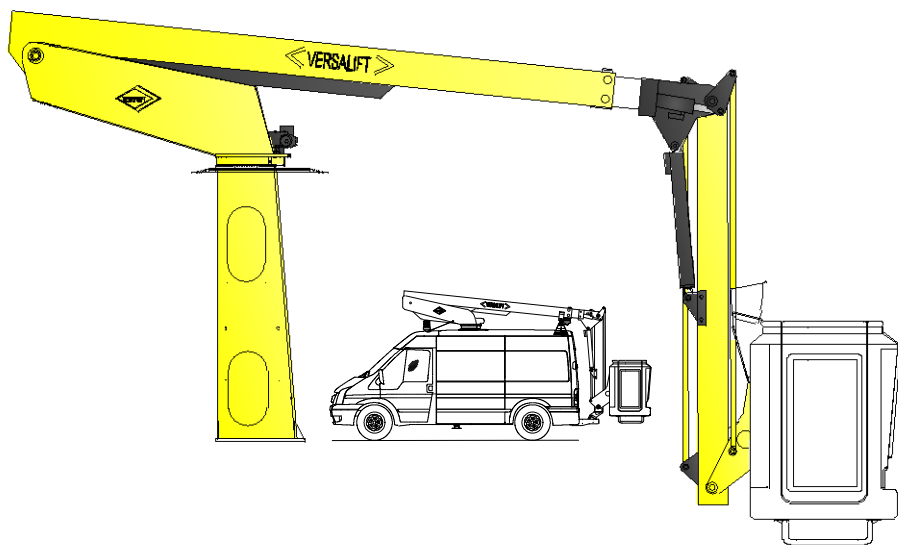


Operators Manual



EUROTEL Models

ET32LF, ET36LF and ET38LF





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It is the responsibility of the operator to be familiar with all aspects of the machine and manual.



DAILY CHECK LIST



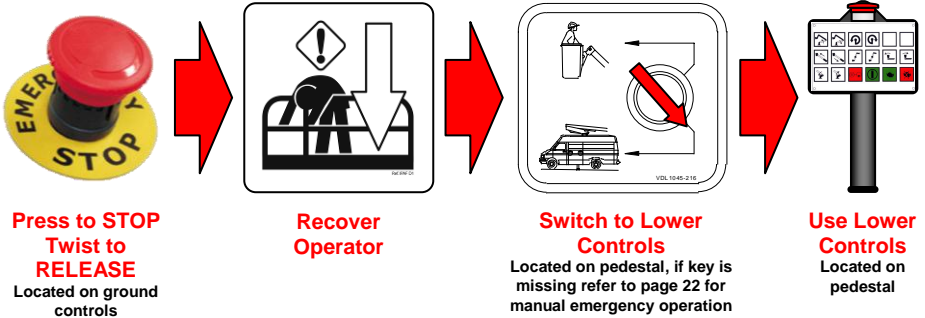
- Check engine oil and fluids, also ensure that the battery is sound
- Check condition and correct pressure of tyres
- Check all lamps / warning beacons for correct operation
- Check the vehicle handbrake for correct operation
- Ensure that all emergency controls operate correctly
- Ensure that the Versalift is correctly stowed for travelling
- Check that all warning lights are operational
- Know vehicle travel height
- Visually check all critical fasteners and critical welds
- Check hydraulic lines for integrity and signs of wear
- Check for oil leaks and confirm the hydraulic oil level
- Ensure that there are no loose objects, or potential hazards
- Confirm operation of all controls and control selector, from ground
- Check levelling systems for damage, wear or foreign objects
- Decals should all be present and legible
- Check for evidence of lubrication regime
- Check Emergency Motor for operation

Please also refer to 'Safety Inspection' section, from page 26.

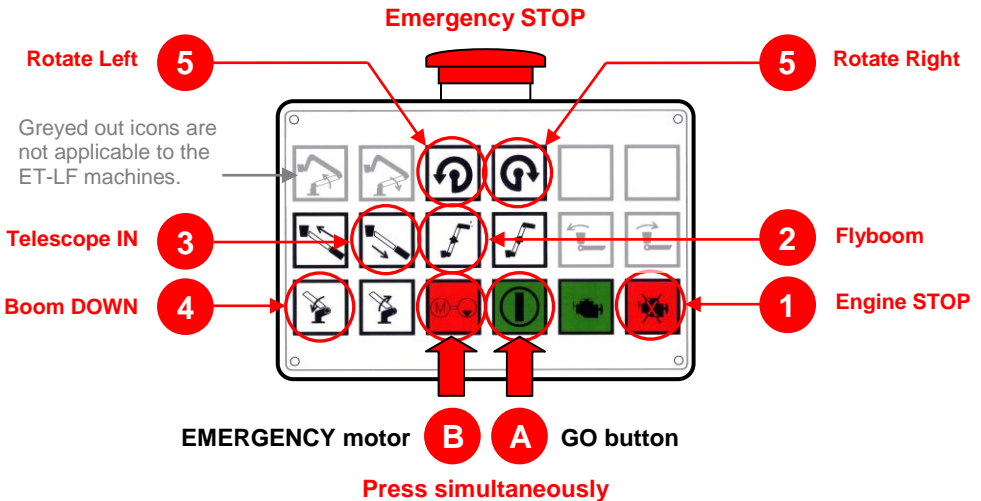


EMERGENCY OPERATION

In the event that the operator in the bucket has become unable to operate the Versalift, ground personnel will need to take control of the machine, by selecting the lower controls function, using the Control Selector Switch (as illustrated), located on the pedestal.



Assuming engine has been stopped or stalled, the emergency motor can be used by the use of both buttons 'A' and 'B' simultaneously, followed by the appropriate function button. Should the engine be still running and it is safe to do so, the ground controls can be operated without the need for emergency motor, button 'B'



Do not operate the emergency motor for periods of over 30 seconds, should recovery require longer, pause for a few seconds before re-commencing. Should the emergency motor not be operating or circumstances prevent its use, refer to MANUAL recovery from page 22.



INTRODUCTION

This Versalift aerial device has been designed and engineered to conveniently place personnel at work stations at height above the ground. Full controls at the platform and the complete freedom of boom movements make the Versalift a truly flexible and functional work platform.

This manual is furnished to provide practical and essential information for efficient operation of the equipment and must at all times remain with the equipment. A copy of the service and parts manual for this machine was presented to the original customer at the time of manufacture and this deals with the regular maintenance and servicing of the equipment. Should additional copies of any of the manuals be required these are available on request (charges may apply).

Proper operation of this Versalift is the responsibility of the operator. Therefore it is important to read and understand this manual before attempting to operate this aerial device.

A copy of this Operators Manual MUST ALWAYS remain with the equipment, in accordance with local regulations.

This is NOT maintenance free equipment

Contact Service and Customer Support, for more information;

Versalift Distributors (UK) Ltd
1 Altendiez Way,
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Northamptonshire,
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Email - admin@versalift.co.uk
www.versalift.co.uk



DANGER



WARNING



NOTE



SAFETY

Only properly trained operators are qualified to operate the Versalift aerial lift as per local regulations. Operator training shall include complete instruction and understanding of this manual, employer's work rules and all related governmental regulations. Prior to operation from the platform the machine must be operating properly, inspected and maintained in accordance with the manufacturer's instructions. All safety signs, guards and covers must be in place and in proper condition.



An untrained or careless operator subjects themselves and others to death or serious injury.

There are three key risks associated with operating an aerial lift:



Electrocution can be caused by operating too close to power lines, resulting in death or serious injury.



Injury caused by falling as a result of equipment failure, not wearing a harness, or performing an unsafe manoeuvre.



There is a potential risk of crushing from being trapped beneath overhead structures.

No operating manual can address every conceivable operating hazard for the operator; therefore the prevention of accidents is greatly dependent on good judgement and common sense on the part of the operator. This attitude of safety is very important to you, the operator. Practice anticipating accidents and operating hazards. Then determine a corrective course of action to respond to the situation. This habit will sharpen your safety awareness, quicken your reaction time and prevent many accidents. **THINK SAFETY!**

To help facilitate the safe operation of this equipment there are a number of decals that indicate hazards and give instructions on safe use, it is important that these are in situ.

Decals

Decals are installed at numerous locations on the Versalift in an effort to warn all personnel of the potential hazards during the use and operation of the Versalift. It is important that the operator, as well as any ground personnel read and understand the information on the decals. If any decal is defaced or illegible or lost, they **MUST** be replaced.

A pictorial summary of all the safety critical decals is illustrated to the rear of this manual from pages 39 to 47, for easy reference including part numbers for when ordering replacements.



OPERATIONAL SAFETY

Always deploy stabilisers/jacks, when fitted and check correct tyre pressure to ensure maximum vehicle stability.

Always wear a safety harness connected via a short lanyard to the designated anchor on the Versalift equipment.

Do NOT park on a hill, unless absolutely necessary. Use of wheel chocks and application of handbrake are essential.

Watch the booms to make sure they are clear of the vehicle and any fixed or moving obstructions or hazards.

Maintain safe clearance to electrical power lines & equipment.

Ensure correct stowage of the booms, before driving vehicle.

DO NOT EXCEED the SWL or maximum vehicle payload (GVW) as shown on data plate and decals.

Avoid working beneath structures, due to risk of crushing.

ONLY stand on the floor of the personnel bucket and do not climb out or step up within the bucket.

Always latch the door or safety bar on the personnel bucket

Avoid parking on soft or unstable surfaces.

DO NOT operate in windy conditions greater than 12.5 m/s.

DO NOT use the Versalift as a crane.

DO NOT take equipment into the bucket (work platform) that could increase wind resistance, such as notice board.



Operating in Windy Conditions

The Versalift equipment should not be used in high wind conditions, such as when large tree branches are in motion, whistling can be heard in telephone wires, or umbrellas hard to use.

Max Operational Wind Speed 12.5 m/s

Should wind speeds be less than this but still noticeable, then extra care should be taken in these conditions, to avoid potential incidents.

All machines have a rated wind speed at which they can work safely and as such all operators must have an anemometer to assess wind speed. For the majority of Versalift machines this is 12.5 metres per second (24 knots) that is equal to 28mph. At any wind speed higher than this, NO attempt should be made to raise or operate the platform.

Please note that the wind speed will vary according to the height above ground level. In level open areas it may increase by as much as 50% at 20m above ground level. Due allowance must be made for this if measuring wind speed at ground level before elevating the Versalift MEWP.

When there are buildings, trees or any other obstructions, wind speed can be increased by the aerodynamic effects on the wind.



It is essential that in appropriate circumstances that wind speed is measured from the personnel bucket of the Versalift and not from the ground, or adjacent buildings.

.....



Do not take equipment or tools in to the bucket that have a large surface area, such as signs as this can catch the wind causing a hazard and affect the safe performance of the Versalift.

.....

Safety Law / LOLER

Certification of work equipment, including MEWPs is covered by The Lifting Operations and Lifting Equipment Regulations (LOLER). These regulations give legal effect to previous HSE recommendations and require every MEWP in use to be covered by a currently valid evidence of “thorough examination”. Many workplaces now require a Report of “Thorough Examination” to be provided with the equipment.

This LOLER certificate is valid for 6months and **MUST be up to date.**

Working under Overhead Structures

Always take great care when operating this machine beneath overhead structures, as serious injuries can result from inappropriate use. It is recommended that the control selector switch on the upper controls is returned to 'O' when not in use.

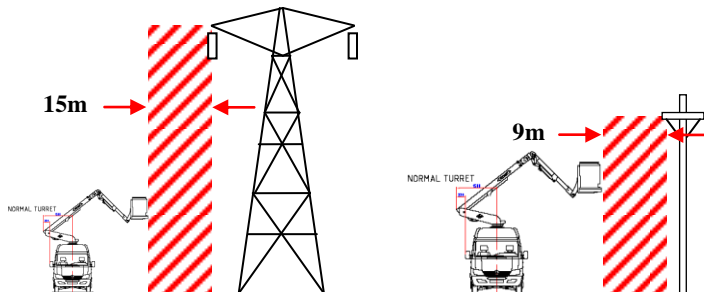
To prevent the risk of inadvertently becoming trapped always keep clear of the sides of the personnel bucket and operate the booms slowly and carefully. **DO NOT LEAN OUT.** It is safer to manoeuvre the personnel bucket in to the appropriate position, rather than stretch and risk personal injury.

Overhead High Voltage Lines

Most overhead electric lines are un-insulated and usually carry high voltage electricity, up to 400,000 volts. Unless you are operating a certified Insulated Aerial Device (IAD) then safe distances must be maintained at all times, as a simple fibreglass bucket will NOT protect you.

Not all sites are controlled and the operator must always be aware of the dangers of overhead electric lines and equipment. Many fatal accidents have occurred due to some part of a machine touching or even coming close to overhead lines.

A minimum safe distance must always be kept between the overhead lines and the closest point of the MEWP **when fully extended**. This distance is 15m with overhead lines mounted on steel towers and 9m with lines mounted on poles of wood, concrete or steel. These distances are measured horizontally at ground level from a position vertically below the outermost conductor at the tower or pole position.



OPERATING INSTRUCTIONS

Introduction

This chapter provides the operator and the ground crew with some recommended aerial lift operating procedures, descriptions of the controls and detailed operating information about the controls at each control station. The operator and the ground crew are responsible for knowing and applying this information to the situations that arise on the job.

Qualifications to Operate

Only properly trained operators are qualified to operate this aerial lift, in the UK this is predominately a 'Powered Access Licence' (PAL) to cover 'Static Boom 1b' type equipment, (this category used to be known as VMP 26). Details of the Powered Access Licence can be obtained through the International Powered Access Federation' (IPAF), or contact Versalift for further details and training options.



Safety legislation demands that the operator is properly trained in the operation of work equipment which includes 'Mobile Elevating Work platforms' (MEWP). The IPAF 'PAL' card is proof of this and provides evidence of competence and history. It is also essential that operators familiarise themselves with their particular machine.

A Powered Access Licence Card issued by IPAF carries all the key facts companies need to know, it tells site management which equipment an operator has been trained to handle safely and efficiently.

Ensure the equipment itself has a valid LOLER certificate (see page 7).

Daily Operational Checks

Ensure that the daily checks are performed before leaving for the work site, to ensure that the equipment is fully operational and safe. These are detailed at the front of this manual on page 2 and can be photocopied.

It is in the operators' best interest that this daily check is performed as failure to do so could result in an accident and or serious injury.

When Travelling

Ensure that the 'Power Take Off' (PTO) is disengaged and that all warning lights show a condition suitable for driving. Drive at a reasonable speed for given road conditions and situations, remember that you are effectively driving a heavily laden vehicle with a high centre of gravity, so excessive speed will affect the vehicles cornering and braking performance. Avoid potholes and violent manoeuvres which may adversely stress the Versalift structure.



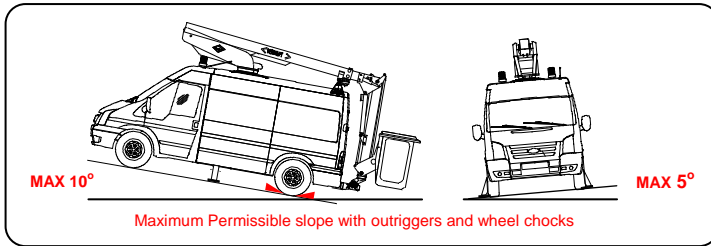
Please note that all installations are STRICTLY designed for operation within the vehicles GVW. A spare payload decal is provided to ensure compliance with this safety critical measure.

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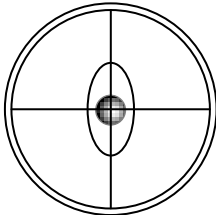


Positioning of Vehicle

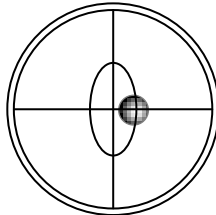
Park the vehicle on firm level ground whenever possible as this is the most stable method of operation, with freedom to work within the full working envelope of the Versalift equipment (see pages 32, 34 & 36). Do not operate the equipment on slopes greater than 5° (approximately 1m rise in 12m) left to right or 10° front to rear, as any slope will reduce the vehicles stability and places additional stresses on the equipment. An inclinometer is provided to show when the vehicle is within the 5° and 10° slope requirement. Should it be necessary to work on an incline, extra precautions are required for increased stability, such as chocking the wheels and operate by pointing the vehicle either up or down a slope as illustrated, rather than across it.



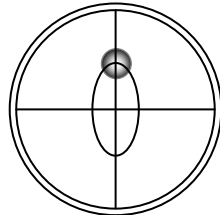
INCLINOMETER - Slope condition indicated by bubble position



Operating slope level



Maximum operating slope 'lateral'



Maximum operating slope 'longitudinal'

Before Leaving Cab

Assuming that the vehicles engine is running perform the following checks;

- Check that the parking brake / handbrake is fully applied.**
- Ensure vehicle transmission is in NEUTRAL or PARK for automatics**
- Turn on BEACONS / LIGHTBARS if fitted**
- PTO is engaged and amber warning light is on**
- Leave ignition in the RUN position**

After Leaving Cab

Check the Versalift equipment for damage which may have occurred during transit, this should include the personnel bucket (work platform) for cracks. Also verify that the weather conditions are compatible with safe working, see 'Operating in Windy Conditions' on page 7.

It is strongly recommended to chock the wheels of the vehicle, as the handbrake systems on some vehicles apply the brakes by locking the drive shaft behind the transmission. Thus should the weight be reduced from one or both of the rear wheels, by the position of the lift, the vehicles differential may disengage and reduce the rolling resistance of the vehicle. In the case of jackless operation models, wheel chocks **MUST** be used.

Use of Jacks (Stabilisers) and Setting Up

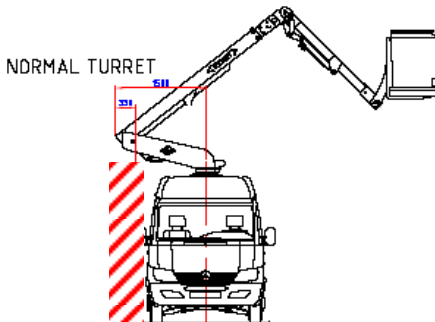
If the unit is equipped with stabilisers, they can be used at this time. In most cases the controls are located in the cab, but can also be found on the upper controls. Ensure that the stabilisers have a clear path to ground with no obstructions such as kerb, manhole cover, gullies, etc. Be aware of any changes in ground conditions through rainfall. Should the ground be too soft for the Jacks to be effective, use spreader pads on the ground to increase the bearing area.



The jacks should only be deployed until the bulge has been taken out of the tyres. Please note that the vehicle tyres are NOT to be lifted off the ground when the platform is used.

If the vehicle is **PARKED ON SLOPING GROUND** so that one side of the vehicle is lower than the other, extend the low side stabilisers first, make sure firm contact is made with the ground and avoid tilting the vehicle even more to the low side as the high side Jacks is lowered. If one or both stabilisers are not fully extended, spread is reduced, compromising the stability of the equipment. The stability of the vehicle is dependent on the GVW, firmness of the ground, slope of the ground, weight in the platform and the stabilisers spread (if so equipped). These factors are widely variable, so caution must be used while learning what the unit can safely handle.

Set up adequate cones or barricades to mark the boundaries of the work site and alert pedestrians and motorists to the hazard. Please pay particular attention to the rotating turret, as it can project outside the width of the van when rotated and potentially in to the path of traffic.





Aerial Lift Operations

The following emphasises some overall operating practices and concerns for aerial lift operation and is written in an order of probable use while operating from the ground, then at the platform and close to energised conductors.

Only use the ground controls when the platform operator gives permission or is incapacitated. Always have a clear sight of the platform or have someone responsible to signal platform movements.

In extremely cold weather, ensure that the engine is at full operating temperature before using the platform. For operating in colder climates please refer to hydraulic system inspection on page 30 of this manual.



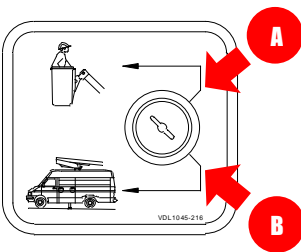
If the Versalift has not been used for an extended period of time, then the lift must be operated from the lower controls through its full range of motion several times before an operator enters the platform and uses the machine. This procedure allows the operator to confirm the lift is operating correctly and to purge any air that may have become trapped in the hydraulic system.

Be aware of the operating environment and existence of overhead power lines (see page 8), before commencing work.

Control Selection

Prior to commencing operation of the Versalift equipment hydraulic power must be switched to the appropriate action required, which for the purposes of this manual the first requirement is to deploy the stabilisers.

The control selector is located to the side of the grey control box mounted to the pedestal and selection can be directed to either the upper or lower controls, denoted by the illustration of an operator in the personnel bucket (upper) or a van (lower) respectively. The control selector is a two position switch that is lockable to prevent unauthorised use and is designed so that the Lower and Upper controls cannot be operated simultaneously.



A Normal operational position, as provides power to the upper controls, isolating lower controls.

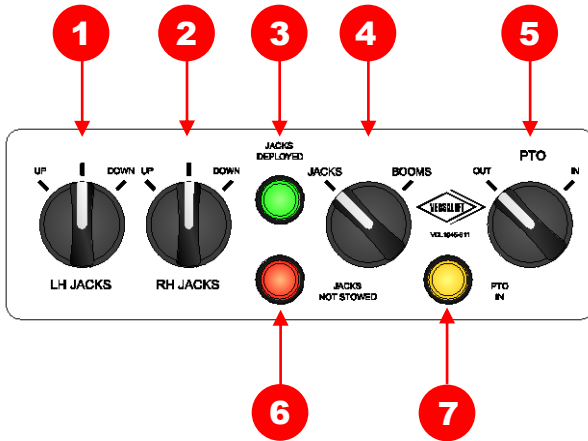
B Lower position provides power to the lower (ground) controls and for deployment of the stabilisers. Also facilitates **EMERGENCY OPERATION** from ground.



Cab Controls

From the Cab Control Panel the Versalift can be powered up, the stabilisers deployed and control of the Boom selected. The fascia should look similar to the diagram below and is usually located to the dashboard in clear line of sight.

If not already done so, with the engine running engage the PTO by turning switch 5 to IN, it is good practice to have the clutch depressed at this point and to slowly release it when a change in engine idle speed indicates that the PTO is engaged. The PTO warning lamp 7 should now be lit to indicate it is working correctly. Turn on the warning beacons.



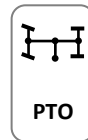
Typical Cab Control Panel

1. Left Hand stabiliser/jacks operation
2. Right Hand stabiliser/jacks operation
3. Jacks deployed OK light
4. Jacks or Booms selector switch
5. PTO selector switch see note
6. Jacks not stowed correctly, warning light
7. PTO is engaged light

PTO Switch



Transmission PTO's such as found on the Iveco Daily and Mercedes Sprinter, have a separate manufacturers PTO selector switch and can usually be found beside the steering column and can typically be identified by the symbol illustrated. Operation remains same as above.



Do not try to disengage the PTO pump when the platform is in use, or with the stabilisers down.



The above panel represents the most common cab controls, with the Jacks/Boom interlock operated from within the cab. For 'Extended Outreach' load cell models, the Jacks/Boom interlock is located on the upper controls to the personnel bucket.



Jacks Deployment

Ensure that Jacks/Booms selector switch (4) of the cab controls is set to JACKS.

The Jacks/Boom selector switch enables control of either the Jacks or the Boom. The Boom will not operate until the Jacks are deployed; this feature is called the Jacks/Boom interlock. The Jacks/Boom interlock is a safety feature that prevents the lift from being operated until the Jacks are properly extended. The interlock also prevents the Jacks from being retracted before the lift is stowed. This option is particularly useful in keeping unauthorised personnel from operating the Jacks while an operator is in the platform. The Interlock is in the form of a micro-switch being made when a male and female locating system engages under the platform when it is stowed.

If your vehicle is fitted with Beacons or Warning lights, make sure that they are ON now.

The LH Jacks and RH Jacks switches operate independently and are switched to the DOWN position in turn. As soon as one Jack breaks the STOWED safety limit switch, the JACKS NOT STOWED lamp is lit and remains in this state until both Jacks are back in the STOWED position. When both the Jacks are fully deployed, the green JACKS OK lamp is lit. The PTO pump switch should be left in the IN position while the platform is being operated.



When you have finished working with the platform, the Booms should be stowed, the Jacks fully stowed and the PTO pump switched to the OUT position. Remove the chocks. Ensure that the JACKS OK indicator is not lit and that all other lights are extinguished and that no BUZZERS are sounding.

Return Jacks / Booms interlock selector switch to booms, exit cab and put control selector switch to either Upper or Lower control. You are now set to operate the Versalift equipment.

Harness

Safety regulations require the operator to be secured with a personnel restraint system to the lift. The lanyard shall be attached to the safety harness and the other end connected to an identified anchor point located on the personnel bucket.



Never operate aerial equipment without wearing an approved personnel restraint system attached to the specified anchor point. Failure to properly secure the harness and lanyard can result in death or serious injury in the event of a fall from the platform.

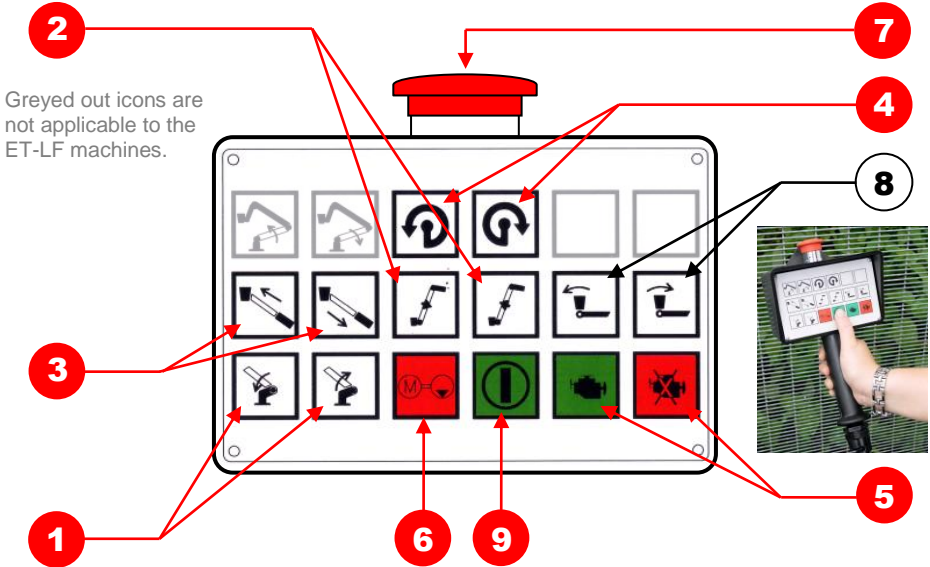
.....

Firstly, let's deal with operation from the lower controls.



Lower Controls

From the lower hand held controls, full manipulation of the Boom and personnel bucket is possible, either on normal or emergency power, as long as the Control Selector is set to lower controls (B), as described on page 12.



Greyed out icons are not applicable to the ET-LF machines.

- | | |
|---|---|
| <ul style="list-style-type: none"> 1. Outer Boom – Raise/Lower 2. Flyboom – Raise/Lower 3. Inner Boom – Telescope IN/OUT 4. Slewing (Rotation) – CW/CCW 5. Engine Start/Stop | <ul style="list-style-type: none"> 6. Emergency Motor 7. Emergency STOP 8. Bucket Levelling – Deactivated[#] 9. GO Button – Keep Pressed |
|---|---|



Never reverse lift motions with a sudden reversal of the control switch. Allow the boom to stop first and then move the boom in the opposite direction.



Avoid reaching the end of the boom range at excessive speeds, as structural damage or instability may result.

To operate the lower controls the GO button (9) must always be depressed and each function can then be operated as required, ensuring that you have clear site of the Boom and personnel bucket at all times by utilising the wander lead and standing clear of the vehicle.

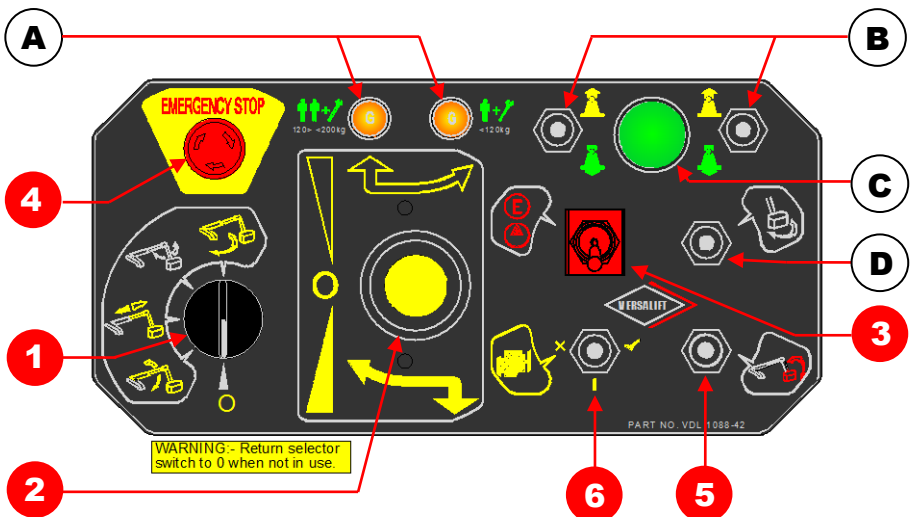
[#] - The bucket levelling button has been deactivated to prevent unauthorised use in accordance with local HSE regulations, but is useful for cleaning and personnel evacuation in the case of an emergency. This switch has been repositioned INSIDE the unit and is accessed by removing the facia panel.



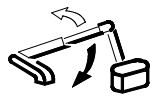
Upper Controls

From the upper controls, full speed controlled manipulation of the Boom and personnel bucket is possible, either on normal or emergency power, as long as the Control Selector on the pedestal is set to upper controls (A), as described on page 12. Rotating the boom selector switch (1) determines which function is to be controlled, followed by the movement of the self centring joystick (2) will move the platform in that direction, at the speed determined by the movement of the joystick, by pulling up on the dead man switch first. Platform movement stops when the joystick returns to the neutral position or when the extent of travel is reached, tripping a micro-switch in which case only movement in the opposite direction is possible.

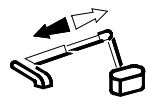
Return Boom Selector Switch to the 'O' position when Booms are not in use to reduce the likelihood of human error.



WARNING - Return selector switch to 0 when not in use.



Outer Boom Raise / Lower



Inner Boom Telescope in/out



Flyboom Raise / Lower



Slewing (rotation) Left / Right

Standard Features:

1. Boom selector switch
2. Joystick
3. Emergency motor
4. EMERGENCY STOP
5. Bucket levelling
6. Engine STOP/START

Optional features:

- A. Load cell 2 man or 1 man operation
- B. Jacks from bucket n/s or o/s
- C. Jacks Operation
- D. Bucket rotation

‘Extended Outreach’ and ‘Street Lighting’ equipped versions.



Personnel Bucket (Work Platform) Levelling

To operate the bucket levelling function (5), you will need to put the boom selector switch to the 'O' position first, operate the switch in the direction required first then operate the joystick to carry out the function.

Engine Start/Stop

The vehicle ignition must be in the START position before the switch can be operated. The engine START / STOP control (6) is operated by a three-position toggle switch labelled with an engine's symbol at the upper controls. When operated it activates the engine starter or cuts the engine ignition. The engine start/stop function will work at any time except when the Emergency Stop Function (4) is operated and remains un-released.

To START the engine from the upper controls, place the engine toggle in the START position (symbol of a tick) and hold the toggle in that position until the engine starts. Release the toggle and allow it to return to the centred or neutral position.

To STOP the engine from the upper controls, hold the engine toggle to the STOP position (symbol of a cross) until the engine has stopped. Release the toggle and allow it to return to the centred or neutral position.



The vehicle transmission MUST be in neutral /park before using engine start/stop, otherwise this can cause movement which can destabilise the Versalift and risk serious injury.

.....

Emergency Stop Button

The Emergency Stop function (4) is controlled by a red mushroom control button with yellow background. To stop the lift in an emergency, push the button down. This kills the vehicle engine and removes power from all lower control switches. This button remains in the STOP position until twisted clockwise to release. Use the engine Start/Stop to regain operation.



EMERGENCY MOTOR OPERATION

*In case of vehicle engine or hydraulic pump failure it is possible to use the Emergency Motor Switch function (3) identified by an 'E' symbol and selecting the required boom function, operate emergency motor switch and operate joystick to carry out these functions. The emergency motor should not be operated for longer than **30 Seconds** continuously, as continuous use drains the vehicle battery and damages (over heats) the emergency motor. To turn off the emergency power, release the emergency switch.*

Emergency stop switch is controlled by a red mushroom control button. To STOP the platform in an emergency, push the button down. This stops the vehicle engine and removes all power from the platform controls. This button remains in the stop position until twisted clockwise to release. Full emergency operation instructions can be found from page 20.

**SWL Load Cell** (if fitted)

This option ensures that the Versalift cannot be used should the SWL of 200kg be exceeded and does not interfere with the operation of the machine, other than prevent its use in an unsafe overload condition. This feature allows slightly greater operational characteristics and performance.

Load Cell and Jacks / stabilisers from Bucket Facility (if fitted)

These features provide the operator with additional flexibility in the operation of the platform and can make certain tasks easier and quicker to perform. The three key aspects of these functions are;

1. Ability to deploy the stabilisers / jacks from the personnel bucket.
2. To elevate the booms when the stabilisers are NOT deployed.
3. Extended outreach, for one man operation.

This Versalift option if fitted can be operated with or without jacks / stabilisers, if the jacks are correctly deployed the machine will operate in its normal manner with a SWL of 200kg. Should the jacks not be deployed the machine will still operate, but will be limited to a SWL of 120kg (one man operation) and boom rotation will be disabled, in all other respects the machine operates in the same way.

With the rotation disabled the operator can only move upwards from the stowed position and downwards back towards the stowed position, the operator cannot rotate. To deploy the jacks the machine must be in its stowed position. Should the operator feel the need to deploy the jacks whilst elevated, then the Versalift will need to be returned to the stowed position enabling the deployment of the outriggers before elevating the machine again.

A pair of warning lights on the upper control panel denote as to whether the machine is in 200kg SWL or 120kg SWL working mode.

**Without Jacks**

When operating this machine “without jacks” always make sure that the vehicle is well within the 5° slope in any direction and make sure that the SWL 120kg is not exceeded. Before commencing operations for the day make sure that the vehicle tyres are in good condition and are inflated correctly, together with the suspension being inspected at least once a week. Failure to observe these requirements may result in death or serious injury.

Wheel chocks are provided for safe operation of the machine in conjunction with the handbrake.

**With Jacks**

When operating this machine “with jacks” it can be operated within the normal set up conditions as prescribed earlier in this section, up to a maximum SWL of 200kg.



Stowing the Versalift

When stowing the Versalift ready for road travel, retract the inner boom completely, lower the fly boom and rotate the outer boom assembly until it is centred over the boom rest. Finally carefully lower the Versalift assembly into the boom rest and the end of the flyboom into the boom hitch socket.



Always watch for personnel, members of the public and obstructions, whilst lowering the Versalift as there is a risk of serious injury or damage to the equipment.

.....

The joystick control should be released to neutral as soon as the flyboom has dropped in to the boom hitch socket, whereupon the boom selector switch should then be put in the neutral position. To complete the stowing procedure, remove any wheel chocks and retract the stabilisers / jacks (if so equipped).



EMERGENCY OPERATION

Emergency operation may be required if an operator is injured or the hydraulic system malfunctions. The purpose of this chapter is to help operators become proficient with the controls and features designed to accommodate emergency operation and to describe some procedures for responding to emergency situations. In an emergency, the first priority is always the safety of the personnel involved and before any attempt is made to rescue personnel make sure the unit has not become energised by an external power source.

Identifying the problem and initiating emergency procedures promptly will help to reduce or possibly prevent injuries. It is also important to follow standard work practices and safety regulations. In the case of a two-man crew, it is essential to keep the second person informed of any emergency situation, or if any emergency control is activated.



Isolate power lines before commencing recovery if the Versalift has come in contact with a live line, failure to do so will more than likely result in additional casualties.

.....

In most cases it is possible to affect a safe descent or recovery by use of the emergency motor and use of the hand held lower controls when the operator is incapacitated. The following section will cover this aspect, followed by fully MANUAL operation.

Equipment Failure

The Versalift can be safely returned to the stowed position, by the use of the Emergency Motor switch function and upper controls by the operator at any time. Additional functionality of jacks retract depends on the option being fitted, otherwise this will require manual operation (see page 24 for manual operation).

Ensure that the vehicles engine is switched off by using the switch in the upper controls, should the Emergency STOP button been pressed release it by turning anti-clockwise.



In case of vehicle engine or hydraulic pump failure it is possible to use the Emergency Motor Switch function (3) identified by an 'E' symbol and selecting required boom function, operate emergency motor switch and operate joystick to carry out these function.

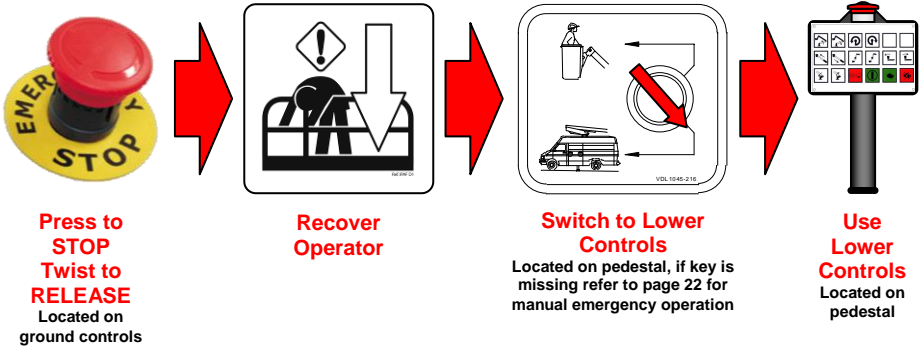
Hold the emergency motor switch 'on' whilst operating boom functions, releasing the switch will stop the motor.

The emergency motor should not be operated for longer than 30 Seconds continuously, otherwise this drains the vehicle battery and damages (over heats) the emergency motor.

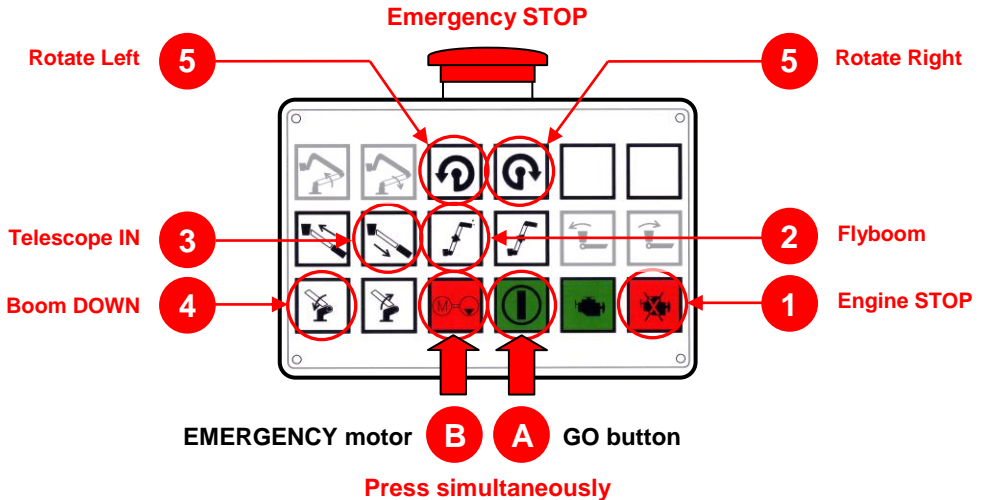


Incapacitated Operator

In the event that the operator in the bucket has become unable to operate the Versalift, ground personnel will need to take control of the machine, by selecting the lower controls function, using the Control Selector Switch (as illustrated), located on the pedestal.



Assuming engine has been stopped or stalled, the emergency motor can be used by the use of both buttons 'A' and 'B' simultaneously, followed by the appropriate function button. If the engine is still running and it is safe to do so the ground controls can be operated without the need for emergency motor, button 'B'



Do not operate the emergency motor for periods of over 30 seconds, should recovery require longer, pause for a few seconds before re-commencing. Should the emergency motor not be operating or circumstances prevent its use, refer to MANUAL recovery on following pages.



EMERGENCY OPERATION – Manual Control

Hydraulic System Operational

Should the function control switches fail to respond at the lower and upper controls, the lift may still be operated manually by the use of push buttons on the control valve block that are located on the turret, with each valve having a pictogram denoting its function. To use this emergency facility the main hydraulic power must still be operable and engine running.

Before using the emergency control valve block and for manual emergency operation of the aerial lift, an additional safety valve in the outer boom (main boom) hydraulic circuit must be switched to EMERGENCY OPERATION, it is located on the inside of the turret wing.

To turn the valve to emergency mode, press the red manual override knob and rotate 180° counter clockwise.

EMERGENCY OPERATION

EXTRA SAFETY VALVE IN OUTER BOOM

For emergency operation or testing of holding valve in outer boom circuit, the extra safety valve must be in position EMERGENCY OPERATION. Press the red manual override button and rotate 180° counter clockwise.

IMPORTANT! For normal operation, the extra safety valve MUST be in position NORMAL OPERATION. Press the manual override and rotate 180° clockwise.

To gain access to the emergency control valve block, it will be necessary to remove the protective cover. Please exercise extreme caution when working on a vehicles roof, it is recommended that you hook your harness to the machine, as a precaution.



Boom movement using the push buttons on the turret can only be performed when the variable speed valve is electrically energised from the upper or lower controls. It is possible to manually activate this valve as shown in nearby decal, illustrated below left.

EMERGENCY M/C OPERATION IN CASES OF ELECTRICAL FAILURE

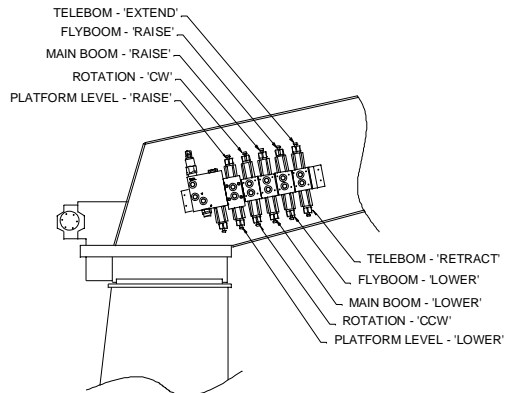
(Providing Vehicle /Hyd Pump Operating)

Remove knurled fitting & thumbscrew from stored position.

Screw fitting fully onto end of speed control valve. Turn thumbscrew fully in until stop reached.

Operate necessary solenoid valve(s) to achieve desired boom movements.

(Warning :- ensure fitting is returned to stored location and refit cover, so that normal operation is resumed.)





When performing manual operation of the Versalift, be aware that the Teleboom cut out switches will not function, so retract the teleboom before commencing other functions and for maximum safety rotate the boom over the rear of the van.

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Make certain that all obstructions and personnel are clear of the path of boom travel, before attempting to lower the booms using this method. If rotation is required see page 25.

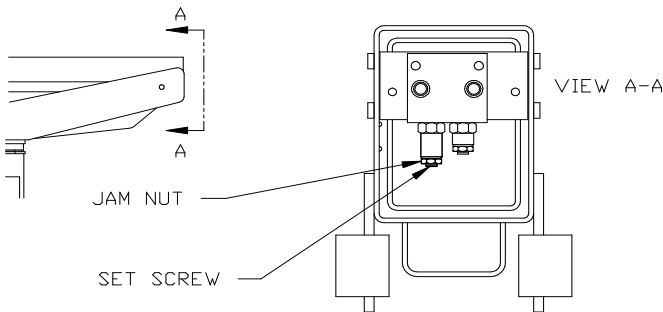
.....

Hydraulic Power Sources Inoperable

If all the hydraulic power sources become inoperable, the Outer/Teleboom assembly can still be lowered using the set screw on the holding valve located at the cylinders. The boom drifts down as the hydraulic oil passes through the holding valve. The speed of the boom on its descent increases as the set screw is turned to the OUT position. This method is only effective if the Outer/Teleboom is sufficiently raised to allow the force of gravity to pull the boom assembly downward. Manual adjustment of the setscrew on the holding valve can only be used in lowering the boom. When the holding valve setscrew is used to lower the boom, re-adjustment of the holding valve is required before further use.

Retracting the Teleboom

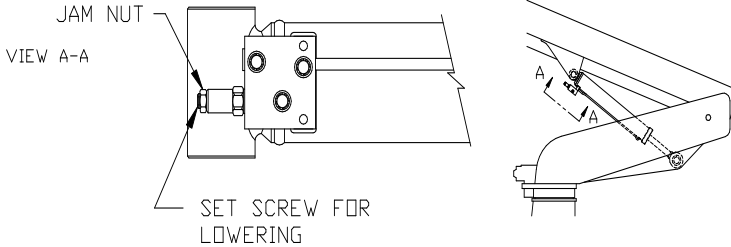
To retract the Teleboom, carefully loosen the jam nut (counter-clockwise), with a 9/16" wrench, on the appropriate holding valve, as illustrated below. Slowly turn the setscrew clockwise (using 5/32" hex) until movement begins. To stop boom movement, turn the setscrew counter clockwise.





Lowering the Outer (Main) Boom

To lower the Outer boom, carefully loosen the jam nut (counterclockwise), with a 9/16" wrench, on the appropriate holding valve, as illustrated below. Slowly turn the setscrew clockwise (using 5/32" hex) until movement begins. Stay clear of the boom as it travels down. To stop movement, turn the setscrew counterclockwise.



Avoid high pressure hydraulic oil spray, as this can puncture or become embedded beneath the skin, or contaminate the eyes. These conditions require IMMEDIATE medical attention.



Great care is required when releasing holding valves, due to the potentially sudden and rapid movement of booms.

Emergency Jacks Retract

See instruction label for instructions that is located to the pedestal of the machine with the valves inside.

EMERGENCY JACK RETRACT OPERATION

- TO CARRY OUT THIS OPERATION, TWO PEOPLE ARE REQUIRED.
- UNLOCK AND FULLY OPEN THIS COVER
- WHILST ONE PERSON IS OPERATING THE EMERGENCY MOTOR "AS DESCRIBED IN THE OPERATORS MANUAL"
- THE SECOND PERSON WILL NEED TO OPERATE THE VALVE OVER-RIDE (AS DIAGRAM) TO ENGAGE THE JACKS FUNCTION, AS SHOWN ON THE LEFT OF THE DIAGRAM. WHEN LIFTING THE OVER-RIDE MAKE SURE THE VALVE IS FULLY DISPLACED.
- WHILST AT THE SAME TIME, ALSO OPERATE THE APPROPRIATE LEFT HAND JACKS VALVE OVER-RIDE TO RAISE THE L.H. JACK.
- REPEAT THIS PROCEDURE TO RAISE THE R.H. JACK.
- DO NOT OPERATE THE PUMP FOR MORE THAN THIRTY SECONDS AT ANY ONE TIME.
- ONCE THE PROCEDURE IS COMPLETE, FULLY CLOSE THE COVER AND LOCK.

LIFT UP FOR JACKS FUNCTION

JACKS OR BOOMS

PUSH DOWN TO RAISE

L.H. JACKS

PUSH DOWN TO RAISE

R.H. JACKS

JACKS/BOOM HYDRAULIC VALVE

WARNINGS

IT IS MANDATORY THAT ALL PERSONNEL HAVE VACATED THE PLATFORM AND THE PLATFORM IS FULLY STOWED BEFORE OPERATING THESE CONTROLS.

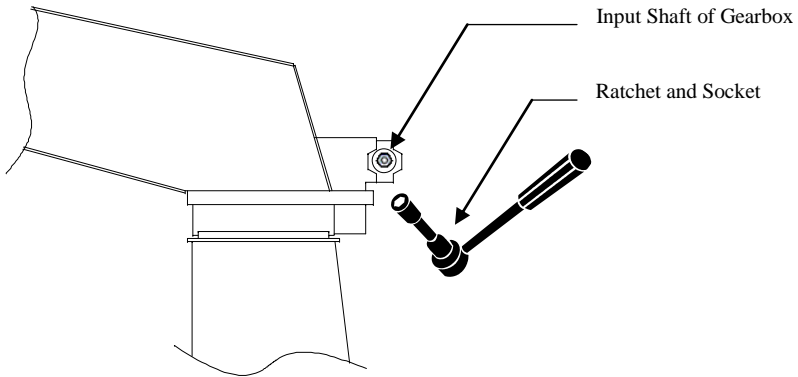
USE THIS OPERATION FOR RETRACTING THE JACKS ONLY, DO NOT USE TO DEPLOY.

FAILURE TO ADHERE TO THIS WARNING MAY RESULT IN DEATH OR SERIOUS INJURY.

VDL1046-257

Manual Rotation

The lift rotation system can be actuated manually. Use the hex socket extension on the gearbox input shaft to manually align the boom with the cradle. Actuating the lower rotation control will reduce the effort required for rotation of the aerial lift.



Scenarios

Complete hydraulic line failure

The ET-LF lift design uses holding valves to lock the position of the cylinders in the event of a complete hydraulic line failure. This safety feature prevents the booms from dropping. The holding valve set screw and manual rotation described above can be used to recover the lift.

Continuous loss of hydraulic oil

If there is a continuous loss of hydraulic oil from the aerial lift, operate hydraulic power source only while attempting to stow the aerial lift to conserve hydraulic oil. If the operation of any lift function becomes impossible, then use the holding valve set screw and the manual rotation procedure, described above.

Control Valve Failure

If the aerial lift motion cannot be stopped by releasing the master control switch, operate the Emergency Stop button to kill the engine and stop lift motion. Manually attempt to centre the control valve at the turret by depressing the opposite function to that which is stuck. If the control valve will not return to neutral, the aerial lift can be lowered by using the holding valves, described above.



Safety Inspection

This aerial lift is designed to provide years of reliable service with minimum maintenance, but a routine safety inspection program is required to ensure a safe and extended aerial lift service. The operator is responsible for detecting maintenance problems during the daily visual inspection, reporting the need for adjustments or repairs, verifying that maintenance is performed at the suggested intervals and determining if the aerial lift is in a good, safe operating condition. All aerial lift equipment should be serviced by a qualified aerial lift engineer and the importance of accurate documented maintenance records cannot be emphasised enough.

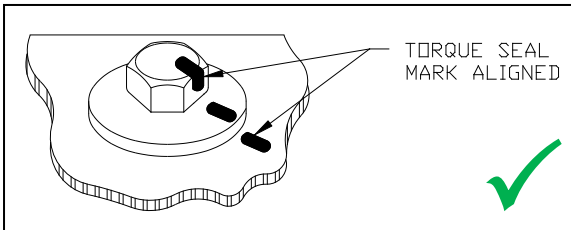
The equipment must be given a thorough visual inspection every day to detect problems before they become serious. During this inspection the operator shall look for anything out of the ordinary that might indicate a problem. Particular attention must be paid to the points highlighted on the daily check list shown on page 2 and described in more details as follows.

Bolts

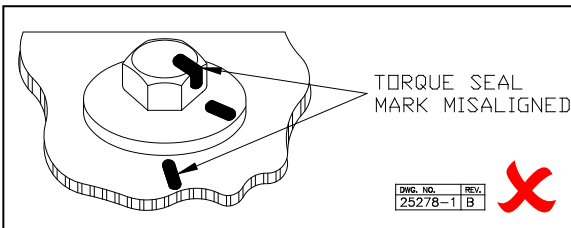
Critical fasteners for the ET-LF are identified in the drawing on page 27 over the page. As all major sections of the Versalift are bolted together, it is vital that these bolts remain tight. Inspect all the bolts for signs of loosening.

Pay particular attention to bolts holding pin retainer tabs, bolts holding pin retainer washers, pedestal mounting bolts and the rotation bearing bolts. Check the retaining rings and the bolts on the Jack cylinder pins and the torsion bar mounting bolts.

Certain critical bolts are torque seal marked to provide a quick means of detecting any loosening. Do not use the lift if a torque seal mark has been broken. The bolt must be replaced with a new bolt of equal grade and torqued into position to specifications by qualified personnel. A torque chart for fasteners can be found in the separate ET-LF Service Manual.



Torque Seal Mark in ACCEPTABLE condition

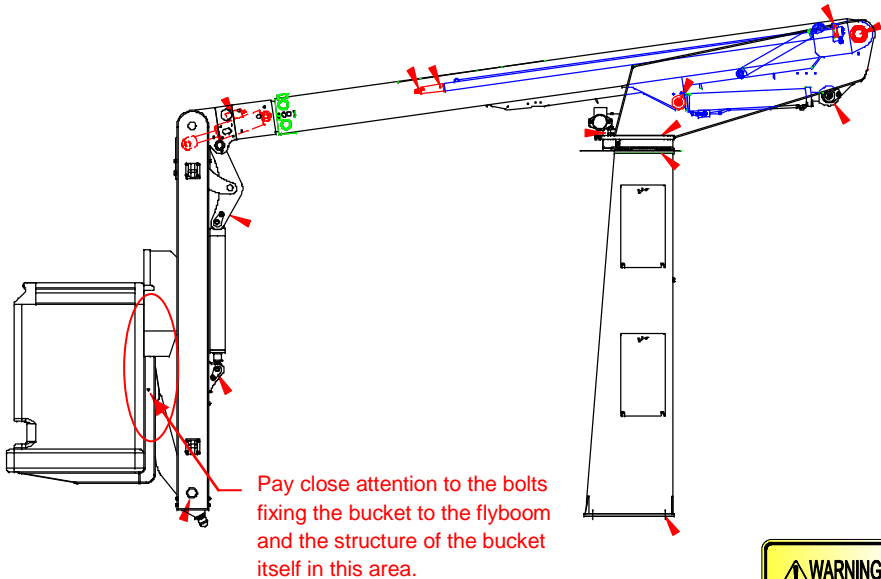


Torque Seal Mark in misalignment UNACCEPTABLE condition



Critical Fasteners

The following illustration shows those fasteners to which particular attention must be paid as an operator during visual checks of the machine prior to operation. For your own safety any defects should be reported to your supervisor for further action. More detailed information is contained in the service manual provided with the machine at the time of purchase.



For machines fitted with a load cell between the flyboom and the personnel bucket, there are two bolts that both feel and look loose, this is deliberate and are identified with the illustrated label. DO NOT attempt to tighten these bolts under any circumstances.



Personnel Bucket Damage

Check the bucket for signs of damage and cracking, particularly in the area where it is attached to the fly boom. It is also important to check the fittings such as door latch or drop bar depending on type of bucket fitted. Failure to examine the bucket on a regular basis may mean that critical damage is missed and there is risk of serious injury and component failure.

Control Selector

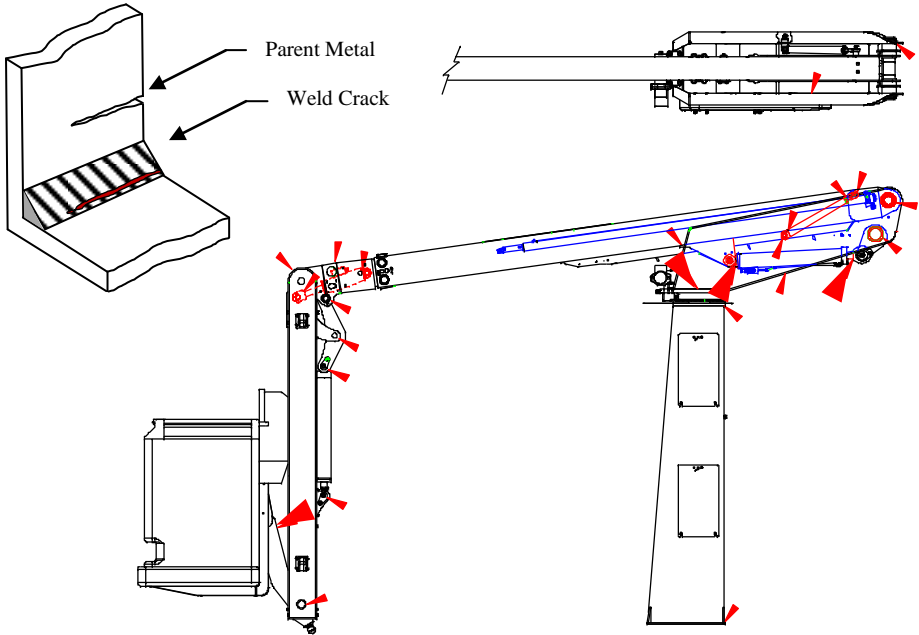
Check that this switches function between upper and lower controls.

Loose Objects

Inspect the booms and bucket for loose objects (tools, spare parts, etc.) that might fall when the booms are elevated.

Critical Welds

All critical welds are identified on the illustration below and should be inspected for possible signs of fatigue, evidenced by hairline cracks. Some critical welds that warrant special attention are located where the turret wings are welded to the base plate, the cylinder mounts are welded to the boom, the cylinder mounts are welded to the turret, the welds on the platform support and on the mounting hardware including the pedestal extension.



Inspect the machine structure for dents, damage, weld cracks usually identified by discolouration, parent metal cracks or other visible discrepancies.

Hydraulic Lines

Hydraulic lines should be inspected for loose connections and frayed jackets. Carefully examine the hoses, especially any portion of hose subject to flexing and particularly the hoses at the platform.

Oil Leaks

Oil leaking onto the floor of the vehicle or on the ground is an obvious sign of an impending problem. A hydraulic leak will create a slippery surface which is potentially hazardous. When a hydraulic leak is encountered, it must be repaired by the proper service personnel and the unit must be cleaned of excess hydraulic oil. If a hydraulic leak is not repaired, the oil in the reservoir will be depleted and pump damage may occur.



Vehicle Tyres

Check tyres for the correct inflation and for damage. Low pressure or damaged tyres are unsafe while driving the vehicle or operating the lift.

Hydraulic Oil Level

Check the hydraulic reservoir oil level in the sight gauges located on the side of the pedestal and add appropriate oil if necessary. It is important to maintain the proper hydraulic oil level because a full reservoir will minimise the operating temperature and in the event of a hydraulic line leak, a full reservoir gives the operator more time to lower the platform. See following section on Hydraulic System Inspection page for more detailed information.

All Controls

Operate all the lift, cab and ground controls through the full range of motion to verify the controls are functioning properly.

Levelling System

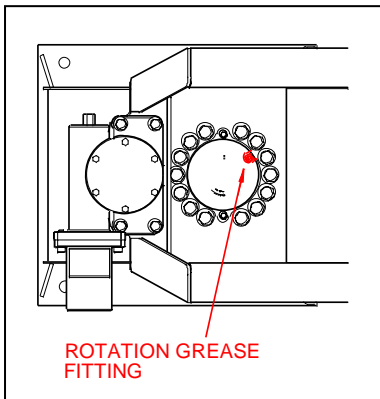
Inspect the master cylinder, slave cylinder, hoses and fittings for damage, wear or foreign objects which may prevent proper operation. Refer to the separate ET-LF Service Manual for these components.

Decals

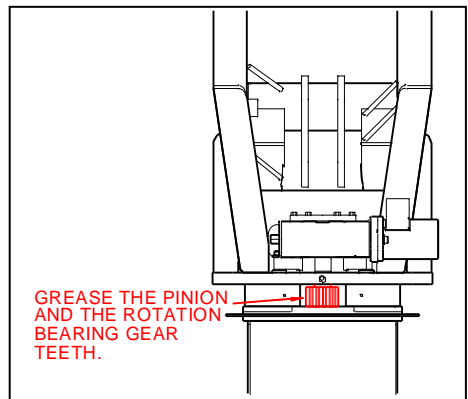
Ensure that all safety critical decals as portrayed on pages 38 to 46 are present and legible.

Lubrication

This aerial lift incorporates non-lube bearings at most points of motion, these bearings require no lubrication to provide satisfactory service. The Rotation Gearbox is pre-lubricated and requires no additional lubrication. However, there are two key items that require a monthly lube and as such should be verified by the operator that this has been performed to ensure a well maintained and safe machine.



Rotation Bearing



Pinion and Rotation Teeth

Hydraulic System Inspection

All hydraulic systems require inspection at regular intervals to ensure safe, efficient performance and extended life. The following brief points are given as indicators of a well maintained machine so that operators can judge if the aerial lift is fit for purpose. The illustration on the below, shows where to locate and identify each key component.

Return Line Filter

The 10 Micron Return Line Filter should be replaced after the first 30 days of operation and every 6 months thereafter. The Return Line Filter is mounted beside the hydraulic reservoir tank inside the pedestal and can be conveniently changed without draining the reservoir.

Pressure Filter

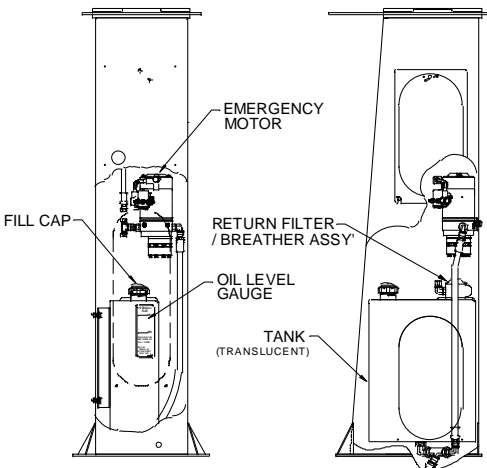
The pressure filter has a condition indicator, which shows a red dot when contaminated and needs to be changed. This is located inside the pedestal above the oil tank and should be checked regularly.

Hydraulic Oil

This lift uses quality hydraulic oil that provides good service and operation in temperatures of over 15^oF (9^oC) and was free from contaminants and water on manufacture. For extremely cold weather, hydraulic oils meeting or approaching military specifications MIL-H-5606 can be used. However, if such cold weather oil is used at higher temperatures, the result may be a reduction in pump efficiency and the pump's operating life may be significantly shortened.

Sight Gauges

The hydraulic fluid level can be easily checked by removing the access panel on the pedestal and monitoring the tank's oil level gauge. Add oil if the level drops to the lower level when all cylinders are retracted.

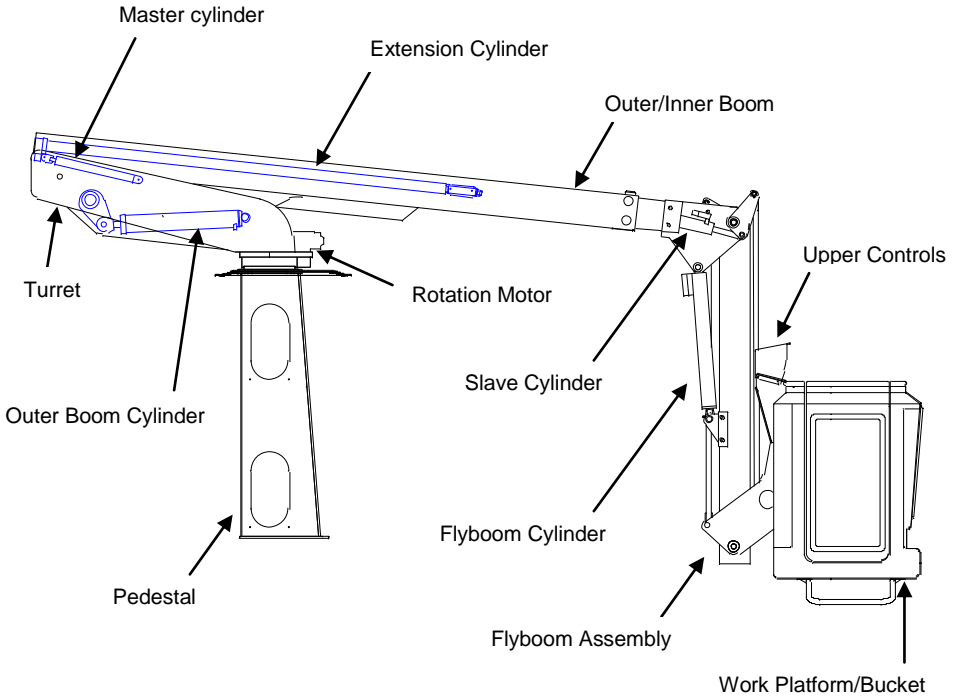


For more detailed and comprehensive information on this matter and others relating to the servicing of the Versalift equipment, please refer to separate SERVICE MANUAL supplied to the operating company for this vehicle when originally purchased. Extra copies are available from Versalift Distributors (UK) Ltd on 01536 721 010 for more detail, charges may apply.



ET-LF GENERAL SPECIFICATION

The Versalift ET-LF model range is available in three models, designated ET32LF, ET36LF and the ET38LF. An end mounted two or one man bucket is provided on these models. The following information is a brief description of the major components to facilitate a basic understanding of the equipment thereby aiding operation and reporting of incidents.



Low Voltage Insulation

Available as a cost option, this feature includes a combination of insulators, non conductive hoses, wire insulation and appropriate wire connections to provide low voltage insulation, certified to VDE 0682-742 dielectrically tested. Equipment so fitted and certified is identified by a 'Low Voltage' decal applied to the main boom.

All such low voltage insulation machines MUST be tested every year, 1kV leakage and 3kV flashover, otherwise the compliance will become invalid.



ET32LF Specification



11.5m



6.5m

The figures below are typical values, based on common installations, as each vehicle type and Versalift equipment specification will affect the dimensional characteristics in too many ways to cover all variations here. ‘A’ represents a typical example for this model using a shorter pedestal; ‘B’ has a taller pedestal for larger vans.

Versalift Information

Height to bottom of platform
 Maximum working height
 Maximum working outreach
 Typical stowed travel height
 Weight of lift, typical

Type A

9.5m
 11.5m
 6.5m
 2.9m
 725kg

Type B

9.8m
 11.8m
 6.5m
 3.2m
 735kg

Hydraulic System

Operating pressure
 Flow rate
 Filtration
 System type
 Power source

185 bar (2700 Psi)
 8 Litres per minute (2 Gpm)
 10 Micron return and pressure filter
 Open Centre
 PTO Pump, fan belt or gearbox driven

Boom Action

Rotation Options
 Inner boom extension
 Outer boom travel
 Standard flyboom travel

360° or 420° non-continuous and fully continuous
 up to 1.70m @ 50° and over
 up to 1.00m @ below 50°, with std flyboom
 -8° to + 80°
 110°, or optional 180°

Dimensional Information

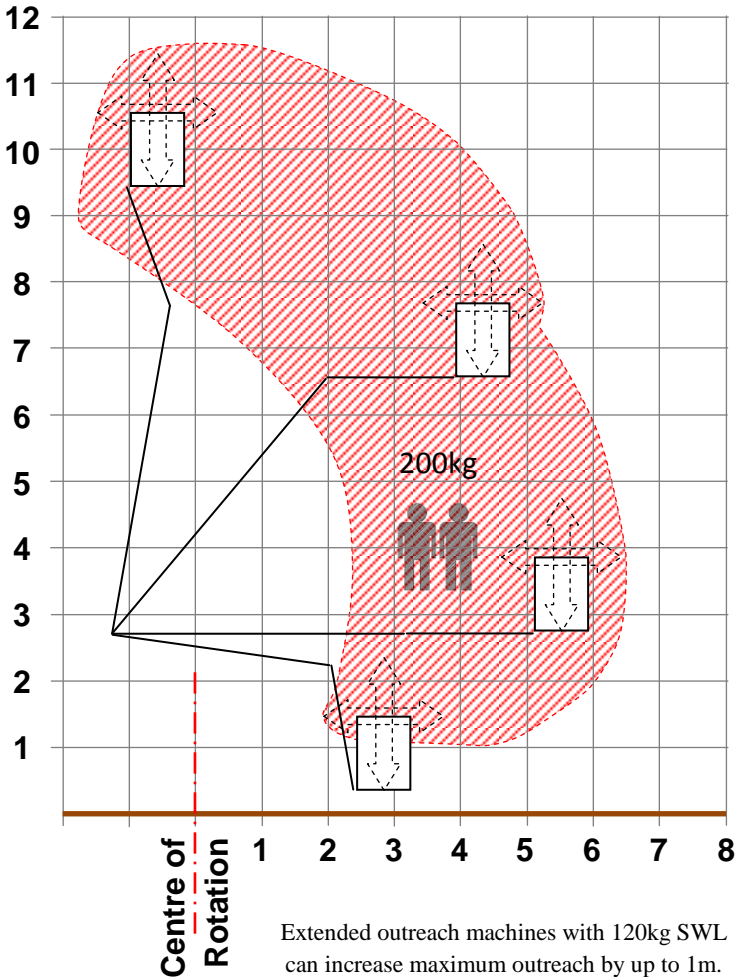
Teleboom length, retracted 3317mm
 Teleboom length, fully extended 5017mm
 Height above roofline 898mm
 Overall length 4530mm

All dimensions are subject to system application and may vary accordingly.

Suitable for most vehicles of 3.5 tonnes GVW or over and sufficient spare payload with appropriate wheelbase. A typical example would be the Ford Transit 350 with a wheelbase of 3300mm, for specific models and examples please call Versalift. Please note that NOT all vehicles are suitable.



ET32LF Reach Diagram



The drawing above represents a typical installation of an ET32LF including a standard fly boom and standard roof van. Please note that particular equipment specifications and the donor vehicle may affect the dimensional characteristics and reach envelope.



ET36LF Specification



13.0m



7.0m

The figures below are typical values, based on common installations, as each vehicle type and Versalift equipment specification will affect the dimensional characteristics in too many ways to cover all variations here. ‘A’ has a shorter pedestal; ‘B’ has a taller pedestal and would be a typical example for this model, whilst ‘C’ represents the latter with an extended 110° flyboom and taller pedestal.

Versalift Information

	Type A	Type B	Type C
Height to bottom of platform	10.7m	11.0m	11.4m
Maximum working height	12.7m	13.0m	13.4m
Maximum working outreach	7.0m	7.0m	7.0m
Typical stowed travel height	2.9m	3.2m	3.4m
Weight of lift	735kg	755kg	765kg

Hydraulic System

Operating pressure	185 bar (2700 Psi)
Flow rate	8 Litres per minute (2 Gpm)
Filtration	10 Micron return and pressure
System type	Open Centre
Power source	PTO Pump, fan belt or gearbox driven

Boom Action

Rotation options	360° or 420° non-continuous and fully continuous
Inner boom extension	up to 2.3m @ 50° and over up to 1.3m @ below 50°, with std flyboom up to 0.9m @ below 50°, with ext flyboom
Outer boom travel	-8° to + 80°
Standard flyboom travel	110°, or optional 180°

Dimensional Information

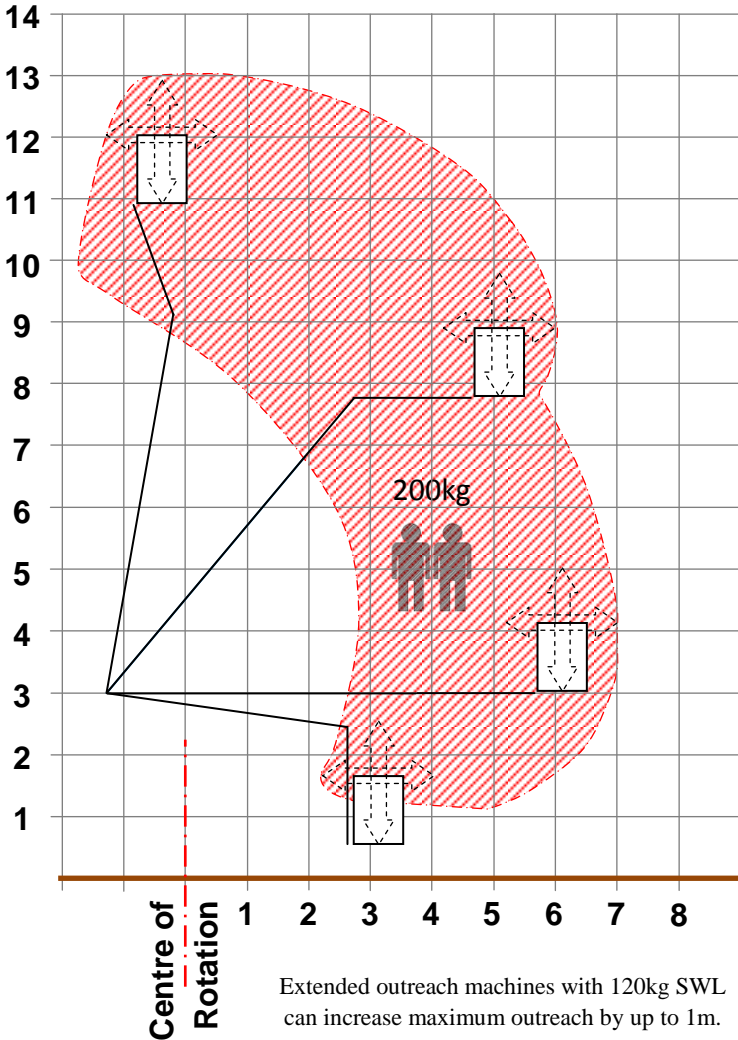
Teleboom length, retracted	3925mm
Teleboom length, fully extended	6225mm
Height above roofline	898mm
Overall length	5135mm

All dimensions are subject to system application and may vary accordingly.

Suitable for most vehicles of 3.5 tonnes GVW or over and sufficient spare payload and appropriate wheelbase. A typical example would be the Ford Transit 350 @ 3300mm with semi high roof, but for specific models and examples please call Versalift. Please note that NOT all vehicles are suitable.



ET36LF Reach Diagram



The drawing above represents a typical installation of an ET36LF including a standard fly boom and medium roof van. Please note that particular equipment specifications and the donor vehicle may affect the dimensional characteristics and reach envelope.



ET38LF Specification



14.3m



7.3m

The figures below are typical values, based on common installations, as each vehicle type and Versalift equipment specification will affect the dimensional characteristics in too many ways to cover all variations here. 'A' uses a short pedestal, 'B' is for medium roof vans; 'C' suits higher roof vans with an extended 110° flyboom fitted and is the most common for this model.

Versalift Information

	Type A	Type B	Type C
Height to bottom of platform	11.7m	12.0m	12.4m
Maximum working height	13.7m	14.0m	14.4m
Maximum working outreach	7.3m	7.3m	7.3m
Typical stowed travel height	2.9m	3.2m	3.4m
Weight of lift ¹	760kg	770kg	775kg

Hydraulic System

Operating pressure	185 bar (2700 Psi)
Flow rate	8 Litres per minute (2 Gpm)
Filtration	10 Micron return and pressure filter
System type	Open Centre
Power source	PTO Pump, fan belt or gearbox driven

Boom Action

Rotation options	360° or 420° non-continuous and fully continuous
Inner boom extension	up to 2.6m @ 50° and over up to 1.0m @ below 50°, with std flyboom up to 0.6m @ below 50°, with ext flyboom
Outer boom travel	-8° to + 80°
Standard flyboom travel	110°, or optional 180°

Dimensional Information

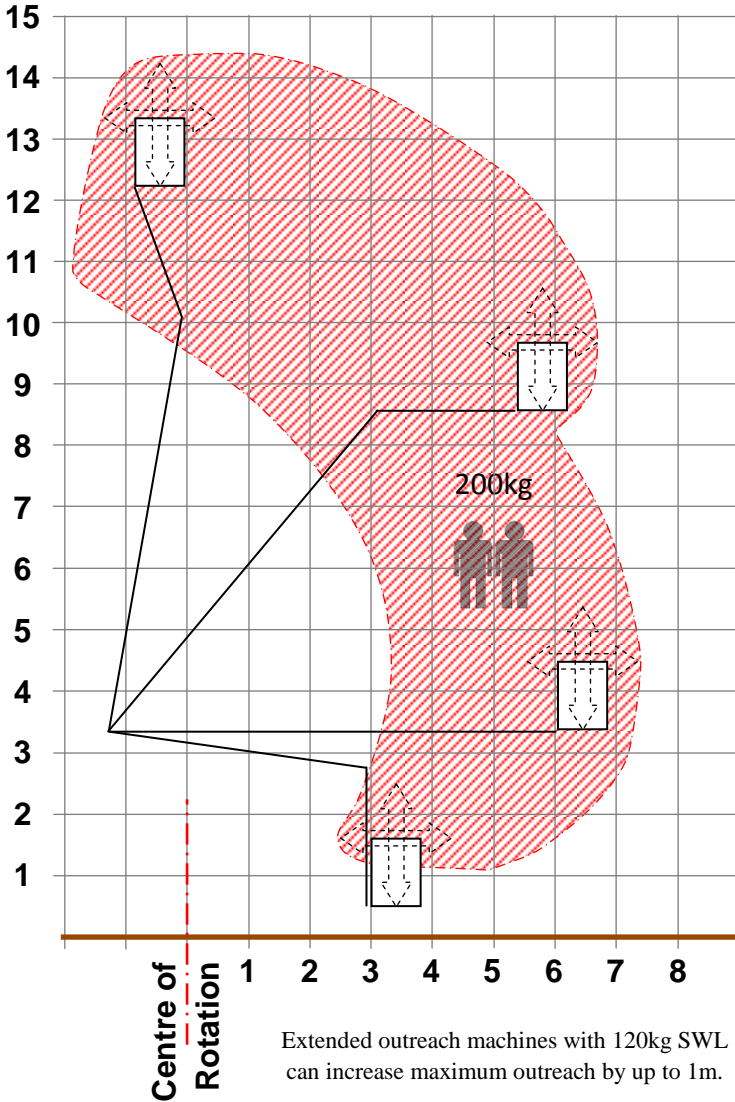
Teleboom length, retracted	4230mm
Teleboom length, fully extended	6830mm
Height above roofline	898mm
Overall length	5405mm

All dimensions are subject to system application and may vary accordingly.

Suitable for most vehicles of 4.6 tonnes GVW or over and sufficient spare payload and wheelbase. A typical example would be the Iveco Daily 50C15 with a wheelbase of 3300mm and high roof, but for specific models and examples please call Versalift. Please note that NOT all vehicles are suitable.



ET38LF Reach Diagram



The drawing above represents a typical installation of an ET38LF including an extended fly boom and high roof van. Please note that particular equipment specifications and the donor vehicle may affect the dimensional characteristics and reach envelope.



DECALS located to the PEDESTAL

		MODEL: _____ SERIAL NUMBER: _____ DATE: _____
VERSALIFT/VERSALIFT/VERSALIFT	VERSALIFT/VERSALIFT/VERSALIFT	VERSALIFT/VERSALIFT/VERSALIFT
PLATFORM: _____	HEIGHT: _____	ALLOWED NUMBER OF PERSONS: _____
APPROX. ALLOWED WEIGHT: _____	WEIGHT OF PLATFORM: _____	WEIGHT OF PERSONS: _____
MAXIMUM ALLOWABLE WIND SPEED 12.5 m/s		
THE BOOM IS: _____	YES _____ NO _____	MAXIMUM VELOCITY OF THE CRANE: _____
ELECTRICAL SYSTEM VOLTAGE: _____	VDC _____	INVERTER/GENERATOR: _____
A MANUAL EMERGENCY STOP SWITCH IS INSTALLED: YES _____ NO _____		
THE DESTRUCTURED IS CATEGORY: _____	WITH A ACED LINE VOLTAGE OF _____	
A CHANGE IN THE STATE OF THE BOOM: YES _____ NO _____	DATE OF INSTALLATION: _____	
OPERATION IS IN ACCORDANCE WITH THE INSTRUCTIONS: YES _____ NO _____	DATE OF INSPECTION: _____	
VERSALIFT/VERSALIFT/VERSALIFT	VERSALIFT/VERSALIFT/VERSALIFT	VERSALIFT/VERSALIFT/VERSALIFT
VERSALIFT DISTRIBUTION (S) LTD 1 ALTHAMPTON WAY, BURNTON LAYTON FOLKHAMPTON, WILTSHIRE BA15 2JY UK TEL: 01249 812121 WEB: WWW.VERSALIFT.CO.UK	TIME MANUFACTURING CO 701 INDUSTRIAL DRIVE, BOX 3088 WACO, TEXAS 76798 PHONE: 817 868 8448 WEB: WWW.VERSALIFT.COM	
REPORT OPERATOR THE MODEL, SERIAL, YEAR AND OPERATIONAL OPERATIONS AND SAFETY INFORMATION SPECIFIED ON THE MANUAL AND IN THE OPERATOR MANUAL, FOR CLARITY AND ONLY APPROXIMATE THE OPERATIONAL WEIGHT APPROXIMATELY WEIGHTS FROM THE MANUAL.		
VSL 1045-365		

Data Plate

Label located to the pedestal, providing background information, technical data and date manufactured. The data plate will also identify as to whether the machine was supplied in 'Low Voltage' specification.

Measures 280mm x 180mm

VDL 1045-365

	WARNING	
ALWAYS KEEP A SAFE DISTANCE FROM THE PLATFORM WHEN OPERATING THESE CONTROLS		
TO USE EMERGENCY LOWER CONTROLS		
<ul style="list-style-type: none"> Only use the lower controls when the operator gives permission or is instructed. Always have clear sight of platform or have someone responsible to signal platform movements. It is prohibited to retract the jacks when personnel are operating the platform. 		
WITH ENGINE RUNNING:		
<ul style="list-style-type: none"> Operate PLATFORM/GROUND CONTROL SELECTOR key switch to 'LOWER CONTROLS'. Using the lower controls operate the 'BOOM AND SPEED SWITCHES' to move the booms in the required direction. 		
WITHOUT ENGINE RUNNING:		
<ul style="list-style-type: none"> Operate PLATFORM/GROUND CONTROL SELECTOR key switch to 'LOWER CONTROLS'. Using the lower controls operate the required switch to repress the platform in the desired direction, whilst simultaneously operating the 'SPEED SWITCH' and the 'EMERGENCY POWER' switch to operate the battery powered pump. Do not operate battery powered pump for more than 30 seconds. Rest pump for two minutes between operations. 		
ALWAYS ENSURE THE OPERATORS MANUAL IS STORED IN THE VEHICLE		
<ul style="list-style-type: none"> If battery power is lost it will be necessary to lower the booms by another method. These alternatives are described in your operators manual. 		
VSL 1045-361		

Use of Lower Controls in Emergency

Label located to pedestal near lower controls, providing description of use in an emergency.

Measures 220mm x 140mm

VDL 1045-361

SAFETY OPERATION INFORMATION	
<ol style="list-style-type: none"> The aerial access platform shall only be operated by persons who have been trained and certified as competent to operate HV insulating aerial devices. Never allow an unauthorised person to operate the Versalift or interfere with the controls. Operation is your responsibility. Refer to the Operators Manual for complete instructions. Extend outdriggers onto a solid footing before operation and maintain a firm footing while operating. Position all controls for platform operation before entering the platform. The maximum permissible chassis inclination is 5°. Maximum allowable rated speed is 12.5 m/s. Maximum platform capacity is 220kg for each platform. Maximum allowable normal load is 400N for each platform. Safety belt and harness must be used. Raise the booms to clear obstacles before reeling. Do not crawl out to operate in the hydraulic lines. There is no free-falling valve interlock in the telescopic platform. Always maintain a safe distance from live electrical conductors. Communicate any emergency situations to the entire crew. 	
VERSALIFT DISTRIBUTION (S) LTD 1 ALTHAMPTON WAY BURNTON LAYTON FOLKHAMPTON WILTSHIRE BA15 2JY	 Regester Road 15108 Fox - 8008 01191 VDL305-105

Safe Operation

Located on the pedestal, listing 'safety operation information' relevant to the particular SWL of the Versalift equipment.

Measures 140mm x 200mm.

VDL 1045-225 for SWL 120kg

VDL 1045-292 for SWL 200kg



EMERGENCY JACK RETRACT OPERATION

- TO CARRY OUT THE OPERATION, TWO PEOPLE ARE REQUIRED.
- UNLOCK AND FULLY OPEN THE COVER.
- **WAIT ONE PERSON IS OPERATING THE EMERGENCY MOTOR** (AS DESCRIBED IN THE OPERATOR MANUAL).
- THE SECOND PERSON WILL NEED TO OPERATE THE VALVE OVER, NOW TO CONTINUE TO RAISE THE JACKS FUNCTION, AS SHOWN ON THE LEFT OF THE COVER. WHEN LIFTING THE COVER AND RAISE THE VALVE IS FULLY OPERATED.
- **IMMEDIATELY AT THE SAME TIME, ALSO OPERATE THE EMERGENCY MOTOR TO RAISE THE JACKS VALVE TO RAISE THE L.H. JACK.**
- **REPEAT THIS PROCEDURE TO RAISE THE R.H. JACK.**
- **DO NOT OPERATE THE RAISE FOR MORE THAN THIRTY SECONDS AT ANY ONE TIME.**
- **ONCE THE PROCEDURE IS COMPLETE, FULLY CLOSE THE COVER AND LOCK.**

WARNINGS

IT IS MANDATORY THAT ALL PERSONS, HAVE RAISED THE PLATFORM AND THE PLATFORM IS FULLY STOWED, BEFORE OPERATING THESE CONTROLS.

USE THE OPERATION FOR RETRACTING THE JACKS ONLY, DO NOT USE TO DISPLAY, VALVES TO LOWER TO THE FLOOR MAY RESULT IN DEATH OR SERIOUS INJURY.

VDL 1045-257

Emergency Jacks Retract

Label describes emergency operation of the jacks and is located to the pedestal of the machine with the valves inside

Measures 200mm x 115mm
VDL 1045-257

IMPORTANT NOTICE

ALWAYS OPERATE THE EMERGENCY MOTOR DAILY FOR 15 TO 20 SECONDS TO ENSURE CORRECT OPERATION. FAILURE TO DO THIS MAY CAUSE IT TO FAIL WHEN YOU NEED IT MOST.

SEQUENCE OF OPERATION

- 1) SPEED FUNCTION
- 2) MODE FUNCTION
- 3) EMERGENCY MOTOR

VDL 1045-359

Emergency Motor Use

Label is located to the pedestal, offering advice on use of the emergency motor.

Measures 125mm x 48mm
VDL 1045-359

CHANGE OF OWNERSHIP

TO ENSURE NEW OWNERS ARE IN RECEIPT OF LATEST INFORMATION / BULLETINS RELEVANT TO THIS MACHINE, CONTACT ADDRESS BELOW TO REGISTER NEW OWNER DETAILS SO THAT DATA-BASE CAN BE UPDATED ACCORDINGLY.

Versalift Distributors (UK) Ltd,
1 Altendiez Way,
Latimer Park,
Burton Latimer,
Northants,
NN15 5YZ

TEL:- 01536 721010
www.admin@versalift.co.uk

Change of Ownership

This aluminium plate is fixed to the pedestal, so that new owners can register for updates.

Measures 90mm x 100mm
VDL 1045-246

VDL1046-71

NOTIFIED BODY ID No. 0398

TIME MANUFACTURING COMPANY
VIADEL, TROUS, LUXEMBOURG
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KILTERNWOOD, NORTHAMPTON NN15 5YF
01536 721010 www.versalift.co.uk

TIME EXPORT
8880 FERRIS, DENMARK
+45 8999 2070 www.timeintl.dk

101 99891

CE Approval

Located on the pedestal and showing CE information.

Measures 65mm x 150mm
VDL 1045-71



<p>MAXIMUM VEHICLE PAYLOAD PAYLOAD = XXXkg INCLUDES: DRIVER, PASSENGER, TOOLS AND EQUIPMENT. THIS MUST NOT BE EXCEEDED AT ANY TIME. <small>Failure to comply with this notice and subsequent damage and or claim is totally the responsibility of the user.</small></p>	<p>Max Payload Decal is located on the pedestal, advising maximum permissible payload. Measures 200mm x 90mm VDL 1045-236</p>
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DECALS located to the BUCKET

<p>DO NOT USE THE PLATFORM WHEN THE WIND SPEED IS IN EXCESS OF: 12.5 m/s</p>	<p>Use of Platform Label located in the bucket (work platform), illustrating safe use and max wind speed. Measures 270mm x 235mm VDL 1045-28</p>
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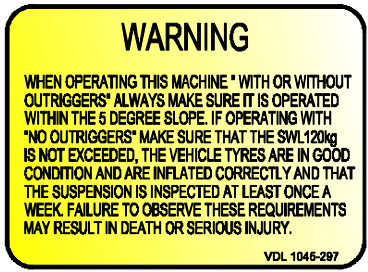
	<p>Safe Working Load Label located to the door of the bucket, illustrating designated SWL for the particular machine. Measures 360mm x 120mm VDL 1045-222 for 120kg VDL 1045-27 for 200kg</p>
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<p><small>VDL 1046-73</small></p>	<p>Danger of Crushing Label fixed areas where there is risk from crushing or entrapment, from slewing turret or bucket (work platform). Measures 80mm x 80mm VDL 1045-73</p>
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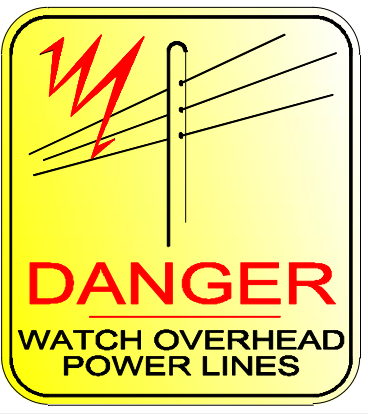
Allowable Force

Label is located to the door of the bucket, denoting the max allowable force on the bucket by operator exerting pressure via external structure. Measures 270mm x 85mm
VDL 1045-58



With or Without Outriggers Safety

Label is located on the flyboom Measures 110mm x 80mm
VDL 1045-297



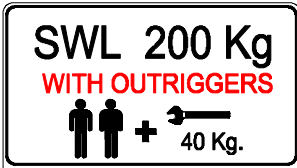
Danger of Electrocutation

Label is located in the bucket (work platform), as a warning to possible risk of electrocutation. Measures 75mm x 85mm
VDL 1045 34



Load Cell Bolts

Label are in close proximity to the bucket (work platform), on the flyboom near to where the bolts are located. Measures 70mm x 100mm
VDL 1045-286



One / Two Man Operation

This decal is fixed to the door of the bucket (work platform), to advise on safe use of equipment when fitted with a load cell for dual working.

Measures 210mm x 355mm

VDL 1045-296



BOOM DOCKING AND UN-DOCKING PROCEDURE

LIFTING THE BOOMS FROM THE STOWED POSITION:-
 1. Turn motor clockwise to the full position (until boom)
 2. Move the jib up to make the main boom clear of the docking rail (boom)
 3. Check clear of the boom end, of functions can be used as required.

TO RETURN THE BOOMS TO THE STOWED POSITION:-
 1. Release lowering the main boom, check that the boom is fully retracted and the jib is fully down.
 2. Push over the boom end and flip up the screen.
 3. Lower the main boom, checking that it fits snugly between the sides of the boom end.
 4. The docking ball will then fit snugly into the docking socket.
 5. Pull the motor to 'Y'.

VDL 1045-193

Boom Docking

Label is located on the flyboom, as a reminder on correct docking procedure.

Measures 110mm x 135mm

VDL 1045-193



Close the Door

Label is affixed to the door of the walk in bucket (work platform), as a reminder.

Measures 100mm x 30mm

VDL 1045-291



Wear Safety Harness

This sign is located within the bucket (work platform), reminding the operator of the need to use a full safety harness whilst using the machine.

Measures 113mm x 130mm

VDL 1045-262



WARNING

ALWAYS TAKE GREAT CARE WHEN OPERATING THIS MACHINE BENEATH OVERHEAD STRUCTURES. TO PREVENT BECOMING TRAPPED ALWAYS KEEP CLEAR OF THE SIDES OF THE PLATFORM AND OPERATE THE BOOMS SLOWLY AND CAREFULLY.

VDL196-277

Overhead Structures

This warning decal is located within the personnel bucket, alerting the operator to dangers of working under overhead structures

Measures 150mm x 85mm

VDL 1045-377

Sound Emissions

This decal advises that the Versalift equipment operates within permissible levels

Measures 130mm x 70mm

VDL 1045-379

NOTICE

THE A-WEIGHTED EMISSION SOUND PRESSURE AT THIS WORKSTATION DOES NOT EXCEED: **70 dB**

VDL1045-379

Overhead Structures

This warning decal is located within the personnel bucket, alerting the operator to dangers of working under overhead structures

Measures 150mm x 85mm

VDL 1045-377

Sound Emissions

This decal advises that the Versalift equipment operates within permissible levels

Measures 130mm x 70mm

VDL 1045-379

Decals Located to the to the Versalift

EMERGENCY ROTATION

VDL1045-30

Emergency Rotation

Label can be found to the turret and shows the position of the manual rotate.

Measures 70mm x 60mm

VDL 1045-30

Manual Descent

Label is located under the cover on the turret to the valve block, describing operation for manual descent.

Measures 95mm x 95mm

VDL 1045-245

EMERGENCY M/C OPERATION IN CASES OF ELECTRICAL FAILURE

(Providing Vehicle / Hyd Pump Operating)

Remove knurled fitting & thumbscrew from stored position.

Screw fitting fully onto end of speed control valve. Turn thumbscrew fully in until stop reached.

Operate necessary solenoid valve(s) to achieve desired boom movements.

(Warning :- ensure fitting is returned to stored location and refit cover, so that normal operation is resumed.)

VDL1045-245

Emergency Rotation

Label can be found to the turret and shows the position of the manual rotate.

Measures 70mm x 60mm

VDL 1045-30

Manual Descent

Label is located under the cover on the turret to the valve block, describing operation for manual descent.

Measures 95mm x 95mm

VDL 1045-245



Emergency Controls

Label is located to the housing for the emergency manual valve controls on the turret.
Measures 70mm x 40mm
VDL 1045-109



Outrigger Pressure

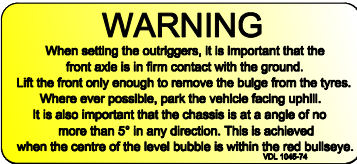
This warning decal is located adjacent to the outrigger (stabiliser) and describes the max load exerted by the outrigger upon the ground.
Measures 100mm x 60mm
VDL 1045-378

Decals fitted inside cab of vehicle



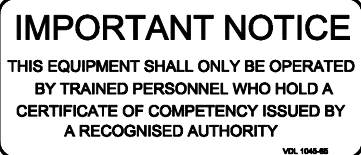
Travel Height

Label fixed to the inside of the windscreen.
Measures 300mm x 75mm
VDL 1045-81 to suit equipment



Setting Outriggers

Decal is located in the vehicle cab, identifying how to correctly set the outriggers / stabilisers.
Measures 180mm x 80mm
VDL 1045-74



Trained Personnel

Label is located in the vehicles cab, advising on operator competence.
Measure 180mm x 80mm
VDL 1045-65



DO NOT DRIVE VEHICLE WITH PTO ENGAGED

Do Not Drive with PTO Engaged

Label fixed to the dash.
Measures 158mm x 34mm
VDL 1045-26

**BEFORE USING THE AERIAL LIFT.
THE VEHICLE MUST NOT BE AT AN ANGLE OF
MORE THAN 5° IN ANY DIRECTION.
KEEP THE BUBBLE INSIDE THE CIRCLE.**

VDL1045-226

Inclinometer

Decal is located in the vehicle cab and flyboom for jackless machines.
Measures 78mm x 32mm
VDL 1045-226

WARNING
DO NOT USE THIS MACHINE
IF THE CERTIFICATE OF
THOROUGH EXAMINATION
IS MISSING OR EXPIRED



FOR INFORMATION - INFORMATION OF YOUR CUSTOMER
VERSALIFT DISTRIBUTORS (UK) LTD
1 Almonds Way, Lutter Park
Barnet, LONDON N20 9JZ

Tel. 01536 721010
Fax. 01536 721111

VDL 1045-172

LOLER Certificate

Label can normally be found to the bulkhead of the vehicle, in close proximity to the holder for the LOLER certificate.
Measures 120mm x 160mm
VDL 1045-172

IMPORTANT NOTICE

**ALWAYS OPERATE THE EMERGENCY MOTOR
DAILY FOR 15 TO 20 SECONDS TO ENSURE
CORRECT OPERATION. FAILURE TO DO THIS MAY
CAUSE IT TO FAIL WHEN YOU NEED IT MOST!**

VDL 1045-339

Use of Emergency Motor

Label is affixed to the ground controls and upper controls cover.
Measures 110mm x 35mm
VDL 1045-339

IMPORTANT NOTICE

THIS VEHICLE IS **NOT** TO BE DRIVEN
UNLESS THE BOOMS ARE SECURED
IN THE TRAVELLING POSITION

VDL 1045-199

Secure the Booms

Label can be found in the cab of the vehicle, warning of boom stowage.
Measures 120mm x 45mm
VDL 1045-199

**WHEN SETTING JACKS
KEEP CENTRE OF BUBBLE
INSIDE MARKED OVAL.**

VDL 1045-4

Inclinometer

Decal is located in the vehicle cab, highlighting degree of incline permissible.
Measures 80mm x 35mm
VDL 1045-4



Decals fitted to Equipment within vehicle



Danger of Crushing

Label normally fixed to the stabiliser housing n/s, but can also be found externally to both sides of the vehicle.

Measures 100mm x 120mm

VDL 1045-31



Outrigger Overrides

Label is affixed in close proximity to the valves, within the pedestal.

Measures 55mm x 30mm

VDL 1045-183



Owners Warranty

The Versalift aerial platform lift is engineered and designed to perform as stated in the published specifications. Only quality material and workmanship are used in the manufacture of this product. With proper installation, regular maintenance and periodic repair service, the equipment will provide excellent service.

Those parts of the **Versalift** which are manufactured by the parent company **Time Manufacturing Company** and **Versalift Distributors UK Ltd** are warranted for one full year from date of purchase. This warranty is issued only to the original user and promises that the manufactured products are free from defects in material and factory workmanship in normal use, provided that they have been operated in accordance with the Operators manual supplied and serviced according to the manufacturer's instructions as detailed in both the Operators and Service manual.

The manufacturer's obligation under this warranty is limited to correcting without charge at its factory any part or parts thereof which shall be returned to its factory or one of its authorised service agents, transportation charges prepaid, within one year after being put into service by the original user and which upon examination shall disclose to the manufacturer's satisfaction to have been originally defective. Correction of such defects by repair to, or supplying of replacements for defective parts, shall constitute fulfilment of all obligations to original user.

This warranty shall not apply to any of the manufacturer's products which must be replaced because of normal wear and tear, which have been subject to misuses, negligence or accident, or which shall have been repaired or altered outside of the manufacturer's factory unless authorised by the manufacturer.

The manufacturer shall not be liable for loss, damage, or expense directly or indirectly from the use of its product or from any cause.

The above warranty supersedes and is in lieu of all other warranties, expressed or implied and of all other liabilities or obligations on part of the manufacturer. No person, agent, or dealer is authorised to give warranties on behalf of the manufacturer or to assume for the manufacturer any other liability in connection with any of its products unless made in writing and signed by an officer of the manufacturer. In particular but without prejudice to the general provisions of the conditions of sale, no responsibility is assumed for incidental or consequential damage by reason of any warranty express or implied.





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