

---

# Operator's Manual

Do not remove this manual  
from the truck.



GPS 12 - 15

---

**CLARK**

Book No. 2773761  
OM - 554

## For Handy Reference

RECORD THE FOLLOWING INFORMATION PERTAINING TO  
YOUR TRUCK

Model No. \_\_\_\_\_

Serial No. \_\_\_\_\_

Customer Truck Identification No. \_\_\_\_\_

Truck Weight, Empty \_\_\_\_\_

Truck Rated Capacity \_\_\_\_\_

Truck Gross Weight, Loaded w/Rated Load \_\_\_\_\_

Special Equipment or Attachments \_\_\_\_\_

Attachment Weight \_\_\_\_\_

*P-9.1 - AIR TIRE PRESSURE*

# Operator's Manual

You must be trained and authorized to operate a lift truck

YOU can prevent accidents!

First: Learn safe operating rules and your company rules.

Next: Read and understand your Operator's Manual

Learn about the unit you operate

**KNOW YOUR TRUCK**

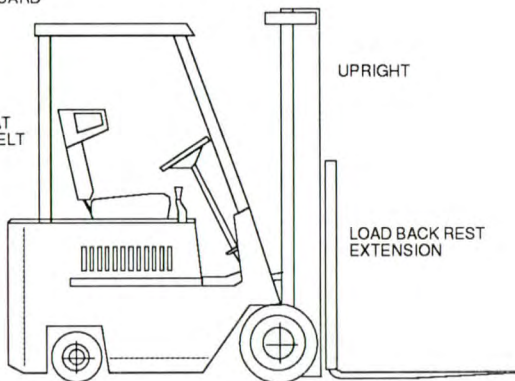
OVERHEAD GUARD

SAFETY SEAT AND SEAT BELT

COUNTERWEIGHT

UPRIGHT

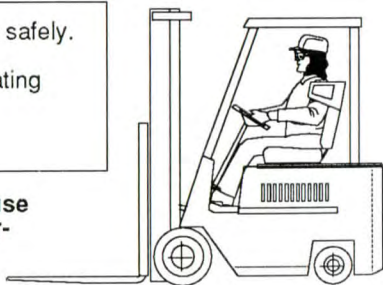
LOAD BACK REST EXTENSION



Then: Practice operating your truck safely.

And: Keep your truck in safe operating condition with correct and timely maintenance.

**Breaking these rules will cause serious or fatal injury to yourself and others.**



## A Message To CLARK Customers

Experience with lift truck accidents has shown that when accidents happen and people are killed, or injured, the cause has its roots in three areas; the selection of operators, their training and their supervision.

When lift truck operators are selected you must consider people who can become responsible professional operators. Lift trucks are not cars and they're not ordinary trucks. They are specialized machines with specialized operating characteristics designed to perform specialized jobs. Under the Occupational Safety and Health Act you must train your lift truck operators. That is your responsibility. We are here to help, but only you know how a specific machine is used. Only you can properly train your operators for the jobs they must perform. Once they are trained and you are absolutely sure they know how to operate the equipment and follow basic safety rules, you must make sure they do. If you don't, the results can be accidents that end up in costly damage to your products, your facilities, your equipment, and worst of all, serious injury or death to the people who use these machines or work around them.

The operator's manual is not a training manual. It is a guide to help trained and authorized operators safely operate their lift truck by emphasizing and illustrating the correct procedures. But, it cannot cover every possible situation which may result in an accident. You must watch for hazards in your work areas and avoid or correct them. It is important that you know and understand the information in this manual as well as to know and follow your company safety rules! Be sure that your equipment is maintained in a safe condition. Do not operate a damaged truck. And practice safe operation every time you use your lift truck. Let's join together to set new standards in safety.

## CONTENTS

This manual covers trucks with capacities from 2500 pounds through 3000 pounds.

A MESSAGE TO CLARK CUSTOMERS .....	ii
A MESSAGE TO CLARK LIFT TRUCK OPERATORS .....	iv
ABOUT THIS MANUAL .....	v
TRUCK APPLICATION .....	vi
1 GENERAL SAFETY RULES AND PRACTICES .....	1.1
2 OPERATING HAZARDS .....	2.1
3 KNOW YOUR TRUCK .....	3.1
4 OPERATOR CARE AND MAINTENANCE .....	4.1
5 STARTING AND OPERATING PROCEDURES .....	5.1
6 EMERGENCY STARTING .....	6.1
7 EMERGENCY TOWING .....	7.1
8 PLANNED MAINTENANCE AND LUBRICATION .....	8.1
9 SPECIFICATIONS .....	9.1
INDEX .....	10.1

## Message To CLARK Lift Truck Operators

Lift trucks are specialized machines with unique operating characteristics designed to perform specific jobs. Their function and operation is not like a car or ordinary truck. They require specific instructions and rules for safe operation and maintenance.

Safe operation of lift trucks is of primary importance to CLARK. Our experience with lift truck accidents has shown that when accidents happen and people are killed or injured, the causes are:

**OPERATOR NOT PROPERLY TRAINED  
OPERATOR NOT EXPERIENCED WITH LIFT TRUCK OPERATION  
BASIC SAFETY RULES NOT FOLLOWED  
LIFT TRUCK NOT MAINTAINED IN SAFE OPERATING CONDITION**

This manual is designed to help you operate your lift truck safely. This manual shows and tells you about safety inspections and the important general safety rules and hazards of lift truck operation. It describes the special components and features of the truck and their function. The correct operating procedures are shown and explained. Illustrations and important safety messages are included for clear understanding. And, a section on maintenance and lubrication is included for the lift truck mechanic.

The operator's manual is not a training manual. It is a guide to help trained and authorized operators safely operate their lift truck. But, it cannot cover every possible situation. You must watch for hazards in your work areas and avoid or correct them. It is important that you know and understand the information in this manual. Know and follow your company safety rules. Be sure that your equipment is maintained in a safe condition. Do not operate a damaged truck.

Be sure that you understand all driving procedures. Federal Occupational Safety and Health Act (OSHA) and state laws require that operators be completely trained in the safe operation of lift trucks.

CLARK lift trucks are built to take hard work, but not abuse. They are built to be dependable, but they are only as safe and efficient as the operator and the persons responsible for maintaining them.

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

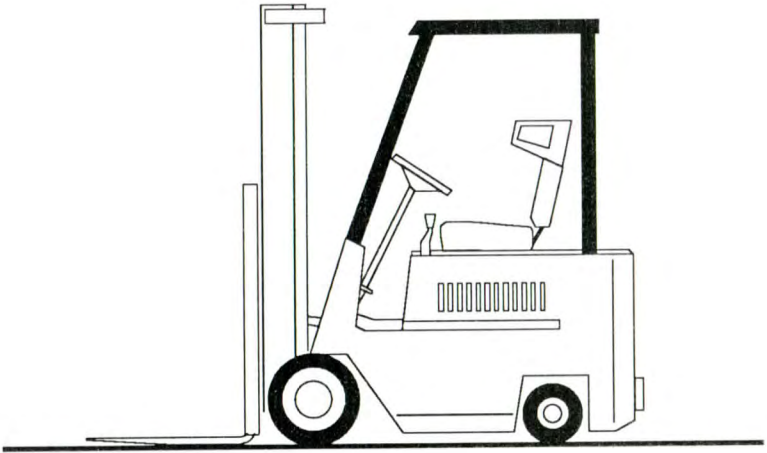
## About This Manual

The purpose of this manual is to provide a digest of essential information about the safe operation of your lift truck and to acquaint you with its features and how they function and are maintained.

This manual has been printed on a special weather resistant material and is intended to remain on, and be a permanent part of this lift truck. Be sure to put this operator's manual back in the holder (located in operator's compartment) when not in use.

**NOTICE** - - The descriptions and specifications included in this manual were in effect at the time of printing. Clark Equipment Company reserves the right to make improvements and changes in specifications or design, without notice and without incurring obligation. Please check with your authorized Clark dealer for information on possible updates or revisions.

## Truck Application



**Each truck is designed for a specific application. Make sure you are using the correct truck for the job.**

**CUSHION** (solid) tire trucks are designed for use inside on smooth dry surfaces.

**PNEUMATIC** (air-filled) tire trucks are designed for use on improved surface inside or outside.



# 1 General Safety Rules

## INDEX

Daily Inspection	1.2
Do's and Don'ts	1.3
Seat Belt	1.4
No Riders	1.5
Pedestrians	1.6
Operator Protection	1.7
Fork Safety	1.8
Pinch Points	1.9
Travel	1.10
Grades, Ramps, Slopes and Inclines	1.11
Surface Capacity	1.12
Loading Docks	1.13
Tipover	1.14
Don't Jump	1.15
Parking	1.16
Tire Inspection	1.17

## General Safety Rules Daily Inspection



At the beginning of each shift inspect your truck and fill out a daily inspection sheet

Check for damage and maintenance problems.

Have repairs made before you operate the truck.



Do not make repairs yourself. Lift truck mechanics are trained professionals. They know how to make repairs safely.

## General Safety Rules Do's And Don'ts



DON'T MIX DRUGS AND  
ALCOHOL WITH YOUR JOB.



DO WATCH FOR  
PEDESTRIANS.



DON'T BLOCK SAFETY OR  
EMERGENCY EQUIPMENT

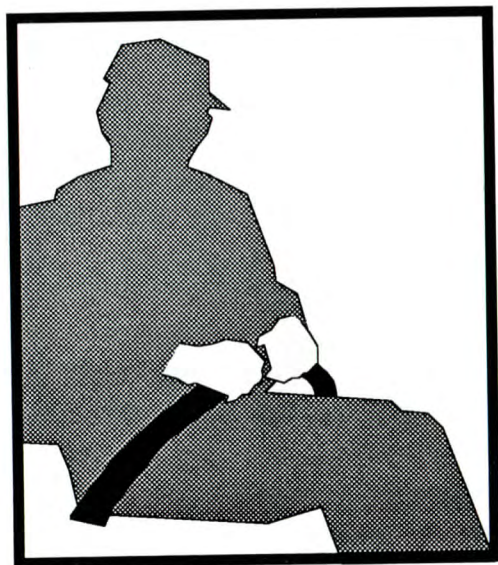


DO WEAR SAFETY  
EQUIPMENT  
WHEN  
REQUIRED

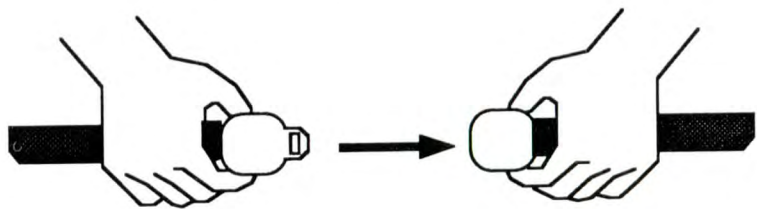


DON'T SMOKE IN  
"NO SMOKING "  
AREAS

General Safety Rules  
Seat belts

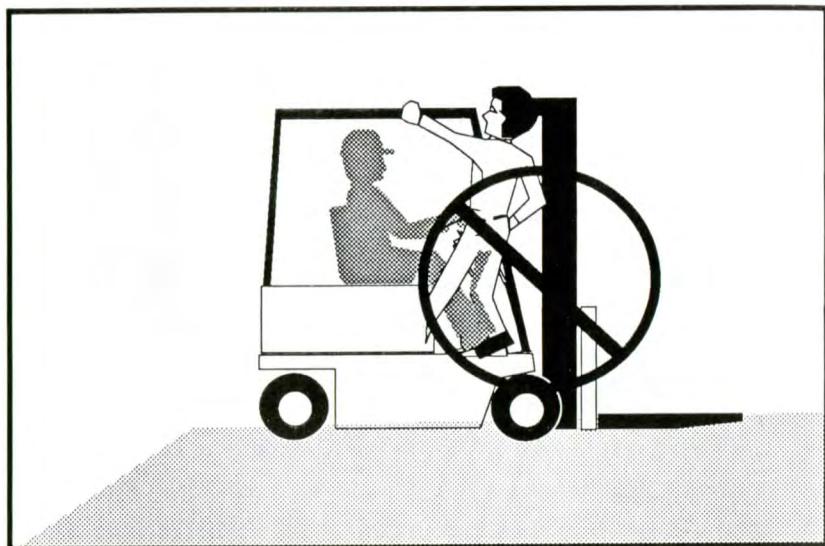


**ALWAYS BUCKLE UP**

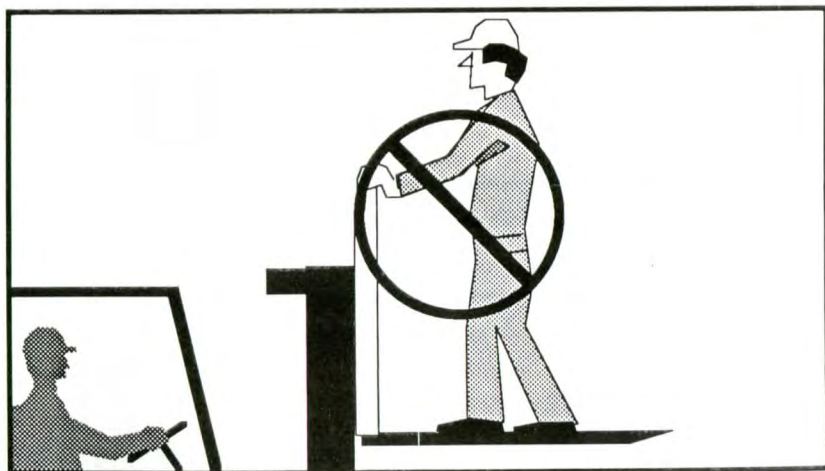


Seat belts can reduce injuries

## General Safety Rules No Riders



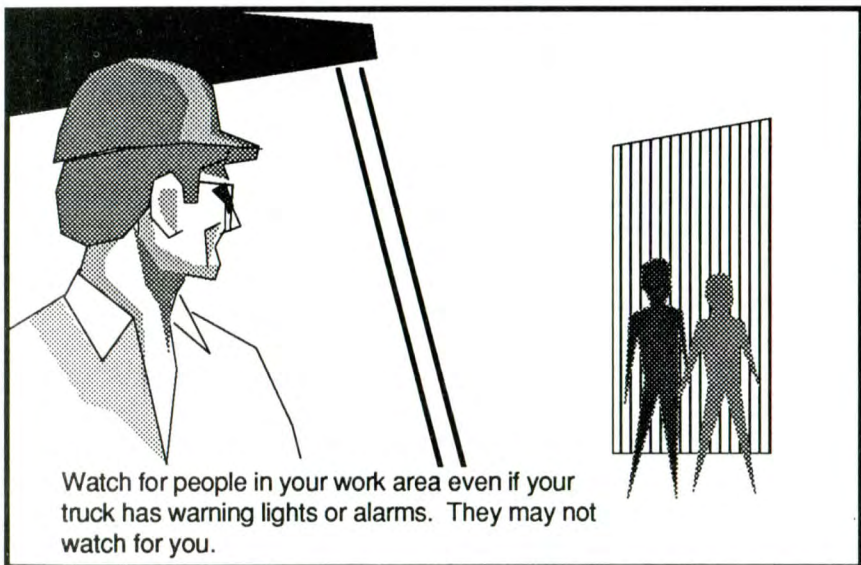
The operator is the only one who should be on a truck.



Never transport personnel on the forks of a lift truck.

## General Safety Rules Pedestrians

Watch where you are going, look in the direction of travel. Pedestrians may use the same roadway you do. Sound your horn at all intersections or blind spots.



Watch for people in your work area even if your truck has warning lights or alarms. They may not watch for you.

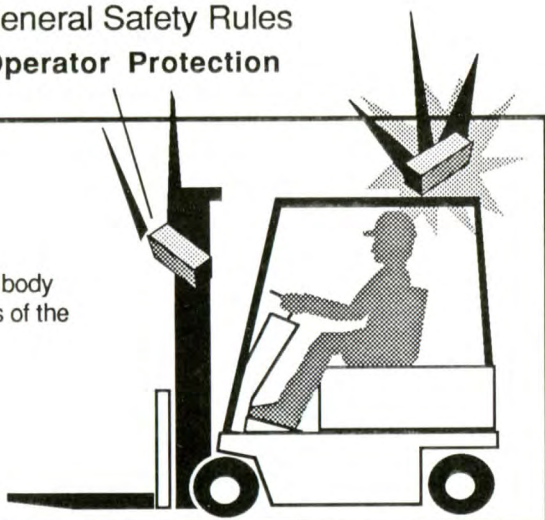
Make people stand back, even when you are parked.



## General Safety Rules Operator Protection

Keep under the  
overhead guard.

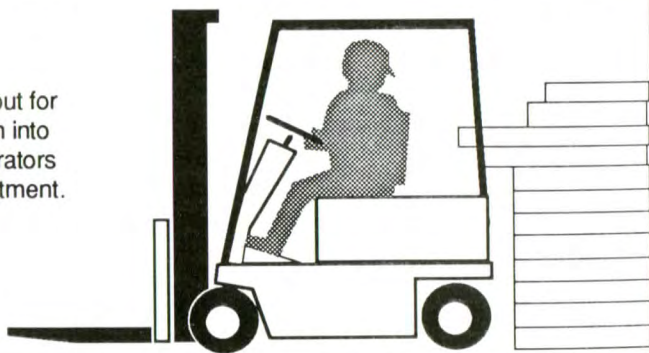
Always keep your body  
within the confines of the  
truck.



Be especially careful when  
traveling in reverse and  
maneuvering in tight areas.

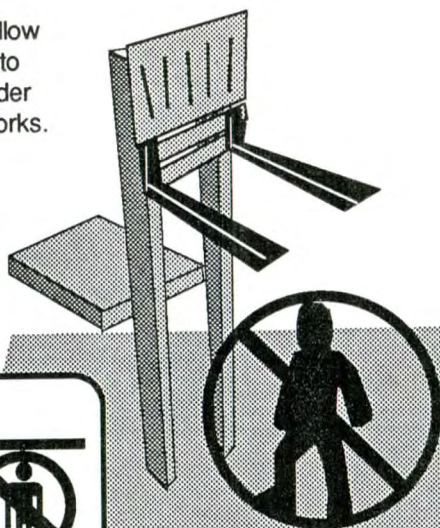


Watch out for  
intrusion into  
the operators  
compartment.

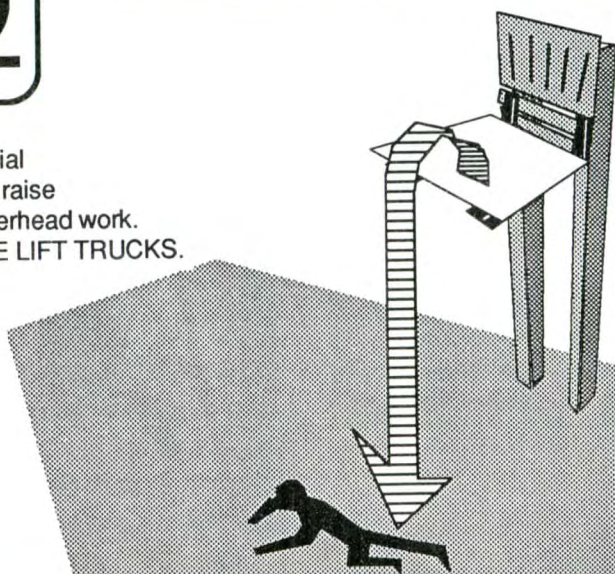


## General Safety Rules Fork Safety

Never allow anyone to walk under raised forks.

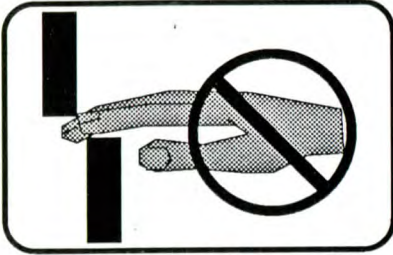


There is special equipment to raise people for overhead work.  
**DO NOT USE LIFT TRUCKS.**





## General Safety Rules Pinch Points



Keep hands, feet  
and legs out of the  
upright.



Don't use the  
upright for a  
ladder.

Never try to repair the  
upright, carriage, chain  
or attachment yourself---

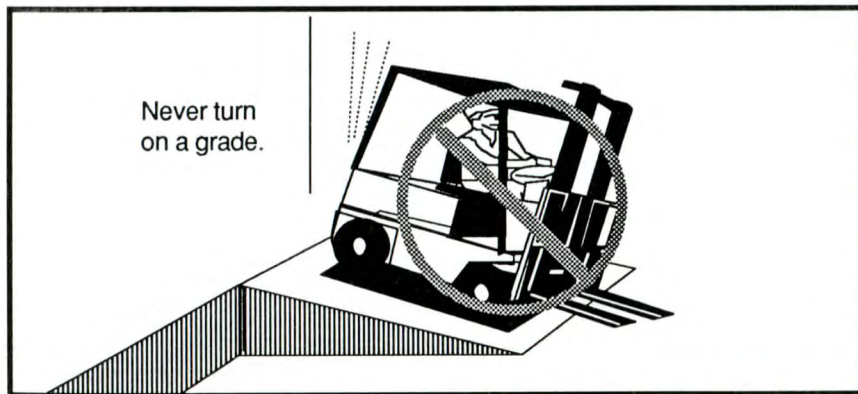
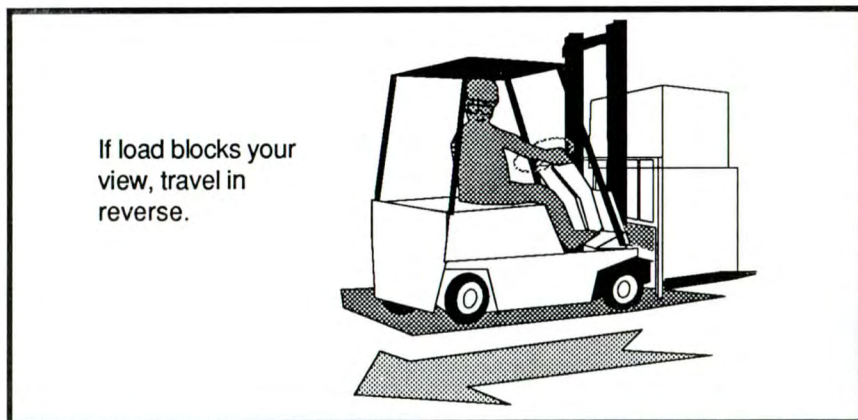
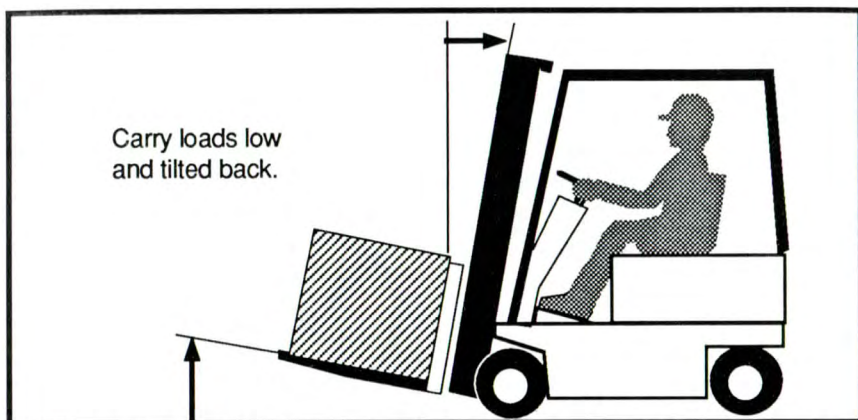


Always get a trained  
mechanic.



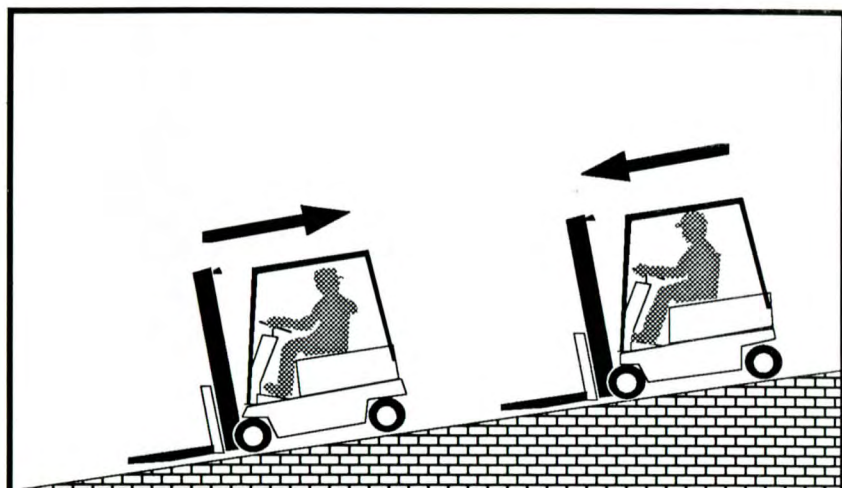
# General Safety Rules

## Travel

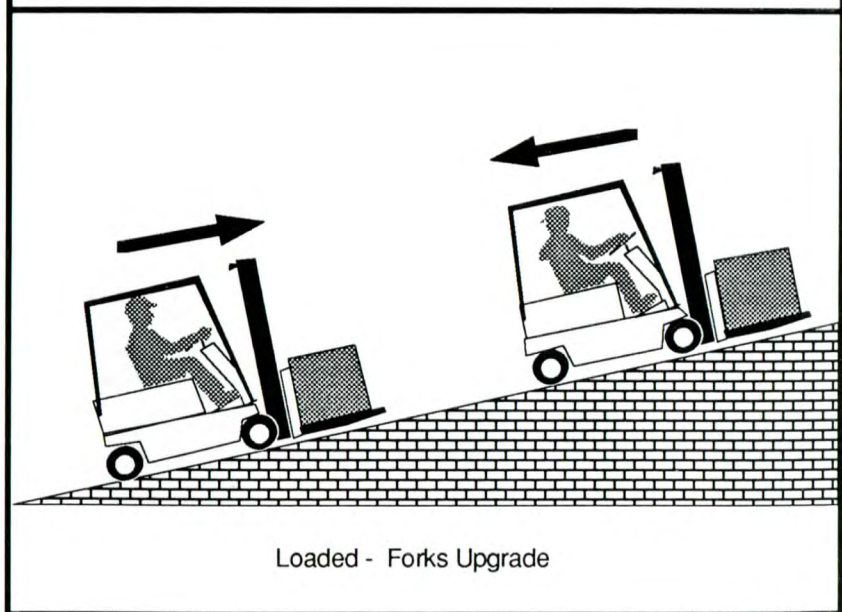


# General Safety Rules

## Grades, Ramps, Slopes and Inclines



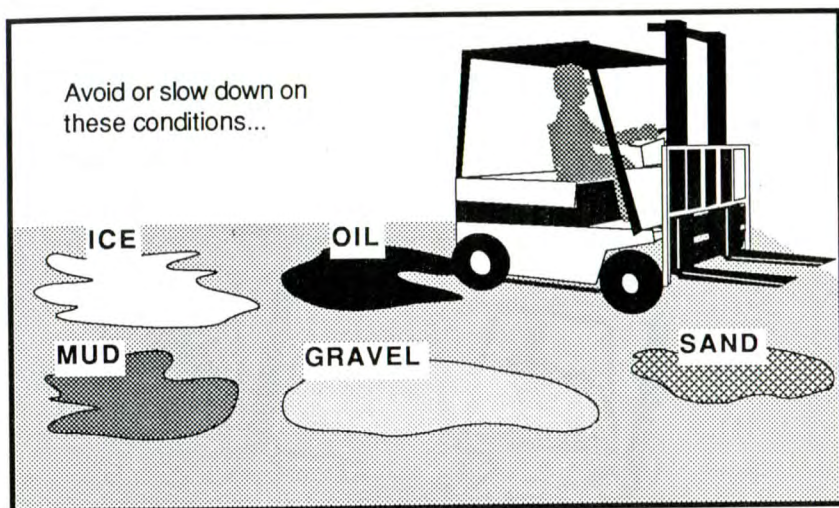
Unloaded - Forks Downgrade



Loaded - Forks Upgrade

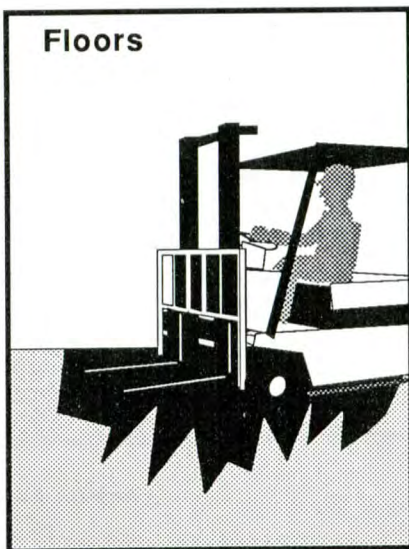
## General Safety Rules Surface and Capacity

Avoid or slow down on  
these conditions...

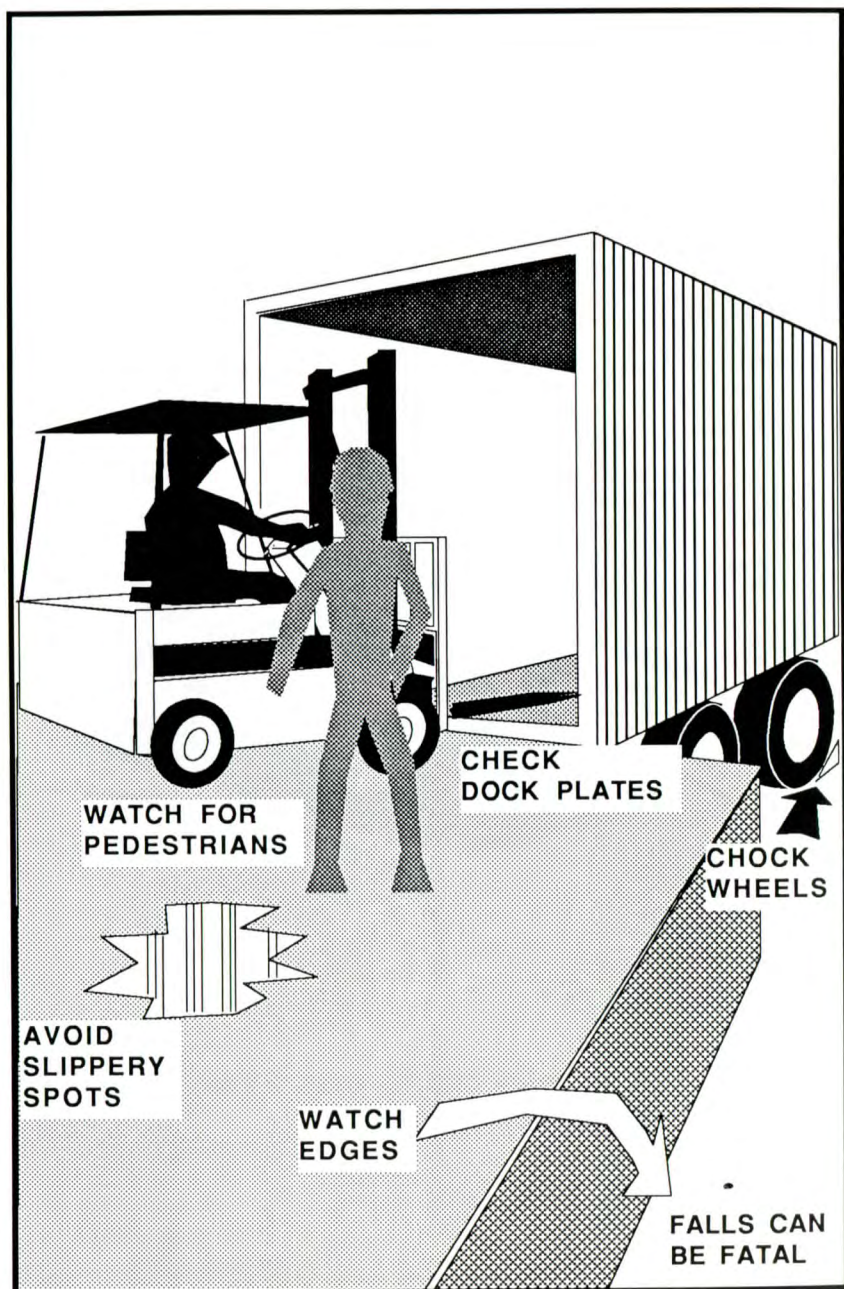


They can cause a truck to tip over.

Know the weight of your truck and load. Check capacities:



# General Safety Rules Loading Docks

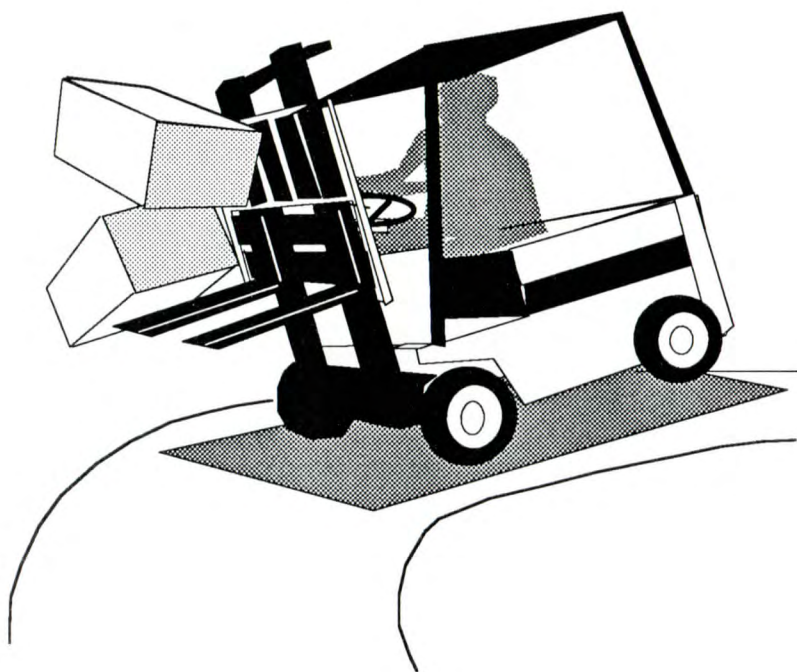


## General Safety Rules TIPOVER



### **WARNING:**

Lift trucks can be tipped over  
if operated improperly.



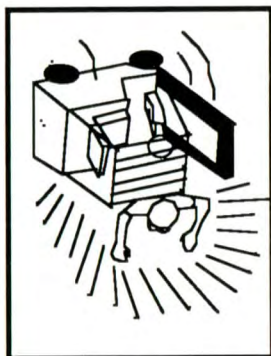
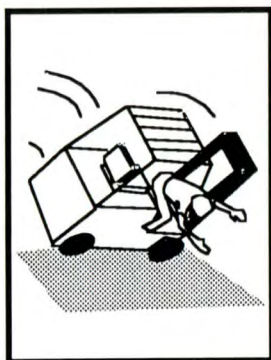
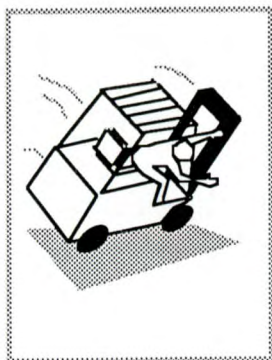
**A lift truck can tip over if you  
break operating rules.**

## General Safety Rules

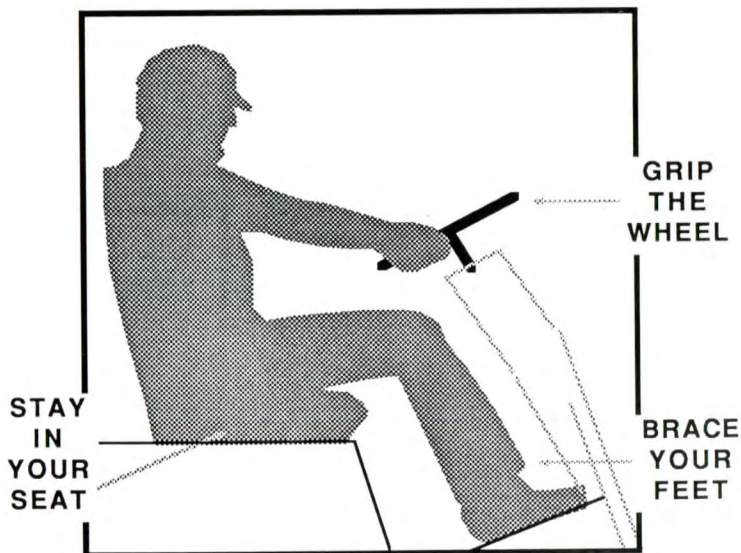
### Don't jump

Your chances of survival in a tipover are better if you

stay with the truck, in your seat.



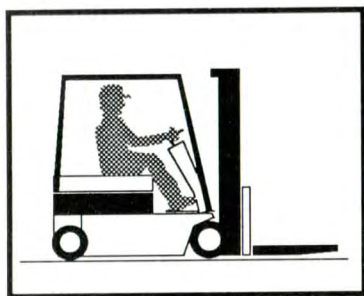
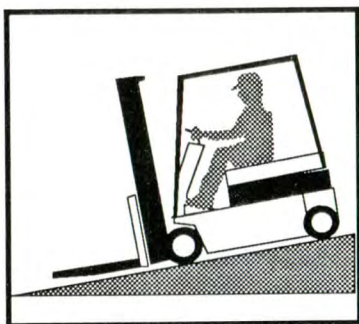
## TIP WITH THE TRUCK



# General Safety Rules

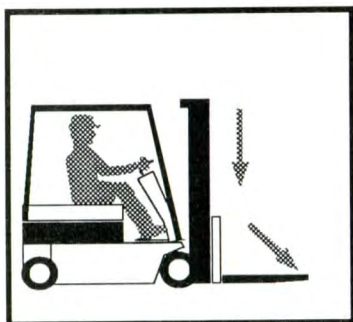
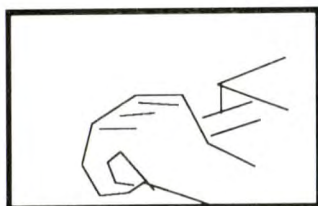
## Parking

Never park on a grade.

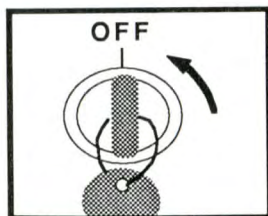


Be sure travel control is in neutral.

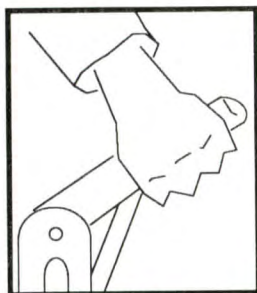
Always come to a complete stop before leaving truck.



Lower forks fully to floor and tilt forward.



Turn key to "off" position.



Set parking brake.

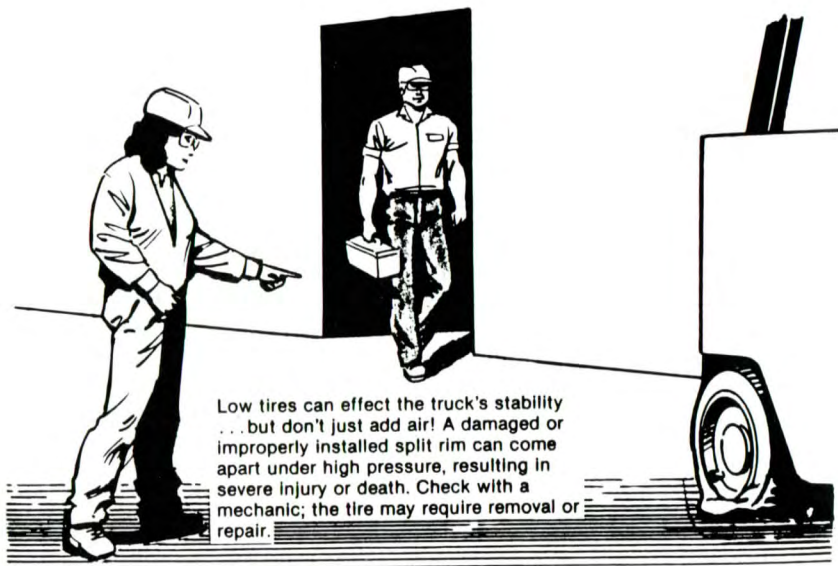


## General Safety Rules Tire Inspection

Check tire pressure from a position facing the tread of the tire, not the side. Use a long-handled gauge to keep your body away from the side.



Low tires can effect the truck's stability ... but don't just add air! A damaged or improperly installed split rim can come apart under high pressure, resulting in severe injury or death. Check with a mechanic; the tire may require removal or repair.





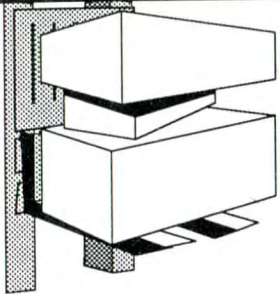
## 2 Operating Hazards Index

- Loose Loads 2.2
- Long and Wide Loads 2.3
- Rear Swing 2.4
- Low Overhead Clearance 2.5
- Fast Turns and High Loads 2.6
- Drop-offs 2.7
- Right-Angle Stacking 2.8
- Chain Slack 2.9
- Pallets and Skids 2.10
- U.L. Construction Type 2.11



This section shows hazards that may cause you, or someone around you, to be killed or badly hurt. As the operator, you must look for other hazards. Get your boss to help you identify and avoid those hazards.

## Operating Hazards Loose Loads



**⚠ WARNING:**  
**Loose Loads**

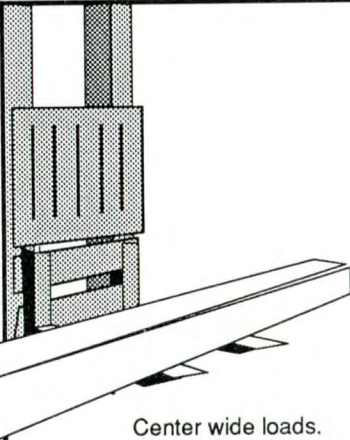
Never carry loose  
or uneven material.

This diagram shows a forklift carrying a stack of three boxes. The top box is tilted and appears to be sliding off the stack, illustrating a loose load hazard.



Spread the forks  
to fit the load.

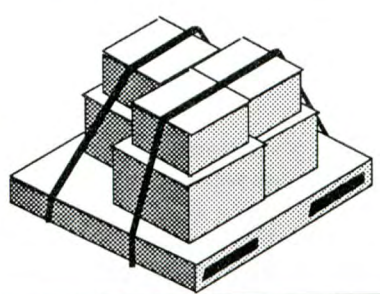
This diagram shows a silhouette of a forklift operator adjusting the width of the forks to match the width of a load on the pallet.



Center wide loads.

This diagram shows a forklift carrying a long, narrow load (like a pipe) centered on the forks.

Stack and band  
loose material.



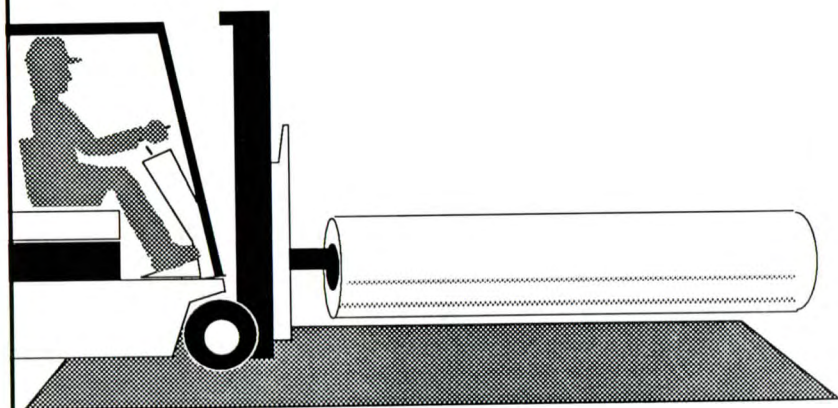
This diagram shows a stack of boxes on a pallet, secured with two black straps that cross over the top of the stack to prevent shifting.

## Operating Hazards Long and Wide Loads

### **WARNING:** **Long and Wide Loads**

With long or wide loads you need more room---so---slow down and watch your clearance.

Keep wide loads low and watch your balance.  
Do not let the load rest on the outrigger.

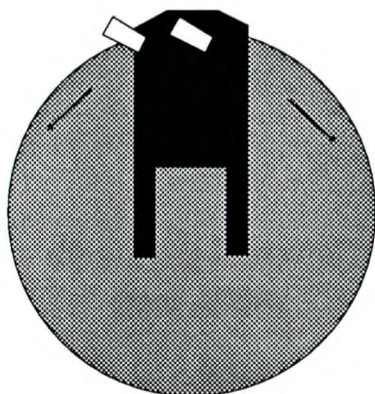


Remember, a long load will reduce the capacity of the truck.  
**KNOW AND UNDERSTAND YOUR TRUCK LOAD RATING.**

## Operating Hazards

### Rear Swing

 **WARNING:**  
Rear Steering



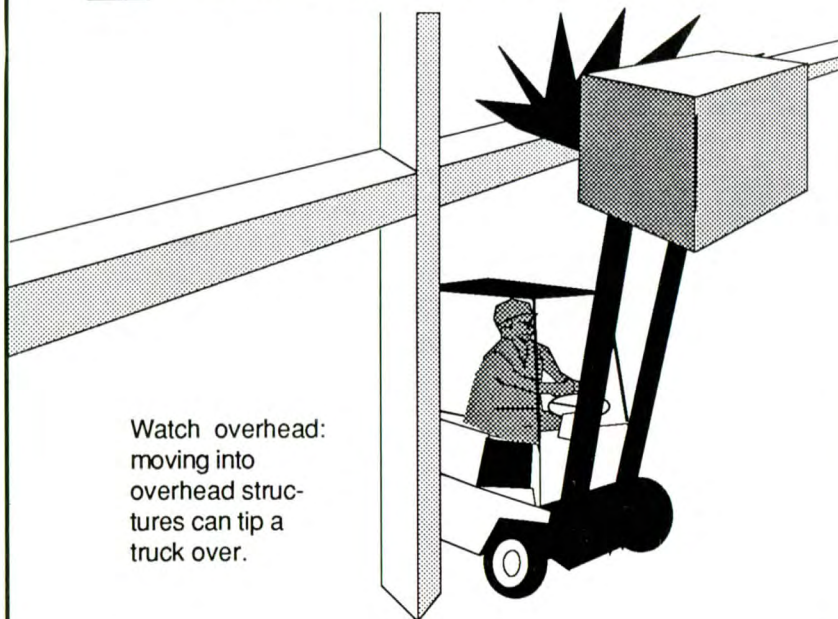
When turning, be sure the rear of the truck does not swing into racks, posts etc.



## Operating Hazards Low Overhead Clearance

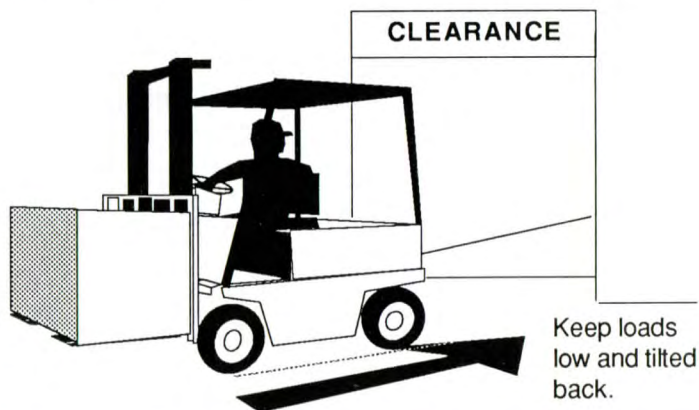


**WARNING: Low Overhead Clearance**



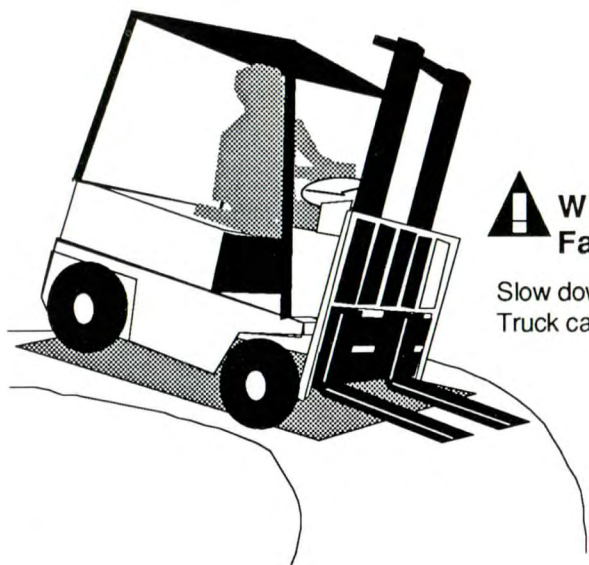
Watch overhead:  
moving into  
overhead struc-  
tures can tip a  
truck over.

Know the height of your truck.  
Check your clearance.



Keep loads  
low and tilted  
back.

## Operating Hazards Fast Turns and High Loads



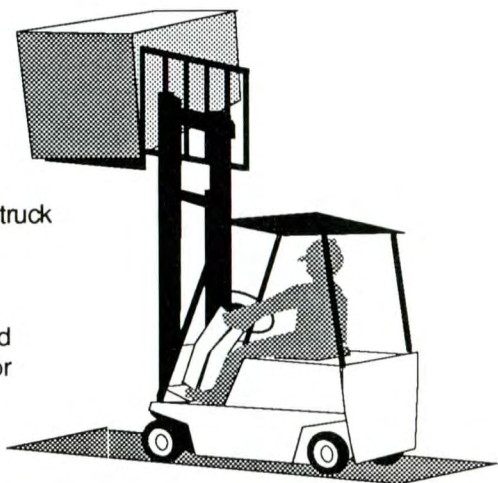
 **WARNING:**  
**Fast Turns**

Slow down before turning.  
Truck can tip over.

 **WARNING:**  
**High Loads**

Turn too sharp with a raised load and your truck can tip even at slow speeds.

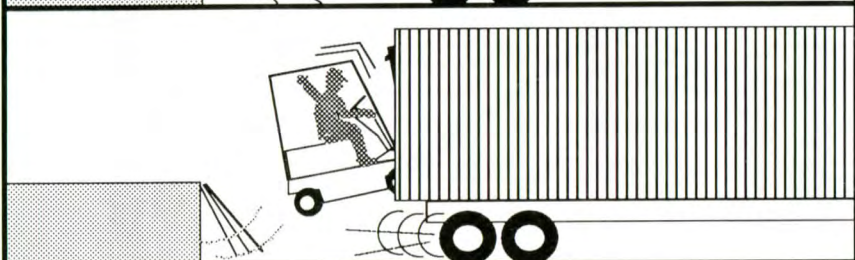
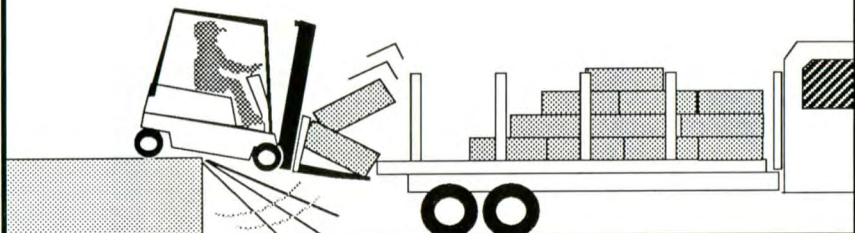
Travel with load raised only when removing or depositing a load.





## Operating Hazards Drop-offs

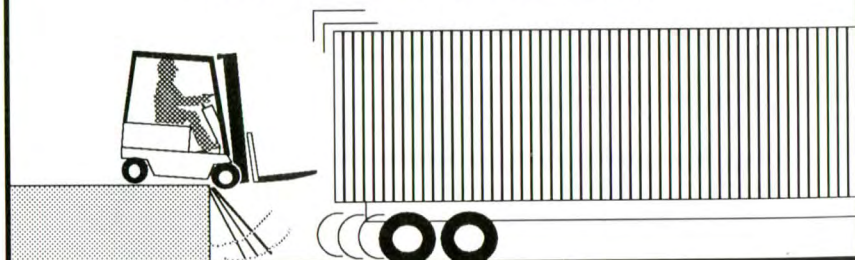
 **Warning: Dock or trailer drop-offs**



TO AVOID THESE HAZARDS YOU MUST:

- Talk to the truck driver yourself, make sure he does not move the trailer until you are done!
- Apply trailer brakes.
- Use wheel chocks.
- Use trailer-to-dock locking systems, if available.

 **Warning: Trailer creep**

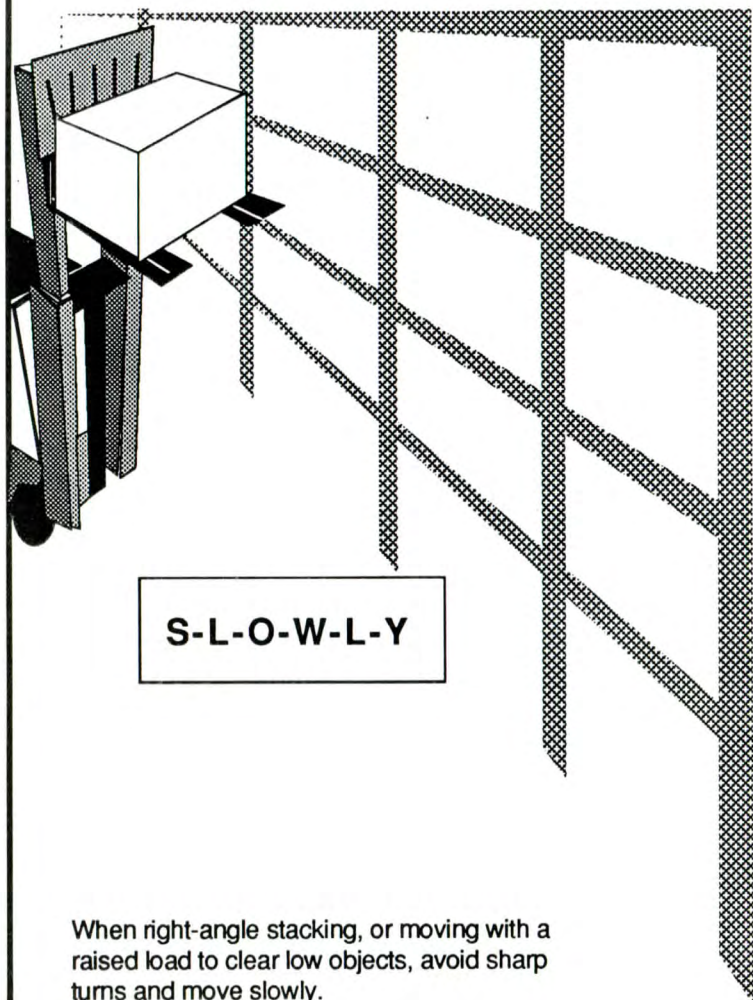


The impact of moving in and out of a trailer may cause the trailer to move.

## Operating Hazards Right-Angle Stacking



**Warning: Right-angle stacking**

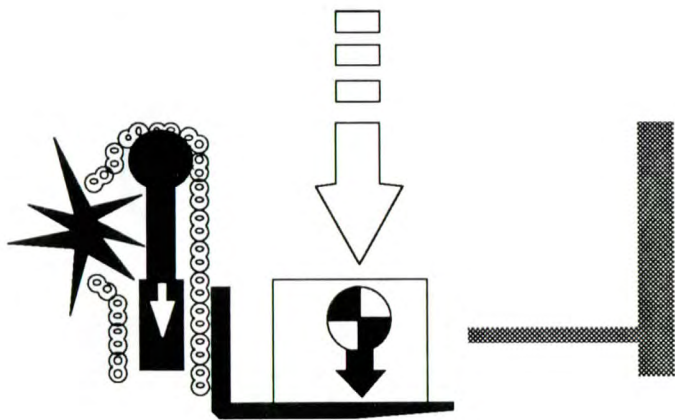
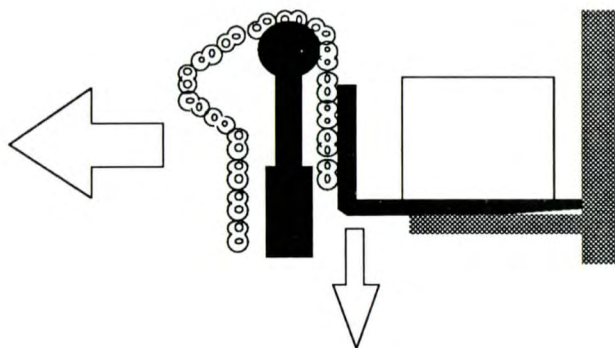


When right-angle stacking, or moving with a raised load to clear low objects, avoid sharp turns and move slowly.

## Operating Hazards Chain Slack

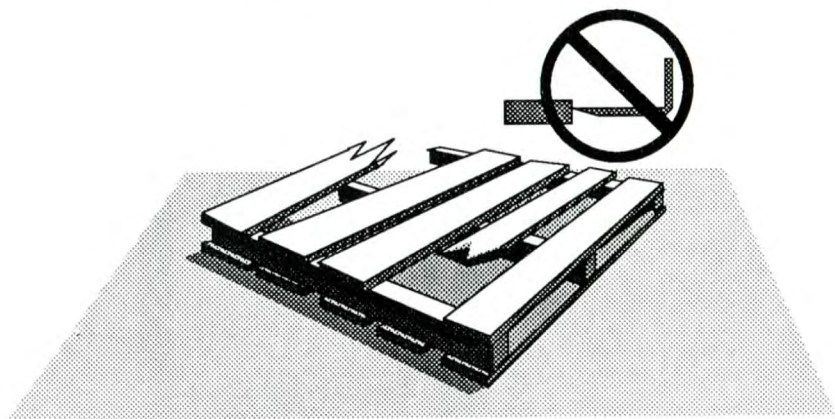
 **WARNING:**  
**Chain Slack**

Slack chains mean rail or carriage hang-up. Raise the forks before you move.



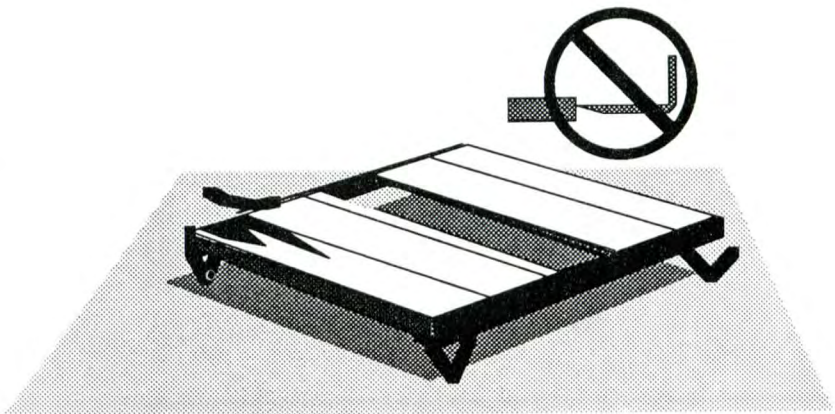
## Operating Hazards Pallets and Skids

 **WARNING:**  
Poorly maintained and/or  
damaged pallets and skids

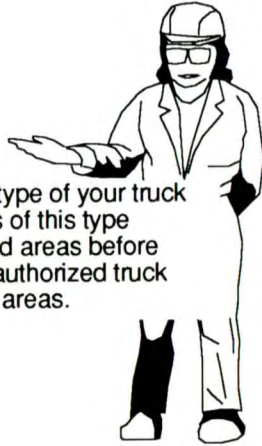


Do not move or store materials on damaged pallets or skids. Items can fall through them causing severe injury or death.


Be sure the pallet or skid you are using is in good condition and does not have defective or missing components and fasteners.






# Operating Hazards U.L. Construction Type



Know the U.L. construction type of your truck and make certain that trucks of this type may be operated in restricted areas before entering. Never take an unauthorized truck into restricted or hazardous areas.

<p>AU 248</p> <p>CLASSIFIED BY UNDERWRITERS LABORATORY INC. AS TO FIRE HAZARD ONLY. TYPE G INDUSTRIAL TRUCK.</p> <p>401A</p> 
----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

	MODEL		TRUCK WEIGHT
	SERIAL NO. ATTACHMENTS		
			

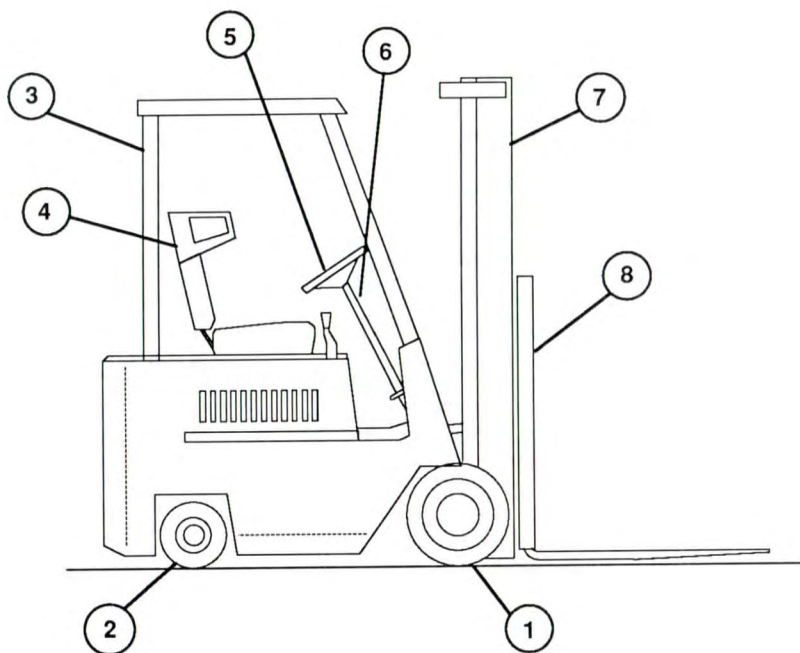


## **3 Know Your Truck**

### **Index**

- Truck Model Descriptions 3.2
- Truck Data and Safety Plates 3.3– 3.5
- Safety and Warning Decals 3.6– 3.8
- Operator's Compartment & Controls 3.9
- How Your Lift Truck Operates 3.10– 3.18

## Know Your Truck Truck Model Description

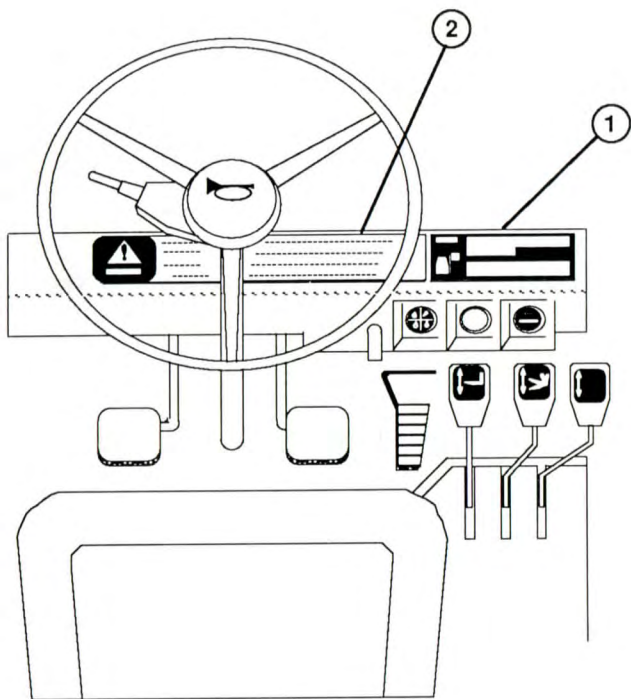


### CLARK GPS 12 - 15

1. Pneumatic Drive Axle and Wheels
2. Pneumatic Steer Axle and Wheels
3. Overhead Guard
4. Safety Seat and Seat belt
5. Steering Control Handwheel
6. Directional Control Lever
7. Upright
8. Load Back Rest Extension



## Know Your Truck Truck Data and Safety Plates



1. Truck Data and Capacity Plate  
(Truck Nameplate)
2. Operator Safety Warning Plate

### **NOTICE**

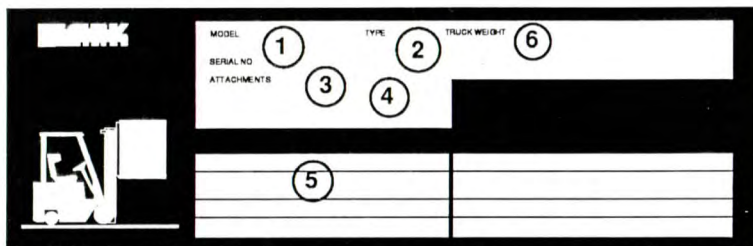
#### **NAMEPLATES & DECALS**

DO NOT OPERATE A LIFT TRUCK  
WITH DAMAGED OR LOST DECALS  
AND NAMEPLATES. REPLACE THEM  
IMMEDIATELY. THEY CONTAIN  
IMPORTANT INFORMATION.

# Know Your Truck

## Truck Data and Safety Plates

### Truck Data and Capacity Plate



#### KNOW AND UNDERSTAND THE MEANING OF THE DATA ON YOUR TRUCK'S NAMEPLATE

1. Truck model number or registered name.
2. Type Designation. The code letters signify the type of construction with safeguards against fire, explosion or electrical shock hazards for operation in nonclassified and classified areas. Check with proper authority before entering areas where flammable or explosive material may be present.
3. Truck serial number. This is an identification number assigned to this particular truck and should be used when requesting any information or when ordering service parts for this truck from your authorized CLARK dealer. The serial number is also stamped in the frame.
4. Attachment description (if any installed). The user must see that the truck is marked to identify the attachment(s), including the weight of the truck/attachment combination and truck capacity with the attachment.
5. Capacity rating, load center, and lifting height data. This shows the maximum load capacity of this truck with relation to load centers and fork heights (see diagram on plate). Personal injury and damage to the truck can occur if these capacities are exceeded. **DO NOT EXCEED MAXIMUM SPECIFIED.**
6. Truck weight. This is the approximate weight of the truck without a load on the forks. This weight plus the weight of the load must be considered when operating on elevators, elevated floors, etc., to be sure they are safe.

**IMPORTANT - When attachments are added or if the truck is modified, the capacity of the truck may be affected. Contact your authorized Clark dealer for new nameplate showing the revised capacity.**

## Know Your Truck Truck Data and Safety Plates

### Operator Safety Warning Plate



The operator's warning plate describes basic instructions for safe operation of a lift truck. Read and understand these instructions and the other safety messages in this manual and on the lift truck.

- Do not operate this lift truck unless you are trained and authorized. Read and understand operator's manual before starting lift trucks.
- Do not operate damaged or faulty lift truck. Do not attempt repairs unless you are trained and authorized.
- Look where you drive. Watch out for people, obstructions (especially overhead), and drop-offs. If load blocks your view, drive backward, except up slopes.
- Lift trucks will tip over if not properly operated. Slow down before turning. Do not turn on slopes. Drive with forks or attachments fully lowered and tilted back. Check tires for correct pressure.
- Forks or attachments can fall rapidly if not properly controlled or maintained. Do not use this lift truck to raise people.
- Protect against falling objects. Overhead guard and load backrest extension must be in place.
- Do not load lift truck over capacity on nameplate. Move long, high, or wide loads carefully. Do not move unstable loads.
- Before getting off lift truck, lower forks or attachments all the way, put drive in neutral, turn off key, and set parking brake.

## Know Your Truck Safety and Warning Decals

Safety and warning decals are placed in conspicuous locations on the truck. These decals are provided to remind you of either essential procedures or to prevent you from making an error which could damage the truck or possibly cause personal injury. It is important that you know, understand and follow these instructions. These safety and warning decals should be replaced immediately if missing or defaced (damaged or illegible). Refer to Service Manual SM-554 for location of all decals.

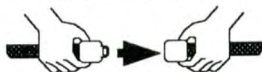
### Seat Belt Warning Decal

This safety decal is placed on each side of the operator's seat arms to remind you to always wear your seat belt when driving a lift truck. To help in calling your attention to this important safety item, a seat belt warning light and a buzzer alarm are connected with the ignition key switch.

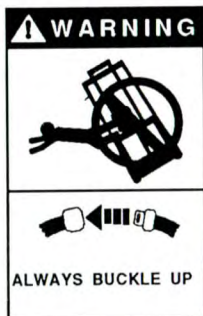
Lift trucks can be tipped over if operated improperly. Experience with lift truck accidents has shown that the driver cannot react quickly enough to jump clear of the truck and overhead guard as the truck tips. To protect operators from severe injury or death in the event of a tip-over, it is best to be held securely in the seat. The sides on the seat help to keep your body and arms safely within the confines of the truck and overhead guard.

So, please, always buckle up when driving your lift truck.

**ALWAYS BUCKLE UP**



Seat belts can reduce injuries



### Fan Warning Decal

This safety decal is displayed on the cooling fan shroud of the radiator to warn of the danger of injury from turning fan blades when the engine is running.

Be sure that you keep your hands, fingers, arms and clothing away from a spinning fan. Don't stand in line with a spinning fan. Fan blades can break at high speed and be thrown out of the engine compartment.



# Know Your Truck

## Safety and Warning Decals

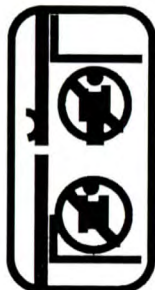
### Upright Warning Decal

This safety decal is placed on the upright to warn of the danger of injury from movement between rails, chains, sheaves, fork carriage and other parts of the upright assembly. Do not climb on or reach into the upright. Personal injury will result if any part of your body is put between moving parts of the upright.



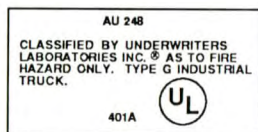
### Keep Away From Forks Decal

This safety decal is placed on the upright to warn of the danger of injury from forks when they are in the raised position. Do not ride on or stand under forks or attachments. The forks can fall and cause injury or death. Always be sure that the forks are in the fully-lowered position when they are not being used to handle a load.



### U.L. Type Designation Classification Label

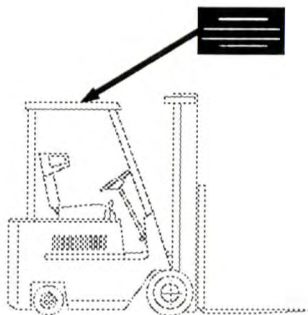
Type designation is a system for identifying types of powered industrial trucks for operation in non-classified and classified areas. The code letters (G, GS, LP, LPS) signify the type of construction with safeguards against fire, explosion or electrical shock hazards in conformance with the requirements as prescribed by Underwriters Laboratories, Inc.



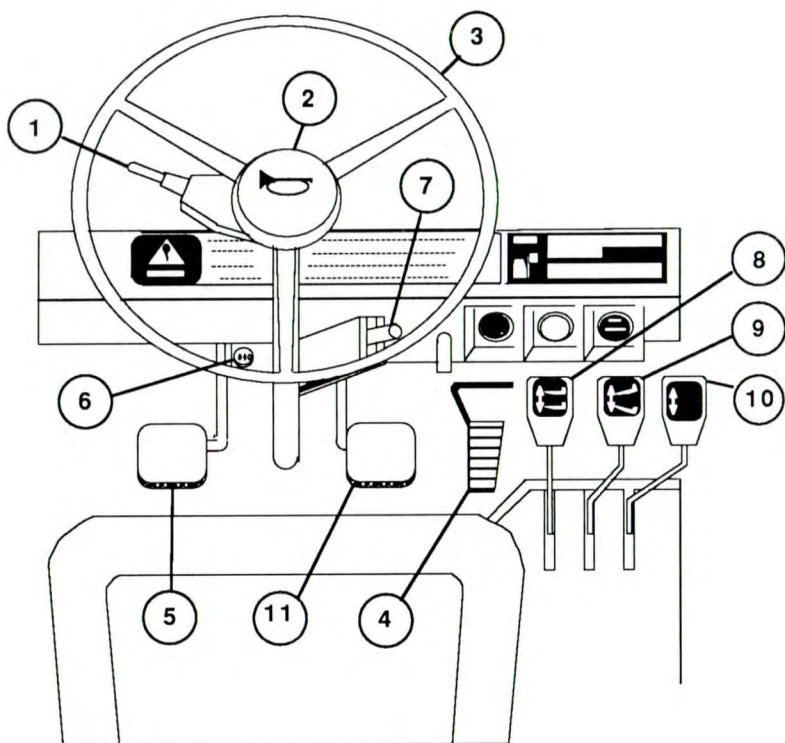
Know the U.L. construction type of your truck and be certain that trucks of this type may be operated in restricted areas before entering. Never take an unauthorized truck into restricted or hazardous areas.

### Overhead Guard Conformance Plate

This plate is permanently attached to the overhead guard top to confirm that the overhead guard assembly design has been tested and conforms to the requirements of ANSI B56.1 safety standards.



## Know Your Truck Operator's Compartment & Controls



1. Directional Control Lever

2. Horn Button

3. Steering Handwheel

4. Accelerator Pedal

5. Service Brake and  
Inching Pedal

6. Choke Control Knob  
(Gasoline Only)

7. Parking Brake Lever

8. Lift Control Lever

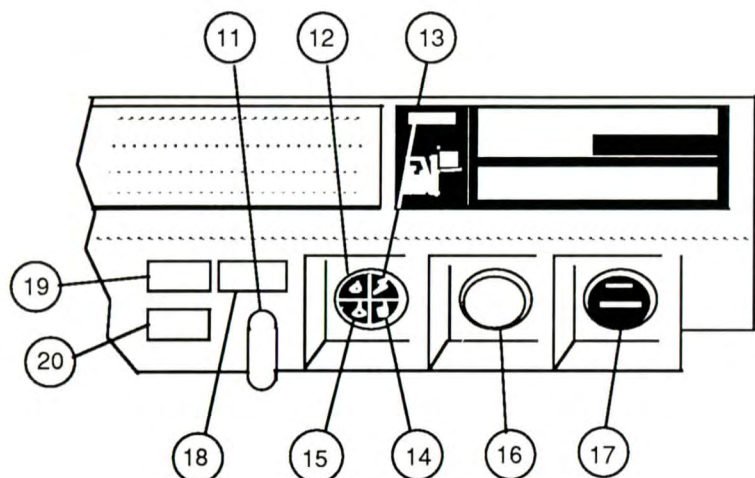
9. Tilt Control Lever

10. Aux Valve Control  
Lever

11. Service Brake

Familiarize  
yourself with the controls  
and follow  
safe operating rules.

## Know Your Truck Operator's Compartment & Controls



11. Ignition Key Switch
12. Water Temperature Indicator
13. Battery Charge Indicator
14. Transmission Oil Temp Indicator
15. Engine Oil Pressure Indicator
16. Fuel Gauge (Gasoline only)
17. Hourmeter
18. Fasten Seat Belt Light
19. Light Switch (Optional)
20. Accessory Switch (Optional)

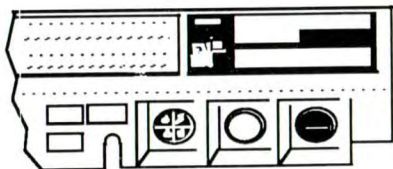
# Know Your Truck

## How Your Lift Truck Operates

### Instrument Panel

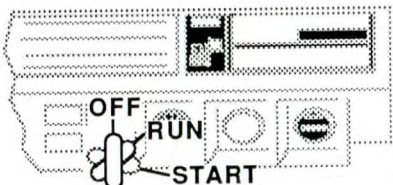
The Instrument Panel includes the

- ignition key switch
- warning indicator lights
- fuel gauge (gasoline only)
- hourmeter
- seat belt warning light
- provision for optional LPG low fuel warning light and optional light switch



### The Ignition Key Switch

- turns the ignition circuit "on" and "off" for gasoline and LPG engines
- connects and tests the warning indicator lights
- connects the starter motor circuit when engine is to be started



The key switch has three positions

- OFF
- RUN
- START

When the key is in the vertical OFF position all engine and indicator light electrical circuits are disconnected (shut off), and the key can be removed. From the OFF position the key can be turned to the right (clockwise) to the START position, where the engine ignition and the starter motor are engaged. From the START position, when the key is released it will return automatically back to the left (counterclockwise) for a part of its travel, to the RUN position where the engine starter is disengaged and only the ignition circuit for gasoline and LPG engines is on.

The key switch has a mechanical "anti - restart" feature, which prevents the engine starter from being engaged and damaged if the key switch is accidentally turned from the RUN position to the START position when the engine is running. If the engine stops running, the key switch must be turned to the OFF position to restart the engine.



# Know Your Truck

## How Your Lift Truck Operates

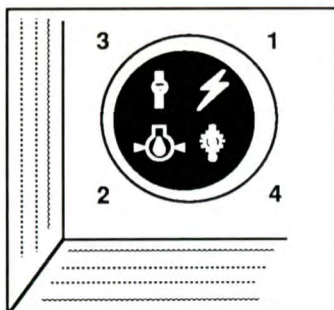
### Warning Indicator Lights

Warning indicator lights are provided for protection of four important systems of your lift truck

- 1 Ammeter  
(Battery charging system)
- 2 Engine oil pressure
- 3 Engine coolant temperature
- 4 Transmission oil temperature

The ammeter warning light indicates when the battery is receiving no charging current. The engine oil pressure light indicates if a problem causes oil pressure to drop below a safe level. The engine temperature light indicates that the engine is overheating for some reason. The transmission oil temperature light warns that the transmission oil is too hot and damage can result if operation is not stopped until the reason for high temperature is corrected.

The warning lights can be tested with the key switch. Turn the key switch clockwise to the RUN position. The AMMETER and ENG OIL PRESS lights should illuminate, and the fuel gauge needle should indicate fuel level.



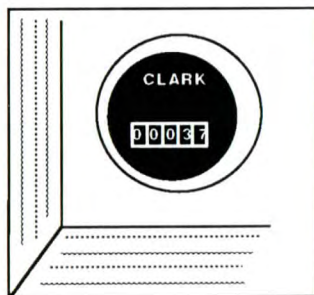
The ENG TEMP and TRANS OIL TEMP lights are also illuminated for checking when the key switch is turned to the START position.

Note: If you don't want to start the engine when checking these warning lights, move the directional control from NEUTRAL briefly only, while turning the key switch to the START position. After checking the indicator lights, turn key switch to OFF.

### Hourmeter

This is a solid-state digital meter that indicates, in hours and tenths of an hour, operating time of the truck. Its function is to record total operating time on the truck, and which is used to determine maintenance intervals.

The hourmeter is controlled by engine oil pressure. It operates only if the engine is running when the oil pressure has built up (increased) above a level to actuate the switch and start the hourmeter. Operation of the hourmeter can be checked by watching for movement of the indicator as it rotates.



# Know Your Truck

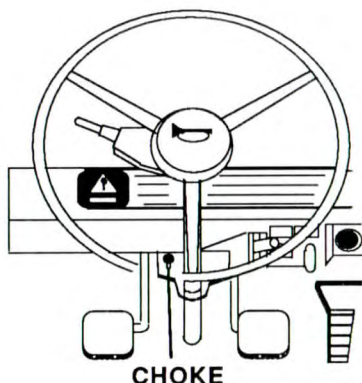
## How Your Lift Truck Operates

### Fuel Gauge - Gasoline

This gauge, connected electrically to a fuel level sending unit located in the fuel tank, registers the quantity of fuel in the tank. The gauge operates when the ignition switch is turned ON in the RUN position. When the gauge shows EMPTY, there is approximately one gallon in the tank, and the operator should get the tank refilled.

### Choke Control (Gasoline Only)

The choke control knob is located near the dash on the steering column support. It is required and furnished only with gasoline engines. The choke knob is connected by a wire control to the carburetor on the engine to enrich the fuel/air mixture to aid in starting when the engine is cold. Pull choke knob out to "close" the choke valveplate in the carburetor. Push in to "open" the choke. When engine has reached normal operating temperature, the choke should be pushed in so that flooding of the carburetor does not occur.

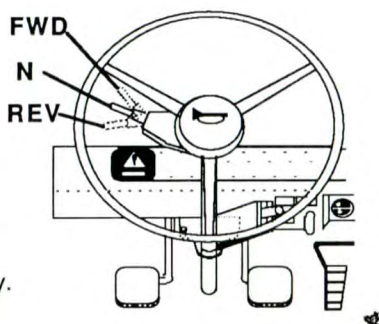


### Directional Control - "Forward" or "Reverse"

Direction-of-travel motion is selected with a control on the left-hand side of the steering column. The control lever has three positions

- FORWARD
- NEUTRAL
- REVERSE

The control lever actuates electrical circuits that engage either the FORWARD or REVERSE clutch pack in the transmission, and is held positively in each position by spring detents in the lever assembly. Selection of travel direction may be noted by visual check of the lever position.



**NOTICE - For safety, always bring the truck to a complete stop before shifting to the opposite direction.**

# Know Your Truck

## How Your Lift Truck Operates

### Accelerator Control Pedal

The speed of the engine and lift speed or truck travel speed is controlled with a foot pedal suspended from the cowl and connected through a mechanical linkage to the carburetor on the engine. The pedal is designed for operation with the right foot.

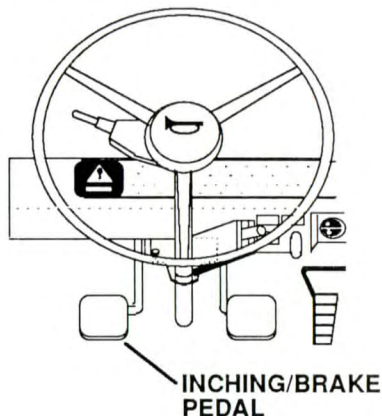
### Inching Pedal

The left-hand foot pedal is provided for normal inching control of your lift truck. Pushing gradually on the pedal will smoothly disengage the driving clutch in the transmission as the pedal is moved. When the pedal is pushed farther, the service brakes are applied.

### Inching Operation

Inching is the movement of a lift truck that allows a slow travel speed while keeping engine speed high for fast operation of the lift mechanism.

Control of inching, as well as braking, for low-speed, precision control of the travel motion of your truck, is provided by a combined "left foot inching and braking" action. The first part of the pedal motion moves the control valve to regulate release of the driving clutch pressure, which allows the clutch to slip and produce only the driving force and speed desired. The last part of the pedal motion releases the clutch entirely, and applies the service brakes.



During inching, the clutch discs are cooled by lubricating oil flow through the clutch pack.

However, inching should be used only when required. Do not drive with your left foot resting on the "inching" pedal, which will cause continuous slipping of the clutch and excessive heat and wear.

**CAUTION - Inching requires coordinated movement of the inching/brake pedal and accelerator. New operators should practice this procedure before attempting to handle critical loads.**

# Know Your Truck

## How Your Lift Truck Operates

### Hydraulic Service Brake System

Your truck has a manual (not powered) service brake system, with dual suspended foot pedals which are connected to two master cylinders. One master cylinder operates the brake system; the other master cylinder operates the inching system.

The brake and inching master cylinders, reservoir and lines form a closed circuit using conventional SAE automotive hydraulic brake fluid supplied from a separate reservoir mounted in the top left corner of the dash.

### Service Brake/Inching Pedals

The right hand foot pedal is provided for normal braking control of your lift truck. However, the foot pedals are linked together, and the hydraulic service brakes can be applied by pushing on either the right or left foot pedal. NOTICE - Normally, when inching control is not required, the RH pedal should be used for braking.

The service brakes are hydraulically-actuated, drum-and-shoe brakes at the drive wheels. The brakes are self-adjusting. The service brakes are mechanically actuated for parking.



### Parking Brake

The parking brake lever mounted at the right of the steering column mechanically actuates the service brakes. The lever is connected by cables to the brake assemblies, one to each drive wheel.

Pull the lever (towards the operator) fully to the vertical overcenter upright position to apply the parking brake. The lever should snap-lock easily into the over-center applied position, when correctly adjusted. Push the lever forward (away from the operator) to release the parking brake.

To adjust the parking brake cable tension, turn the adjustment screw in the end of the lever handle clockwise to tighten and counterclockwise to loosen the cable.

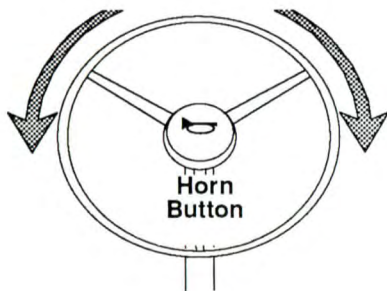
# Know Your Truck

## How Your Lift Truck Operates

### Power Steering System

All GPS 12/15 trucks are equipped with a hydrostatic power steering system. Power steering is provided by oil pressure from the main hydraulic pump which flows to the steering gear only in the amount required for steering.

The steering handwheel operates a steering control valve which directs oil flow to the 2-way steering cylinder on the steering axle. The steering control valve can also act as a pump to provide manual steering if the engine (main pump flow) stops.



### Horn Button

The horn button is located in the center hub of the steering handwheel, and is electrically connected by contacts and wiring to the horn assembly installed in the dash of the truck.

### Main Hydraulic System/Power Steering System

The parts of the main hydraulic system are the hydraulic sump tank, main hydraulic pump, priority demand valve, main control valve, hydraulic oil filter and associated hydraulic lines and hoses.

The hydraulic sump is an integral tank in the right-hand side compartment of the truck frame. It has a large opening at the top with a removable cover which includes the fill tube/breather, oil level dipstick, and oil filter return line. The cover is held on with a V-band clamp for positive sealing and ease of servicing. The sump breather is a standard Clark part.

Oil from the hydraulic sump tank is fed by a gear pump through the priority demand valve to the main control valve. At the priority demand valve the necessary flow may be diverted to the steering system. Oil not used for steering is added to the lift or tilt system. From the main control valve the oil is directed to either the lift cylinders or the tilt cylinders. Oil returns to the sump tank through the spin-on, full-flow return-line filter. The main hydraulic pump is mounted to the transmission.

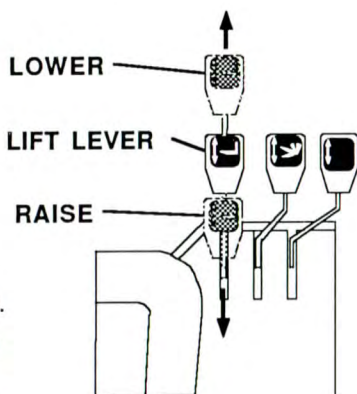
## Know Your Truck

### How Your Lift Truck Operates

#### Lift Control Lever

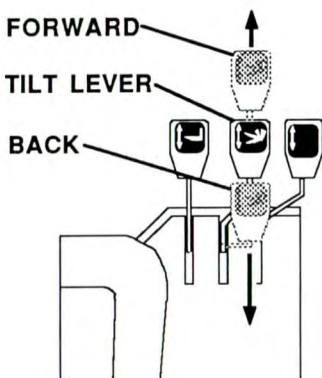
With the lift control lever, you are able to raise and lower the fork carriage on the upright. The lifting speed is controlled through the main hydraulic control valve by varying the lever position (amount of movement from the center or neutral position) and engine speed.

When the lift control lever is pushed forwards, the fork carriage is lowered. By varying the amount of movement of the lever from the center or neutral position, you determine the lowering speed. You can also lower the fork carriage when the engine is stopped.



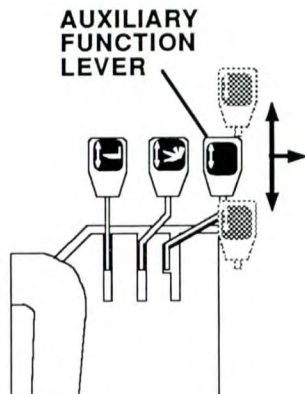
#### Tilt Control Lever

With the tilt control lever, you are able to control the tilting or vertical positioning of the upright and the angle of the forks. When the lever is pulled back, the upright and forks tilt backwards. Push the lever forward to tilt the upright and forks forward.



#### Auxiliary Function Control Lever (Optional)

If your lift truck is equipped with an optional attachment, an additional control lever will be mounted to the right of the tilt control lever. With the optional aux control lever, you are able to control the flow of hydraulic oil to a material-handling attachment connected to the fork carriage according to the requirements of the attachment. The lever must be pushed to the right before moving it forward and back to operate the attachment, or auxiliary function.

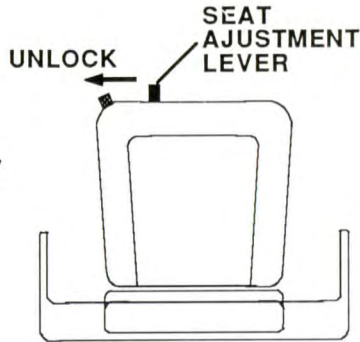


# Know Your Truck

## How Your Lift Truck Operates

### Seat Adjustment

The seat adjustment lever is located on the left side under the seat. To unlock, push the lever to the left and adjust the seat so that all controls may be comfortably reached. Then release the lever. Be sure that the seat locking mechanism is engaged. The seat mounting base allows a six-inch fore-and-aft adjustment of its slide mechanism.

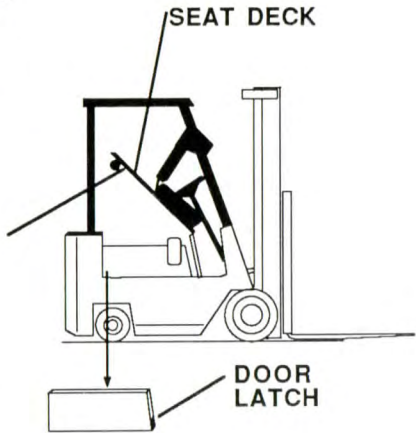


### Engine Compartment Access

The seat deck (engine compartment cover) is hinged at the front edge and may be opened up at the rear for better access to the engine compartment. The seat deck is held closed by a latch assembly located inside underneath the top rear edge, which can be operated from either right- or left-hand side when the side doors are open. Rotate the latch handle to unlatch and open the seat deck.

HOOD LATCH

Each side door of the engine compartment is held closed by a spring latch handle near the bottom front side of the door. Pull the latch handle towards the outside of the door to unlatch and open the door.



**SIDE DOOR MAY BE REMOVED BY LIFTING DOOR AFTER OPEN**





## **4 Operator Care and Maintenance**

### **Index**

**Daily Safety Inspection 4.2- 4.4**

**Visual Checks 4.3**

**Functional Checks 4.3**

**Fuel Safety Practices 4.5**

**LPG Safety Practices 4.6**

#### **NOTICE**

The Occupational Safety and Health Act (OSHA) requires that the user examine his trucks before each shift to be sure they are in safe working order. Defects when found shall be immediately reported and corrected. The truck shall be taken out of service until it has been restored to safe operating condition.

## Operator Care and Maintenance

### Daily Safety Inspection

Before using a lift truck, it is the operator's responsibility to check its condition and be sure it is safe to operate.

Check for damage and maintenance problems, and have repairs made before you operate the truck. Unusual noises or problems should be reported immediately to the user's supervisor or other designated authority.

Do not make repairs yourself unless you have been trained in lift truck repair procedures and authorized by your employer. Have a qualified mechanic correct all discrepancies using genuine CLARK or CLARK-approved parts.

Do not operate a truck if it is in need of repair. If it is in an unsafe condition, remove the key and report the condition to the proper authority. If the truck becomes unsafe in any way while you are operating it, STOP operating the truck and report the problem immediately and have it corrected.

Lift trucks should be inspected every 8 hours, or at the start of each shift. This daily inspection should include a visual check for leaks and any obvious damage which may have been caused by operation during the last shift. Be sure that the overhead guard is in good condition. Look the upright and lift chains over. Check the forks and load backrest extension. Look for loose bolts and fittings. Check the tires, wheels and wheel mounting bolts. Check the engine oil, fuel, and coolant levels as well as the hydraulic sump oil level. Check all of the controls. Operate the truck briefly to be sure that all systems are operating correctly, and that all instruments, warning lights and the horn are functioning.

As an aid in carrying out this inspection, CLARK has prepared a form called "Driver's Daily Checklist". We recommend that you use this form to make a daily record of your inspections and truck condition.

Copies of this form may be obtained from your CLARK dealer.

# Operator Care and Maintenance

## Daily Safety Inspection

### HOW TO PERFORM THE DAILY SAFETY AND OPERATING CHECKS

#### Visual Checks

1 First, perform a visual inspection of the truck and its major components. Walk around your lift truck and take note of obvious damage which may have been caused by operation during the last shift.

2 Check that all capacity, safety, and warning plates or decals are attached and legible.

3 Look, before and after starting engine, for any signs of external leakage: fuel, engine oil or coolant, transmission fluid, etc.

4 Look for hydraulic oil leaks and loose fittings. CAUTION - DO NOT USE BARE HANDS TO CHECK. Oil may be hot or under pressure.

5 Be sure that the driver's overhead guard, load backrest extension, finger guards, and any other safety devices are in place, undamaged and attached securely.

Then, check all of the critical components that handle or carry the load.

6 Look the upright and lift chains over. Check for obvious wear and maintenance problems such as damaged or missing parts, leaks, slack or broken chains, bent parts, etc. Check all attachments, chains, cables, and limit switches.

7 Carefully inspect the load forks for cracks, breaks, bending, twists, and wear. Be sure that the forks are correctly installed and locked in their proper position.

8 Inspect the wheels and tires for safe mounting, wear condition, and air pressure of pneumatic tires.

9 Check fluid levels: fuel, engine oil, hydraulic sump. Check engine coolant level if engine shows signs of overheating.

#### Functional Checks

10 Test all warning devices, horn, lights, and other safety equipment and accessories. Test the warning indicator lights and fuel gauge.

11 Start the engine and be sure all controls and systems are functioning correctly. Check the hourmeter for operation. Operate the service and parking brakes, all hydraulic controls: lift, tilt and aux functions, accelerator, directional control, and steering system. Be sure all controls operate freely and return to neutral properly.

12 Operate the lift mechanism and auxiliary function (if installed). Report any obvious damage, malfunction, or maintenance problems.

## Operator Care and Maintenance

### Daily Safety Inspection

#### WHEN FUNCTIONAL CHECKS ARE COMPLETED:

- Bring truck to a complete stop.
- Put directional control lever in the "N" (neutral) position.
- Apply the parking brake.
- Turn the ignition key switch to the OFF position.
- Lower the lift mechanism fully.

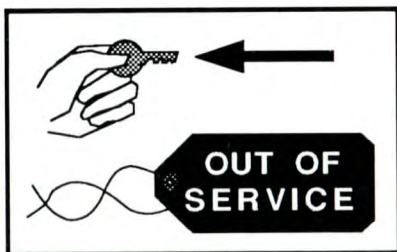
#### Standard Shut Down Procedure:

When parking and leaving truck unattended, lift mechanism shall be fully lowered, controls placed in neutral, engine shut off, brakes set, and key removed. Block the wheels if truck is parked on an incline or has possibility of moving.

Make a record on the "Driver's Daily Checklist" of all the operating and truck problems that you find. Review the checklist to be sure it has been completed and turn it in to the person responsible for lift truck maintenance. Be sure any unusual noises or problems are investigated immediately.

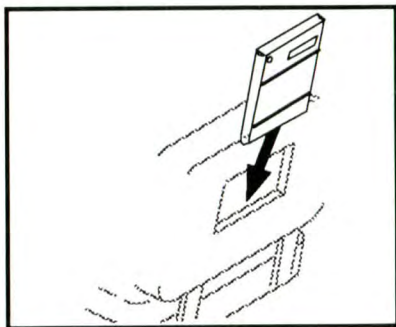
**Do not operate a lift truck that has a maintenance problem, or is not safe to operate.**

Remove the key from the ignition key switch and put an "Out of Service" tag on the truck.



Be sure to put this Operator's Manual back in the holder behind the seat. Read the manual again if you are not sure of all lift truck operating procedures.

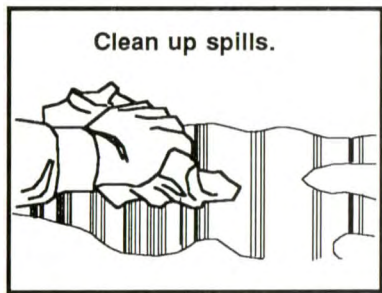
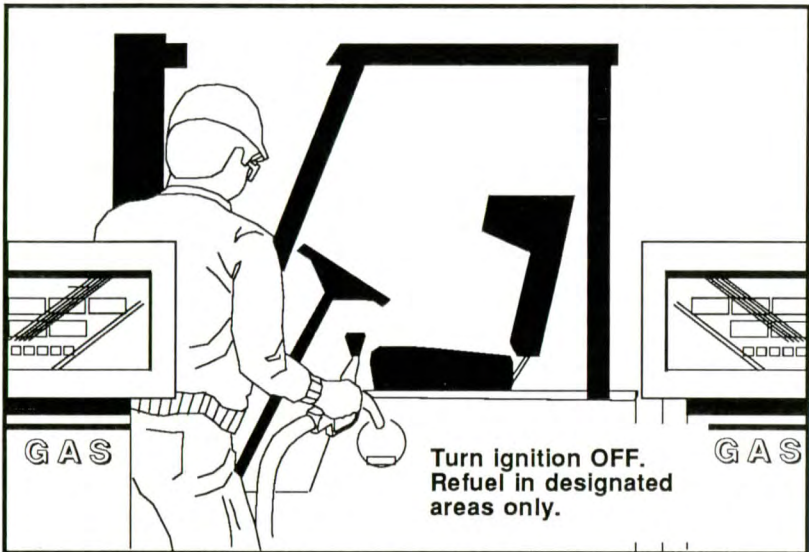
**If all of the "Before Operation" checks were normal or satisfactory, the truck can be operated.**



# Operator Care and Maintenance

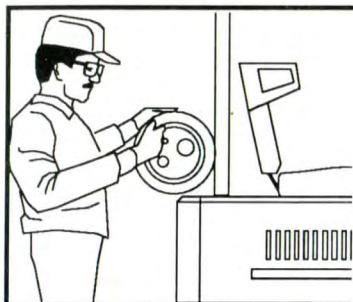
## Fuel Safety Practices

### Refueling gasoline



## Operator Care and Maintenance Fuel Safety Practices

### Refueling LPG



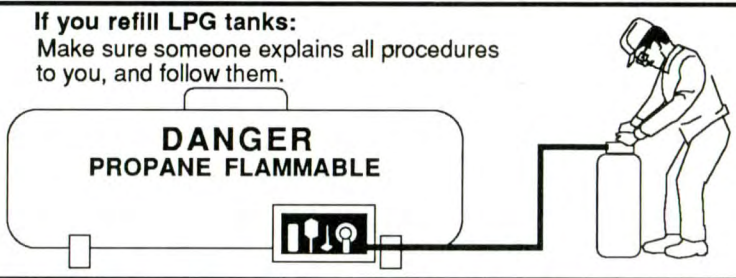
**When changing LPG tanks:**

Follow these basic rules:

- Change only in well-ventilated areas.
- Turn the ignition off.
- Check for leaks.
- Never allow open flames.
- Store tanks following local fire codes.

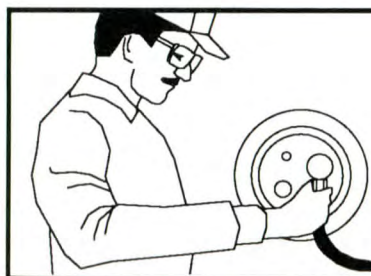


**If you refill LPG tanks:**  
Make sure someone explains all procedures to you, and follow them.



**DANGER  
PROPANE FLAMMABLE**

LPG ...is heavier than air. It will settle on your clothes and the ground where you're working. Open flame can cause flash fires.



**Check all connections** for damage or leaks. If the truck will not start after you change a tank, get a mechanic to check it.

## **5 Starting and Operating Procedures**

**How To Start Your Truck 5.2- 5.6**

**How To Operate Your Truck 5.7- 5.17**

**After Operation 5.18**

**When Finished Using Your Truck 5.18-5.19**

## Starting and Operating Procedures

### How To Start Your Truck

**WARNING** - Inspect your lift truck before operating at the start of the day or shift. Before putting your truck to use, check the operation of the controls and all systems.

#### Starting Tips

Turn off lights and all optional equipment while you crank the engine. This will reduce the electrical load on your battery and supply extra power to the starter motor.

Avoid excessive starter cranking (in excess of 30 seconds) with an intermittently firing or flooded engine. To avoid starter overheat or damage, do not crank the starter continuously for more than 30 seconds at a time. If the engine fails to start within a period of 30 seconds, wait 2 - 3 minutes before again attempting to start your lift truck.

If your battery is "run down" (discharged) or becomes discharged while trying to start your truck, please refer to the "Emergency Starting - How To Use Battery Jumper Cables" section of this manual.

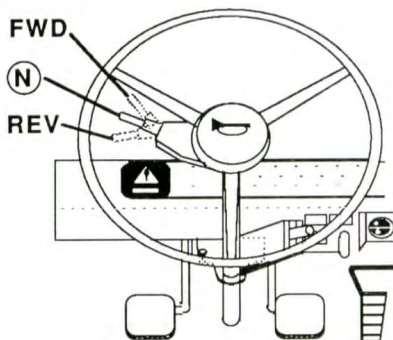
**NOTE** - See Page 5.6 for additional engine starting and operating recommendations.

---

Before starting a lift truck it is good practice to always start from a safe condition. Check to see that:

1. Parking brake is applied
2. Forks are fully lowered to the floor
3. You are familiar with how all the controls function
4. All controls are in neutral or other correct position
5. Truck has been checked and is ready to operate

Put the directional control lever in the "N" (neutral) position. The truck should start only in the "neutral" position.





# Starting and Operating Procedures

## How To Start Your Truck

### Gasoline Engines

To start a cold gasoline engine, pull the choke control out half of its total travel.

#### NOTICE

Climate conditions and other factors play a large part in how your engine starts. Read all the starting instructions carefully, so you will be aware of these factors when you start your truck. You may have to make adjustments in these procedures to find a combination more suitable for your situation and location.

In sub-zero temperatures, the engine may require extended cranking times and several attempts to start. If the engine does not start after four attempts, report the problem immediately.

Push the accelerator pedal down half of its total travel and hold.

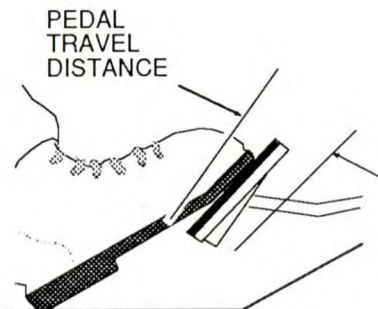
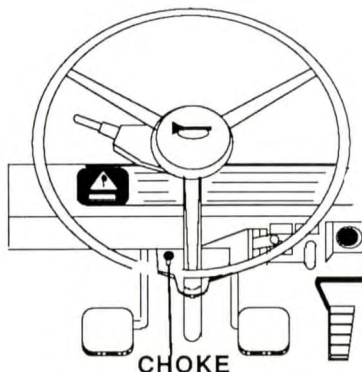
#### IMPORTANT

As soon as engine starts, release the key switch from the "start" position to avoid starter drive damage.

Turn the ignition key switch from the OFF position to the START position. Release the switch when the engine starts. When the engine runs smoothly, push in the choke control slowly.

**NOTE** - If the engine stops running, you must turn the ignition key switch back to the OFF position before turning back to the START position.

**NEVER** hold key in START position with engine running.



## Starting and Operating Procedures

### How To Start Your Truck

If the engine fails to start, pull the choke control out fully and repeat the previous starting procedure. Do not crank the starter continuously for more than 30 seconds at a time. Starter overheat and damage could result.

#### IMPORTANT

If the engine stalls or falters in starting, wait for 3 or 4 seconds before re-engaging the starter. This will prevent possible serious damage to the starter or engine.

When engine starts, vary the choke and throttle controls to obtain smooth operation in the 1000 to 1500 RPM range. Continue as engine warms up. By the time the engine runs smoothly under load, the choke control should be pushed all the way in (off).

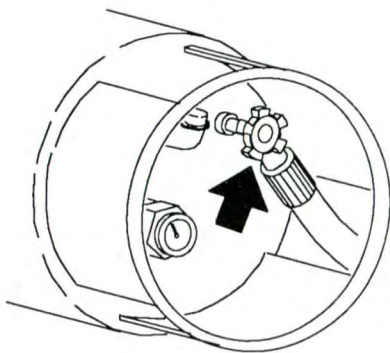
To start a warm gasoline engine, push the accelerator pedal down half of its total travel and hold. Turn the ignition key switch to the START position. Release the switch as soon as the engine starts. If the engine fails to run, pull the choke control out one-quarter of its total travel. Turn the ignition key switch to OFF and repeat the starting procedure. When engine runs smoothly under load, push choke control all the way in (off).

To start a flooded gasoline engine, push the choke control all the way in (off). Push the accelerator pedal down fully. Turn the ignition key switch to the OFF position, then to the START position. Release the key switch when the engine is running.

---

#### Engines Using LPG Fuel

If your lift truck uses LPG fuel, the fuel supply is stored in a special tank mounted above the counterweight at the rear of the truck. For safety, there is a check valve and a shut-off valve at the tank. The shut-off valve is operated manually to control the flow of fuel from the tank. This valve must be closed when the engine is not running. Close this valve by hand only to a firm tightness. **DO NOT OVER-TIGHTEN.**



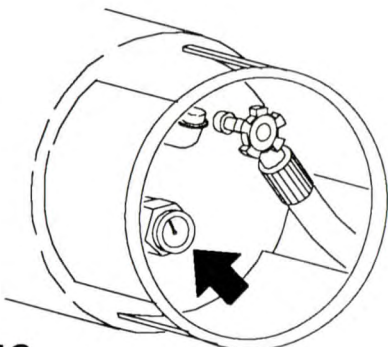
## Starting and Operating Procedures

### How To Start Your Truck

Before starting an LPG engine, open the tank shut-off valve slowly.

**NOTICE** - If this valve is opened too quickly, the automatic safety check valve will close. If this happens, close the shut-off valve and wait 2 - 3 minutes. Then, open the shut-off valve slowly.

Check the amount of LPG fuel in the tank by the gauge near the shut-off valve.



### **WARNING**

**LPG FUEL IS HIGHLY FLAMMABLE.  
NEVER SMOKE WHEN CHANGING  
TANKS. NEVER CHANGE TANKS  
WHEN THE ENGINE IS RUNNING.**

To start an LPG fuel engine, follow the starting procedure for a gasoline engine truck, with these exceptions: do not press accelerator pedal and no choke control is required with LPG engines.

**NOTICE** - In very cold temperatures, it may be necessary to prime LPG engines. Open the side door of the engine compartment and push the primer button on the LPG regulator for 1 to 2 seconds. Close the engine compartment and continue the starting procedure.

If the engine does not start after four attempts, report the problem immediately.

To shut down an LPG fuel engine safely, follow this shut-down procedure:

1. Bring truck to a complete stop.
2. Apply the parking brake.
3. Let the engine run at low idle speed.
4. Close the shut-off valve at the LPG tank.
5. Wait until the engine uses (burns up) the supply of LPG remaining in the fuel system.
6. When the engine stops running, turn the ignition key switch to the OFF position.

## Starting and Operating Procedures

### How To Start Your Truck

#### Engine Starting and Operating Recommendations

Avoid damage to your truck or possible harm to yourself. Follow these recommendations:

NEVER pour gasoline into the carburetor or attempt to start the engine with the air cleaner removed. These practices could result in fire and personal injury.

Warm the engine up before driving or applying a load. Idle engine at 650-750 RPM for a few minutes to circulate and warm the oil. Then increase speed to approximately half throttle for a short period, or until the engine coolant reaches approximately 100°F. This procedure will help prolong engine life.

Let engine run until the normal operating temperature is reached. Then operate the controls and check all systems and warning indicators to be sure they are functioning properly. Stop the engine and make a visual inspection for oil, water or fuel leaks.

Do not idle the engine for long periods to warm it up. Low engine speeds may result in cold fouling of the spark plugs and inadequate lubrication in cold weather.

Do not operate engine at speeds above idle for more than brief periods without a load.

Do not run the engine at maximum power continuously until engine is fully warmed up.

Never pull out choke when stopping engine. This can cause flooding of the carburetor, allowing raw gasoline to enter the engine and wash lubricant from the cylinder walls.

Never operate engine at more than the regular no-load governed speed. Excessive speeds are harmful. NOTE - The governor is set at the factory and should need no adjustment.

Avoid extended (in excess of 10 minutes) and unnecessary idling of the engine. If extended idling occurs or is anticipated beyond 10 minutes, turn off the engine.

CARBON MONOXIDE is colorless and odorless, but can be present with all other exhaust fumes.

#### **WARNING**

EXHAUST GASES  
ARE HARMFUL AND CAN CAUSE  
SERIOUS INJURY OR DEATH.

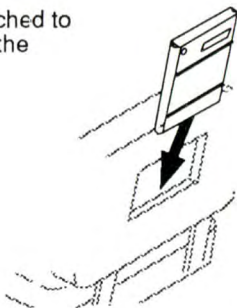
NEVER LEAVE YOUR LIFT TRUCK  
UNATTENDED WHILE THE  
ENGINE IS RUNNING.

## Starting and Operating Procedures

### How To Operate Your Truck

**Be sure that you read and understand the information in the Operator's Manual before operating a lift truck.**

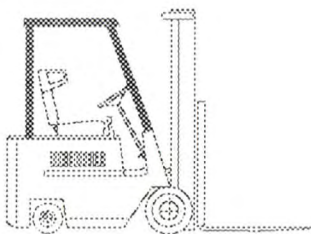
The Operator's Manual is designed to be attached to the truck and stored in a holder in the back of the driver's seat. It is placed there for ready reference by the operator. Refer to it often; whenever you have questions about an operating procedure.



Before using a lift truck, the operator must check the truck and complete the "Driver's Daily Checklist".

### CAUTION

**PROTECT YOURSELF** - Do not operate truck without an overhead guard or load backrest extension, unless conditions prevent their use. Do not remove overhead guard or load backrest extension unless specifically authorized. Use special care if operation without these safety devices is required.



Remember, before starting and operating a lift truck it is good practice to always start from a safe condition. Check to see that:

- Parking brake is applied
- Forks are fully lowered
- You are familiar with how all the controls function
- All controls are in neutral or other correct position
- Truck has been checked and is ready to operate

### NOTICE

**THIS EQUIPMENT CAN BE DANGEROUS IF NOT USED PROPERLY. SAFE OPERATION IS THE RESPONSIBILITY OF THE OPERATOR.**

**DO NOT START OR OPERATE THE TRUCK, ANY OF ITS FUNCTIONS OR ATTACHMENTS, FROM ANY PLACE OTHER THAN FROM THE DESIGNATED OPERATOR'S POSITION.**

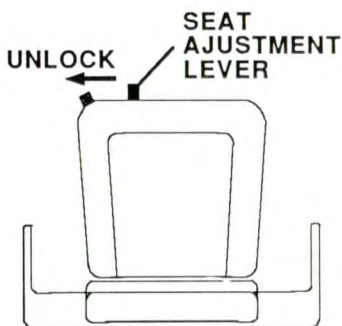
# Starting and Operating Procedures

## How to Operate Your Truck

### RECOMMENDED OPERATING AND DRIVING PROCEDURES

#### Sequence of Operation

This is a good time to adjust the seat to a comfortable position. Adjust the seat by moving and holding the release lever at the front edge of the seat. Put the seat in a position which will provide easy reach to all controls. Release the seat lever. Make sure that the seat locking mechanism is engaged.



**CAUTION** - Never adjust the driver's seat while the truck is moving to avoid the possibility of loss of control and of personal injury.

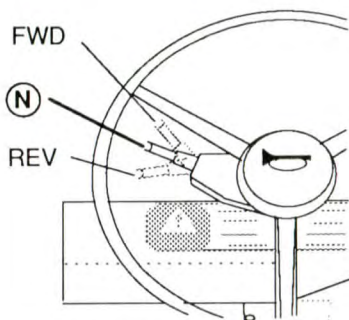
Buckle up. Be sure that you put on the seat belt. Connect and adjust the seat belt strap to a snug, comfortable position.

#### **WARNING**

**Always wear your seat belt when operating a lift truck.**



Be sure that the directional control lever is in the "N" (neutral) position.



# Starting and Operating Procedures

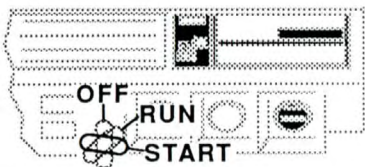
## How To Operate Your Truck

Start the engine.

Turn the ignition key switch to the START position. When engine is running, release the key. The key will return to the RUN position.

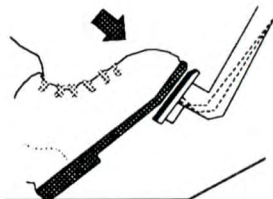
If you are unfamiliar with this procedure, please refer to the section, "How To Start Your Truck".

Immediately after engine starts, check the engine oil pressure warning indicator light and the ammeter warning light. If either of these lights are illuminated, stop engine and have the truck checked for the cause of the trouble.



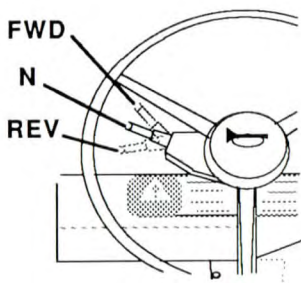
**Be sure that your truck won't move unexpectedly before you are ready to drive...**

Put your foot on the brake pedal and push down to apply the service brakes.



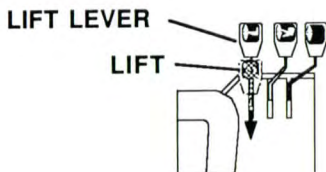
Release the parking brake.

Put the directional control lever in the correct position for the desired direction of travel.



**NOTE** - When driving, with or without a load, it is good practice to always raise the forks slightly and tilt the upright (forks) backward. Raising the forks and tilting them back prevents the fork tips from catching on possible obstructions and reduces the wear on the fork blades from striking or dragging on the floor. See **NOTICE** and **CAUTION** below.

Pull back on the lift control lever and raise the forks [152 - 203 mm] 6 - 8 inches above the floor.



## Starting and Operating Procedures

### How To Operate Your Truck

Then, using the tilt control, tilt the upright back slightly to raise the fork tips.

**NOTE** - Users should give consideration to special operating conditions. The amount of forward and rearward tilt to be used is governed by the application.



#### Stability

**NOTICE** - When the upright (carriage and/or load) is raised into a high (elevated) position, the stability of the truck is reduced.

Some of the other conditions which may affect stability are: ground and floor conditions, grade, speed, loading, battery weight (electric trucks), dynamic and static forces, and the judgment exercised by the operator. Trucks equipped with attachments behave as partially loaded trucks even when operated without a load on the attachment. Also, improper operation, faulty maintenance, or poor housekeeping may contribute to a condition of instability.

#### CAUTION

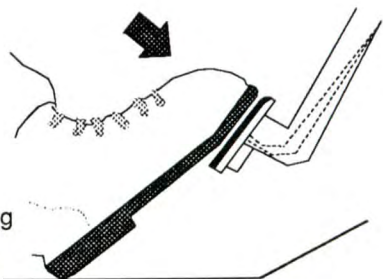
For stability reasons, do not travel with the load or carriage in a highly elevated position. Travel with the lift mechanism raised only enough to clear the floor or obstacles.

Put your foot on the accelerator pedal and push down smoothly until the truck is moving at the desired speed.

#### Always bring your truck to a complete stop before shifting to the opposite direction.

Any sudden change in direction can cause the load being carried to move or fall off the forks. Also, many components of the truck can be overloaded when a shift in direction is made without first slowing and stopping the truck.

To stop the truck, lift your foot from the accelerator pedal and put it on the brake pedal. Push down on the brake pedal in a smooth, firm motion until the truck is stopped.



**IMPORTANT**— Stop a lift truck as gradually as practicable. Hard braking and wheel sliding are dangerous and can increase wear and be harmful to the lift truck.



## Starting and Operating Procedures

### How To Operate Your Truck

#### **SAFE OPERATION IS THE RESPONSIBILITY OF THE OPERATOR.**

##### **Watch where you are going... Don't go if you can't see.**

Before driving, check all around to be sure that your intended path of travel is clear of obstructions and pedestrians.

While driving, be alert for pedestrians, other vehicles or obstructions in your path of travel.

Watch people. Do not allow anyone to stand or pass under the load or raised forks. Watch for people in your work area even if your truck has warning lights or alarms. They may not watch for you.



Sound horn at intersections and wherever vision is obstructed. Do not drive a truck up to anyone standing in front of an object.

Travel in reverse if necessary for vision. Watch clearances, especially overhead and tail swing.

##### **Operate your truck safely...**

Operate truck only from the designated operator's position. Stay within the confines of the lift truck profile dimensions. Keep arms, legs, and hands inside the operator's compartment and away from the danger of passing obstructions. Keep under the overhead guard. **NOTICE** - An overhead guard is intended to offer protection to the operator from falling objects, but cannot protect against every possible impact. Therefore, it should not be considered a substitute for good judgment and care in loading, handling, storage, etc.

Keep clear of the upright and lift mechanism. **NEVER** reach into or put hands, arms, legs, or head into or through the upright structure or near the carriage or lift chains. Never put any part of your body between the upright and the truck. Don't use the upright as a ladder.

Keep all other persons clear of the load and upright mechanism while attempting to handle a load.

##### **No riders...**

Do not carry passengers. The operator is the only one who should be on the truck.

## Starting and Operating Procedures

### How To Operate Your Truck

#### **Always be in full control of your lift truck...**

Never operate a lift truck or its attachments to perform any of its functions if you are not in the designated operator's position.

Never operate a lift truck when your hands are wet or greasy.

Always pick the smoothest travel route for your lift truck. Avoid bumps, holes, slick spots, and loose objects or debris in your path that may cause the truck to swerve or tip. If these conditions are unavoidable, slow down and carefully drive past them. Slow down for wet or slippery floors.

Avoid any sudden movement. Start, stop, travel, steer, and brake smoothly.

Operate your lift truck under all conditions at a speed that will permit it to be brought safely to a stop.

**WARNING** - Travel slowly when turning. Use special care when traveling without a load because the risk of tipping over is greater with an empty truck, especially at high speed and when cornering.

Travel with the fork carriage tilted back and raised only enough to fully clear the floor or obstacles. When the carriage (load) is in an elevated position the stability of the truck is reduced. Do not elevate the load except during stacking.

#### **Grades, ramps, and inclines...**

Use special care when operating on ramps, inclines and uneven areas. Travel slowly. Normally travel straight up and down. Do not turn or drive at an angle across an incline or a ramp. Do not attempt to operate on grades in excess of those specified and/or recommended by the manufacturer.

When truck is loaded, travel with load upgrade. When truck is empty, travel with lifting mechanism (upright) downgrade.

### **CAUTION**

Operate your lift truck only in areas that have been approved for your lift truck type designation. Certain areas contain flammable gases, liquids, dust, fibers or other hazardous materials. Lift truck operation in these areas must have special approval. These areas must be designated to show the type of lift truck approval required for operation in the area. Be aware that changes to special equipment or poor maintenance can cause the lift truck to lose its special approval.

Be sure that your truck is the correct fire safety type for the area in which you are working. The proper type designation for this truck is listed on the nameplate. In areas classified as hazardous, use only trucks approved for use in those areas. If you are unsure of the classification of the area you wish to enter, check before entering.

## Starting and Operating Procedures

### How To Operate Your Truck

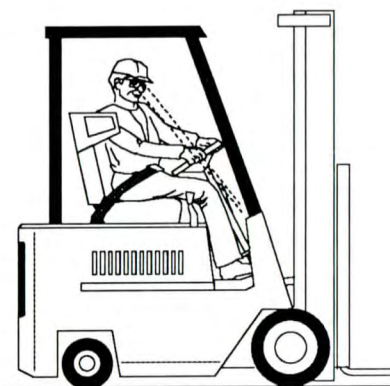
**SAFE OPERATION IS THE RESPONSIBILITY OF THE OPERATOR.**  
Practice safe operation every time you use your truck...

Careful driving and operation is your responsibility. Be completely familiar with all the safe driving and load handling techniques in this operator's manual. Use common sense. Drive carefully; do not indulge in stunt driving or horseplay. Observe traffic rules. Watch for people and hazards. Slow down. Be in full control of your lift truck at all times.

Follow the instructions in this manual to avoid damage to your truck or the possibility of injury to yourself.

During your work, observe all functions of your lift truck. This will allow you to immediately recognize a problem or irregularity that could affect the safe operation of your truck.

Periodically check the warning indicator lights in the instrument panel to be sure they indicate a normal condition. If an abnormal condition appears, shut off the engine immediately and report the problem.



**Do not continue to operate a truck that has a malfunction. Stop and have it fixed.**

**ALWAYS WEAR YOUR SEAT BELT WHEN OPERATING YOUR LIFT TRUCK.**

**BE AWARE** that the exhaust gases and fumes from the operation of engine powered lift trucks indoors and in poorly ventilated areas can be harmful to the operator and other personnel. Turn off engine when not in use.



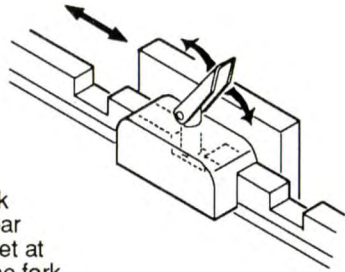
# Starting and Operating Procedures

## How To Operate Your Truck

### Load Forks Adjustment

The load forks are adjustable on the fork carriage. Forks should be spaced as far apart as the load being carried will allow. Both forks should always be the same distance from the center of the fork carriage.

To adjust the forks, raise them a few inches off the floor, lift up on the fork lock lever and slide the forks along the fork bar of the lift carriage. When the forks are set at the correct width for the load, be sure the fork lock pin fits securely into a locking notch on the top of the fork carriage. Lower the fork lock lever to lock the forks in the correct position.



### LOAD HANDLING

Handle only loads that are within the truck rated capacity as shown on the nameplate. This rating specifies the maximum load that should be lifted. However, other factors such as special load handling attachments, loads having a high center of gravity, uneven terrain or inadequate floors may dictate that the safe working load be less than the rated capacity. Under these conditions the operator must reduce the load carried so that the lift truck remains stable.

Handle only stable or safely arranged loads. Do not handle loads made up of loose, unevenly stacked, or unstable items that can easily shift and fall. Take the time to correctly stack and band loose items. Center the load on the forks.

Do not lift anything that might fall on the operator or a bystander. Do not handle loads which are higher than the load backrest or load backrest extension, unless load is secured so that no part of it can fall backward.

Keep the load back against the carriage. Loads placed out on the ends of the forks can make the lift truck less stable and more likely to tip up.

Lift and lower with the upright mast vertical or tilted slightly back..NEVER FORWARD.

Operate lift and tilt controls slowly and smoothly. NEVER tilt forward when carriage (load) is raised, except to pick up or deposit a load over a rack or stack.

**WARNING** - Slack chains mean rail or carriage hang-up. Raise the upright before you move. If the upright malfunctions in any way or becomes stuck in a raised position, operate the lift control to eliminate any slack chains. DO NOT go under a raised upright or forks to attempt repairs.

## Starting and Operating Procedures

### How To Operate Your Truck

Remember -- Your lift truck is designed to carry loads forward of the front wheels, so that the weight of the load is counter-balanced by the weight of the truck.

The farther the load is carried from the pivot point (center of front wheels) the greater will be the uplift at the rear of the truck. Therefore, always carry the load as close to the front wheels as possible (back and flush against the face of the forks).

The capacity load shown on the nameplate is represented by a cube in which the weight is evenly distributed, with the center of gravity located a standard distance from the front face of the forks. If the weight of the actual load to be handled is not evenly distributed, put the heaviest part closest to the carriage.

#### Traveling

Travel with load or carriage as low as possible and tilted back. Never travel with the load or carriage raised (elevated) in a high position. Do not elevate the load except during stacking.

Observe all traffic regulations and watch for other traffic, pedestrians, and safe clearances. Always look in the direction of travel. Keep a clear view of the path of travel, and when load blocks your visibility, travel in reverse with load trailing (except when climbing an incline).

Avoid sudden movements when carrying a load -- start, stop, travel, steer, and brake smoothly. Steer clear of bumps, holes, and loose materials or debris on the floor. Lift and tilt slowly and smoothly. Go slowly when turning. Cross railroad tracks at an angle wherever possible.

Use special care when handling and traveling with long, high, or wide loads, to avoid losing the load, striking bystanders or obstructions, or tipping the truck. Watch clearances around the truck and load as you travel. Raise the forks or attachment only to pick up or stack a load. Look out for obstructions, especially overhead.

Be aware that exaggerated tail swing when turning while traveling forward is a characteristic of lift trucks that are steered by the rear wheels. Accordingly, an operator needs to become accustomed to tail swing and always check the tail swing area of the counterweight to be sure it is clear before turning.

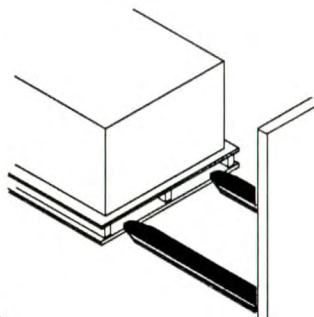
Always be concerned about the stability of your lift truck. When attachments are used, extra care should be taken in securing, manipulating, positioning, and transporting the load. Because they generally add extra weight and complexity to the truck, operate trucks equipped with attachments as partially-loaded trucks when not handling a load.

# Starting and Operating Procedures

## How To Operate Your Truck

### Picking up and moving loads

When picking up a load from the floor, approach the load slowly, and carefully align the truck square with the load. The forks should be adjusted to fit the load or pallet being handled and spread as wide as possible to provide good stability and balance. Before lifting, be sure load is centered and forks are fully under and supporting the load. Fork length should be at least  $\frac{2}{3}$  of load length.



With the lift and tilt controls, adjust the forks to the correct height and angle for freely engaging the load pallet.

Move (inch) forward until the forks are squarely and completely under the load.

**NOTE** - Be sure that the forks do not extend beyond the load, causing damage or tipping of other adjacent loads or materials behind the load being moved.

If the forks are longer than the load, move the tips partially under the load without extending beyond the load. Raise the load to clear the floor. Back out several inches, or distance as necessary, then set the load down and inch forward until load is positioned against the carriage.

Raise the load from the floor or stack by tilting the upright back just enough to lift the load from the surface. When stacking or tiering, use only enough backward tilt to stabilize the load.

Then, raise the load to traveling height and tilt fully back (except loads that must be transported as level as possible).

### Unloading

To deposit a load on the floor after being moved into the correct position, tilt the upright forward to a vertical position and lower the load.

Adjust the fork height and tilt the upright forward slightly, as necessary, for smooth removal of the forks from the load (pallet).

Carefully back away to clear the forks from load.

Raise the forks to traveling height and tilt fully back.

# Startling and Operating Procedures

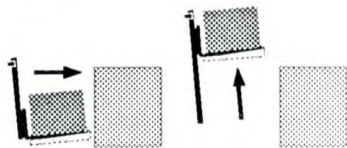
## How To Operate Your Truck

### Stacking

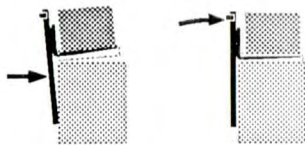
To put a load on a stack...

Approach slowly and align the lift truck and load squarely with the stack. Raise (elevate) the load as the lift truck is nearing the stack. Move forward, slowly, until the load is almost touching the stack. The leading edge and sides of the load pallet should be lined up exactly with the near edge and sides of the load or rack on which you are stacking.

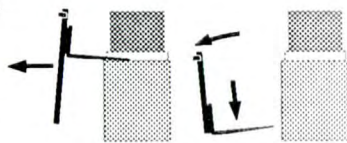
Stop close to the stack, and further lift (raise) the load high enough to clear the top surface of the stack. Inch the load into position. Be careful not to damage or move adjacent loads.



When the load is aligned with the stack beneath it, tilt the upright to the vertical position, and carefully lower the load onto the top surface of the stack. Lower (drop) the forks slightly to clear (disengage) the load pallet. Tilt the forks forward slightly, if necessary.



Check your travel path, then carefully back away until the forks are clear of the stack. Stop and lower the forks to the travel position (6 to 8 inches above the floor), then tilt back for travel.



Moving a load from a stack...

Approach the stack carefully, with truck lined up squarely with the load. With upright mast vertical, raise the forks to the correct height for freely engaging the load pallet. Adjust fork angle, as necessary, to fit squarely under the load. Move (inch) forward until the forks are under the load.

NOTE -- Be sure that the forks do not extend beyond the load, causing damage or tipping of other adjacent loads or materials behind the load being moved. If the forks are longer than the load, move the tips partially under the load without extending beyond the load. Raise the load to clear the undersurface. Back out several inches, then set the load down and inch forward until the front face of the forks contacts the load.

Raise the load from the stack by tilting the upright back just enough to lift the load from the surface. Or, alternately, with the mast still vertical, raise the forks until they begin to lift the load. At this point, apply the minimum back tilt which will stabilize the load.

Check your travel path, slowly back off until clear of the stack, stop, and then lower the load to the travel position (6 to 8 inches off the floor). Tilt full back to travel (\*see note). Be sure load is back flush against the carriage or front face of the forks.

NOTE - Certain loads may have to be transported as level as possible.

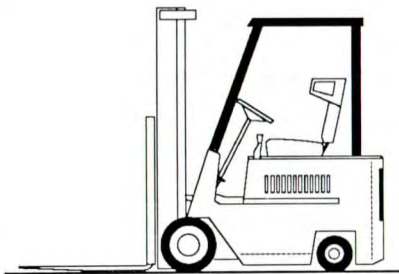
## Starting and Operating Procedures After Operation

### When You Have Finished Using Your Truck

#### **Always leave your lift truck in a safe condition...**

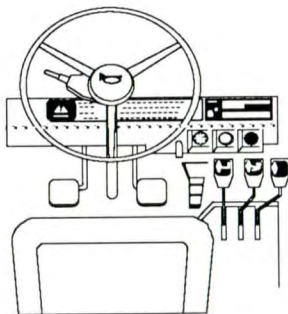
When you leave your truck, or park it, follow these safety rules:

- Park in a safe area away from normal traffic.
- Never park on a grade.
- Never park in areas which block emergency routes or equipment, or access to fire aisles, stairways, and fire equipment.



#### **Before leaving the operator's position...**

1. Bring truck to a complete stop.
2. Put the directional control lever in the "N" (neutral) position.
3. Apply the parking brake.
4. Lower the lifting mechanism: fork carriage and forks or attachment, fully to the floor.



#### **In addition, when leaving the truck unattended...**

5. Fully lower the lifting mechanism.
6. Tilt the upright forward until the forks are level and flat to the floor.
7. Stop the engine or turn off the controls.
8. Block the wheels, if the truck must be left on an incline or you have any doubt about the truck moving from a safe position.



## Starting and Operating Procedures After Operation

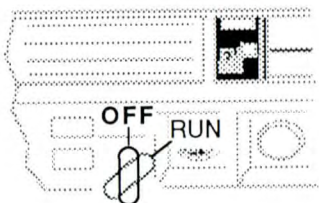
### When You Have Finished Using Your Truck

#### ENGINE SHUT DOWN PROCEDURE

##### Gasoline Engines

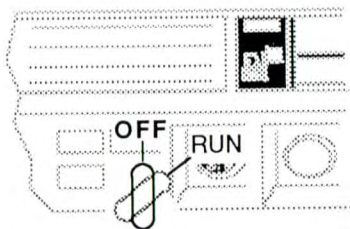
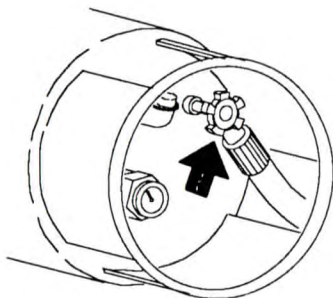
1. Turn the ignition key switch to the OFF position and remove the key.

NOTE - If the lift truck has been working hard, let the engine idle a few minutes before shutting it off.



##### LPG Fuel Engines

1. Close the shut-off valve at the LPG tank.
2. Wait until the engine stops.
3. Turn the ignition key switch to the OFF position and remove the key.





## 6 Emergency Starting

How To Use Battery Jumper Cables 6.2-6.4

## Emergency Starting How To Use Battery Jumper Cables

These instructions apply to the use of a similar-model lift truck with a fully-charged good ("booster") battery to start the engine of a lift truck with a discharged ("dead") battery.

To avoid damage to your lift truck and your battery or the possibility of harm to yourself, follow these instructions and warnings. If you have any doubts, ask for help from an experienced mechanic.

1. This truck has a 12-volt battery and a negative ground electrical system. Be sure that the other truck also has a 12-volt battery and negative ground system. If not sure of the voltage, or if the ground is different, do not try to jump start, as personal injury or damage to the electrical system can result.

*If your truck has a battery with terminals on the side, you will need a set of jumper cables with matching connector clamps, or cable adapters for side-mounted battery terminals.*

2. If the discharged battery has filler caps, check the fluid level. Do not use an open flame to check and do not smoke. If low, add distilled water to the correct level. Be sure to install the caps before jump starting.

*Do not jump start, charge or test a sealed-type battery if the test indicator looks illuminated or has a bright color. Install a new battery.*

3. Put the truck with the booster battery as near to the other truck as necessary for the jumper cables to reach both batteries. Check and make sure that the trucks do not touch each other.

**Use particular care when connecting a booster battery to prevent sparks.**

### IMPORTANT

Use only a 12-volt jumper system. You can permanently damage a 12-volt starting motor and ignition system by connecting it to a 24-volt power supply (two 12-volt batteries in series, or a 24-volt generating set).

### WARNING

#### SULFURIC ACID

THE BATTERY CONTAINS CORROSIVE ACID WHICH CAN CAUSE INJURY. IF ACID CONTACTS YOUR EYES OR SKIN, FLUSH IMMEDIATELY WITH WATER AND GET MEDICAL ASSISTANCE.

Batteries contain sulfuric acid. Avoid acid contact with skin, eyes or clothing. Also, shield your eyes when working near the battery to protect against possible splashing of the acid solution.

### WARNING

#### EXPLOSIVE GASES

DO NOT SMOKE OR HAVE OPEN FLAMES OR SPARKS IN BATTERY CHARGING AREAS OR NEAR BATTERIES. AN EXPLOSION CAN RESULT AND CAUSE INJURY OR DEATH.

Hydrogen and oxygen gases are produced during normal battery operation. This gas mixture can explode if flames, sparks or lighted tobacco are brought near the battery. When charging or using a battery in an enclosed space, always provide ventilation and shield your eyes. Wear safety glasses when working around batteries.

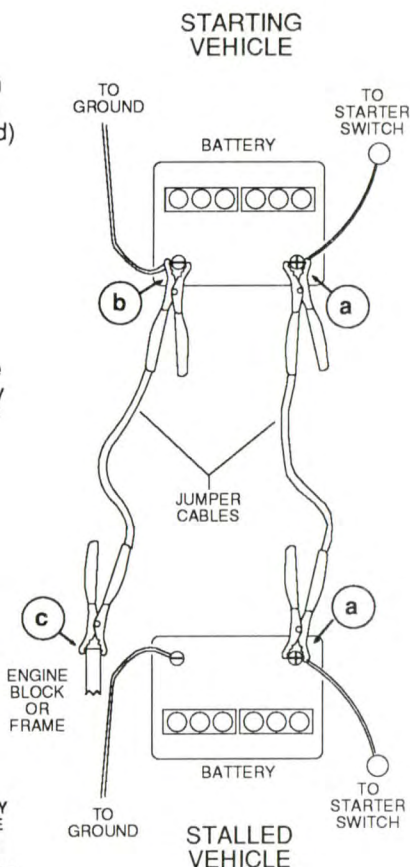
## Emergency Starting How To Use Battery Jumper Cables

4. On both trucks:
  - a. Apply the parking brake.
  - b. Put the directional control lever in the "N" (neutral) position.
  - c. Turn the ignition key switch to the OFF position.
  - d. Turn all accessories to the OFF position and leave them off until after the engine has been started and the jumper cables removed.
5. Connect the jumper cables in the following sequence:

- a. Connect the first jumper cable from the positive (+) (Red) terminal on one battery to the positive (+) (Red) terminal on the other battery. Never connect (+) (Red) to (-) (Black), or (-) to (+).
- b. Next, connect one end of the second cable to the grounded (-) (Black) terminal of the "Starting Vehicle" battery.
- c. Last, connect the other end of the second jumper cable to a stationary solid metallic point on the engine of the "Stalled Vehicle". (NOT TO NEGATIVE (-) TERMINAL OF THE BATTERY.)  
Make this connection at a point at least [450 mm] 18 inches away from the battery, if possible. Do not connect it to pulleys, fans, or other parts that move. Be sure not to touch hot manifolds which can cause severe burns.

### WARNING SHORT CIRCUITS

REMOVE ALL JEWELRY. DO NOT PERMIT ANY METAL TOOLS TO MAKE CONTACT WITH THE POSITIVE BATTERY TERMINAL AND OTHER METAL ON THE TRUCK. MAKE SURE WHEN CONNECTING JUMPER CABLE CLAMPS TO THE POSITIVE TERMINALS OF THE BATTERIES THAT NEITHER CLAMP CONTACTS ANY OTHER METAL. INJURY CAN OCCUR FROM ELECTRICAL SHOCK OR EXPLOSION.



## Emergency Starting

### How To Use Battery Jumper Cables

6. Start the engine on the "Starting Vehicle", and run the engine at a moderate speed.
7. Start the engine of the "Stalled Vehicle". Follow the starting instructions in the "Starting and Operating Procedures" section of this manual. Be sure that the engine is at idle speed before disconnecting the jumper cables.
8. Remove the jumper cables by reversing the above sequence exactly. Start by removing the last jumper cable, from the truck with the discharged battery, first. Remove the cable end from the engine block first, then the other end of the negative ( - ) cable.
9. Remove both ends of the positive ( + ) cable.

## 7 Emergency Towing

### How To Tow a Disabled Truck

If your lift truck becomes disabled but can be moved freely on its own wheels without further damage, use the following procedures to tow it safely to a repair area.

It is important for your safety and to the care of your lift truck to use the proper equipment and carefully follow these recommendations for safe towing.

#### WARNING

**DO NOT** tow a lift truck if there is a problem with the brakes or tires, or the steering cannot be operated.

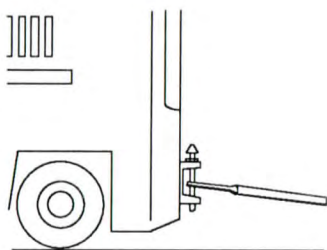
**DO NOT** tow up or down ramps and steep inclines.

**DO NOT** attempt to tow a lift truck if traction or weather conditions are poor.

**DO NOT** lift or transport the disabled lift truck with another lift truck.

#### Towing Procedures

1. Be sure to apply the parking brake or block the drive wheels on the disabled truck while working around it.
2. When possible, raise the carriage (forks) on the disabled truck about [300 mm] 12 inches from the floor. Secure the carriage with a chain.
3. Tow with another lift truck of equal or larger size carrying a partial load for traction.
4. Tow the disabled truck backwards.
5. Use an approved solid metal tow bar with towing couplers that connect to the towing pin in the counterweight or that connect to the frame or chassis through the counterweight of each truck.

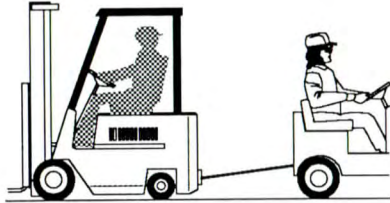


NOTE - Check with your Clark dealer for optional towing equipment suitable for your truck.

## Emergency Towing

### How To Tow a Disabled Truck

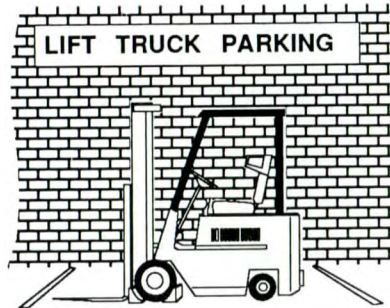
- The towed truck must have an operator.
- Tow the truck slowly. Careful towing is necessary to prevent injury to personnel or damage to the truck. The truck should be towed at a speed of less than [8 kph] 5 mph with a driver in the seat. Do not lift the truck or any wheels off the floor while the truck is being towed.



### CAUTION

The power steering will not operate on the disabled truck when the engine is not running. The steering handwheel will be difficult to turn.

- Park the disabled truck in authorized areas only. Fully lower the forks to the floor, put directional control lever in "N" (neutral) position and turn the ignition switch to the OFF position. Engage the parking brake. Remove the ignition key and, when necessary, block the wheels to prevent the truck from rolling.



### CAUTION

Always engage the parking brake when parking a lift truck. The truck can move and cause injury or death to personnel near it.



## **8 Planned Maintenance and Lubrication**

**Lift Truck Maintenance 8.2**

**Planned Maintenance Intervals 8.3**

**Pictorial Index 8.4**

**Safety and Operational Checks 8.5**

**Recommended Planned Maintenance and  
Lubrication Schedule 8.6**

**Maintenance Procedures 8.7**

**User Safe Maintenance Practices 8.8, 8.9**

**PM- Planned Maintenance Program 8.10**

**PM Program 8.11- 8.25**

**Lift Chain Maintenance 8.26, 8.27**

## Planned Maintenance and Lubrication

### Lift Truck Maintenance

Regular maintenance and care of your lift truck is not only important for full and efficient truck life; it is essential for your safety. The importance of maintaining your lift truck in a safe operating condition by servicing it regularly and, when necessary, repairing it promptly cannot be emphasized too strongly. Experience has shown that powered industrial trucks can cause injury if improperly used or maintained. In the interest of promoting safety, several current industry and government safety standards specify that any powered industrial truck not in safe operating condition be removed from service, and that all repairs be made by trained and authorized persons. To assist you in keeping your lift truck in service in good operating condition, this section outlines maintenance procedures to be done at regular intervals and that are considered essential to the life and safe performance of your truck. It is your responsibility to be alert for any indication that your truck may need service and have it attended to promptly. You play an important part in maintenance. Only you can make sure that your lift truck regularly receives the care it needs.

#### **Powered Industrial Trucks May Become Hazardous If Maintenance Is Neglected**

#### **PLANNED MAINTENANCE**

As outlined previously, a safety inspection of your lift truck should always be made before operating it. The purpose of this daily examination is to check for any obvious damage and maintenance problems, and to have minor adjustments and repairs made to correct any unsafe condition.

In addition to the daily inspection, Clark recommends that you set up and follow a periodic planned maintenance and inspection program. Performed on a regular basis, the program will provide the opportunity to make thorough inspections and checks on the safe operating condition of your lift truck. The need for major adjustments, repairs, or replacements is found and corrections made as required; not after failure has occurred. The specific schedule (frequency) for these PM inspections will depend on the conditions of your particular application and lift truck usage. The recommended planned maintenance and lubrication schedule lists those items considered essential to the safety, life, and performance of your truck with typical recommended service intervals. Brief procedures for inspections, operational checks, cleaning, lubrication, and minor adjustments are included for your reference. Your local Clark dealer is prepared to help you with your Planned Maintenance Program if you want assistance. He has specially trained service personnel who are authorized to check your lift truck according to the respective safety regulations.

In the Specifications section, you will find a listing of useful specifications for selected components, fuel and lubricants, refill capacities, and settings for your truck.

If you have the need for more information on the care and repair of your truck, see your Clark dealer.

# Planned Maintenance and Lubrication

## Planned Maintenance Intervals

### Typical Operating Conditions

Time intervals between maintenances are largely determined by operating conditions. For example, operation in sandy, dusty locations requires shorter maintenance intervals than operation in clean warehouses. The indicated intervals are intended for normal operation. To allow better understanding of this aspect, the following clarification should be made:

#### NORMAL OPERATION

Basically, eight-hour material handling, mostly in buildings or in clean, open air.

#### SEVERE OPERATION

Prolonged operating hours or constant usage.

#### EXTREME OPERATION

1. In sandy or dusty locations, e.g., cement plant, lumber or flour mills, coal dust, or stone crushing sites.
2. High-temperature locations, e.g., steel mills, foundries, etc.
3. Sudden temperature changes (constant trips from buildings into the open air), e.g., refrigeration plant.

If your fork lift truck is used in severe or extreme operating conditions, you must shorten the maintenance intervals accordingly.

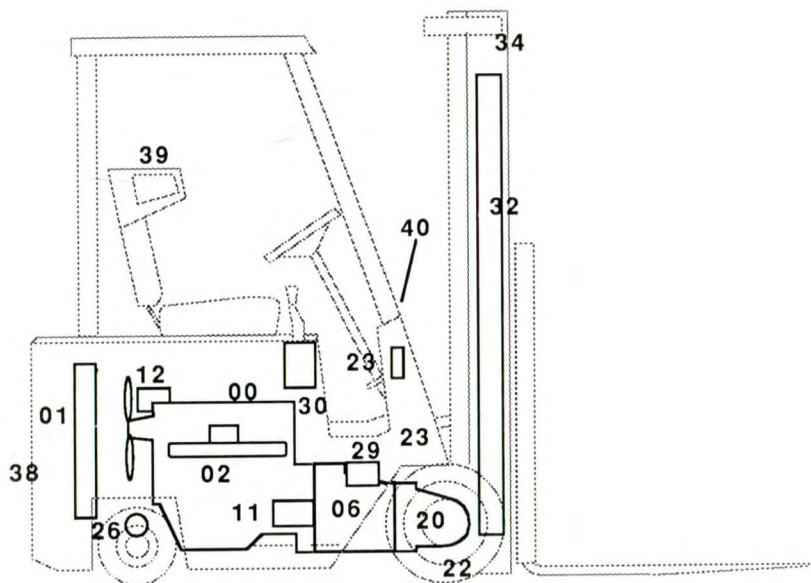
**NOTE** - Since the operating environment of lift trucks varies widely, the above descriptions are highly generalized and should be applied as actual conditions dictate.

### Recommended PM Intervals

The maintenance time intervals referred to in this manual relate to truck operating hours as recorded on the hourmeter and based on experience which Clark has found to be convenient and suitable under typical (normal or average) operating conditions, as follows:

- A = 8 - 10 hours, or daily
- B = 50 - 250 hours, or every month (Typical PM interval)
- C = 450 - 500 hours, or every 3 months
- D = 900 - 1000 hours, or every 6 months
- E = 2000 hours, or every year

## Planned Maintenance and Lubrication Pictorial Index



- 00-Engine
- 01-Cooling
- 02-Fuel, Carburetion, Exhaust
- 06-Transmission
- 11-Starter
- 12-Alternator, Battery
- 20-Drive Axle- Differential
- 22-Wheels & Tires
- 23-Brake System
- 26-Power Steer Cylinder, & Lines
- 29-Hydraulic Pump & Sump Parts
- 30-Hydraulic Control Valve & Linkage
- 32-Hydraulic Cylinders
- 34-Upright & Carriage
- 38-Frame & Counterweight
- 39-Sheet Metal, Seat, & Overhead Guard
- 40-Nameplates & Decals

## Planned Maintenance and Lubrication Safety And Operational Checks

PM Interval:

A = 8 - 10 hours, or daily

B = 50 - 250 hours, or every month

C = 450 - 500 hours, or every 3 months

D = 900 - 1000 hours, or every 6 months

E = 2000 hours, or every year

<b>DAILY MAINTENANCE CHECKS</b>	A	B	C	D	E
Check truck for obvious damage and leaks.	X				
Check fuel system for leaks, etc.	X				
Check capacity, warning plates, decals	X				
Check condition of tires and wheels. Remove embedded objects. Check air pressure.	X				
Check wheel lug nuts.	X				
Check engine oil level.	X				
Check engine coolant level.	X				
Check fuel level.	X				
Check hydraulic sump oil level.	X				
Check gauges and instruments.	X				
Check warning lights and hourmeter.	X				
Check overhead guard condition and bolts.	X				
Check horn operation and other warning devices.	X				
Check steering operation.	X				
Check service brake operation.	X				
Check parking brake operation.	X				
Check directional and speed controls operation.	X				
Check accelerator and engine speed operation.	X				
Check lift, tilt, and aux operation.	X				
Check upright, lift chains, and fasteners.	X				
Check load backrest extension and forks.	X				

# Planned Maintenance and Lubrication Recommended Planned Maintenance And Lubrication Schedule

For: GPS 12/15

PM Interval:

- A = 8 - 10 hours, or daily
- B = 50 - 250 hours, or every month
- C = 450 - 500 hours, or every 3 months
- D = 900 - 1000 hours, or every 6 months
- E = 2000 hours, or every year

Notes:

\*Oil change intervals may be determined by laboratory analysis.

\*\*Air filter change interval may be determined by using an air restriction indicator.

Nominal  
Maintenance Interval

PERIODIC CHECKS AND PLANNED MAINTENANCE ( PM )	A	B	C	D	E
Check truck visually and inspect components		X			
Test drive truck -- Check functional performance		X			
Air clean truck and radiator		X			
Check torque on critical fasteners		X			
Lubricate truck (See component)		X			
Drain and replace engine oil [ * ]		X			
Replace engine oil filter		X			
Clean/replace engine air filter [ ** ]			X		
Inspect/adjust fan belts			X		
Drain/flush radiator coolant					X
Check engine ignition and timing			X		
Perform engine tune-up					X
Check battery			X		
Check transmission (transaxle) fluid level		X			
Drain and replace transmission fluid				X	
Replace transmission oil filter				X	
Clean drive axle air vent		X			
Check brake condition and wear					X
Check drive axle mounting and fasteners		X			
Lubricate steer axle linkage		X			
Check/lubricate steer axle wheel bearings					X
Replace hydraulic sump fluid and filter					X
Clean/replace hydraulic sump breather				X	
Lubricate tilt cylinder rod ends		X			
Lubricate upright fittings		X			
Check lift chain adjustment and wear		X			
Check/lubricate lift chains		X			
Lubricate upright rollers		X			

# Planned Maintenance and Lubrication Maintenance Procedures

## USER SAFE MAINTENANCE PRACTICES

The following instructions have been prepared from current industry and government safety standards applicable to industrial truck operations and maintenance. These recommended procedures specify conditions, methods, and accepted practices that aid in the safe maintenance of industrial trucks. They are listed here for the reference and safety of all workers during maintenance operations. Carefully read and understand these instructions and the specific maintenance procedures before attempting to do any repair work. When in doubt of any maintenance procedure, please contact your local CLARK dealer.

1. Powered industrial trucks can become hazardous if maintenance is neglected. Therefore, suitable maintenance facilities, trained personnel, and procedures shall be provided.
2. Maintenance and inspection of all powered industrial trucks shall be done in conformance with the manufacturer's recommendations.
3. A scheduled planned maintenance, lubrication, and inspection system shall be followed.
4. Only trained and authorized personnel shall be permitted to maintain, repair, adjust, and inspect industrial trucks, and in accordance with the manufacturer's specifications.
5. Properly ventilate work area, vent exhaust fumes, and keep shop clean and floor dry.
6. Avoid fire hazards and have fire protection equipment present in the work area. Do not use an open flame to check for level, or leakage of fuel, electrolyte, or coolant. Do not use open pans of fuel or flammable cleaning fluids for cleaning parts.
7. Before Starting Work On Truck:
  - a) Raise drive wheels free of floor or disconnect power source and use blocks or other positive truck-positioning devices.
  - b) Put blocks under the load-engaging means, innermast(s), or chassis before working on them.
  - c) Disconnect battery before working on the electrical system.
8. Before working on engine fuel system of LP-gas powered trucks, close LP-gas cylinder valve and run engine until there is no more fuel in the system and engine stops running. If engine will not run, close LP-tank valve and vent fuel slowly in a safe area.
9. Operation of the truck to check performance must be conducted in an authorized, safe, clear area.
10. Before Starting To Drive Truck:
  - a) Be in operating position.
  - b) Disengage clutch on manual transmissions, or apply brake on trucks with powershift transmission and electric trucks.
  - c) Put directional control in neutral.
  - d) Start engine or turn on power.
  - e) Check functioning of lift and tilt systems, directional and speed controls, steering, brakes, warning devices, and any load-handling attachments.
11. Before Leaving The Truck:
  - a) Stop truck.
  - b) Fully lower the forks or attachment and tilt forward.
  - c) Put directional control in neutral.
  - d) Apply the parking brake.
  - e) Stop the engine or turn off power.
  - f) Turn off the control or ignition circuit.
  - g) Put blocks at the wheels, if truck must be left on an incline.
12. Handle LP-gas cylinders with care. Damage such as dents, scrapes, or gouges may dangerously weaken the tank and make it unsafe for use.

## Planned Maintenance and Lubrication

### User Safe Maintenance Practices

13. Brakes, steering mechanisms, control mechanisms, warning devices, lights, governors, lift overload devices, guards and safety devices, lift and tilt mechanisms, articulating axle stops, and frame members must be carefully and regularly inspected and maintained in a safe operating condition.

14. Special trucks or devices designed and approved for hazardous area operation must receive special attention to ensure that maintenance preserves the original, approved safe operating features.

15. Fuel systems must be checked for leaks and condition of parts. Extra special consideration must be given in the case of a leak in the fuel system. Action must be taken to prevent the use of the truck until the leak has been corrected.

16. All hydraulic systems must be regularly inspected and maintained in conformance with good practice. Tilt and lift cylinders, valves, and other similar parts must be checked to assure that "drift" or leakage has not developed to the extent that it would create a hazard.

17. When working on hydraulic system, be sure the engine is turned off or battery disconnected on electric trucks, upright is in its fully-lowered position, and hydraulic pressure relieved in hoses and tubing. **WARNING** - Always put blocks under the carriage and upright rails when necessary to work with upright in an elevated position.

18. The truck manufacturer's capacity, operation, and maintenance instruction plates, tags, or decals must be maintained in legible condition.

19. Batteries, motors, controllers, limit switches, protective devices, electrical conductors, and connec-

tions must be inspected and maintained in conformance with good practice. Special attention must be paid to the condition of electrical insulation.

20. To avoid injury to personnel or damage to the equipment, consult the manufacturer's procedures in replacing contacts on any battery connection.

21. Industrial trucks must be kept in a clean condition to minimize fire hazards and help in the detection of loose or defective parts.

22. Modifications and additions that affect capacity and safe truck operation must not be done without the manufacturer's prior written approval. Capacity, operation and maintenance instruction plates, tags, or decals must be changed accordingly.

23. Care must be taken to assure that all replacement parts, including tires, are interchangeable with the original parts and of a quality at least equal to that provided in the original equipment. Parts, including tires, are to be installed per the manufacturer's procedures. Always use genuine CLARK or CLARK-approved parts.

24. When removing tires, follow industry safety practices. Most important, deflate pneumatic tires completely prior to removal. Following assembly of tires on multi-piece rims, use a safety cage or restraining device while inflating.

25. Use special care when removing heavy components from the truck, such as counterweight, upright, etc. Be sure that lifting and handling equipment is of the correct capacity and in good condition.



## Planned Maintenance and Lubrication User Safe Maintenance Practices (Cont'd)

NOTICE --- You should also be familiar with additional operating and maintenance safety instructions contained in the following publications:

ANSI/ASME B56.1-1983: Safety Standard for Low Lift and High Lift Trucks (Safety Code For Powered Industrial Trucks). Published by: Society of Mechanical Engineers, United Engineering Center, 345 E. 47th Street, New York, N.Y. 10017.

NFPA 505-1982: Fire Safety Standard for Powered Industrial Trucks: Type Designations, Areas of Use, Maintenance and Operation. Available from: National Fire Protection Assoc., Inc., Batterymarch Park, Quincy, MA 02269.

General Industry Standards, OSHA 2206: OSHA Safety and Health Standards (29 CFR 1910), Subpart N-Materials Handling and Storage, Section 1910.178 Powered Industrial Trucks. For sale by: Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402.

### IMPORTANT

Your new CLARK lift truck has been built to meet all applicable mandatory requirements of ANSI B56.1--1969-1975 Safety Standard for Powered Industrial Trucks. All standard trucks also conform to UL requirements for the fire safety Type Designation shown on the truck data and capacity plate. Each truck also includes certain safety devices, e.g., horn, load backrest extension and overhead guard, as standard equipment.

No additions, omissions or modifications should be made that will affect compliance to the above requirements or in any way minimize the effectiveness of the safety devices.

## Planned Maintenance and Lubrication PM Program

### PM – Planned Maintenance Program

A planned maintenance program of regular, routine inspections and lubrication is important for long life and trouble-free operation of your lift truck. Make and keep records of your inspections. Use these records to help establish the correct PM intervals for your application and to indicate maintenance required to prevent major problems from occurring during operation.

As an aid in performing and documenting your PM inspections, Clark has prepared a "GAS LPG or DIESEL PLANNED MAINTENANCE REPORT" form. Copies of this form may be obtained from your authorized CLARK dealer. We recommend that you use this form as a checklist and to make a record of your inspection and truck condition.

The maintenance procedures outlined in this manual are intended to be used in conjunction with the PM report form. They are arranged in groupings of maintenance work that are done in a logical and efficient sequence.

### PM Report Form

A check mark or entry is made on the PM Report Form when the PM is performed. Please note the special coding system for indicating the importance of needed repairs and/or adjustments.

When you have finished the PM inspections, be sure to give a copy of the report to the designated authority or the person responsible for lift truck maintenance.

**Do not make repairs or adjustments unless authorized to do so.**

### For safety, it is good practice to:

Remove all jewelry (watch, rings, bracelets, etc.) before working on the truck.

Disconnect the battery ground cable ( - ) from the engine or frame before working on electrical components.

Always wear safety glasses. Wear a safety (hard) hat in industrial plants and in special work areas where protection is necessary or required.

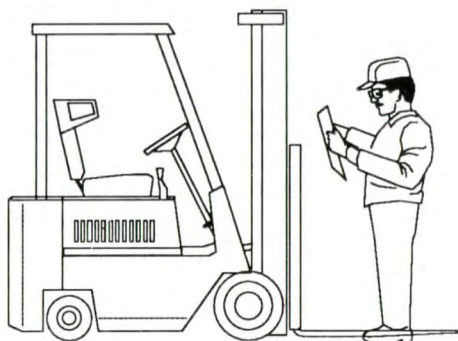
# Planned Maintenance and Lubrication PM Program

## HOW TO PERFORM THE PM PERIODIC INSPECTIONS AND MAINTENANCE

### Visual Inspection

First, perform a visual inspection of the lift truck and its components. Walk around the truck and take note of any obvious damage and maintenance problems. Check for loose fasteners and fittings.

Check to be sure all capacity, safety, and warning plates or decals are attached and legible.



### NOTICE

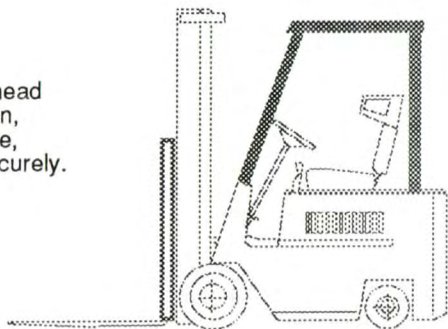
#### NAMEPLATES & DECALS

DO NOT OPERATE A LIFT TRUCK WITH DAMAGED OR LOST DECALS AND NAMEPLATES. REPLACE THEM IMMEDIATELY. THEY CONTAIN IMPORTANT INFORMATION.

Inspect the truck, before and after starting engine, for any signs of external leakage: fuel, engine coolant, transmission fluid, etc.

Check for hydraulic oil leaks and loose fittings.

Be sure that the driver's overhead guard, load backrest extension, and safety devices are in place, undamaged, and attached securely.



### CAUTION

#### HYDRAULIC FLUID PRESSURE

DO NOT USE YOUR HANDS TO CHECK FOR HYDRAULIC LEAKAGE. FLUID UNDER PRESSURE CAN PENETRATE YOUR SKIN AND CAUSE SERIOUS INJURY.

## Planned Maintenance and Lubrication PM Program

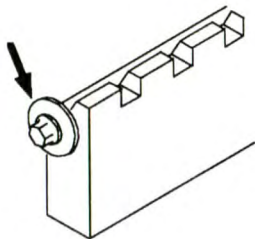
Then, check all of the critical components that handle or carry the load.

Check the overhead guard for damage. Be sure that it is properly positioned and all mounting fasteners are in place and tight.

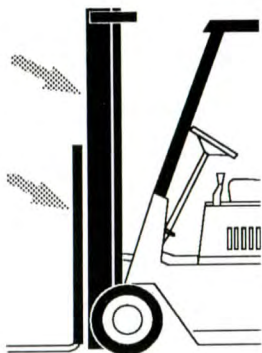
Check the load backrest for damage. Inspect the welds on the carriage and load backrest for cracks. Be sure that the mounting fasteners are all in place and tight.



If load backrest extension has been removed, a bolt and washer must be in place on each end of the top fork bar to act as a fork stop.



Inspect the upright assembly: rails, carriage rollers, lift chains, lift and tilt cylinders. Look for obvious wear and maintenance problems, damaged or missing parts. Check for any loose parts or fittings. Check for leaks, any damaged or loose rollers, and rail wear. Carefully check the lift chains for wear, rust and corrosion, cracked or broken links, stretching, etc. Check that the lift and carriage chains are correctly adjusted to have equal tension. Check that the lift chain anchor fasteners and locking means are in place and tight.



Inspect all lift line hydraulic connections for leaks.

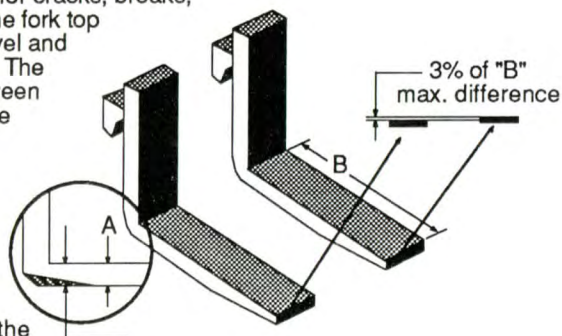
### IMPORTANT

Uprights and lift chains require special attention and maintenance to maintain them in safe operating condition. Refer to Lift Chain Maintenance section for additional information.

# Planned Maintenance and Lubrication PM Program

## Forks

Inspect the load forks for cracks, breaks, bending and wear. The fork top surfaces should be level and even with each other. The height difference between both fork tips should be no more than 3% of the fork length.

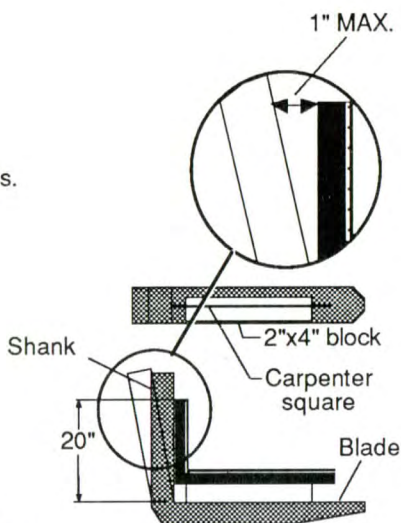


### WARNING

If the fork blade at the heel is worn down by more than 10 per cent, the load capacity is reduced and the fork must be replaced.

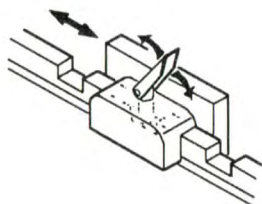
10% of "A"  
max. wear

Inspect the forks for twists and bends. Put a 2" thick metal block, at least 4" wide by 24" long on the blade of the fork with the 4" surface against the blade. Put a 24" carpenter's square on the top of the block and against the shank. Check the fork 20" above the blade to make sure it is not bent more than 1 inch maximum.



**If the fork blades are obviously bent or damaged, have them inspected by a trained maintenance person before operating the truck.**

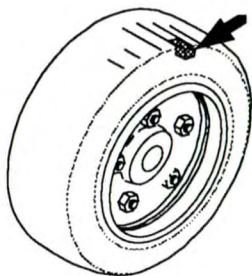
Inspect the fork latches. Be sure they are not damaged or broken and operate freely and lock correctly. Check the fork stop pins for secure condition.



## Planned Maintenance and Lubrication PM Program

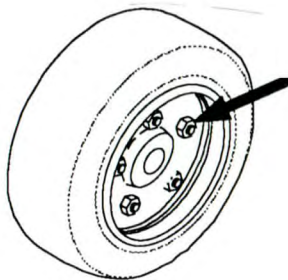
### Wheels and tires

Check the condition of the drive and steer wheels and tires. Remove objects that are embedded in the tread. Inspect the tires for excessive wear and breaks or "chunking out", and bond failure between the tire and rim.



Check all wheel lug nuts or bolts to be sure none are loose or missing.

Have missing bolts replaced and loose bolts tightened to the correct torque before operating the truck.



### Pneumatic-tired trucks

Check for the correct air pressure on trucks with pneumatic tires.

#### CAUTION

Check tire pressure from a position facing the tread of the tire, not the side. Use a long-handled gauge to keep your body away from the side. If tires are low, don't add air. Check with a mechanic. The tire may require removal and repair. Incorrect (low) tire pressure can reduce the stability of your lift truck and cause it to tip over.



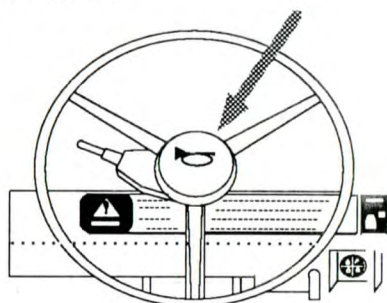
# Planned Maintenance and Lubrication PM Program

## Functional Tests

**Now, be sure that all controls and systems are functioning correctly...**

Test horn, lights, and all other safety equipment and accessories. Be sure they are properly mounted and working correctly.

Press the horn button to check horn function. If the horn or any other part does not operate, report the failure and have it repaired before the truck is put into operation.



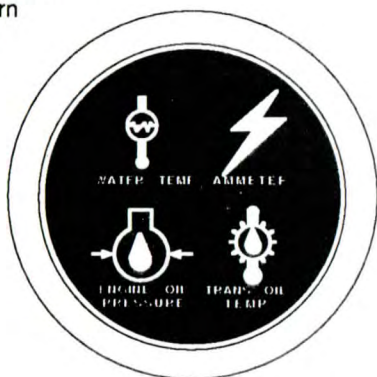
Test the warning indicator lights.

From the OFF position, turn the key switch to the RUN position to check AMMETER and ENG OIL PRESS indicator lights. Turn the key switch to the START position to check the WATER TEMP and TRANS OIL TEMP indicator lights. Note - To avoid starting the engine when checking these warning lights, move the directional control lever from "N" (neutral) briefly only, while turning the key switch to the START position.

Check the fuel level (gauge).

Test the anti-restart feature of the key switch.

Test the neutral start switch.



### IMPORTANT

DAMAGE TO THE TRUCK  
CAN RESULT IF ANY OF THE WARNING  
INDICATORS ILLUMINATE WHEN THE  
ENGINE IS RUNNING. STOP THE  
ENGINE. DO NOT OPERATE  
THE TRUCK.

Report the failure.

## Planned Maintenance and Lubrication PM Program

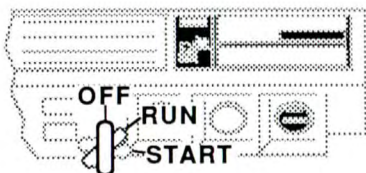
### Checks with the engine running...

Be sure that: Parking brake is applied.  
Directional control is in "N" (neutral).

Start the engine and let it warm up until it runs evenly and accelerates smoothly when you push on the accelerator pedal.

Check the hourmeter for operation, with the engine running. Report any malfunction or damage.

**Write the hourmeter reading on the PM report form.**

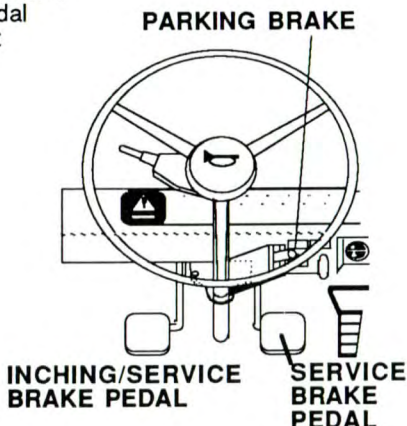


Operate service and parking brakes, all hydraulic controls: lift, tilt, and auxiliary (if installed), accelerator, directional controls, and steering system. Be sure all controls operate freely and return to neutral properly.

Check the service brake system. Push the brake pedal fully down and hold. The brakes should be applied before the pedal reaches the floorplate. Check for a feeling of solid resistance when the pedal stops. The pedal must feel firm and not move down farther after it stops. If the pedal continues to creep downwards, report the failure immediately. **DO NOT OPERATE THE TRUCK UNTIL THE BRAKES ARE REPAIRED.**

Note: A low pedal reserve (clearance at floor plate) is normal.

Check the function of the parking brake. Release, then apply the parking brake with the lever. When correctly adjusted, the lever should snap-lock easily into the over-center applied position.



To check parking brake holding capability and adjustment, park the lift truck on a grade and apply the parking brake. The parking brake should hold a lift truck with rated load on a 15% grade. When the lever is released, the brake shoes should not drag.

**CAUTION - Do not operate a lift truck if the service or parking brakes are not operating properly.**



# Planned Maintenance and Lubrication PM Program

## Lift mechanism and controls...

Check the function of the lift system and controls with the hydraulic pump (engine) running.

Pull back on the tilt control lever and hold until the upright reaches the full back tilt position. Push forward on the lever to return the upright to the vertical position. Release the lever.

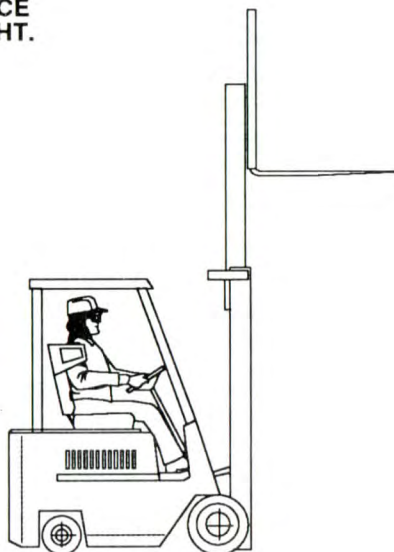
## CAUTION

**BE SURE THAT THERE IS ADEQUATE OVERHEAD CLEARANCE BEFORE RAISING THE UPRIGHT.**

Pull back on the lift control lever and raise the fork carriage to full height. Watch the upright assembly as it rises. All movements of the upright, fork carriage and lift chains must be even and smooth, without binding or jerking motion. Watch for chain wobble or looseness; the chains should have equal tension and move smoothly without noticeable wobble. Release the lever.

If the maximum fork height is not reached, this indicates there is an inadequate (low) oil level in the hydraulic sump tank, or severe binding within the upright.

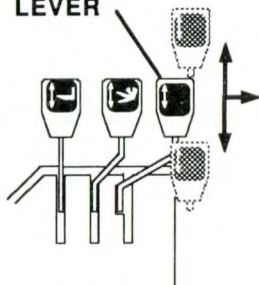
Push forward on the lift control lever. Watch the upright as it lowers. When the forks reach the floor, release the lever.



## Auxiliary controls...

If your lift truck is equipped with an attachment, test the control lever for correct function and briefly operate the attachment.

## AUXILIARY FUNCTION LEVER

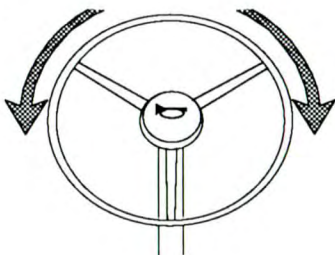


## Planned Maintenance and Lubrication PM Program

### Steering system...

NOTICE -- The steering system, steer axle and steering linkage on your truck should be inspected periodically for abnormal looseness and damage, leaking seals, etc. Also, be alert for any changes in steering action. Hard steering, excessive freeplay (looseness) or unusual sounds when turning or maneuvering indicates a need for inspection or servicing.

Check the steering system by moving the steering handwheel in a full right turn, and then in a full left turn. Return the handwheel (steer wheels) to the straight-ahead position. The steering system components should operate smoothly when the steering wheel is turned.



**Never operate a truck which has a steering system fault.**

### WARNING

**Fasten your seat belt before driving the truck.**

### Shift control and brakes...

Check and make sure that the travel area is clear in front of the truck.

Push firmly on brake pedal. Release the parking brake. Move the directional control lever from "N" (neutral) to FORWARD travel position.

Remove your right foot from the brake pedal and put it on the accelerator pedal. Push down until the truck moves slowly forward. Remove your foot from the accelerator pedal and push down on the brake pedal to stop the truck. The brakes should apply smoothly and equally.

Be sure that the travel area is clear behind the truck.

Put the directional control lever in the REVERSE travel position. Push down on the accelerator pedal until the truck moves slowly in the reverse direction. Remove your foot from the accelerator pedal and push down on the brake pedal to stop the truck. The brakes should apply smoothly and equally.

**When you have completed the operational tests, park and leave truck according to standard shut down procedures.**

**Be sure to make a record of all maintenance and operating problems you find.**

# Planned Maintenance and Lubrication PM Program

## Fluids and Filters

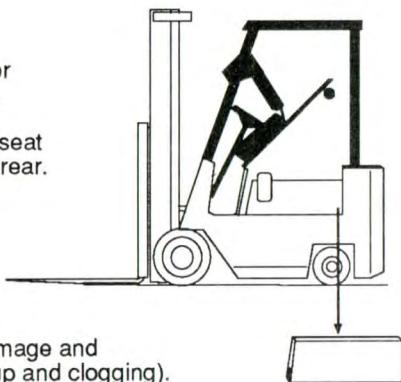
Check fluid levels and other components within the engine compartment...

### CAUTION

TO AVOID THE POSSIBILITY OF PERSONAL INJURY, NEVER WORK IN ENGINE COMPARTMENT WITH ENGINE RUNNING EXCEPT WHEN ABSOLUTELY NECESSARY TO CHECK OR ADJUST TIMING, CARBURETOR, OR GOVERNOR. TAKE EXTREME CARE TO KEEP HANDS, TOOLS, AND LOOSE CLOTHING, ETC., AWAY FROM FAN AND DRIVE BELTS. ALSO REMOVE WATCHES, BRACELETS AND RINGS.

Unlatch and open each side door for access to the engine compartment.

Unlatch and lift the seat deck. The seat deck latches are underneath at the rear. Rotate the latch to unlock.



### Engine Air Cleaner

Check the engine air cleaner for damage and contamination (excessive dirt buildup and clogging). Check for correct mounting attachment of the air cleaner. Be sure that the air cleaner hose is securely connected (not loose or leaking).

Change the engine air filter every 50 to 250 operating hours, depending upon your application and operating conditions.

### Engine Accessories

Inspect the engine coolant hoses and fan belt(s). Look for leaking, and obvious damage, worn (frayed) condition, breaks, etc., which could cause failure during operation.

### Battery

Inspect the battery for any damage, cracks, leaking condition, etc. If the terminals are corroded, clean and protect them with CLARK Battery Saver (available from your Clark dealer). If your battery has removable cell caps, check to be sure the cells are all filled. Refill with distilled water, if possible.

## Planned Maintenance and Lubrication PM Program

### Engine Cooling System

Check engine coolant level.

The engine coolant level is checked by removing the radiator cap. Remove the cap only when the engine is cold. First turn the cap slowly to release any pressure that may be in the radiator. Then push the cap fully down and turn to release and remove the cap.

### CAUTION

#### STEAM

DO NOT REMOVE THE RADIATOR CAP WHEN THE RADIATOR IS HOT. STEAM FROM THE RADIATOR WILL CAUSE SEVERE BURNS.

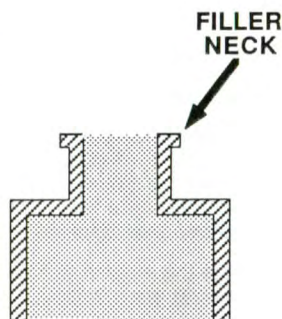
### CAUTION

Never remove the radiator cap while the engine is running. Stop the engine and wait until it has cooled. Even then, use extreme care when removing the cap from the radiator. It is good safety practice to use a shop cloth to cover the radiator cap while it is being removed. Wrap the cloth around the cap and turn it slowly to the first stop. Step back while the pressure is released from the cooling system. When you are sure all the pressure has been released, press down on the cap, with the cloth in place, turn and remove it. Stand clear of the radiator opening; hot coolant may splash out. Failure to follow these instructions could result in serious personal injury from hot coolant or steam blowout and/or damage to the cooling system or engine.

The correct FULL level is the top edge of the filler neck. If level is low, add a 50/50 mixture of specified coolant and water to the correct fill level. If you have to add coolant more than once a month or if you have to add more than one quart at a time, check the cooling system for leaks.

Inspect the coolant for condition. Look for excessive contamination of rust or oil in the coolant solution. Check the PM time interval for need to change coolant.

Check condition of radiator cap rubber seal and radiator filler neck for damage. Be sure they are clean. Check overflow hose for clogging and damage.



**NOTICE** - Your lift truck cooling system is filled with a factory-installed solution of 50% water and 50% permanent-type anti-freeze containing rust and corrosion inhibitors. You should leave it in year around. Plain water may be used only in an emergency, but replace it with the specified coolant as soon as possible to avoid damage to the system. With only water in the system, do not let the engine run hot. Do not use alcohol or methanol antifreeze.

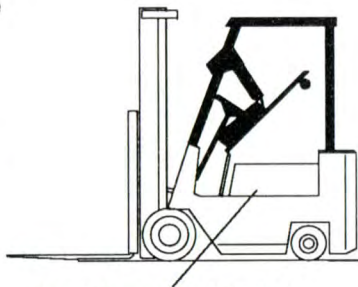
## Planned Maintenance and Lubrication PM Program

### Engine Oil

Check the engine oil level.

Locate the engine oil dipstick (at left side of engine). Pull the dipstick out, wipe it with a clean wiper and reinsert it fully into the dipstick tube. Remove the dipstick and check the oil level.

It is normal to add some oil between oil changes. Keep the oil level above the ADD mark on the dipstick by adding oil as required. **DO NOT OVERFILL.** Use the correct oil as specified under Lubricant Specifications.



**ENGINE OIL DIPSTICK**

### Engine Oil and Filter Change

It is recommended to:

Drain and replace the engine crankcase oil every 50 to 250 operating hours. See NOTICE below.

Replace the engine oil filter every oil change.

Remove the oil pan drain plug to drain old oil, after truck has been in operation and engine (oil) is hot (at operating temperature).

**NOTICE** - The time interval for changing engine oil will depend upon your application and operating conditions. To determine the correct schedule for your truck, it is suggested that you periodically submit engine oil samples to a commercial laboratory for analysis of the condition of the oil.

**OIL PERFORMANCE DESIGNATION** -- To help achieve proper engine performance and durability, use only engine lubricating oils of the proper quality. These oils also help promote engine efficiency which results in improved fuel economy. A symbol has been developed by the API (American Petroleum Institute) to help you select the proper engine oil. It should be included on the oil container you purchase. For gasoline and LPG engines, CLARK recommends that you use motor oil that meets API Service Classification CC, SC, SE, SF; or MIL-B Motor Oil; or MIL-L-46152.

## Planned Maintenance and Lubrication PM Program

### Brake Master Cylinder Reservoir

Check the brake fluid level by removing the cover (top) from the brake fluid reservoir mounted in the upper left-hand corner of the dash. The FULL level is at the top ring on reservoir. Clean dirt from reservoir and cap before removing. Add recommended fluid, as needed.

### IMPORTANT

USE SAE AUTOMOTIVE TYPE  
HYDRAULIC BRAKE FLUID ONLY.  
Refer to Specifications.

### Hydraulic Sump Tank

Check the hydraulic sump tank fluid level. Correct fluid level is important for proper hydraulic system operation. Low fluid level can cause pump damage. Overfill can cause loss of fluid or lift system malfunction.

Hydraulic fluid expands as its temperature rises. Therefore, it is preferable to check the fluid level at operating temperature (after approximately 30 minutes of truck operation). To check the fluid level, first park the truck on a level surface and set the parking brake fully. Put the upright in a vertical position and lower the fork carriage fully down. Pull the dipstick out, wipe it with a clean wiper and reinsert it fully into the dipstick tube. Remove the dipstick and check the oil level. Keep the oil level above the LOW mark on the dipstick by adding recommended hydraulic fluid only, as required. DO NOT OVERFILL.

Check the condition of the hydraulic fluid (age, color or clarity, contamination). Change (replace) the oil, as necessary.

### Hydraulic Fluid and Filter Change

Drain and replace the hydraulic sump fluid every 2000 operating hours. Replace the hydraulic oil filter at every oil change. Replace the hydraulic sump tank breather/fill cap every 1000 operating hours or more frequently in dusty or very dirty operating environments. There is no drain plug in the hydraulic sump tank. The hydraulic fluid can be changed by one of the following methods:

A- Removal of the hydraulic sump cover assembly and pumping the fluid out by suction using a separate pump and hose.

B - Pumping the fluid out by using the truck hydraulic system. This method may be used most easily and satisfactorily for routine changes of the fluid.

### Hydraulic Oil Filter

Remove and replace the hydraulic system fluid filter per recommended PM schedule, or as may be required by truck operating conditions and usage. Install a new oil filter. Be sure to follow the installation instructions printed on the filter. Check for leaks after installation of the filter. Also, check that the hydraulic line connections at the filter adapter are tightened correctly.

## Planned Maintenance and Lubrication PM Program

### Sump Tank Breather Maintenance/Inspection

Remove the sump tank fill cap/breather and inspect for excessive (obvious) contamination and damage. Clean or replace the fill cap/breather, per recommended PM schedule or as required by operating conditions.

### Access to The Drive Axle

The best method to use for reaching the drive axle check points (oil level/filler plug and drain plug) is dependent upon the style of upright, carriage and attachments on your truck. One method is to raise the upright carriage to provide easy access to the drive axle.

**Apply the parking brake and block the wheels.**

**Be sure to put blocking under the carriage and upright rails.**

### **WARNING**

**AN UPRIGHT OR CARRIAGE CAN MOVE UNEXPECTEDLY.**

**Chain or block the carriage and rails.**

**FAILURE TO FOLLOW THIS WARNING CAN  
RESULT IN SERIOUS INJURY.**

### Transaxle Fluid Level Check

Check the transaxle fluid level with the truck on a level surface, transmission in NEUTRAL, engine idling, and oil at operating temperature.

Remove the fluid level inspection plug located in the front surface of the driveaxle center housing. The oil level is correct (full) when the oil reaches the lower edge of the plug opening, or can be measured on the dipstick portion of the plug.

Add recommended fluid only, as required. Refer to Specifications for drive axle recommended oil specifications. After adding oil, wait a few minutes until the oil has distributed evenly throughout the unit and check for correct oil level. **DO NOT OVERFILL.**

Inspect the fill plug for damage. Install and tighten the plug.

### **NOTICE**

Check the planned maintenance interval (operating hours), or the condition of the oil to determine if the drive axle fluid needs to be changed.

## Planned Maintenance and Lubrication PM Program

### Transaxle Fluid Change

Drain and replace the transaxle fluid every 1000 operating hours. The oil should be drained when it is warmed to operating temperature. Put the truck in a level position. Apply the parking brake and block the wheels to prevent truck from moving.

The transaxle oil must be drained from two places,

- 1 The drive axle drain plug, and
- 2 The transmission housing drain plug, located at the lower left side.

### Transaxle Oil Filter Change

Replace the transmission oil filter every 500 operating hours. When the transaxle is new or rebuilt, it is recommended to change the oil filter after the first 50 hours and again after 100 operating hours.

Remove the floorboard. You will see the transaxle oil filter near the bottom of the steering column. The oil filter is located in a horizontal position on the top left front side of the transmission, and mounted on the charging pump.

Remove the oil filter. Take special care when removing this filter to avoid draining onto the floor of any oil remaining in the filter. It is recommended that you first loosen the filter using a standard filter wrench. Then, remove the filter while holding a pad of shop cloths, or other absorbent material, under the open end of the filter to absorb any excess oil that may drain out of the filter.

Install a new filter. Follow the installation instructions printed on the outside surface of the filter.

Inspect and clean the transmission breather (air vent), located on the top of the converter housing near the charging pump.

Install the floorboard.

### Truck Chassis Inspection and Lubrication

Lubrication and inspection of truck chassis components, including steer wheels, steer axle linkage, steering cylinder and wheel bearings will be easier if the truck is raised and blocked up under the frame. Refer to SM-554 Service Manual, for information on machine jacking and blocking.

Inspect the steering cylinder piston rod, seals, and fasteners for damage, leaks, and looseness.

Lubricate the steer axle linkage: rod ends and linkage pivot points. Be sure to clean the grease fittings before lubricating and remove the excess grease from all points after lubricating.

Lubricate miscellaneous linkage, as needed.

**WARNING**  
**DO NOT RAISE TRUCK**  
**BY LIFTING UNDER THE**  
**COUNTERWEIGHT.**



# Planned Maintenance and Lubrication PM Program

## Upright and Tilt Cylinder Lubrication

Clean the fittings and lubricate the tilt cylinder rod end bushings (forward end), tilt cylinder base rod end bushings (rear end), and the upright trunnion (mounting pin) bushings (on top of mounting pin).

## Lift Chains

Lubricate the entire length of the upright rail lift and carriage chains with Clark Chain and Cable Lube. NOTE -- Do not lubricate the carriage roller rails.

## Air Cleaning

Always maintain a lift truck in a clean condition. Do not allow dirt, dust, lint, or other contaminants to accumulate on the truck. Keep the truck free from leaking oil and grease. Wipe up all oil spills. Keep the controls and floorboards clean, dry, and safe. A clean truck makes it easier to see leakage, loose, missing or damaged parts, and will help prevent fires. A clean truck will run cooler.

The environment in which a lift truck operates will determine how often and to what extent cleaning is necessary. For example, trucks operating in manufacturing plants which have a high level of dirt or lint (e.g., cotton fibers, paper dust, etc.) in the air or on the floor, will require more frequent cleaning. The radiator, especially, may require daily air cleaning to ensure correct cooling. If air pressure does not remove heavy deposits of grease, oil, etc., it may be necessary to use steam or liquid spray cleaner.

**LIFT TRUCKS SHOULD BE AIR CLEANED, AS NECESSARY, AT EVERY PM INTERVAL, AND OTHERWISE AS OFTEN AS REQUIRED.**

Air cleaning should be done using an air hose with special adapter or extension having a control valve and nozzle to direct the air properly. Use clean, dry, low-pressure compressed air. Restrict air pressure to [207 kPa] 30 psi, maximum. CAUTION - Wear suitable eye protection and protective clothing.

Air clean the: Upright assembly - Drive axle - Radiator, from both counterweight and engine side - Engine and accessories - Driveline and related components - Steer axle and steer cylinder.

## Critical Fastener Torque Checks

Fasteners in highly-loaded (critical) components can quickly fail if they become loosened; also, loose fasteners can cause damage or failure of the component. For safety, it is important that the correct torque be maintained on all critical fasteners of components which directly support, handle or control the load, and protect the operator.

### Check torque of critical items, including:

Drive axle mounting	Overhead guard
Drive & steer wheel mounting	Tilt cylinder mounting & yokes
Counterweight mounting	Upright mounting & components
Load backrest extension	

## Planned Maintenance and Lubrication

### Lift Chain Maintenance

Lift chains are very important components of fork lift trucks. The chain system on your upright was designed for safe, efficient, and reliable transmission of lifting force from hydraulic cylinder to the forks. Safe use of your truck with minimum down-time depends on the correct care and maintenance of the lift chains. Most complaints of unacceptable chain performance are a result of poor maintenance. Chains need periodic maintenance to give maximum service life.

#### Lift Chain Lubrication

Lift chain lubrication is an important part of your maintenance program. The lift chains operate under heavy loadings and will function more safely and have longer life if they are regularly and correctly lubricated. Clark chain lubricant is recommended; it is easily sprayed on and provides superior lubrication. Heavy motor oil may also be used as a lubricant and corrosion inhibitor.

#### Lift Chain Adjustment Check

The lift chains are correctly adjusted if the lower fork carriage rollers reach their end (lowest) position approximately [13 mm] 0.50 inch from the lower edge of the inner rail. This also positions the bottom of the forks the same (equal) distance above the floor. To check this dimension, raise the carriage to a height that exposes several inches of the inner rail at the roller path. Apply a layer of grease to the roller path on the inner rail. Lower the carriage and pick up a rated capacity load, [tilt the upright back slightly] and raise the load until the carriage rollers have passed over the greased area. Lower the load completely and remove the load from the forks. Raise the carriage again to expose the inner rail. You can now check the roller path pattern in the grease and determine the correct adjustment of the chains.

The lift chains can be adjusted by loosening or tightening of the chain anchor nuts.

### **WARNING**

**Do not attempt to repair a worn chain.  
REPLACE worn or damaged chain.**

#### Lift Chain Inspection and Measurement

Inspect and lubricate the lift chains every truck PM (50-250 hours). When operating in corrosive environments, inspect the chains every 50 hours. In dirty operating environments a dry graphite spray should be used on chains to reduce dirt build-up.

During the inspection, check for the following chain conditions:  
Rust and corrosion - Cracked plates - Raised or turned pins - Tight joints - Wear (worn pins or holes).

## Planned Maintenance and Lubrication

### Lift Chain Maintenance

When the pins or holes become worn, the chain becomes longer. When a section of chain is 3% longer than a section of new chain, the chain is worn and must be discarded.

Chain wear can be measured by using a chain scale or a steel tape measure. When checking chain wear, be sure to measure a segment of chain that moves over a sheave. Do not repair chains by cutting out the worn section and joining in a new piece. If part of a chain is worn, replace all the chains on a truck.

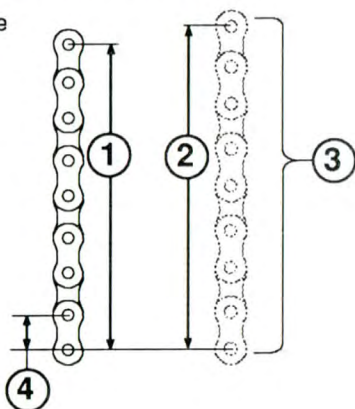
#### LIFT CHAIN INSPECTION AND WEAR CRITERIA

1 - (NEW CHAIN LENGTH) The distance from the first pin counted to the last pin counted in a span while the chains are lifting a small load.

2 - (WORN CHAIN LENGTH) The distance from the first pin counted to the last pin counted in a span while the chains are lifting a small load.

3 - (SPAN) The number of pins in the length (segment) of chain to be measured.

4 - (PITCH) The distance from the center of one pin to the center of the next pin.



#### Lift Chain Replacement

All chains must be replaced if any strand has wear of 3% or more, or if any of the damaged conditions noted above are found during inspection.

Order replacement chains from your CLARK dealer.

Replace all chains as a set.

Do not remove factory lubrication or paint new chains.

Replace anchor pins and worn or broken anchors when installing new chains.

Adjust tension on new chains.

Lubricate chains when they are installed on the upright.

**NOTE -- Please refer to the Service Manual for additional information on lift chain measurement and maintenance.**



## 9 Specifications

Clark products and specifications are subject to improvements and changes without notice or obligation.

### Model Designation -- Rated Load Capacity

GPS 12 -- 2500 lbs @ 24 in [1250 kg @ 500 mm]  
GPS 15 -- 3000 lbs @ 24 in [1500 kg @ 500 mm]

Note: Rated capacity applies when using uprights with maximum MFH up to and including: HVSTD [3855 mm] 151 in; and HVTSU [3875 mm] 152 in.

### Engine

Type	Model	Cyls.	Style	Displacement	C.R.
Gasoline/LPG	Clark 4G52	4	OHV,OHC	[2.0 L]122 cu in	8.5:1

Engine speed settings:  $\pm$  50 rpm

Idle Speed, rpm	700
Max. No-Load Governed Speed, rpm	2800
Engine Speed @ Converter Stall, rpm	N/A

Engine ignition timing setting: 6° BTDC @ 600 - 650 rp

Engine Firing Order: 1-3-4-2      Rotation: RH (view from fan end)

Spark plug gap setting: [0,7 - 0,8 mm] .027 - .031 in

Compression Pressure: [1030 kPa] 150 psi @ 250 rpm

### Cooling System

- Automotive crossflow radiator
- Transmission oil cooler in side tank
- Cooling System Pressure (Radiator Cap): 14 psi nominal (12-16 psi)
- Thermostat: [95 °C] 203 °F Fully open

### Powershift Transmission (Transaxle)

Make	Model	Ratios	Overall	TC Stall
Clark	TA-12	1	15.45:1	3.15:1

### Drive Axle

Full floating straight axle with self-adjusting drum-and-shoe brakes at drive wheels. Spiral bevel ring and pinion gear set.

### Tire Size & Inflation Pressure

Drive Tire	21 x 8 x 9 - 12 ply	[689 kPa] <del>100</del> <sup>120</sup> psi
Steer Tire	18 x 7 x 8 - 8 ply	[689 kPa] <del>100</del> <sup>120</sup> psi

*120 PSI*  
*120*  
*PER SI-9610*

# Specifications

## Electrical System

Type - System Voltage and Ground . . . . . 12 volt DC, Negative Ground

Battery: BCI Group 73

Battery Rating - Cold Cranking Current: . . . 12 v DC - 320 amps @ 0° F

Fuses: AGC 15 amp (in-line in wiring harness)

Indicator Lamps: No. 57

## Filters

- Engine Air -- Dry type
- Engine Oil -- Spin on
- Transaxle Oil -- Spin on
- Hydraulic System Oil -- Spin on
- Hydraulic Sump Breather Cap

*Use Genuine CLARK parts.  
See your CLARK dealer.*

## Truck Weights - Approximate, with typical upright

	GPS 12	GPS 15
Service Weight (w/o load), lbs	5975	6430
Axle Loading:		
w/o load		
front - lbs	2790	3010
rear - lbs	3185	3420
w/ load		
front - lbs	7085	8225
rear - lbs	1420	1250

## Fill capacities -- fluid volumes:

Fuel Tank --- Gasoline . . . . .	[30.3 L] 8 gal
Cooling System . . . . .	[8.5 L] 9 qt
Engine Oil, w/Filter . . . . .	[4.5 L] 4.8 qt
Transaxle (Transmission & Drive Axle) . . . . .	[15.1 L] 32 pints
Hydraulic Sump Tank - (Useable Volume) . . . . .	[20.8 L] 5.5 gal

# Specifications

## Fuel recommendations:

Gasoline	Regular Grade, 85 Octane Minimum (Motor Method)
LP Gas	HD-5 Propane

## Engine oil recommendations:

Single viscosity motor oil per API Service Classification CC, SC, SE, SF; or MIL-B Motor Oil; or MIL-L-46152

Ambient Temperature (Average)	Viscosity
80°F or above [30°C or above]	
32° F to 110° F [0° C to 43° C]	
70° F to 0° F [21° C to -17° C]	
0° F to -30° F [-17° C to -34° C]	

## Engine coolant recommendation:

Use a mixture of 50% water and 50% ethylene glycol permanent-type antifreeze containing rust and corrosion inhibitors only. (NOTE - This mixture gives antifreeze protection level of [-37° C] -34° F approx.)

## Transmission fluid recommendation:

Use ®DEXRON II ATF automatic transmission fluid only

## Hydraulic fluid recommendation:

Use CLARK Specification MS-68 Hydraulic Oil, w/anti-wear additives, or equivalent, only.

## Power steering fluid recommendation:

Uses main hydraulic sump oil supply.

## Hydraulic brake fluid recommendation:

Heavy duty hydraulic brake fluid, SAE J1703b specification; or Type DOT, Grade DOT 3.





# Index

## A

About This Manual v  
Antifreeze (See Coolant)

## B

Battery 8.19  
Battery Specifications 9.2  
Brake Fluid 8.22, 9.3  
Brakes  
    Foot Service Brakes 3.14  
    Parking Brake 3.14  
Brake System 3.14

## C

Capacities, Refill 9.2  
Chain, Lift 8.26, 8.27  
Coolant (Antifreeze) 9.3  
Coolant Refill Procedure 8.20

## D

Driver's Daily Checklist Form 4.2  
Driving 5.8

## E

Emergency Starting 6.1  
Emergency Towing 7.1  
Engine Oil  
    Capacity, Refill 9.2  
    Changing Oil & Filter 8.21  
    Checking Level 8.21  
    Oil Specification 8.21, 9.3  
    Oil Viscosity 8.21  
Engine Specifications 9.1  
Engine Speed Settings 9.1

## F

### Filter

Air Cleaner 8.19  
Engine Oil 8.21  
Hydraulic Oil 8.22  
Transmission Oil 8.24

### Fluid Levels

Brake Fluid 8.22  
Coolant 8.20  
Hydraulic Sump 8.22  
Oil, Engine 8.21  
Power Steering Fluid 9.3  
Transmission (Transaxle) 8.24

## F

Fork Blade Bending Chart 8.13  
Fork Maintenance 8.13  
Fork Wear Inspection 8.13  
Fuel Gauge 3.10  
Fueling Procedures 4.5, 4.6  
Fuses 9.2

## G

Gasoline, Specification 9.3  
Gauges  
    Fuel 3.9, 3.12  
    Hourmeter 3.9, 3.11

## H

Hood 3.17  
Horn 3.15  
How To Tow a Disabled Truck 7.1  
How To Use Battery Jumper Cables 6.1  
How To Use This Manual vi

## I

Ignition Key Switch 3.10  
Ignition Timing Setting 9.1  
Inching Pedal 3.13  
Inching Procedure 3.13  
Inching System 3.13  
Inflation Pressure, Tires 9.1  
Instrument Panel 3.10

## J

Jumper Cables, Use of 6.1

## K

Key Switch 3.10  
Know Your Truck 3.1

## O

Oil (See Lubricant Specifications)  
    Engine 8.21  
    Sump 8.22

## P

Parking Brake 3.14

## index

### R

Refill Capacities, Fluids 9.2

### S

Seat Belt 5.8

Specifications and Capacities

    Fuses 9.2

    Refill capacities 9.2

Stacking, Load 5.17

Starting and Operating

    Engines Using LPG Fuel 5.4

    Engines Using Gasoline 5.3

    Starting Tips 5.2



Additional copies of this manual may be purchased from  
YOUR AUTHORIZED CLARK DEALER

---

JOB \_\_\_\_\_ ITEM \_\_\_\_\_

SERIAL NUMBERS:

ENGINE \_\_\_\_\_

TRANSMISSION \_\_\_\_\_

STEER AXLE \_\_\_\_\_

---

**CLARK**

333 West Vine Street  
Lexington, KY 40507-1640

Printed in U.S.A.