

FRAME- Modern-design components utilize heavy steel plates welded into a rigid unitized structure which results in a frame that will not distort under the most severe operating conditions.

TRU-VIEW MASTS- High visibility mast employs rolled alloy C-channel for maximum strength and chrome-plated pistons. To resist distortion from off-center loading, rugged, welded steel cross-bracing provides a rigid assembly. Permanently sealed roller bearings are used in the mast to provide for off-center loads, friction reduction, and ease of maintenance.

PANTOGRAPH ASSEMBLY- The pantograph mechanism is a heavy fabrication with tapered roller bearings at the centre pivot and is supported with spherical bushings at the attached pins. Two standard carriage rollers at the front and rear operate in the upright inner rail and a similar rail attached to the fork carriage. Fork tilt is provided by moving the fork heels forward with a hydraulic cylinder and lever. The reach function utilizes two cylinders supplied through a solenoid valve on the pantograph.

FORKS- 1.5" x 4" forged shaft type forks with pin type retainers..

OUTRIGGERS- The steel outriggers are available in a range of widths. For added service life, the load wheels are mounted in steel housings.

WHEELS AND TIRES- A poly drive tire and tandem poly load wheels are standard.

OPERATOR CONTROL- The multifunction, cast-metal, wrap around control handle provides a wide protected area for the operator's hand. The dual-roller grip control handle governs travel direction and speed. The operator can effortlessly reach the lift/lower multifunction lever or use push buttons. The truck's speed and direction are selected by rotating the soft touch twist grip rollers. The multifunction roller control includes a spring return-to-neutral feature when released. All the truck's basic controls (lift, lower, horn) can be operated by either a left or right-handed operator without removing his hands from the roller grips. A reversing switch located at the end of the steering handle will automatically

reverse the truck's travel direction if it comes in contact with an object.

BRAKES- Smooth, controlled braking is accomplished when the steering handle is in a vertical or horizontal position. The Walkie Reach can also be stopped through regenerative braking. When the control handle is released, a spring returns the handle to the vertical position which applies the brake and cuts the travel power. When the brake is applied, a switch is activated which disrupts current to the traction controls. A set of internal expanding brake shoes applies pressure to the brake drum mounted on the drive motor's armature shaft. This design takes advantage of the full gear reduction of the drive unit, providing easier braking and longer lining life. Since the brake is mounted on the external position of the drive motor, routine maintenance and service can be accomplished quickly.

STANDARD EQUIPMENT

- G.E. SEM travel control
- Multifunction hydraulic control handle
- Push button lift/lower
- 24 volts electrical system
- Non-Articulating drive unit
- Fail-safe brake with power cutoff
- Key switch
- 48" load backrest
- 42" forks
- Tilt 4°/3° (up/down)
- Mast screen
- Impact resistant covers
- 4" x 3" tandem poly load wheels
- 10 x 5" poly drive tire
- Safety spring return handle
- Traction speed reduction above 27" lift
- SB175 red battery connector
- Lift interrupt

OPTIONAL EQUIPMENT

- Travel/Back-Up alarm (forks first travel)
- Travel/Back-Up flashing lights
- G.E. dash display
- Cold storage and corrosion protection
- Battery compartment rollers with side-gates
- Side shift
- Gray, blue, yellow & orange SB175 connectors

Check with dealer/factory for additional equipment availability.

Walkie-Reach Truck

EWX30 - 24 Volts - 3,000 lbs.



INTRODUCTION:

This truck series offers the following outstanding features:

Design:

Designed with the aid of the latest methods FEM (Finite Element Modeling) and CAD (Computer Assisted Design).

Performance:

The SEM transistor control system delivers peak performance and modern high-tech simplicity. Transistor modules control the truck's travel, delivering high performance and maximum efficiency.

Maintenance:

All electric, electronic, and hydraulic components are conveniently mounted in the chassis. Accessibility is easy, even with the truck in the working aisle. These time and money saving details are appreciated by both the

serviceman and operations manager.

TRANSISTOR CONTROLS:

The wear-free G.E. SEM system ensures: efficient, infinite control from zero to maximum speed; sensitive, smooth acceleration and deceleration; higher efficiency per battery charge; and protection for the electronic components. These transistor controllers are superior to SCR systems in providing efficient cost-effective performance and torque control. The transistor controllers reduce motor and battery losses and increase the truck's range and cycle time per battery charge.

DRIVE MOTOR:

The EWX is available with a 24-volts drive motor featuring Class-H insulation. The SEM high-performance motor is open-ventilated for energy efficient, cool operation. Excellent performance, dependability and low-energy consumption are provided through

the utilization of quality materials and the matching of the motor to the gear train.

DRIVE UNIT:

The truck's drive motor armature shaft gear is coupled directly to precision-machined, gears that transfer torque to the drive tire. All gears are heat treated, chromium-alloy steel, providing maximum life and dependability. The gears are immersed in an oil bath to reduce friction and wear. The drive tire can be easily removed for routine inspection or replacement by simply removing the wheel hub nuts.

HYDRAULIC SYSTEM:

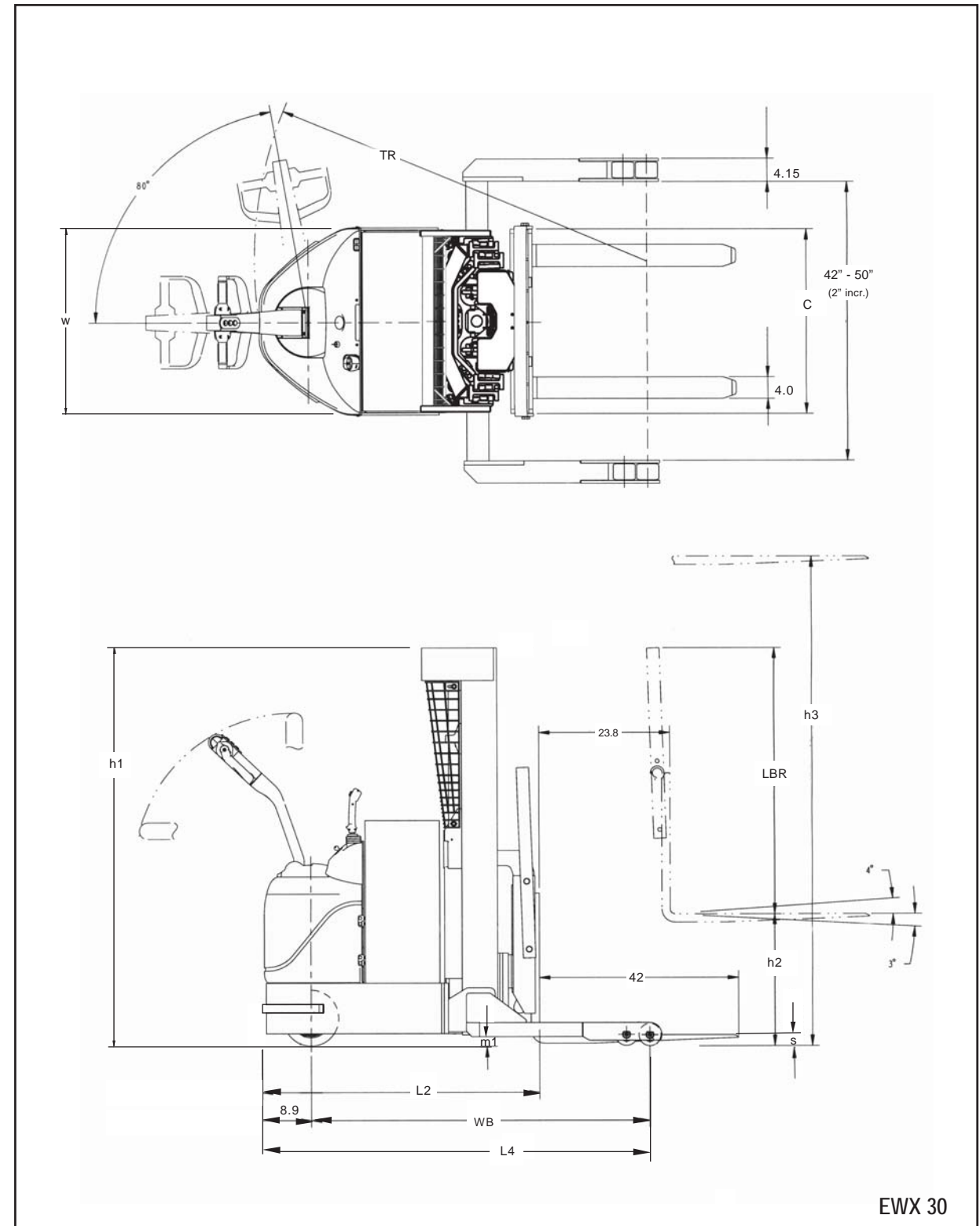
The integral hydraulic power unit is self-contained to eliminate unnecessary oil lines and fittings. The unit consists of an oil reservoir with sight gauge and an internally mounted gear-type pump and intake filter screen. The pump is driven by an externally mounted, pump motor with Class-F insulation.

ANSI CLASSIFICATION: Standard truck meets all applicable mandatory requirements of ANSI/ITSDF B56.1 standards for powered industrial trucks.
NOTE: Performance data may vary due to motor and system efficiency tolerances. The performance depicted represents nominal values obtained under typical operating conditions. Metric dimensions are in millimeters unless otherwise specified. All metric dimensions are not direct equivalents due to rounding data. The descriptions and specifications included on this data sheet were in effect at the time of printing. Linde Material Handling North America Corporation reserves the right to make improvements and changes in specification or design without notice and without incurring obligation. Please check with your authorized Linde dealer for information on possible updates or revisions.

Manufacturer's Data and Design Characteristics

July 2002

Characteristics		Linde	
1.1	Model designation	EWX30	
1.2	Power unit: Electric, Diesel, LP, Other	Electric	
1.3	Operation: Walkie, Rider/Stand, Rider/Sit-down	Walkie	
1.4	Load capacity	lb (kg)	3,000 (1,361)
1.5	Load center	Lc in (mm)	24 (610)
Weight			
2.1	Weight, including minimum battery	lb (kg)	4,650 (2,109)
2.2	Axle load, with load front/rear (Retracted)	lb (kg)	5,350/2,300 (2,427/1,043)
2.3	Axle load, without load front/rear	lb (kg)	1,975/2,675 (896/1,213)
Wheels / Tires			
3.1	Tires front/rear (R = Rubber, P = Poly)	P/P	
3.2	Wheels, number front/rear (x = driven)	1 x /4	
3.3	Tire size, drive (front)	in (mm)	10 x 5 (254x127)
3.4	Tire size, load (rear)	in (mm)	4x2.8 (102x71)
Dimensions			
4.1	Triple mast	See Mast Table	
4.2	Reach dimension	in (mm)	23.8 (605)
4.3	Carriage, class/width	C in (mm)	II/33.0 III/(838)
4.4	Load backrest height	in/(mm) LBR	48 (1,219)
4.5	Wheelbase	WB in (mm)	61.3 (1,557)
4.6	Total length	L4 in (mm)	92 (2,337)
4.7	Overall width (rear)	w in (mm)	33.5 (851)
4.8	Fork lowered height	s in (mm)	2.25 (57)
4.9	Fork dimensions	in (mm)	1.5x4x42 (38x102x1,067)
4.10	Tilt of Fork (up/down)	(deg)	4° / 3°
4.11	Head length	L2 in (mm)	50 (1,270)
4.12	Ground clearance, under load outrigger	m1 in (mm)	1.6 (41)
4.13	Turning radius	TR in (mm)	71 (1,803)
4.14	Min. Aisle Width (48" x48" Pallet)	in (mm)	101.8 (2,586)
4.15	Min. Aisle Width (40" x48" Pallet)	in (mm)	94.8 (2,408)
Performance			
5.1	Travel speed, with/without load	mph (kmh)	3.2/3.3 5.2/5.3
5.2	Lifting speed, with/without load	fpm (ms)	36/45 (.18/.23)
5.3	Lowering speed-lever, with/without load	fpm (ms)	53/53 (.27/.27)
5.4	Lowering speed-button, with/without load	fpm(ms)	9/13 (.05/.07)
Drive			
6.1	Steering: power, manual	Manual	
6.2	Brake system: mechanical, hydraulic, electric	Mechanical	
6.3	Parking brake	Fail-safe	
6.4	Battery Compartment, L x W - Open Top	in (mm)	13.8x31.9 (351x810)
6.5	Voltage	V	24
6.6	Amp hours, (max)	Ah	600
6.7	Battery weight (min/max)	lb (kg) 975/1,200	
6.8	Drive motor, 60 Min. Rating	hp (kw)	3.6 (2.7)
6.9	Drive motor size (diameter)	in (mm)	6.9 (175)
6.10	Pump motor size (diameter)	in (mm)	4.3 (109)
6.11	Pump motor, 15 Min. Rating	hp (kw)	5.4 (4.0)
6.12	Travel control	SEM	
6.13	Speed control	Infinitely Variable	
6.14	Hydraulic control	Contactor	



MAST INFORMATION EWX 30						
in (mm)	Maximum Collapsed Height	Maximum Fork Height	Free Lift with LBR	Free Lift w/o LBR	Overall Extended Height with LBR	Overall Extended Height w/o LBR
Type	h1	h3	h2			
Triple	72 (1,829)	150 (3,810)	24 (609.6)	52.7 (1,339)	198 (5,029)	171 (4,343)