilisers fully.
- Reverse back so forks clear load, move off safely

Lifting a load off trailer on near side

- Approach trailer with mast and iSR fully retracted in front of load.
- Position tip of forks under load and drive forwards as close to trailer as possible.
- Lower stabilisers fully.
- Extend iSR under load fully.
- Lift load approx. 3-4" above deck and tilt load back to retain on forks.
- Fully retract iSR.
- Lift stabilisers fully.
- Reverse back from trailer until load fully clear of body then lower as low as possible, Move off safely.

Placing a load on Trailer on near side

- Approach trailer with mast and iSR fully retracted.
- Once aligned lift load above trailer deck (3-4").
- Drive forwards as close as trailer as possible.
- Lower stabilisers fully
- Extend iSR until load in drop off position.
- Lower load to deck and retract iSR fully.
- Lift stabilisers fully.
- Reverse back from trailer until forks clear load, lower forks and move off safely.

Lifting a load off trailer on far side

- Approach trailer with iSR fully retracted and mast forwards to OPTIMUM reach position.
- Lift the forks above the trailer deck and drive forwards as far as possible.
- Lower stabilisers fully.
- Extend main mast until mast pads touch side of trailer.
- Extend iSR Fully under load on far side.
- Lift load approx. 3-4" off deck and tilt back to retain load on forks.
- Retract iSR Fully.
- Retract Mast fully.
- Raise stabilisers fully.
- Reverse back from trailer until load fully clear of body then lower as low as possible, move off safely.

Placing a load on trailer on the far side

- Approach trailer with mast and iSR fully retracted.
- Once aligned lift load above trailer deck (3-4").
- Drive forwards as close as trailer as possible.
- Lower stabilisers fully
- Extend main mast until mast pads touch the side of the trailer.
- Extend iSR until load in position on far side and lower to deck.
- Retract iSR fully.
- Retract Mast Fully.
- Lift stabilisers fully.
- Reverse back from trailer until forks clear load, lower forks and move off safely.

4.4 OPERATION OF DIFF-LOCK

Under normal driving conditions the Loadmac 855 operates in all-wheel drive. However, in the event of one or more wheels losing grip, the machine may lose traction and stop or skid. By engaging the diff-lock, you will get equal positive drive to all three wheels.

WHEN TO USE THE DIFF-LOCK

- If one or more wheels lose traction while travelling through soft or slippery ground conditions.
- To maintain traction while travelling on slopes or inclines.
- To improve braking and traction when reversing downhill.

 **Caution:** Use the diff-lock only while travelling in a straight line.

To avoid damage to the hydraulic system:

- Do not engage the diff-lock when the machine is moving.
- Do not use the diff-lock where traction is good.
- Do not use the diff-lock when turning corners.

How to activate the Diff-lock

- Return the forward/reverse pedal to neutral position to stop the machine.
- Check to see that the rear wheel is in the straight-ahead position.
- Press the diff-lock button to engage.
- Increase the engine revs to full RPM.
- Depress the forward/reverse pedal lightly in the required direction.
- Do not overload the engine.
- The diff-lock button may be pressed again to release the diff-lock while the machine is in motion.

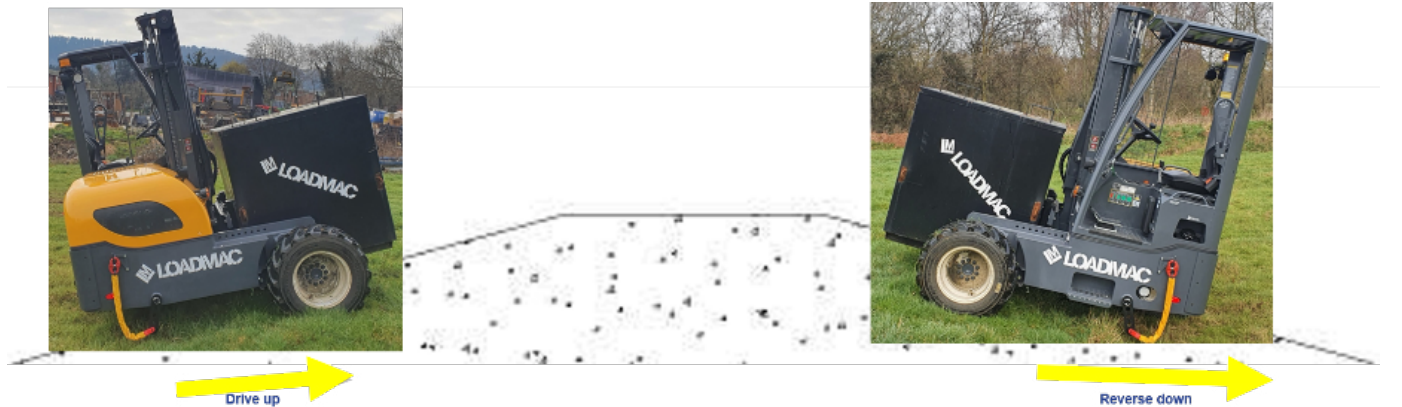
4.5 OPERATING ON INCLINES AND UNUSUAL GROUND SURFACES

The Loadmac 855 is intended for use on firm, flat and stable surfaces. AVOID slopes and uneven or unstable surfaces where possible. However when job site conditions involve slopes, inclines or rough terrain, you must take additional care when operating the machine.

- Do not travel across an incline.
- **ALWAYS APPROACH AN INCLINE STRAIGHT ON AND TRAVEL UP AND DOWN THE INCLINE.**
- Keep the forks pointed uphill.
- Always travel in reverse when descending an incline.
- Extend mast outwards to move COG forwards and reduce loading on rear wheel.
- Do not turn on an incline.
- Never stop or start suddenly. Operate all controls smoothly.
- Watch out for potholes or other obstacles that could affect the stability of the machine.
- Drive slowly over rough terrain.
- Where necessary, engage the diff-lock and travel slowly for additional traction.
- Do not attempt to reverse down an incline that you think you would have difficulty driving up.

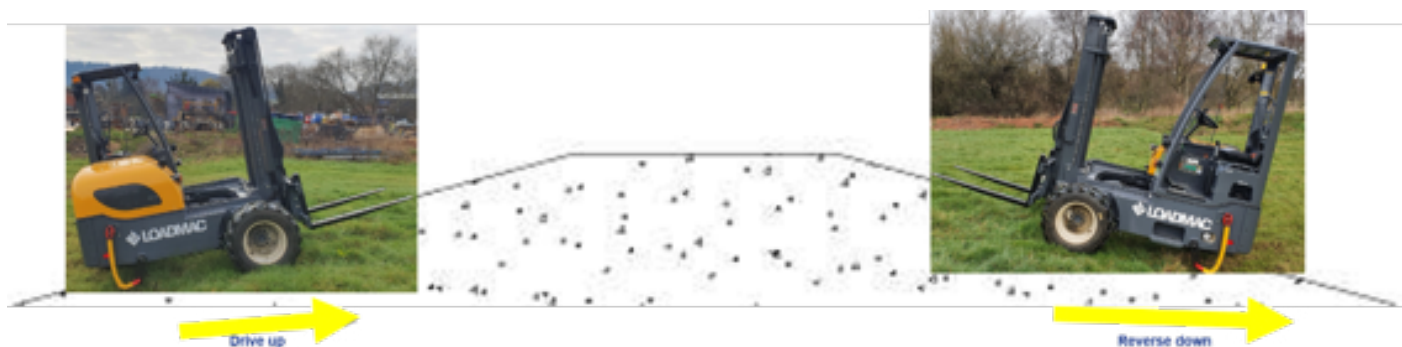
WHEN OPERATING WITH A LOAD

- Travel with the load and forks facing uphill.
- Make allowances for a reduction in both stability and lift capacity when operating on inclines.
- Always take great care when transporting wide loads on any incline. Carry the load as low as possible or just above the frame of the machine.



WHEN TRAVELLING WITHOUT A LOAD

- Keep the forks as low as possible and pointed uphill.
- Extend mast outwards to reduce loading of rear wheel.



Remember that your safety is most important and should not be compromised. You are the operator and you are in control of your safety. Do not take any chances! Always wear your seat belt when driving the Loadmac 855. The Loadmac 855 could tip over if operated incorrectly. To protect operators from the risk of serious injury or death in the event of a tip-over, it is best to be held securely in the seat. The seat and seat belt will help to keep you safely within the truck and operator's compartment. In the event of a tip-over, don't jump. Grip the steering wheel, brace your feet, lean away from the direction of tip-over and stay within the operator's compartment.



Caution:

If there is any indication or feeling of instability while lifting a load, stop immediately, lower the load, restack or break it down into two or more lifts



Warning:

Never leave the operator's seat without first

- lowering the forks to the ground.
- putting on the park brake.
- placing all controls in neutral.
- facing the machine uphill and turning the back wheel sideways if stopped on an incline.

5.0

OPERATION OF MULTIDIRECTIONAL STEERING (4 WAY) – OPTION FIT

5.1 WARNING

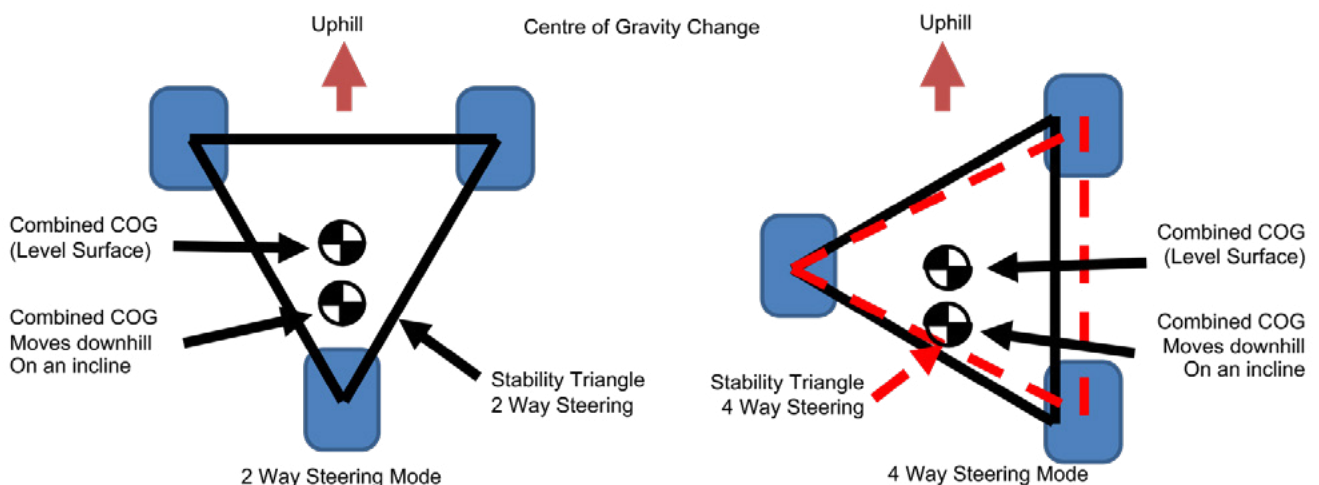
- Ensure you are familiar with forklift controls and operation – especially additional 4 way controls.
- Do not operate without suitable training and required operator licence (if required**).
- **Varies from territory to territory (check your local requirements).
- Do not operate machine outside technical operating parameters.
- Do not attempt to carry loads that exceed the forklifts rated capacity.
- Only change between standard steering mode and 4 way steering mode on a firm flat level surface.
- Never travel in 4 way mode without a load.



- Always travel empty in 2 way mode with main mast fully extended & iSR reach fully retracted.
- Always ensure mast is fully retracted when operating in 4 way mode.

5.2 SAFETY FIRST – MULTIDIRECTIONAL MACHINE CENTRE OF GRAVITY

- Operating the machine in 4 way mode alters the centre of gravity (COG) in the sideways plane.
- This can have the effect of moving the COG outside the stability triangle when compared to travelling over the same terrain in 2 way mode especially when going up or down a slope.
- Always travel at an appropriate speed for the terrain and remember sudden stops / starts in 4 way mode can significantly alter COG due to wheelbase configuration.
- Always drive up and down inclines with operators cab uppermost.



5.3 MULTIDIRECTIONAL CONTROLS AND OPERATION

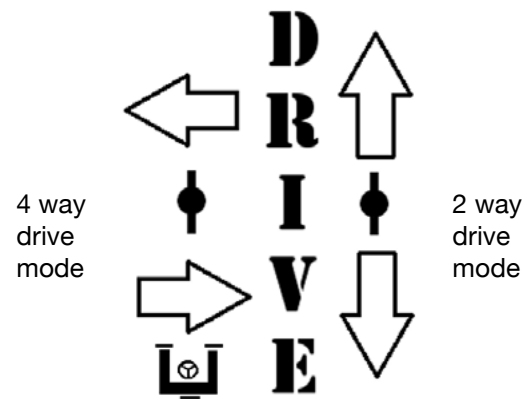
- The Loadmac 855 multidirectional steering system is designed to operate with a single on/off switch with all 3 wheels being turned into the required positions by turning the steering wheel in the appropriate direction.

Depending on option fitted, your truck has a monitoring system that either warns of the mast being in the ideal position for 4 way operation or has an active control system that stops the 4 way system being engaged until the mast is in the correct operating position.

- For operator convenience the Loadmac 825 is also fitted with a semi-automatic switch to position the 3 wheels in the required positions without turning the steering wheel.
- This switch sets the steering up automatically when switching from 2 way mode to 4 way mode and resets the front wheels only when switching from 4 way to 2 way mode. (Rear wheel is then straightened using the steering wheel).

- When changing steering mode into 4 way steering 2 work lights are automatically switched ON for enhanced operator visibility and to provide warning to others that truck is in an alternative operating mode.
- When in 4 way steering mode the “reverse” buzzer automatically reverts to sound when the truck is travelling away from the drivers seating position (to the RHS of the driver). The truck is considered as driving “forwards” in the direction to the left of the driver as the driver has better visibility in this direction.

DRIVE PEDAL CONTROL



5.4 SWITCHING BETWEEN STEERING MODES

Switching from 4 way steering mode to 2 way steering

- Stop on firm level ground checking surrounding area is clear.
- Apply park brake to rear wheel using park brake switch
- Lift the load above the chassis rails and fully retract Mast and iSR reach.
- Switch 4 way switch to “ON” (if the monitoring system is fitted the activation light will illuminate on the instrument panel or switch – depending on display type.) If the active control system is fitted the activation light will ONLY come on if the mast is in the correct position.
- If the mast is NOT in the correct position the warning buzzer / light will activate indicating the mast needs to be moved into the correct position before proceeding.
- Moving the mast to the correct position will switch OFF the warning light / buzzer and on the active control option will engage the 4 way controls and illuminate the light on the switch.
- Press “Auto” switch forwards and wheels will automatically start to turn.
- Release switch when the front wheels are at 90 degrees to chassis.
- Visually check the rear wheel has also turned 90 degrees to the chassis before moving off.

NOTE due to potential weight of the load being carried the front and rear wheels can turn at different speeds. If the rear wheel has not turned depress the “AUTO” switch forwards until the rear wheel is in the correct position. (This will also turn the front wheels further in). To straighten the front wheels press the “AUTO” switch backwards until the front wheels return back to the 90 degree position.

- When ready to move off check surrounding area, release park brake switch and move off in the intended direction of travel using the foot pedal. (Forwards to drive to the left & backwards to drive to the right)

NOTE: With the active mast monitor option fitted the mast cannot be moved forwards (via main mast or iSR) while 4 way mode is in operation. The mast can be lifted or lowered with care and if outside optimum position the warning light/buzzer will sound until the mast is repositioned.

Notes for 4 way operation with monitored control option.

CAUTION

With the monitoring system fitted the mast (or iSR) can be extended by the operator as required and doing so will activate the warning light / buzzer. This gives certain versatility in specialized operations but must be used with caution and full care and attention.

WARNING

Moving the mast too far forwards can cause a clash between the wheelplates and the mast causing potential damage. If the operator moves the mast away from the optimum position they **MUST** be fully aware of the implications and ensure no clashes are induced between the mast and wheelplates.

Similarly operating the 4 way system with the mast fully forwards (on the monitored option) will activate the warning light/buzzer but if ignored and the wheels turned damage will potentially be caused.

Switching from 4 way steering mode to 2 way steering

- Stop on firm level ground checking surrounding area is clear.
- Apply park brake to rear wheel using switch
- Press “Auto” switch rearwards and front wheels will automatically start to turn back to 2 way position. (Note rear wheel will not turn at this stage)
- Release switch when the front wheels are at straight to the chassis.
- Switch 4 way switch to “OFF”. (Symbol on instrument panel or switch will switch off)
- With the truck set to 2 way steering mode use the steering wheel to turn the rear wheel back to the straight ahead position before moving off.
- When ready to move off check surrounding area, release park brake switch and move off in the intended direction of travel using the foot pedal. (Forwards to drive to forwards and back to reverse)
- Should any problems be encountered or wheels come out of alignment the steering can be reset and realigned as follows.
- Switch 4-way steering switch “OFF”.
- Turn steering wheel to turn front wheels to 2-way mode position. (note they may turn back at different speeds). Once front wheels incorrect position visually check rear wheel and turn steering wheel in appropriate direction to centralise it forwards ready to drive off.
- With Steering reset and wheels realigned continue in 2 way mode or change to 4 way mode as necessary.

5.5

LIFTING A WIDE LOAD (FROM A LORRY/ TRAILER OR LIFTING FROM GROUND)

- Always lift a load with the forklift in 2-way steering mode.
- Before lifting a load ensure it is stable and secure.
- Check load weight and centre of gravity before attempting to lift.
- If in doubt not marked clearly check with supervisor or have load weighed.
- If load is too heavy or COG it too far out split the load and repack it so it is safe to move.
- Widen forks as far as possible to suit the load.
- Lower the chassis side loadrests if fitted.
- Check ground surface is suitable to support stabiliser legs.
- Align forks with centre of load and position forklift in front of load ready to lift.
- Apply parkbrake.
- Depending on load position extend mast carriage and/or iSR to place forks under load.
- Lower stabiliser legs fully. Lift load to clear Lorry / Trailer bed or from ground lift to clear forklift chassis / wheels.
- Tilt forks back full to secure load.
- Retract mast carriage and/or iSR so both are fully retracted and iSR mechanism in in cups.
- Sideshift load on forks if required to centralise load on forklift.
- Raise stabiliser legs fully.
- Release parkbrake and reverse from lorry until load / forks clear lorry/trailer side (if required)
- Reapply parkbrake (If required)
- If fitted lower load onto loadrests to stabilise load.
- If loadrests are not fitted lower load so it is just above the front wheels and will not catch the wheels then turning.
- Engage 4 way steering as detailed in section 4.
- Carefully drive load to desired position.

5.6

PLACING A WIDE LOAD (ONTO A LORRY/ TRAILER OR ONTO THE GROUND)

- Confirm placement area is firm, level and safe to unload and will support stabiliser legs.
- Approach placement area squarely with load in line with where it is to be placed.
- Apply park brake.
- Engage 2 way steering as detailed in section 5.4.
- With wheels facing forwards disengage parkbrake and drive forwards until load is just in front of placement area.
- Apply park brake.
- Lower stabiliser legs fully.
- Lift load off loadrests (if fitted) and extend iSR to position load to clear front wheels/ chassis.
- Lower load into position and tilt forks forwards as required to ensure forks can be retracted safely.
- Lift stabiliser legs.
- Reverse carefully until forks are clear of load.
- Drive off safely checking in all directions.

5.7 OPERATING ON SLOPES AND ROUGH TERRAIN

- Do not travel in 4 way mode without a load.
- Do not travel across a slope in 4 way mode
- Always approach an incline square on and only travel up and down directly.
- Drive up a slope “Forwards” with driver uppermost.
- Drive down a slope “Backwards” with driver uppermost.
- Do not turn on a slope.
- Do not stop and start suddenly and operate all controls smoothly
- Check slope before travelling on. Look for potholes or obstacles that could affect the machines stability.
- Drive slowly over rough terrain and if required operate difflock for additional traction.
- Always take great care transporting long loads on a slope. Keep load on loadrests (if fitted) to increase stability of the load.
- Always consider the reduction in lift capacity and stability when travelling on slopes and ensure loads are sized and weighted accordingly.
- Remember a machine in 4 way mode is less stable than in 2 way mode. Do not assume a slope is safe to travel up or down in 4 way mode because it has been driven up or down in 2 way mode.



Drive up an incline forward



Drive down an incline backwards

5.8 KEY OPERATING POINTS TO REMEMBER

1. Use of 4-way mode

- Driving in 4-way mode is less stable than in 2 way mode. Drive in 2 way mode if possible.
- Ensure load is fully retracted and iSR is fully in before engaging 4 way mode .
- Check wheels are in correct position before attempting to drive off.
- Ensure stabiliser legs are fully raised.
- Ensure load is resting on loadrests (if fitted) or is above the height of the wheels to ensure they do not clash.

2. When operating in 4 way mode

- Do not extend mast carriage or iSR
- Do not use stabiliser legs
- Transport load as low as possible with forks tilted back.
- Operate controls as smoothly as possible and drive at an appropriate speed ensuring you can stop safely and quickly if required.

3. When reverted back to 2 way drive

- Ensure 4 way switch is on the “OFF” position and indicator light on instrument panel is not lit.
- Check all wheels are aligned forwards before driving off.

6.0 LOADMAC 855 SHUTDOWN PROCEDURES

6.1 STOPPING PROCEDURE

- Lower load / forks safely to the ground.
- Set the park brake to the “on” position.
- Switch off any worklights / other operated functions (reduces battery load on restart.)
- Switch off the ignition and remove the key.
- Release the seat-belt.
- Dismount using the 3-point contact method.

If something comes loose, breaks or fails to operate:

-  **Caution:**
- stop
 - shut off the engine
 - get it repaired

6.2 PARKING THE 855 OR LEAVING IT UNATTENDED

-  **WARNING:**
- Avoid**
- sudden stops
 - sudden starts
 - sudden turns
- Do not touch, lean or reach through the mast.**
Do not permit others to do so.

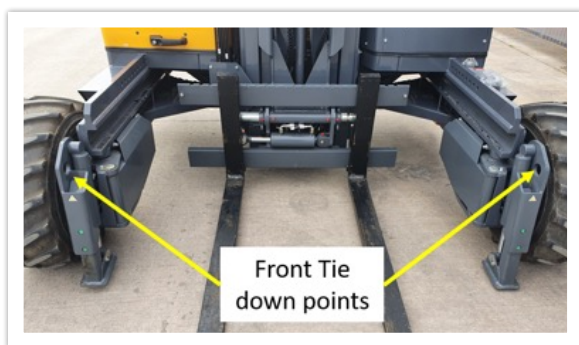
- Always park the Loadmac 855 in a designated safe area.
- Lower the forks to the ground.
- Neutralise all controls.
- Set the park brake to the “on” position.
- Switch off the ignition and remove the key.
- Chock the wheels if the vehicle is on uneven ground.
- If parking on an incline, point the machine uphill, chock the front wheels and turn the rear wheel across the incline.

6.3 IN CASE OF BREAKDOWN

- Should your Loadmac 855 breakdown it is essential to leave it in a safe condition until it can be repaired / recovered.
- If forklift can be safely driven to a safe place do so carefully ensuring no additional risks are taken.
- Park forklift on level ground if possible and if not chock wheels to stop unintentional movement.
- Lower forks /load to the ground and switch off engine and remove key from switch.
- Release hydraulic pressure from circuits by carefully cycling levers on valvebank.
- Remove battery isolator from switch to stop unintentional start up by the ignition key.
- If forklift may present a hazard to others due to its position ensure adequate warning signs are posted to advise others of its location.
- If there are local requirements for highlighting parked / broken down vehicles of roads ensure they are adhered to.

Recovering / repairing forklift.

- Depending on fault forklift may be able to be repaired locally. If this is possible ensure service technician is able to affect repair in a safe area.
- If repair requires work on hydraulic components ensure any spillages are controlled, contained and collected.
- If forklift cannot be repaired and needs to be recovered it cannot be towed due to the hydrostatic drivetrain.
- Ideally forklift should be lifted onto a suitable trailer for recovery using a crane as this does not affect the drivetrain.
- If this is not possible there is a release bolt on the parkbrake which will release the brake pressure and details to operate safely can be found in the service manual.
- Releasing of the parkbrake disc will allow the forklift to be towed SLOWLY onto a recovery trailer. DO NOT DRIVE THE FORKLIFT with the park brake bolt released as damage will occur.
- If your Loadmac 855 is loaded onto a trailer for transport there are 4 inbuilt lashing/ tiedown points as per photos below. Use these lashing points if possible as they have been designed and located to give optimum tiedown point for flatbed transportation.



6.4 LONG TERM STORAGE

Should your Loadmac 855 be stored for long periods of time without be used the following procedures should be followed.

- Depending of storage period planned lift and support forklift so wheels are OFF the ground. If this is not possible increase tyre pressures to MAX recommended on tyres fitted to reduce potential of damage.
- Ensure all hydraulic circuits are released of any pressure (cycle valvebank levers).
- Drain diesel fuel from tank.
- Isolate or remove battery to avoid electrical drain.
- Store under cover in a dry cool location if possible avoiding extremes of temperature.

To recommission your Loadmac 855 from long term storage ensure the following are carried out.

- Check all hydraulic & fuel hoses / electrical wiring for deterioration / rodent damage
- Check all fluid levels are correct and top if necessary using correct fluids.
- Fully charge battery before attempting to start forklift.
- Add new diesel into tank and allow fuel pump to run for 5-10 minutes to prime and flush fuel lines.
- Grease all greasepoints and ensure all pivoting items operate freely
- With general checks carried out start engine and check for leaks of any fluids.
- Operate hydraulic functions carefully and cycle fully to check for full movement cylinders checking piston seals.
- Lower wheels to ground (or reduce tyre pressures to operating pressures) and slowly drive machine checking drive and steering functions.

! WARNING:

Do not attempt to transport the Loadmac 855 unless you have read this section of the manual very carefully!

The Loadmac 855 is designed to be transported on the rear of a truck or trailer. A transport mounting kit has been fitted to your vehicle for this purpose. The Loadmac 855 has been designed to fit on various types of trailer mounting kit depending on the equipment fitted to your Loadmac 855.

Ensure the Mounting kit fitted to the truck / trailer is suitable for the weight and dimensions of the Loadmac 855. This is especially important if the mounting kit was not supplied by Loadmac. Your supplying Dealer will be able to advice and confirm if the mounting kit fitted is suitable.

The three common types of mounting kits are:

Sliding Box Mounting (Hard Ride). This requires specific mast valving to be fitted to your Loadmac 855.

Wheelplate Mounting (Soft Ride). This is the standard Loadmac 855 set up unless optioned differently.

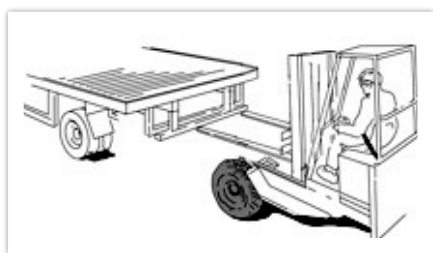
Hook Mounting. This requires specific hooks to be fitted to the Loadmac 855.

Other specialised mounting kits are also available but work on variations of the above 3 mounting principles. (See Dealer for specific specialist options fitted)

General mounting principles.

During transport the forks are slotted into the fork support pockets or between specific supporting crossbars on the truck / trailer. The forklift is then lifted up off the ground and located onto the specific mounting kit fitted (See later specific information) and safely secured. The rear lights of the truck or trailer are then replicated at the rear of the Loadmac 855 by the means of an electrical cable (pigtail), which is located on the lower front panel outside the operators compartment and connected to the electrical socket on the truck / trailer.

7.1 Mounting the Forklift on a truck or trailer



- Approach the rear of the truck/trailer slowly with the iSR fully retracted and the mast extended to a minimum to suit specific mounting kit.
- If necessary, adjust the spacing between the forks to match fork pockets / support brackets.
- Lift stabiliser legs fully.
- Drive slowly forward until the forks are fully engaged in the fork pockets / support brackets in the mounting kit.
- Lower the forks slightly until the rear of the trailer starts to lift slightly.
- Engage park Brake.
- Remove seatbelt and dismount using the 3-point contact method.
- Lift seat on gas-strut and engage rear "Man-on-Ground" levers.
- Using rear levers to lift, tilt and move forklift forwards locate forklift onto place on specific mounting lift (see details in section later)
- With forklift correctly located on mounting kit connect transport / safety chains.
- Switch off engine.
- Depending on mounting kit fitted release hydraulic pressure using mast pressure release switch (located in cab foot well) or cycling the rear levers. This will release mast pressure where required to settle forklift onto mounting kit.
- Connect the electrical cable for the rear lights.
- Check that all transport lights are functioning properly.



7.2 REMOVING THE FORKLIFT FROM A TRUCK OR TRAILER

- Disconnect the electrical cable and stow safely.
- Start the engine (while standing as the side of the cab).
- Using the rear levers lift the forklift slightly.
- Disconnect and stow the safety / transport chains.
- Using rear levers to lift, tilt and move forklift rearwards manoeuvre forklift off the mounting kit ready to lower to the ground.
- With forklift clear of mounting kit lower to the ground and level so all 3 wheels are on the ground.
- Climb aboard using the 3-point contact method.
- Fasten the seat belt.
- Lift / tilt forks so they are loose in the fork pockets / support brackets
- Turn rear wheel so it is the “straight ahead” position.
- Switch parkbrake OFF.
- Checking surrounding area slowly reverse forklift to remove forks from fork pockets/ support brackets until clear of truck / trailer.

7.3 RULES FOR SAFE TRANSPORTATION

If the forklift is to be driven on the highway, be certain that all local and national laws and regulations are observed. Make sure all operating and directional signal lights are functioning and visible. If required by law, make sure any “Slow Moving Vehicle” sign is visible to any vehicle approaching from the rear. When travelling on public roads, obey all local traffic movement regulations. Approach intersections with caution, observe speed and traffic control signs. Do not speed. Avoid panic stops and sharp turns. When transporting the forklift on a truck or trailer, know the overall height to avoid coming in contact with overhead obstructions such as bridges, power lines, etc. **Do not attempt to transport the Loadmac 855 on a truck or trailer that is not equipped with a mounting kit designed and installed to Loadmac specifications.**

Make certain that your vehicle, when carrying a Loadmac 855 truck-mounted forklift, complies with the relevant local and national laws and regulations regarding maximum vehicle weight, axle loading, overall vehicle length and overhang.

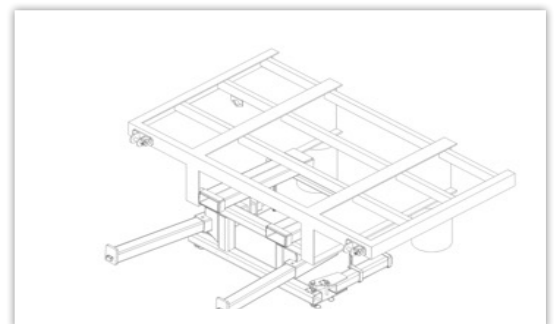
7.4 SPECIFIC MOUNTING KIT DETAILS

Sliding Box Mounting (Hard Ride)

This mounting kit uses 2 box sections which slide out from the truck / trailer to support the weight of the forklift. The forklift is held in place by raising the forks and thus pressurising the truck onto the box sections. The hydraulic pressure is then maintained with lockvalves in the mast circuit.

With this mounting kit the chains fitted between the forklift and the rear of the truck / trailer are left loose and are fitted as safety chains.

Once the forks are located in the forks pockets / support brackets the following specific procedure is required to mount the forklift correctly onto the mounting kit.



- With the mast fully retracted (and front wheels under the truck / trailer tilt the truck forwards to lift the rear wheel off the ground.
- Lift the forklift until the rear crossmember is slightly higher than the sliding supports.
- Switch OFF Engine.
- Extend the sliding box supports fully so they are

under rear crossmember.

- Switch engine ON.
- Lower the forklift (raise forks) onto the sliding supports and pressurise machine down onto the sliding supports.
- Switch OFF engine.

To dismount a forklift from a sliding box mount the following procedure is required once the electrical cable and safety chains have been removed.

- Start the engine.
- Raise the machine off the sliding supports.
- Tilt the forklift forwards to lift the crossmember clear of the sliding support ends.
- Switch OFF engine.
- Retract the sliding support into the truck / trailer

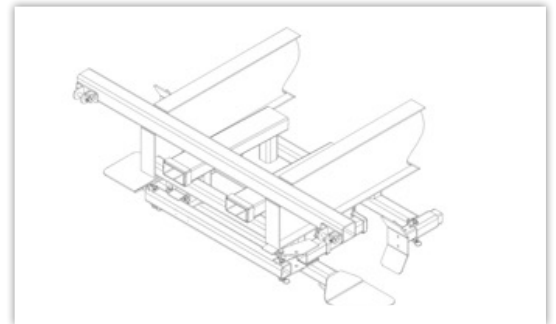
so they are clear of the forklift.

- Start the engine.
- Using the rear levers lower the forklift to the ground and using the tilt level off with all 3 wheels on the ground.

Wheelplate Mounting (Soft Ride)

This mounting kit uses wheelplates located on the truck / trailer to locate the forklifts front wheels. Weight of the forklift is then supported by the wheelplates and the forklift is then held in place the using transport chains to both hold the forklift in position and support some of the forklifts weight.

*NOTE: once mounted these chains should be **taut with no slack** otherwise the forklift may move during transportation.*



With this mounting kit there should be no pressure on the mast hydraulics and the forks should be “loose” in the fork pockets / support brackets.

Once the forks are located in the forks pockets / support brackets the following specific procedure is required to mount the forklift correctly onto the mounting kit.

- Extend / position mast (NOT iSR) so that the front wheels are just behind the wheelplates.
- Using the rear levers tilt the truck forwards so the rear wheel is off the ground.
- Lift the truck so the front wheels are just above the wheelplates.
- Retract the mast to move the truck forwards so the front wheels are fully on the wheelplates.
- With mast fully retracted lift truck / tilt forwards slightly to allow transport chains to be fitted.
- With transport chains securely fitted switch OFF engine.
- Using dump valve switch or rear levers release the mast hydraulic pressure and the forklift will settle onto the wheelplates and tension the transport chains.

To dismount a forklift from a Wheelplate mount the following procedure is required once the electrical cable has been removed.

- Start the engine.
- Using the rear levers lift the forklift slightly to release pressure on the transport chains.
- Remove and safely stow the transport chains.
- Lift the forklift so front wheels are off the wheelplates.
- Extend the mast with the rear levers until the front wheels are clear of the wheelplates.
- Using the rear levers lower the forklift to the ground and using the tilt level off with all 3 wheels on the ground.

Hook Mounting

This mounting kit uses a “hook” on the forklift side frames to locate onto specific bars on the truck / trailer rear crossmember. These bars then locate and support the forklift. The mast hydraulic pressure is then released and the forklift naturally pivots backwards until the front wheels locate on pads on the truck / trailer to position the forklift for transport. To ensure the forklift cannot come off the truck / trailer a locking mechanism is incorporated into the hook / bar design to “lock” the forklift onto the trailer.

With this mounting kit the chains fitted between the forklift and the rear of the truck / trailer are left loose and are fitted as safety chains.

Once the forks are located in the forks pockets / support brackets the following specific procedure is required to mount the forklift correctly onto the mounting kit.

- Extend / position mast (NOT iSR) so that the hook is just behind the hook bar on the truck / trailer
- Using the rear levers tilt the truck forwards so the rear wheel is off the ground.
- Lift/tilt the truck so the hooks are inline with the bars on the truck / trailer.
- Retract the mast to move the truck forwards so the hooks locate onto the bars.
- Depending on hook kit type lower forklift hooks onto bars.
- Locate and lock hook retaining device.
- Fit transport chains.
- Switch OFF engine.
- Using dump valve switch or rear levers release the mast hydraulic pressure and the forklift will settle onto the hook and pivot to locate front wheels of location plate.

To dismount a forklift from a Hook kit mount the following procedure is required once the electrical cable and transport chains have been removed.

- Remove / release the hook retaining devices.
- Tilt the forklift slightly forwards to give front wheel clearance to the location plate.
- Lift / tilt /Extend the mast with the rear levers to release hooks from the bars and extend mast until hooks are clear of the bars.
- Using the rear levers lower the forklift to the ground and using the tilt level off with all 3 wheels on the ground.

8.0

SERVICE SPECIFICATIONS

When servicing your Loadmac 855 we recommend using original Loadmac spares as they have been designed and specified to work on your machine.

Where safely critical items are repaired or replaced it is vital that this is done in accordance with Loadmac's specifications to ensure machine safety is maintained. Contact your local dealer for spare parts.

For repairs and servicing all work must be carried out in accordance to Loadmac Specifications. No Modifications or alterations may be carried out to the forklift outside of specification without approval from Loadmac in writing.

Only in the event that Loadmac is no longer in business and there is no successor in the interests to the business, may the user arrange for a modification or alteration to a powered industrial truck, provided, however, that the user:

- arranges for the modification or alteration to be designed, tested and implemented by an engineer(s) expert in industrial trucks and their safety.
- maintains a permanent record of the design, test(s) and implementation of the modification or alteration.
- approves and makes appropriate changes to the capacity plate(s), decals, tags and instruction handbook.
- affixes a permanent and readily visible label to the truck stating the manner in which the truck has been modified or altered, together with the date of the modification or alteration and the name and address of the organisation the accomplished those tasks.

Always ensure items removed from your Loadmac during servicing are disposed of correctly in line with local environmental legislation.

Special attention should be adhered to regarding safe storage and disposal of fluids, engine oil, hydraulic fluid, coolant etc.

Where possible items removed for disposal should be recycled in accordance with the material and part in question. For further information on recycling or disposal of Loadmac parts contact your local dealer of Loadmac directly.

8.1 ENGINE OIL

2 different engines are fitted to Loadmac 855s depending on specification and local emissions standards. The following engine oils are recommended for general use (and factory fitted) but specific requirements may alter is particularly harsh temperature extremes (See local dealer for suitable advice)

Yanmar TNV46 N/A 4 Cyl Diesel SAE 15W/40 Grade

Hatz 3H50TIC Turbo 3 Cyl Diesel SAE 0W40 Grade

8.2 HYDRAULIC FLUID

Oils conforming to the International Standard ISO G344HV grade oils with improved viscosity/temperature characteristics should be used. The hydraulic oil used in the Loadmac 855 must have the correct temperature range for the ambient temperature in which the machine is being operated. If the operating temperature is outside the standard range, the standard oil should be replaced with the correct grade. Here are some examples of commercially available oils. Make sure the correct type is used in the relevant ambient environment.

AMBIENT TEMPERATURES	Low Range -20°C to 25°C -4°F to 77°F	Standard Range -10°C TO 35°C +14°F TO 95°F	High Range 0°C TO 45°C 32°F TO 113°F
Castrol: Hyspin	AWH 32	AWH 46	AWH 68
B.P.: Bartran	HV 32	HV 46	HV 68
Esso: Univis	N 32	N 46	N 68
Mobil:	13 M	15 M	16 M
Shell: Tellus Oil	T 32	T 46	T 68
Texaco:	HDZ 32	HDZ 46	HDZ 68

NOTES:

- The sequence in which the brand-names are listed does not signify any grading as to their quality or preference.
- Machines are supplied with the following oils unless specifically ordered:
UK/Europe/USA ISO46, Canada ISO32, Australia ISO 68.

8.3 ENGINE COOLANT

A mix of 50% OAT Red Long Life Coolant type anti-freeze and 50% distilled water should be used to fill the cooling system for all engines. This coolant mix both inhibits corrosion and also gives the system protection down to -37°C (-35°F). The antifreeze should comply with one of the following specifications:

SAE J1034 • BS 6580: 1985 • MIL-A-117 55D • MIL-A-461 53/B

The concentration of the coolant may deteriorate over a period and therefore should be checked at least once a year or at each 250 hours' service whichever occurs first.

8.4 ENGINE FUEL SPECIFICATION

The engine should be operated only on diesel fuel oil which conforms to one of the following:

BSS2869: 1970 Class A1 or A2.

USA Specification ASTM D-975-77 Grades No. 1-D and 2-D.

The fuel injection system is manufactured to very fine tolerances. To avoid excessive wear or damage, it is important to use clean fuel which is free from dirt or water. In colder climates summer-grade fuel is unsuitable for use in winter because it becomes cloudy, separates and forms a wax which rapidly clogs the fuel injection equipment. In these conditions winter-grade fuel should be used.

Always store diesel fuel in approved containers and handle safely wearing appropriate PPE when fuelling forklift.

8.5 CHAIN LUBRICANT SPECIFICATION

The lubricant oil's viscosity should be chosen so that it will remain fluid at all occurring ambient temperatures. Under normal temperature conditions, lubricating oils with a viscosity from SAE 20 to SAE 40 (50 to 2000 mm²/s at 40°C) are suitable. The following are examples of commercially available chain-lubricating products.

- Rexnord high-performance Chain Spray
- BP Energol Transmission Oil 80
- ESSO Transmission Oil ST80
- Shell Tonna Oil T200

8.6 GREASE SPECIFICATION

The recommended grease for all moving parts is Lithium EP2 or equivalent specification. This is particularly important for all bearings and chain rollers.

8.7 WHEELS AND TYRES

Recommended tyre pressures

SPECIFICATION	PRESSURE	
27/10 Industrial	4.0 Bar	58 PSI
10x16.5 Skidsteer	3.8 Bar	55 PSI
280/60 LGP	3.7 Bar	53 PSI
29x12.5 SuperGrip	3.1 Bar	45 PSI
31x15 SuperGrip	3.1 Bar	45 PSI

There are 4 main jacking points around the vehicle

- 1 Under either stabiliser led pads (with stabilisers fully retracted).

NOTE: depending on tyres fitted lowering the stabiliser legs will lift front wheels clear of the ground to allow changing.

- 2 Under main chassis plate by chain pin main tube (or rear Crossmember)

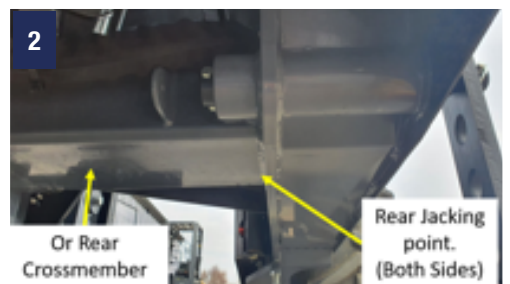
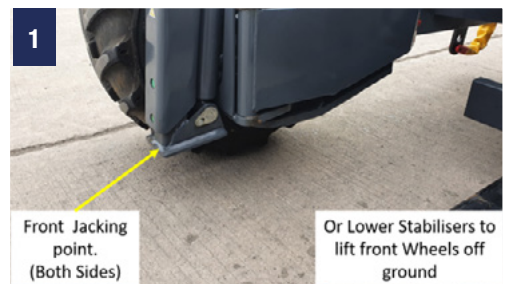
Wheel changing

To change a wheel on the Loadmac 855 carry out following procedure.

- Chock 2 wheels not being changed.
- Loosen wheel nuts with wheel on the ground (but do not remove).
- Lift wheel using suitable jack and jacking point so it is off the ground.
- Remove wheel nuts and carefully remove wheel noting weight and safe handling procedures.

To refit wheel

- Locate wheel on studs (noting weight and safe handling procedures)
- Fit wheel nuts and hand tighten fully ensuring wheel rim is fully located onto wheel motor.
- Lower wheel to ground and tighten wheel nuts to 200Nm (147 ft.lb.).
- Remove chocks on other wheels.



9.0

MAINTENANCE SPECIFICATION

It is important for both operator safety and forklift longevity that it is inspected and maintained according to the specified schedule. Failure to check and maintain the forklift as prescribed could lead to premature wear and failure of parts (including safety critical items leading to possible injury).

If issues are found during checks and servicing they should be reported and rectified as soon as possible to avoid further wear or potential safety concerns.

Before carrying out any maintenance/ checks, the engine should be turned off and allowed to cool down, the battery isolated and the forks safely positioned on the ground.

9.1 DAILY CHECKS

The Loadmac 855 should be checked and inspected by the operator daily for damage, worn parts, fluid levels etc. to ensure the machine is safe to use.

The following daily checks should be carried out and noted (Section 10 has a recommended checksheet that can be printed out and filled in by the operator to show checks have been carried out.)

- Check for broken, missing or damaged parts.
- Check the forks, mast and lift chains.
- Check all hydraulic hoses and connections.
- Check the wheels for any damage, missing or loose lug nuts.
- Check the tyres for cuts, bulges, thread depth and proper inflation pressure
- Check the engine oil level. Add oil if required (see section “Engine Oil”).

If operating in a dusty or sandy environment;

- Clean engine air filter element and replace if necessary.
- Clean all dust etc. from between radiator fins. Where necessary, remove radiator for proper cleaning.

Lift the hood and check the engine cooling system. Fill to the proper level if necessary.

Check the fuel level and top up if necessary. Ground the nozzle against the filler neck to prevent sparks.

Check hydraulic oil level sight-glass. Top up if necessary (see section “Hydraulic Fluid” for oil specification).

9.2 WEEKLY CHECKS / MAINTENANCE

In Dusty Conditions check radiator fins for debris / blockages, Clean as Necessary

In Dusty conditions check air cleaner element. Clean or replace as necessary

Grease ALL grease points (listed in section 9. and can be viewed on our Loadmac YouTube channel or using link <https://www.youtube.com/watch?v=6fxXUQnBGBc>

9.3 SERVICE SCHEDULE / INTERVALS

The following service schedules show the recommended service requirements for your Loadmac 855

NOTE: The 2 different engines fitted to the Loadmac 855 have different service schedules so the truck maintenance schedules vary slightly but the main work carried out on the main forklift does not vary.

For further information on service information or setting up a regular maintenance plan contact your local dealer.

WORKSHOP INSPECTION / SERVICE SCHEDULE FOR LOADMAC 855 TRUCK MOUNTED FORKLIFT WITH YANMAR ENGINE FITTED (3 MONTH CYCLE)

W (Initial Warranty Service) = After First 50 Hours or 3 Months (whichever is sooner)

I (Intermediate Service) = Every 3 months After First 50hr Service or 250 Hours (whichever is sooner)

A (Full Service) = Every 1 Year or 250 Hours of operation (whichever is Sooner)

B (4 Year Service) = Every 4 Years or 1000 Hours of operation (whichever is sooner)

SERVICE TYPE	W	I	A	B
Replace Engine Oil and Filter - (15W/40) YFILTER9	✓		✓	✓
Replace Engine Air Filter – YFILTER6			✓	✓
Replace Engine Fuel Filter – YFILTER10	✓		✓	✓
Replace Hydraulic Combo Tank Filter – YFILTER5	✓		✓	✓
Replace Hydraulic Suction Filter – YFILTER8				✓
Replace Hydraulic Oil – EP46 (80 Litres)				✓
Replace Coolant – 50% Red (OAT LLC Coolant)				✓
Check & Top Up Engine Oil if Required	✓	✓		✓
Check & Top Up Hydraulic Oil if Required	✓	✓	✓	✓
Check Coolant Concentration and Top Up if Required – 50% Red	✓	✓	✓	✓
Check Fuel Water Trap and Drain Water if Required	✓	✓	✓	✓
Check Lift Chains	✓	✓	✓	✓
Check Lift Chain Rollers	✓	✓	✓	✓
Check Condition of Forks	✓	✓	✓	✓
Check Condition of Hydraulic Hoses, Pipework, Pumps & Motors	✓	✓	✓	✓
Check Wheel nuts for Tightness (200Nm)	✓	✓	✓	✓
Check All Bolts and Fitting for Tightness	✓	✓	✓	✓
Check All Mast & Carriage Bearings for Wear	✓	✓	✓	✓
Check and Adjust (if required) Mast Wear Pads	✓	✓	✓	✓
Check and Adjust (if required) Carriage Wear Pads	✓	✓	✓	✓
Check Rear Steer Bearing for Wear	✓	✓	✓	✓
Check Operation of Park Brake- including operation of Seat & Belt switches	✓	✓	✓	✓
Check Operation of Diff Lock	✓	✓	✓	✓
Check Operation of all Electrical Switches	✓	✓	✓	✓
Check All Cylinder Mounting Points	✓	✓	✓	✓
Check Seat, Seat Belt operation, and Warning Decals in Place and Legible	✓	✓	✓	✓
Check Tyre Condition and Tyre Pressures	✓	✓	✓	✓
Check Transport Lighting – 24v	✓	✓	✓	✓
Check Forklift Lighting – 12v	✓	✓	✓	✓
Lubricate & Adjust (if required) Lift Chains	✓	✓	✓	✓
Grease All Moving Parts as Specified in Grease Point Chart (EP2)	✓	✓	✓	✓

WORKSHOP INSPECTION / SERVICE SCHEDULE FOR LOADMAC 855 TRUCK MOUNTED FORKLIFT WITH HATZ ENGINE FITTED (3 MONTH CYCLE)

W (Initial Warranty Service) = After First 50 Hours or 3 Months (whichever is sooner)

I (Intermediate Service) = Every 3 months After First 50hr Service or 250 Hours (whichever is sooner)

A (Full Service) = Every 2 Year or 500 Hours of operation (whichever is Sooner)

B (4 Year Service) = Every 4 Years or 1000 Hours of operation (whichever is sooner)

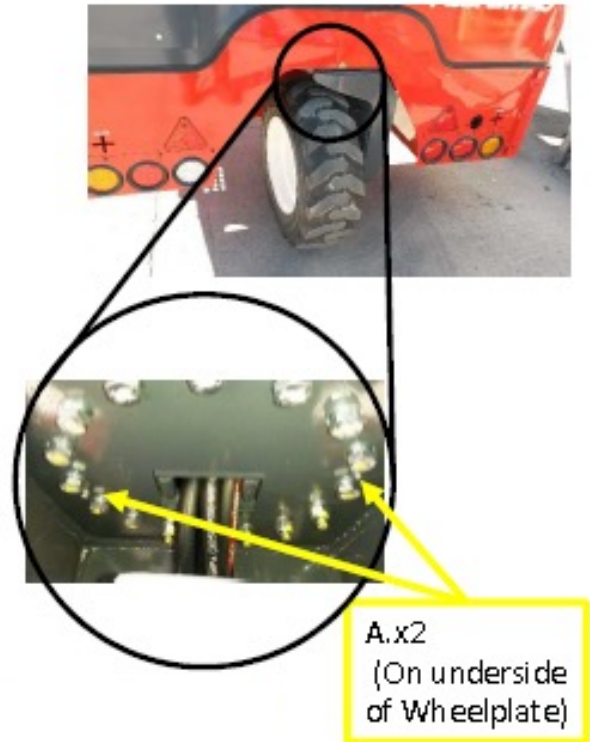
SERVICE TYPE	W	I	A	B
Replace Engine Oil and Filter - (0W/40)			✓	✓
Replace Engine Air Filter			✓	✓
Replace Engine Fuel Main Filter			✓	✓
Replace Engine Fuel Pre Filter			✓	✓
Replace Engine Oil Separator			✓	✓
Replace Hydraulic Combo Tank Filter	✓		✓	✓
Replace Hydraulic Oil (80 Litres)				✓
Replace Coolant – 50% Red (OAT LLC Coolant)				✓
Check & Top Up Engine Oil if Required	✓	✓		✓
Check & Top Up Hydraulic Oil if Required	✓	✓	✓	✓
Check Coolant Concentration and Top Up if Required – 50% Red	✓	✓	✓	✓
Check Lift Chains	✓	✓	✓	✓
Check Lift Chain Rollers	✓	✓	✓	✓
Check Condition of Forks	✓	✓	✓	✓
Check Condition of Hydraulic Hoses, Pipework, Pumps & Motors	✓	✓	✓	✓
Check Wheel nuts for Tightness (200Nm)	✓	✓	✓	✓
Check All Bolts and Fitting for Tightness	✓	✓	✓	✓
Check All Mast & Carriage Bearings for Wear	✓	✓	✓	✓
Check and Adjust (if required) Mast Wear Pads	✓	✓	✓	✓
Check and Adjust (if required) Carriage Wear Pads	✓	✓	✓	✓
Check Rear Steer Bearing for Wear	✓	✓	✓	✓
Check Operation of Park Brake including operation of Seat & Belt switches	✓	✓	✓	✓
Check Operation of Diff Lock	✓	✓	✓	✓
Check Operation of all Electrical Switches	✓	✓	✓	✓
Check All Cylinder Mounting Points	✓	✓	✓	✓
Check Seat, Seat Belt operation, and Warning Decals in Place and Legible	✓	✓	✓	✓
Check Tyre Condition and Tyre Pressures	✓	✓	✓	✓
Check Transport Lighting – 12/24v	✓	✓	✓	✓
Check Forklift Lighting – 12v	✓	✓	✓	✓
Lubricate & Adjust (if required) Lift Chains	✓	✓	✓	✓
Grease All Moving Parts as Specified in Grease Point Chart (EP2)	✓	✓	✓	✓

Greasing

It is important to regularly grease your Loadmac 855 to reduce wear on moving parts and increase longevity of your machine. The grease points are listed as below and located as per the pictures.

Common Points on ALL machines

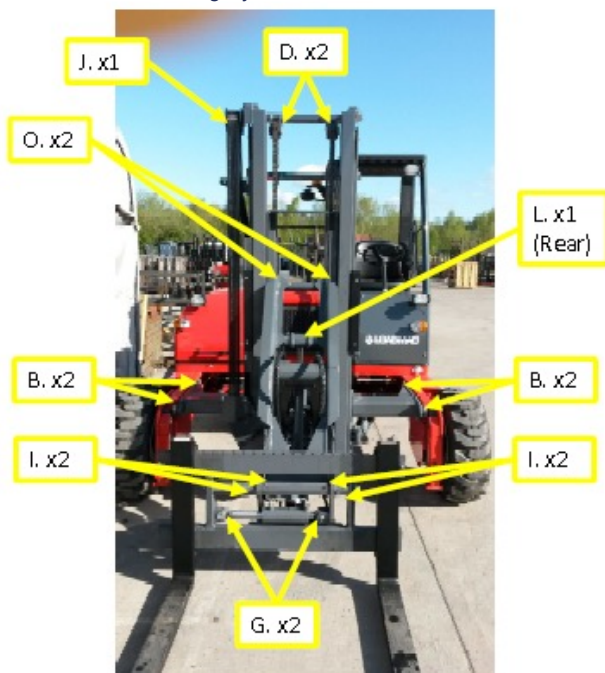
- A. ☐ 2x Rear Wheel Slewing Ring
- B. ☐ 4x Mast Main Carriage Rollers
- C. ☐ 2x Main Reach Rams
- D. ☐ 4x Chain Rollers
- E. ☐ 2x Main Mast Rollers
- F. ☐ 2x Secondary Mast Rollers
- G. ☐ 2x Sideshift Cylinder Ends
- H. ☐ 2x Tilt Cylinder Ends
- I. ☐ 4x Main Pin Bushes
- J. ☐ 1x Hose Roller
- K. ☐ 2x Rear of fork carriage - Slide
- L. ☐ 2x ISR Cylinder Ends
- M. ☐ 2x Lower Short Arm Pivots
- N. ☐ 2x Main Pivot Joint
- O. ☐ 2x Main Arm Upper Bearings



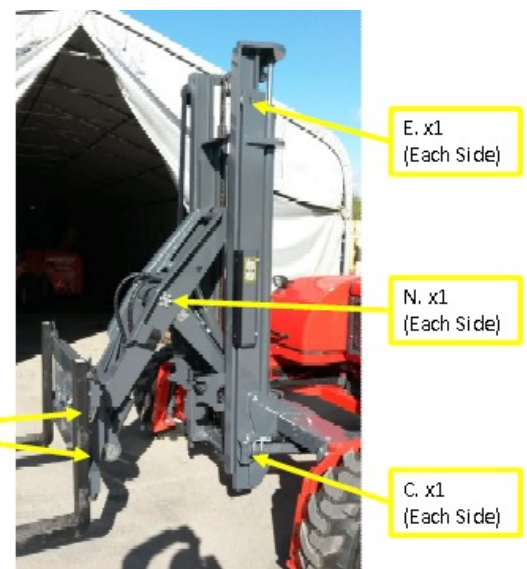
Additional points on multi directional steer machines

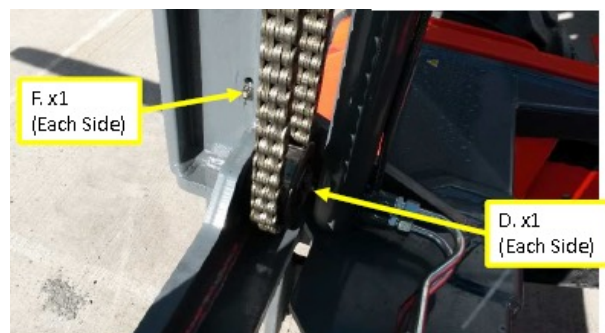
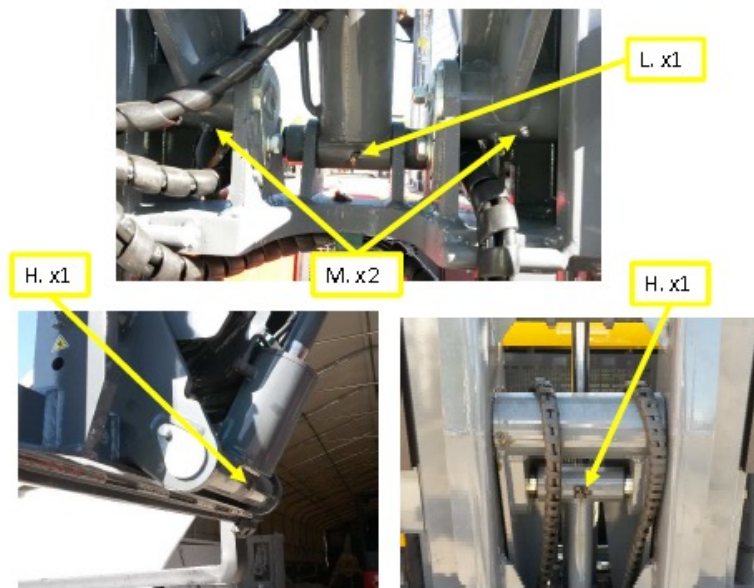
- P. ☐ 4x Bearing Pivots
- Q. ☐ 4x Steering Cylinder End

4x Steering Cylinder Ends



K. x2 Apply Grease to rear of fork carriage for sideshift slides.





Multi directional Machines



11.0

DAILY MAINTENANCE INSPECTION CHECK SHEET

Operator:

Date:

ACTION/DESCRIPTION	P	O
Check for broken, missing or damaged parts.		
Check the forks, mast and lift chains.		
Check all hydraulic hoses and connections.		
Check the wheels for any damage, missing or loose lug nuts.		
Check the tyres for cuts, bulges, thread depth and proper inflation pressure		
Check the engine oil level. Add oil if required (see section "Engine Oil").		
If operating in a dusty or sandy environment;		
Clean engine air filter element and replace if necessary.		
Clean all dust etc. from between radiator fins. Where necessary, remove radiator for proper cleaning.		
Lift the hood and check the engine cooling system. Fill to the proper level if necessary. The proper coolant level is just below the radiator cap. Do not remove the radiator cap when the engine is hot. Escaping steam could cause severe burning (see section "Engine Coolant").		
Check the fuel level and top up if necessary. Ground the nozzle against the filler neck to prevent sparks.		
Check hydraulic oil level sight-glass. Oil level must be between the red line (minimum) and the black line (maximum). Top up is necessary (see section "Hydraulic Fluid").		



**ABT PRODUCTS LIMITED
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