



OPERATION MANUAL

HAND PALLET TRUCK



Caution:Please read and comprehend this operating manual and all the warning signs on the truck before use this hand pallet truck.

07/2024

WARNING!

- ★ Read and understand instruction manual before using the pallet truck.
- ★ Do not place hands or feet under the pallet truck at any time.
- ★ Do not operate loaded pallet truck on ramps or inclines.
- ★ Do not tip loaded pallet truck forks.This may cause damage to the forks and personal injury if the rear of the pallet truck suddenly “pops up”
- ★ Never leave a loaded pallet truck unattended in the raised position.Always lower load to the floor.
- ★ Do not load pallet truck beyond its rated capacity.
- ★ Secure load before transporting.
- ★ To prevent accidental tipping,make sure load is centered on the forks.
- ★ Do not move a loaded pallet truck by other than manual force.
- ★ Failure to comply with these warnings may result in personal injury and/or property damage.

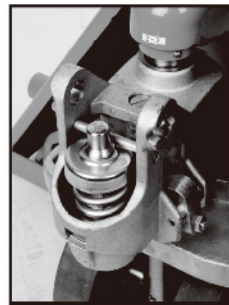
Note:Materials and specifications are subject to change without notice.

Pallet Truck Assembly

Note:Individual trucks are assembled and ready to use.Pallet trucks purchased in crate quantities (6 units to a crate)require some assembly:Tools Needed for Assembly

- Hammer
- Pry Bar
- Adjustable Wrench

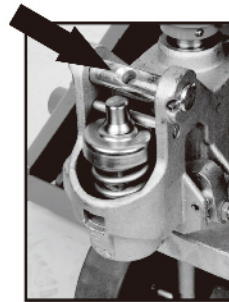
To attach handle assembly to the frame:



1. *****IMPORTANT - SAFETY*****
Verify that spring safety pin is in place. The pin should be well resed in the holes situated on each side of the pump housing.If the safety pin is not rested properly in one the holes,put pressure on the spring using a “C” clamp pushing down on the pump stem.Once pressure is relieved on the pin, reinsert properly and remove clamp slowly.



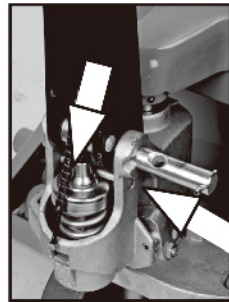
2. Insert handle pin into cor responding holes and using a hammer,drive in one spring pin on one side only.



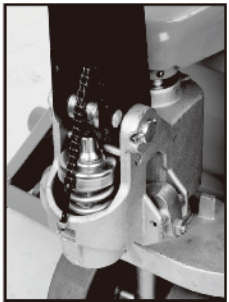
3. Insert handle pin without the handle and verify that the center hole is facing you.



4. If handle pin's center hole is facing away from you,insert pin from other side.
*****IMPORTANT - FACT*****
The up/down lever's chain passes through this center hole. If left this way,the chain will have an “S” from and be under too much tension,making the up/down lever difficult to use accurately.



5. *****IMPORTANT - CHAIN*****
Before this step,make sure to feed the chain on the outside of the piston stem roller(see yellow arrow).If left in its proper position, it will not be possible to insert the handle pin and chain,breakage may occur.
Align handle holes with pump housing holes and push through handle pin(see red arrow).



6. Make sure that handle pin is completely through the handle and resting on the other side.

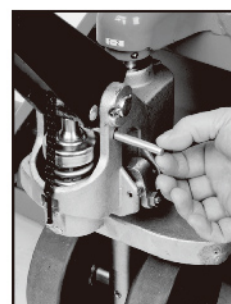
-01-

Introduction

before attempting to use your new hydraulic pallet truck we recommend you read this manual and familiarize yourself with the details of operation.

Safety Instructions

- 1.Keep feet out from underneath load.
- 2.Balance load securely before moving it.
- 3.Don't load pallet truck beyond capacity.



7. Pull down on the handle to release the tension on the safety pin.Carefully remove the safety pin.



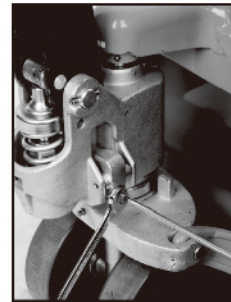
8. Feed the chain and nut first back inside the handle THROUGH the handle pin's center hole.
*****IMPORTANT - TIP*****
Release the up/down lever to its lowest position to make the process easier.



9. Once the chain is in the proper position,check to see that it move freely and that it is not obstructed.



10. Using both hands,push on the valve cam to raise the hook inside the housing and feed the end of the chain in the cam.(see image at below)



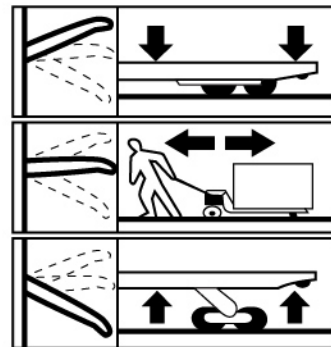
11. Pump the lever a few times to raise the forks.Put the up/down lever to its NEUTRAL position. Using a 14mm wrench and a flat screwdriver,adjust the valve cam so that the forks don't lower or rise(if handle is pumped)at this position.



12. *****IMPORTANT - FINAL CHECK*****
Test all the features of the pallet truck before this step.The handle should be pumped with full strokes to prime and eliminate air in the system.The up/down level should be checked at the handle's lowest position for this puts the most tension on the chain.Once the pallet truck is adjusted properly and is performing well,drive in the second spring pin using a hammer.

Adjusting the buffer device

There are three adjustable positions on the control handle of the transport vehicle (No.4-22).



-02-

These three positions have been adjusted before leaving the factory. If there is any unexpected change, the following steps can be followed for operation:

- 1.1 If the control handle is pressed in the middle position and the fork rises, the flat end set screw (No.2-14) on the oil cylinder should be turned clockwise until the fork does not rise and everything is normal when pressed.
- 1.2 If the control handle is pressed in the middle position and the fork descends, the anti loosening nut (No.4-9) on the hinge bolt of the handle should be turned counterclockwise until the fork does not descend.
- 1.3 When the control handle is in the down gear position and the fork does not lower, the anti loosening nut (No.4-9) on the hinge bolt of the handle should be turned clockwise until the fork lowers. Then check the middle position (operating position) according to items 1.1 and 1.2 to ensure that the anti loosening nut (No.4-9) is in the correct position.
- 1.4 If the control handle is pressed in the up gear position and the fork does not rise, the anti loosening nut (No.4-9) on the hinge bolt of the handle should be turned counterclockwise until the fork rises. Then check the descent and operating positions according to items 1.1, 1.2, and 1.3.
- 1.5 The above adjustment methods can also be fine tuned using the flat end set screw (No.2-14) on the adjustment cylinder, and then locked with a nut.

Usage and maintenance

The transport vehicle needs to be regularly maintained

Refueling

Check the oil level every six months, using L-HM32 hydraulic oil, with an oil volume of approximately 0.4L (liters).

Exhaust

Due to transportation or inversion of the cylinder body, air is likely to enter the hydraulic oil, which will cause the fork to not lift when the control handle is pressed in the up gear position. The exhaust can be carried out by pulling the control handle to the downshift position, Then pull the handle assembly several times upwards and downwards.

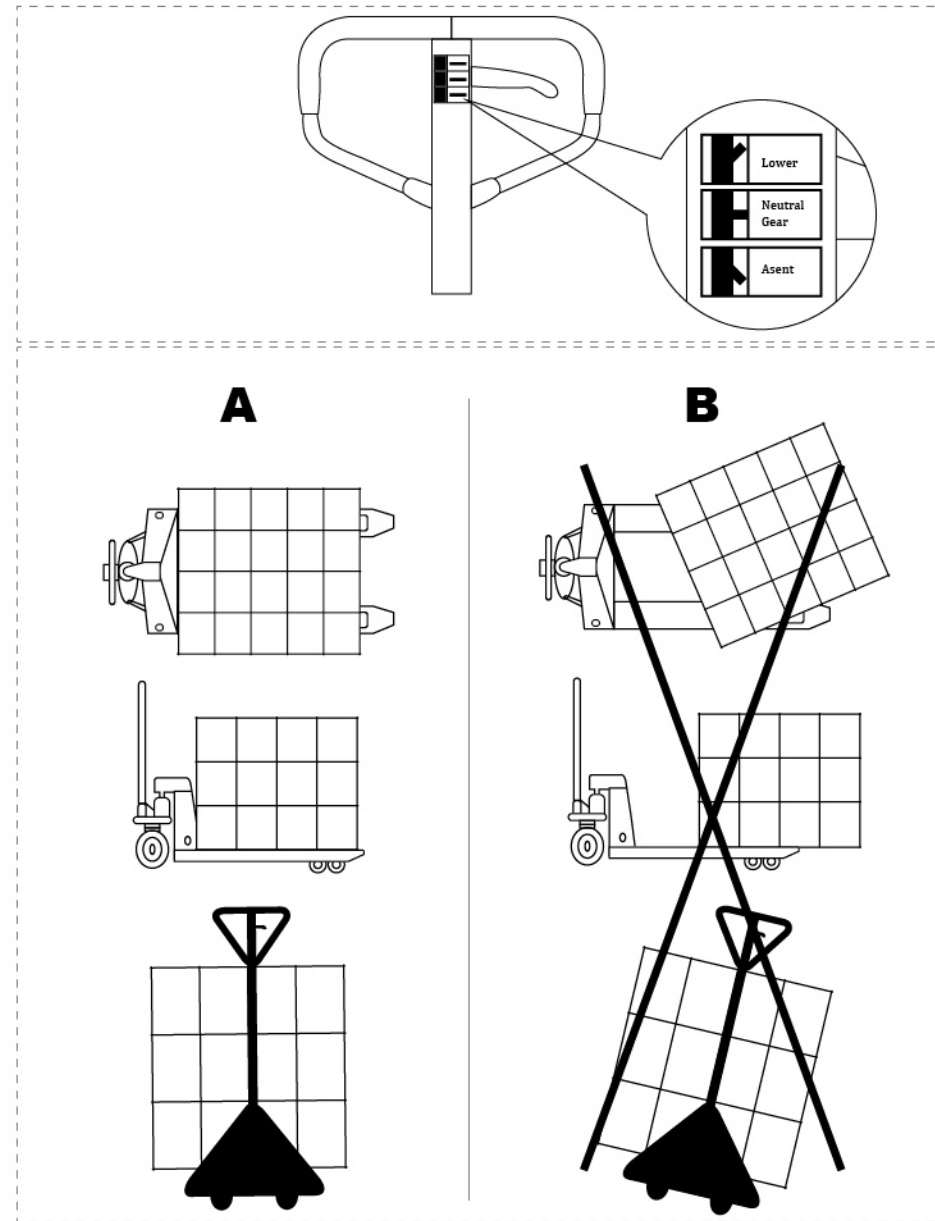
Daily Inspection and Maintenance

The daily inspection and maintenance of the transport vehicle should pay special attention to the wheels and axles, and check if there are cotton threads or cloth strips that may entangle the wheels. After the handling is completed, all goods should be unloaded and the forks lowered to the lowest position.

Lubrication

Before leaving the factory, all bearings and shafts have been lubricated with lubricant. You only need to add lubricating oil to the areas that need lubrication at monthly intervals or during each thorough cleaning.

-03-



-04-

Parameter

Rated load	kg	5000
The lowest height of the fork	mm	85
The highest height of the forklift after lifting	mm	200
Max. lifting stroke	mm	≥110
Outer width of fork	mm	540/685
Inside width of fork	mm	180/325
Fork working length	mm	1150/1220
Single fork width	mm	180
Fork thickness	mm	60
Vehicle length	mm	1575/1645
Vehicle width	mm	540/685
Vehicle height	mm	1235
Diameter of oil cylinder lifting rod	mm	Φ45
Load bearing double wheel size	mm	Φ80×70
Steering wheel size	mm	Φ180×50
Min. turning radius	mm	1375/1445
Wheel material		Nylon
Net weight	kg	120/130

Fault handling

NO.	Fault	Cause	Method of disposal
1	Forks can't reach max. height	Insufficient hydraulic oil	Adding hydraulic oil
2	Forks can't be lifted	-No hydraulic oil -Impure oil -The anti loosening nut (No.4-9) is too high -Air in hydraulic oil	-Adding hydraulic oil -Replace hydraulic oil -Counterclockwise adjustment of Anti loosening nut (No.4-9) -Remove air (place the control handle in the down gear and quickly shake the handle several times)
3	Forks can't be lowered	-Due to the placement of the goods leaning to one side or overloading, the lifting rod (No.2-2) or cylinder body is damaged. -The fork is in the raised position for a long time, exposing the lifting rod and rusting, hindering the lifting movement. -The anti loosening nut (No.4-9) is too low.	-Replace the lifting rod (No.2-2) or cylinder block -Please lower the fork to the lowest position when not in use. Pay attention to timely lubrication of the lifting rod -Clockwise adjustment of Anti loosening nut (No.4-9)
4	Oil leakage	-Aging or damage to seals -Some components are broken	-Replace -Replace
5	The oil drain rod does not work when the fork is lowered	-The impure hydraulic oil causes the drain rod to malfunction. -Some components of the hydraulic system are broken or damaged. -Air mixed into oil. -Aging or damage to seals. -The Anti loosening nut (No.4-9) is not in the correct position.	-Oil change -Check and replace parts -Remove air -Replace -Adjusting the Anti loosening nut (No.4-9)

Spare Parts

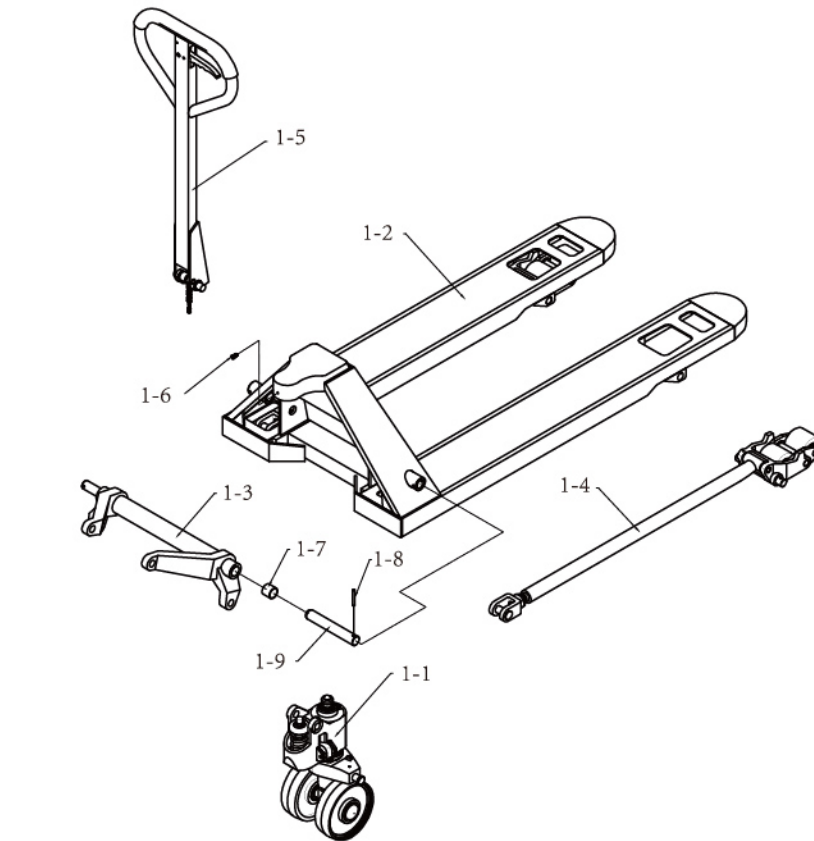


Fig.1

No.	Parts Name	Qty	Remark	No.	Parts Name	Qty	Remark
1-1	Cylinder pedestal assembly	1	see Fig.2	1-6	Hexagonal socket screw M8×20	1	
1-2	Frame assembly	1		1-7	Composite liner Φ25×Φ29×25	2/4	540/685
1-3	Curved arm assembly	1		1-8	Elastic pin Φ6×40	1	
1-4	Push rod front wheel assembly	2	see Fig.3	1-9	Curved arm axis	1	540
1-5	Handle assembly	1	see Fig.4	1-10	Curved arm axis	2	685

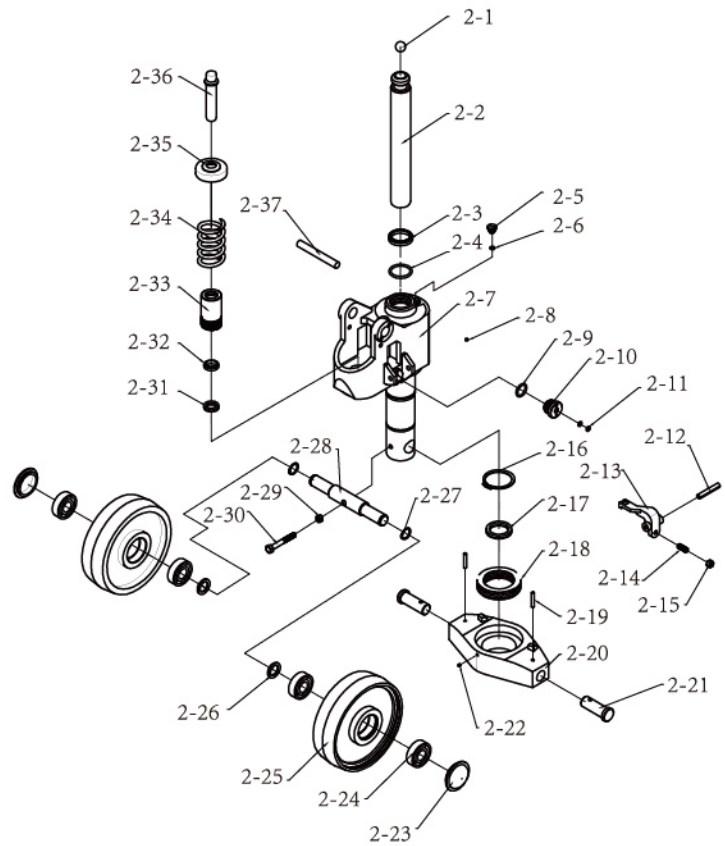


Fig.2

Cylinder pedestal assembly

No.	Part Name	Qty	No.	Part Name	Qty
2-1	Steel ball SΦ18	1	2-20	Pedestal	1
2-2	Lifting rod	1	2-21	Pedestal pin	2
2-3	Dust ring d45×D53×5/6.5	1	2-22	Copper oil nozzle M6×1	1
2-4	O-ring d45×3.55	1	2-23	Dust cover	2
2-5	Oil hole screw	1	2-24	Bearing 6204	4
2-6	Combination washer Φ10	1	2-25	Rear wheel Φ180×50	2
2-7	Cylinder body welding parts	1	2-26	Flat cushion Φ20	2
2-8	Magnet Φ10×3	1	2-27	Shaft ring Φ20	2
2-9	O-ring d20×3	1	2-28	Rear wheel axle	1
2-10	Copper nut	1	2-29	Anti loosening nut M8	1
2-11	O-ring d8×1.8	2	2-30	Hexagonal bolt M8×65	1
2-12	Elastic pin Φ8×55	1	2-31	Y-shaped ring d18×D26×5	1
2-13	Swing rod	1	2-32	Dust ring d18×D26×4.5/6	1
2-14	Flat end set screw M8×25	1	2-33	Compression cylinder	1
2-15	Nut M8	1	2-34	Spring	1
2-16	Shaft ring Φ60	1	2-35	Spring cover	1
2-17	Y-shaped ring d45×D55×6	1	2-36	Compression rod	1
2-18	Bearing 51112	1	2-37	Spring gear lever	1
2-19	Elastic pin Φ5×40	2			

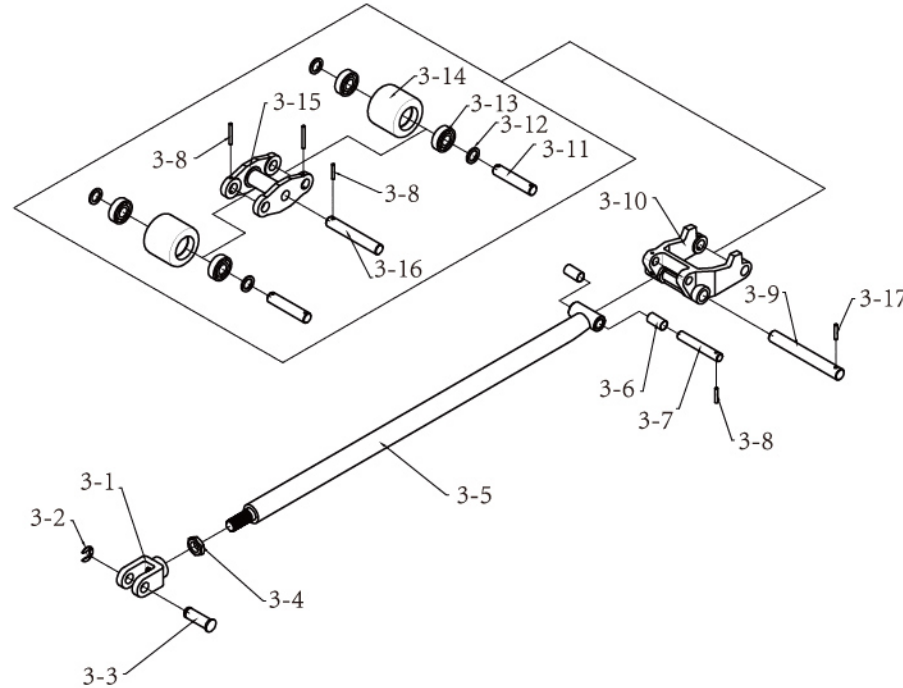


Fig.3

Push rod front wheel assembly

No.	Parts Name	Qty	No.	Parts Name	Qty
3-1	Push rod fork	2	3-10	Front wheel carrier	2
3-2	Open retaining ring Φ15	2	3-11	Double front axle	4
3-3	Curved arm pin shaft	2	3-12	Flat cushion Φ20	8
3-4	Thin hexagonal nut M22×1.5	2	3-13	Bearing 6204	8
3-5	Push rod welding component	2	3-14	Double front wheels Φ80×70	4
3-6	Composite liner Φ16×Φ18×30	4	3-15	Balance arm	2
3-7	Push rod shaft	2	3-16	Balance arm shaft	2
3-8	Elastic pin Φ5×37	8	3-17	Elastic pin Φ5×40	2
3-9	Wheel frame shaft	2			

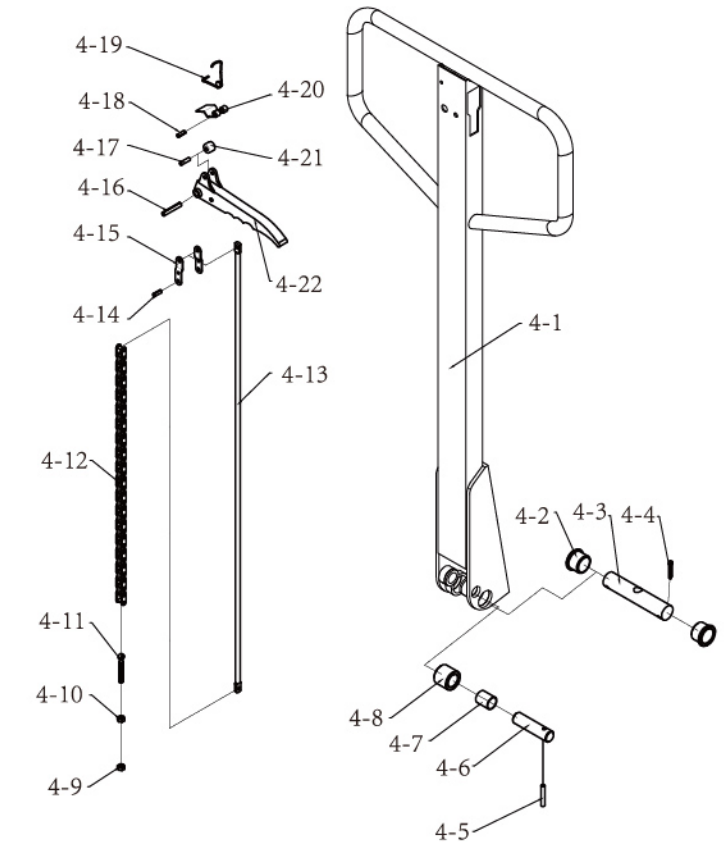


Fig.4

Handle assembly

No.	Parts Name	Qty	No.	Parts Name	Qty
4-1	Handle group	1	4-12	Roller chain 25H/18 sections	1
4-2	Flanging liner Φ20×Φ24×15	2	4-13	Long connecting rod 673 (in 2 holes)	1
4-3	Handle with hole pin shaft	1	4-14	Elastic pin Φ4×12	1
4-4	Split pin	2	4-15	Connecting piece	2
4-4	Elastic pin Φ5×40	2	4-16	Elastic pin Φ6×30	1
4-5	Elastic pin Φ4×24	1	4-17	Elastic pin Φ4×15	1
4-6	Roller shaft	1	4-18	Elastic pin Φ4×30	1
4-7	Composite liner Φ15×Φ17×20	1	4-19	Torsion spring	1
4-8	Pressure wheel	1	4-20	Folding	1
4-9	Anti loosening nut M5	1	4-21	Small roller	1
4-10	Nut M5	1	4-22	Control handle	1
4-11	Hinge bolt M5×42	1			