

Workshop Manual

**STILL
ELECTRONIC
DOCUMENTATION
SYSTEM**

**R50-10
R50-12
R50-15**



Frame and counterweight

The rigid electrically welded steel plate chassis frame and body is of unit construction and has a bolted-on type counterweight.

The hydraulic oil tank forms an integral part of the frame, and is situated between the leg and battery compartments.

The removable rear counterweight has fixing holes through which pass the screws with hexagonal recessed hole holding the power unit in place.

The counterweight is bolted to the chassis by means of 3 bolts (see sketch).

1 = hex. hd. bolts M 30 x 100, 8.8
Torque loading = 1350 Nm

2 = C-shaped washer

3 = hex. hd. bolts M 24 x 160, 8.8
Torque loading = 660 Nm

4 = washer

5 = spacertube

6 = cone seat

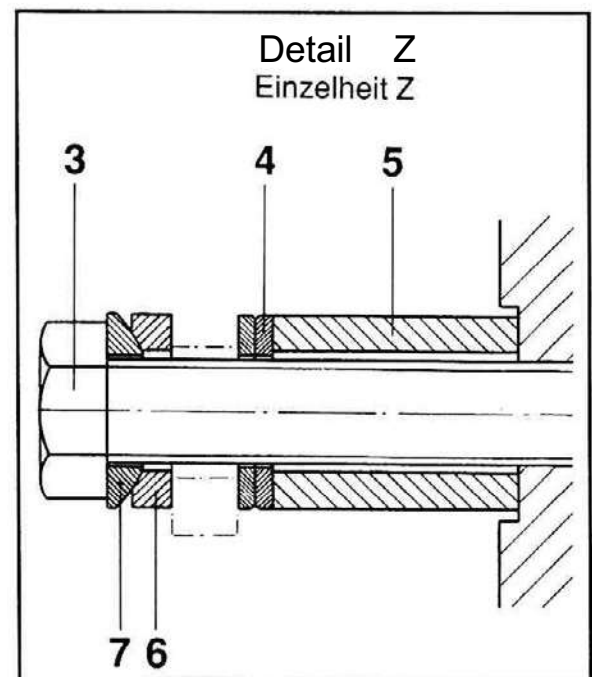
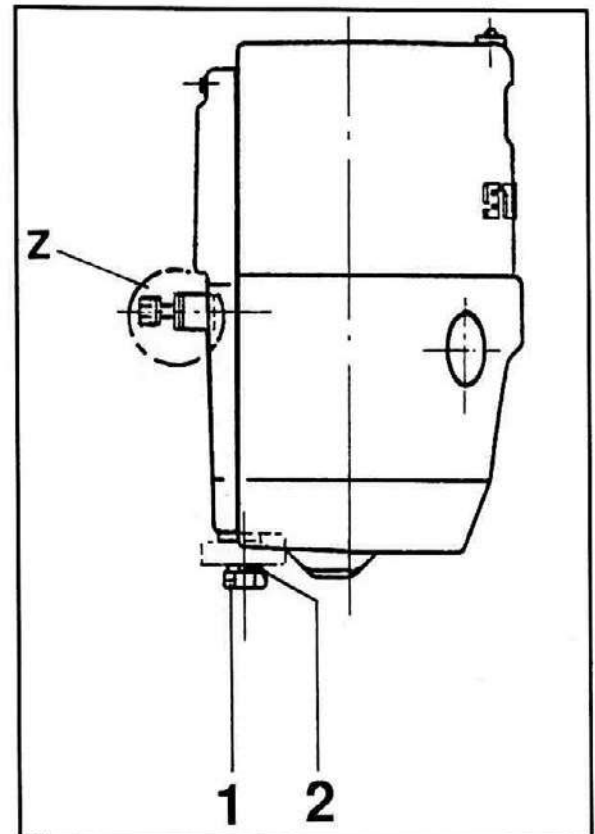
7 = spherical washer

Weight indication for counterweights:

5041 = 490 kgs=1.0-tonne capacity units (SR)
5042 = 535 kgs=1.0-tonne capacity units (P)
5043 = 685 kgs=1.2-tonne capacity units
5044 = 925 kgs=1.5-tonne capacity units

NOTE

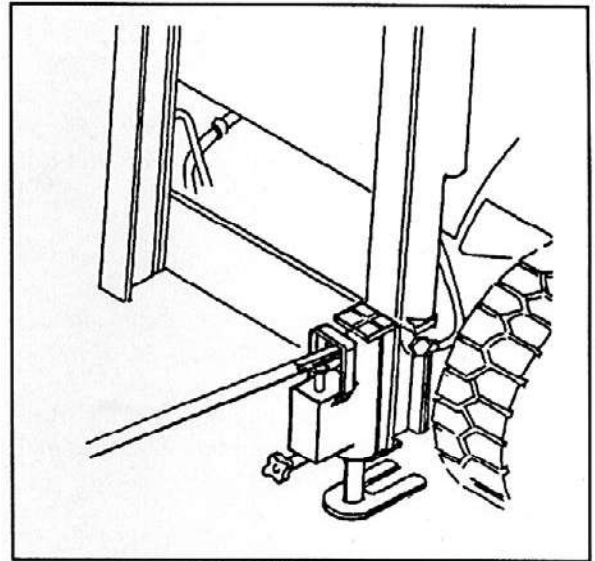
Make sure that the weight of the battery is correct!
The battery is part of the counterweight: See identification plate on truck and on battery!



Jacking up the truck

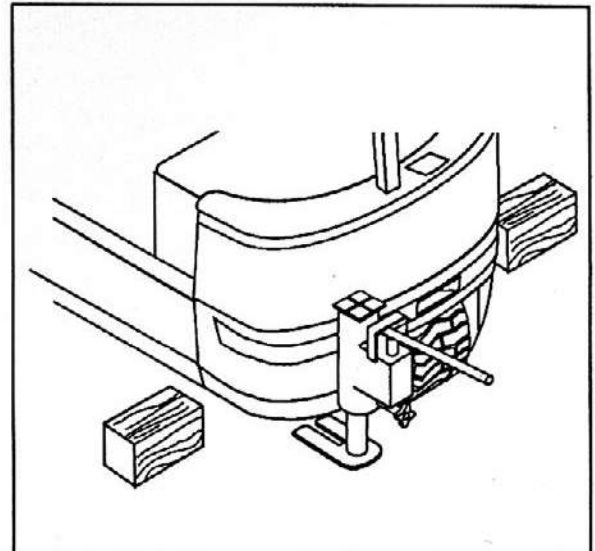
Jacking up the truck at the mast

(Before jacking up the truck raise the forks to their maximum height and secure the fork carriage with a chain. i.e. attach a chain around the fork carriage then fasten the chain to upper crossmember of the elevating channel (Safety!))

**Jacking up the truck at the counterweight**

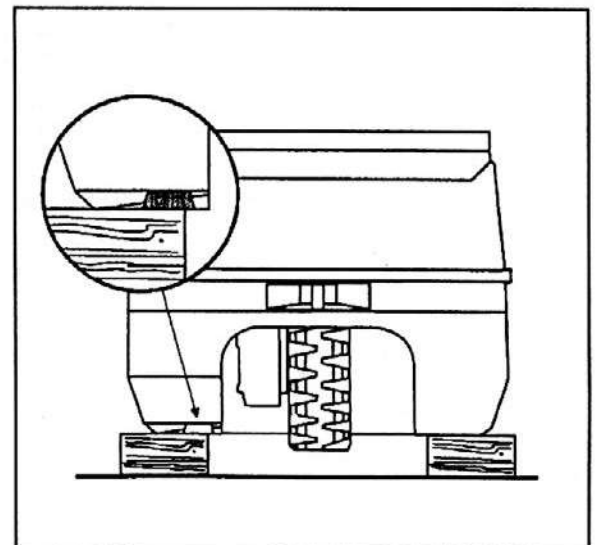
(Position the jack so that it engages with the recess on the LH side of the counterweight)

Have wood blocks ready!



Once the truck is jacked up, place a wood block under each side of the rear counterweight and lower the truck onto the blocks.

The vehicle must be jacked up only at the places specified above!



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