

FEATURES BROCHURE

RAYMOND® TRUCKS AND
TOW TRACTORS

ATTENTION

You may want to consider one or more of the following features if one or more of your pallet handling forklifts operate in certain environments.

Please note: Some of these features create potential hazards that would not exist in their absence. Accordingly, these features should be selected only after careful consideration.

PURPOSE

Raymond products are designed to comply with the American National Standards Institute — Safety Standard For Low Lift and High Lift Trucks, ANSI/ITSDF B56.1; Safety Standard for Driverless, Automatic Guided Industrial Vehicles and Automated Functions of Manned Industrial Vehicles, ANSI/ITSDF B56.5; Safety Standard for Operator Controlled Industrial Tow Tractors, ANSI/ITSDF B56.9 (as applicable); and The United States Department of Labor's Occupational Safety and Health Standards for Powered Industrial Trucks, 29 C.F.R. 1910.178. In their standard configuration, *Raymond* products minimize overall operational risk across the entire range of anticipated environments of use. For particular environments of use, however, modifications to this standard configuration may further decrease risk for those particular applications. This brochure is designed to acquaint the customer with some of the features available for use with *Raymond* trucks and tow tractors. Please carefully review this brochure and discuss with your Raymond Dealer those features that may have utility in your specific application. These features may be ordered with a new truck or may be added to forklifts already in operation.

If your environment changes you should also consider whether any features should be removed or modified.

RAYMOND



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This list may be revised and individual items added or withdrawn at any time. Not all features offered by The Raymond Corporation are included in this brochure.

Additional features/configurations may also be available from Raymond. Specific inquires will be evaluated upon request. Additionally, these features may also have application to other than the particular models listed.

Ask your Raymond Dealer for more information.

LIGHTS AND ALARMS

AUDIBLE ALARM:

(Motion or Back-up, Fixed or Variable Sound Levels)



Raymond forklifts are designed to provide excellent visibility to the operator when traveling in either the forks leading or forks trailing mode. Each forklift is equipped with a horn as standard equipment. The horn serves as a device to warn pedestrians and other truck operators of the presence of a truck. Accordingly, an operator is normally able to see pedestrians or other truck operators and warn them of a truck's presence. In certain environments of use, however, there may be a high level of pedestrian traffic, some of whom may be unfamiliar with forklifts and their operational characteristics. Depending on operating environment ambient noise levels, an alarm may help to increase recognition of a forklift by pedestrians and the operators of other trucks. This does not eliminate the requirement for the operator to utilize the horn and to follow their training regarding operating lift trucks around pedestrians. This feature is available in the forks leading or forks trailing travel modes or all travel. The alarm is high-pitched and automatically activates when the operator places the truck in the designated travel mode.

APPLICATION CONSIDERATIONS

- + Multiple alarms may be distracting and create confusion and indifference
- + Effectiveness depends on environment of use, including proximity of non-operators and/or pedestrians, ambient noise level in area, and numbers and types of equipment in use
- + Habitual use over time can reduce effectiveness of the alarm
- + May decrease operator and pedestrian vigilance and attentiveness
- + May distract or annoy adjacent property owners, other forklift operators, and pedestrians

MODELS

- + All

TRAVEL LIGHT:



In certain environments of use, an operator must travel from a well lit area to an area of low light. In such environments, travel lights may assist an operator by illuminating the path of travel. Lights also may assist visibility when loading and unloading over the road trucks. Operation travel lights are available singly or in pairs and are automatically activated to illuminate the aisle when the operator activates the travel control.

APPLICATION CONSIDERATIONS:

- + May distract other operators or pedestrians in the same aisle or area
- + May interfere with other operations in adjacent aisles

MODELS

- + 7000 Series, *EASi Reach/Deep-Reach/Straddle*, 9600, 9700, 9800, 5000 Series, *EASi Orderpicker*, 9300, 9400, 71, 76

WORK LIGHTS:



Certain load handling situations require more light than that provided by existing warehouse lighting systems. Work area lights provide light to illuminate dimly-lit storage areas. As a consequence, work lights may thereby reduce operator eyestrain and increase productivity. The lights are individually adjustable by the operator to the application requirements.

APPLICATION CONSIDERATIONS:

- + May distract other operators or pedestrians in the same area
- + May interfere with other operations in adjacent aisles

MODELS

- + 7000 Series, *EASi Reach/Deep-Reach/Straddle*, 4100, 4150, 4200, 4250, *EASi Pacer™*, 9600, 9700, 9800, *EASi Swing-Reach®*, 5000 Series, *EASi Orderpicker*, 8210, 8310, 8410, 8510, and 8610, 9300, 9400, 71, 76, 4400, 4450, 4700

COMPARTMENT LIGHT:



The quality of warehouse lighting may vary throughout the warehouse. In this situation, an operator may have difficulty reading paperwork. Auxiliary lighting may be mounted across the overhead guard to ensure adequate lighting for the operator.

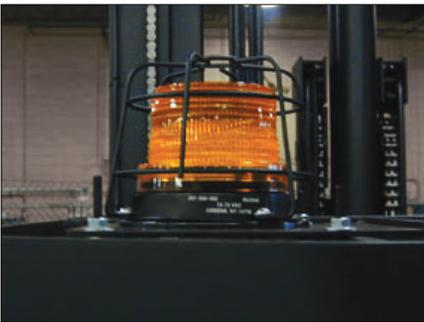
APPLICATION CONSIDERATIONS:

- + May not be appropriate for use in cold storage environments

MODELS

- + 5000 Series EASi Orderpicker, 9600, 9700, 9800, and EASi *Swing-Reach*®

WARNING LIGHT:



Raymond forklifts are designed to provide excellent visibility when an operator is traveling in either the forks leading or forks trailing mode. Each forklift is equipped with a horn as standard equipment. The horn serves as a device to warn pedestrians and other truck operators of the presence of a truck. Accordingly, an operator is normally able to see pedestrians or other truck operators and warn them of a truck's presence. In certain environments of use, there may be a high level of pedestrian traffic, some of whom may be unfamiliar with forklifts and their operational characteristics. Additionally, some environments present high levels of ambient noise, making the horn and/or an audible travel alarm feature difficult to hear. The warning light may assist in providing an indication of a forklift's presence. This does not eliminate the requirement for the operator to utilize the horn and to follow their training regarding operating lift trucks around pedestrians.

APPLICATION CONSIDERATIONS

- + Multiple lights in the same area may create confusion or indifference
- + Effectiveness depends upon environment of use, including proximity of non-operators and/or pedestrians, light level in area, and numbers and types of equipment in use
- + On certain trucks the overhead clearance is decreased
- + Habitual use over time can reduce the effectiveness of the light
- + May decrease operator and pedestrian vigilance and attentiveness
- + May distract or annoy other forklift operators and pedestrians
- + May distract or reduce visibility (operator, pedestrian and efficiency concerns)

MODELS

- + 7000 Series, EASi *Reach/Deep-Reach/Straddle*, 4100, 4150, 4200, 4250, EASi *Pacer*™, 5000 Series, 9300, 9400, 71, 76, EASi Orderpicker, 9600, 9700, 9800, and EASi *Swing-Reach*®, 4400, 4450, 4700, 6210 and RAS

BARRIERS AND GUARDS

LOAD BACKREST:



In certain operating environments of use, high palletized loads or loads stacked higher than the height of the carriage or tractor (pallet truck) must be handled. The load backrest is an extension of the carriage or tractor height and serves to stabilize and provide additional support for such loads. As a consequence, the expanded load backrest extension assists in preventing material from falling and reduces load damage.

APPLICATION CONSIDERATIONS:

- + Increases extended height of the truck, which may interfere with ceiling clearance
- + Decreases the amount of free lift by the same amount that the carriage height increases
- + May interfere with battery installation and removal on some models
- + May impair order picking on some models

MODELS

- + 7000 Series, EASi *Reach/Deep-Reach/Straddle*, 4100, 4150, 4200, 4250, EASi *Pacer*™, 8300, 8210, 8310, 8400, 8410, 8500, 8510, 8900, 4400, 4450, 4700, 3010 and 102XM

REAR OPERATOR GUARD:



In certain environments of use, there is a heightened risk that objects such as bar stock, lumber, pipe, and similar materials may protrude into the operator's compartment. The rear guard is available to provide additional protection against incidental intrusions, which may occur in narrow aisles during slow maneuvering. It will not provide protection against all intrusions, particularly those that can result from significant impacts. The full length rear guard is designed to protect the operator's lower body. The partial guard is designed to protect the small of the operator's back. Neither guard replaces the truck frame in protecting the operator. The guards are not intended to force the operator to remain in the compartment.

In a typical work environment of use, operators of stand-up narrow aisle trucks must get on and off many times during a shift for a variety of reasons. Because of the operator's frequent entrances and exits from the operator's compartment and to facilitate ease of entering and exiting Raymond forklifts, they have been designed in their standard configuration with an open back so as to minimize obstructions and interference. In the case of emergency, such as the unit tipping over or going off a dock, the operator's unobstructed and rapid exit from the operator's compartment is very important. In such emergencies, the operator is better off leaving the vehicle than staying with it and "riding out" the occurrence. Increasing the time required to exit the truck will dramatically increase the risk of serious injury to the operator. Accordingly, rear guards are not recommended for units operating on or near loading docks.

APPLICATION CONSIDERATIONS:

- + May hinder or slow the operator's escape from the truck and significantly increase the chance of a serious injury in the event of a tip over or off the dock incident
- + Increase chance of amputation or serious injury of operator's foot and/or leg if operator has partially exited the compartment when a rear collision occurs
- + Increased chance of injury when operator is trapped or stuck by a damaged guard or crushed by a collapsed door pushed into the compartment
- + Increase heat build-up in compartment, which encourages improper use of the guard
- + Increase pinch or catch points for racking, product, operator's body or clothing
- + Contributes to operator discomfort
- + Will increase aisle width requirements and/or reduce operating clearances

MODELS

- + 7000 Series, EASi Reach/Deep-Reach/Straddle, 4100, 4150, 4200, 4250, EASi Pacer™, and 8900

PALLET HANDLING UNIT PLATFORM BARRIER:

(Other Configurations Available)



Raymond 9600, 9700 Swing-Reach and the EASi Swing-Reach trucks are dual purpose trucks. These trucks can be used for full pallet handling and for the full range of order picking tasks, such as case picking, inventory, and product verification. In certain applications, however, the order picking capability is not necessary. For these applications, a Pallet Handling Unit Platform Barrier may be added to enhance an operator's feeling of security at elevated heights and may further inhibit materials from entering into the operator's compartment. The barrier comes in two different configurations: wide barrier and narrow barrier. Also see "Guard Rail System With 3-Bar Sidegate."

APPLICATION CONSIDERATIONS:

- + Reduces and restricts platform space
- + Impairs order picking
- + Difficult to dismount the truck when in a narrow aisle

MODELS

- + 9600, 9700, and EASi *Swing-Reach*

REAR VERTICAL POSTS/ EXTENDED BACKREST:



Universal Stack-Stance Configuration



Dock-stance Configuration

In some environments of use, the first level horizontal rack beams are higher than the top of the forklift power section and lower than the overhead guard. In such a situation, the potential exists for the power section to under ride the rack beam. This potential can be heightened when the truck is being maneuvered to right angle stack in an aisle with minimal clearance and/or when lower storage locations are empty. To avoid this situation, the customer should:

- + Alter the design of their warehouse by adding a floor level rack beam
- + Lower the first level rack beam to a point below the height of the top of the forklift power section
- + Add a rack beam at the level of the overhead guard.

If the customer is unwilling or unable to alter the shelf heights, then equipping the truck with this feature may be considered. The posts or backrest are available to provide additional protection against incidental intrusions, which may occur in narrow aisles during right angle stacking or slow maneuvering. They will not provide protection against all intrusions into the operator's compartment. For trucks using a universal stack-stance compartment, rear vertical posts are installed on each side of the operator's compartment extending to the overhead guard. For trucks using a dock-stance compartment, a rear vertical post is installed on the left side of the truck and an extended backrest is installed on the right side.

APPLICATION CONSIDERATIONS:

- + Will increase turning radius for some models of trucks
- + Difficult to structure for drive-in racks
- + Creates additional hazards for drive-in racks and other narrow operations
- + Reduces visibility (operator, pedestrian, and efficiency concerns)
- + May be a nuisance to the operator
- + Increases pinch, shear, crush, and contact points

MODELS

- + 7000 Series, EASi Reach/Deep-Reach/Straddle, 4100, 4150, 4200, 4250, and EASi Pacer™

HEAVY DUTY/STEEL BUMPER GUARD:



In certain environments of use there are tight maneuvering areas where the potential exists for incidental contact with the truck bumper which could result in damage to the truck. To avoid this situation or minimize the effects, the customer should alter the design of the warehouse to increase operating clearance and eliminate tight maneuvering areas. If the customer is unwilling or unable to alter the design of the warehouse then equipping the truck with this feature may be considered.

APPLICATION CONSIDERATIONS:

- + Will increase truck head length and tractor overall width.
- + Will increase turning radius requirements.
- + May decrease truck under-clearance on some models.

MODELS

- + 8400, 8410, 8500, 8510, 8600, and 8610

FALL PROTECTION

BELTS, HARNESSES, AND TETHERS

Platforms used for elevating personnel shall have a Fall Protection System consisting of either a restraining means such as a guard rail system or operator Fall Protection System. Accordingly, every *Raymond Swing-Reach* and orderpicker vehicle comes equipped with a Fall Protection System. Although Raymond has traditionally provided a personal fall protection system, there are certain requirements based on the weight of the operator regarding the configuration of a personal fall protection system and permissible components. See table below for configuration requirements.

RETRACTABLE TETHER:



Fall Protection / Prevention Device	Operator Weight (lb / kg)				
	< 220 lb (<100 kg)		220-310 lb ¹ (100-140 kg) ¹		> 310 lb ¹ (>140 kg) ¹
Body Belt	X				Contact Authorized Raymond Sales and Service Center
Full Body Harness		X	X	X	
Energy Absorber - max total length 6 ft / 1820 mm			X	X	
Self Retracting Lanyard	X	X		X	
Maximum Arresting Force Permitted (lb / N)	900/4000	1800/8000			

1) Truck Capacity shall be reduced by the operator(s) weight in excess of 220 lb (100 kg)

ENERGY ABSORBING TETHER:



BODY BELT



FULL BODY HARNESS:



APPLICATION CONSIDERATIONS:

- Suitability of individual components of the Personal Fall Protection System dependent on weight of the operator.
- Suitability of the individual components of the Personal Fall Protection Systems further dependent on the material handling tasks to be performed.
- Facilitates Orderpicking
- Suitability of the individual components of the Personal Fall Protection Systems further dependent on assessment of operator comfort and ease of use.

MODELS

+ 5000 Series, EASi Orderpicker, 9600, 9700, 9800, and EASi *Swing-Reach*

GUARD RAIL SYSTEM WITH 3-BAR SIDEGATE:



As an alternative to a personal Fall Protection System on certain models, a guard rail system with a 3-bar sidegate is available to serve as a mandated Fall Protection System. For additional potential utility, also see Pallet Handling Unit Platform Barrier.

APPLICATION CONSIDERATIONS:

- + Reduces and restricts platform space
- + Impairs order picking, particularly at floor level
- + If the sidegate is raised when elevated the operator must have their belt or harness and tether in place
- + Difficult to dismount the truck when in a narrow aisle

MODELS

- + 9600, 9700, and EASi *Swing-Reach*

MISCELLANEOUS

AUXILIARY FORK CARRIAGE:



The standard fork carriage on sideloader trucks is versatile and suitable for handling a variety of loads. In certain environments, extra wide flexible loads must be handled. In those environments, the auxiliary fork carriage may be of assistance to the operator. The auxiliary fork carriage consists of two outboard forks mounted on a carriage that hangs on the fork bar of the standard fork carriage.

APPLICATION CONSIDERATIONS:

- + The size and width of the load must be considered when choosing the appropriate auxiliary fork carriage
- + The extended height is increased

MODELS

- + 9300, 9400, 71, and 76

SIDEGATE POWER DISCONNECT SWITCH:



Raymond 9600, 9700 Swing-Reach, EASi Swing-Reach and Orderpicker products are equipped with sidegates, some of which are the flip-down type (for the Model 5200, flip-down sidegates are available as an added feature). The sidegates serve as an assist in defining the operator platform/compartments and to the operator in determining the outline of the platform/compartments. The design of *Raymond 9600, 9700 Swing-Reach, EASi Swing-Reach* and Orderpicker products facilitate the operator assuming the proper operating position through the placement of operator controls: multifunction control handles, steering wheel, and deadman brake pedal. In the standard configuration of *Raymond 9600, 9700 Swing-Reach, EASi Swing-Reach* and Orderpicker products, the deadman pedal must be depressed in order to travel, lift, lower, or perform load handling, and flip-down sidegates need not necessarily be in the down position for the truck to function. The positioning of the sidegates during operation should be determined by the customer. In certain applications, uniformity of multi-manufacturer fleet is of importance and a customer may determine that the flip-down sidegate should always be down during operations. Therefore, this feature is available, which will prevent lift, lower, travel, and load handling if this sidegate is not in the lowered position. In neither the standard configuration nor the optional configuration are the single bar sidegates part of the provided Fall Protection System.

APPLICATION CONSIDERATIONS:

- + Affects efficiency of order picking operation

MODELS

- + 9600, 9700, EASi *Swing-Reach*, 5000 Series, and EASi Orderpicker

OPTIONAL BED LENGTH:

(from 49-60 inches long)



The standard load bed is versatile and suitable for handling a variety of loads. In certain environments, however, a differently sized load bed may be of assistance because of the length and size of the load to be handled.

APPLICATION CONSIDERATIONS:

- + Working aisle clearances, guide rails, and intersecting aisles must be increased to accommodate optional bed

MODELS

- + 9300, 9400, 71, and 76

MIRRORS:



Raymond forklifts are designed to provide excellent visibility to the operator when traveling in either the forks leading or forks trailing mode. In certain environments, a mirror may assist an operator in viewing the sides of a Sit-Down Counterbalanced forklift or an area that is not in that operator's direct view. An operator must always look in the direction of travel, even when a Sit-Down Counterbalanced forklift is equipped with mirrors, because the view provided by a mirror is not as complete as that afforded by looking in the direction of travel.

APPLICATION CONSIDERATIONS:

- + May decrease operator vigilance and attentiveness
- + May distort image and depth perception
- + May impair forward visibility depending on the mirror's mounting location
- + May be subject to vibrations, which can cause blurred images
- + Effectiveness depends upon conditions in the operating environment, including light, temperature, and moisture
- + May reduce operator's forward visibility by reflecting light in the operator's eyes
- + Must be adjustable to accommodate various sized operators and are subject to misalignment

MODELS

- + All Sit-Down Counterbalanced Truck Models, Models 4400, 4450, 4700

LIFT LIMIT SWITCH WITH BYPASS:



In some operating environments, trucks must operate in areas having more than one clear stacking height dimension, such as bi-level warehouses where there are other forms of varying height clearance, including doorways and overhead obstructions. Operating at improper heights in these areas can result in truck, material, or building damage and could cause a truck to tip over. Under normal circumstances an operator operating a truck with caution, attentiveness, and diligence can ensure avoidance of these situations. In order to help ensure that an operator does not accidentally encounter overhead obstructions, a lift limit switch may be added to the truck. This feature will cut-out the lift when the switch is activated. To lift beyond this cut-out, a bypass switch mounted on the operator control panel must be activated while the standard lift control is activated.

APPLICATION CONSIDERATIONS:

- + Lift above the bypass height needs the use of both hands
- + Elevated height of the lift limit must be greater than the overall collapsed height of the truck

MODELS

- + 7000 Series, *EASi Reach/Deep-Reach/Straddle*, 4150, 4250, *EASi Pacer™*, 9600, 9700, 9800, *EASi Swing-Reach*, 5000 Series, *EASi Orderpicker*, 9300, 9400, 71, 76, and 4450

PALLET CLAMP AND CENTERING DEVICE:



Raymond Orderpickers in their standard configuration are equipped with a pallet clamp that will accommodate a center stringer width of 1.25" to 2". This clamp will accommodate the standard pallet found in most applications. In certain applications, however, customers may use other than these standard pallets. These non-standard pallets include those that are of composite composition or are a block pallet, which contain larger than normal center stringers. To enhance orderpicker interface with these non-standard pallets and to promote operator productivity, a Pallet Clamp accommodating a larger stringer width of 1.25" to 5" is available.

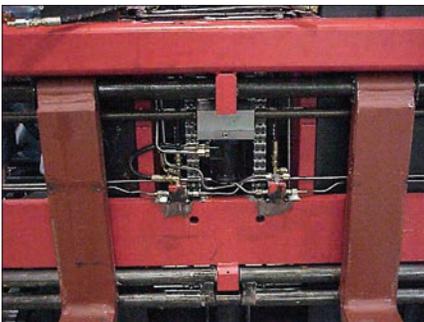
APPLICATION CONSIDERATIONS:

- + Can interfere with use of pick cart or other non-standard pallets

MODELS

- + 5000 Series, and EASi Orderpicker

HYDRAULIC ADJUSTABLE FORKS:



The standard forks on the silder are moveable to accommodate loads of varying widths. In certain environments, however, loads of varying widths or heavily coiled or rolled items must be handled. In this case, hydraulic adjustable forks can be mounted on a bar carriage and are adjustable to accommodate an increased or decreased overall load width.

APPLICATION CONSIDERATIONS:

- + In some applications, fork tilt may not be available or corresponding fork tilt may be reduced
- + Full free lift will decrease
- + Load bed may decrease
- + Carriage height increases

MODELS

- + All Models 9300, 9400, 71, and 76

LOAD WEIGHT INDICATOR:



It is incumbent upon an operator to ensure that the load being lifted is within the capacity of the truck. Warehouse managers must also ensure the silder is suitable for the material handling task to be performed. To assist in this regard, the silder is equipped with a specification plate detailing the truck's capacity which will need to be considered in relation to the weight of the load being lifted. The load weight is also something that an operator and supervisor must know in the course of performing or supervising the performance of materials handling. A load weight indicator may provide additional assistance to an operator confirming the information provided relative to the load weight.

APPLICATION CONSIDERATIONS:

- + Indicator provides only approximate weight of the load being lifted, subject to the limits of the accuracy and calibration of the device

MODELS

- + All Silder Models 9300 and 9400

iWAREHOUSE®:



Raymond's iWAREHOUSE fleet and warehouse optimization system collects and reports vehicle and operator data to assist managers in optimizing performance and in making informed decisions about their fleet. With iWAREHOUSE Essential™, take action against equipment abuse and unauthorized usage by limiting access, remotely configuring vehicle parameters by operator, and messaging key personnel with important information. Additionally, it provides an electronic pre-operation checklist.

The addition of iBATTERY™, iTRACK® fleet and asset management, iWAREHOUSE Enterprise™ professional services or the iWAREHOUSE Labor Management System (LMS) enables you to further optimize your operations through enhanced visibility, data integration, trending analyses and customized reports. And the iWAREHOUSE GATEWAY®, our unique, single-view web portal, is available with every iWAREHOUSE solution to provide access to information that helps you make timely productivity gains.

APPLICATION CONSIDERATIONS:

- + iWAREHOUSE provides solutions for operations of all sizes: those with smaller fleets looking to optimize operator and truck productivity should start with iWAREHOUSE Essential, while multi-facility operations and larger fleets looking for a broader return on investment should consider iWAREHOUSE Enterprise.

MODELS

- + All

TRAINING

SAFETY ON THE MOVE®:

(Operator Training Program)

**SAFETY ON
THE MOVE®**

The safe and efficient use of material handling equipment depends, among other things, upon operators being properly trained. The United States Department of Labor Occupational Safety and Health Administration (OSHA) requires that employers ensure that only trained operators operate powered industrial trucks. OSHA further requires that employers implement methods to train operators. This training must address both the specific type of equipment they will use and the conditions and characteristics unique to their place of work. *Safety On The Move* is a training program that focuses on the most frequent hazards experienced by vehicles in the workplace: ramps, loading docks, corners, loads, lifting procedures, and pedestrian areas. Using a series of videos, this program takes the trainee through all aspects of the topic. The operator will learn how to control and operate forklifts and how to abide by the "rules of the road" around the plant or warehouse.

APPLICATION CONSIDERATIONS:

- + Assists employers in complying with their duty to ensure that material handling equipment operators are properly trained
- + Assists in proper operation of equipment

MODELS

- + All

STEPS TO SAFETY®:

(Pedestrian Training Program)

**STEPS TO
SAFETY®**

The safe and efficient use of material handling equipment depends on several things including training pedestrians to safely work alongside and interact with material handling equipment in operation. *Steps to Safety* is designed to create an awareness of general guidelines and precautions that pedestrians should follow in a material handling environment. This product helps employers satisfy their duty to provide their employees with a safe workplace, using a series of videos to train pedestrians in practices including how to interact with material handling equipment.

Steps to Safety introduces pedestrian safety concepts such as – "Stop, Look and Listen for Lift Truck Traffic" and "Be a Defensive Pedestrian". It also provides a tool to help employers satisfy their obligation to train all pedestrians regarding automated lift trucks. *Steps to Safety* encourages the application of the principles explained in the program to specific work environments and material handling processes.

APPLICATION CONSIDERATIONS:

- + Assists employers in complying with their duty to ensure that pedestrians are properly trained.
- + Assists in proper operation of equipment and interaction with that equipment.

MODELS

- + All

OPERATOR COMPARTMENT SENSOR SYSTEM:



The United States Department of Labor Occupational Safety and Health Administration (OSHA) imposes a duty on employers to train and supervise operators. In the course of training, retraining, and supervising operators, reinforcement of proper operational practice may be advisable.

Operator Compartment Sensor Systems reinforce the need for the operator to assume and maintain a proper operator position. These systems do not impair the ergonomic advantage built into the truck or tow tractor and will allow the operator to assume a range of proper operating positions.

STAND-UP END CONTROLLED:

This system uses multiple light beam sensors embedded in rear operator compartment housings. The sensors span the entry to the compartment. When the sensors are blocked or the beams are not seen or emitted, a tone sounds, a message scrolls on the operator display, and the truck will decelerate to a stop if traveling. If the truck is stationary, it will not allow travel until the object blocking the sensor is removed or the beam is seen or emitted. The activity of the sensors is monitored by the vehicle control system. A truck equipped with this system has the ability to record the number of occurrences of the beam being broken. This will allow a proactive supervisor to monitor operator practices, thereby giving the supervisor the information necessary to take appropriate corrective action.

APPLICATION CONSIDERATIONS:

- + Increases turning radius of truck
- + Direct sunlight can adversely affect operation
- + May create operational inefficiencies, especially in cold storage situations
- + Bulky freezer gear may inadvertently trigger device
- + Frost can build up on sensors in certain environmental conditions
- + Freezer curtains can trigger device

MODELS

- + 7000 Series, EASi Reach/Deep-Reach/Straddle, 4100, 4150, 4200, 4250, EASi Pacer™, and 8900

PALLET TRUCK/TOW TRACTOR:

This system uses a sensor in the floor of the truck/tow tractor compartment and the activity of the sensor is monitored by the vehicle control system. Truck performance can be altered based on the state of the sensor. Different configurable settings are available to the customer depending on the material handling tasks to be performed. For example, the Model 8500 and 8510 may be configured so that travel will always be restricted if the operator has not assumed the proper riding operating position or alternatively configured so that the operator may assume either the orderpicking position outside of the truck or the riding position. The Model 8600 and 8610 may be equipped with a sensor to ensure that the operator has assumed the designated operating position.

APPLICATION CONSIDERATIONS:

- + May create operational inefficiencies
- + May impair order picking on some models
- + May limit performance or functions

MODELS

- + 8500, 8510, 8600, and 8610



The pictures in this brochure are merely demonstrative and do not necessarily depict the exact characteristics of the feature described. Your authorized Raymond Dealer can provide you with the exact specifications of this feature. Above. And beyond., Deep-Reach, EASi, iTrack, iWAREHOUSE, Pacer, Raymond, Safety On The Move, and Swing-Reach are registered trademarks of The Raymond Corporation.

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