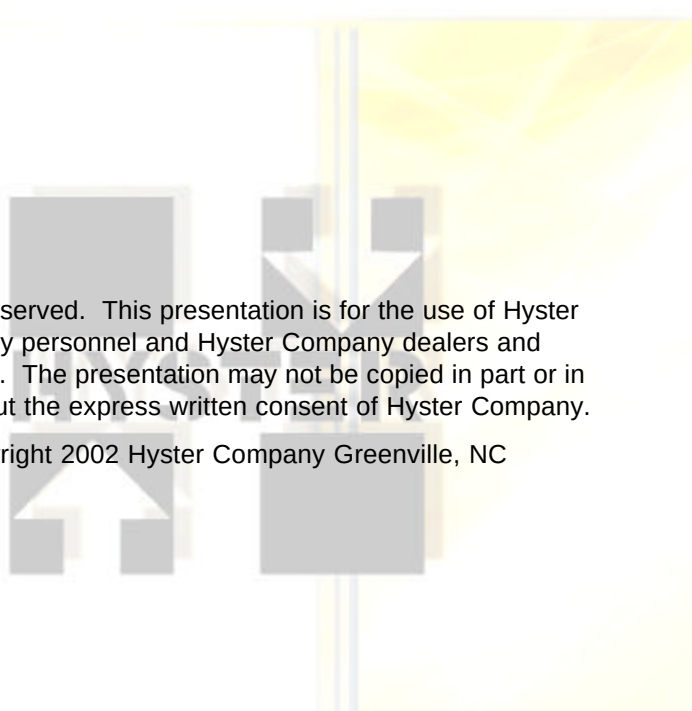


A faint, stylized background image of a Hyster forklift, showing the mast, carriage, and wheels in a light gray and yellow color scheme.

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Introducing Hyster Company's Narrow Aisle line of industrial lift trucks. Hyster narrow aisle trucks are designed specifically to meet today's demanding warehouse requirements for greater throughput, heavier loads, and greater lift heights.



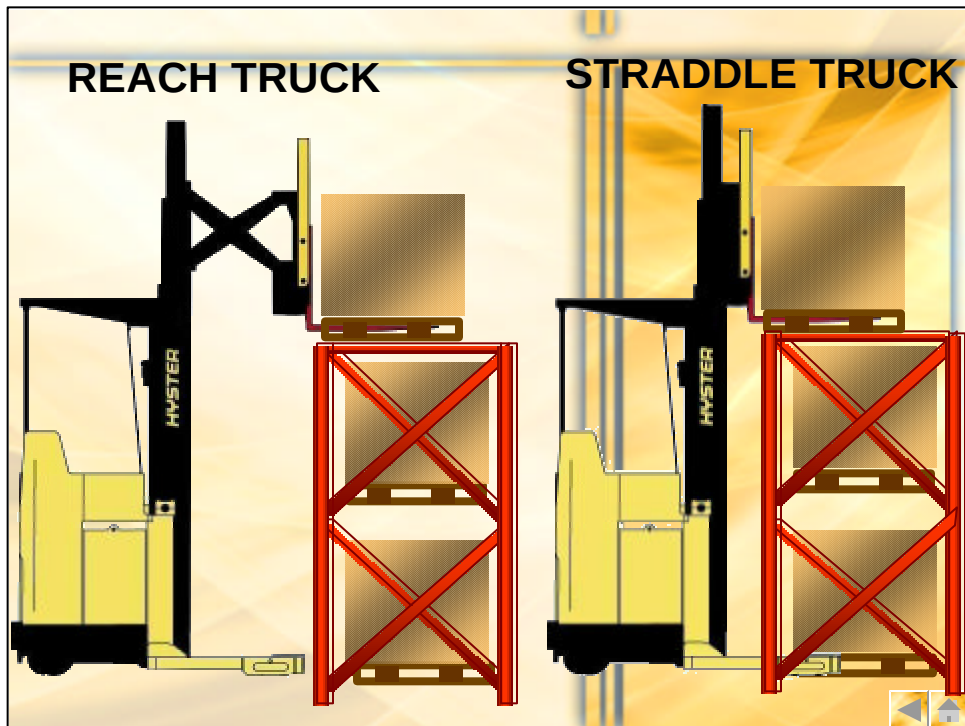
Available in reach, double reach, and straddle, these trucks offer customers a wide range of capacities and battery compartment widths from which to choose to meet an even wider range of customer needs. Narrow aisle trucks come in seven models, ranging from 2,500 to 5,000 pound capacities. Five battery compartment widths (12.5, 14.6, 16.6, 18.8, and 21.1 inches); two voltage options (24 or 36 volts); and lift heights of up to 35 feet provide customers the ability to match trucks to their specific application.



This presentation will cover the areas most important to your customers; ergonomics, performance, and serviceability.

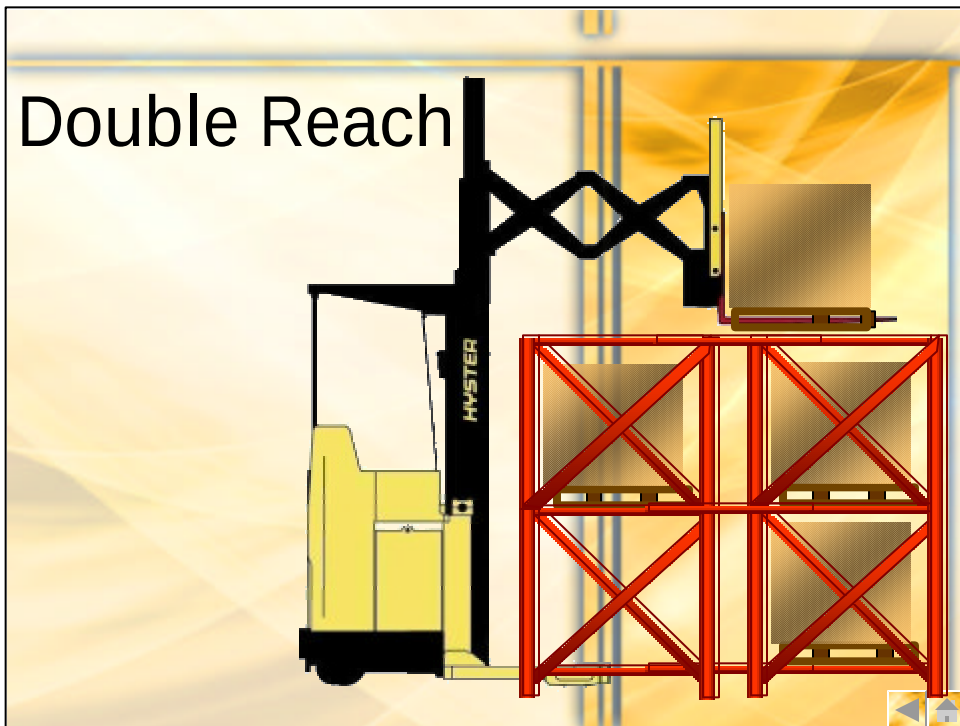
When viewing this presentation in the slide show mode, clicking on the smaller buttons to the left of the topics will take you directly to the corresponding section. Once there, you can return to this page by clicking on the button.

Will take you to the slide which precedes the one you're on. Or you can click anywhere else in the body of the slide to advance.



Reach trucks generally lift the load up and over the base arms and carry the load in that position. They can also straddle smaller loads, depending upon the open end clearance of the truck.

A straddle truck is designed to straddle the load between the base arms, rather than carry the load above the base arms like a reach truck.

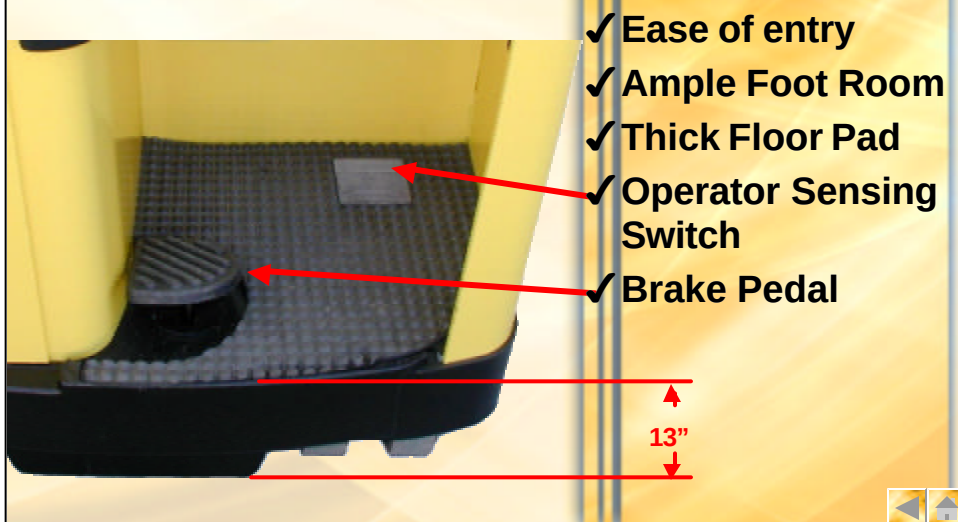


Double reach trucks are designed with 42" of extension to be able to access the rear load in two-deep storage applications. Double reach trucks generally have to straddle the bottom load when it is stored on the floor and the operator is placing loads at higher levels.



Hyster Narrow Aisle trucks are engineered for operator comfort and convenience. The larger operator compartment provides maximum ease of operation. These trucks are designed to meet operator productivity goals.

Operator Compartment



Hyster Narrow Aisle trucks are designed with the operator in mind. The 13" platform height is low enough to provide ease of entry and exit, yet high enough to provide excellent base arm visibility. The trucks are designed with a liberal floor area, allowing operators to move their feet and adjust their stance, thereby reducing operator fatigue. Actual floor sizes are;
N40XMR3 - 19.5" x 17" (331.5 sq. in.), N30DXMR3 – 19.5" x 18.5" (360.75 sq. in.), N45XMR3 – 22.5" x 17" (382 sq. in.). The floor pad is a full 5/8" thick providing operator comfort for full-shift duty cycles.

The 6" x 6" step-up brake pedal height is sufficiently low that operators are able to step over it with ease during entry and exit. The height of the brake pedal allows operators to actuate the brake while the heel is still on the floor providing both stability and comfort. Effort to depress the pedal is minimal.(10ft/lbs; ANSI B56 spec requirement is 60ft/lbs or less.)

An operator sensing switch ensures the operator has both feet safely on the truck before the truck will move. Once the truck is in route, the operator can shift the right foot without disabling the traction circuit. This allows operators to adjust their operating stance comfortably while operating the trucks.

Operator Compartment



- ✓ Back Support
- ✓ Knee Padding
- ✓ Ample Hip room

The high back support is padded with a thick urethane back and hip cushion. This allows the operator to lean against the cushion and assume a natural body position, rather than having to remain upright for the entire shift.

Ample hip room is provided to allow most operators to shift their stance and move freely within the operator compartment.



A significant benefit of Hyster narrow aisle trucks is the flexible side stance or “flex” stance. It provides operators with a greater range of visibility without having to turn completely around or take their hands off the controls. The ability to assume variable positions within the operator compartment offers a more comfortable and natural operating experience.

Operator Console



N30XMDR3

- ✓ High Impact ABS Plastic
- ✓ Convenience trays
- ✓ Clipboard holder
- ✓ Hydraulic dipstick
- ✓ Soft-touch steer Wheel
- ✓ Multi function control handle

The upper console cover is constructed of molded, high-impact ABS plastic. The console features a well-designed, efficient work environment. The console also features convenience trays for pens, markers, tape, etc. There is clip provided for retention of a clipboard, paperwork or pick tickets.

A hydraulic dipstick is provided for quick, easy checks of hydraulic fluid level without removing service covers.

The soft touch steer wheel is positioned for natural arm movement and is equipped with a spinner knob for ease of operation. This low-effort steering disk can be rotated from lock to lock with only 4 turns.

The multi function control handle is conveniently located for optimum operating comfort and efficiency.

Excellent visibility is provided in all directions.

Operator Console



NXMR3



NXMXR3





Multi-function Control Handle

- ✓ Simultaneous control of travel and hydraulic functions
- ✓ Built-in palm rest

Reach/Retract buttons

The multi-function control handle has been designed for low-effort, single hand, **simultaneous** control of travel direction, throttle control, hydraulic functions, and horn actuation.

Hall effect sensors replace two potentiometers in the handle reducing the number of moving parts for enhanced reliability.

The handle works on a two axis operative system. Forward and reverse travel are achieved by moving the handle in the desired direction of movement. Lateral movement of the handle provides lift and lower control.

Two buttons on the underside of the handle operate reach and retract functions. To activate two-speed reach/retract, press the desired reach or retract button. Press the second button to activate the second speed. A large rocker switch on the top of the handle actuates tilt and sideshift. Actuation of tilt, sideshift, reach and retract does not require moving the handle; only the switches.

The horn button is easily accessed by the thumb for actuation while the truck is in travel mode.

The handle is also used in conjunction with the operator display for setup and diagnostics of hydraulic functions.

The built-in palm rest allows the hand to rest comfortably on the handle while providing support to the arm. This eliminates the need for an armrest.

Multi-function Control Handle



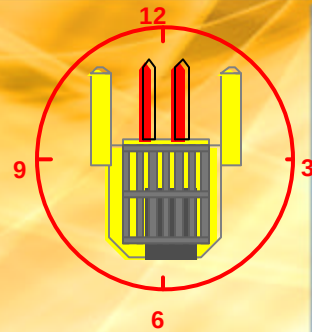
Move Handle

- ✓ To 12 o'clock for forward
- ✓ To 6 o'clock for reverse
- ✓ Tilt & Sideshift with top rocker switch



Move Handle

- ✓ To 3 o'clock for raise
- ✓ To 9 o'clock for lower
- ✓ Detent minimizes accidental lift/lower



An adjustable detent in the handle provides a tactile feel for distinguishing the travel function from lift and lower.

Operator Controls



- ✓ Power Disconnect
- ✓ Key Switch

Located to the right of the multi function control handle is the quick power disconnect and key switch.

The key switch is a three position system consisting of off, run and start. When the key is moved to the start position it automatically returns to the run position when released.

Just to the left of the key switch is the quick power disconnect button. When depressed, it shuts off high power circuits in the truck, in the event that immediate electrical power shutoff is required.

Operator Display



The operator display features three operator selectable drive modes; turtle, mid-range, and rabbit. Large touch pads make it simple and easy to change from one drive mode to another.

The 16 character LED message center provides status, warning, and fault conditions in easy to read English instead of numeric fault codes. This gives real time fault status to technicians, so they don't use valuable service time looking up numeric fault code explanations.

Travel speeds are programmable by qualified service technicians, through the traction controller.

The Battery Discharge Indicator (BDI) uses a multi colored LED display to indicate charge status. When the truck is almost fully discharged, a red LED flashes with low battery indicator and lift interrupt is engaged, cutting power to hoist control.

The hour meter displays truck hours, drive motor & hoist motor hours. The hour meter is activated by the operator. Press once for truck hours, twice for drive motor hours, three times for hoist motor hours, 4 times to return to normal display.

The display allows for the BDI to be configured to lead acid or maintenance free batteries. It is also available in a freezer option that has an internal heat source and a conformal coated board to seal out moisture. Fewer components and improved technology create a more durable and reliable display.

Performance



Mast Superiority

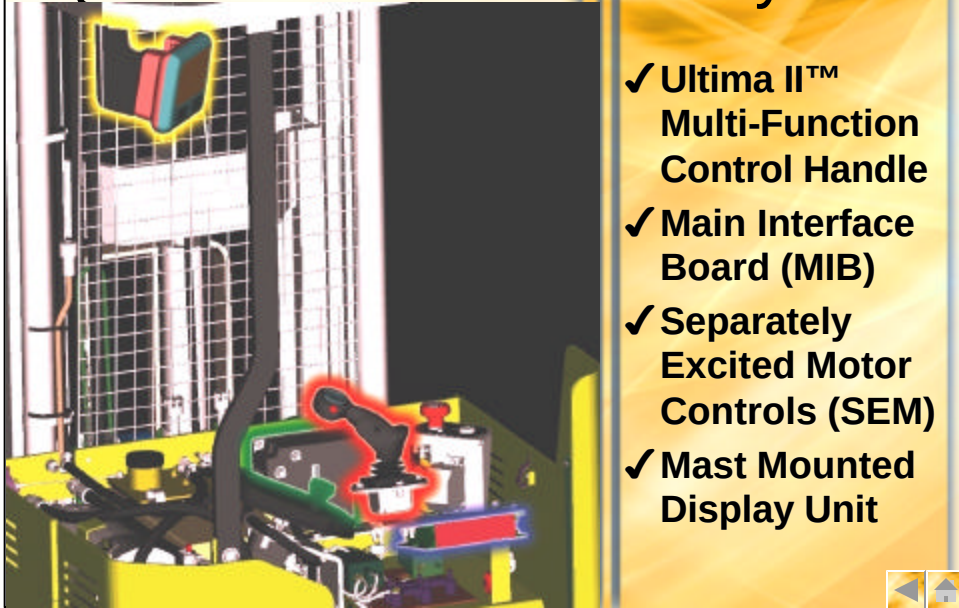
- ✓ Three stage full free lift or two stage limited free lift options
- ✓ Smooth operation
- ✓ Outstanding Reliability

Hyster narrow aisle trucks are available with two stage or three stage masts with standard maximum fork heights up to 422 inches.

They provide superior visibility, smooth operation and outstanding reliability.

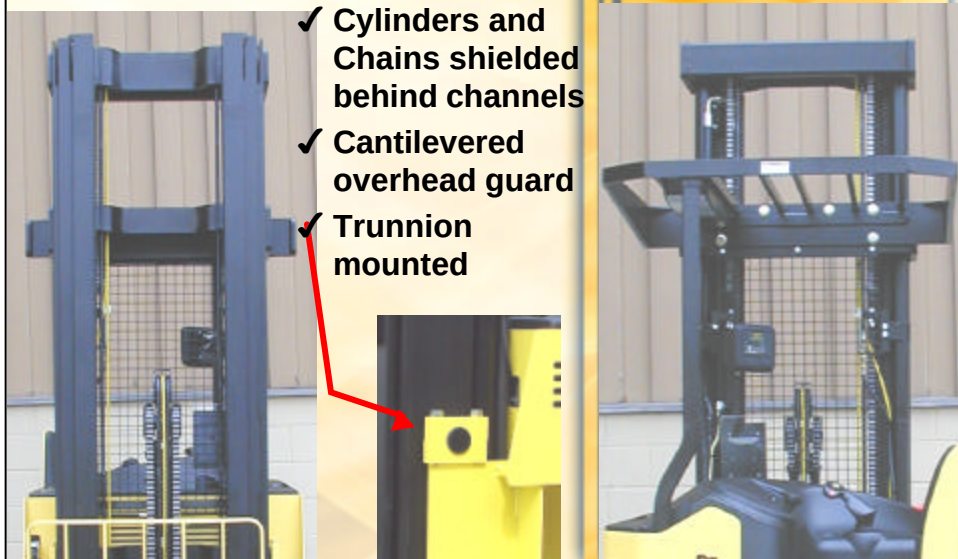
Hoist cylinders have cushioned staging for smooth operation and low noise.

Quadra-Link Control System



The Quadra-Link Control System provides reliable performance as well as ease of serviceability. The system is made up of four components; the Ultima II™ multi-function control handle, the main interface board (MIB), the separately excited motor controls (SEM), and the mast-mounted operator display. This system is designed to reliably monitor and control truck performance functions, as well as aid in troubleshooting service issues.

Mast Superiority

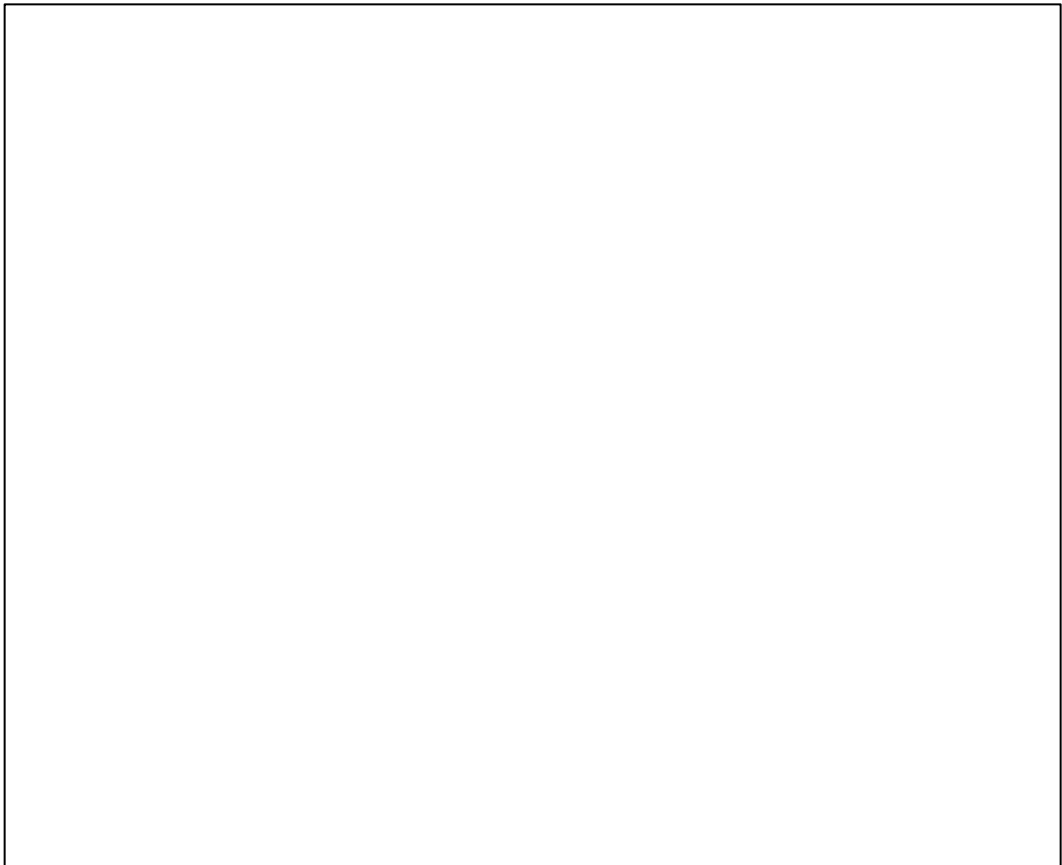


- ✓ Cylinders and Chains shielded behind channels
- ✓ Cantilevered overhead guard
- ✓ Trunnion mounted

Dual lift cylinders and chains located behind the mast channels are shielded from potential damage and provide picture window visibility. Leaf type chains are used for strength and compact size. Hose take ups are mounted internally for protection from racks.

Masts are trunnion-mounted for easy removal and installation. Trunnion mounting also serves to distribute load forces evenly to the frame for smoother load transitions.

The cantilevered overhead guard features a bar on edge design to provide excellent vertical visibility and is designed and tested to be in compliance with ANSI B.56 requirements.



Mast Superiority



- ✓ Wire guard
- ✓ Low front chassis
- ✓ Fork Tip Visibility

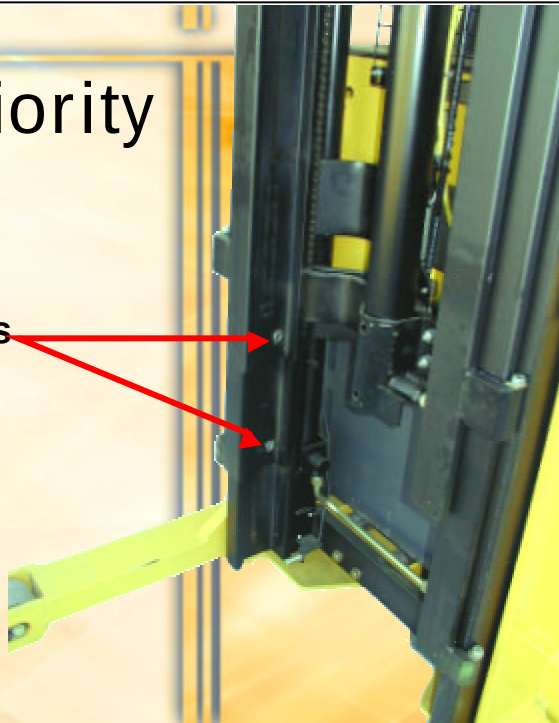
The full height wire finger guard is mounted to the rear of the mast providing excellent forward visibility. The wire mesh design provides ventilation to the operator for maximum comfort.

The low front chassis provides excellent fork tip visibility for load pick up and placement to reduce product damage.

Mast Superiority

✓ Brass Wear Plugs

✓ Variably spaced
load rollers



Variably spaced load rollers result in minimum roller pressure at all heights for dependability.

Adjustable brass wear plugs allow for periodic channel clearance adjustment without shims, gauges or mast disassembly. This results in reduced maintenance downtime and lower service costs. This is a significant cost benefit to the customer. Mast disassembly and removal can cost \$1200.00 to \$1500.00.

Mast Superiority



- ✓ 5.5" masts
- ✓ Angled overhead guard crossmember
- ✓ Smaller free lift cylinder

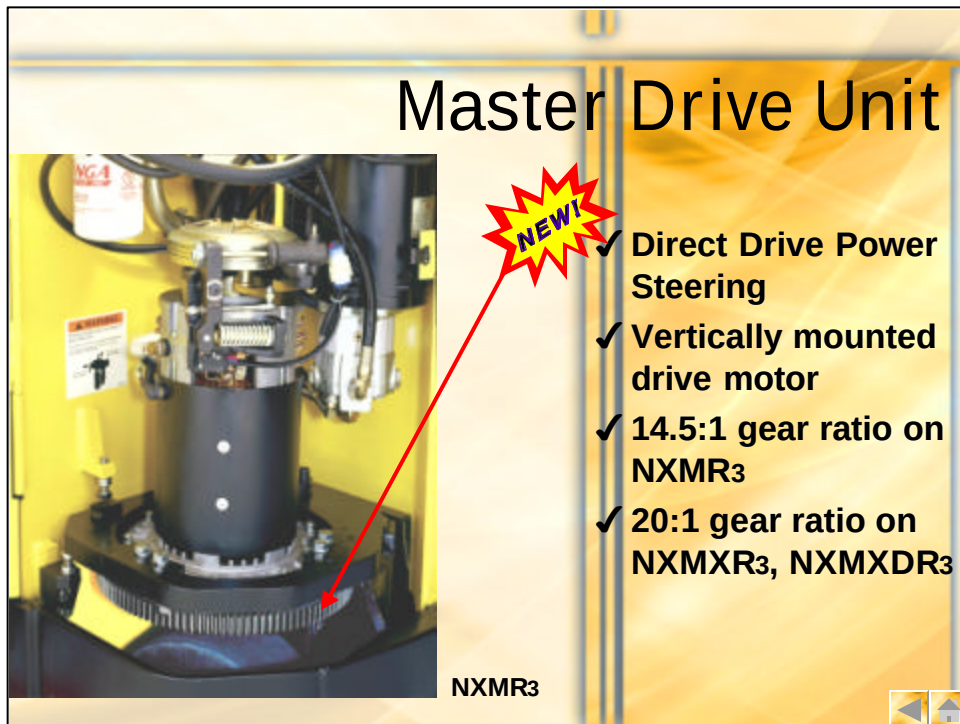
NXMR3 and NXMDR3

The NXMR3 is available with a 5.5" mast. The 5.5" mast is available on the N30XMR3, N40XMR3, and N25XMDR3. It is also available on the N45XMR3 and N30XMDR3, but only in maximum fork heights of 212" or below. On these trucks with mast heights of more than 212" and on grocery reach trucks, a wider 6-7/8" mast is used for greater stability and capacity to achieve higher lift heights.

Hoist cylinders provide more positive hydraulic cushioning producing smoother transitions.

A smaller diameter free lift cylinder provides enhanced visibility.

The cantilevered overhead guard features an angled front crossmember also increasing visibility.



Master Drive Unit

NEW!

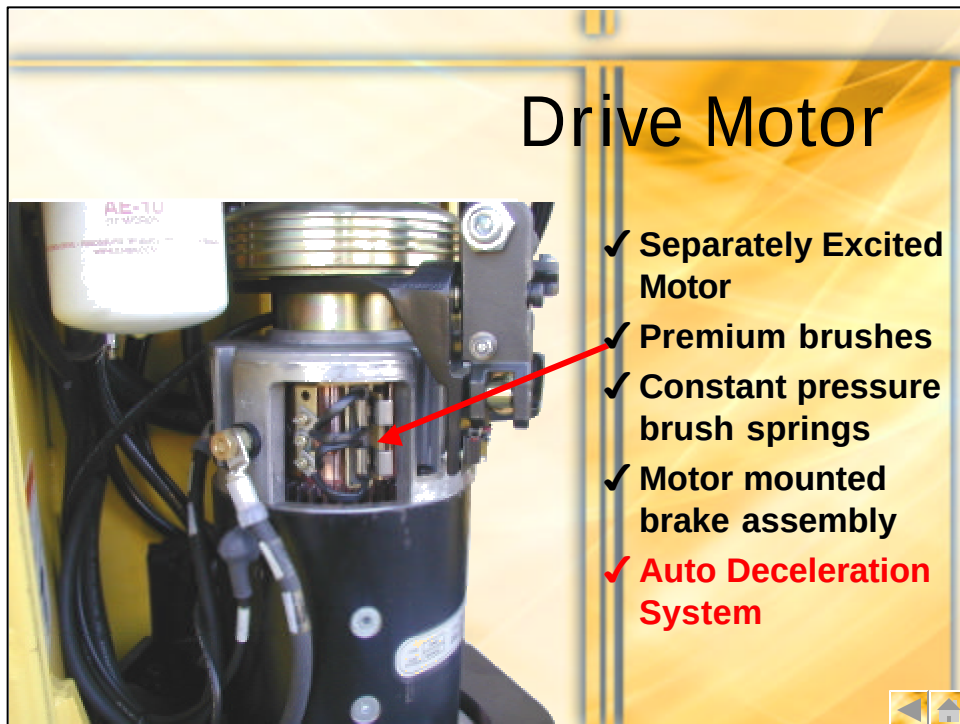
- ✓ Direct Drive Power Steering
- ✓ Vertically mounted drive motor
- ✓ 14.5:1 gear ratio on NXMR3
- ✓ 20:1 gear ratio on NXM XR3, NXM XR3

NXMR3

Hyster's Master Drive Unit (MDU) features a vertically mounted, stationary drive motor. The non-rotating motor mounting eliminates power lead flexing or twisting. That can mean less service down time. **We have recently introduced a direct drive power steer on our unit. The steering is actuated with a gear drive instead of a chain. We have eliminated the chain and all adjustments associated with the chain.** The drive unit is mounted to the frame with a large diameter ball bearing for ease of operation and long service life. 180 degree steering angle offers excellent maneuverability.

Gears operate adjustment free in an enclosed oil bath.

The drive unit rotates on hardened steel ball bearings and can be easily removed for servicing.



Drive motors are designed by Hyster specifically for narrow aisle applications and built by Thrige/Schabmuller; Europe's leading manufacturer of electric motors for lift trucks.

The **Separately Excited traction Motor (SEM)** features an internal fan for improved thermal capacity and extended motor life. Premium brushes are easily accessed and removed for servicing. Class H insulated armature and field coil provide durability and dependability. Every Hyster motor is performance matched and bench tested before being mounted in the truck. The motors are designed to provide the lowest amp draw with the highest performance.

The drum brake assembly is drive motor mounted with spring applied hydraulically released shoes(NXMR3,NXMA3, NXMDR3). The brake is applied when the operator releases the pedal and is automatically applied when the operator exits the truck.

The wider chassis NXMXR3 and NXMXDR3 features a spring applied electrically released brake. When the brake is raised about 1/3 of the way up, an additional switch activates, causing the traction motor to cut out, and regenerative braking is initiated. As the truck plugs to a complete stop, the electric brake is applied by the traction controller.

Releasing the control handle or moving it to the neutral position, engages the Auto Deceleration System, or the automatic light braking of the truck. Both the degree of Auto Deceleration and regenerative braking can be adjusted through the traction controller.

Steering

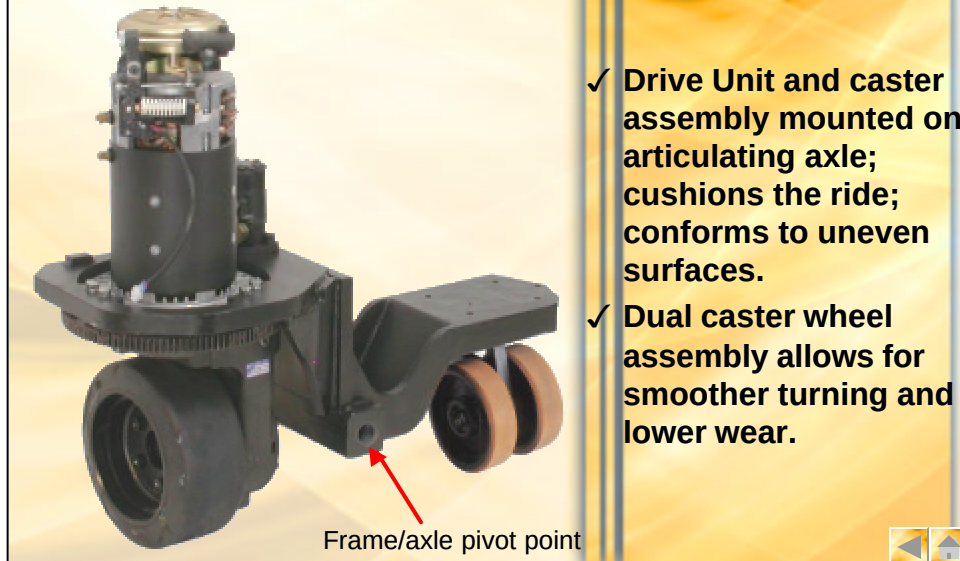


- ✓ Low effort
- ✓ Hydrostatic steer system

The hydrostatic steering system provides precise, low-effort power steering and minimizes the number of moving parts to service or replace. Only four turns are required lock to lock, offering operators 180 degrees of full steer. The steer motor conserves battery energy by automatically cutting out when the operator exits the truck.

Optional reverse steering is easily achieved by switching two hoses.

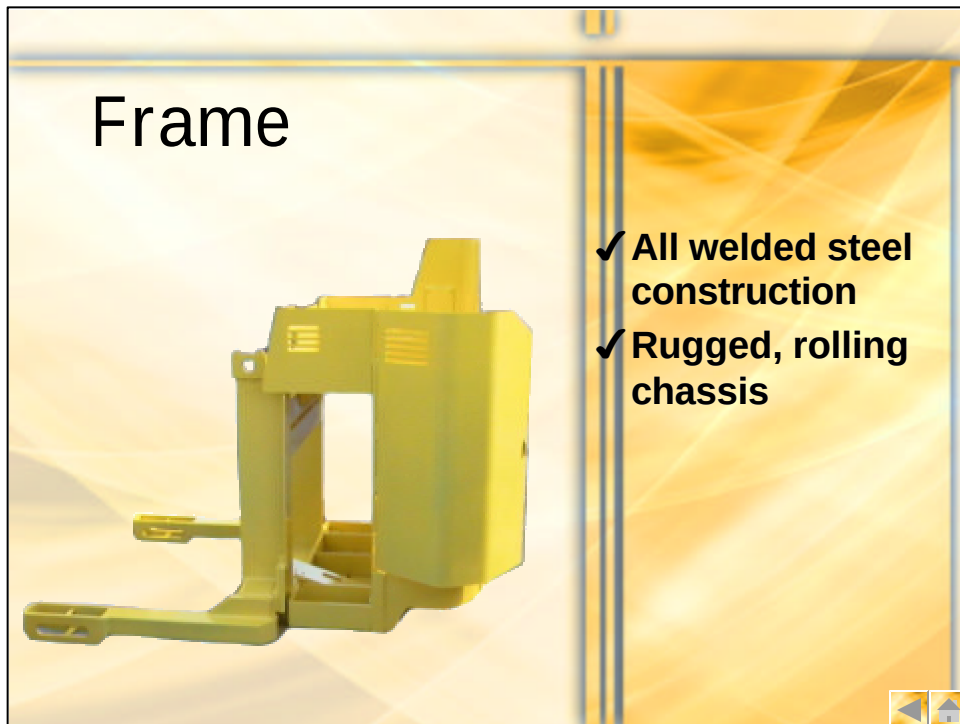
Articulating Axle



The drive unit and caster assembly are mounted on a steer axle weldment which articulates independently of the frame for a smooth ride even on uneven floors. Durable, long-life bushings are used in the axle with grease fittings for periodic lubrication. The articulating axle is mounted to the frame at the pivot point illustrated above. Brass bushings are used at the pivot point to reduce wear and insure long life

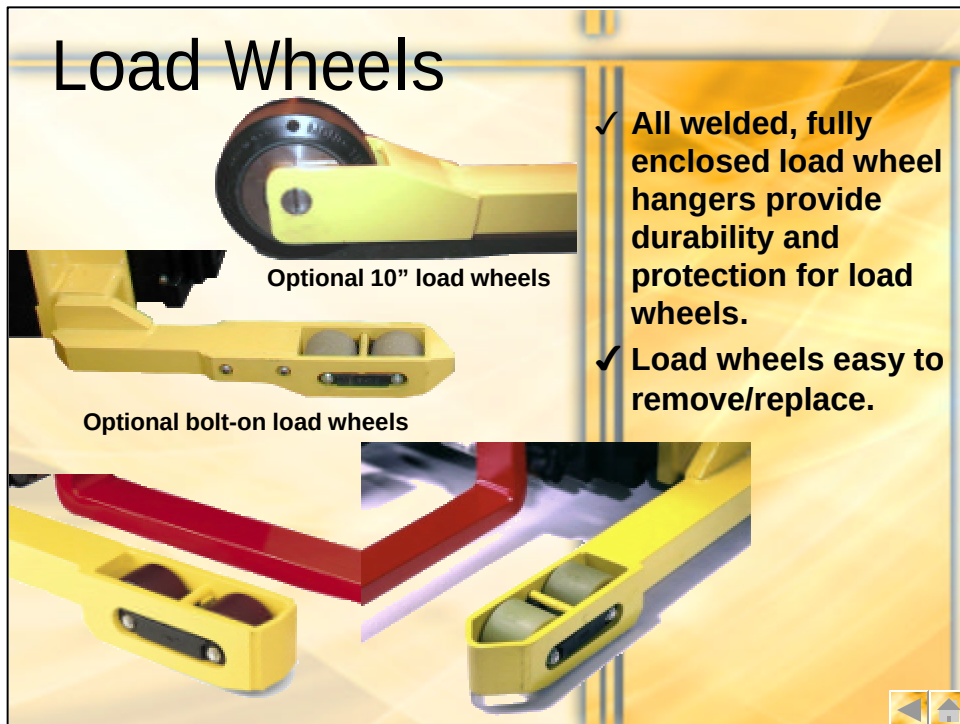
Standard drive tires are rubber, with polyurethane tires available as an option.

The dual caster wheel assembly is mounted on an articulating axle for smooth ride and excellent traction. The dual wheel assembly wears better than single wheel assemblies by maintaining full contact with the floor. This results in reduced scrubbing and improved turning ability. This is a free wheeling caster assembly, meaning that the caster assembly is not controlled by the steer linkage.



The narrow aisle truck frame is an all-welded steel construction available with 5 battery compartment sizes. Base arms are welded directly to the frame. This means that the mast can be removed without disabling the truck. You still have a rugged, rolling chassis. Most other lift truck manufacturers attach the base arms to the mast. If the mast is removed the truck does chassis does not move. Hyster base arms are available in 1" increments from 34" to 50" of base arm inside spread on the NXMR3, NXMDR3, 36" to 50" on the N50XMA3, and 35" to 50" on the NXMXR3 and NXMXDR3.

Additional ventilation slots have been incorporated into the frame to reduce temperatures in the chassis and operator compartment.



Dual articulating load wheels provide even floor contact. Load wheels feature enclosed toe caps to reduce potential load wheel damage and to increase sideplate bending resistance. Load wheel replacement requires no shimming. Load wheel bearings are pre-lubricated, double-sealed and require no lubrication for the life of the bearing.

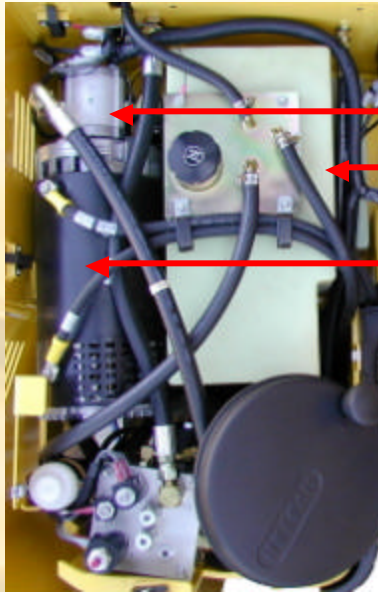
Pointed toe caps are standard on straddle and double reach trucks. They assist in aligning the pallet and base arm when straddling the pallet is required.

Blunt toe caps are standard on single reach trucks.

Bolt on load wheel hangers are available as an option.

10" x 5" poly load wheels are available as an option on some models in applications where rough and uneven floor surfaces would require them.

Hydraulic Pump & Hoist Motor



- ✓ Hydraulic Pump
- ✓ Hydraulic Reservoir
- ✓ Hoist Motor
- ✓ Premium brushes
- ✓ Constant force brush springs

The hydraulic pump and hoist motor is a single pump and motor system to provide maximum energy efficiency without sacrificing overall productivity. This design produces maximum lift speeds up to 107 feet per minute on the standard N45MXR₃ truck.

The motor contains premium brushes and constant pressure brush springs. The motor is designed to provide high lift speeds with the lowest amp draw.

Steering & Auxiliary Hydraulic Motor



- ✓ Steer & hydraulic motor
- ✓ Permanent magnet design
- ✓ Built-in priority valve

A separate pump and motor for power steering and auxiliary hydraulic functions is housed in the main service compartment. When both power steering and auxiliary functions are employed simultaneously, a built-in priority valve assures priority flow to steering.

The electro-hydraulic control valve is custom designed to provide fully proportional control of hoist, reach, and tilt and optional sideshift functions. The valve is electronically driven to provide metered flow of hydraulic oil to hydraulic functions. The hydraulic system features a 10 micron return line spin-on filter. The hydraulic tank is equipped with internal baffles to reduce foaming of returning hydraulic oil.

The steering motor is a permanent magnet design. It is sealed to reduce potential contamination from airborne particles.



Reach mechanisms are offered in single and double reach. The single reach provides operators with 24" of extension while the double reach offers 42" of extension for 2 deep applications.

Carriage thickness adds a fixed extension to the reach stroke. The fixed extension varies based on carriage thickness as shown below.

Single Reach

N30XMR3 add 7.0" fixed extension for a total of 31".

N40XMR3 add 7.2" fixed extension for a total of 31.2".

N45XMR3 add 6.9" fixed extension for a total of 30.9".

N45XMR3 add 7.1 " fixed extension for a total of 31.1".

Add 1" more for sideshifter.

Double Reach

N25XMDR3 & N30XMDR3 add 12.6" fixed extension for a total of 54.6".

Add 1" more for sideshifter.

N30XMXDR3 adds 12.3" fixed extension for a total of 54.3". Add 1" more for sideshifter.

Fork tilt is standard providing 3 degrees of forward tilt and 4 degrees of back tilt. Pantograph movement is cushioned at the fully extended and fully retracted positions.

Pantograph arms are a robust 1" thick. Grease fittings are provided at all major points of movement.

Video illustrating double reach mechanism



- ✓ 42" of extend
- ✓ 3° forward tilt
- ✓ 4° back tilt
- ✓ Synchronized tilt of carriage, forks, load backrest



Pantograph movement is cushioned at the fully extended and fully retracted positions.

Tilt Mechanism



✓ Synchronized
Tilt design

The tilt design features two small tilt cylinders at the base of the carriage. The cylinders are in a thick walled rectangular housing which minimizes the risk of any kind of deflection and extends the packing life.

This design tilts the forks, carriage, and load backrest together reducing the risk of potential product damage.

Sideshift



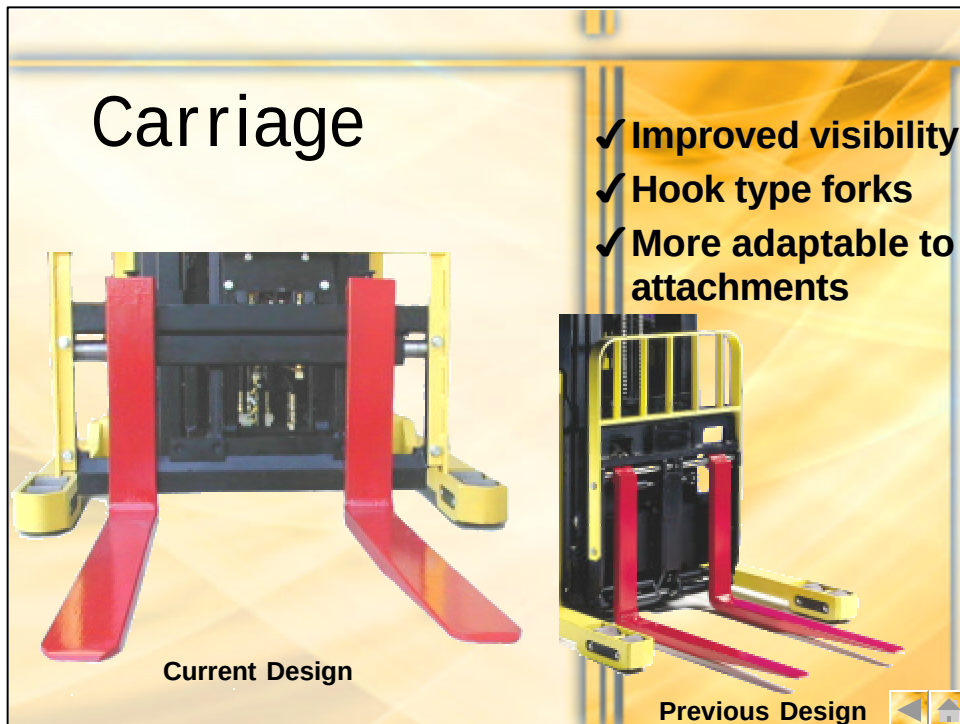
✓ Integral sideshift

✓ 7" total sideshift*

* On trucks with 39 or more inches of open end clearance.



The optional sideshifter allows operators to efficiently position loads by allowing 3.5" of lateral movement of the forks and carriage to either side of center. This gives a full 7" of total sideshift on models with 39 or more inches of open end clearance. Trucks with less than 39 inches of open end clearance have two inches of sideshift on each side for a total of 4 inches of sideshift. Spotting loads in tight spaces can be done quickly with minimal manipulation, and wider loads can be maneuvered easily around tight narrow aisle corners.



The carriage design offers improved visibility through the carriage.

Hook-type forks are standard with this carriage. Hook type forks are more standard in the lift truck industry, making fork replacement easy.

These carriages are capable of picking up a standard GMA four-way pallet from either side and also sideshift. This is sometimes a requirement for Grocery applications. The load backrest moves with the sideshift.

Forks are hot forged for strength with reinforced heel sections to absorb stress resulting from heavy loads.

Visibility through carriage



- ✓ Carriage design provides improved visibility with the forks elevated.



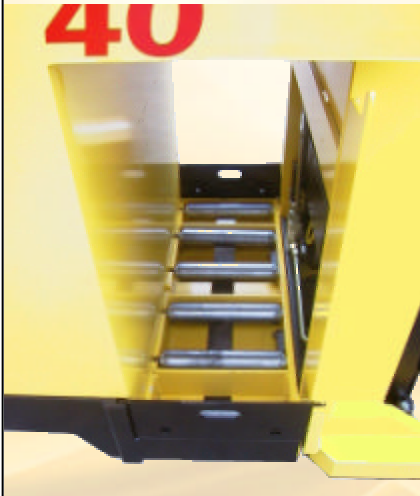
Battery Compartments

Battery Compartment	N50XMA3 24V	N50XMA3 36V	N30XMR3	N40XMR3	N45XMR3
S	38.88x12.5x31.18		38.9x12.5x31.2		38.9x16.6x31.2
M	38.88x14.62x31.18	38.8x14.62x31.18	38.9x14.6x31.2	38.9x14.6x31.2	38.9x18.8x31.2
L	38.88x16.62x31.18	38.8x16.62x31.18		38.9x16.6x31.2	38.9x21.1x31.2

Battery Compt	N25XMDR3 24V	N25XMDR3 36V	N30XMDR3	N45XMR3	N30XMDR3
S			38.88x16.62x31.18	38.88x12.5x31.5	38.88x12.5x31.5
M	38.88x14.62x31.18	38.88x14.62x31.18	38.88x18.75x31.18	38.88x14.6x31.5	38.8x14.6x31.5
L	38.88x16.62x31.18	38.88x16.62x31.18	38.88x21.12x31.18	38.88x16.6x31.5	38.8x16.6x31.5



Battery Compartments



- ✓ Battery retainers drop in, lift out
- ✓ Full-width, corrosion resistant battery rollers

Low-mounted battery retainers at the base of the compartment secure the battery in place and are provided for easy removal of the battery from either side of the truck. Battery retainers drop in and lift out.

The battery compartment is equipped with full width rollers riding on ball bearings designed to make battery removal fast and easy. They are Teflon sealed to resist corrosion from battery acid. The rollers are individually replaceable and lift out quickly and easily with no tools required. Some competitors designs have rollers built into a rack. When one fails the entire rack must be removed.

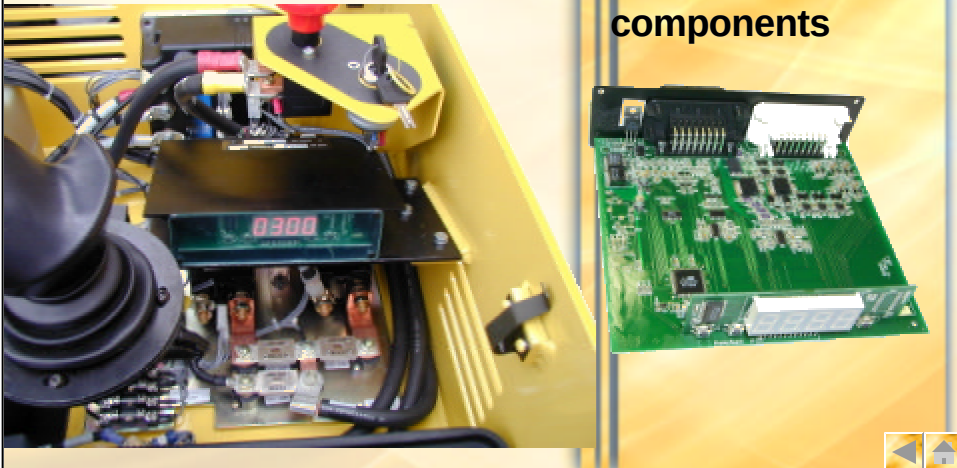


Located behind the service compartment door are major components such as the drive unit, steer system, brake system and hydraulic filter.

Fewer individual components offer a cleaner, simpler design to accommodate accessibility and serviceability requirements.

Main Interface Board

- ✓ **Manages and controls truck components**



At the heart of the electrical system is the Main Interface Board or MIB, a printed circuit board utilizing a state-of-the-art micro controller. The MIB receives input signals from various truck components and then sends the proper output control to carry out the desired functions. This allows the MIB to interface and manage truck components such as the Multi function control handle, hydraulic control valves, traction throttle, speed limit switch, operator sensing switch, brake switch and operator display.

The MIB features a more reliable, more simplified design with fewer components. It is easily accessible for replacement by removing the upper console cover. The MIB design is fully programmable utilizing the Multi function control handle in conjunction the operator display offering service technicians full service level diagnostics and setup capabilities. This procedure does not require removing the cover. With the previous design the MIB was programmed by push buttons on the MIB itself, which required removing the console cover and the MIB cover as well. The current design can be programmed in less than half the time.

Main Interface Board



- ✓ Setup & Diagnostics
- ✓ Programmable functions

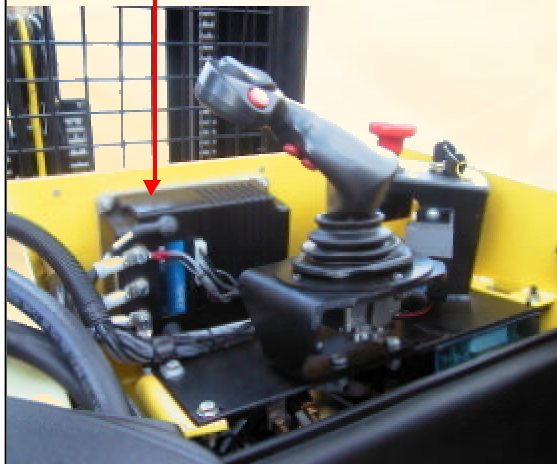
Functions which are programmable through the MIB are speeds for lift and lower, reach and retract, sideshift, and throttle signal. Traction speeds are still programmed through the PMC.

To enter the setup mode, turn off the truck and press the horn button as you turn on the truck. Hold the horn button until the operator display says "MIB SETUP MODE." Then release the horn button, press and release it. The MIB will display some general instructions. The Multi function control handle is used to scroll through the programmable functions. **Note: Only qualified, trained technicians should attempt to program the MIB.**

When setting auxiliary hydraulic function rates, technicians can test auxiliary functions speeds without exiting the setup mode. This saves valuable service time.

When faults occur, they are accompanied by an audible beep, and an easy to understand text message appears on the operator display. Faults are registered in the MIB's fault log which will store up to 255 occurrences of each fault.

Curtis SEPEX™ MOSFET Traction Controller



- ✓ Operates at high frequency above the audible range
- ✓ Programmable Functions
- ✓ Regenerative Braking capability
- ✓ Automatic field weakening
- ✓ Adjustable Auto Deceleration System
- ✓ Downhill speed restraint

The Curtis SEPEX™ **M**etal **O**xide **S**emiconductor **F**ield **E**ffect **T**ransistor (MOSFET) traction controller provides full time control of the traction motor with diagnostics and thermal protection.

Eliminates forward / reverse direction contactor.

Regenerative Braking increases usable battery energy, reduces traction motor heat, and extends traction motor brush life.

Automatic field weakening provides faster travel speeds.

Adjustable Auto Deceleration System improves drivability.

Downhill speed restraint enhances control on ramps.

Anti-roll feature maintains truck position on ramps. This simply means on a slight grade the truck will not roll backwards when stopped.

However, it is best to remember these trucks are not designed for constant use on ramps. Attempts to use these trucks on steep grades could result in serious injuries.

PMC is one sealed unit- lower cost than a SCR controller

Optional hand-held tool provides easy to understand English prompts instead of numerical codes

Easy to trouble shoot / service

Provides 3 drive mode selections

Runs quieter and more efficiently than an SCR system.

The following traction parameters are programmable though the handset by a trained technician.

Creep speed - slowest acceleration possible.

How quickly the truck will accelerate.

Turtle, Rabbit, and Mid-range travel current limit, plugging current limit, acceleration rate and maximum acceleration

Optional Equipment

- ✓ Shop floor roll-out battery tray makes battery changing a snap! Important in multi-shift operations.
- ✓ Amber revolving warning light
- ✓ Light and fan package enhance operator comfort and productivity
- ✓ Cooler / Corrosion and Freezer packages
- ✓ Bolt-on load wheel boxes
- ✓ Integral Sideshifter
- ✓ Poly or non-marking drive tires





The shelf height selection system is designed to provide a method of stopping the forks at programmed shelf levels. This system is beneficial in applications that have six, eight or more rack levels and with top beams of more than 240" that increase the degree of difficulty for operators in placing or picking loads. The system operates in conjunction with the multi function control handle and the MIB. The keypad allows for fifty-three shelf levels to be programmed. Also four "quick pick" keys (A,B,C,D) allow for setting shelf levels that are visited most frequently. Set up, diagnostics, and error messages are displayed in the LCD display of the shelf height selection system module which is mounted on the mast.

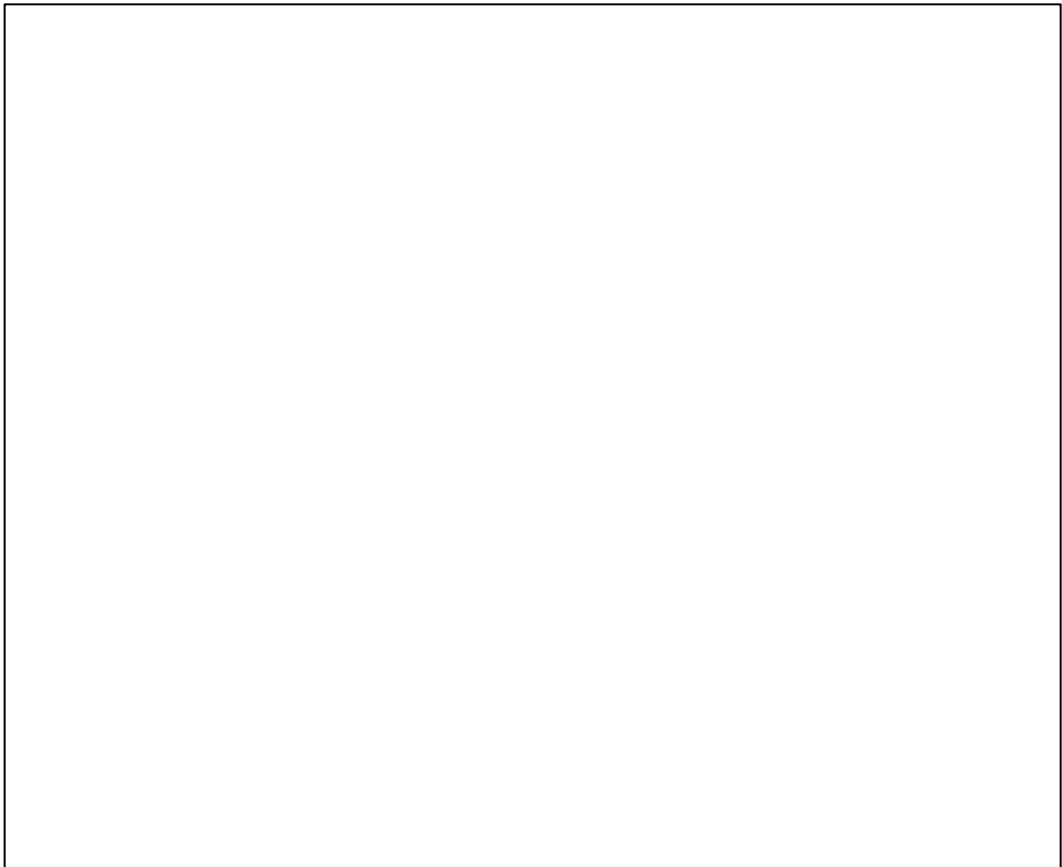
The system is accurate and reliable. It is designed to be accurate to within +/- 1 inch. The system should be tested at routine maintenance intervals and adjusted as needed. Whenever mast chains are adjusted, the system will need to be adjusted.

In the event that the system goes down, the truck can still be operated without the system being active.

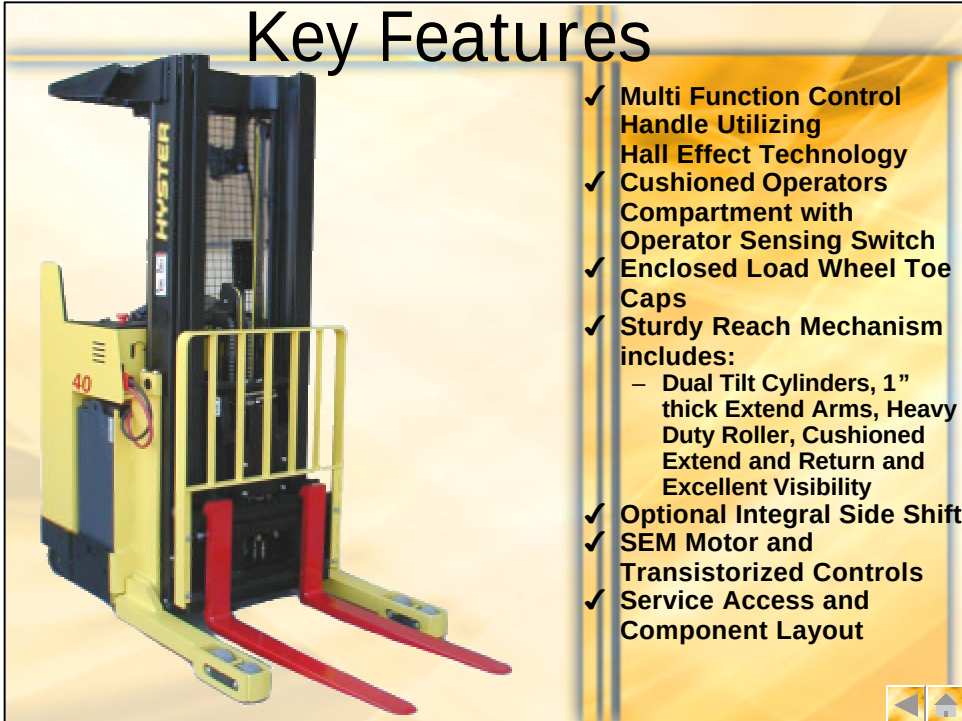
Specifications



- ▶ N30-45XMR₃
- ▶ N25-30XMDR₃
- ▶ N50XMA₃
- ▶ N45MXR₃ HyStor™
- ▶ N30MXDR₃ HyStor™



Key Features



Hyster Narrow Aisle Trucks



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