

TL33

SERIAL NO. 1947 TO CURRENT

**WARNING**

All personnel shall carefully read, understand and follow all safety rules, operating instructions and the Scaffold Industry Association's MANUAL OF RESPONSIBILITIES (ANSI 92.2) before operating or performing maintenance on any UpRight aerial work platform.

**SAFETY RULES**

**NEVER** operate this machine within 10 feet of power lines or cables.  
**THIS MACHINE IS NOT INSULATED.**



**NEVER** elevate the Platform until all four (4) Outriggers have been correctly deployed.



**NEVER** position the platform without first checking for overhead obstructions or other hazards.



**NEVER** sit, stand or climb on guard rail or midrail of the platform.

**ALL** occupants must wear an approved fall restraint properly attached to a designated platform anchorage point. Attach only one fall restraint to each anchorage point.

**NEVER** operate the machine without first surveying the work area for surface hazards such as holes, drop-off's (curbs), bumps and debris.

**NEVER** exceed the safe working load of 500 lbs (225 kg), (max. 2 persons plus 145 lbs (65 kg) of equipment).

**DO NOT** increase wind loadings by fitting items such as sign boards, flags etc. to the cage or boom.

**DISTRIBUTE** all loads evenly on the platform. See the Specifications Table on Page 16 for the maximum platform load.

**NEVER** operate the machine unless you have been fully trained in its safe use, are medically fit and have read and fully understood these instructions.

**OPERATE** the machine on firm level ground with a minimum bearing capacity of 11,500 lbs / ft<sup>2</sup> (550 kN / m<sup>2</sup>).

**DO NOT** use in winds exceeding 27 mph (12.5 m/s - Beaufort Force 6).

**NEVER** use ladders or scaffolding on the platform.

**DO NOT** attach overhanging loads, increase the size of the working platform, use the machine as a crane or for any other application involving additional loads or forces.

**NEVER** change or modify operating or safety systems.

**INSPECT** the machine thoroughly for missing decals, cracked welds, loose hardware, hydraulic leaks, damaged cables, loose wire connections or wheel bolts. **NEVER** use damaged equipment. (Contact UpRight Irl. Ltd. for instructions).

**NEVER** climb down an elevating assembly with the platform elevated.

**NEVER** use this machine unless the platform entrance drop bar is in position.

**NEVER** perform service on or in the elevating assembly while the platform is elevated without first blocking the elevating assembly.

**NEVER** recharge batteries near sparks or open flame; Charging batteries emit highly explosive hydrogen gas.

**SECURE** the work platform against unauthorized use by turning Keyswitch off, and then remove key from the switch.

**NEVER** replace any component or part with anything other than original UpRight replacement parts without the manufacturer's consent.

**All** Outrigger Pads must be in contact with a firm surface and the Chassis levelled before elevating the Platform.

**IF ALARM SOUNDS** while the platform is elevated, **STOP**. Carefully retract the booms, using the emergency functions and lower the platform without slewing. Move the machine to a firm, level surface.

## Introduction

This Manual covers the operation of the TL33 Trailer Mounted Work Platform. *This manual must be stored on the machine at all times.*

## Pre-Operation & Safety Inspection



### WARNING



Carefully read, understand and follow all safety rules and operating instructions. Perform the following steps each day before use. **DO NOT** perform service on the Work Platform with the platform elevated unless the elevating assembly is properly supported.

1. Remove module covers and inspect for damage, oil leaks or missing parts.
2. Check the level of the hydraulic oil with the platform fully lowered. Oil should be visible on the filler cap dip stick. If necessary top-up using ISO#46 hydraulic oil.
3. Check that the electrolyte level in the batteries is correct. (Battery Maintenance, Page 9)
4. Verify batteries are charged.
5. Check that the A.C. extension cord has been disconnected from the charger.
6. Carefully inspect the entire machine for damage such as cracked welds or structural members, loose or missing parts, oil leaks, damaged cables or hoses, loose connections and tyre damage.
7. Move machine, if necessary, to an unobstructed area where machine can be fully elevated.
8. Check that the surface is capable of supporting the outrigger loads, and is generally level. Apply the handbrake.
9. Check that all four limit switches are undamaged and then taking each outrigger in turn, pull the locking pin release lever out while simultaneously lowering the outrigger leg. Ensure the locking pin snaps into position in the lower slot. (See Figure 1).
10. Lower all screw jacks until the load is just removed from the road wheels. Level the machine as necessary using the bubble level on the chassis to check in both longitudinal and lateral directions. Retract the jockey wheel until it is clear of the surface. For a more detailed description of this procedure the instructions in the Operation Section of this Operators Manual should be followed.



### WARNING



Do not use a machine that is damaged or malfunctioning. Tag and remove the unit from service until it is repaired.

## SYSTEM FUNCTION INSPECTION

### NOTE:

Refer to Figure 2 & Figure 3 for the Chassis Control and Platform Control locations.



### WARNING



**STAND CLEAR** of the Work Platform while performing the following checks.

**BEFORE** operating the Work Platform survey the work area for surface hazards such as holes, drop-off's (curbs), bumps and debris.

**CHECK** in all directions, including above the Work Platform, for obstructions and power lines or cables.

**CORDON** off the area within the platform's working area to keep passers-by clear of the booms.

11. Turn both Chassis and Platform Emergency Stop buttons **ON** (rotate clockwise).
12. Turn the Keyswitch on the Lower Control box to the **ON** position.
13. Using the chassis control **Buttons & Analog Rocker**, fully **ELEVATE** the Upper and Lower Booms.
14. Visually inspect the elevating assembly and cage mounting/structure, lift cylinders, cables and hoses for leaks, damage or erratic operation. Check for missing or loose parts such as nuts, bolts and circlips.
15. Test the Emergency Lowering Valves on the Upper and Lower Lift Cylinder are operating correctly as detailed on Page 6. **PUSH** the Emergency Stop Button to identify that functions will indeed cease when depressed.
16. Check the **ROTATE** left and right function.
17. Return the machine to an elevated position just above the Boom Rest 1 ft (300 mm). To confirm that the Outriggers and Outrigger Limit Switches will operate correctly while the machine is elevated, it is then vital that each Outrigger Limit Switch is individually tested. Raise the Rear Left Screw Jack until the switch is no longer activated (will simulate Outrigger out of deployment). At this point the TL33 should have the following characteristics;

*the alarm will sound and the DOWN & SLEW Boom functions only will be operable from the Lower Controls.*

The above test should be repeated for all Outriggers.

18. Lower each boom until the Elevating Assembly is fully stowed. Repeat all the above tests from the Platform Controls.

The System Function Inspection is then complete.

## PRE-TRANSPORT INSPECTION

19. Lower the jockey wheel until it is in contact with the surface.

20. Retract the Outriggers fully, making sure that they will rest in the vertical position. To do this the operator must do the following for each Outrigger:

- Raise the Screw Jack until the Locking Pin can be released from the lower slot on the Quadrant Plate.
- Release the Locking Pin and rotate the Outrigger Assembly until the Locking Pin will securely slot into the upper slot on the Quadrant Plate.

21. Return the Keyswitch to the **OFF** position.

Check tyre pressures and thread depth. These procedures are further detailed on Page 8.



### WARNING



If there are any concerns about the safe use or operation of the TL33 following this Pre-Operation Inspection **DO NOT USE THE TL33 WORK PLATFORM.** Contact your supplier or UpRight's Product Support Department.

## Operation

**Before operating the TL33 Work Platform it is imperative that the Pre-Operation Inspection has been completed and any deficiencies have been corrected. The operator must also be fully trained on this machine.**

## TOWING



### WARNING



Before Towing, ensure that the Elevating assembly is properly stowed and secured using the Locking Pin, and that the Outriggers are raised, retracted and locked into position. See Pre-Transport Inspection as before. Ensure the tyres are free from damage, inflated to the correct pressure and have sufficient thread depth. Ensure the breakaway cable is properly attached to the towing vehicle before driving away.

Adjust the Jockey Wheel using the screw handle until the Towhitch is just above the height of the tow ball on the towing vehicle.

Position the tow vehicle and fit the breakaway cable to a suitable attachment point on the towing vehicle (not the tow ball stem or towing pin).

While pushing the release button on the Towhitch lower the Receiver onto the Tow Bar using the screw handle on the Jockey Wheel, until the catch snaps into position. Then when the receiver is secure and the Tow Bar is taking some of the machines weight retract the Jockey Wheel to its full extent, at which point the Jockey Wheel will be in its locked position. Retighten the clamp. This will negate the possibility of the wheel moving and so the possibility of the Jockey Wheel screwing down during transport.

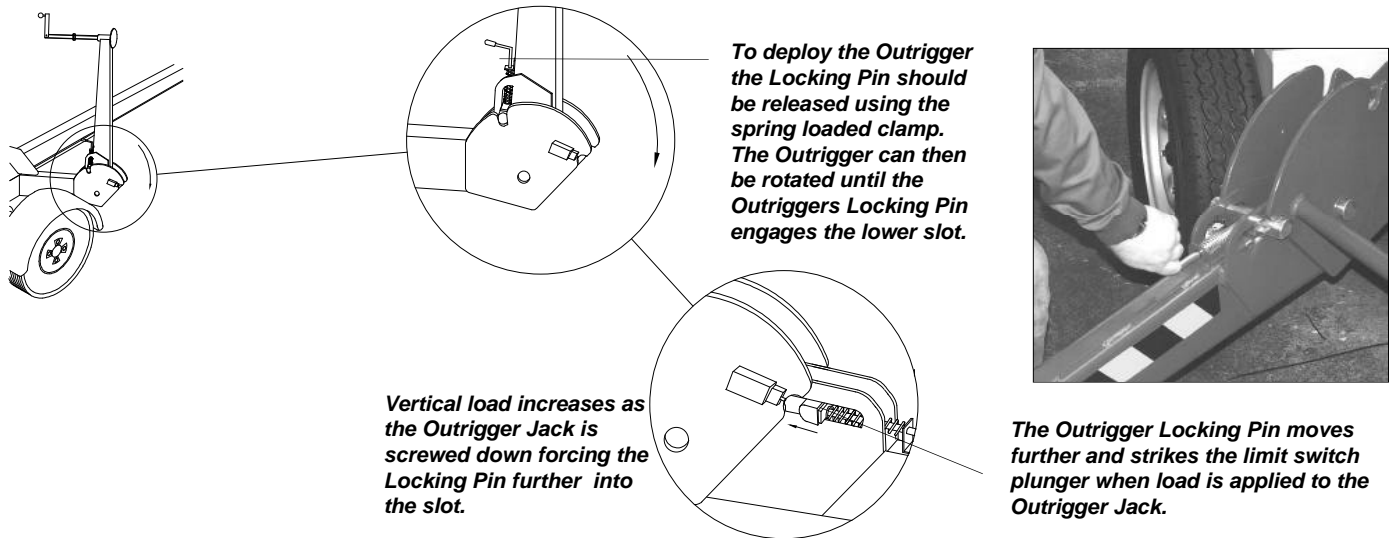
Connect the electrical lead to the tow vehicles socket.

Check all lights for correct operation before transporting the machine.

### NOTE:

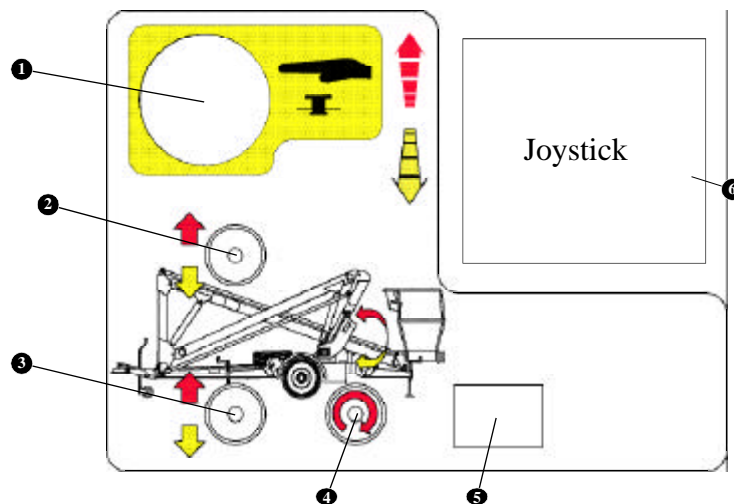
**Exercise caution during brake "Running In" period (First 500 miles or 850 Km). When parking on slopes fully tension the Hand Brake. When moving the TL33 in reverse ensure that the Hand Brake spring is fully compressed. Check that the TL33 is moving in reverse. When not in use it is advisable to chock wheels to prevent movement.**

**Figure 1: Deploying the Outriggers**



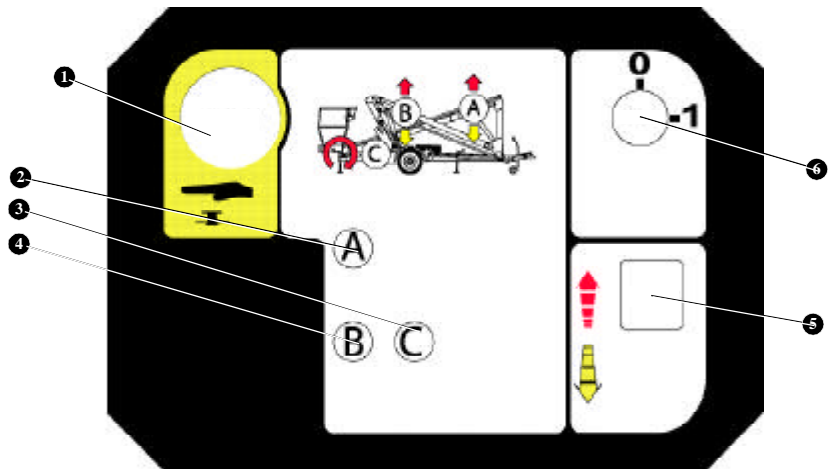
**Figure 2 : Upper Control Panel**

1. Emergency Stop
2. Upper Boom Buton
3. Lower Boom Button
4. Rotate Button
5. LCD Display
6. Joystick



**Figure 3 : Lower Control Panel**

1. Emergency Stop
2. Upper Boom Buton
3. Lower Boom Button
4. Rotate Button
5. Analog Rocker
6. Keyswitch



## DEPLOYING THE OUTRIGGERS

Position the TL33 on a firm, level surface. Apply the handbrake and then lower the Jockey Wheel until it comes into contact with the surface and retighten the clamp. As the Jockey Wheel is further lowered release the locking mechanism on the Tow Hitch Receiver. When clear of the tow bar move the towing vehicle a small distance away from the TL33. Next ensure that the TL33 is switched to the **ON** position using the Keyswitch on the Lower Control Box and that the Emergency Stop Buttons are also **OFF** (turned clockwise to release).



### DANGER



It is important that all outriggers are correctly deployed on a firm surface capable of withstanding the loads imposed. The Chassis **MUST** be correctly levelled before elevating the platform.

1. Pull out the locking handle and lower the Outrigger until the Locking Pin locks into position in the lower slot. Ensure the pin is completely seated in this slot.  
**Reference Figure 1.**
2. Repeat for the remaining three outriggers
3. When all four Outriggers are seated in the lower slot on the Quadrant Plate the operator can then proceed to begin the process of levelling the Chassis.
4. Screw down all four jacks until they come into contact with the firm surface.
5. Begin to adjust each of the Screw Jacks individually in small increments until the Outriggers alone are taking the machine's weight. The Road Wheels should be relieved of the machine's load but they should still just remain in contact with the surface.
6. Ensure that the machine is level in all planes using the Bubble Level located at the rear of the Chassis.
7. Raise the Jockey Wheel on the Tow Hitch until it is well clear of the ground.

The last operation to be carried out before entering the Platform should be to check each of the Outriggers individually for their stability and that in each instance the Outrigger Limit Switch is activated. When the Keyswitch is in the 'ON' position and the Outriggers are properly deployed there should be no warning alarm.

## ELEVATING & LOWERING THE TL33 WORK PLATFORM

When the TL33 has been thoroughly inspected, and has been set up in accordance with the correct Outrigger Deployment procedures, the Elevating Assembly can then be used.



### WARNING



LOOK up and around for obstructions before performing the lift function.

ENSURE that the Elevating Assembly is clear of the Chassis before engaging the Slew operation.

DO NOT overload the platform

DO NOT operate within 3 metres (10 feet) of any electrical power cables. **THIS WORK PLATFORM IS NOT INSULATED.**

Cordon off the area within the platform's working area to keep passers-by clear of the booms.

**NOTE: Chassis controls are for service use only.**

1. Enter the Platform through the entrance provided and ensure that the Drop Bar is in position. Where applicable lock the Entry Step in the raised position.
2. Before using the machine all local Safety Regulations involving helmets and restraining devices should be observed. Safety harness lanyards, not exceeding 1 m in length, should be attached to the anchor points on the Platform floor.
3. Ensure the Keyswitch on the Lower Control Box is turned to the **ON** position and all Emergency Stop Buttons are **OFF** (twisted clockwise).
4. If an audible alarm sounds, check that the Outriggers are correctly deployed and that the machine is level. The boom functions, nor the slew function will operate if this is not correct.
5. Select the **LOWER BOOM** Button on the control panel. Check for overhead obstructions and when satisfied squeeze the red Interlock control on the Joystick. Slowly move the Joystick forward to elevate the Boom. The further the joystick is moved, the faster the boom will move. Pressure must be applied to the Interlock at all times while operation is required.
6. Select **UPPER BOOM** or **ROTATE** as required using the control panel and operate as described

above. For boom one or two functions the controls will be forward for UP and backward for DOWN. To rotate (Slew) RIGHT the Controller Joystick should be moved forward. To rotate (Slew) LEFT move the Controller Joystick backward.

7. Before lowering, check beneath the Platform floor for obstructions. Operate as described above, moving the Joystick to lower the Booms.

## EMERGENCY SITUATIONS & EMERGENCY OVERRIDE

In any emergency situation, the first action to be taken should be to hit the red “Emergency Stop” button. This will give instant cutout of all functions. It will then be required to twist the button clockwise to release before the machine can be operated again.

If the Audible warning alarm sounds, normal control functions will cease to operate. This will be due to one of the following problems ;

- deactivation of an Outrigger Limit Switch.
- the activation of the Tilt Sensor.

In this situation the only operable machine functions are Upper and Lower Boom Descent, use them to descend in a controlled manner to ground level. Do not begin to rotate until close to the ground.

After leaving the Platform, check all Outriggers and adjust to ensure each is correctly deployed. **Note that during emergency operation, controls will operate only at a fixed, slow speed and will not allow the raising of the Booms. The Booms can only be lowered.**

### Emergency Lowering



## CAUTION



When operating this function, extreme care must be taken to ensure that the person carrying out the task does not become trapped by the Elevating Assembly.

Should the machine become inoperable when elevated request a person on the ground to lower the platform using the emergency lowering valves.

These are red knobs mounted at the base of the 2 Main Hydraulic Lift Cylinders (See Figure 4 below). The decal located on the TL33's Lift Cylinder's will give assistance in the use of these valves.

Operate the lower boom first by pushing slowly until the boom starts to descend. The speed of descent is controlled by the amount the valve is pushed, ensure that the rate of descent is kept slow and under control. Descent can be halted at any time by removing pressure from the red knob.

Repeat the operation if necessary for the upper boom when the cylinder is in reach of the ground.

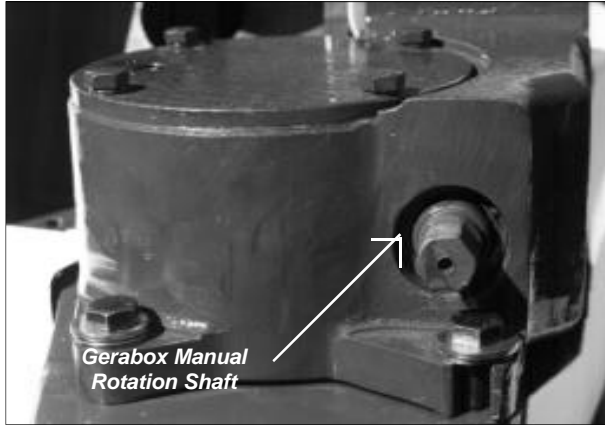
With both main booms lowered fully it should then be possible to leave the Platform safely. A small step ladder can be used if necessary.



*Before operating the Emergency Lowering Valves the surrounding area should first be cleared of any potential obstructions. It is also important that when the valve is pushed/turned, it is initially done slowly. This is so that sudden movement will not occur in the Elevating Assembly, leading to a potentially unstable machine.*

**Figure 4: Emergency Lowering**  
**MANUAL ROTATION**

1. Ensure booms are lowered as far as possible, but just clear of the Tow Bar Weldment, and that the Emergency Stop Button is pressed to prevent any accidental powered operation.
2. Apply a or 17 mm (or 13 mm if required) socket wrench to the Gearbox Drive Shaft and turn to rotate the Elevating Assembly. The Gearbox Drive Shaft for the 17 mm type gearbox is shown opposite.
3. Remove the wrench.



*To rotate the Elevating Assembly first apply a 17 mm (13 mm) socket wrench to the shaft and turn to rotate the Elevating Assembly. When finished remove the wrench.*

### Figure 5: Manual Rotation CONTROL FROM GROUND LEVEL

1. Chassis Controls are fitted at the base of the Elevating Assembly. These should only be used when no operator is in the Platform (for maintenance/service or inspection purposes), or if the operator has become incapacitated.
2. Use the appropriate selector button to raise or lower the booms or rotate as required.

### AFTER USE EACH DAY

1. Ensure that the Platform is fully lowered.
2. Park the machine on a level surface, preferably undercover, secure against vandals, children or unauthorised operation. Apply the Hand Brake.
3. Turn the Keyswitch to **OFF** and remove the key to prevent any unauthorised operation.
4. Recharge the batteries in accordance with the instructions on Page 9.

## Transportation

### BY FORKLIFT



### CAUTION



The TL33 is not designed to be forklifted, and does not have provision on the Chassis to allow this method of lifting. UpRight recommends the procedure below for handling the machine.

### BY CRANE



### WARNING



See specifications (Page 16) for the weight of the work platform and be certain that lifting apparatus is of adequate capacity to lift the platform.

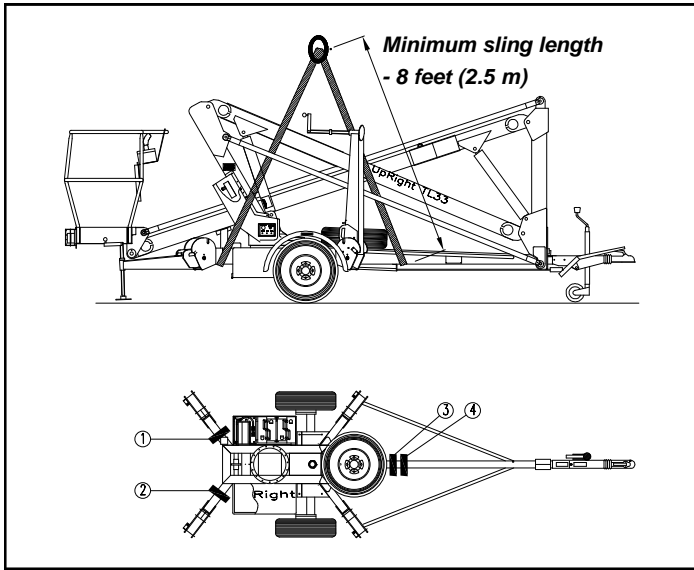
The TL33 may be lifted by an overhead hoist/crane in the following manner:

Four lifting straps capable of safely supporting the total weight of the TL33 (1,240 Kg (2,734 lbs)), and at least 2.5 m (8 feet) long are required. This minimum length is important to ensure the correct lifting angle. The straps should be positioned as shown in Figure 6.

**The four lifting straps** (Positions 1, 2, 3 & 4) should be positioned at the points indicated in Figure 6. Care must be taken to ensure the straps do not interfere with any other parts of the TL33.

The two rear lifting straps should be positioned between the Outrigger Quadrant Plates and the Chassis Main Member as indicated by positions 1 and 2. Care must be taken that these two straps will not damage the cable for the Outrigger Limit Switches.

The two front lifting straps should be positioned under the Tow Bar Weldment, directly in front of the brake cable anchor plate, as indicated by positions 3 and 4. Note that the **two** straps are essential at this position as one must pass each side of the Lower Boom, on the interior sides of the Tension Bar Weldments.



**Figure 6: Lifting the TL33  
BY ROAD**



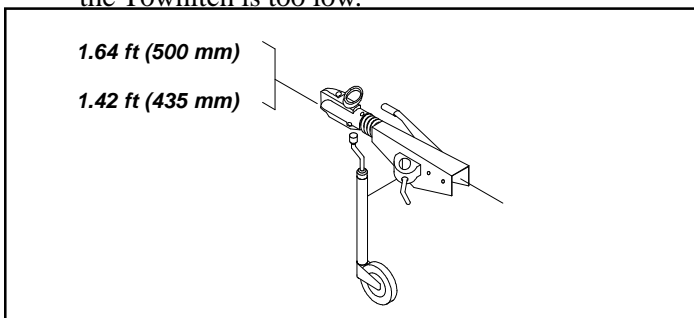
## CAUTION



It is important that before commencing transport to ensure the vehicle used is capable of towing 1,240 Kg (2,734 lbs).

The TL33 is a road approved vehicle and therefore may be transported behind a motor vehicle of suitable towing capacity. It is recommended that the vehicle used should have a tow bar where the top of the ball is at a height of between 435 mm (1.42 ft) and 500 mm (1.64 ft) above surface level. These dimensions are also indicated below in Figure 7. This is for the following reasons;

- the bottom of the Platform may be in danger of hitting the surface while driving if the tow hitch is above the upper limit.
- the towing vehicle will support too much weight if the Towhitch is too low.



**Figure 7: Allowable Tow Hitch Height**

Care should always be taken while towing the TL33 on an uneven or sloped surface. It is recommended that the set of procedures that follow should be incorporated into a normal working practice for towing the TL33 Work Platform. The Procedures which should be followed when transporting the TL33 are:

1. The Platform is to be fully lowered and slewed in the correct position.
2. The Platform is to be securely stowed by inserting the Boom Lock Down Pin in its place. This is located at the Boom Rest.
3. The Jockey Wheel that is fitted to the Towhitch is to be extended until the Receiver is close to the height of the vehicle's tow bar.
4. The Hand Brake is pulled to engage the brakes (important if the machine is not on a level surface).
5. The Outriggers are to be fully retracted and secured in position.
6. The key is turned to the off position.
7. Move the vehicle as close as possible to the Receiver.
8. Lift the Towhitch on to the tow bar and make sure the Receiver is properly secured.
9. Release the Hand Brake and retract the Jockey Wheel.



## CAUTION



It is important that the Jockey Wheel is retracted as fully as possible so that the wheel will not slew (turn) while being transported. Failure to do so could result in damage to the Jockey Wheel.

10. The tailboard harness is connected to the vehicle's braking system by means of a 7 Pin Plug.
11. Attach the Breakaway Safety Cable to the towing vehicle.

The TL33 may then be towed.

If the TL33 is to be transported by other means then it must be securely tied down to the transporting unit at several points.

Recommended securing points are the four outrigger support members on the Chassis and the Tow Bar Weldment. Further securing points should be used if the terrain on which the unit is travelling is rough or uneven. Care should be taken when using tie downs that sensitive parts of the TL33 (i.e. hosing, cabling etc.) are not affected.

ALWAYS ensure that the Hand Brake is fully applied, that all the booms are FULLY stowed and that the Boom Lock Down Pin is in place.

## Maintenance

### BATTERY MAINTENANCE

Electrical energy for the motor is supplied by four 6 volt batteries wired in series to give a 24 volts DC supply. Proper care and maintenance of the batteries and motor will ensure maximum performance from the work platform.



#### WARNING



Hazard of explosive gas mixture. Keep sparks, flames and smoking materials away from batteries

Always wear safety glasses when working with batteries.

Battery fluid is highly corrosive. Rinse away any spilled fluid thoroughly with clean water.

### BATTERY INSPECTION AND CLEANING

Check battery fluid level daily, especially if work platform is being used in a warm, dry climate. If required, add distilled water; use of tap water with a high mineral content will shorten battery life.



#### CAUTION



If battery water level is not maintained, batteries will not fully charge, creating a low discharge rate which will damage Motor/Pump unit and void warranty.

Batteries should be inspected periodically for signs of cracks in the cases, electrolyte leakage and corrosion of the terminals. Inspect cables for worn spots or breaks in the insulation and for broken cable terminals.

Clean batteries that show signs of corrosion at the terminals or onto which electrolyte has overflowed during charging. Use a baking soda solution to clean the batteries, taking care not to get the solution inside the cells. Rinse thoroughly with clean, warm water. Clean battery and cable contact surfaces to a bright metal finish whenever a cable is removed.

**Basic Rule** for maximum duty cycle of deep cycle traction batteries:

- Use the machine until it shows signs of weak / slow performance.
- Allow the charger to charge the batteries until it automatically shuts off.
- Avoid intermittent charging as the batteries develop a memory effect similar to Nicad batteries.

### BATTERY CHARGING

Batteries do not have their full potential until they have been through 50 charge/discharge cycles (however the rate at which the potential increases is exponential, and the batteries will normally have 95% potential after 15 charge/discharge cycles). Hence do not use a new battery in a battery pack that already has more than 15 cycles. Charge batteries at the end of each work shift or sooner if batteries have been discharged. A battery is considered to have a faulty cell if it has less than 80% of the potential of the other batteries in the pack while measured under load.



#### WARNING



Charge batteries in a well-ventilated area.

Do not charge batteries in the vicinity of sparks or flames.

Permanent damage to batteries will result if they are not immediately recharged after discharging.

Never leave charger operating unattended for more than two days. Keep charger dry.

Never disconnect cables from batteries when charger is operating.

To ensure a proper charge several items must first be checked.

1. Correct voltage and current are available to charger.
2. Extension cord is in good condition, is no longer than 8 m. (26 ft) and is 1.5 mm<sup>2</sup> (12 ga) or larger.
3. Charger will have an adequate time to allow a full charge i.e. ensure that power supply will not be switched off overnight.
4. A.C. Voltage Selector Switch (110/220V) is in the correct position.

All UpRight battery operated Work Platforms, including the TL33, are suitable for use in freezing and low temperature conditions (to a value of -4°F (-20°C)). However for this there are two provisions which must be met.

- The ISO#46 grade of hydraulic oil normally used in UpRight Work Platforms must be replaced with a grade suitable for these low temperature conditions.
- When ambient temperatures fall below 65°F (18°C) batteries cannot deliver 220 Ampere hours and so should be placed on charge as soon after use as possible. Under such conditions a 4 hour equalize charge once a week in the early afternoon will improve state of charge and battery life.

### ***Charging***

1. Check battery fluid level. If electrolyte level is lower than 10 mm (3/8 in) above plates add distilled water only. **(DO NOT OVERFILL)**
2. Connect battery charger lead to properly earthed outlet of correct voltage and frequency.
3. The Charger will turn on automatically after a short delay. The LED's will indicate the rate of charging.
4. Charger turns off automatically when batteries are fully charged.

## **HYDRAULIC OIL**

With the Platform fully lowered i.e. stowed, oil should be visible on the dipstick. If oil is **NOT** visible, fill the tank until oil is then visible on the dipstick. **DO NOT** fill above the upper line on the dipstick or when the platform is elevated.

## **LUBRICATION**

Refer to the Service & Parts Manual for the lubrication chart and guidelines.

## **DECALS**

Refer to Figure 8 on Pages 12 & 13 for the locations of the Decals used on the TL33 Work Platform. These Decals must be present and in good condition before operating the Work Platform. Be sure to read, understand and follow these Decals when operating the Work Platform.

## ROUTINE SERVICE

Use the following table as a guide for routine maintenance.

**Inspection and maintenance shall be performed by personnel who are trained and familiar with mechanical and electrical procedures.** Refer to the Service & Parts Manual for complete service instructions.

### Interval

**Daily** = each shift or every day  
**50h/30d** = every 50 hours or 30 days

**Y**=Yes/Acceptable

**N**=No/Not Acceptable

**R**=Repaired/Acceptable

### Preventative Maintenance Report

Date : \_\_\_\_\_  
 Owner : \_\_\_\_\_  
 Model No : \_\_\_\_\_  
 Serial No : \_\_\_\_\_  
 Serviced By : \_\_\_\_\_  
 Service Interval : \_\_\_\_\_

*Signature of Service Engineer*

COMPONENT	INSPECTION OR SERVICES	INTERVAL	Y	N	R
Battery System	Check electrolyte level	Daily			
	Check battery cable condition.	Daily			
	Charge batteries.	Daily			
	Check specific gravity.	50h/30d			
Hydraul. Oil	Check oil level.	Daily			
Hydraulic Pump	Wipe clean.	50h/30d			
	Check for hose fitting leaks	50h/30d			
	Check for leaks at mating surfaces.	50h/30d			
	Check mounting bolts for proper torque.	50h/30d			
Hydraulic System	Check for leaks.	Daily			
	Check hose connections.	50h/30d			
	Check for exterior wear.	50h/30d			
Emer. Hydraulic System	Open the emergency lowering valves and check for proper operation.	Daily			
Control Cable	Check switch operation.	Daily			
	Check the exterior of cable for pinching, binding or cable wear.	Daily			

COMPONENT	INSPECTION OR SERVICES	INTERVAL	Y	N	R
Tyres / Wheels	Check tyre press. 55 psi (3.75 bar)	Daily			
	Check for damage.	Daily			
	Check thread depth.	Daily			
	Check/torque nuts 59 ft lbs-80 Nm	Daily			
Platform Deck and Guardrails	Check welds for cracks.	Daily			
	Check condition of floor.	Daily			
	Check that securing bolts are tightened.	Daily			
	Check drop bar on cage entrance.	Daily			
Slew System	Grease slew gear.	50h/30d			
	Check slew motor for leaks and mounting bolts for proper torque.	50h/30d			
Slew System/ First Post	Check torque on all bolts, 15 outer ring and 20 inner ring. Retorque to 88 ft lbs (120 Nm).	50h/30d			
Elevating Assembly	Inspect for structural cracks.	Daily			
	Check hoses for pinch or rubbing points.	Daily			
	Check pivot pins for damage.	50h/30d			
	Check pivot pin retaining rings.	50h/30d			
Lift Cylinders	Check cylinder rod for wear.	50h/30d			
	Check pivot pin retaining rings.	50h/30d			
	Grease all fittings as section 4.4.	50h/30d			
Chassis Assembly	Inspect for structural cracks.	Daily			
	Check hoses for pinch or rubbing points.	Daily			
Entire Unit	Function check Emergency stop switches at control boxes.	Daily			
	Perform pre-operation inspection.	Daily			
	Check for/repair collision damage.	Daily			
	Lubricate.	50h/30d			
	Grease all fittings.	50h/30d			
Outriggers	Check screw jacks for damage.	Daily			
	Check interlock switch function.	Daily			
	Lubricate.	50h/30d			
	Grease all fittings.	50h/30d			
Tow Hitch	Check coupling for function and wear.	Daily			
	Inspect breakaway cable for proper attachment.	Daily			
	Grease all fittings as per the Service & Parts Manual Section 4.4	50h/30d			
Road Lights	Check all trailer lights and connecting plug	Daily			
Brake	Apply handbrake and check function.	Daily			
	Check brake shoes for wear.	50h/30d			
	Test auto reverse function.	50h/30d			
	Adjust brake shoes.	50h/30d			





**Notes:**

**UpRight**

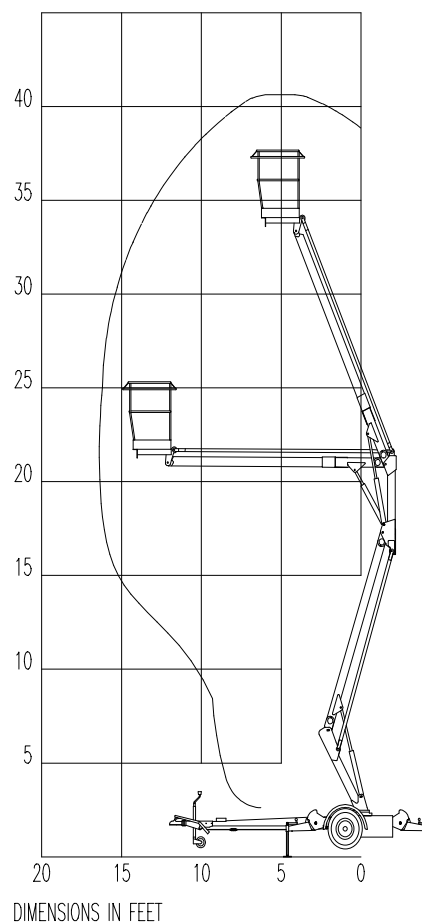
**Notes:**

**UpRight**

# Specifications

ITEM	SPECIFICATION
<b>Duty Cycle</b>	30% of 8 hour cycle
<b>Platform Size</b>	0.7 m x 1.3m [2.3 ft x 4.3 ft] (inside guardrails)
<b>Max. Platform Capacity</b>	225kg [500 lbs]
<b>Max. # of Occupants</b>	2 People
<b>Height</b>	
Maximum Working Height	12.3 m [40.4 ft]
Maximum Platform Height	10.3 m [33.8 ft]
Min. Platform Height	0.65 m [2.1 ft]
<b>Max. Working Outreach</b>	5 m [16.4 ft]
<b>Travelling Dimensions:</b>	
Length	5.5 m [18 ft]
Width	1.6 m [5.3 ft]
Height	2.0 m [6.5 ft]
<b>Outrigger Spread</b>	3.0 m x 3.0 m [9.8 ft x 9.8 ft]
<b>Rotation</b>	360 degrees non-continuous
<b>Gross Weight</b>	1,240 kg [2,734 lbs]
<b>Maximum Towable Speed</b>	83km/h [50 mph]*
<b>Power Source</b>	24V DC 4HP, 4 X 6V 220Ah Batteries
<b>System Voltage</b>	24V DC
<b>Battery Charger</b>	24V 25A 220/110VAC 50/60 Hz
<b>Hydraulic Tank Capacity</b>	2.1 Gallons US [8 Litres]
<b>Maximum Hydraulic Pressure</b>	2,032 psi [140 Bar]
<b>Hydraulic Oil</b>	ISO #46
<b>Lift System</b>	2 Double Acting Lift Cylinders With Lock Valves And Manual Emergency Lowering Facility.
<b>Control System</b>	One handed Proportional Joystick Operating Energy Efficient Motor.
<b>Tyres</b>	185 R13 6PLY
<b>Brake System</b>	Automatic Reverse, Overrun Brakes & Handbrake
<b>Maximum Continuous Sound Pressure Level At</b>	74.6 dB(A)

WORKING ENVELOPE DIAGRAM



Note: Specifications are subject to change without notice.

Refer to the Service & Parts Manual for complete service and parts information.

Meets or exceeds all applicable requirements of OSHA and ANSI A92.2-1992

## FOR MORE INFORMATION

### UpRight

Europe  
Unit S1, Park West Industrial  
Park  
Friel Avenue  
Nangor Road  
Dublin 12, Ireland  
TEL: +353 1 620 9300  
FAX: +353 1 620 9301

USA  
UI Distribution North America  
inc.  
2686 S. Maple Avenue  
Fresno, CA, 93725  
Tel: (559) 443 6600  
Fax: (559) 268 2433

Email: [info@uidistribution.com](mailto:info@uidistribution.com)

Local Distributor

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