

Use and Maintenance Manual

Interchangeable Equipment
Extendable Rotating Platform



Rated capacity: 1,000 kg



Information regarding the manual

TRANSLATION OF THE ORIGINAL INSTRUCTIONS

Prepared in compliance with the essential requirement for the protection of health and safety 1.7.4 of Annex I of Directive 2006/42/EC.

Revision	Date	Notes
A	07/2024	Periodic update

Reference regulatory framework

This Manual has been drafted in compliance with the main reference standards:

- Machinery Directive 2006/42/EC;
- Standard EN 280-1;
- Standard UNI 10653;
- Standard UNI 10893.

Model of equipment covered in this manual

Equipment model	MAGNI code	Rated capacity
REP 10.2-4,7 I	12700	1.000 kg / 2,200 lb
REP 10.2-4,7 U	13267	1.000 kg / 2,200 lb
REP 10.4,7-7 I	30236	1.000 kg / 2,200 lb
AREP 10.2-4,7 I	18622	1.000 kg / 2,200 lb

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PREFACE

Manufacturer's details

MAGNI TELESCOPIC HANDLERS Srl
Via Magellano, 22
41013 Castelfranco Emilia (MO) – ITALY
Tel. +39 059 8031000
Fax. +39 059 8638012
www.magnith.com

Important information regarding safety

Most accidents caused by the use, maintenance and repair of interchangeable equipment are due to failure to observe the most elementary rules of safety and caution. An accident can often be avoided if the potential hazards to which one is exposed are known, and the required precautions are taken. Those working on the interchangeable equipment must take the utmost care, have suitable technical skills, knowledge and equipment for carrying out the various operations correctly.

Improper and/or incorrect use, lubrication, maintenance or repair of this interchangeable equipment can lead to serious injury and also death of workers.

Use the interchangeable equipment and/or carry out maintenance or repairs on it only after having completely read and understood all the instructions in this use and maintenance Manual.

The safety precautions and warnings are highlighted in this Manual and on the interchangeable equipment by means of informative stickers. Ignoring these warnings can result in serious accidents, or even death for the operator or other persons.

MAGNI TELESCOPIC HANDLERS Srl may not be able to foresee all the possible circumstances which can constitute a safety hazard. The warnings contained in this Manual or applied on the interchangeable equipment may not be considered as all-inclusive. When adopting procedures or methods not expressly recommended and when using equipment different to that permitted, it is the operator's responsibility to make sure work is carried out in accordance with the main safety and legal standards. Moreover, it is necessary to ensure that the interchangeable equipment is not rendered hazardous by accidental damage or emergency maintenance carried out without authorisation.

Using the manual

This manual has been drawn up by the Manufacturer with the aim of providing all the information necessary for the operator to use the interchangeable equipment correctly and safely and carry out routine maintenance on it.

This Manual contains all the information necessary for the operator. The operator must use the equipment for the purposes envisaged and identified in this Manual.

The information must be read carefully and its contents strictly applied. Failure to comply with this information can lead to risks to the health, safety and welfare of persons and result in damage to property.

This Manual must be considered an integral part of the interchangeable equipment, and must accompany it throughout its working life from commissioning to final disposal. It must therefore be stored inside the interchangeable equipment, in the space provided or where it will be kept safe from premature deterioration, so that it is always readily available for consultation and in the best possible condition.



Compartment

If lost and/or damaged, contact the Manufacturer directly for replacement documentation, indicating the Manual code or interchangeable equipment code.

The manual reflects the state-of-the-art at the time the product was placed on the market. The manufacturer reserves the right to make changes, additions or improvements to the Manual, without however resulting in this publication being considered inadequate.

All changes to the documentation are made following a controlled process. The different revisions ensure traceability by associating the manual with the different versions of the product placed on the market.

Symbols used

Parts of the text that are considerably important or specific operating procedures have been highlighted with the use of the following symbols:

NOTICE

BLUE – WITHOUT safety alert symbol

Used to indicate the presence of a potentially dangerous situation which, if not avoided, can cause damage to property.



ATTENTION

YELLOW – WITH safety alert symbol

Used to indicate the presence of a potentially dangerous situation which, if not avoided, can cause minor or moderate injury.



WARNING

ORANGE – WITH safety alert symbol

Used to indicate the presence of a potentially dangerous situation which, if not avoided, can cause death or serious injury.



DANGER

RED – WITH safety alert symbol

Used to indicate the presence of an imminently dangerous situation which, if not avoided, can cause death or serious injury.

Receipt of the equipment

If there are any defects, damage or missing items upon receipt of the interchangeable equipment, please contact the Sales Department immediately:

MAGNI TELESCOPIC HANDLERS Srl

Via Magellano, 22

41013 Castelfranco Emilia (MO) – ITALY

Tel. +39 059 8031000

Fax. +39 059 8638012

www.magnith.com

Assistance

How to request assistance

For all requests for assistance, the customer must contact MAGNI TELESCOPIC HANDLERS Srl After-Sales Service or Sales network directly, indicating the data given on the equipment identification plate and the type of problem encountered.

Spare parts

For any spare parts, the customer can contact MAGNI TELESCOPIC HANDLERS Srl After-Sales Service directly, indicating the interchangeable equipment model and its serial no., and order the necessary components or devices.

Warranty

MAGNI TELESCOPIC HANDLERS Srl Warranty Policy is attached to this manual.

WARRANTY AND EC DECLARATION OF CONFORMITY

MAGNI's Warranty Policy

MAGNI TELESCOPIC HANDLERS PRODUCT WARRANTY

Magni Telescopic Handlers s.r.l. warrants its new Products (Equipment and Parts) to be free, under normal use and service, of any defects in material or workmanship for a period of twenty four (24) months or 2000 working hours, for new equipment and twelve month (12) for new parts, each of these periods commencing at the date of delivery of the product from Magni Telescopic Handlers to the buyer of the product, if the buyer is a distributor of Magni Telescopic Handlers and delivers the product to an End user, each of these periods shall commence at the date of delivery of the product from the distributor to the End user, but in no event later than six (6) months after the date of delivery of the Product from Magni Telescopic Handlers to the distributor, communicated through the Magni portal channel. Parts fitted during an Equipment warranty repair will take on the remaining Equipment warranty only. The foregoing warranties shall be honored provided that Magni Telescopic Handlers receives written notice of the defect within thirty (30) days of its discovery, and it is established that the product has been maintained and operated within the limits of rated and normal usage and in strict compliance with Magni Telescopic Handlers operating and maintenance manual, and the defect did not result in any manner from the intentional or negligent actions, inaction or abuse by buyer or any third party. If it cannot be established that conditions and above have been met, then this warranty shall not cover the alleged defect.

If requested by Magni Telescopic Handlers, the defective product must be returned to Magni Telescopic Handlers, or other location designated by Magni Telescopic Handlers, for inspection. Magni Telescopic Handlers reserves the right to review the product's maintenance procedures to determine if any alleged defect is covered under this warranty. Delivery inspection forms are required for warranty validation and processing.

Magni Telescopic Handlers' obligation and liability under this warranty is expressly limited to, at Magni's sole option, repairing or replacing, with new or remanufactured parts or components, any part, which appears to Magni upon inspection to have been defective in material or workmanship. Replacement parts will be provided to buyer subject to Magni's current warranty claim handling processes. All products replaced under this warranty become the property of Magni Telescopic Handlers.

Accessories, assemblies and components included in the product, which are not manufactured by Magni Telescopic Handlers, are subjected to the warranty of their respective manufacturers.

This warranty shall be null and void if parts (including wear parts) other than genuine Magni Telescopic Handlers' parts are used in or attached to the product or if serial numbers have been altered, defaced or removed with respect to Magni Telescopic Handlers' products or if the product has been altered without Magni Telescopic Handlers' written agreement.

MAGNI TELESCOPIC HANDLERS MAKES NO OTHER WARRANTIES, EXPRESS OR IMPLIED, AND MAKES NO WARRANTIES OF MERCHANTABILITY OR FITNESS FOR ANY PARTICULAR PURPOSE.

No employee or representative is authorized to modify this warranty unless such modification is made in writing and signed by an authorized officer of Magni Telescopic Handlers.

This warranty is continuous for the above stated periods, and "stopping and restarting" such periods ("stop and go") is not accepted by Magni Telescopic Handlers.

Magni TH's obligation under this warranty shall not include the items listed below as "items not covered by this warranty".

NO TRANSFERABILITY OF THIS WARRANTY: This warranty is limited to buyer or if sold through a distributor of Magni Telescopic Handlers, to the first end user of the product, and is not assignable or otherwise transferable without the written agreement of Magni TH.

ITEMS NOT COVERED BY THIS WARRANTY:

The following items are not covered under this warranty:

- Normal maintenance, adjustments, maintenance parts or wear parts, including without limitation wear pads, seals, gaskets, hoses, friction plates, glass, clutch and brake linings, filters, wire rope, exterior coating, proper tightening of bolts, nuts and fittings, adding or replacing fluids, filter, breathers, belts, nozzles, adjustments of any kind, service supplies such as hand cleaners, towel and lubricants, inspection, travel time.
- Product sold by any individual, corporation, partnership or any other third party that is not authorized by Magni Telescopic Handlers to distribute the product.
- Damage or defect caused by, or other cost related, work performed by personnel not authorized by Magni Telescopic Handlers to service or repair the product.
- Damage or defect caused by operation of the product by personnel or users not authorized, instructed or trained to operate the product.
- Damage or defect resulting from improper storage, weathering, lack of use, use into the corrosive or chemicals ambient.
- Damage or defect caused by operation of the product under extreme weather or geographical conditions without the written agreement of Magni Telescopic Handlers.
- Damage or defect caused by non-compliance with Magni TH's campaign bulletins, product safety and service releases.

THIS WARRANTY IS EXPRESSLY IN LIEU OF AND EXCLUDES ALL OTHER WARRANTIES, REPRESENTATIONS AND CONDITIONS, EXPRESS OR IMPLIED AND ALL OTHER STATUTORY, CONTRACTUAL, TORTIOUS AND COMMON LAW OBLIGATIONS OR LIABILITY ON MAGNI TELESCOPIC HANDLERS'S PART ARE HEREBY EXPRESSLY EXCLUDED TO THE MAXIMUM EXTENT PERMITTED BY LAW.

IN THE EVENT OF ANY BREACH OF THE WARRANTY BY MAGNI TH, MAGNI TH'S LIABILITY SHALL BE LIMITED EXCLUSIVELY TO THE REMEDIES OF REPAIR OR REPLACEMENT OF ANY DEFECTIVE PRODUCT COVERED BY THE WARRANTY. NOTWITHSTANDING ANYTHING CONTAINED IN THIS WARRANTY TO THE CONTRARY MAGNI TH SHALL NOT BE LIABLE FOR AND SPECIFICALLY DISCLAIMS ALL INDIRECT, CONSEQUENTIAL, INCIDENTAL, OR OTHER DAMAGES OR LOSSES, WHETHER OR NOT ADVISED OF THE POSSIBILITY THEREOF.

EC Declaration of Conformity

DICHIARAZIONE "CE" DI CONFORMITA'

MAGNI
TELESCOPIC HANDLERS

Il sottoscritto Dott. Riccardo Magni, in qualità di Legale Rappresentante della Società,
MAGNI TELESCOPIC HANDLERS S.r.l.
 Via Magellano 22
 41013 Castelfranco Emilia (MO), Italia
 quale persona autorizzata a costruire e costruire il Fascicolo Tecnico
DICHIARA
 sotto la propria esclusiva responsabilità
 che la seguente attrezzatura, l'assemblaggio:
apparecchio di sollevamento a persone telescopico a caduta superiore a 3 m
 (allegato IV punto 2) diretto al pubblico (2006/42/CE) denominato:

2.35 m / 4,70 m - 1000 kg	REP 10.2-4,7 I	12700
		XXXXXXXX
		XXXX

è conforme alle disposizioni delle seguenti direttive:
 2006/42/CE secondo l'allegato, parte 1, lettera A
 in conseguenza può essere utilizzato sui seguenti veicoli costruiti dalla:
MAGNI TELESCOPIC HANDLERS S.r.l.
 Via Magellano 22
 41013 Castelfranco Emilia (MO) Italia

Modello veicolo	Organismo not.: ECO Certificazioni S.p.A Via Mengolina 33, 48018 Faenza (RA), IT Organismo notificato n° 0714	Valido dal numero di serie
RTH 4.18 Smart; RTH 4.28 Smart; RTH 5.21 Smart; RTH 5.23 S	Certificato di esame di tipo n° 0	00000100
RTH 5.21 Smart S; RTH 5.23 Smart S; RTH 5.25 Smart S		-
RTH 5.23; RTH 5.26		-
RTH 5.23 S; RTH 5.26 S; RTH 5.30 S; RTH 5.39 S; RTH 5.39 S; F		-
RTH 5.21 SH; RTH 5.23 SH; RTH 5.25 SH; RTH 6.26 SH; RTH 6.		-
RTH 6.35 SH; RTH 6.39 SH; RTH 6.46 SH; RTH 8.25 SH		-

e altresì conforme alle seguenti norme armonizzate
EN ISO 12895:2015 Carrelli industriali - Compatibilità elettromagnetica
EN 280:2013+A1:2015 Piattaforme di lavoro mobili elevabili - Calcoli per la progettazione - Criteri di stabilità - Costruzione - Sicurezza - Esami e prove

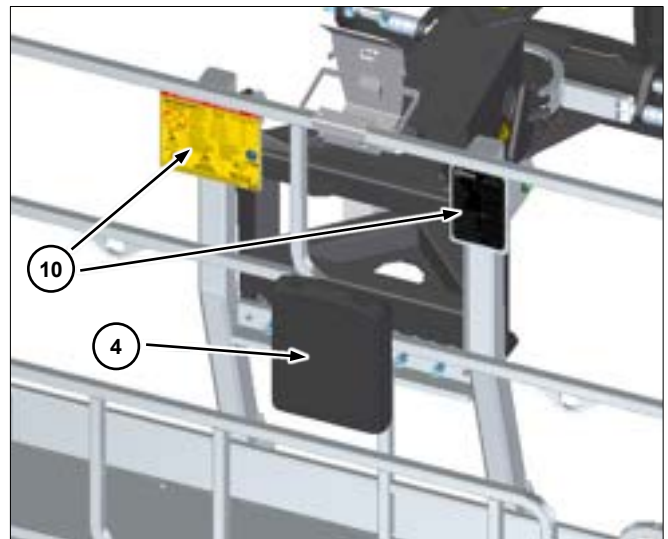
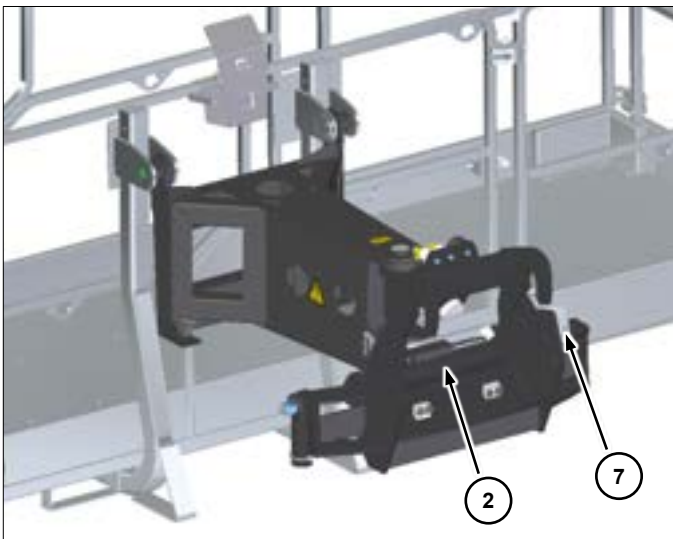
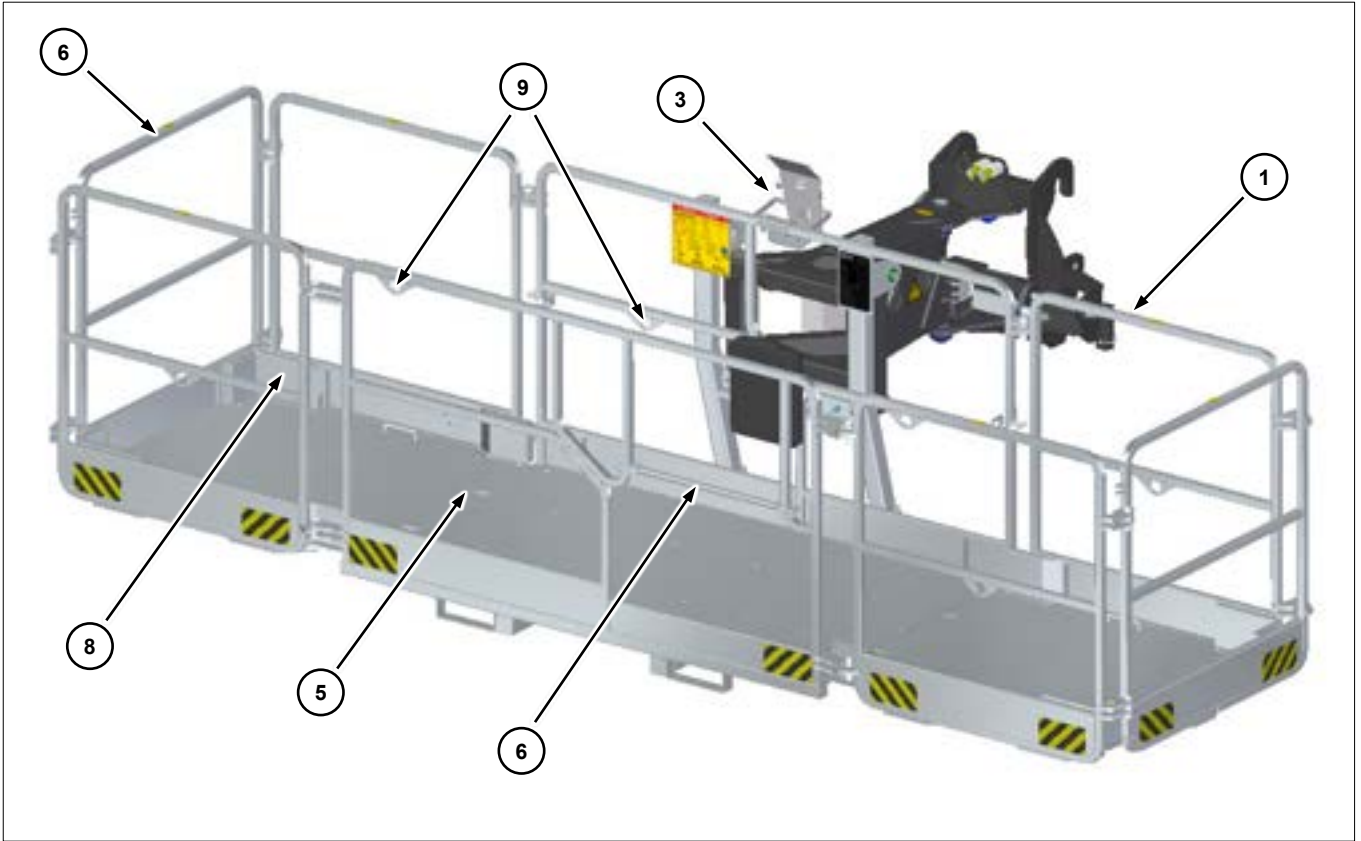
MAGNI TELESCOPIC HANDLERS S.r.l.
 Dott. Riccardo Magni
 Legale Rappresentante
 Castelfranco Emilia (MO), Italia, XX/XX/XXXX

ce_ITA_12700-03

TECHNICAL PRODUCT INFORMATION

Main parts and general description of the platform

Radars of the main components that make up the Platform interchangeable equipment.



- | | |
|---|--|
| 1 Platform Structure; | 6 Railing; |
| 2 Rotation support; | 7 Shear pin detection device; |
| 3 Radio Control Housing; | 8 Foot guard and falling object protection; |
| 4 Use and Maintenance Manual Compartment; | 9 Retaining anchor (According to EN 280-1 4.6.14); |
| 5 Non-Slip Floor; | 10 Marking. |

The Platform consists of a welded tubular structure with non-slip sheet metal floors. It can be accessed through openings in the railing, which is fitted with a fall arrest bar. The Platform has a housing for the Radio Control (used to control its movements), a compartment for the Manual and the following safety devices.

Safety devices

- **Shear pin** (interchangeable equipment – telescopic handler interface) with detection and presence sensor. The interchangeable equipment has an electromechanical device that senses when the shear pin is inserted in order to enable use of the Platform (see Using the Platform - Controls section).



- **Load weighing system** (according to Standard EN 280-1 4.4.1.2)

The Platform has an electromechanical load-sensing device, calibrated to the rated load.



- **Fall Arrest Bar** (Platform Access)

The Platform can be accessed through openings in the railing fitted with a Fall Arrest Bar. The bar returns to its safe position in the absence of the manual force required to hold it up.



- **Non-Slip Floor and Falling Object Protections** (according to Standard EN 280-1 4.6.4)

The Platform has a non-slip, drainage floor, as well as foot guards and protections to prevent objects larger than 15 mm in diameter from falling off.



- **Anchor point for connecting a restraint device** (according to Standard EN 280-1 4.6.14)

The Platform has enough anchor points for the number of persons allowed on it. The anchorage is designed to hold the Personal Protective Equipment and ensure that the correctly attached PPE cannot be accidentally detached.

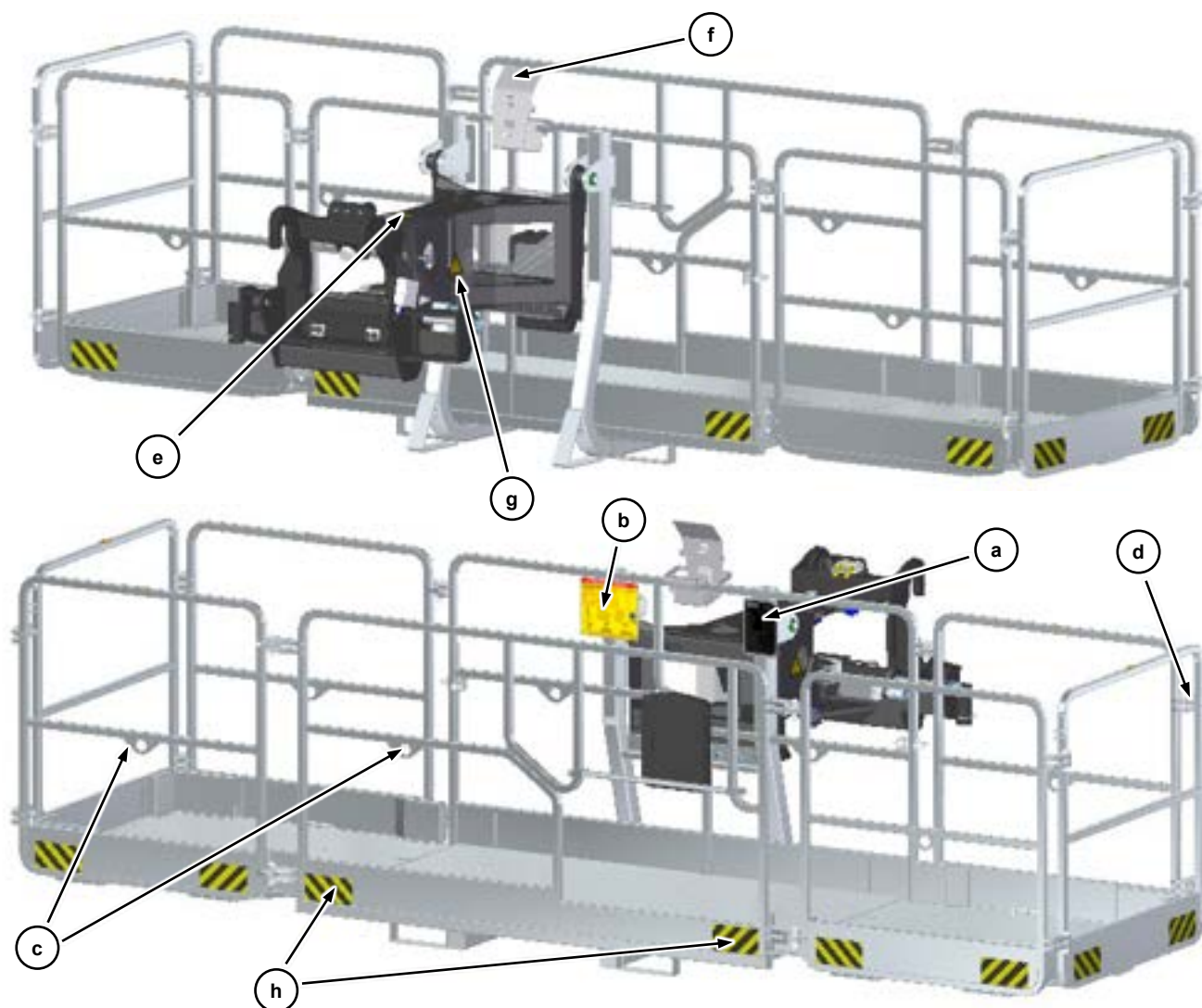


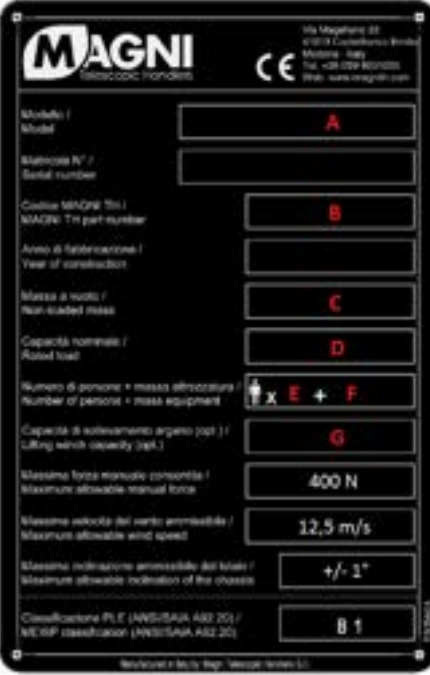

The anchorage is identified by a warning sticker in accordance with Standard UNI EN ISO 7010.







The Platform is also provided with a set of labels and stickers to identify its characteristics and inform the Operator(s) of the dangers and guaranteed performance.



Identification elements on the platform



<p>a</p>		<p>Aluminium plate bearing the Manufacturer's data and the platform's main technical data. The plate is manufactured according to the guidelines of section 6.2 of EN 280-1 and in compliance with the requirements of Article 16 of Directive 2006/42/EC. The Plate indicates:</p> <ul style="list-style-type: none"> - Trademark, Manufacturer's name and address; - Platform model; - Platform serial number; - MAGNI part number; - Year of manufacture of the Platform; - Platform unladen weight; - Platform rated capacity (in kg); - Rated capacity (as number of persons + permitted mass of equipment in kg); - Winch lifting capacity (if applicable); - Maximum permissible manual force (in [N], according to EN 280-1 4.2.3.4); - Maximum permissible wind speed for the manufacturer's intended use (in [m/s] according to EN 280-1 4.2.3.3); - Maximum chassis inclination allowed (in degrees); - EWP classification (ANSI/SAIA A92.20). 																																	
<table border="1"> <thead> <tr> <th>Platform Model</th> <th>A</th> <th>B</th> <th>C</th> <th>D</th> <th>E</th> <th>F</th> </tr> </thead> <tbody> <tr> <td rowspan="2">REP 10.2-4,7</td> <td>REP 10.2-4,7 I</td> <td>12700</td> <td>940 kg / 2,100 lb</td> <td>1.000 kg / 2,200 lb</td> <td>3</td> <td>760 kg / 1,680 lb</td> </tr> <tr> <td>REP 10.2-4,7 U</td> <td>13267</td> <td>940 kg / 2,100 lb</td> <td>1.000 kg / 2,200 lb</td> <td>3</td> <td>760 kg / 1,680 lb</td> </tr> <tr> <td>REP 10.4,7-7</td> <td>REP 10.4,7-7 I</td> <td>30236</td> <td>1,120 kg / 2,470 lb</td> <td>1.000 kg / 2,200 lb</td> <td>3</td> <td>760 kg / 1,680 lb</td> </tr> <tr> <td>AREP 10.2-4,7</td> <td>AREP 10.2-4,7 I</td> <td>18622</td> <td>1,150 kg / 2,550 lb</td> <td>1.000 kg / 2,200 lb</td> <td>3</td> <td>760 kg / 1,680 lb</td> </tr> </tbody> </table>	Platform Model	A	B	C	D	E	F	REP 10.2-4,7	REP 10.2-4,7 I	12700	940 kg / 2,100 lb	1.000 kg / 2,200 lb	3	760 kg / 1,680 lb	REP 10.2-4,7 U	13267	940 kg / 2,100 lb	1.000 kg / 2,200 lb	3	760 kg / 1,680 lb	REP 10.4,7-7	REP 10.4,7-7 I	30236	1,120 kg / 2,470 lb	1.000 kg / 2,200 lb	3	760 kg / 1,680 lb	AREP 10.2-4,7	AREP 10.2-4,7 I	18622	1,150 kg / 2,550 lb	1.000 kg / 2,200 lb	3	760 kg / 1,680 lb	
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<p>b</p>		<p>Tear-proof sticker in two languages (Italian/English) giving key information on the dangers and permitted limits of use:</p> <ul style="list-style-type: none"> - Electrocutation hazard and minimum distance from voltage lines; - Maximum chassis inclination allowed; - Characteristics of the restraint system and anchor point; - Maximum permissible manual force (in [N] and [lbf]); - Maximum permissible wind speed for the manufacturer's intended use (in [m/s] and [mph]); - Warning to consult the Use and Maintenance Manual when using the Platform fitted with a Hoisting Winch (use of suspended loads). 																																	

c		<p>Tear-proof sticker indicating anchorage points for restraint systems.</p>
d		<p>Tear-proof sticker indicating areas with a high possibility of crushing limbs. It is affixed to the top of the railing.</p>
e		<p>Tear-proof sticker indicating areas with a high possibility of crushing limbs. It is affixed in the rotation/movement zones.</p>
f		<p>Tear-proof sticker indicating the QR code with a link to a digital video containing instructions on how to use the platform correctly.</p>
g		<p>Tear-proof sticker indicating a generic danger.</p>
h		<p>Tear-proof sticker indicating the footprint of the platform. It is affixed to the base of the platform.</p>

Main warning and safety sticker

Electrocution hazard

This machine is not electrically insulated and will not provide protection from contact with or proximity to electrical current

Voltage range [phase to phase]

Minimum approach distance

⚠ **PERICOLO / ⚠ DANGER** 📖

NON INSULATED

Pericolo di elettrocuzione
Electrocution Hazard

Questa macchina non è isolata elettricamente quindi non fornisce protezione dal contatto o dalla vicinanza a linee elettriche.
This machine is not electrically insulated and will not provide protection from contact with or proximity to electrical current.

Campo di tensione [da fase a fase] Voltage range [phase to phase]	Distanza minima di avvicinamento Minimum Approach Distance [MAD]
<0,7 kV	1 m
>0,7 kV a / to 7 kV	1,2 m
>7 kV a / to 50 kV	3 m
>50 kV a / to 220 kV	4 m
>220 kV a / to 500 kV	5 m
>500 kV a / to 750 kV	10 m
>750 kV a / to 1000 kV	13 m
>1000 kV a / to 1250 kV	16 m

Sistema di ritenuta
Il produttore ricorda: tutte le persone che utilizzano la piattaforma devono indossare un sistema di ritenuta completo fissato ad un **punto di ancoraggio (*)** durante il funzionamento.
(* Secondo ISO 16368)

Restraint system
The manufacturer reminds: all people using the platform must wear a restraint system attached to an **anchor point (*)** during operation.
(* According to ISO 16368)

x1

±1° MAX

±1° MAX

MAX 400 N
MAX 89.92 lbf

MAX 12,5 m/s
MAX 28 mph

In caso di utilizzo di piattaforme con argano di sollevamento consultare il Manuale d'Uso
In case of use of platforms with hoisting winch refer to the User Manual

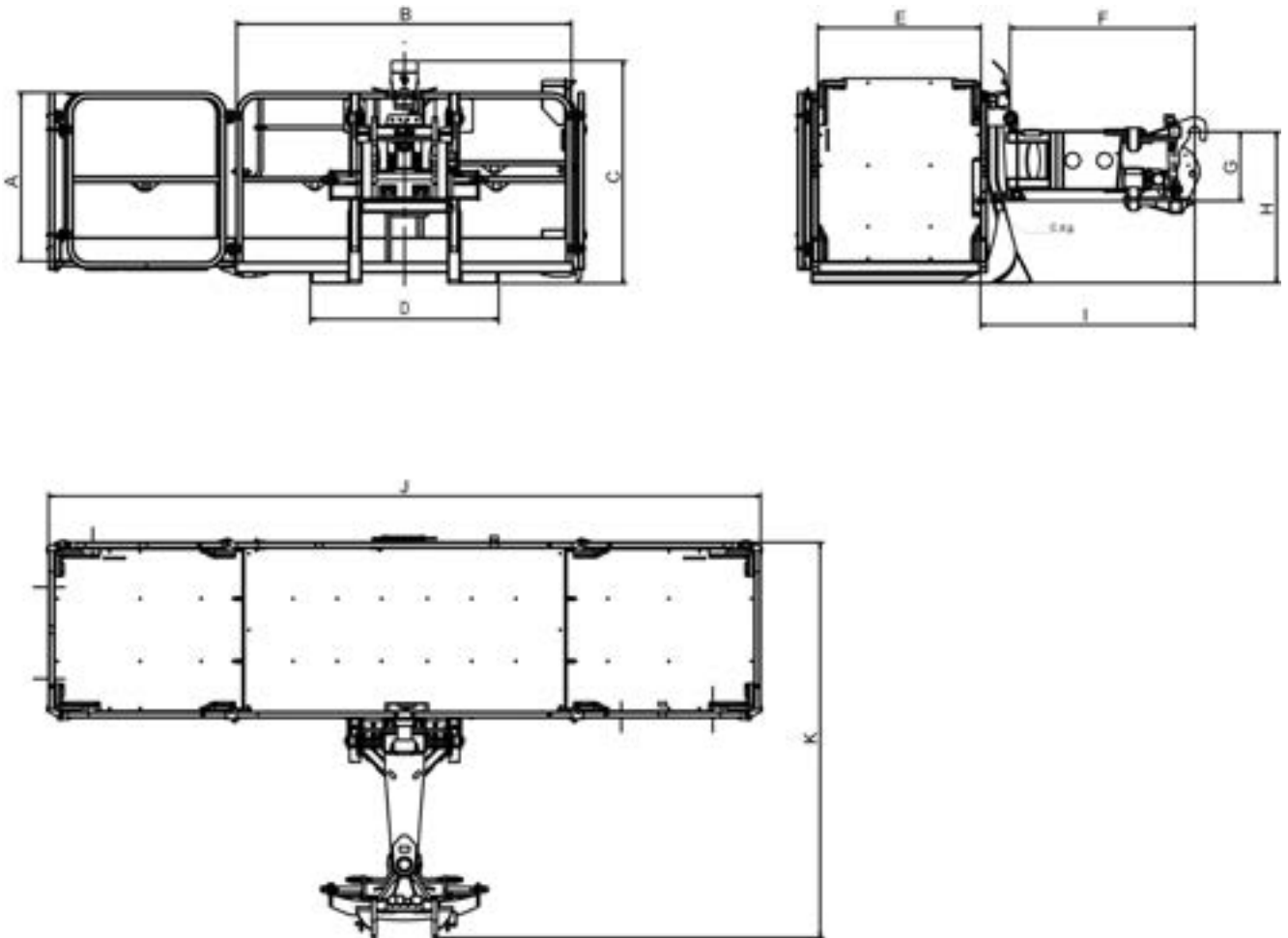
📖 3

Restraint system
*The manufacturer reminds: all people using the platform must wear a complete restraint system attached to an **anchor point (*)** during operation (* According to ISO 16368)*

In case of use of platforms with hoisting winch, refer to the User Manual

Dimensional drawings

Dimensional diagram: REP 10.2-4,7 I / REP 10.2-4,7 U / REP 10.4,7-7 / AREP 10.2-4,7



	REP 10.2-4,7 I P.N. 12700	REP 10.2-4,7 U P.N. 13267	REP 10.4,7-7 I P.N. 30236	AREP 10.2-4,7 I P.N. 18622
A	1105 mm / 43.50"	1105 mm / 43.50"	1105 mm / 43.50"	1105 mm / 43.50"
B	2200 mm / 86.61"	2200 mm / 86.61"	4510 mm / 177.55"	2200 mm / 86.61"
C	1456 mm / 57.32"	1456 mm / 57.32"	1456 mm / 57.32"	1456 mm / 57.32"
D	1236 mm / 48.66"	1236 mm / 48.66"	1236 mm / 48.66"	1236 mm / 48.66"
E	1070 mm / 42.12"	1070 mm / 42.12"	1070 mm / 42.12"	1070 mm / 42.12"
F	1210 mm / 47.63"	1170 mm / 46.06"	1210 mm / 47.63"	1550 mm / 61.02"
G	465 mm / 18.30"	467 mm / 18.38"	486 mm / 19.13"	416 mm / 16.37"
H	992 mm / 39.05"	994 mm / 39.13"	992 mm / 39.05"	990 mm / 38.97"
I	1405 mm / 55.31"	1405 mm / 55.31"	1512 mm / 59.52"	1475 mm / 58.07"
J	4665 mm / 183.66"	4665 mm / 183.66"	6976 mm / 274.64"	4665 mm / 183.66"
K	2587 mm / 101.85"	2587 mm / 101.85"	2587 mm / 101.85"	2587 mm / 101.85"
Unladen weight	940 kg / 2,100 lb	940 kg / 2,100 lb	1,120 kg / 2,470 lb	1,150 kg / 2,550 lb
Load capacity	1.000 kg / 2,200 lb	1.000 kg / 2,200 lb	1.000 kg / 2,200 lb	1.000 kg / 2,200 lb
Hydraulic operating pressure	200 bar / 2,900 psi	200 bar / 2,900 psi	200 bar / 2,900 psi	200 bar / 2,900 psi
Duty intensity (according to Standards EN 280 / EN 280-1)				
For TH models	Light intermittent duty	Light intermittent duty	Light intermittent duty	Light intermittent duty
For RTH and HTH models	Heavy duty	Heavy duty	Heavy duty	Heavy duty

Environmental information

Parameter	Values
<i>OPERATING TEMPERATURE</i>	from -20 °C to +45 °C (from -4 °F to +113 °F)
<i>STORAGE TEMPERATURE</i>	from 25 °C to +50 °C (from -13 °F to +122 °F)
<i>HUMIDITY</i>	from 20% to 95%
<i>ALTITUDE</i>	< 2500 m (< 8200 ft)

This platform, which was assessed independently, does not have any noise emissions and is therefore not subject to any specific directives. When it is connected to a vehicle, the assembly is configured as an Elevating Work Platform (EWP) and as such complies with Directive 2000/14/EC.

This platform, which was assessed independently, does not have any electromagnetic emissions and is therefore not subject to any specific directives. When it is connected to a vehicle, the assembly is configured as an Elevating Work Platform (EWP) and as such complies with Directive 2014/30/EU.

SAFETY INFORMATION

General safety requirements

Most of the accidents linked to use, maintenance and repair of the platforms are due to failure to apply and comply with the elementary safety standards. These accidents can be avoided by identifying the risks to which the user will be exposed and by taking the necessary precautions.



ATTENTION

Operations or movements not described in this Use and Maintenance Manual must be avoided; the person using methods other than those recommended must first ensure his own safety, the safety of others and correct handling of the equipment.

The Manufacturer has designed this platform and its accessories accurately, with the help of appropriate tools and technologies to ensure its safety; however, it is difficult to assess all the work situations the platform may be subject to in different operating conditions.

Consequently, the user is responsible not only for following the indications given in this Use and Maintenance Manual, but also for adopting the methods for use that take into account the provisions and legislation on the matter of health and occupational safety in force in the country in which the equipment is used, associated with responsible use of the equipment, with the capacity of foreseeing and preventing potential danger situations generated by special logistic, climatic, visibility and health conditions of the user.

NOTICE

Maintenance or repairs on our platforms must be carried out solely using original components.

If original components are not used, the customer alone will be held responsible for harm to persons and damage to property caused by potential malfunctioning of the vehicle.

MAGNI TELESCOPIC HANDLERS S.r.l. **shall not accept** any responsibility if the use of components that are not original results in reduction of the reliability of the platform equipment over time.



DANGER

Failure to comply with the safety regulations listed in this Use and Maintenance Manual for the use, maintenance and repair of the platform can result in serious accidents, sometimes even fatal.

No request for guarantee can be accepted in the above-listed cases, but assistance can be provided by our network of technical assistance on payment.

Using original components for carrying out maintenance will ensure legal protection since:

- the Customer who purchases non-original components from unauthorised dealers must be aware of the risks this entails;
- the Customer who modifies or has third parties make modifications to this platform must be aware of the legal responsibilities of such an action and, in case of accident caused by yielding of non original components, cannot avail of any legal cover;
- the Customer who copies or has copies made of the original component is exposed to legal risks;
- the Certificate of Conformity of the platform implies responsibility for the Manufacturer only if the maintenance schedules and methods defined in this Manual are complied with;
- the Customer who does not comply with the maintenance schedules and frequency established in this Manual must be aware that the warranty conditions on the platform will lapse.

Main recommendations for using the platform

Read this Use and maintenance manual carefully before using the platform.

Ensure that the personnel assigned have all the necessary information and instructions on the capacity and characteristics of the platform and receive adequate training on safety in relation to the conditions of use of the platform and to foreseeable abnormal situations.

Do not consume alcohol or drugs before using the platform as they may alter your state of alertness or coordination.

People who are prone to dizziness or sudden sickness, or are disturbed by the feeling of emptiness, should not use EWPs.

Know the platform procedures in case of emergency.

Keep the platform efficient by carrying out the required checks and inspections.

Before each use, check the integrity of the platform's metal structures and the efficiency of the protections.

Before each use, check that the mobile sliding bar, which allows people to access the platform, has been correctly put back in its seat.

Before each use, check the efficiency of any visible electrical parts.

Before each use, check that the safety signs on the platform are present and efficient.

Before each use, check that all platform movements and their limit switches are working properly.

Before each use, check that the safety devices for the work platform, the chassis and the extendable structure are working properly.

Before use, check that the platform's working environment is adequately lit.

Before use, check that there is no one next to the vehicle or within its range of action.

Before use, check that the environmental temperature complies with the manufacturer's instructions.

Check that there are no unprotected overhead power lines in the work area.



ATTENTION

Check that there are no (fixed or mobile) obstacles in the work area that could interfere with movement of the platform (e.g. the ceilings of buildings, beams, moving cranes and vehicles, etc.) that could cause serious injury to personnel inside the platform.



Before use, check the platform for any fluid leaks (e.g. oil).

Before use, check that there are no electrical cables lying on the platform.

Pay the utmost attention to objects that can fall from above (e.g. branches, rocks, processing debris, etc.) and affect the stability of the platform.

Place appropriate signs and barriers around the work area of the platform (ground projection), people must not circulate in this area in compliance with the regulations, provisions and laws on safety at work established in the different countries where the platform is used.

NOTICE

Mark the platform's work area correctly so that people do not walk underneath suspended loads.

If the platform is to operate on the road, it must be fenced off/marked in accordance with national and local regulations for road construction sites.



DANGER

It is forbidden to use the platform in potentially explosive atmospheres or where the use of explosion-proof vehicles and components is prescribed (e.g.: refineries, oil pipelines, or in any case with ATEX restrictions).

Always assess the need to use a fire extinguisher on board based on whether the vehicle is used in areas with a potential fire risk or otherwise bound by laws and regulations in force in the different countries where the platform is used.



ATTENTION

It is forbidden to overload the platform.

It is forbidden to move the vehicle with one or more persons inside the platform (this action is only allowed if controlled directly from the platform using the "PLATFORM DRIVING KIT", within the geometric limits permitted by the load and position control system).

The operator must stop using the platform if visibility and lighting conditions are poor.

It is strictly forbidden to drive the vehicle with the lifting platform connected in its extended configuration (when applicable).

If on sloping ground, compensate for its inclination using the outriggers that have a level corrector specifically fitted to ensure the platform stays in the horizontal position. Level the vehicle, the tilt of which must be within a maximum error of less than $\pm 1^\circ$ from the horizontal line on the four fronts.

Correct use of the equipment

This platform has been designed as a tool for carrying out work, from inside the platform itself, at different heights by suitably trained personnel.

The platform can only be accessed by personnel trained to use it.

The platform can only be used by personnel wearing the appropriate Personal Protective Equipment (Harness, Protective Helmet, Safety Shoes, High-Visibility Clothing).

The platform can only be used at height by personnel wearing harnesses that are correctly attached to one of the fall arrest eyes (procedure explained further on in the Manual).

Before ascending, make sure that the mobile sliding bar, which allows access to the platform, is correctly in its seat.

The operator on the platform must be especially careful when using tools, taking care to place them in their sheaths or secure them so as to prevent them from falling, particularly while the platform is moving.



ATTENTION

People working on the ground in the platform's work area must be protected by PPE against tools or materials falling off it.

To avoid problems of instability at height, do not place the load on just one side of the platform but distribute it over the entire surface of the basket.

People on board the basket who are not in charge of manoeuvring must act as follows to avoid crushing their hands:

- for horizontal manoeuvres: put hands on the railing on the side opposite to the direction of movement,
- for vertical manoeuvres: put hands on the vertical uprights of the basket.

Before descending to the ground with the platform, check each corner to make sure that there are no obstacles in the space below.



Improper use of the equipment

During operation of the platform, do not stick any part of your body out of the platform's profile.

It is forbidden to attach a load to the platform or vehicle's boom by a rope or chain and use it as a crane.



It is forbidden to operate the platform from the cab with one or more persons inside the basket.

It is forbidden to remove, disable or change the safety devices in any way.

When the platform is being used at a height, it must NEVER lean against any other fixed or mobile surrounding structure (e.g. roofs, covers, balconies, cranes, other platforms, etc.).

Do not use the platform in particularly adverse weather conditions (storms with lightning).

Do not affix any signs, banners or other accessories on the platform that could increase the surface area exposed to the wind and hence its resistance.

It is forbidden to add extra structures, like ladders, stools or other means of increasing the outreach and/or height, and it is also forbidden to climb onto the railings to reach the highest points.



It is forbidden to install lifting devices on the basket.

DANGER



IT IS STRICTLY FORBIDDEN TO OVERLOAD the platform.

The maximum load capacity given on the plate must never be exceeded; it includes both people and the tools and/or material used for the activity.

DANGER

IT IS STRICTLY FORBIDDEN to use this platform for disembarking at height.

Operators are not permitted to climb on and/or off the platform when it is at height.

It is not permitted to load/unload material from the platform abandoning it when it is at height.



Use near power lines

ATTENTION

Before use, check that there are no overhead power lines in the work area and working space of the platform.



WARNING

It is forbidden to use the platform in the vicinity of power lines.

Always keep at a safe distance of 5 metres from them, especially when they are powered or when their status is not known.

Use in windy conditions



WARNING

In the event of strong wind, IMMEDIATELY take the basket back down to the ground as the vehicle structure would be overloaded and its stability compromised.

The platforms can also be used in wind conditions, provided that their speed does not exceed Force 6 on the Beaufort Scale as described in the table below.

The maximum permissible wind speed when using the platform is also indicated on the information plate affixed to the platform chassis.

To visually identify this speed, refer to the Beaufort Scale below for the empiric evaluation of the wind speed.

BEAUFORT WIND FORCE SCALE					
Force	Speed (km/h)	Speed (mi/h)	Speed (m/s)	Wind type	Wind effects
0	0 – 1	0 – 1	> 0.3	Calm	Smoke rises vertically.
1	1 – 5	1 - 4	0.3 – 1.5	Light air	Wind causes smoke to drift.
2	6 – 11	5 – 7	1.6 - 3.3	Light breeze	The leaves move.
3	12 – 19	8 – 11	3.4 - 5.4	Gentle breeze	The leaves and twigs are constantly agitated.
4	20 – 28	12 – 18	5.5 - 7.9	Moderate breeze	The wind raises dust, dry leaves, small tree branches constantly moving.
5	29 – 38	19 – 24	8 - 10.7	Fresh breeze	Shrubs with leaves begin to sway.
6	39 – 49	25 – 31	10.8 - 13.8	Strong breeze	Larger tree branches are moving, wind whistling in telegraph wires.
7	50 – 61	32 – 38	13.9 - 17.1	Near gale	Entire trees are shaken, there is difficulty walking against the wind.
8	62 – 74	39 – 46	17.2 - 20.7	Gale	Branches are broken, walking against the wind is impossible.
9	75 – 88	47 – 54	20.8 - 24.4	Strong gale	Chimneys and tiles are blown away by the wind, big waves.
10	89 – 102	55 – 63	24.5 - 28.4	Storm	Event seldom experienced on land, trees uprooted, considerable damage to dwellings.
11	103 – 117	64 – 73	28.5 - 32.6	Violent storm	Rare event, severe devastation.
12	beyond 118	74 +	32.7 +	Hurricane	Destruction of buildings, artefacts, etc.

Residual risks

Despite compliance with all the rules and the recommendations given in this manual on using the platform and the safety devices fitted, potentially hazardous situations may still arise.

These are residual risks, i.e. work-related risks that cannot be eliminated or reduced sufficiently by design measures and which cannot be completely avoided by integrated protective measures.

The residual risks on the equipment are:

- **Risk of swinging or toppling over;**
- **Risk of falling from a height;**
- **Electrical risk;**
- **Risk of explosion or burns;**
- **Risk of getting knocked over;**
- **Risk of falling when climbing on or off the platform;**
- **Risk of colliding with obstacles;**
- **Risk of crushing;**
- **Risk of overturning;**
- **Risk of objects falling off the platform.**

Risk of swinging or toppling over

The risks of swinging or toppling over, which result in a very serious injury to the operator, are present when:

- the control levers are not used properly;
- the platform is overloaded;
- the ground subsides;
- there are gusts of wind;
- you hit an obstacle on the ground or at height;
- the direction of movement or rotation of the platform is reversed too quickly.

Risk of falling from a height

The risk of falling from a height concerns the operators on board the platform and arises when the vehicle is used incorrectly; it is therefore forbidden to lean out of the platform when carrying out activities on it and when moving it.

Electrical risk

There is an electrical risk during maintenance activities.

Risk of explosion or burns

There are risks of explosion or burns if the hydraulic hoses containing high-pressure fluid break; contact can also occur in the form of spurts and splashes during normal use of the vehicle or during maintenance in the presence of hydraulic leaks.

Risk of getting knocked over

There is a risk of getting knocked over at all stages when moving the vehicle and/or the platform.

Risk of falling when climbing on or off the platform

There is a risk of falling at all stages when entering and/or climbing off the basket's work surface.

Risk of colliding with obstacles

There is a risk of colliding with obstacles (fixed or movable) when moving the platform around them in the work area.

Risk of crushing

There is a risk of crushing when moving vertically over obstacles in the work area.

Risk of overturning

This is the risk from the aerial platform losing balance. There are many causes, speed and unstable ground being the main ones.

There are two types of overturning risk: side and front.

To counter this type of risk, it is necessary to know the platform's centre of gravity.

Risk of objects falling off the platform

This is the possible risk determined by the conditions and type of work at height of the platform; even though all the safety requirements given have been complied with, there could still be a danger of objects falling off it for people working on the ground in its work area.

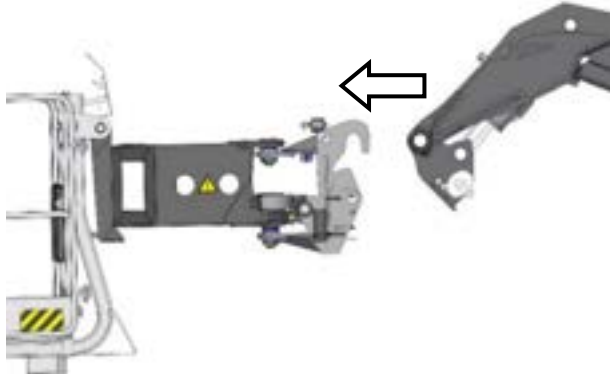
OPERATION

How to connect the platform to the vehicle's boom

NOTICE

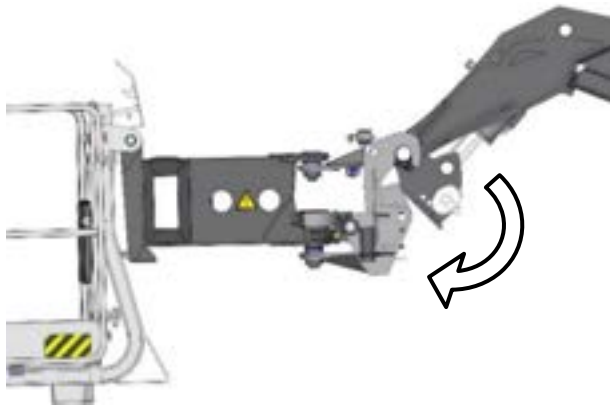
Only personnel qualified and trained for driving the forklift truck and using the various accessories with which it may be provided must be allowed to connect the platform to the vehicle.

The platform connecting procedure is illustrated below:



Position the equipment on a stable level surface.

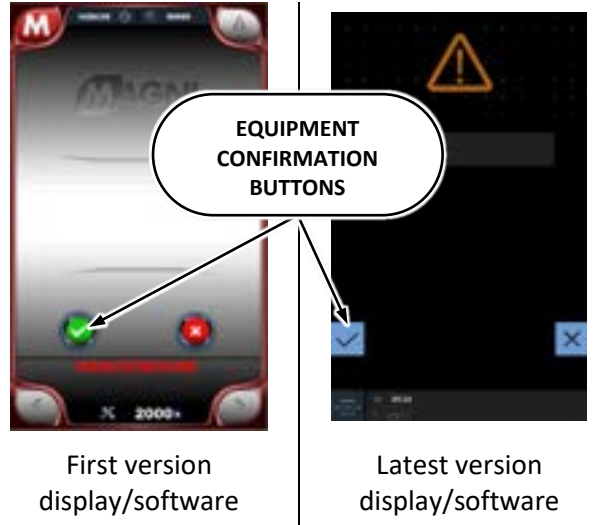
Bring the vehicle closer to the equipment, positioning the end of the boom with the quick-fit coupling retracted suitably to facilitate attachment.



Attach the equipment to the boom head quick-fit coupling.

Tilt the boom head coupling round to the equipment chassis to allow the shear pin to be inserted.

When the vehicle starts up, the display shows the information regarding the accessory detected, with the descriptive text and photo. If it is correct, the operator must validate it by pressing the “✓” button.

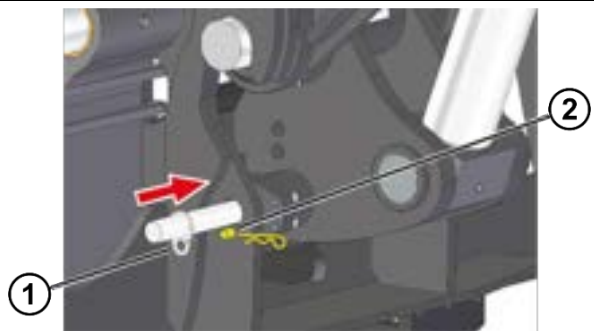


Once the accessory is recognised, the software program for checking the safety parameters of the vehicle is activated automatically.

NOTICE

If the platform is not recognised, check the condition of the transmitter on it and the receiver on the boom head. If there is no obvious damage, please contact the Magni Telescopic Handlers Assistance Service.

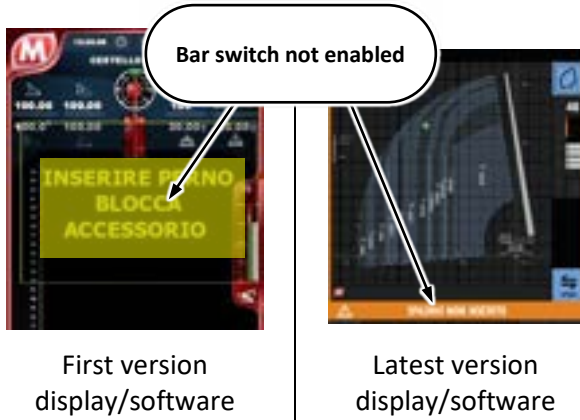
If the X button is pressed, for safety reasons the vehicle will have limited operation and load capacity to enable the unrecognised equipment to be transported and moved around the site area.



Insert the shear pin ① and relative safety split pin ②.

NOTICE

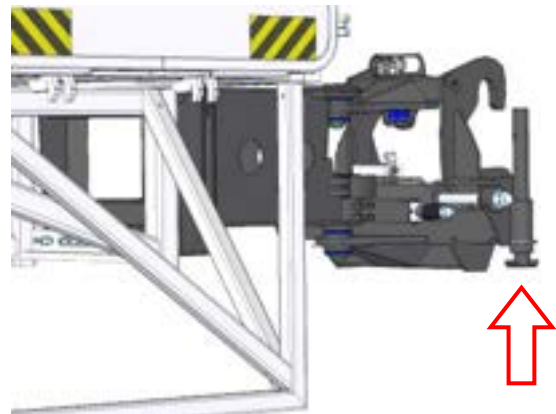
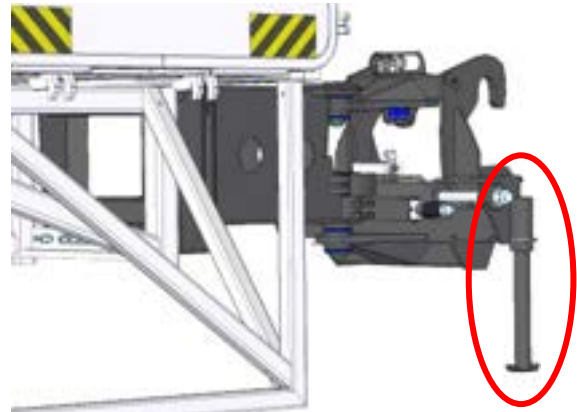
If the platform's locking pin is not inserted into the telescopic boom's connector, the platform controls are inhibited until this fault is cleared.



Operation prior to use (only applies to REP 10.4,7-7 I model)

Once the platform has been attached to the boom, and before it can be used, the support foot on the rotation device must be repositioned for safety reasons.

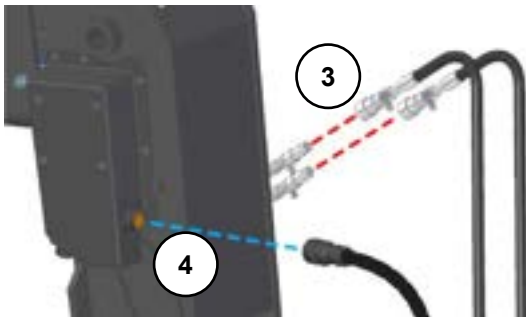
Remove the locking pin from the support, slide the support foot up through its seat and then reinsert the locking pin.



ATTENTION

Potential risks in this type of operation: crushing of the upper limbs.

Complete the procedure by connecting the equipment's hydraulic system (red ③) and electrical system (blue ④).



Procedure for opening the extendable platform

NOTICE

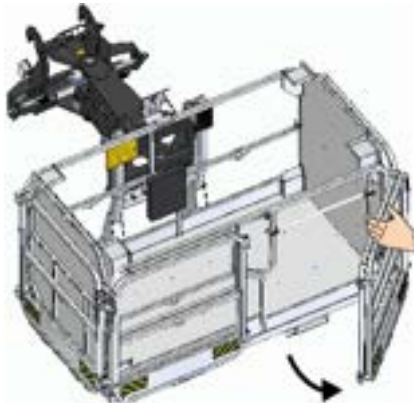
The following procedures must be carried out with the platform on the ground on a flat and level surface so as to avoid uncontrolled and dangerous movements of the movable structure.

The platform opening procedure is as follows:

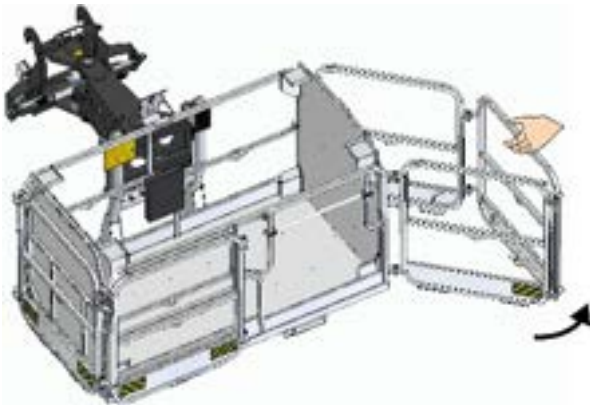
Remove the locking pin from the front railings of the platform.



Open the front closed railings by pulling them outwards.



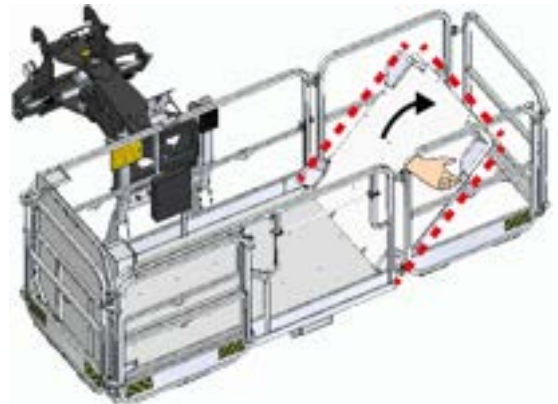
Rotate the railings block until it is fully extended.



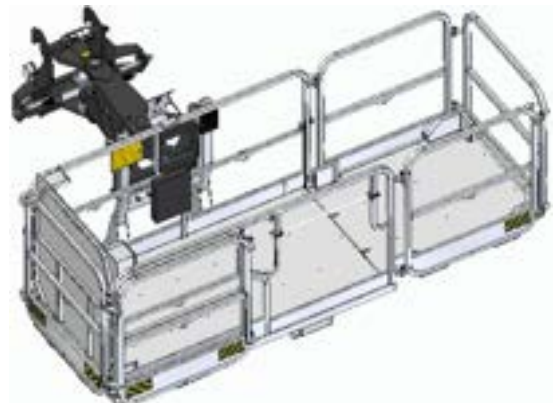
Keep the railings in position and then unlock the footboard by pulling the latch on the rotating side of the platform.



Take hold of the retractable handle on the footboard, and, taking care with its exposed edges, slowly lower it into the centre of the extended railings.

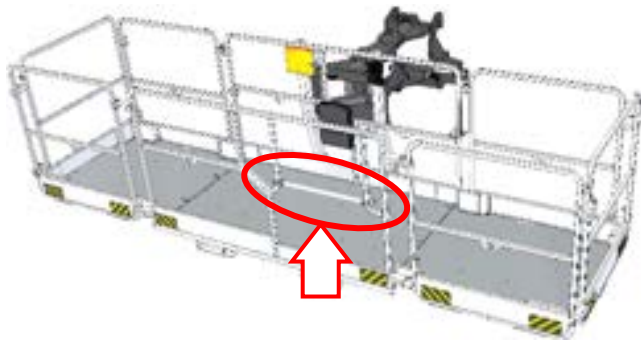


When the procedure has been completed, repeat the same operation on the other side.



Accessing and exiting the platform

To allow operators to access and exit the platform, the fall arrest bar on the front must be completely lifted.



When the operators have climbed on board, release the fall arrest bar so that it returns to the safety position.



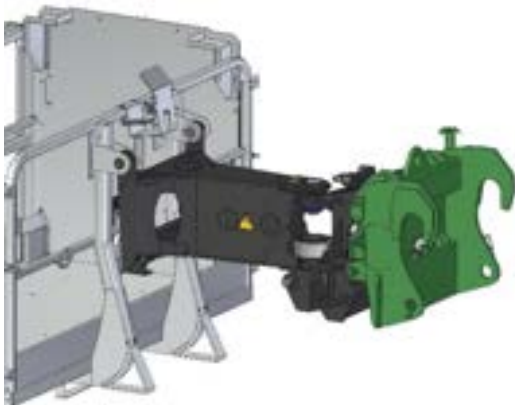
WARNING

ALWAYS check that the fall arrest bar is in the correct position after the operators have climbed on and off the platform.

Platform version with adapter for models in the HTH range (AREP)

In addition to standard version platforms, this manual also describes one designed specifically for connection to models in the HTH range, namely the AREP model.

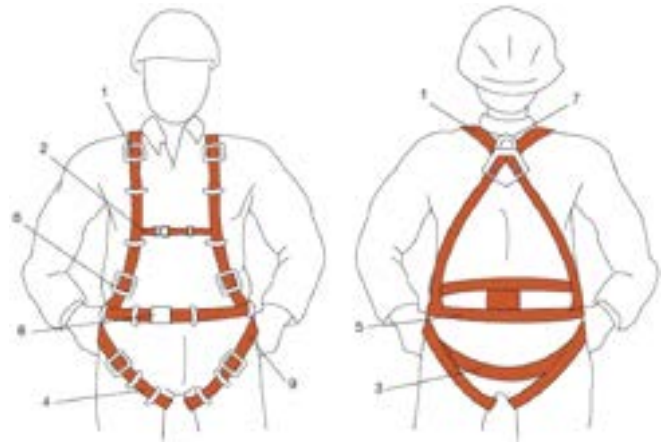
This version has a mechanical interface, highlighted in green in the image below, fitted to the standard Magni coupling, which allows the platform to be used on all models in the HTH range.



The vehicle coupling procedure is exactly the same as that described on the previous pages for the standard model.

Safe working by operators

ALL operators on board the platform must wear the appropriate personal protective fall arrest equipment.

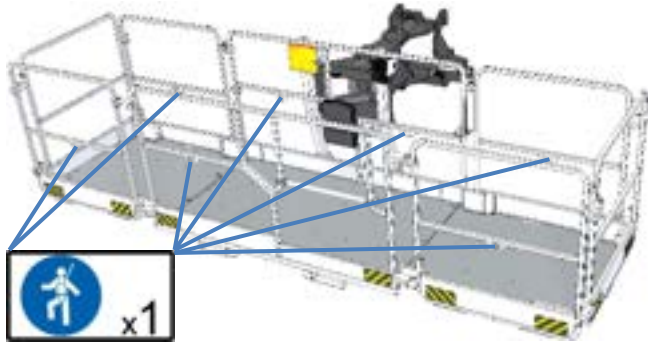


- | | |
|-------------------|--|
| 1. Shoulder strap | 6. Adjusting buckle |
| 2. Chest strap | 7. Fall arrest device attachment D-ring |
| 3. Seat sling | 8. Buckle |
| 4. Leg strap | 9. Side attachment strap for connection to positioning or restraint lanyard. Not suitable for fall arrest. |
| 5. Waist belt | |



- | | |
|-----------------|------------------------|
| 1. Anchor point | 4. Energy absorber |
| 2. Connector | 5. Fall arrest harness |
| 3. Lanyard | |

They must be attached to the attachment points on the platform structure which are identified by stickers, as shown below.



ATTENTION

Operators on the platform must be very careful when moving it. To avoid crushing the upper limbs, hands and arms must **NEVER** protrude off the platform. Keep hands on the rail opposite the platform's direction during its movement.



DANGER

Failure to use Personal Protective Equipment can lead to serious risks to the Aerial Platform operator, and even death.

Use of the restraint device is mandatory by law.

Managing the platform via radio control

The platform can be used after it has been correctly mechanically connected to the vehicle boom and electrically and hydraulically connected to the special connectors on the boom and on the platform.



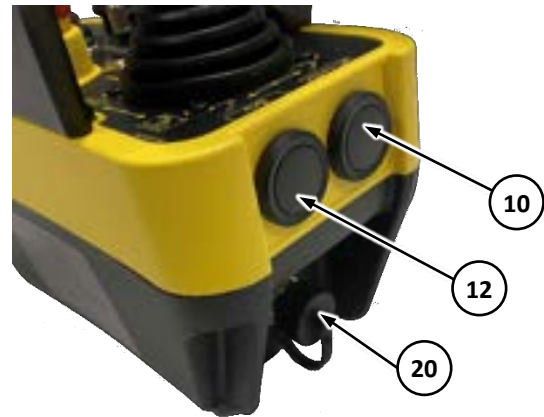
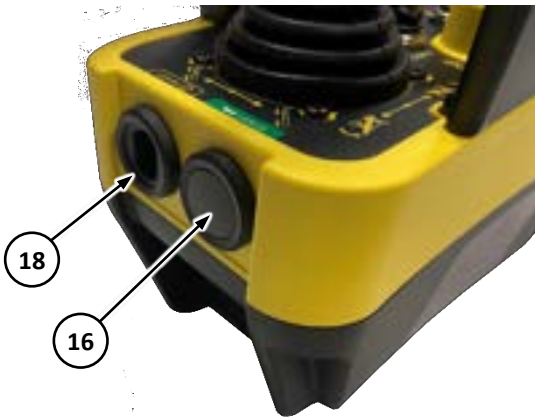
WARNING

The platform can be used by personnel on board EXCLUSIVELY by radio control, which must be connected properly and placed in its housing.



All movements made by the vehicle driver from the driver's cab are limited in height and boom extension movements so that the equipment can be coupled to/uncoupled from the boom of the vehicle when it is on racks or loading beds of transport vehicles.

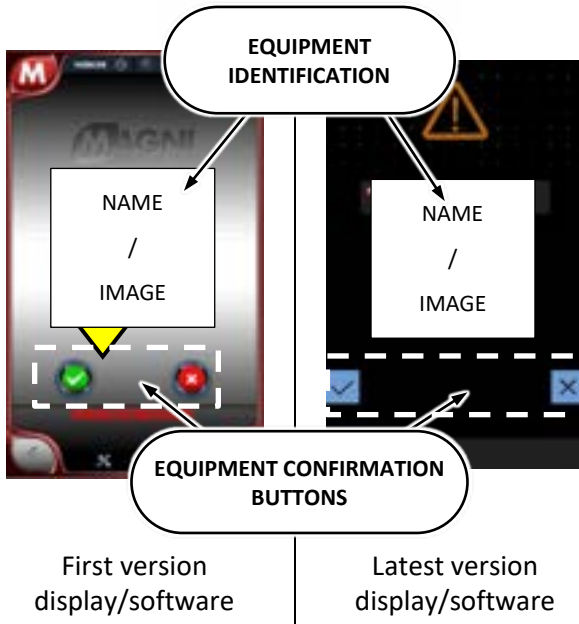
Description of the radio control (FJS Series)



- | | |
|--|--|
| <p>1 Coloured LED scale that indicates the load level detected on the platform;</p> <p>2 M1 or M2 mode selection indicator LEDs;</p> <p>3 Programs increase button [OPT. (+)];</p> <p>4 Programs decrease button [OPT. (-)];</p> <p>5 Battery charge level indicator LEDs;</p> <p>6 M1 load handling mode selection button (where applicable);</p> <p>7 M2 load handling mode selection button (where applicable);</p> <p>8 Optional program selected LED scale;</p> <p>9 Hydraulic speed selected indication LED;</p> | <p>10 Slow/fast speed mode button
<i>(inhibited with aerial platform connected);</i></p> <p>11 RIGHT joystick;</p> <p>12 Auxiliary electric pump activation button;</p> <p>13 Engine's RPM selector;</p> <p>14 EMERGENCY button;</p> <p>15 TILT/OPTIONAL switch;</p> <p>16 Radio control on switch;</p> <p>17 LEFT joystick;</p> <p>18 M-KEY seat;</p> <p>19 Buzzer;</p> <p>20 Connector for wire control
<i>(only for connection with aerial platform).</i></p> |
|--|--|

Equipment identification procedure

Start the vehicle and identify the equipment.



Each time the vehicle is switched on, confirmation of the equipment fitted on the boom head is always required in order to continue with the next screen pages. The operator must then press the button with the tick “✓” to confirm whether the equipment that has been recognised is correct, so as to synchronise the parameters and movements of the vehicle with those of the equipment selected.

The same procedure is used to confirm absence of the equipment fitted.

If no equipment is fitted on the telescopic boom or if the equipment is identified incorrectly, the operator must select the “X” button on the display.

In this condition, the vehicle operates as if there is no accessory connected, with limitations on the movements of the boom and turret (for rotary vehicles) managed by the control system.

Please wait ten seconds to allow the vehicle to perform system initialisation after start-up.



DANGER

To avoid possible problems related to correct use of the vehicle in safe conditions, as provided for by the manufacturer, this type of operation is recorded in the black box on the vehicle.

Preparation procedure for using the radio control on the platform

Put the radio control on its mount on the platform, as shown.



Push the cable connector on the platform into the socket on the right side of the radio control, as shown below.



Press the START button (*marked with the green tab*) on the left to switch on the radio control, as shown below.



Connect the radio control to the receiver on the vehicle:

- ✓ press the START button (*marked with the green tab*) on the left (1st time) for the vehicle system to recognise the radio control, which is indicated by the vehicle's horn sounding;
- ✓ press the START button again (2nd time) to start the vehicle's engine.

After the procedures shown have been carried out correctly, the platform is ready to operate with personnel on board.



ATTENTION

Important aspects to remember concerning safe use of the platform:

- All platform controls can **ONLY** be activated from the basket (for the version without the driving kit) with the vehicle on outriggers;
- All of the controls that can be operated from the cab can **ONLY** be used to attach and detach the platform from the boom head and/or for recovery operations in the event of an emergency;
- The platform **CANNOT BE USED** with operators on board if the vehicle is not on its outriggers (for the version without driving kit);
- It is **STRICTLY FORBIDDEN** to drive the vehicle with the aerial platform connected at a speed of more than 5 km/h.

Limitations of the platform controls from the cab

NOTICE

With the platform correctly connected to the vehicle, the following cab limitations are **AUTOMATICALLY** activated:

- Maximum height of the basket off the ground (3.00 m);
- Maximum extension of the telescopic boom at a factory-set value for safety;
- Rotation angle of the turret ($\pm 5^\circ$) (for rotary vehicles);
- Reduction in the speed of the movements given to the boom and to rotation of the turret.

Procedure for changing work area

Depending on the vehicle model used, it is possible to change the load area to:

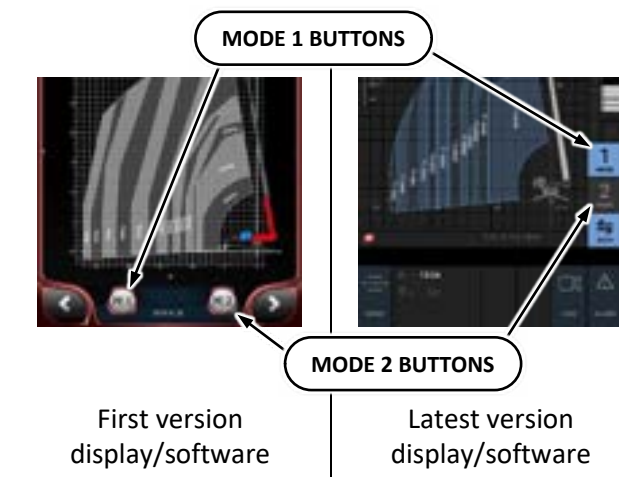
-“stability mode” → **M1**

-“strength mode” → **M2**

The **M1** mode makes it possible to extend the telescopic boom further with loads smaller than the maximum rated load capacity of the equipment.

The **M2** mode allows the handling of large loads but with more limited extensions of the telescopic boom.

This can be selected on the specific load table page of the in-cab display by pressing the button corresponding to the desired working mode, as shown below.



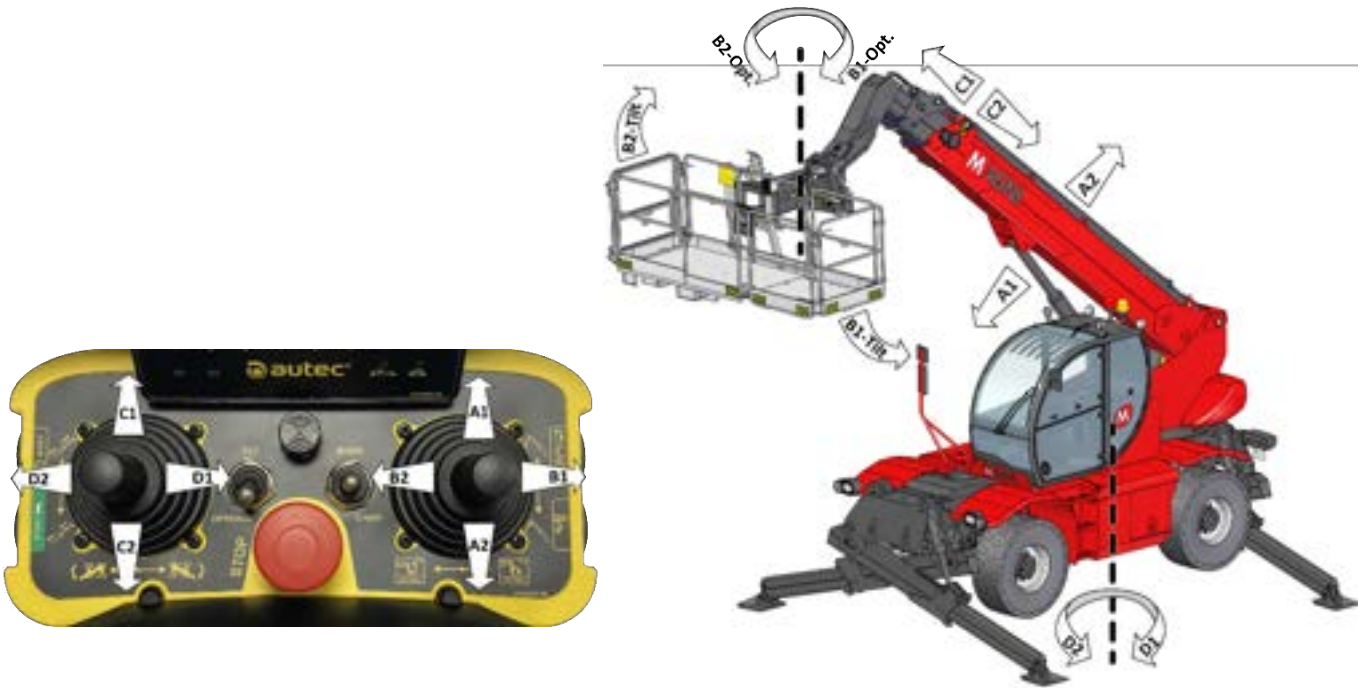
Depending on the selected mode, the work area table with the corresponding maximum loads is loaded automatically.



ATTENTION

The telescopic boom must be fully retracted and the equipment unloaded in order to change the working mode.

Movements using the radio control



A1	Move the right joystick forward to lower the telescopic boom
A2	Move the right joystick backward to raise the telescopic boom
B1 with TILT function	With <u>TILT</u> function activated: Move the right joystick to the right to rotate the platform downward
B2 with TILT function	With <u>TILT</u> function activated: Move the right joystick to the left to rotate the platform upward
B1 with OPTIONAL function	With <u>OPTIONAL</u> function activated: Move the right joystick to the right to rotate the platform clockwise (RTH Models) Move the right joystick to the right to rotate the platform anticlockwise (TH and HTH Models)
B2 with OPTIONAL function	With <u>OPTIONAL</u> function activated: Move the right joystick to the left to rotate the platform anticlockwise (RTH Models) Move the right joystick to the left to rotate the platform clockwise (TH and HTH Models)
C1	Move the left joystick forward to extend the telescopic boom
C2	Move the left joystick backward to retract the telescopic boom
D1	Move the left joystick to the right to rotate the vehicle's turret clockwise (RTH Models) Move the left joystick to the right to move the forklift truck to the right (TH Models) HTH Models - Function not enabled
D2	Move the left joystick to the left to rotate the vehicle's turret anticlockwise (RTH Models) Move the left joystick to the left to move the forklift truck to the left (TH Models) HTH Models - Function not enabled

Movements from the RTH model vehicle's cab



WARNING

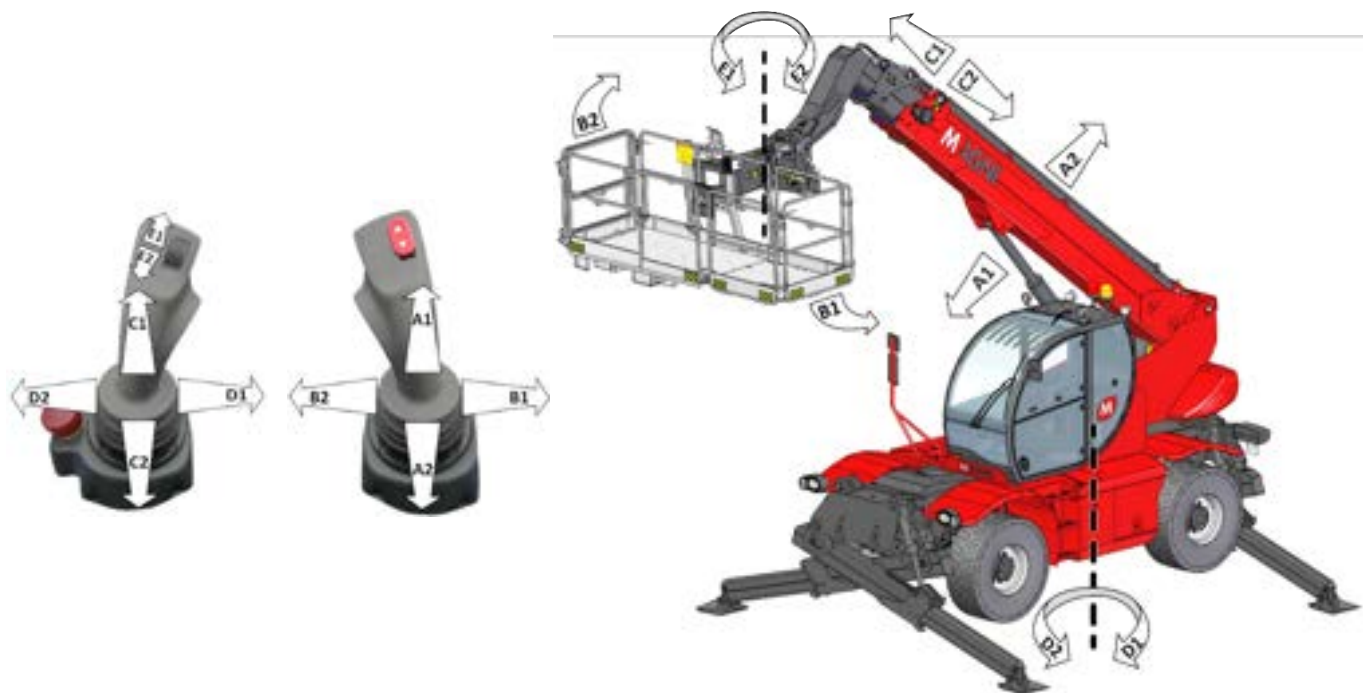
Do not forget that the workstation in the cab should only be used to attach/move/detach the equipment, configure the vehicle for correct use and to recover the platform from a height with operators on board in dangerous and/or emergency conditions after following the procedures given in the next paragraph.



ATTENTION

Movements can only be made from the cab with the operator sitting correctly in the driver's seat and using the specific control buttons on the joysticks.

Failure to comply with these conditions is indicated by the specific instructions on the cab display.



- | | |
|-----------|---|
| A1 | Move the right joystick forward to lower the telescopic boom |
| A2 | Move the right joystick backward to raise the telescopic boom |
| B1 | Move the right joystick to the right to rotate the platform downward |
| B2 | Move the right joystick to the left to rotate the platform upward |
| C1 | Move the left joystick forward to extend the telescopic boom |
| C2 | Move the left joystick backward to retract the telescopic boom |
| D1 | Move the left joystick to the right to rotate the vehicle's turret clockwise |
| D2 | Move the left joystick to the left to rotate the vehicle's turret anticlockwise |
| E1 | Rotate the roller forward to rotate the platform anticlockwise |
| E2 | Rotate the roller backward to rotate the platform clockwise |

Movements from the TH model vehicle's cab



WARNING

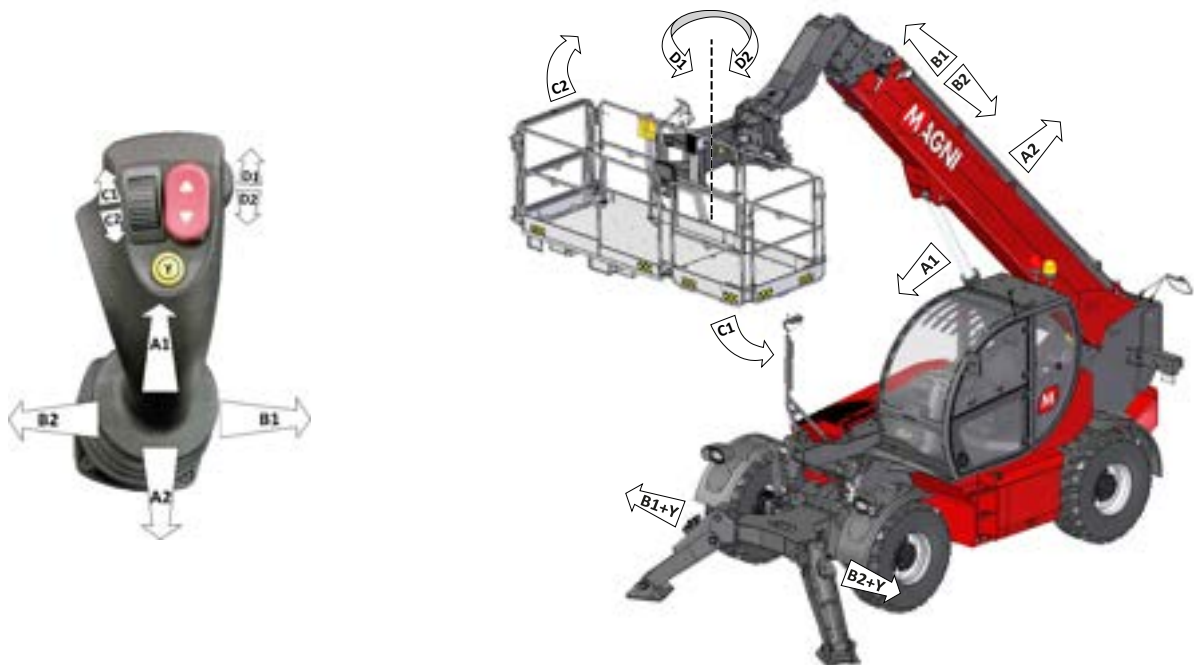
Do not forget that the workstation in the cab should only be used to attach/move/detach the equipment, configure the vehicle for correct use and to recover the platform from a height with operators on board in dangerous and/or emergency conditions after following the procedures given in the next paragraph.



ATTENTION

Movements can only be made from the cab with the operator sitting correctly in the driver's seat and using the specific control buttons on the joysticks.

Failure to comply with these conditions is indicated by the specific instructions on the cab display.



A1	Move the joystick forward to lower the telescopic boom
A2	Move the joystick backward to raise the telescopic boom
B1	Move the joystick to the right to extend the telescopic boom
B2	Move the joystick to the left to retract the telescopic boom
C1	Rotate the upper roller forward to rotate the platform downward
C2	Rotate the upper roller backward to the left to rotate the platform upward
B1 + Y Button (Yellow)	Move the joystick to the right to move the forklift truck to the right
B2 + Y Button (Yellow)	Move the joystick to the left to move the forklift truck to the left
D1	Rotate the side roller forward to rotate the platform clockwise
D2	Rotate the side roller backward to rotate the platform anticlockwise

Movements from the HTH model vehicle's cab



WARNING

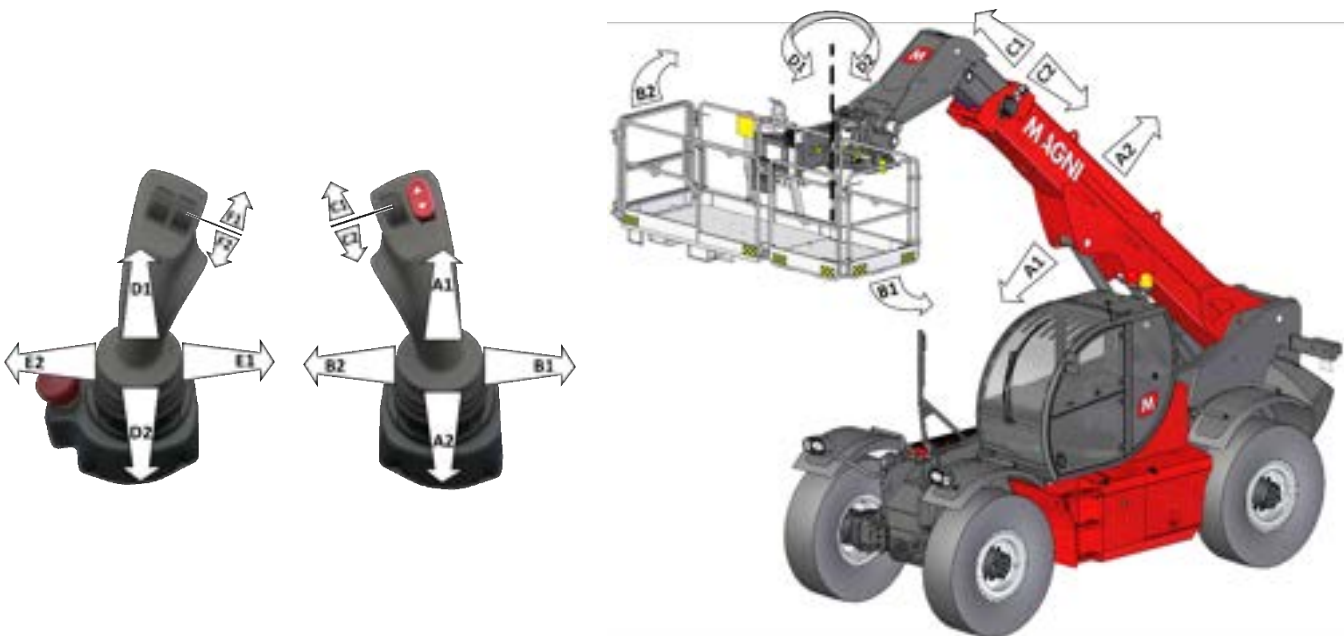
Do not forget that the workstation in the cab should only be used to attach/move/detach the equipment, configure the vehicle for correct use and to recover the platform from a height with operators on board in dangerous and/or emergency conditions after following the procedures given in the next paragraph.



ATTENTION

Movements can only be made from the cab with the operator sitting correctly in the driver's seat and using the specific control buttons on the joysticks.

Failure to comply with these conditions is indicated by the specific instructions on the cab display.



A1	Move the right joystick forward to lower the telescopic boom
A2	Move the right joystick backward to raise the telescopic boom
B1	Move the right joystick to the right to rotate the platform downward
B2	Move the right joystick to the left to rotate the platform upward
C1	Rotate the roller forward to extend the telescopic boom
C2	Rotate the roller backward to retract the telescopic boom
D1	Function not enabled for this platform model
D2	Function not enabled for this platform model
E1	Move the left joystick to the right to rotate the platform clockwise
E2	Move the left joystick to the left to rotate the platform anticlockwise
F1	Function not enabled for this platform model
F2	Function not enabled for this platform model

Emergency controls from an aerial platform

At any time, operators in charge of platform operations can stop all movements by pressing the red emergency button in the centre of the radio control, switching off the vehicle's engine and all related hydraulic movements: the electrical system and all the vehicle's control and safety units remain operational to ensure stability parameters.



To re-enable the platform controls, switch on the radio control by turning the red emergency button clockwise and repeat the connection procedures given above.



Procedures to recover the aerial platform from the cab in an emergency



WARNING

In extreme emergencies, the platform controls can be bypassed directly from the vehicle cab in order to bring the platform and its occupants safely to the ground.



WARNING

It is strictly forbidden to follow the instructions below to perform operations outside the intended operating limits or to bypass the vehicle's safety systems.

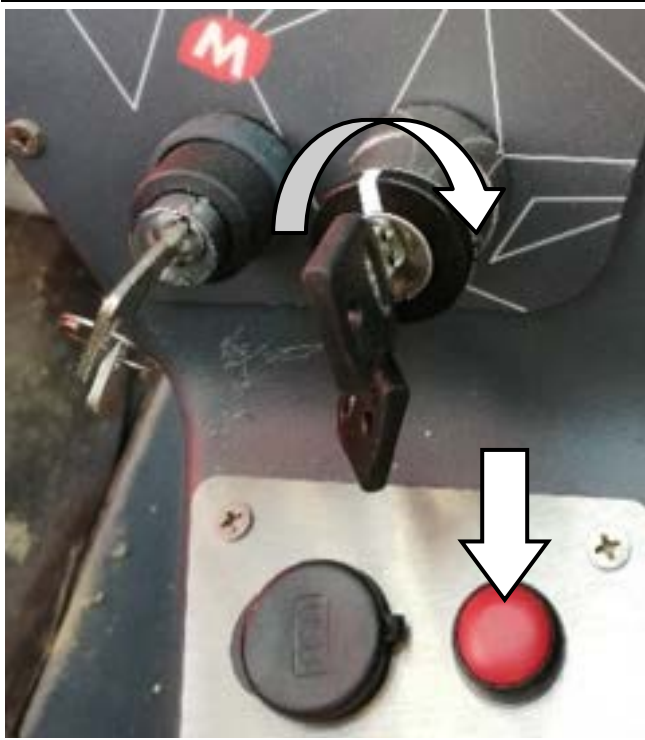
To enable the controls from the cab with a properly wired radio control on the platform, get the hammer from on top of the red emergency key box on the right upright of the cab and break the front of the glass.



Get the key with the black plastic outline and fit it into the lock with black crown located under the multiple function display, then turn it clockwise.



Hold the key in place and, with the same hand, press the red emergency button as shown in the image below.



WARNING

With this procedure, the operator in the cab can bring the platform back down to the ground giving only unloading movements with the joystick (retract boom extensions then lower telescopic boom) at slow speed.

Once the emergency procedure has been completed, the operator must put the key back inside the safety box and restore the protective glass.

NOTICE

For vehicle models manufactured after the second half of 2023, perform these procedures without pressing the red button, which has been removed due to a change in software logic.



WARNING

To avoid possible problems related to correct use of the vehicle in safe conditions, as provided for by the manufacturer, this type of operation is recorded in the black box on the vehicle.

Procedures to recover the aerial platform in the event of a mechanical failure

Should any hydraulic faults to the engine power (engine, service pump) or electro-hydraulic faults (battery, control unit power line problems) occur while using the vehicle, resulting in the aerial platform shutting down at height, proceed as follows to bring it back down to the ground.



ATTENTION

The following procedures are to be carried out only and exclusively in the event of technical faults: they do not in any way affect safety operation lockouts such as overload warnings, absence of shear pin, etc.



WARNING

In the event of unexamined problems or problems of a greater extent than those given below, contact your local dealer or the Magni Telescopic Handlers Assistance Service.



DANGER

The following procedures **MUST** only be carried out by operators trained on how to use the vehicle correctly and the potential risks involved.

In order to safely recover the aerial platform, always proceed with alternating boom retraction and boom descent movements so as to stay within the working area shown in the load chart.

In dangerous conditions, first contact the local emergency services.

Procedures to be followed with RTH series rotary vehicles and HTH series fixed vehicles

Malfunctions that may occur during work operations:

- 1) engine/service pump failure;
- 2) electrical system failure.

If there are any problems with the engine, and consequently with the hydraulic service pump, the hydraulic functions can be activated by switching on the electric emergency pump: the operator on the platform at height must press (**and hold**) the electric emergency pump activation button on the radio control (illustrated in the previous sections) and simultaneously select the movements required to bring the platform back down to the ground, first with the boom return control and then with the descent control.



In the event the operator at height is unable to carry out these instructions, a second operator can intervene from the cab by pressing the red emergency pump activation button with dedicated graphics, which is located on the dashboard to the right of the driver's seat.



Once the electric emergency pump has been switched on, the equipment movement process is similar to that described in the previous sections **together with the radio control signal bypass procedure.**



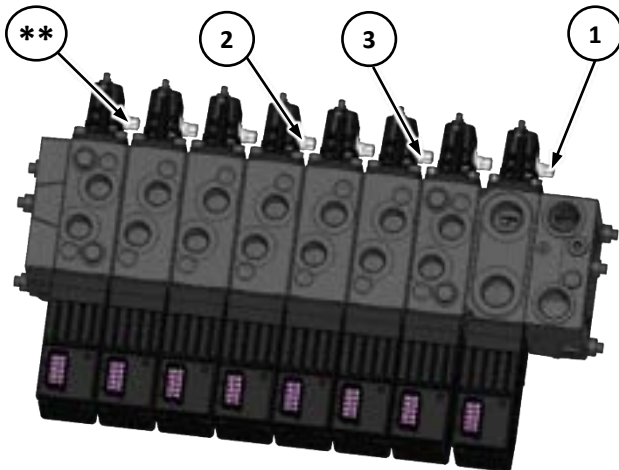
WARNING

ONLY USE THE EMERGENCY PUMP IF THE HYDRAULIC SYSTEM MALFUNCTIONS.

UNNECESSARY PROLONGED USE OF THE ELECTRIC EMERGENCY PUMP WILL CAUSE THE VEHICLE'S BATTERY CHARGE LEVEL TO BE USED UP RAPIDLY.

In the event of electrical problems, but with a functioning engine, the platform can only be recovered with the help of a second operator on the ground.

In this case, with the engine running and the hydraulic system under pressure, it is necessary to intervene directly on the hydraulic distributor located in the lower rear part of the turret chassis by inserting 9 mm spanners into the slots indicated below.



First, insert a 9 mm spanner into the first slot on the right (behind the turret) and engage the nut on the spool to enable the hydraulic flow ① in the distributor and hold it in position; with a second spanner, engage the nut on the spool of the fifth element ②, again starting from the right, which operates the boom extension return control.

When the boom is closed, insert a 9 mm spanner into the third slot from the right, engaging and turning the nut on the spool that operates the boom descent control ③.



ATTENTION

**** For rotary vehicles with a double extension jack system (8-element distributor), operate on the first element on the left to retract the telescopic boom.**



DANGER

In the event of total failure of the hydraulic system, if the vehicle cannot be moved with the aerial platform at height, first contact the local emergency services to rescue the operator.

Procedures to be followed with TH series fixed vehicles

This type of model can be fitted with or without an electrically activated emergency pump.

Malfunctions that may occur during work operations:

- 1) engine/service pump failure in models fitted with an electric emergency pump;
- 2) electrical system failure in models fitted with a manual emergency pump;
- 3) total shutdown of the vehicle.

Models with electric emergency pump

On models fitted with an electric emergency pump, the operator on the platform at height must press **(and hold)** the electric emergency pump activation button on the radio control (illustrated in the previous sections) and simultaneously select the movements required to bring the platform back down to the ground.



In the event the operator at height is unable to carry out these instructions, a second operator can intervene from the cab by pressing the red emergency pump activation button with dedicated graphics, which is located on the dashboard to the right of the driver's seat.



Once the electric emergency pump has been switched on, the equipment movement process is similar to that described in the previous sections **together with the radio control signal bypass procedure.**



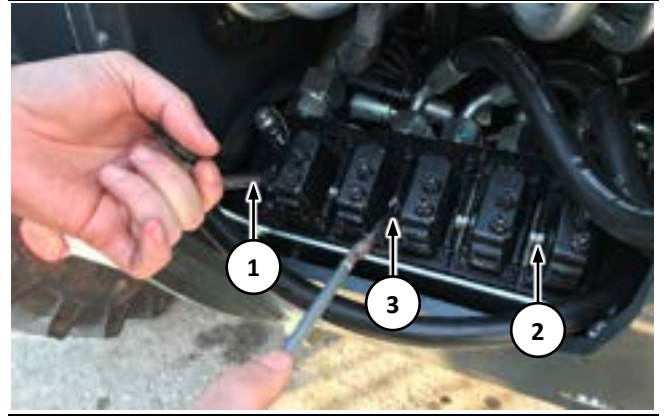
WARNING

ONLY USE THE EMERGENCY PUMP IF THE HYDRAULIC SYSTEM MALFUNCTIONS.

UNNECESSARY PROLONGED USE OF THE ELECTRIC EMERGENCY PUMP WILL CAUSE THE VEHICLE'S BATTERY CHARGE LEVEL TO BE USED UP RAPIDLY.

Models with manual emergency pump

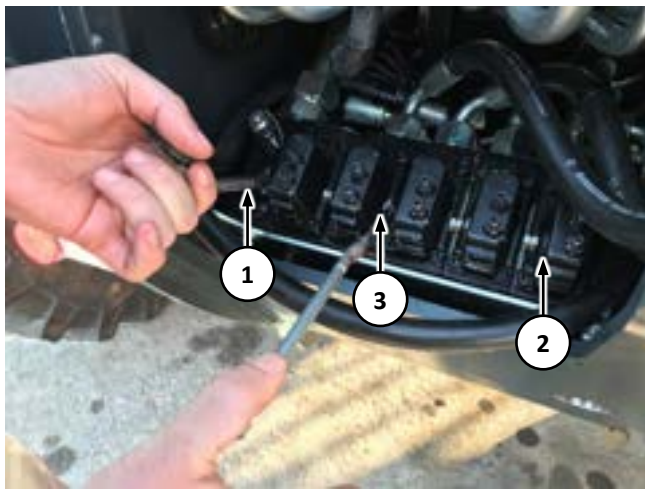
On models fitted with a manual emergency pump, in the event of an electrical system in alarm, the aerial platform can **only** be recovered by an operator on the ground who must intervene directly on the hydraulic distributor located at the rear of the vehicle.



With the engine power on and the rear cover having been taken off the vehicle, the operator on the ground must engage 9 mm spanners on the spools indicated in the picture above to enable the hydraulic flow in the distributor, turning the nut ① and holding it in position; with a second spanner, engage the nut on the spool of the fifth element ②, starting from the left, which operates the boom extension return control; lastly, when the boom is closed, act on the third spool from the left, engaging and turning the nut ③ that operates the boom descent control.

Total shutdown of the vehicle

In the event the entire vehicle has shut down (no engine power and failure of the electrical system), the hydraulic circuit must be activated manually: after taking the rear cover off the vehicle and pulling out the actuation lever located inside the chassis, the operator on the ground must insert it in its seat, as illustrated below, and start pumping in order to pressurise the circuit.



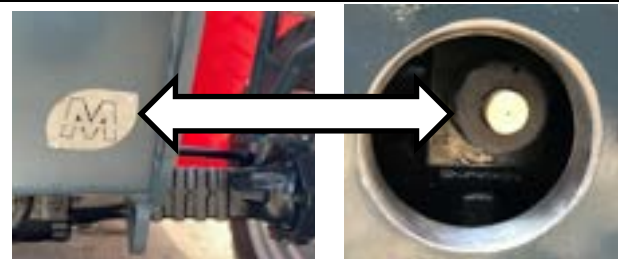
While continuing to keep the circuit under pressure, use the 9 mm spanners on the spools indicated in the picture above to enable the hydraulic flow in the distributor, turning the nut ① of the first spool on the left and holding it in position; with a second spanner, engage the nut on the spool of the fifth element ②, starting from the left, which operates the boom extension return control; lastly, when the boom is closed, act on the third slot from the left, engaging and turning the nut ③ that operates the boom descent control.



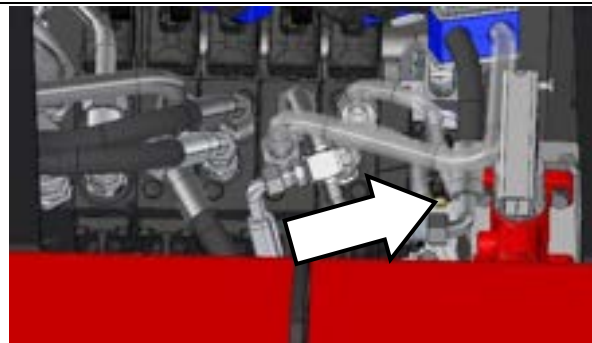
ATTENTION

For vehicle models TH 5.8, THU 5.8 and TH 6.10, manufactured before the second half of 2023, only and in the event of an emergency with failed electronics, in conjunction with the above instructions and before intervening on the distributor, a second valve to discharge the hydraulic circuit must be activated in order to recover the platform. This valve is located in different places depending on the vehicle model:

- behind a bolted metal guard with the MAGNI logo embossed on the rear right-hand side of the vehicle, for TH 5.8 and THU 5.8 models as shown below;



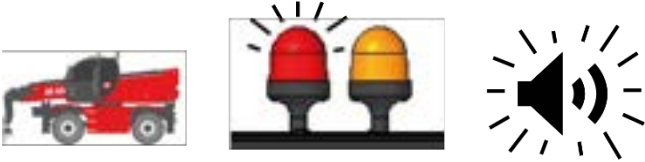
- next to the distributor, near the manual pump at the rear of the chassis for the TH 6.10 model.



Operating logic of the alarms

Work area

When the limit of the work area is reached:



- ✓ Vehicle alarms:
 - Intermittent flashing of vehicle's red LED
 - Intermittent noise of the vehicle's buzzer



- ✓ Radio control alarms:
 - LED field all switched on
 - Radio control buzzer switched off

Platform overload

When overloaded:



- ✓ Vehicle alarms:
 - Intermittent flashing of vehicle's red LED
 - Continuous noise of the vehicle's buzzer



- ✓ Radio control alarms:
 - LED field all switched on
 - Continuous noise of the radio control buzzer

Locking pin disabled

Parking brake off

Conditions not right for radio control



- ✓ Vehicle alarms:
 - Vehicle's red LED switched off
 - Vehicle's buzzer switched off



- ✓ Radio control alarms:
 - Normal LED field
 - Radio control buzzer switched off

TRANSPORT AND MAINTENANCE

Platform package

The packaging arrangements are defined by the Customer in relation to the distance and means of transport chosen.

This is usually a pallet on which the platform is placed and anchored, using webbing or straps, to facilitate lifting and transport by forklift truck or sling.



The size of the package may vary depending on the quantity of goods it contains.

The weight and dimensions of the package are indicated in the transport documents or on the packaging itself.

Handling and storage

NOTICE

The Manufacturer recommends the use of suitable, legally compliant lifting accessories.

The Manufacturer recommends the use of lifting and handling equipment appropriate for the type of package.



WARNING

If the platform slips or becomes unbalanced during transport, it can cause injury or even death.

When the platform is being transported, it can slip or become unbalanced if unsuitable equipment or procedures are used or careless attention is paid to movements carried out during loading and unloading.

If the package is handled with a forklift truck, make sure that its weight is balanced on the forks.

If the package is handled with a hoist or lifting hook, make sure that the load is properly balanced in the sling.



ATTENTION

Be extremely careful during lifting and/or transport, do not overturn it or tilt the package.

When lifting and positioning the package, pay the utmost attention to any load swinging in order to avoid impacts and shocks.

Store the platform protected from the weather in a suitable environment.

The environmental temperature must be between -25°C and +50°C (-13°F / +122°F) with a maximum humidity of 90%, with no condensation.

Lifting and anchoring the platform for transportation

Lifting the platform

To lift or handle the full package and/or bare platform, the manufacturer recommends using a forklift truck and inserting the forks under the side opposite to the one with the quick-fit coupling.



The full package can be lifted either by lifting the pallet on which the platform is fixed as shown, or by lifting only the platform by the two slots (pockets) under its floor.



ATTENTION

When transporting the platform on the forks, it is advisable to lift the forks up so that the platform remains tilted towards the vehicle and does not tip forward, risking damage and/or injury.



NOTICE

When handling the full package or the platform, pay close attention to the overall dimensions, particularly where the quick-fit coupling and platform rotation unit are.

They remain on the opposite side to where the forks are inserted and, from the driver's seat, you may not perceive their exact volume and depth, especially during manoeuvres, and risk damaging them.

Prolonged shutdown of the platform

If the platform is not to be used for a long time, a few important precautions must be taken for its correct maintenance:

- store the platform under cover or protected by a tarpaulin to shield it from the weather;
- lubricate all joints or rotation points with grease;
- protect the platform rotation drive chain and the chrome rods of the hydraulic jacks with grease and/or lubricant;
- protect the platform rotation ring with lubricant;
- restore any parts where the protective coating has been scratched;
- carefully protect the electrical and hydraulic connectors.

Putting the platform into service after a prolonged shutdown

Before resuming work with a platform after a long shutdown:

- remove the grease applied before storage;
- clean the platform thoroughly, particularly the floor and railings;
- visually check the structural integrity of the platform (presence of cracks / fissures / oxidised welds);
- check to ensure the rotating parts work properly: pins and hinges;
- check the integrity of the electrical connections (cables / connectors) of the overload microswitches (if present) and the shear pin insertion microswitch;
- perform a series of platform movements after connecting it to a vehicle.

Periodic maintenance plan for the platform

The platform must be checked and serviced by skilled personnel who are qualified to carry out these operations, in compliance with the following schedule:

<i>Periodic checks and maintenance</i>	Daily	Every 3 months	Every 6 months
<i>Clean the floor</i>	✓		
<i>Lubricate platform rotation pins and points</i>		✓	
<i>Check tightening torque of screws and nuts</i>			✓
<i>Grease the rotation drive chain gear ring</i>			✓
<i>Check operation of the microswitch and the presence of the accessory shear pin</i>			✓
<i>Check operation of the platform overload microswitch</i>	✓		
<i>Check integrity of the platform structure</i>	✓		
<i>Check integrity and correct preservation of alarm or hazard stickers and equipment identification plates</i>	✓		
<i>Check integrity of the hydraulic system's flexible hoses</i>	✓		
<i>Check integrity of sheaths, electrical cables and operation of connectors</i>	✓		

Periodic inspections and maintenance register

The periodic maintenance register must be filled in correctly as proof of the inspections and maintenance performed on the platform.

The register, a small example of which can be found on the next two pages, can be reproduced by the platform maintenance manager to be used throughout the life of the equipment.

Quarterly inspections of ropes and chains

After the inspections, the accredited body must diligently prepare the register below, identifying the wear of the ropes and chains by means of the following decisions regarding their degree of deterioration and/or wear as defined in the table below:

<i>Degree of deterioration</i>	<i>Definition</i>	<i>Action</i>
Slight	In this case the operator found a slight degree of wear, but proportional to the working life of the ropes and chains.	None
Medium	In this case, the operator found a clearly visible and identifiable degree of wear; this state presupposes potential replacement of the rope or the chain during the course of the next quarterly inspection.	None
Serious	In this case the operator found a marked degree of wear.	Stop the vehicle and replace the rope or chain.
Very serious	In this case, the operator found a degree of wear that impairs the safety of the vehicle.	Stop the vehicle and replace the rope or chain <u>immediately</u> .
Replacement	The rope or chain was replaced.	Record the replacement.

<i>Degree of deterioration</i>		Findings and observations	<i>Total hours of vehicle operation</i>	<i>Date</i>
<i>ROPES</i>	<i>CHAINS</i>			
Inspector's stamp and signature				
Inspector's stamp and signature				
Inspector's stamp and signature				
Inspector's stamp and signature				
Inspector's stamp and signature				
Inspector's stamp and signature				



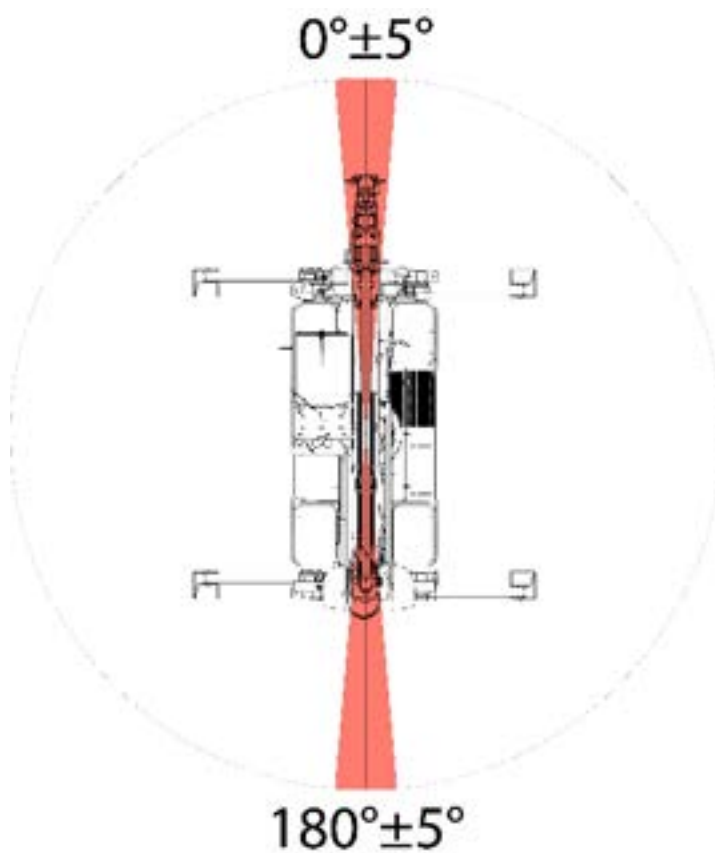
<i>Degree of deterioration</i>		Findings and observations	<i>Total hours of vehicle operation</i>	<i>Date</i>
<i>ROPES</i>	<i>CHAINS</i>			
Inspector's stamp and signature				
Inspector's stamp and signature				
Inspector's stamp and signature				
Inspector's stamp and signature				
Inspector's stamp and signature				
Inspector's stamp and signature				
Inspector's stamp and signature				
Inspector's stamp and signature				
Inspector's stamp and signature				

LOAD CHARTS

Reading the load charts

For vehicles fitted with “scissor” outriggers, in any outrigger extension configuration and in a turret rotation range between $0^\circ \pm 5^\circ$ and $180^\circ \pm 5^\circ$, the load charts apply taking into consideration the maximum load configuration (**Condition 3**).

Otherwise, if these limits are exceeded, the load charts specific to the extension percentage of the outriggers apply, as given below: **Condition 1**, **Condition 2** and **Condition 3** with dedicated work areas.



Condition 1

Outriggers extended from 0 to 49%



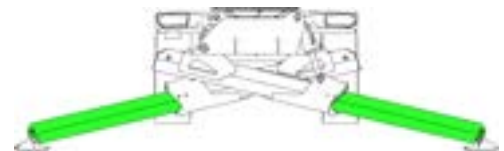
Condition 2

Outriggers extended from 50 to 99%



Condition 3

Outriggers extended at 100%



NOTICE

The above diagram and indications only apply to models in the RTH range.



WARNING

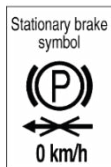
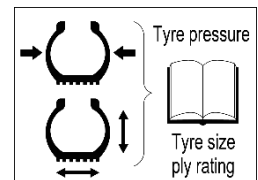
The table below shows the maximum angles permitted for the vehicle's chassis in the work area (indicated on the load chart), based on the vehicle model used (RTH/TH/HTH) and the configuration chosen (on wheels or outriggers).

Models	Maximum operating inclination allowed (in compliance with standard EN 280-1)
RTH	
HTH	
TH	



WARNING

Always check the tyre pressure before moving the vehicle with the equipment attached: incorrect tyre pressure can affect the stability of the vehicle and cause it to tip over.



Parking brake on =



Maximum permissible wind speed =

REP 10.2-4,7 platform combinations

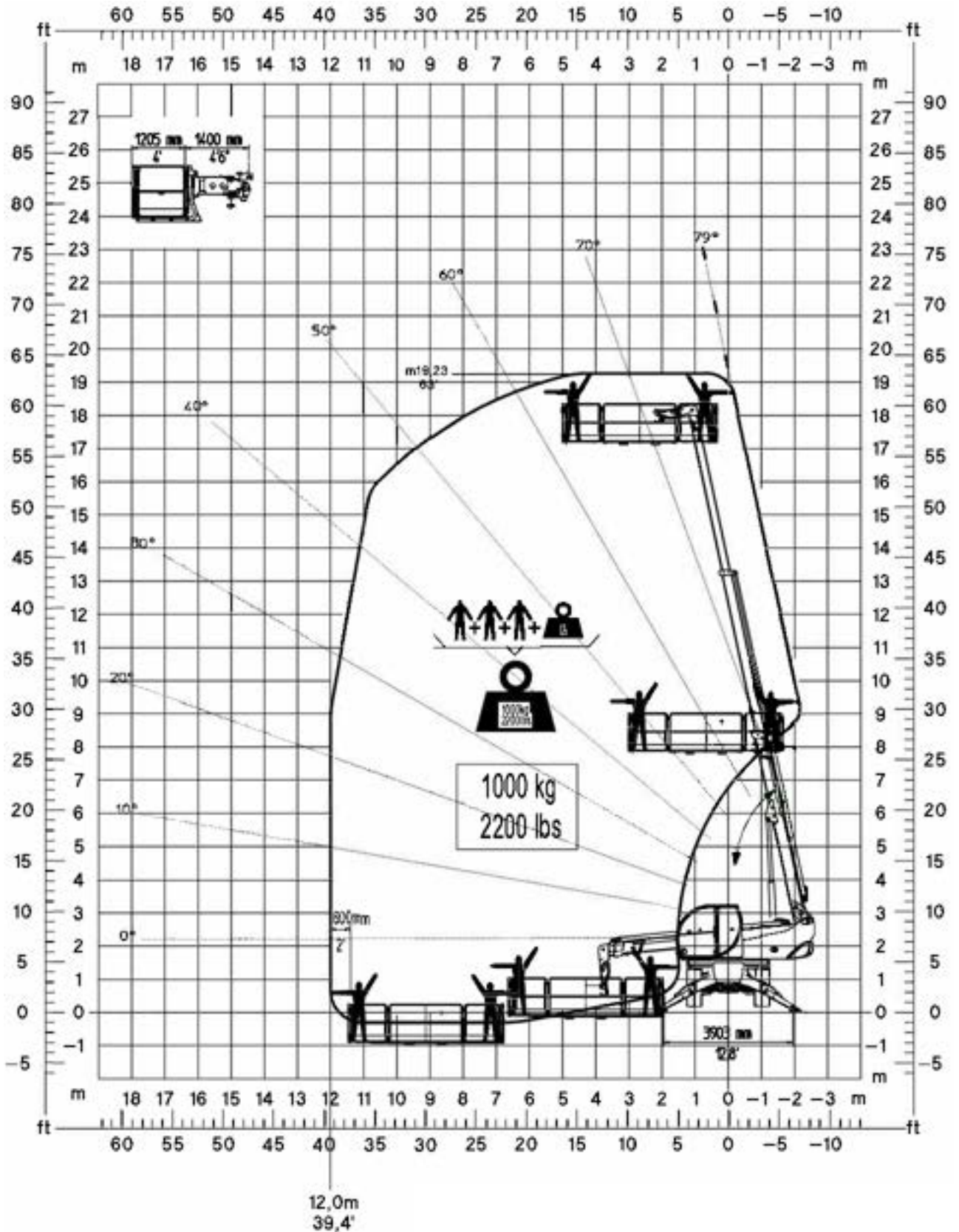
- <i>RTH 4.18-D/A; -D/C; -D/D</i>	trade name: RTH 4.18
- <i>RTH 5.18-D/A; -D/C; -D/D</i>	trade name: RTH 5.18
<i>RTH 5.18-D5/A; -D5/D</i>	trade name: RTH 5.18
- <i>RTH 5.21-D/A; -D/C; -D/D</i>	trade name: RTH 5.21
<i>RTH 5.21-D/A-1; -D/D-1</i>	trade name: RTH 5.21
- <i>RTH 5.23-D/A; -D/C; -D/D</i>	trade name: RTH 5.23
<i>RTH 5.23-D/A-1; -D/D-1</i>	trade name: RTH 5.23
- <i>RTH 5.25-D/A; -D/C; -D/D</i>	trade name: RTH 5.25
<i>RTH 5.25-D/A-1; -D/D-1</i>	trade name: RTH 5.25
- <i>RTH 6.21-D/A; -D/C; -D/D</i>	trade name: RTH 6.21
- <i>RTH 6.22-D/A; -D/D</i>	trade name: RTH 6.22
- <i>RTH 6.23-D/A; -D/C; -D/D</i>	trade name: RTH 6.23
- <i>RTH 6.25-D/A; -D/C; -D/D</i>	trade name: RTH 6.25
- <i>RTH 6.26-D/A; -D/D</i>	trade name: RTH 6.26
- <i>RTH 6.30-V/A; -V/C; -V/D</i>	trade name: RTH 6.30
- <i>RTH 6.31-V/A; -V/D</i>	trade name: RTH 6.31
- <i>RTH 6.35-V/A; -V/C; -V/D</i>	trade name: RTH 6.35
<i>RTH 6.35-V/A-1; -V/D-1</i>	trade name: RTH 6.35
- <i>RTH 6.39-V/A; -V/C; -V/D</i>	trade name: RTH 6.39
<i>RTH 6.39-V/A-1; -V/D-1</i>	trade name: RTH 6.39
- <i>RTH 6.46-V/A; -V/C; -V/D</i>	trade name: RTH 6.46
- <i>RTH 6.46-V/A-1; -V/D-1</i>	trade name: RTH 6.46 (-1)
- <i>RTH 6.51-V/A; -V/C; -V/D</i>	trade name: RTH 6.51
<i>RTH 6.51-V/A-1; -V/D-1</i>	trade name: RTH 6.51
- <i>RTH 7.26-V/A; -V/C; -V/D</i>	trade name: RTH 7.26
- <i>RTH 8.25-V/A; -V/C; -V/D</i>	trade name: RTH 8.25
- <i>RTH 8.27-V/A; -V/D</i>	trade name: RTH 8.27
- <i>RTH 8.35-V/A; -V/D</i>	trade name: RTH 8.35
- <i>RTH 8.39-V/A; -V/D</i>	trade name: RTH 8.39

- RTH 8.46-V/A; -V/D	trade name: RTH 8.46
- RTH 10.37-V/A; -V/D	trade name: RTH 10.37
- RTH 13.26-V/A; -V/C; -V/D	trade name: RTH 13.26
RTH 13.26-V/A-1; -V/D-1	trade name: RTH 13.26
- TH 4,5.15-D5/A; -D5/C; -D5/D	trade name: TH 4,5.15
TH 4,5.15-D5/A-1; -D5/D-1	trade name: TH 4,5.15
- TH 4,5.15-D7/A; -D7/C; -D7/D	trade name: TH 4,5.15 P
TH 4,5.15-D7/A-1; -D7/D-1	trade name: TH 4,5.15 P
- TH 4,5.19-D5/A; -D5/C; -D5/D	trade name: TH 4,5.19
TH 4,5.19-D5/A-1; -D5/D-1	trade name: TH 4,5.19
- TH 4,5.19-D7/A; -D7/C; -D7/D	trade name: TH 4,5.19 P
TH 4,5.19-D7/A-1; -D7/D-1	trade name: TH 4,5.19 P
- TH 5,5.15-D5/A (-0/-1); -D5/D (-0/-1)	trade name: TH 5,5.15
- TH 5,5.15-D7/A; -D7/C; -D7/D	trade name: TH 5,5.15 P
- TH 5,5.15-D7/A (-0/-1); -D7/D (-0/-1)	trade name: TH 5,5.15 P (-0/-1)
- TH 5,5.19-D5/A (-0/-1); -D5/D (-0/-1)	trade name: TH 5,5.19
- TH 5,5.19-D7/A; -D7/C; -D7/D	trade name: TH 5,5.19 P
- TH 5,5.19-D7/A (-0/-1); -D7/D (-0/-1)	trade name: TH 5,5.19 P (-0/-1)
- TH 6.20-D/A; -D/C; -D/D	trade name: TH 6.20
- TH 6.20-D/A (-0/-1); -D/D (-0/-1)	trade name: TH 6.20 (-0/-1)
- HTH 10.10-D/A; -D/C; -D/D	trade name: HTH 10.10
- HTH 12.10-D/A; -D/D	trade name: HTH 12.10

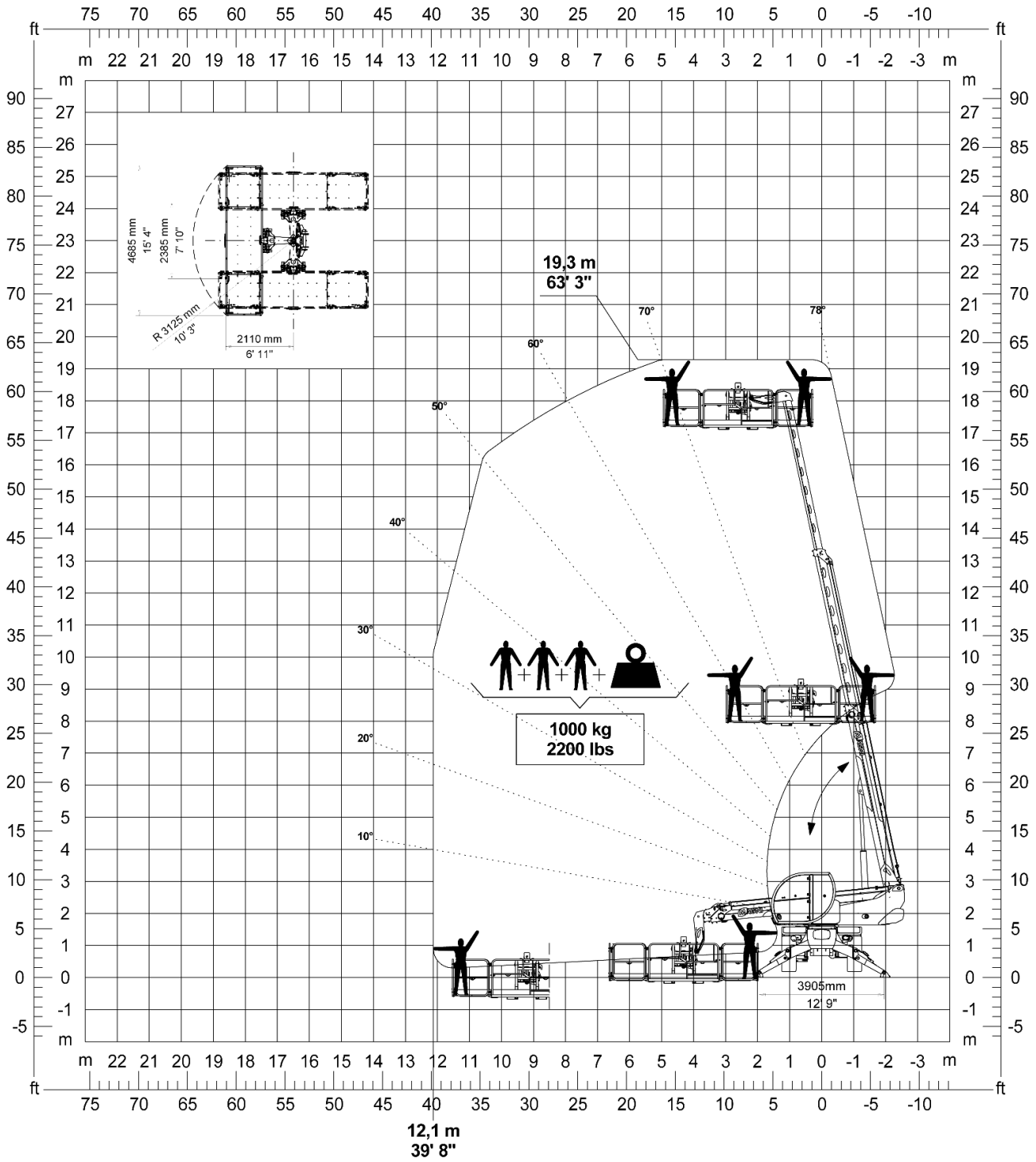
NOTICE

For the sake of brevity, the vehicles will be referred to simply by their trade names in the following tables.

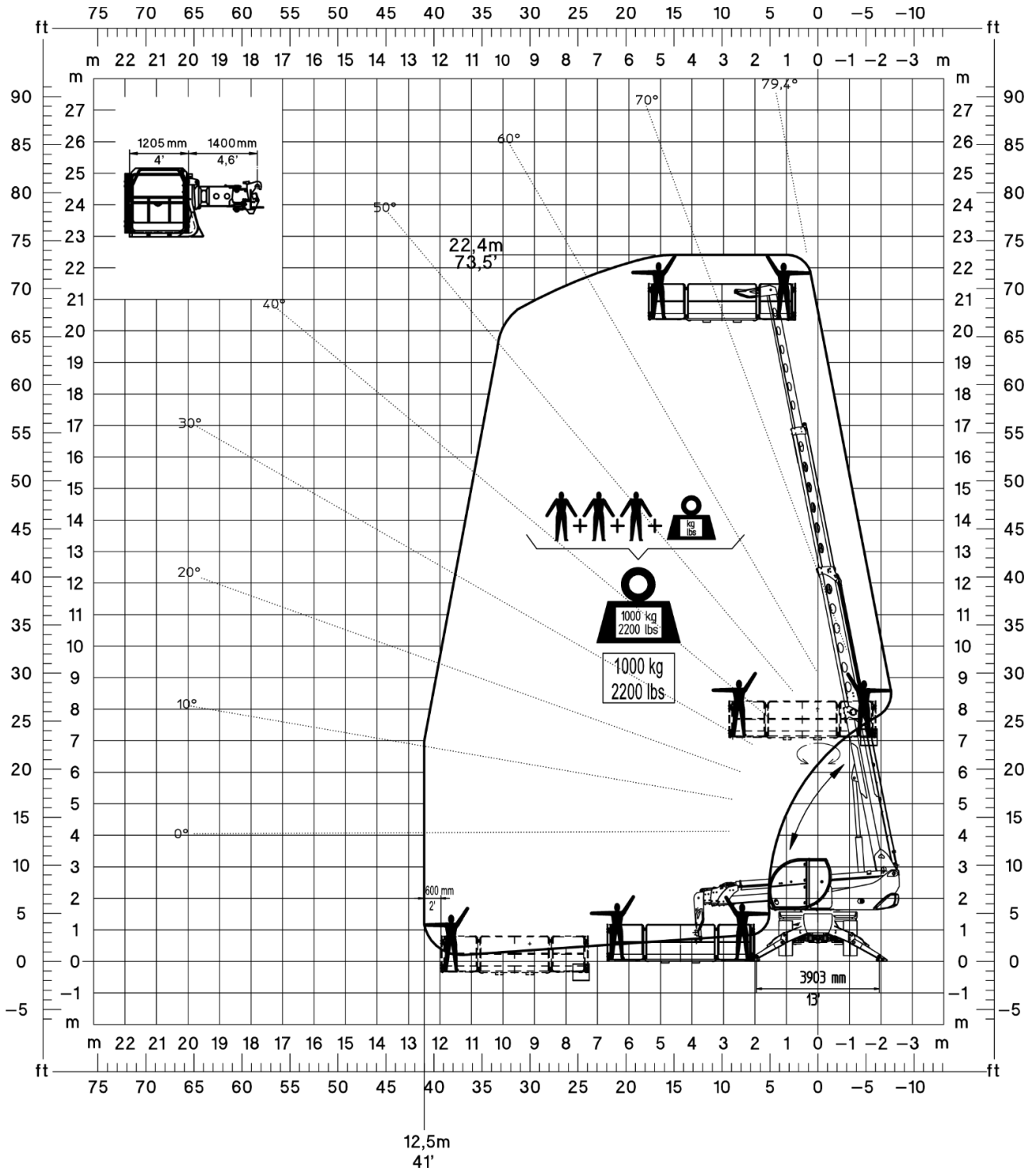
Platform	Vehicle	Outrigger condition	Turret rotation
REP 10.2-4,7 I REP 10.2-4,7 U	RTH 4.18	3 (100%)	360°



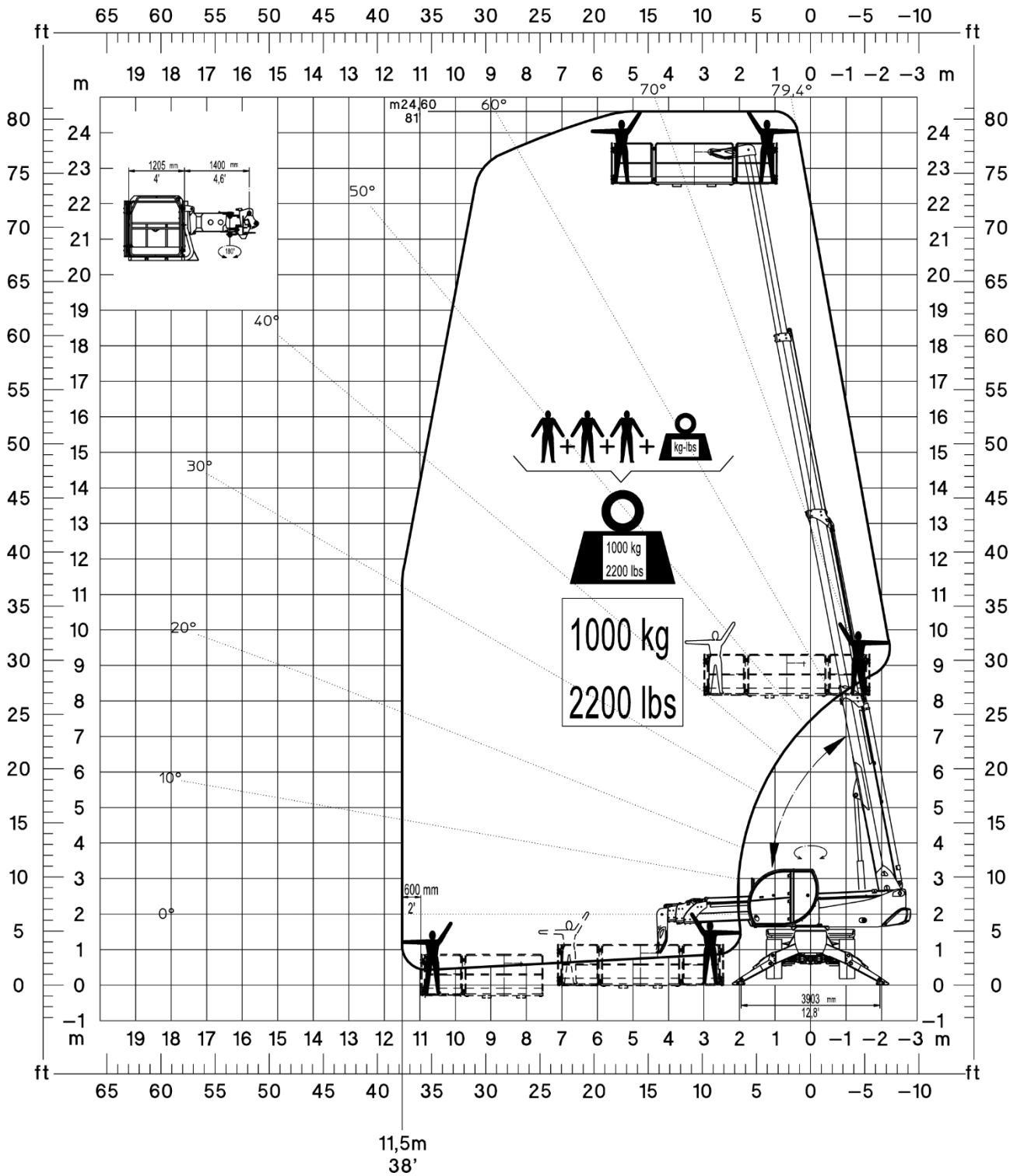
Platform	Vehicle	Outrigger condition	Turret rotation
REP 10.2-4,7 I REP 10.2-4,7 U	RTH 5.18	3 (100%)	360°



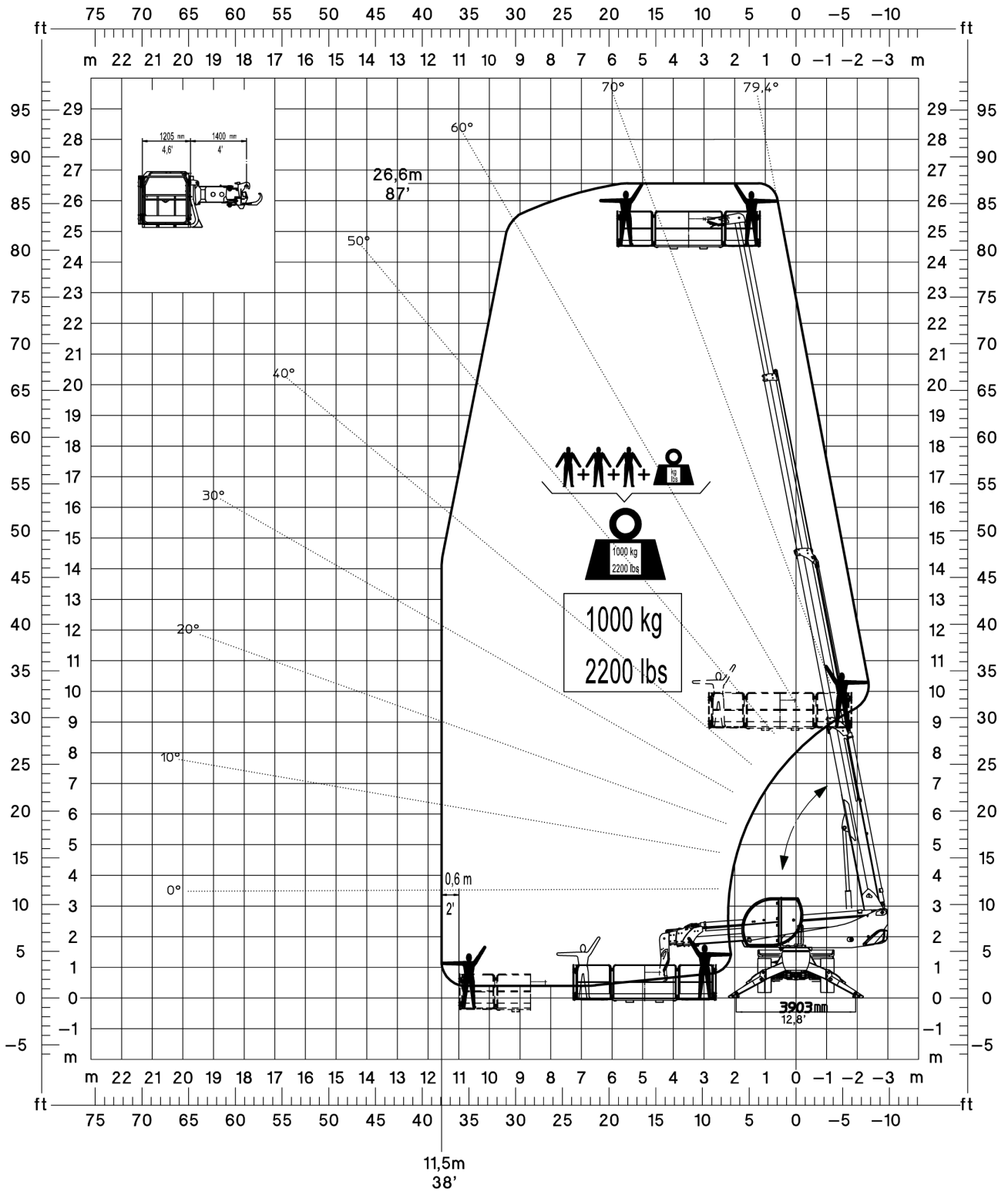
Platform	Vehicle	Outrigger condition	Turret rotation
REP 10.2-4,7 I REP 10.2-4,7 U	RTH 5.21	3 (100%)	360°



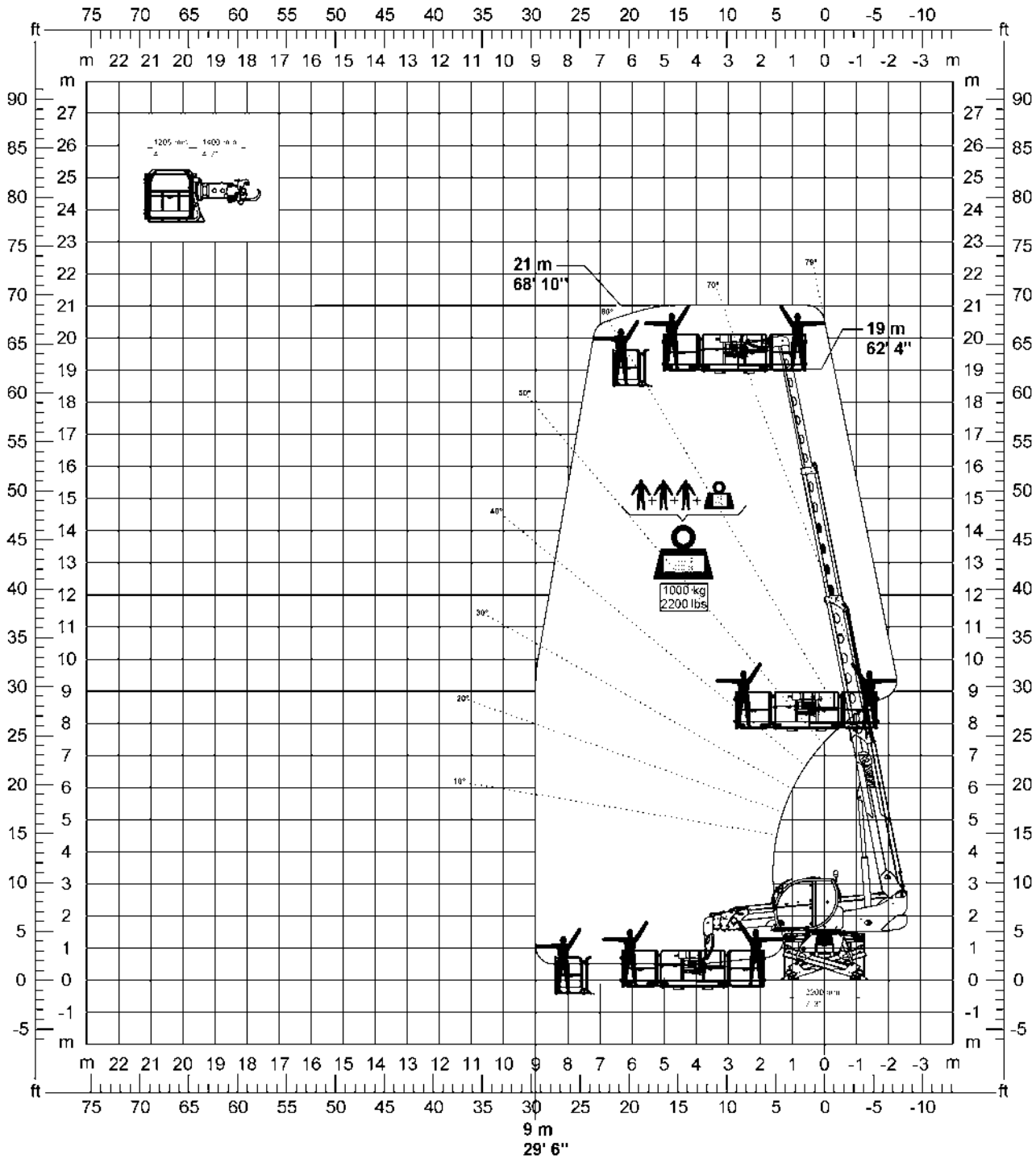
Platform	Vehicle	Outrigger condition	Turret rotation
REP 10.2-4,7 I REP 10.2-4,7 U	RTH 5.23	3 (100%)	360°



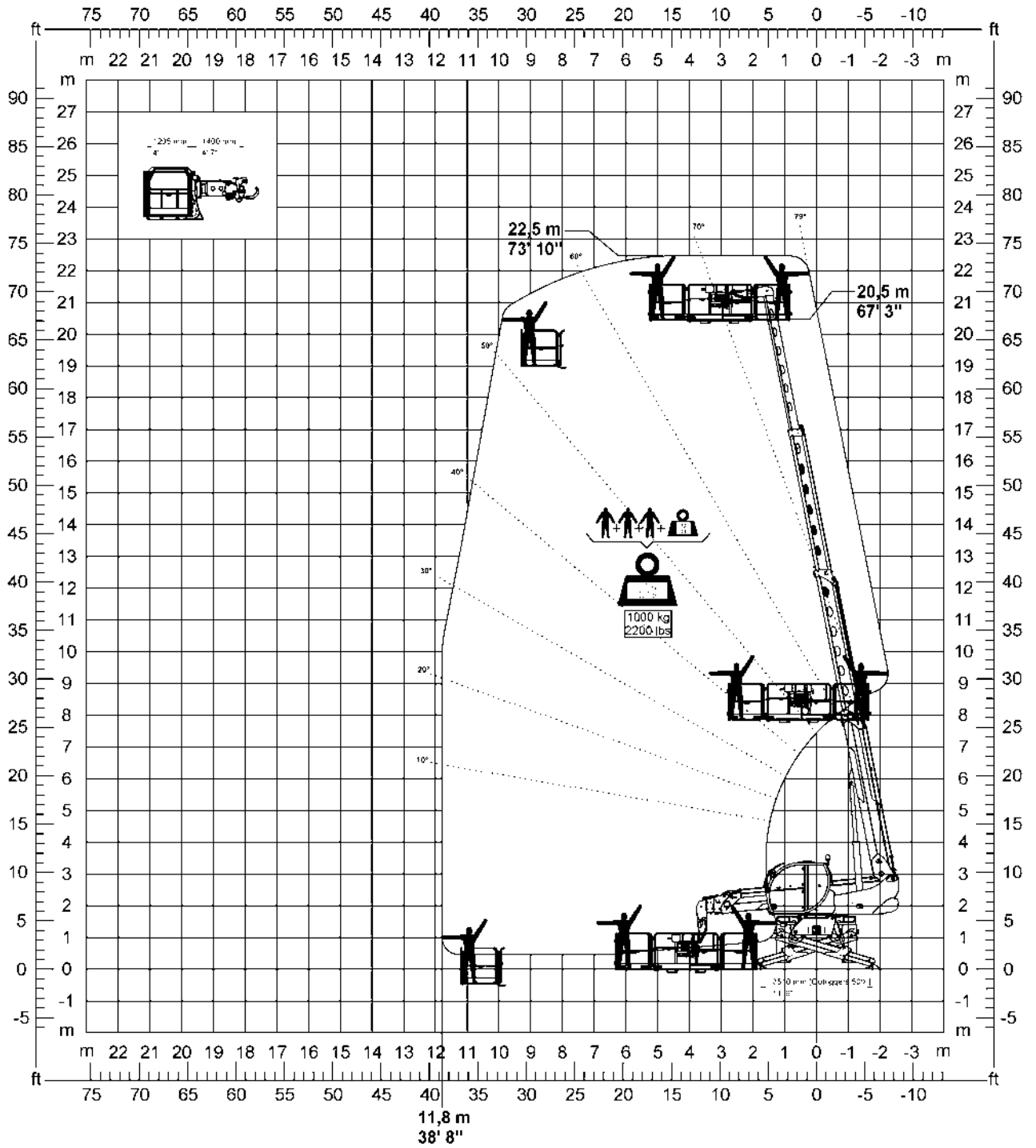
Platform	Vehicle	Outrigger condition	Turret rotation
REP 10.2-4,7 I REP 10.2-4,7 U	RTH 5.25	3 (100%)	360°



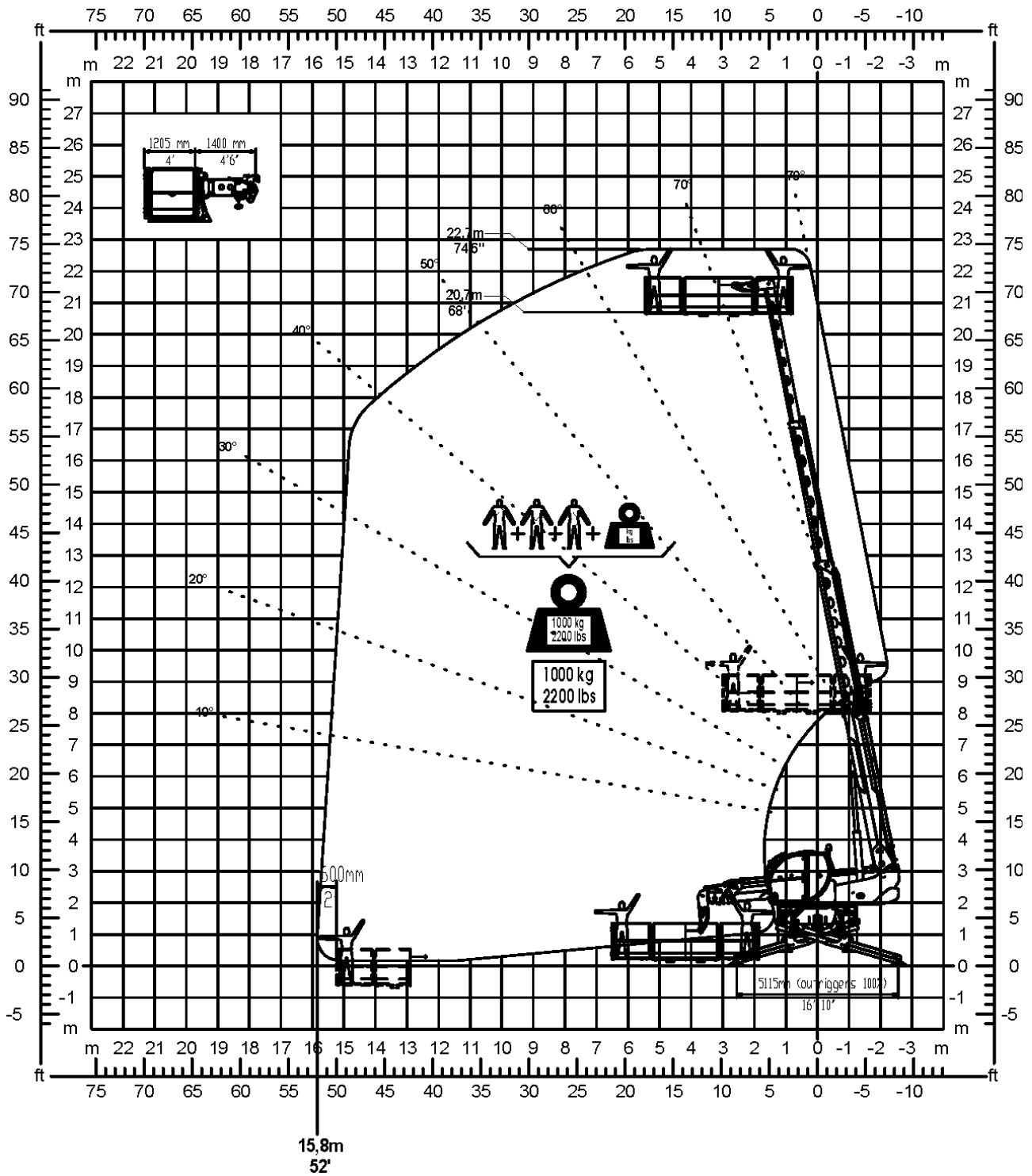
Platform	Vehicle	Outrigger condition	Turret rotation
REP 10.2-4,7 I REP 10.2-4,7 U	RTH 6.21	1 (0%)	360°



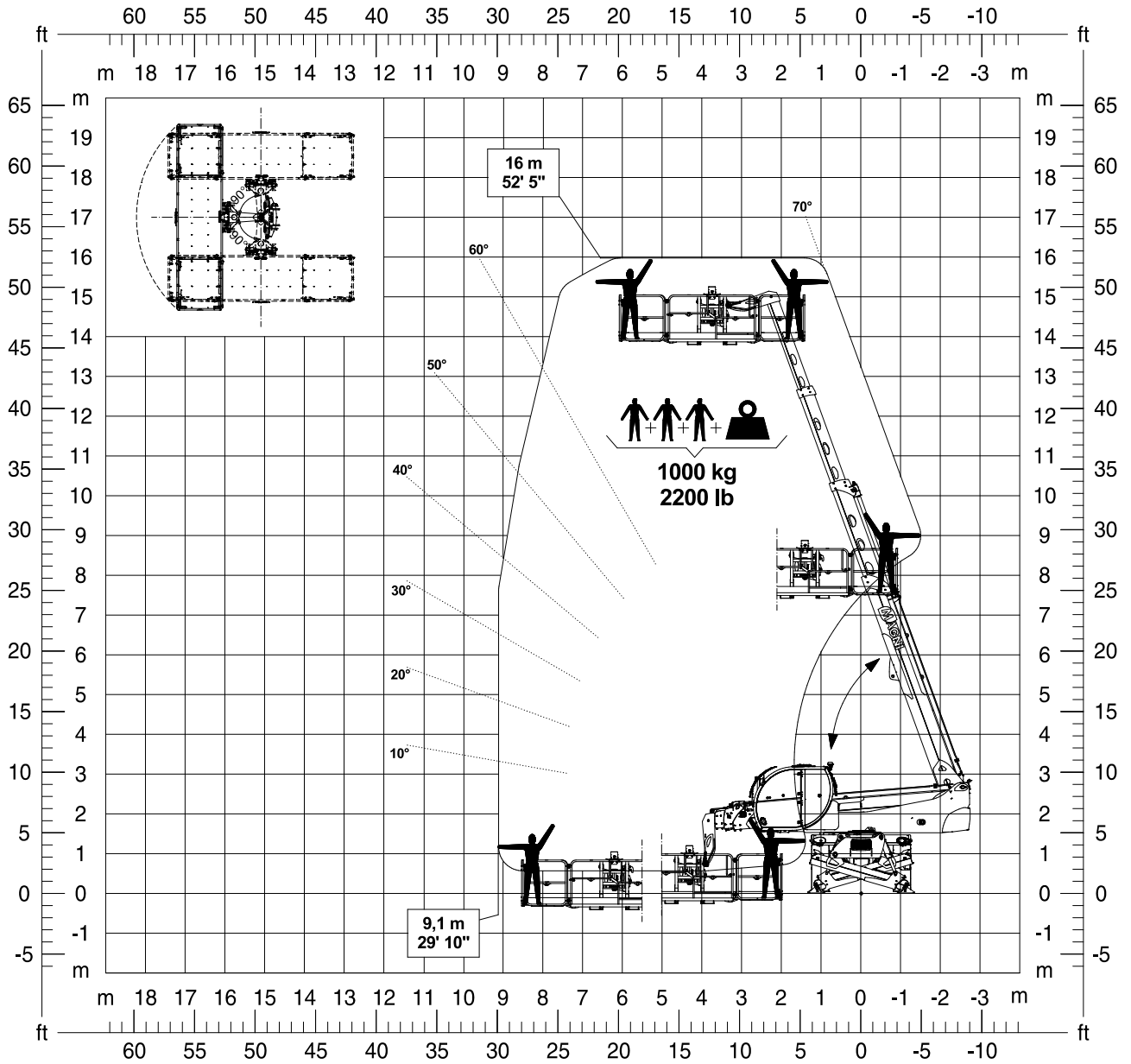
Platform	Vehicle	Outrigger condition	Turret rotation
REP 10.2-4,7 I REP 10.2-4,7 U	RTH 6.21	2 (50%)	360°



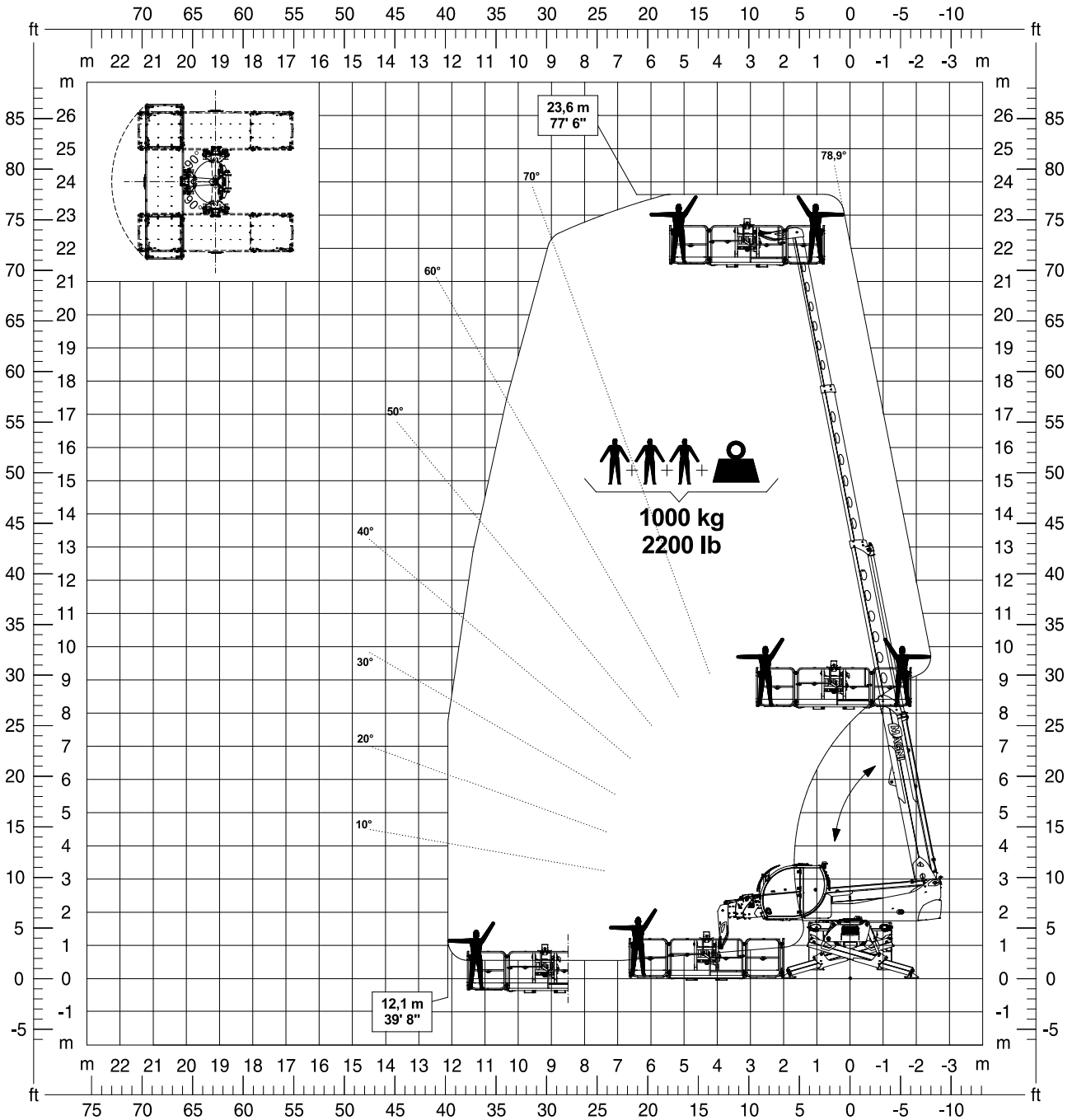
Platform	Vehicle	Outrigger condition	Turret rotation
REP 10.2-4,7 I REP 10.2-4,7 U	RTH 6.21	3 (100%)	360°



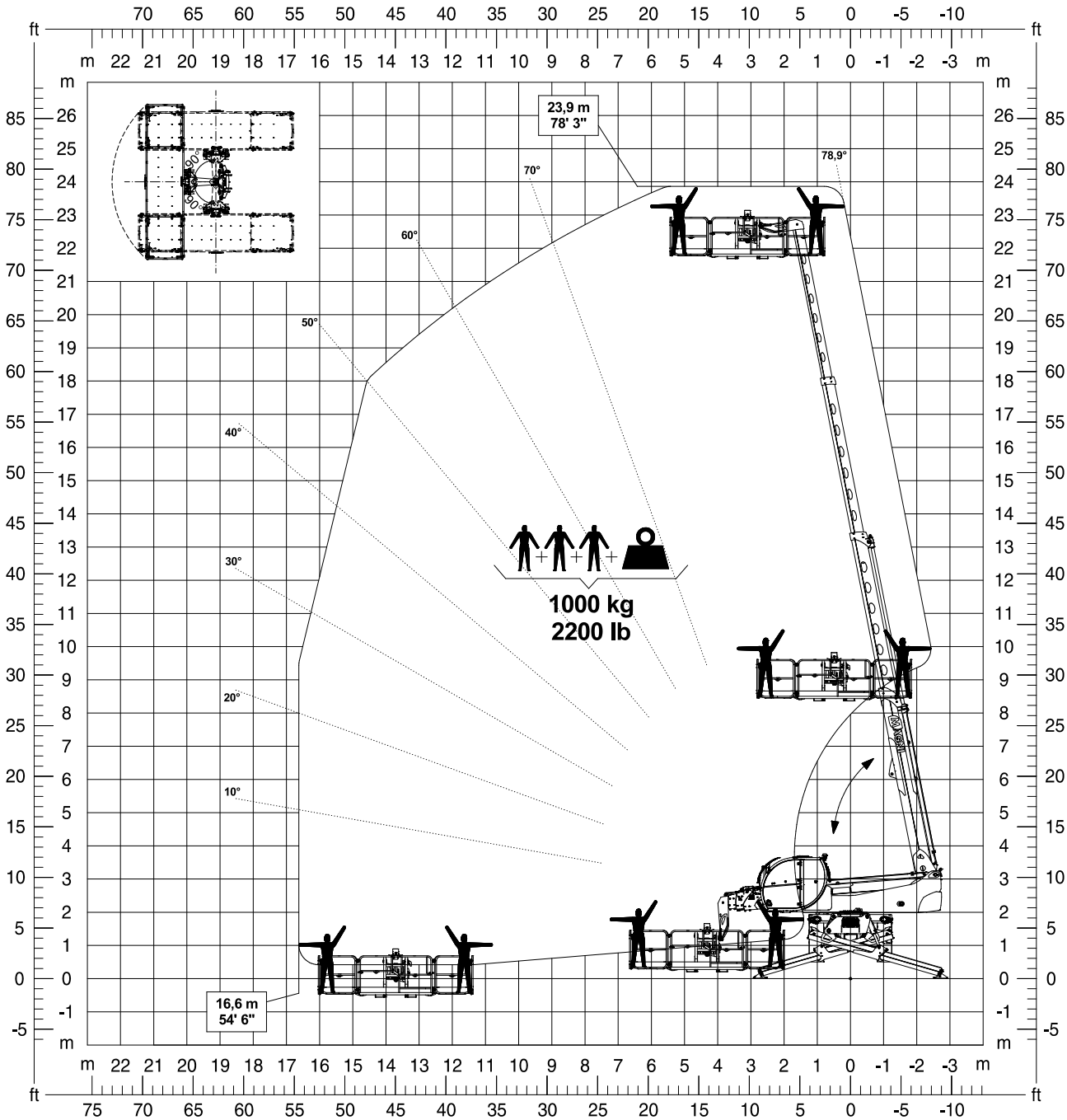
Platform	Vehicle	Outrigger condition	Turret rotation
REP 10.2-4,7 I REP 10.2-4,7 U	RTH 6.22	1 (0%)	360°



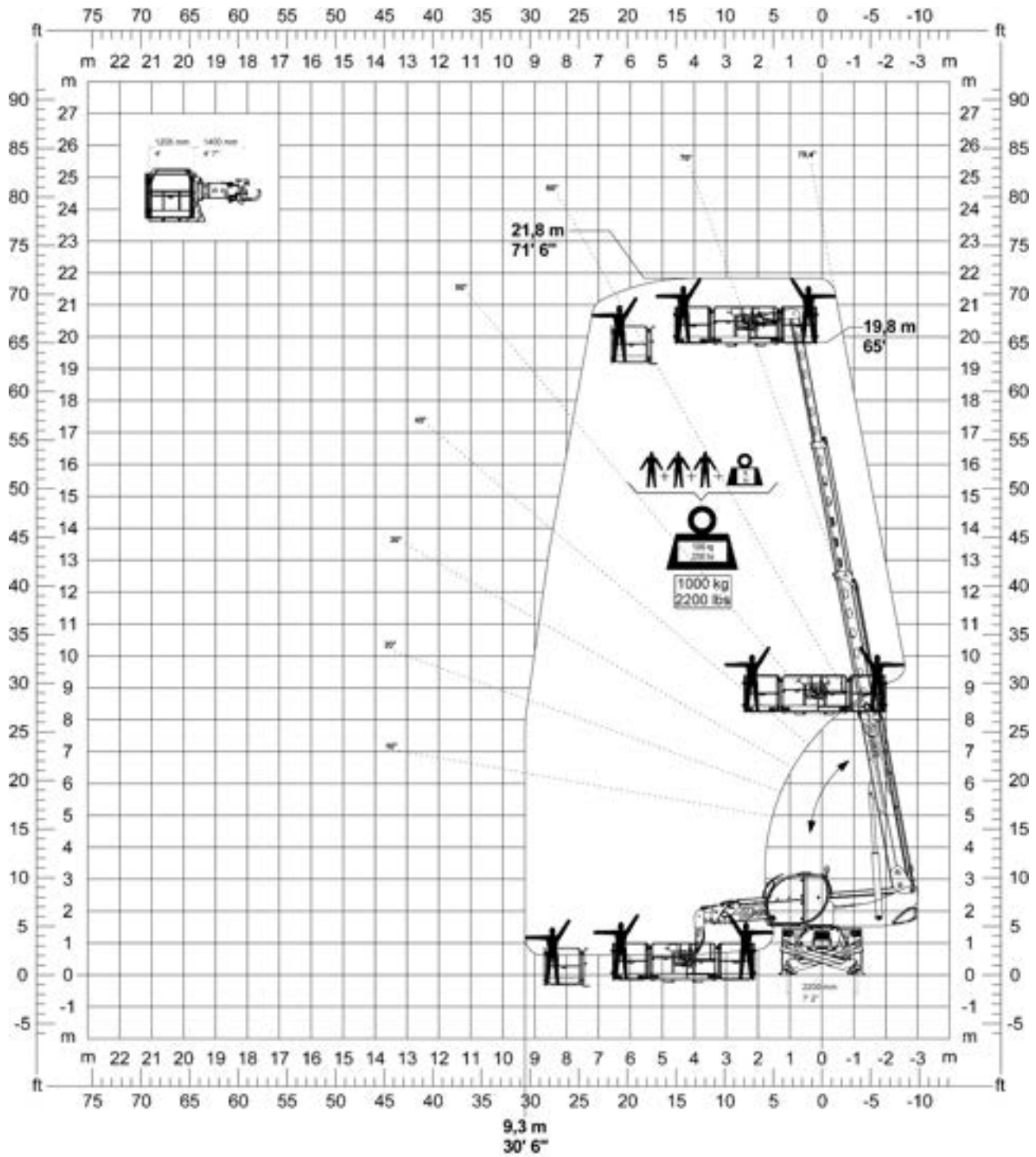
Platform	Vehicle	Outrigger condition	Turret rotation
REP 10.2-4,7 I REP 10.2-4,7 U	RTH 6.22	2 (50%)	360°



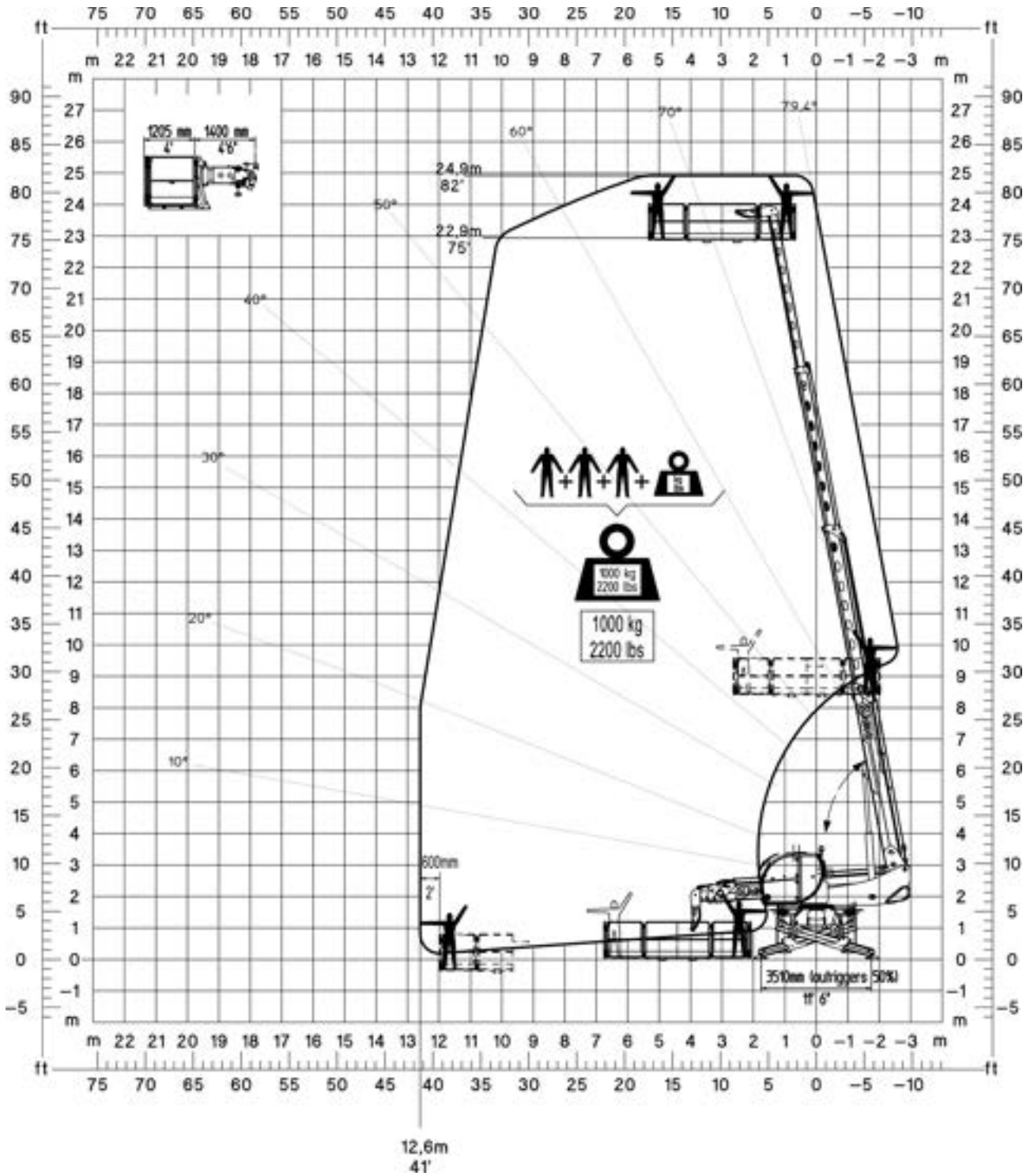
Platform	Vehicle	Outrigger condition	Turret rotation
REP 10.2-4,7 I REP 10.2-4,7 U	RTH 6.22	3 (100%)	360°



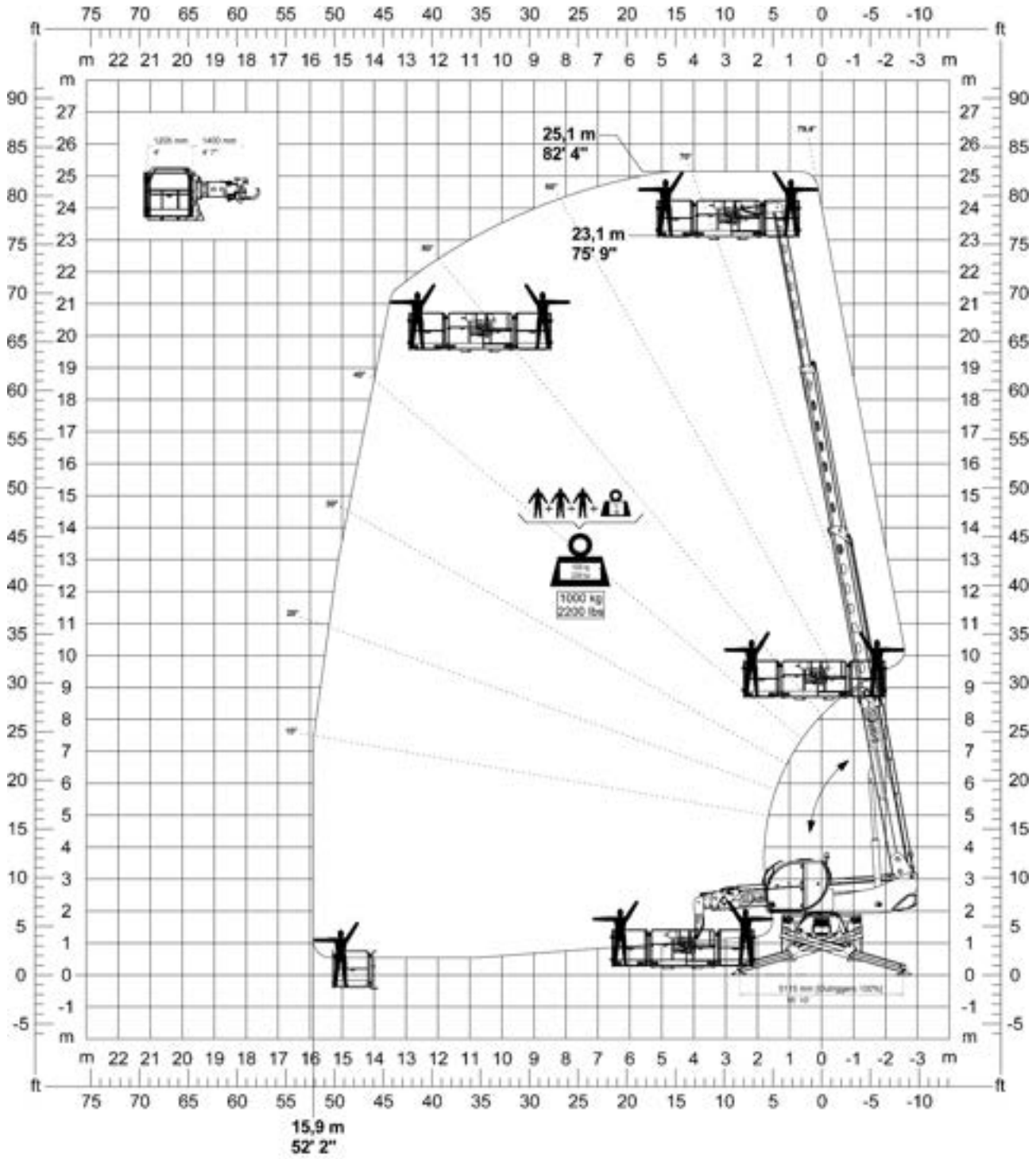
Platform	Vehicle	Outrigger condition	Turret rotation
REP 10.2-4,7 I REP 10.2-4,7 U	RTH 6.23	1 (0%)	360°



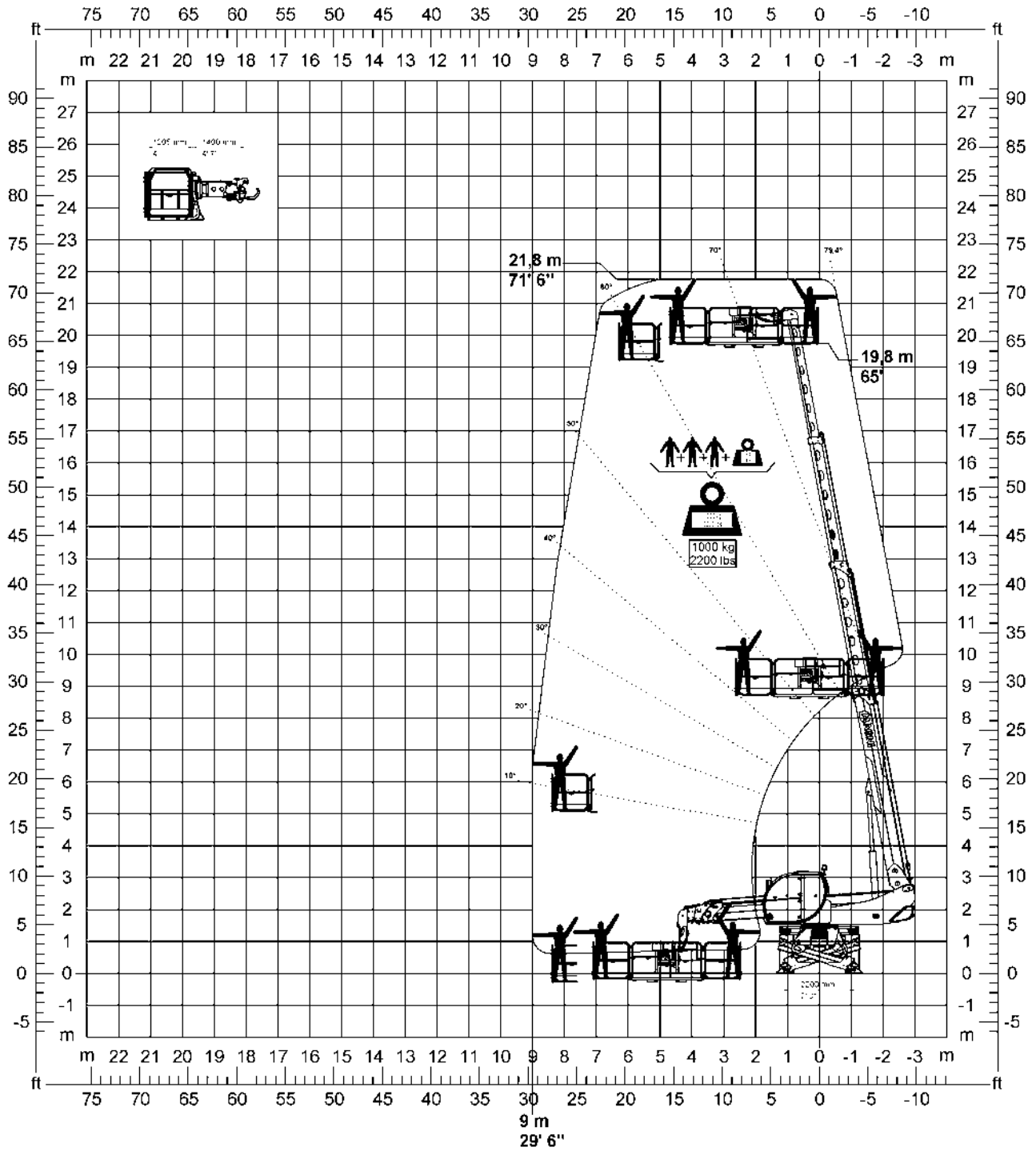
Platform	Vehicle	Outrigger condition	Turret rotation
REP 10.2-4,7 I REP 10.2-4,7 U	RTH 6.23	2 (50%)	360°



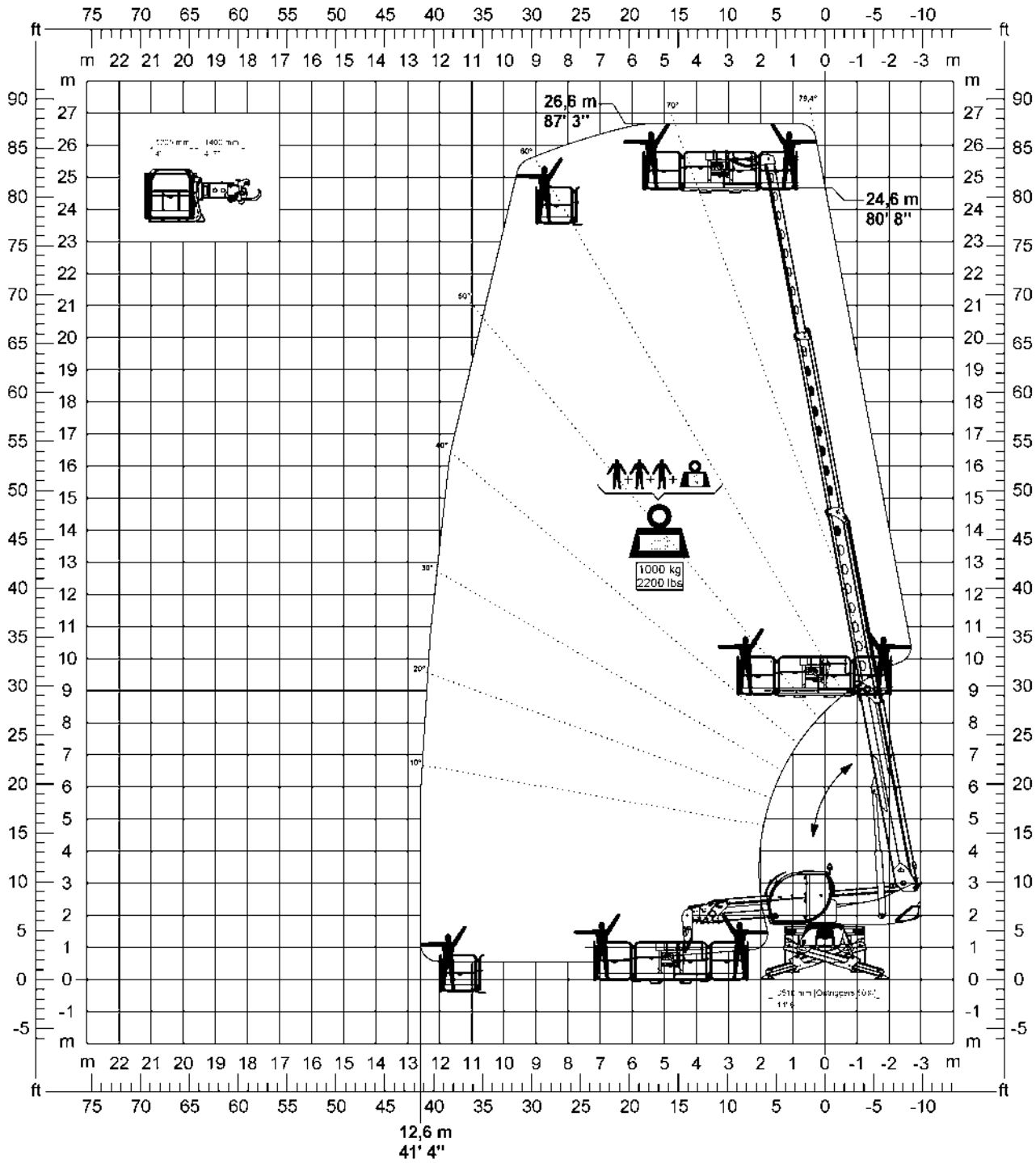
Platform	Vehicle	Outrigger condition	Turret rotation
REP 10.2-4,7 I REP 10.2-4,7 U	RTH 6.23	3 (100%)	360°



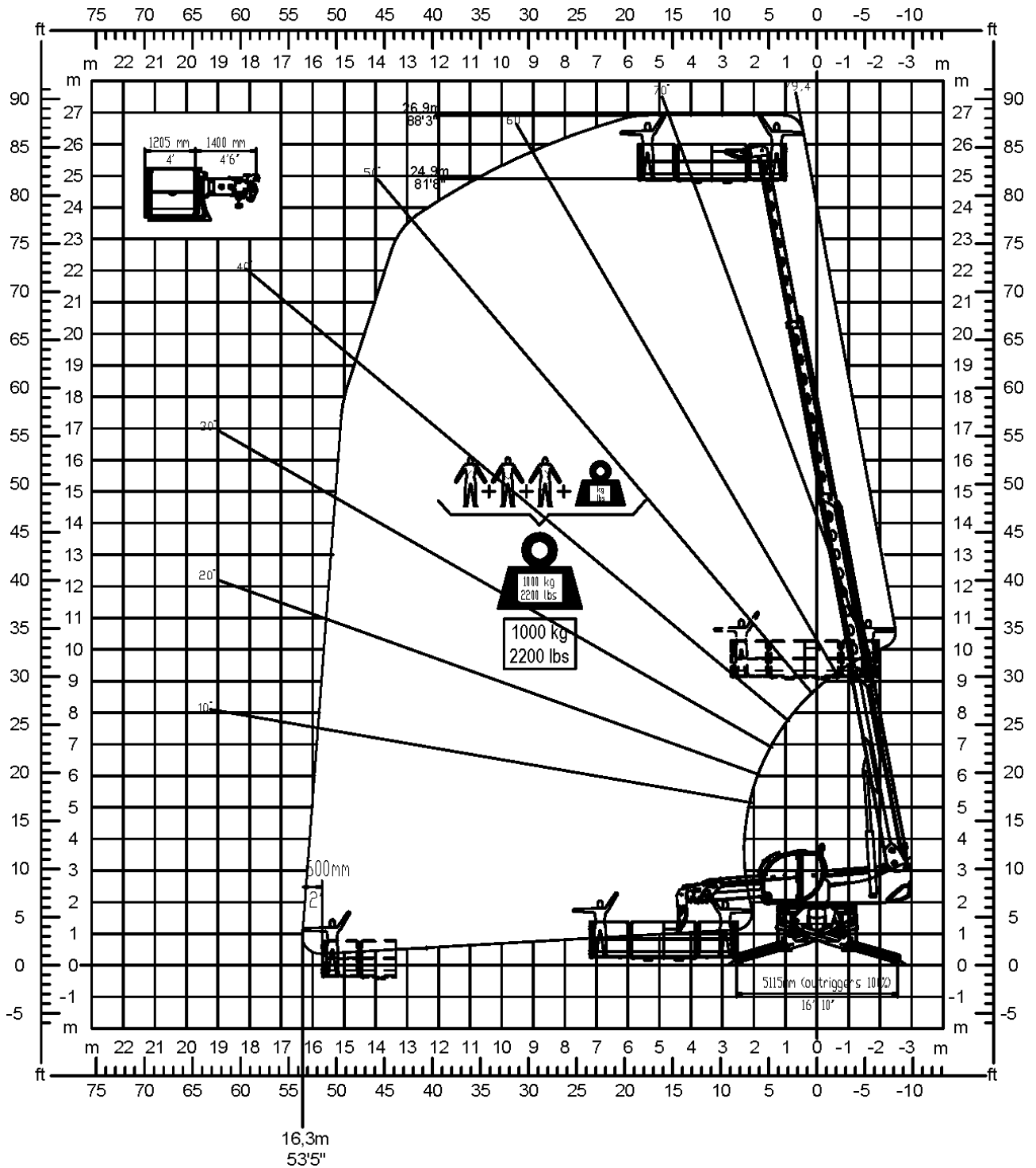
Platform	Vehicle	Outrigger condition	Turret rotation
REP 10.2-4,7 I REP 10.2-4,7 U	RTH 6.25	1 (0%)	360°



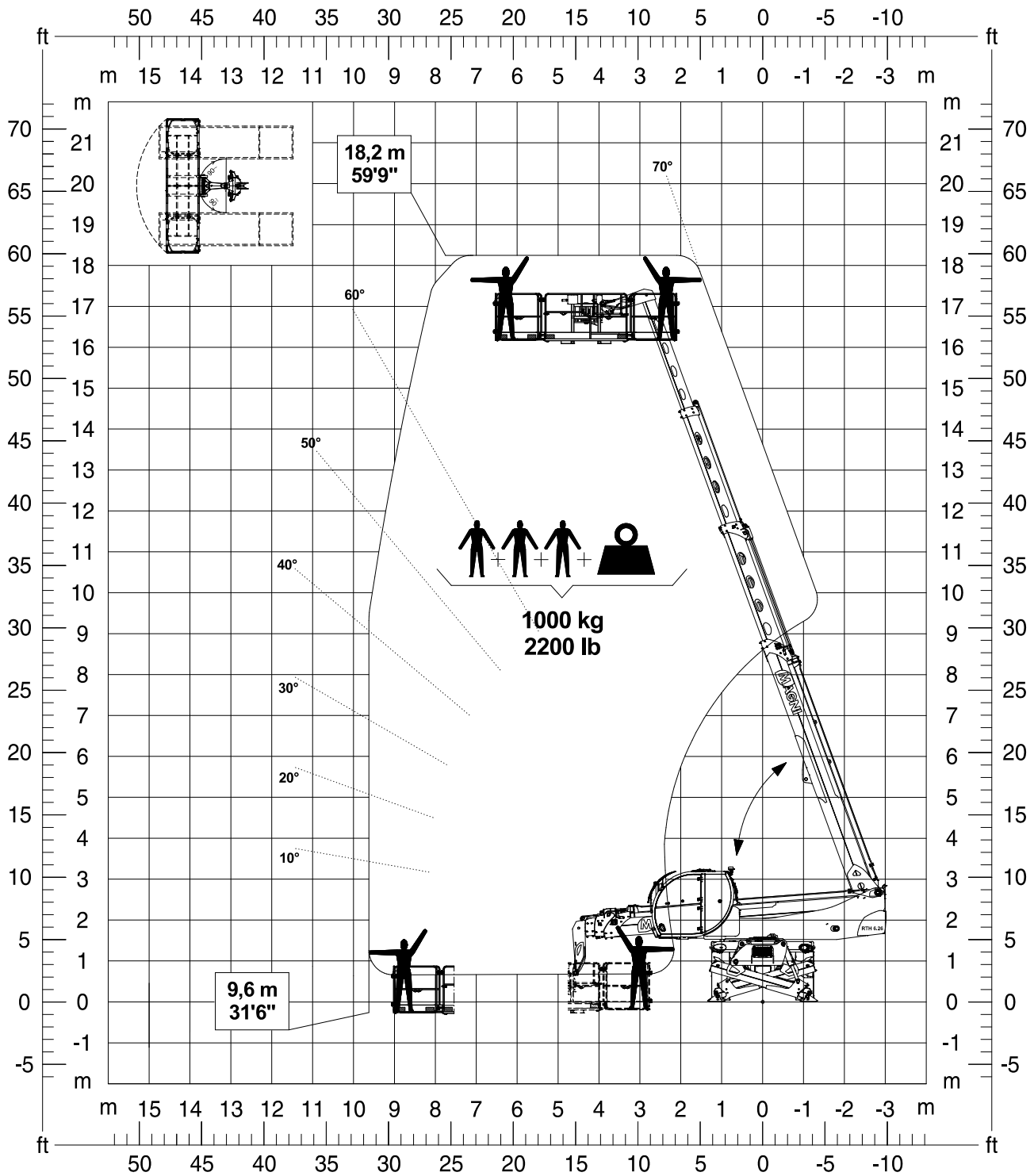
Platform	Vehicle	Outrigger condition	Turret rotation
REP 10.2-4,7 I REP 10.2-4,7 U	RTH 6.25	2 (50%)	360°



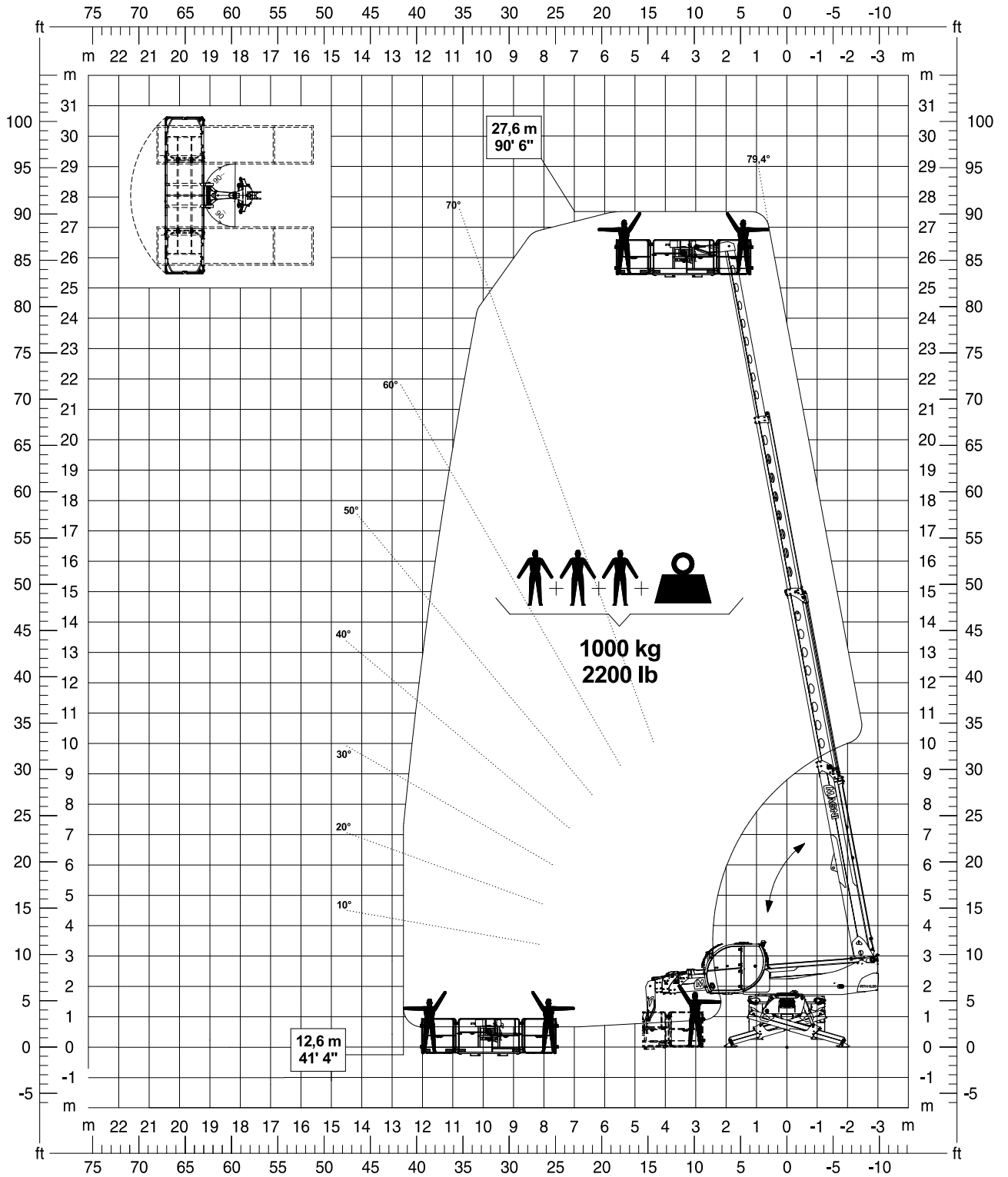
Platform	Vehicle	Outrigger condition	Turret rotation
REP 10.2-4,7 I REP 10.2-4,7 U	RTH 6.25	3 (100%)	360°



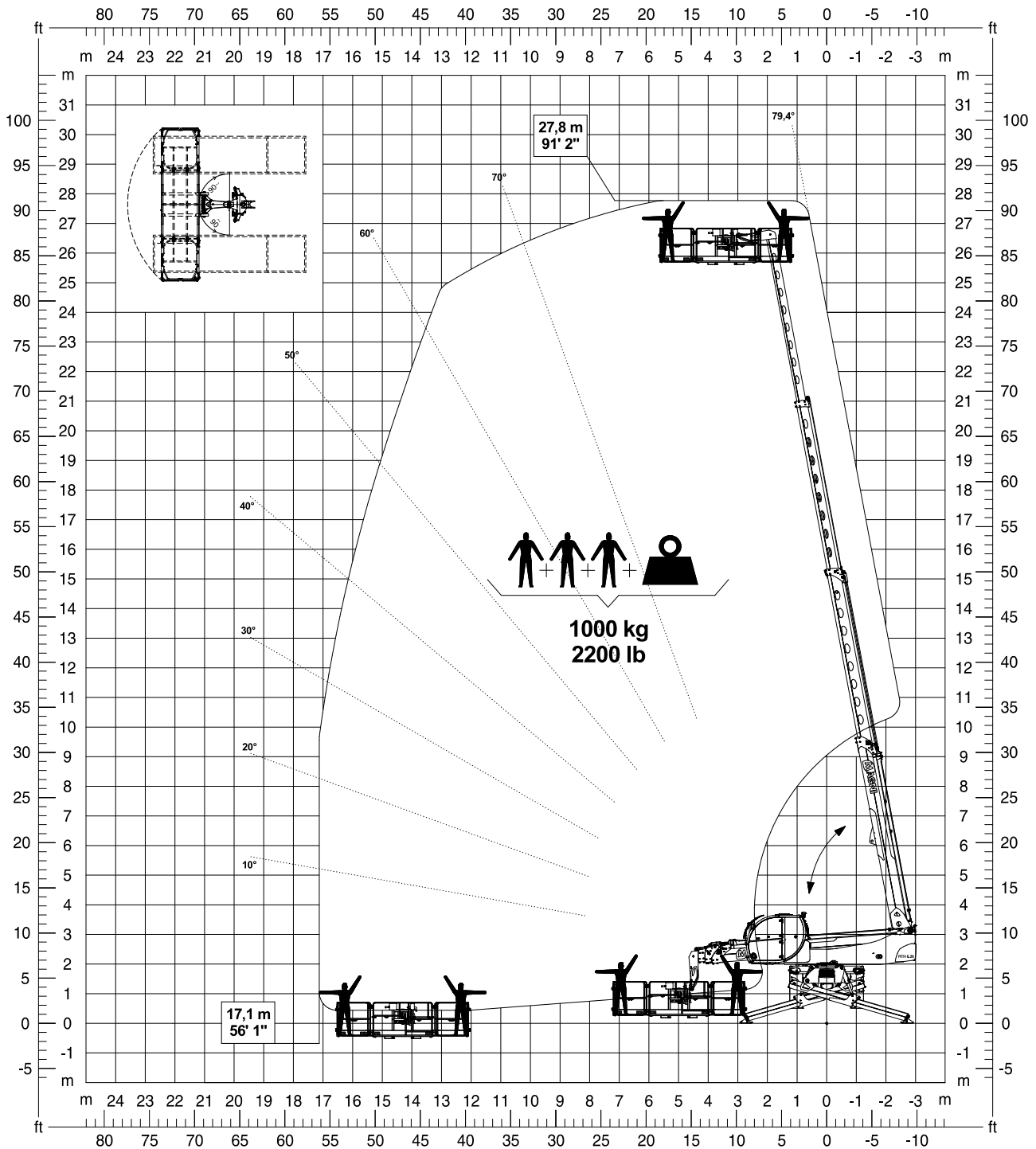
Platform	Vehicle	Outrigger condition	Turret rotation
REP 10.2-4,7 I REP 10.2-4,7 U	RTH 6.26	1 (0%)	360°



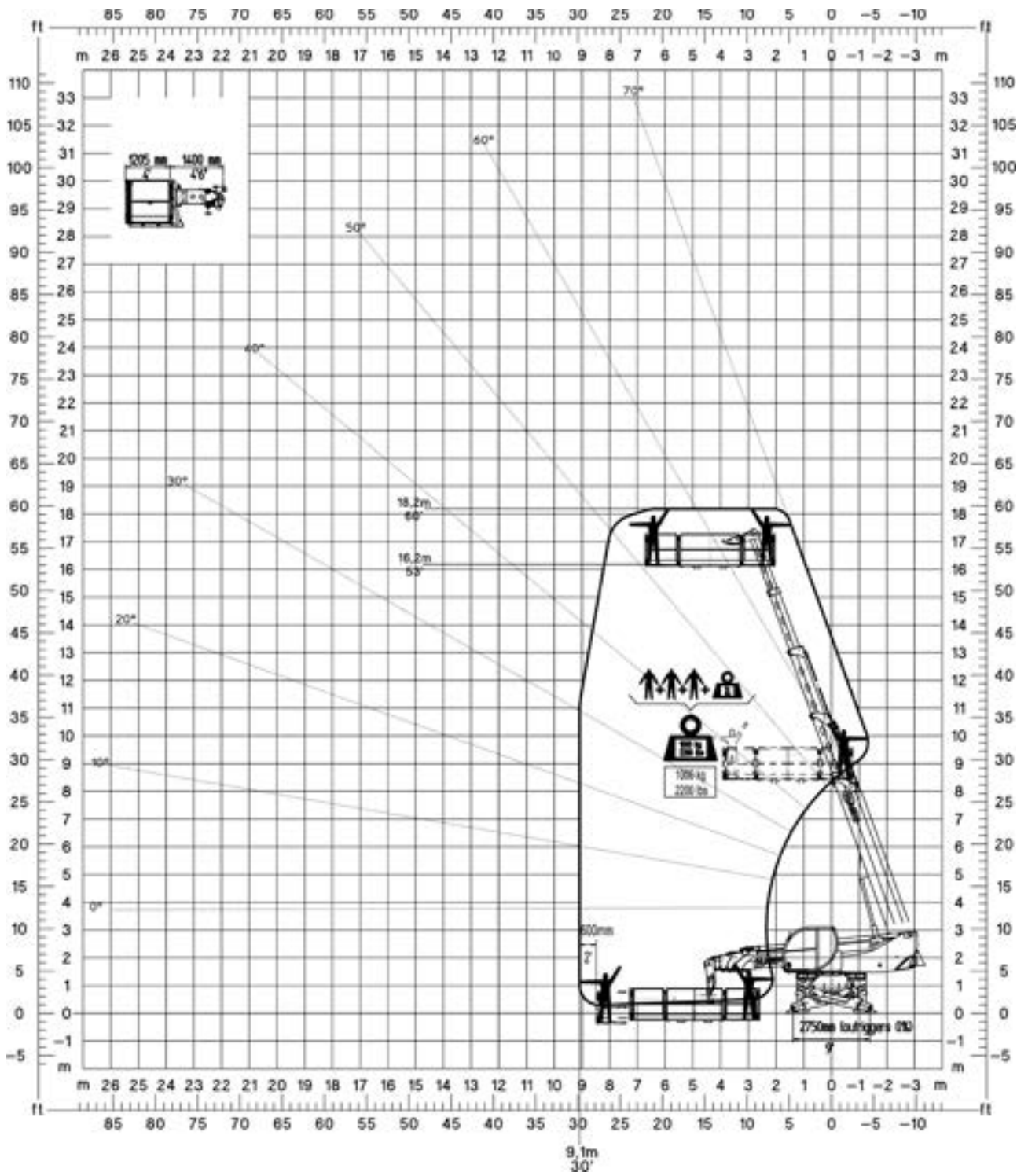
Platform	Vehicle	Outrigger condition	Turret rotation
REP 10.2-4,7 I REP 10.2-4,7 U	RTH 6.26	2 (50%)	360°



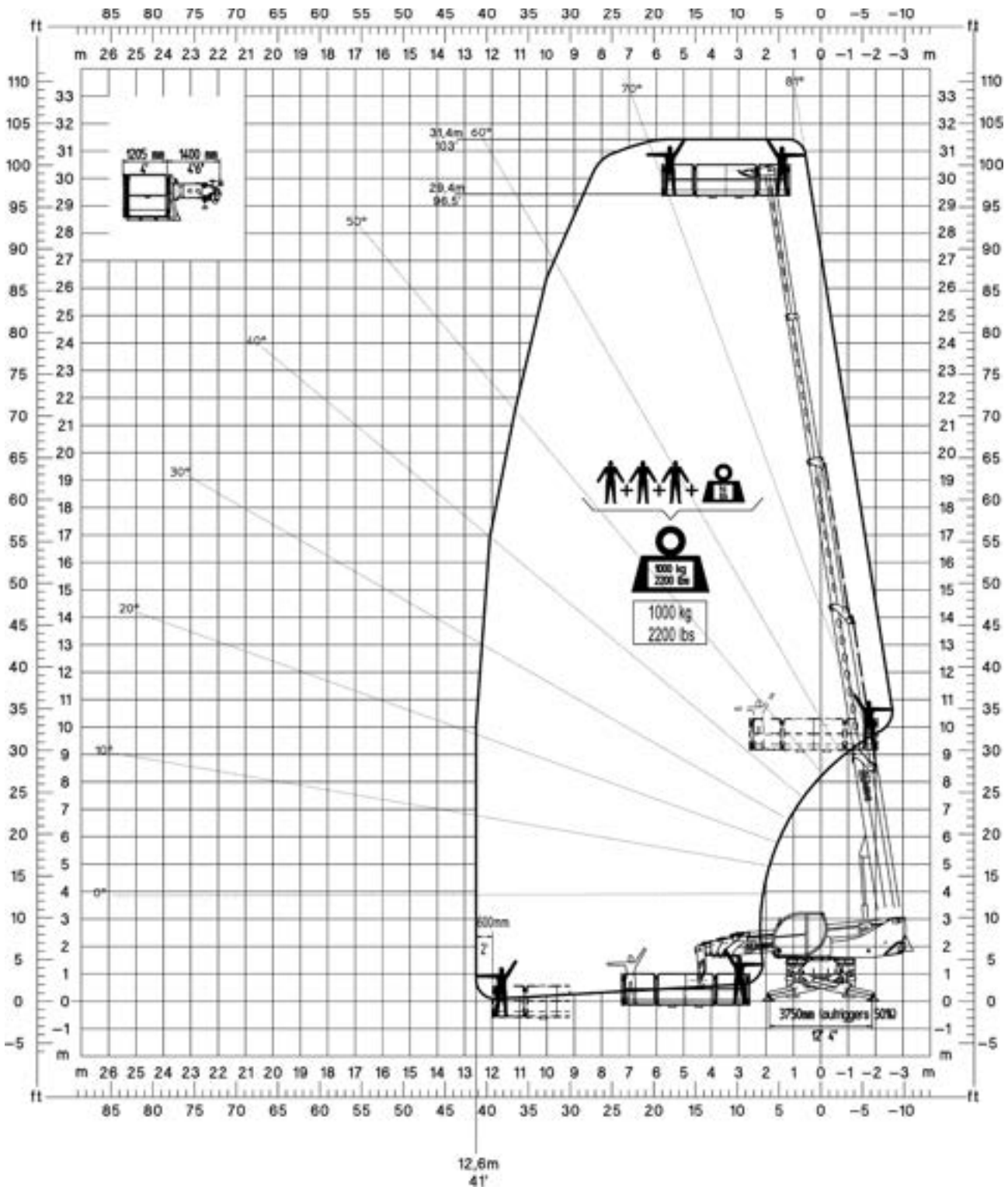
Platform	Vehicle	Outrigger condition	Turret rotation
REP 10.2-4,7 I REP 10.2-4,7 U	RTH 6.26	3 (100%)	360°



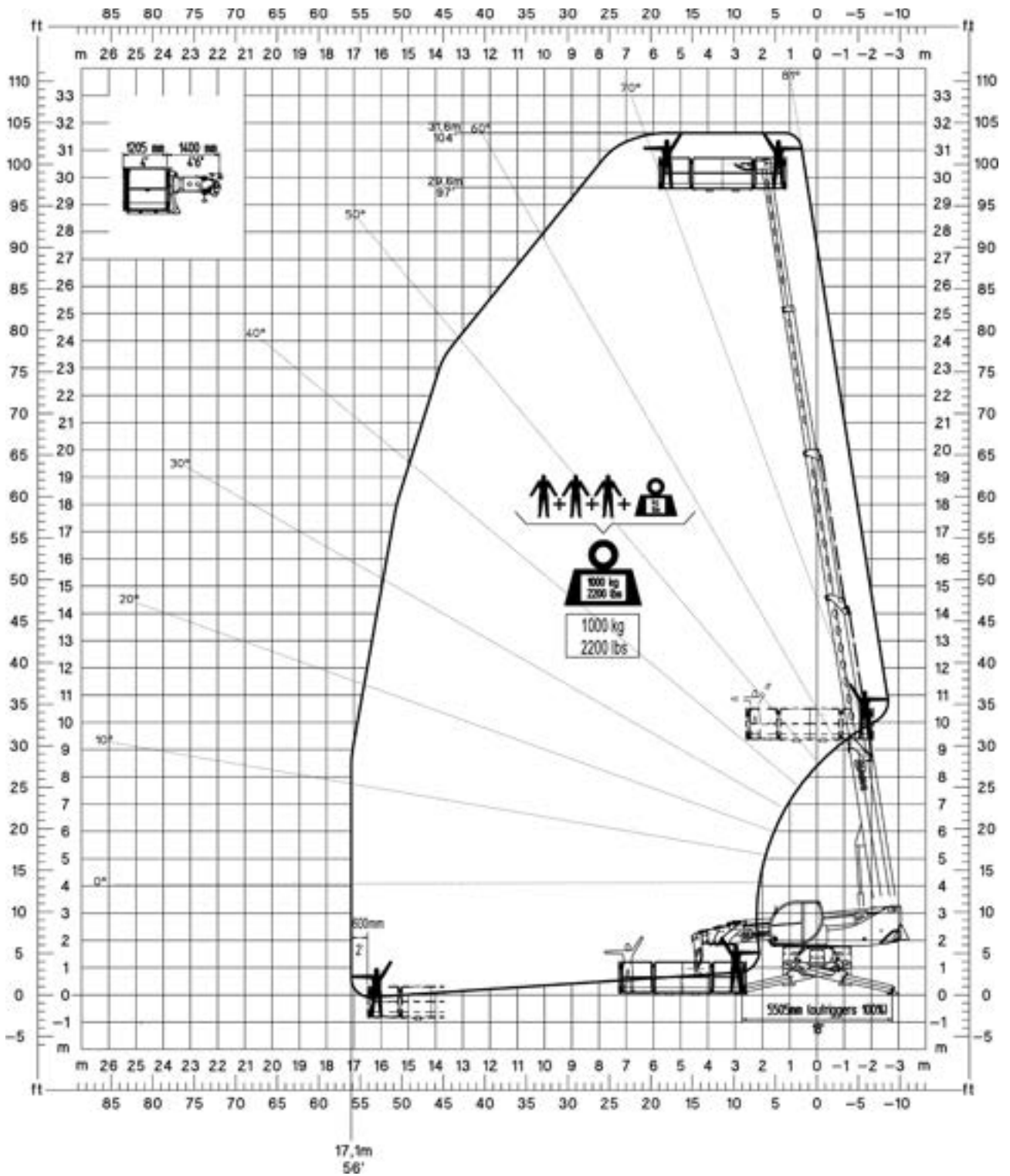
Platform	Vehicle	Outrigger condition	Turret rotation
REP 10.2-4,7 I REP 10.2-4,7 U	RTH 6.30	1 (0%)	360°



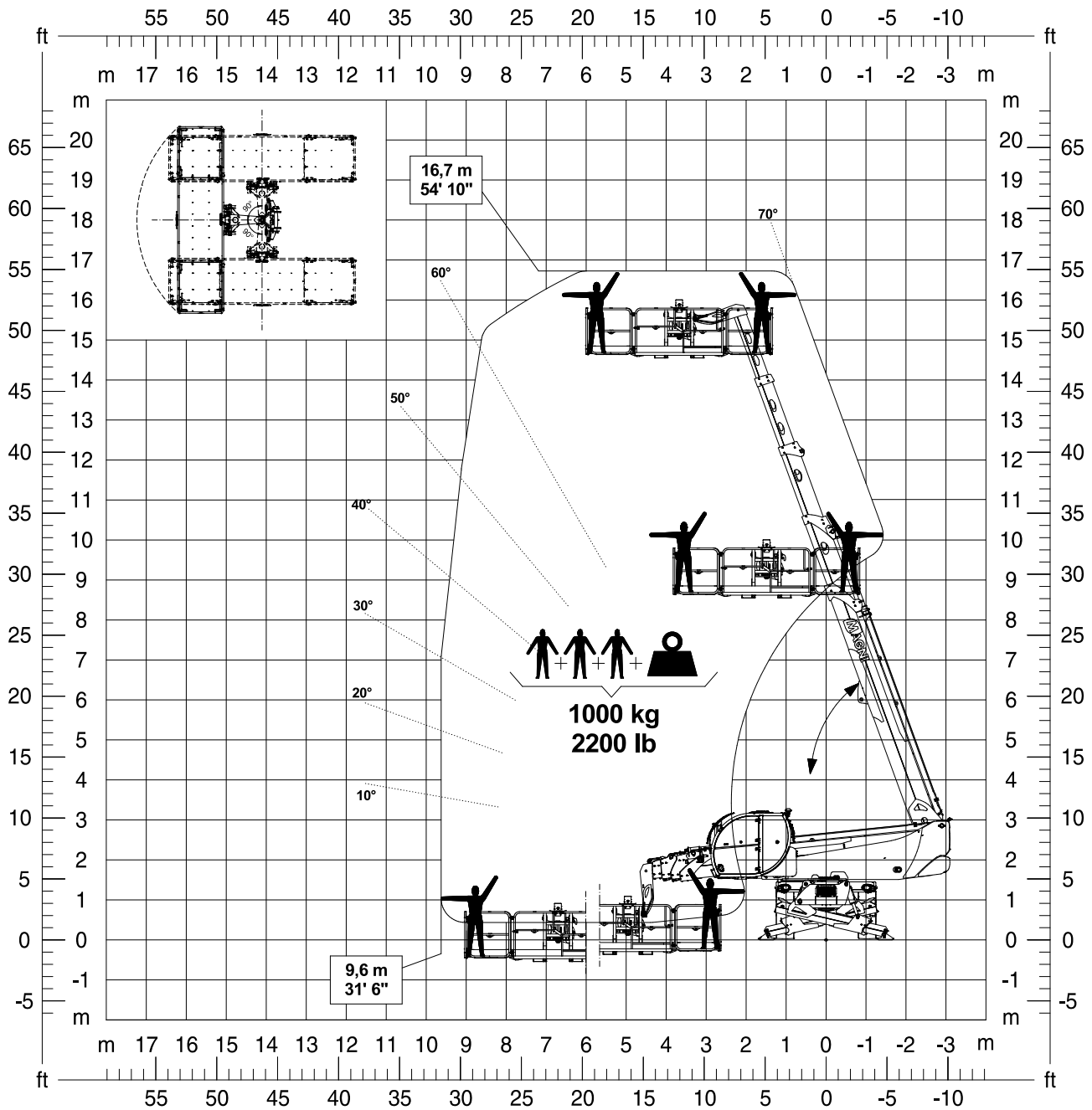
Platform	Vehicle	Outrigger condition	Turret rotation
REP 10.2-4,7 I REP 10.2-4,7 U	RTH 6.30	2 (50%)	360°



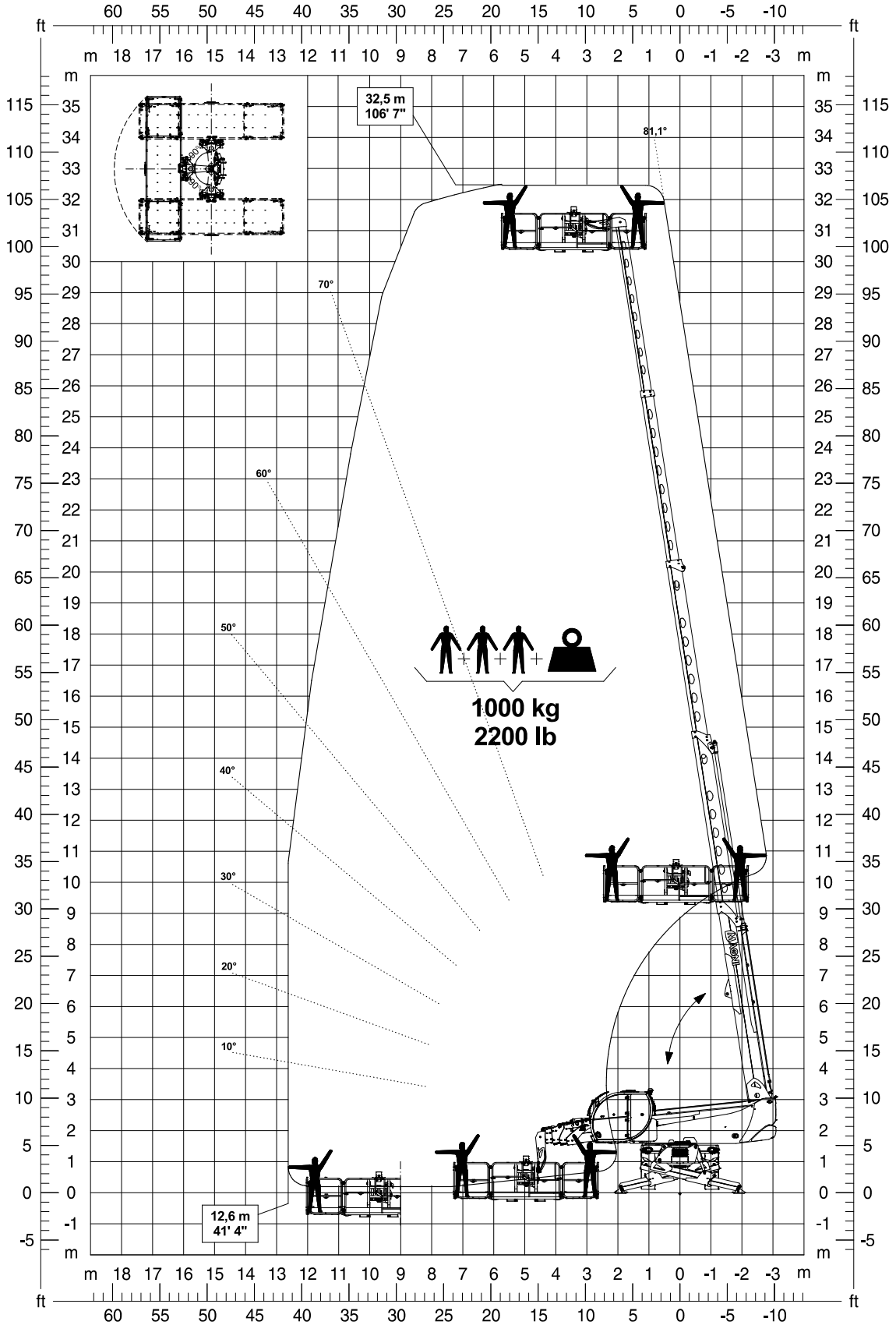
Platform	Vehicle	Outrigger condition	Turret rotation
REP 10.2-4,7 I REP 10.2-4,7 U	RTH 6.30	3 (100%)	360°



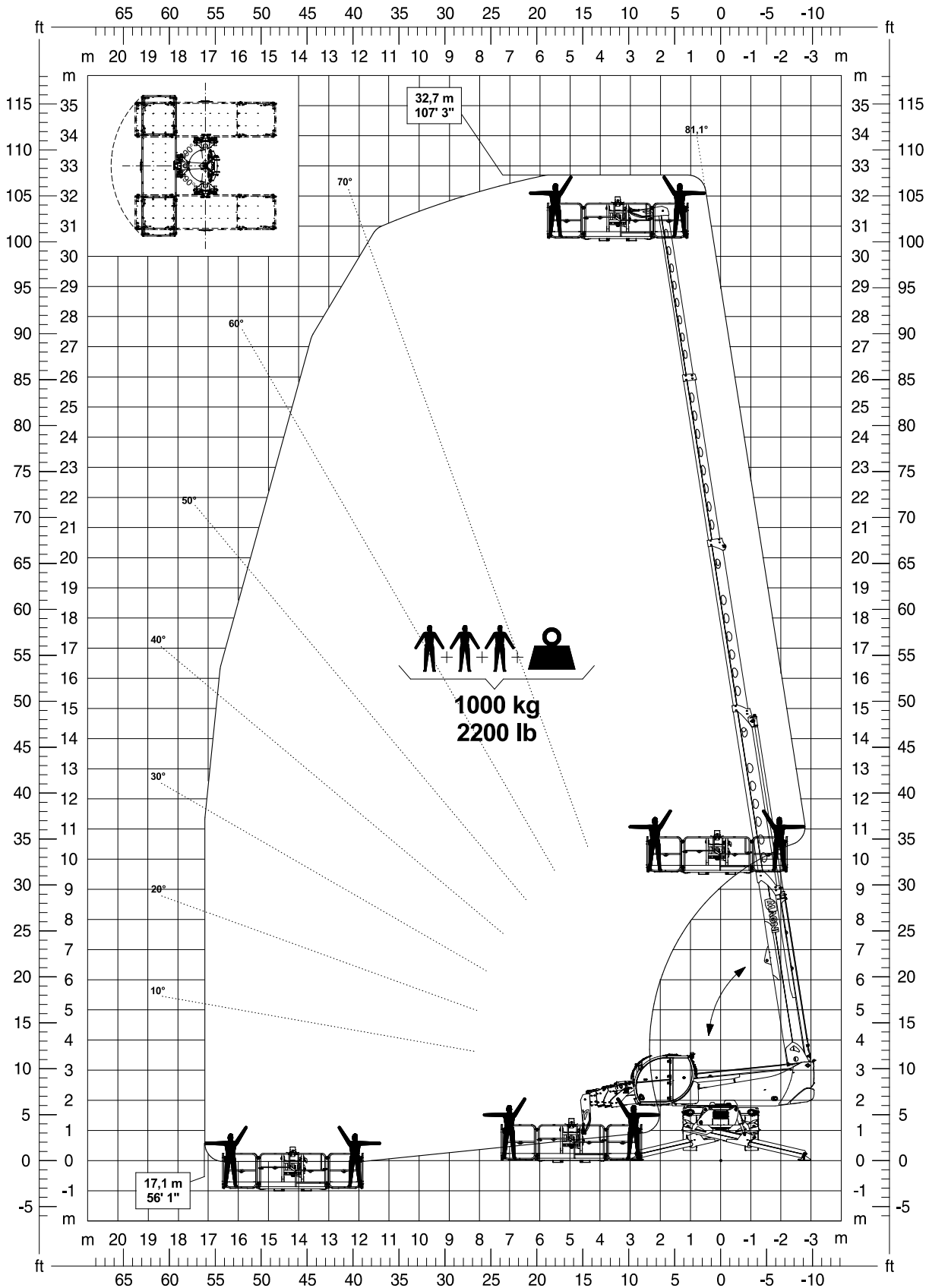
Platform	Vehicle	Outrigger condition	Turret rotation
REP 10.2-4,7 I REP 10.2-4,7 U	RTH 6.31	1 (0%)	360°



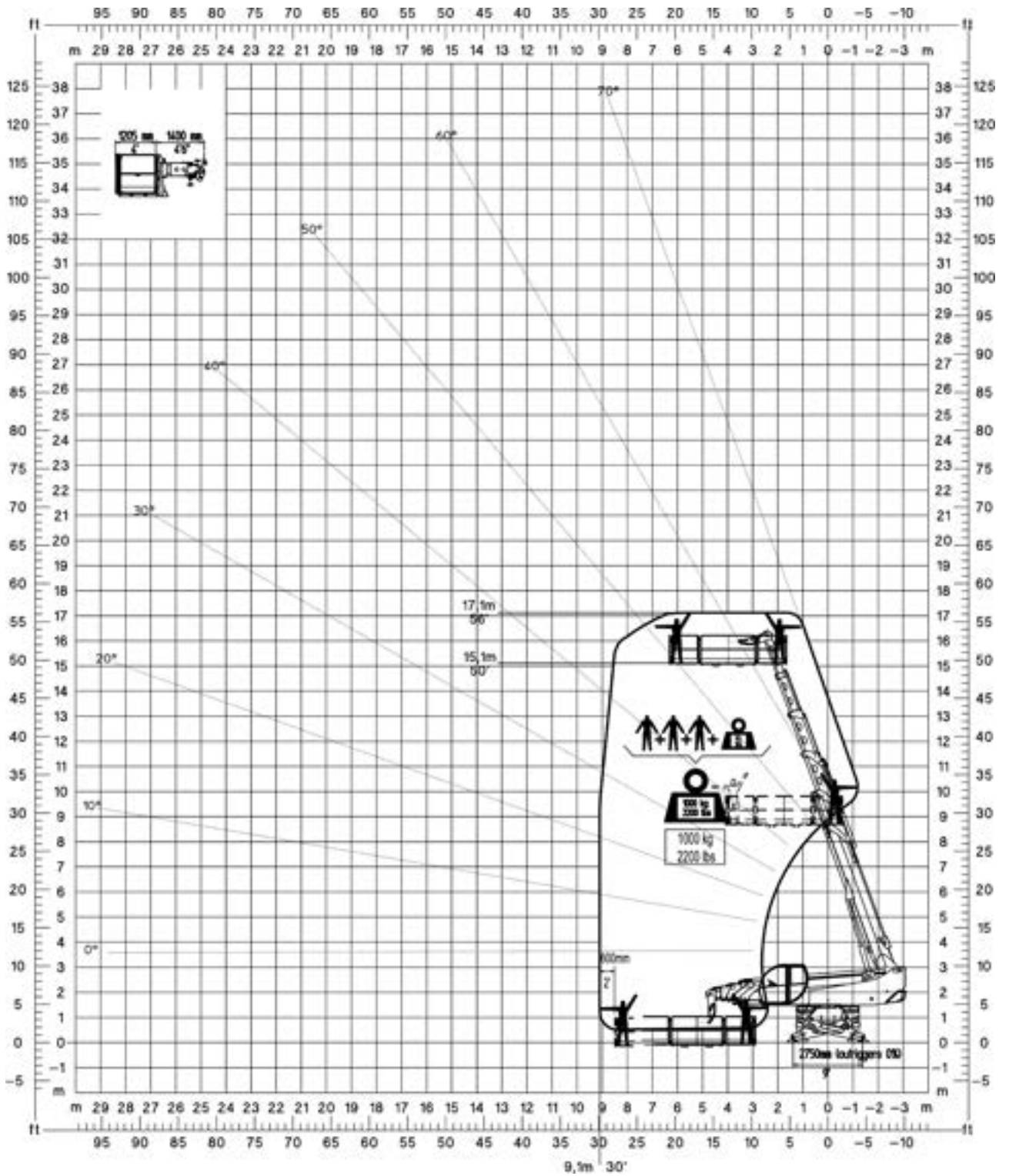
Platform	Vehicle	Outrigger condition	Turret rotation
REP 10.2-4,7 I REP 10.2-4,7 U	RTH 6.31	2 (50%)	360°



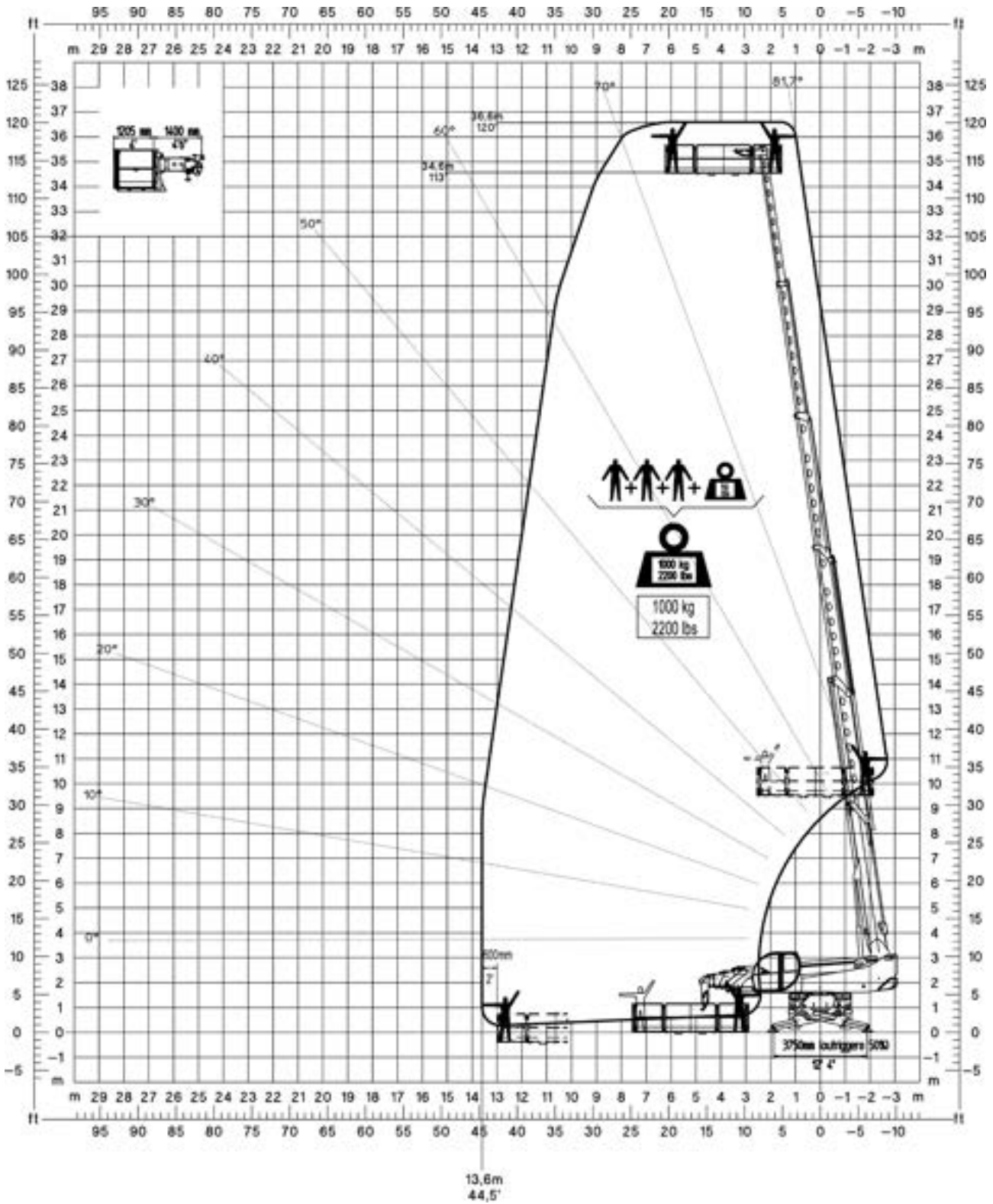
Platform	Vehicle	Outrigger condition	Turret rotation
REP 10.2-4,7 I REP 10.2-4,7 U	RTH 6.31	3 (100%)	360°



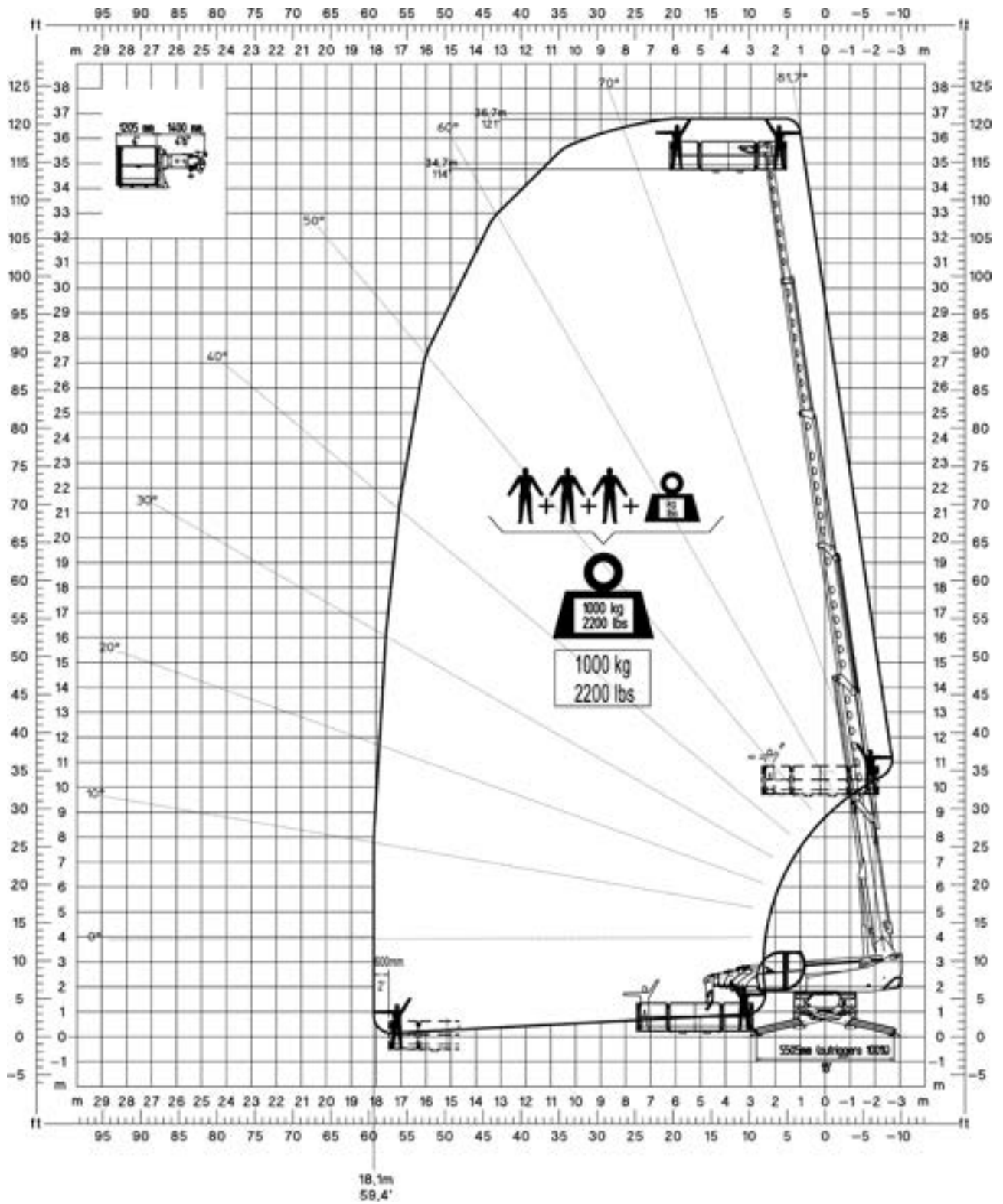
Platform	Vehicle	Outrigger condition	Turret rotation
REP 10.2-4,7 I REP 10.2-4,7 U	RTH 6.35	1 (0%)	360°



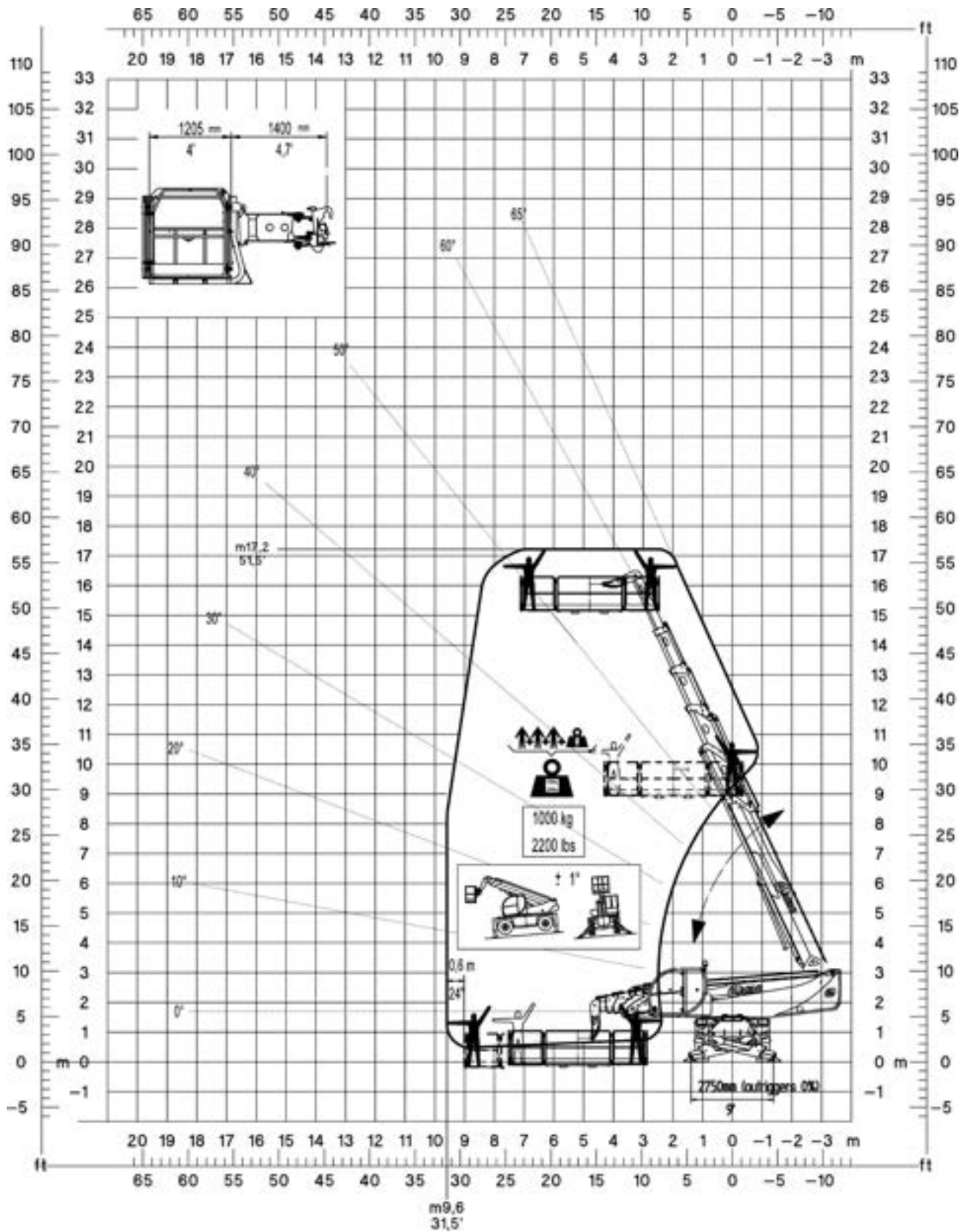
Platform	Vehicle	Outrigger condition	Turret rotation
REP 10.2-4,7 I REP 10.2-4,7 U	RTH 6.35	2 (50%)	360°



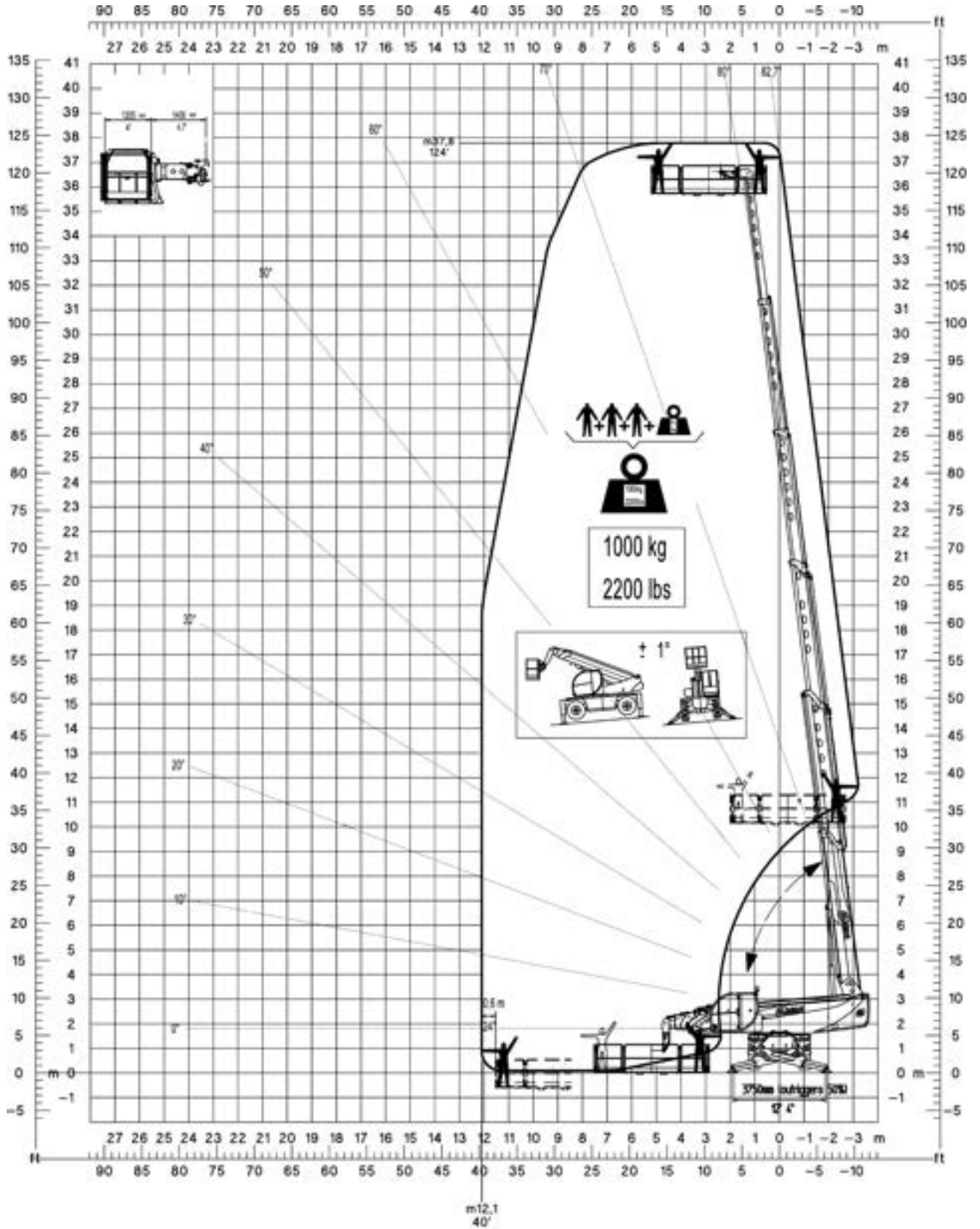
Platform	Vehicle	Outrigger condition	Turret rotation
REP 10.2-4,7 I REP 10.2-4,7 U	RTH 6.35	3 (100%)	360°



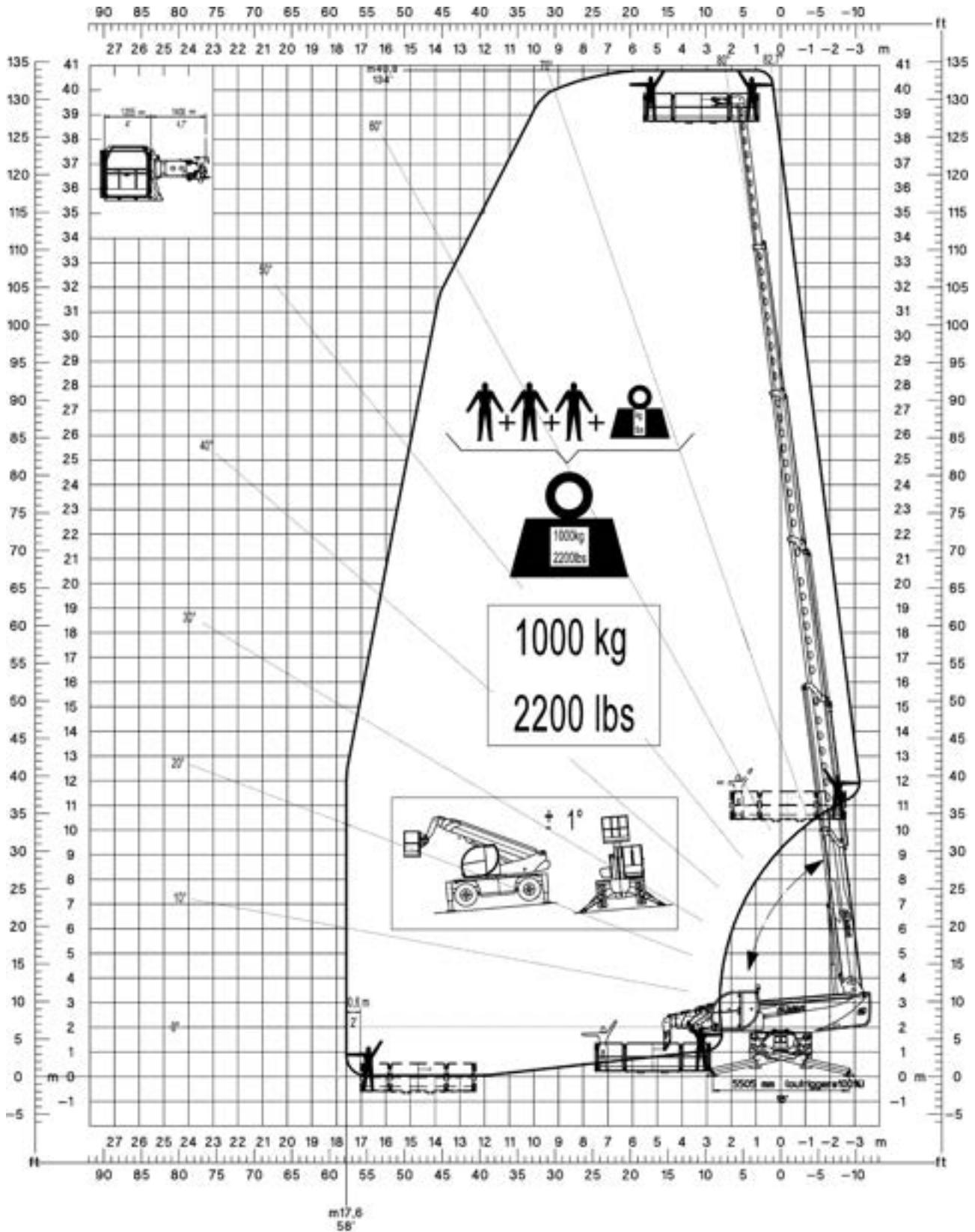
Platform	Vehicle	Outrigger condition	Turret rotation
REP 10.2-4,7 I REP 10.2-4,7 U	RTH 6.39	1 (0%)	360°



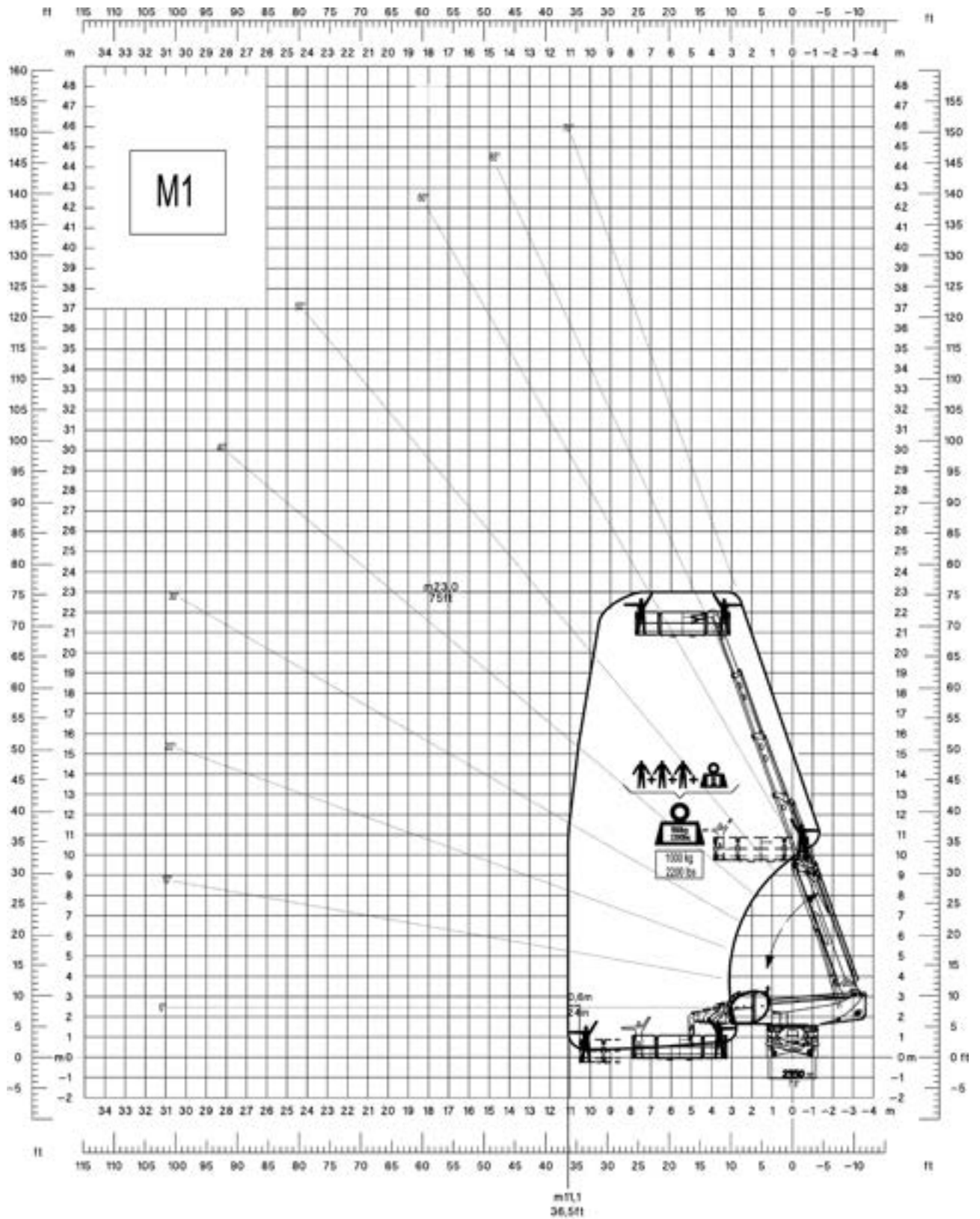
Platform	Vehicle	Outrigger condition	Turret rotation
REP 10.2-4,7 I REP 10.2-4,7 U	RTH 6.39	2 (50%)	360°



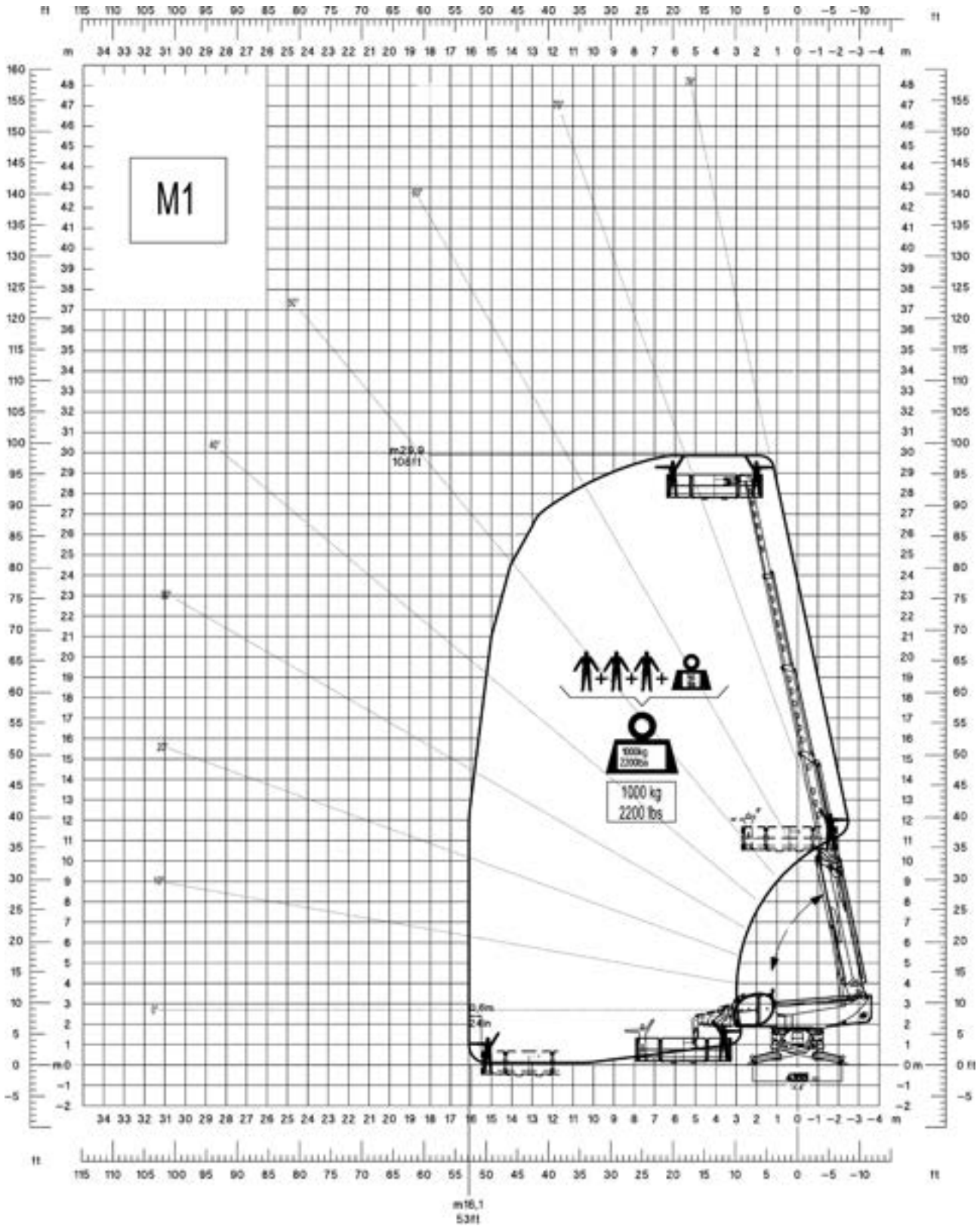
Platform	Vehicle	Outrigger condition	Turret rotation
REP 10.2-4,7 I REP 10.2-4,7 U	RTH 6.39	3 (100%)	360°



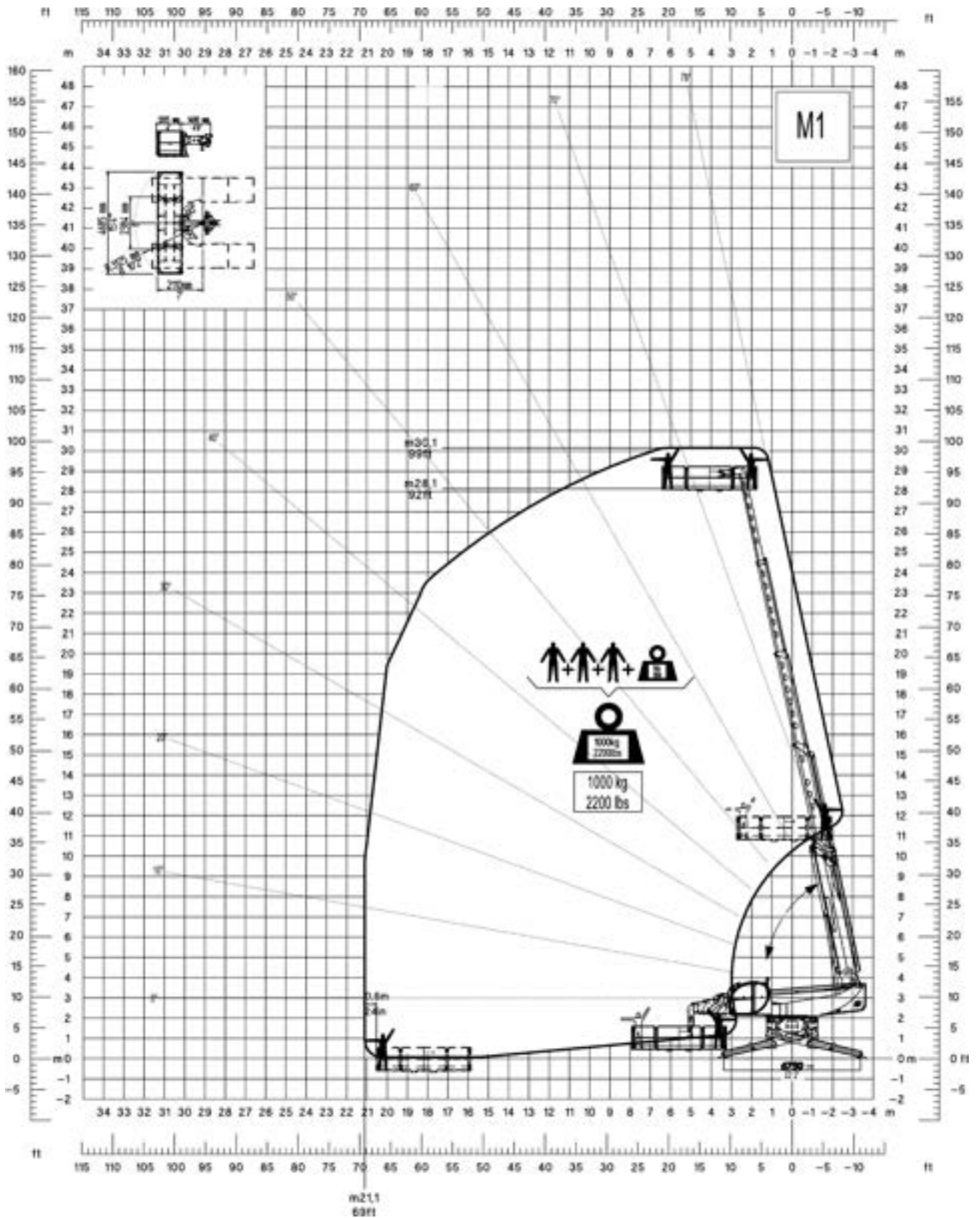
Platform	Vehicle	Outrigger condition	Turret rotation
REP 10.2-4,7 I REP 10.2-4,7 U	RTH 6.46	M1 - 1 (0%)	360°



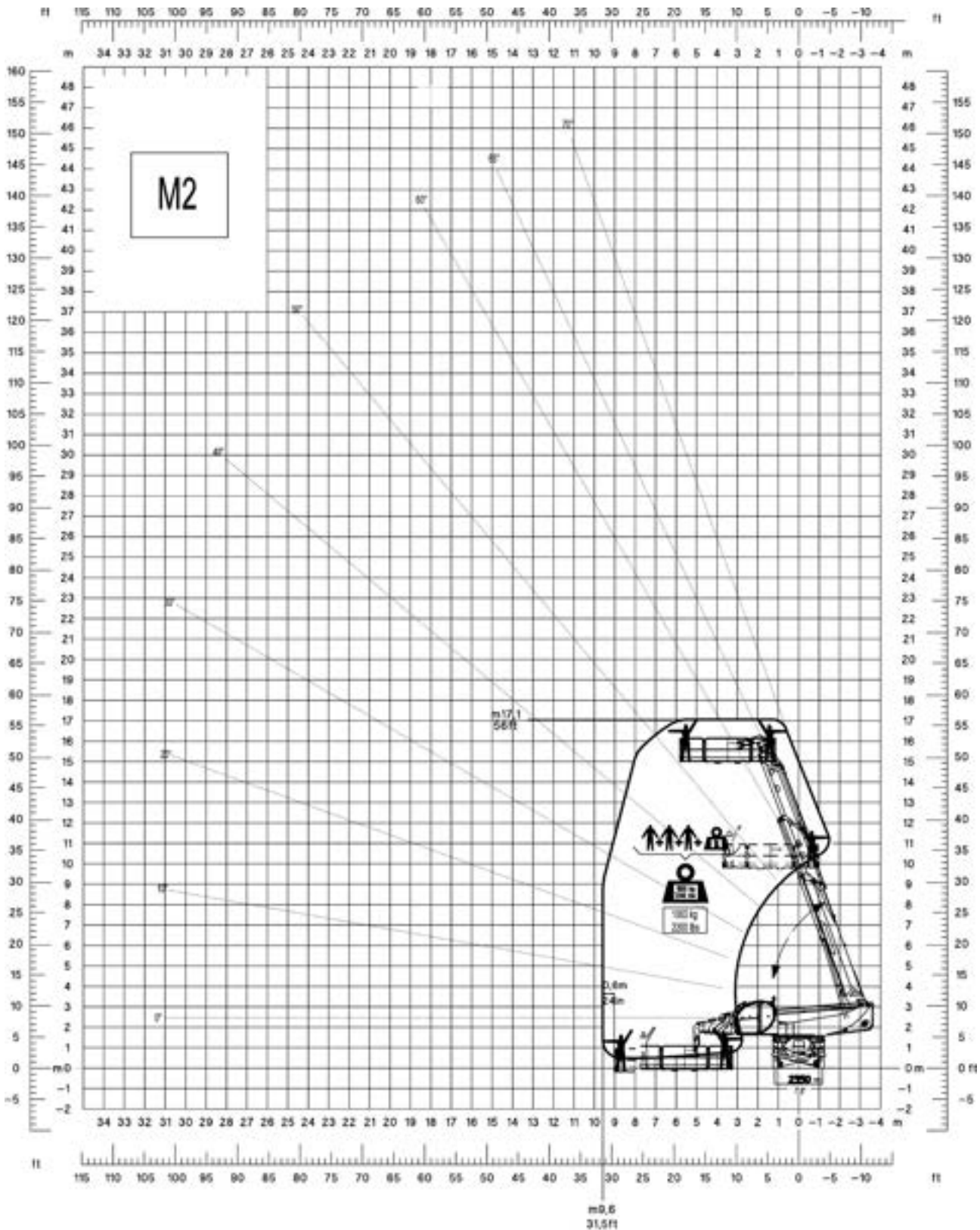
Platform	Vehicle	Outrigger condition	Turret rotation
REP 10.2-4,7 I REP 10.2-4,7 U	RTH 6.46	M1 - 2 (50%)	360°



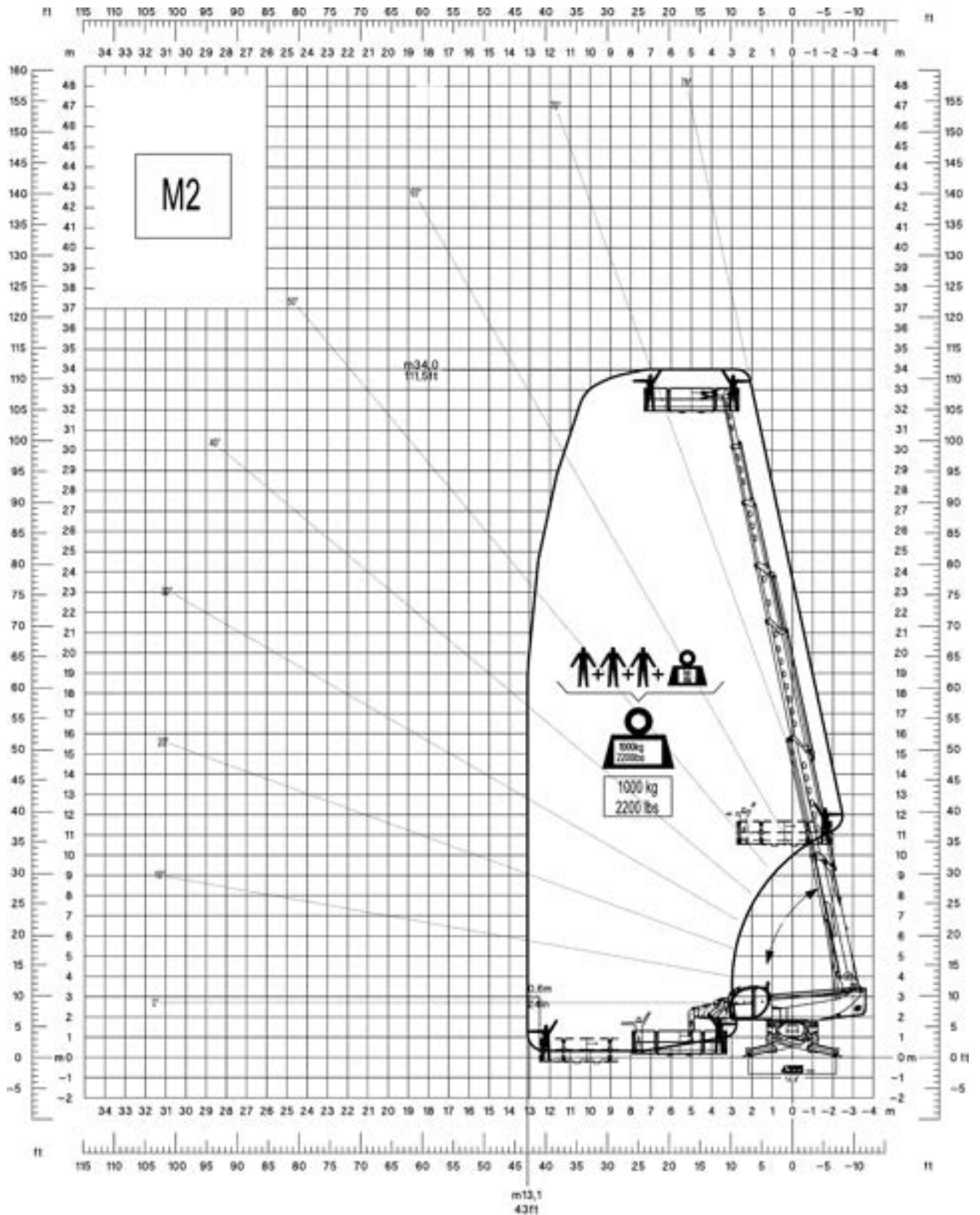
Platform	Vehicle	Outrigger condition	Turret rotation
REP 10.2-4,7 I REP 10.2-4,7 U	RTH 6.46	M1 - 3 (100%)	360°



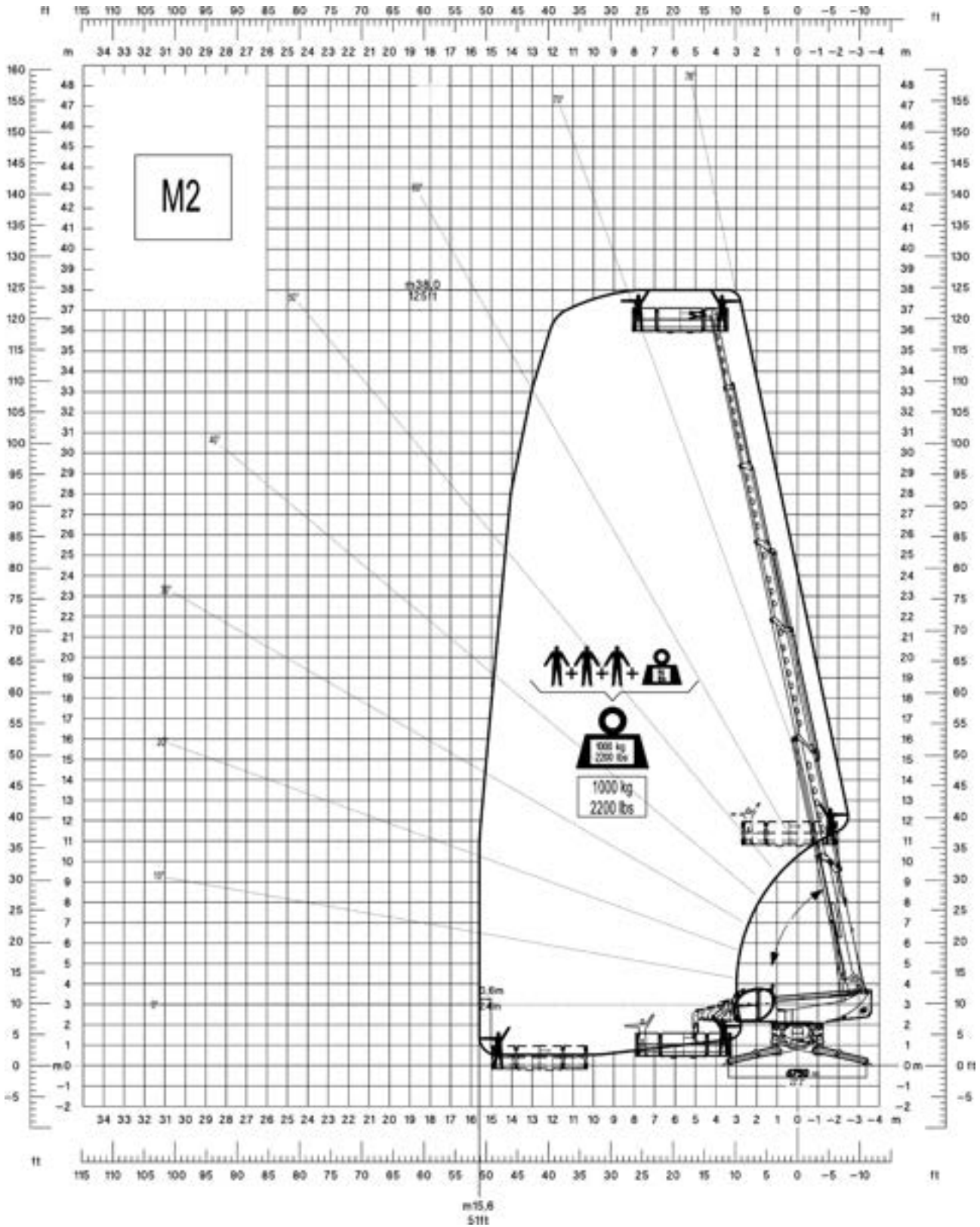
Platform	Vehicle	Outrigger condition	Turret rotation
REP 10.2-4,7 I REP 10.2-4,7 U	RTH 6.46	M2 - 1 (0%)	360°



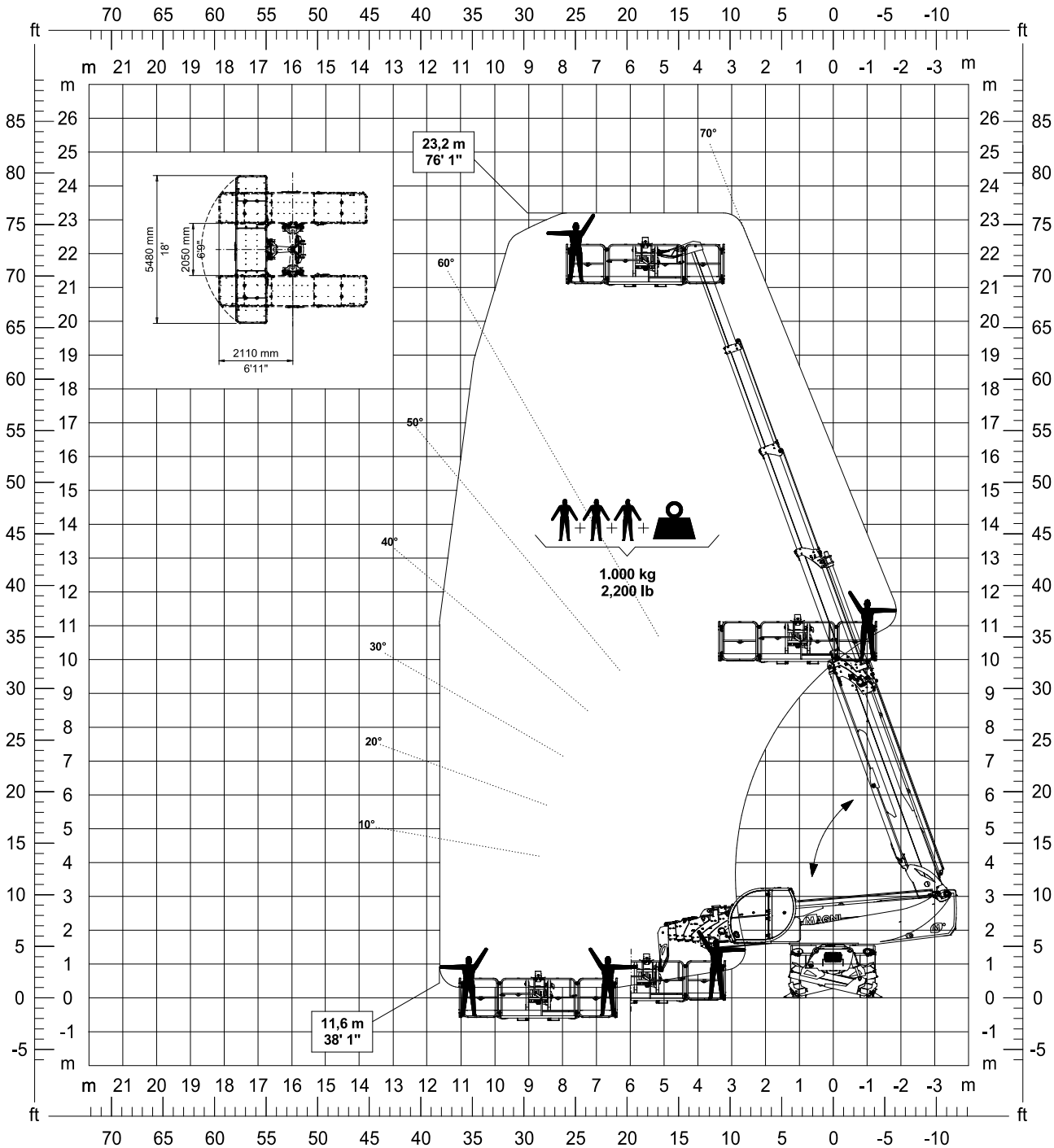
Platform	Vehicle	Outrigger condition	Turret rotation
REP 10.2-4,7 I REP 10.2-4,7 U	RTH 6.46	M2 - 2 (50%)	360°



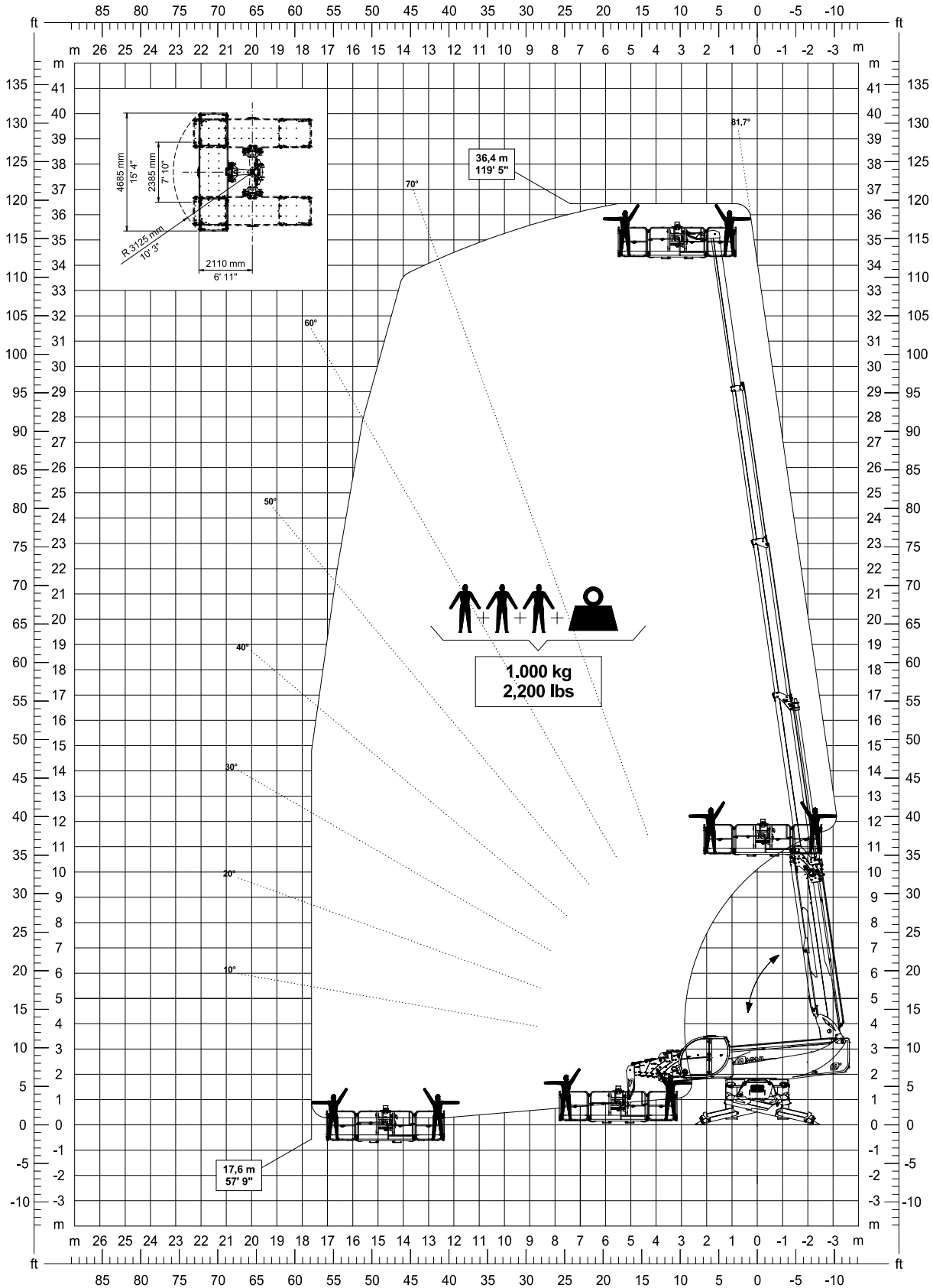
Platform	Vehicle	Outrigger condition	Turret rotation
REP 10.2-4,7 I REP 10.2-4,7 U	RTH 6.46	M2 - 3 (100%)	360°



Platform	Vehicle	Outrigger condition	Turret rotation
REP 10.2-4,7 I REP 10.2-4,7 U	RTH 6.46 (-1)	1 (0%)	360°

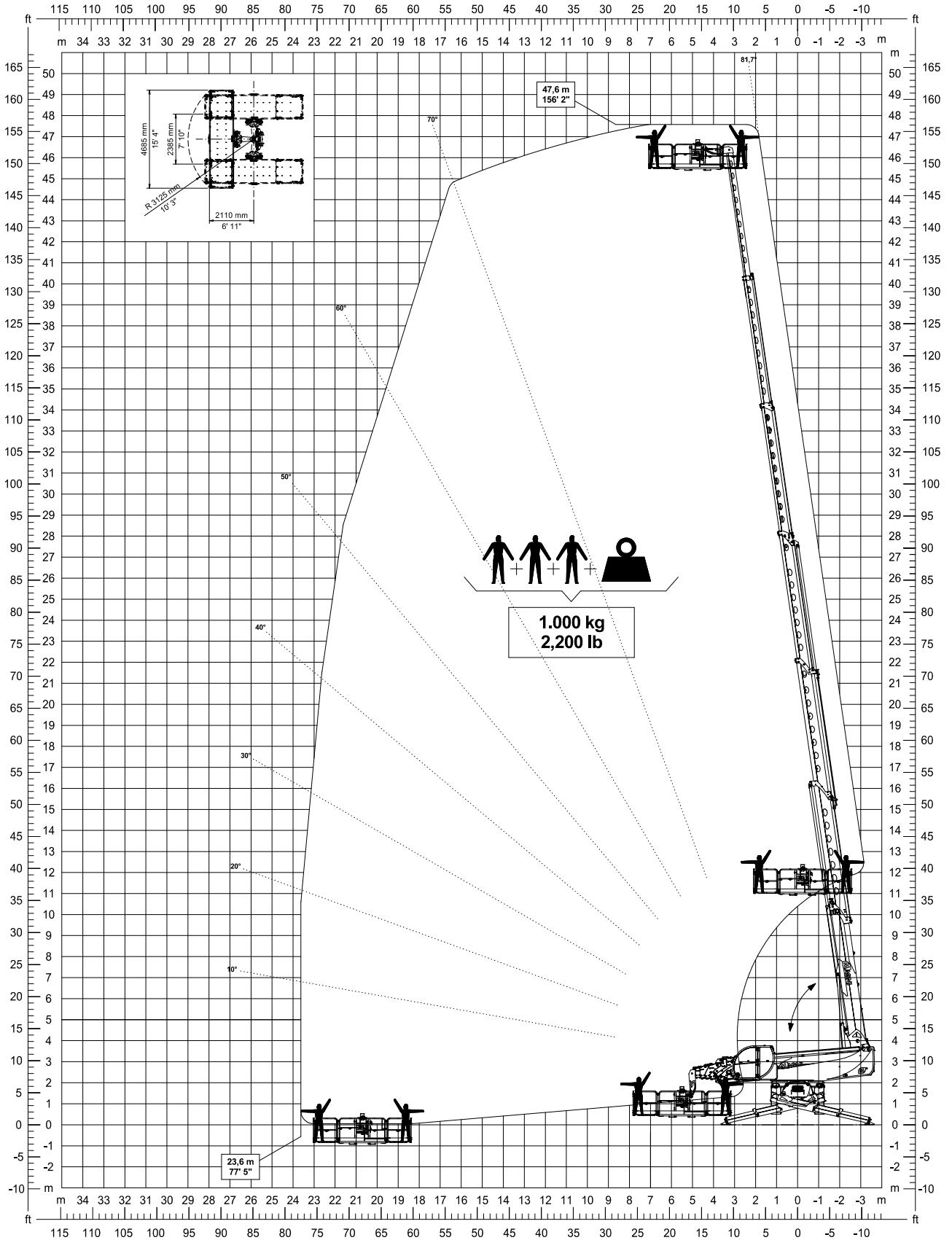


Platform	Vehicle	Outrigger condition	Turret rotation
REP 10.2-4,7 I REP 10.2-4,7 U	RTH 6.46 (-1)	2 (50%)	360°

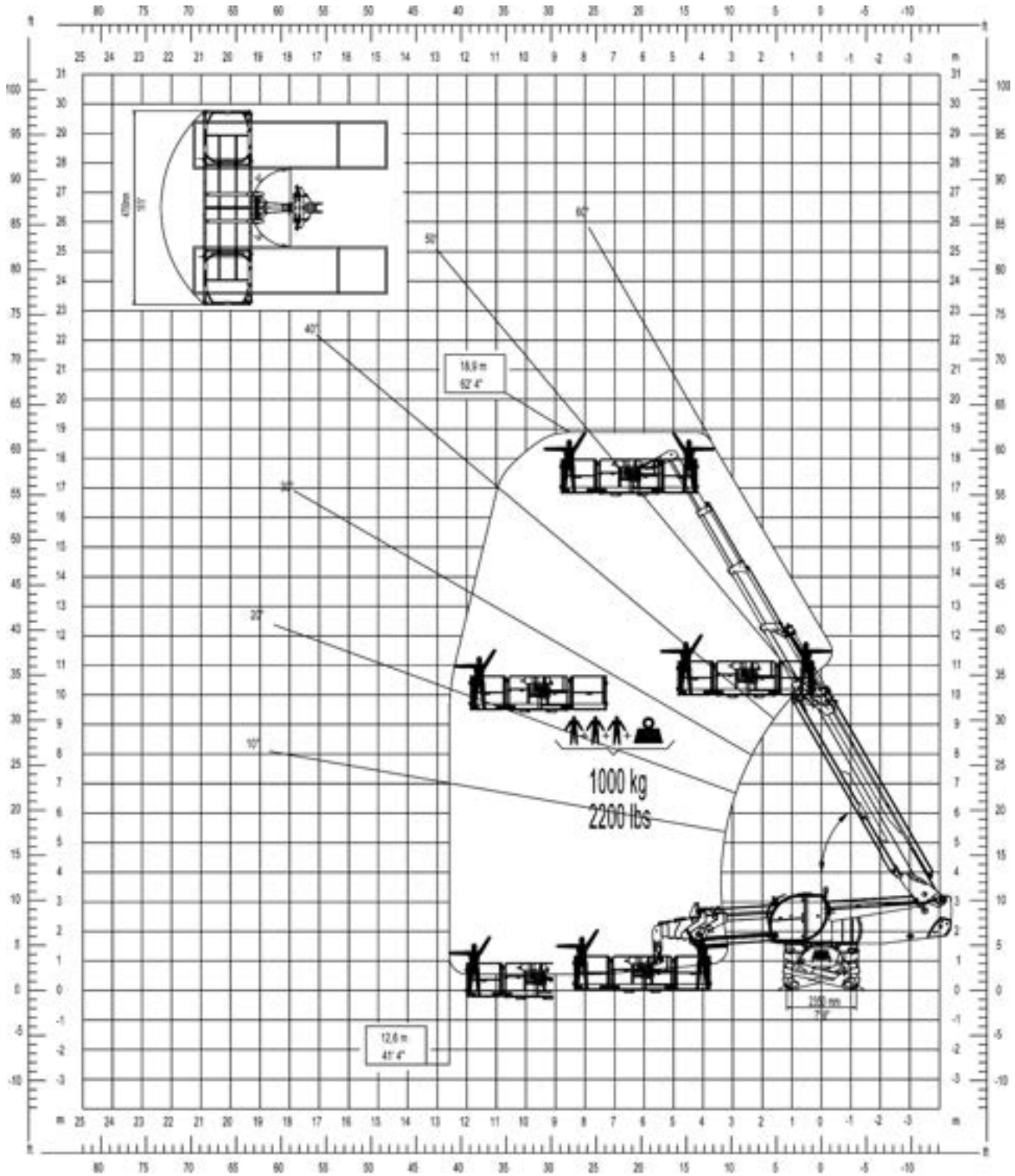




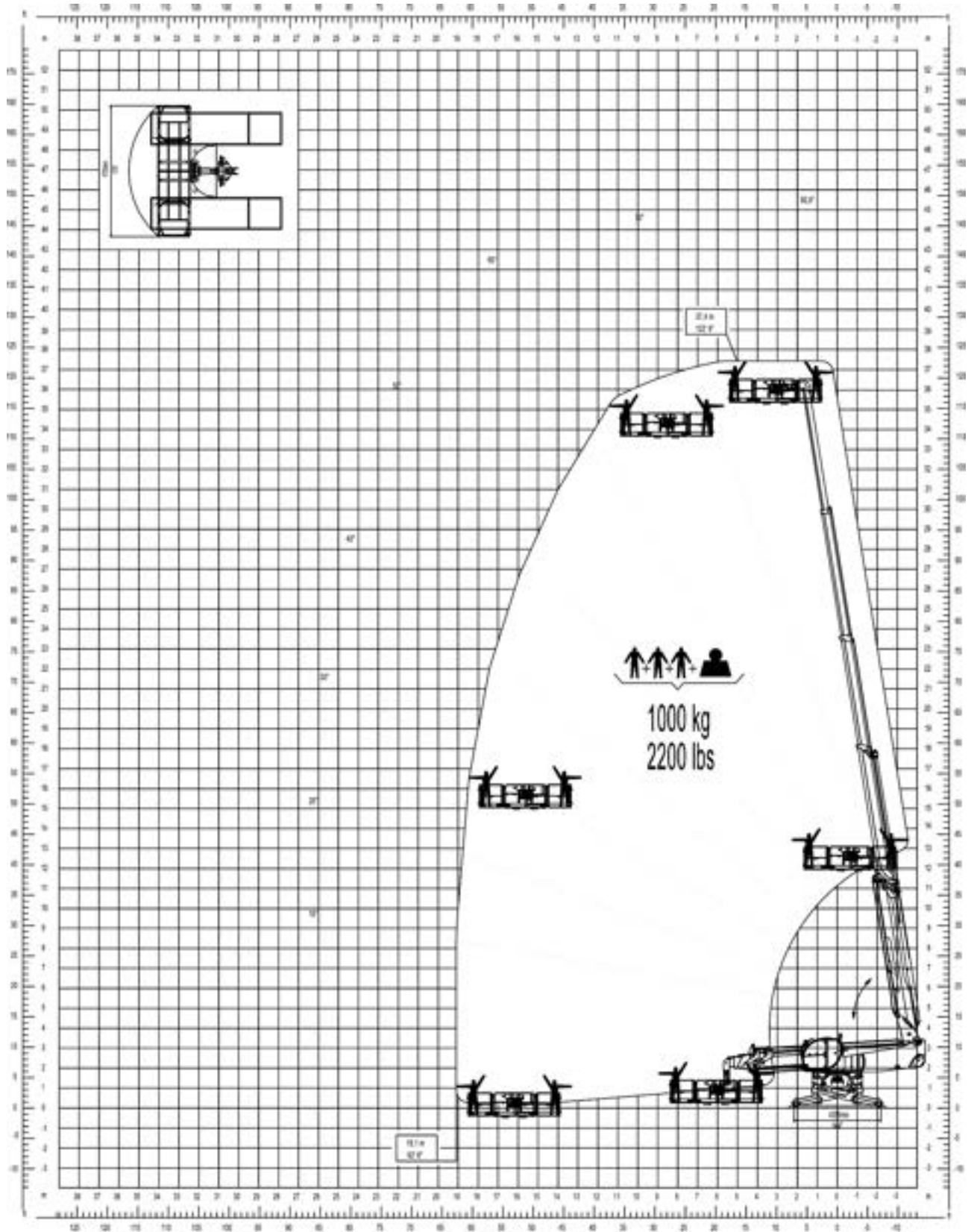
Platform	Vehicle	Outrigger condition	Turret rotation
REP 10.2-4,7 I REP 10.2-4,7 U	RTH 6.46 (-1)	3 (100%)	360°



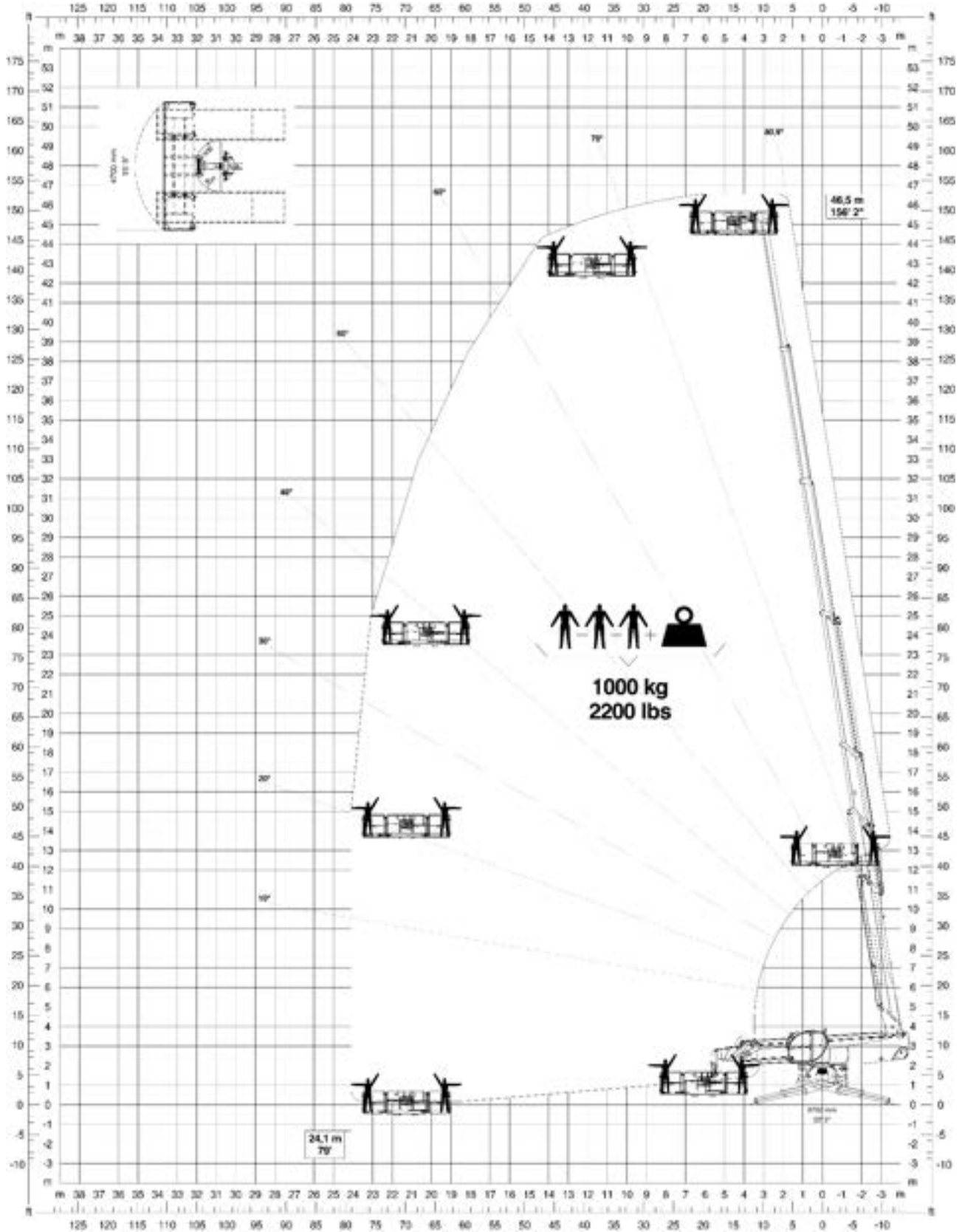
Platform	Vehicle	Outrigger condition	Turret rotation
REP 10.2-4,7 I REP 10.2-4,7 U	RTH 6.51	1 (0%)	360°



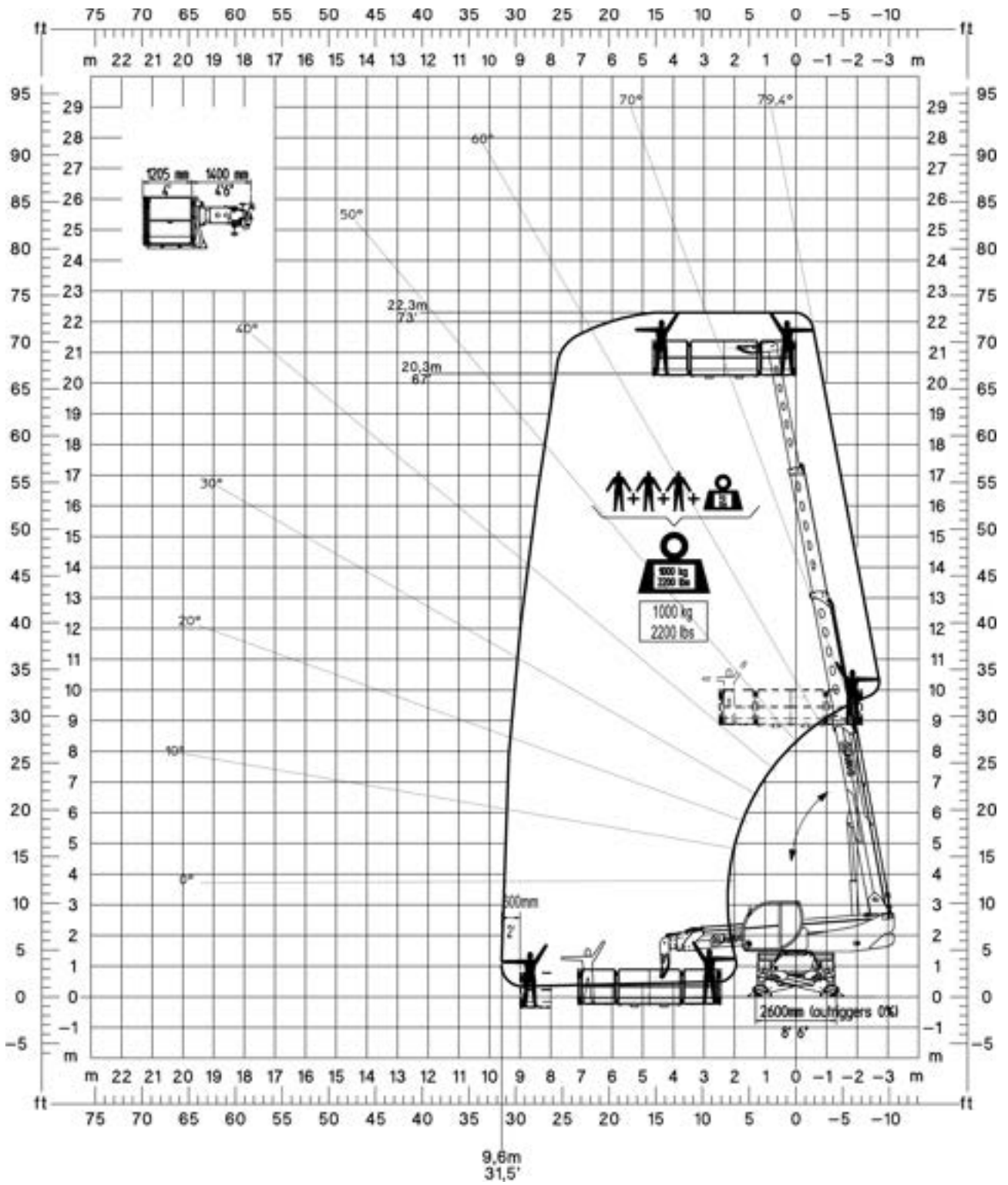
Platform	Vehicle	Outrigger condition	Turret rotation
REP 10.2-4,7 I REP 10.2-4,7 U	RTH 6.51	2 (50%)	360°



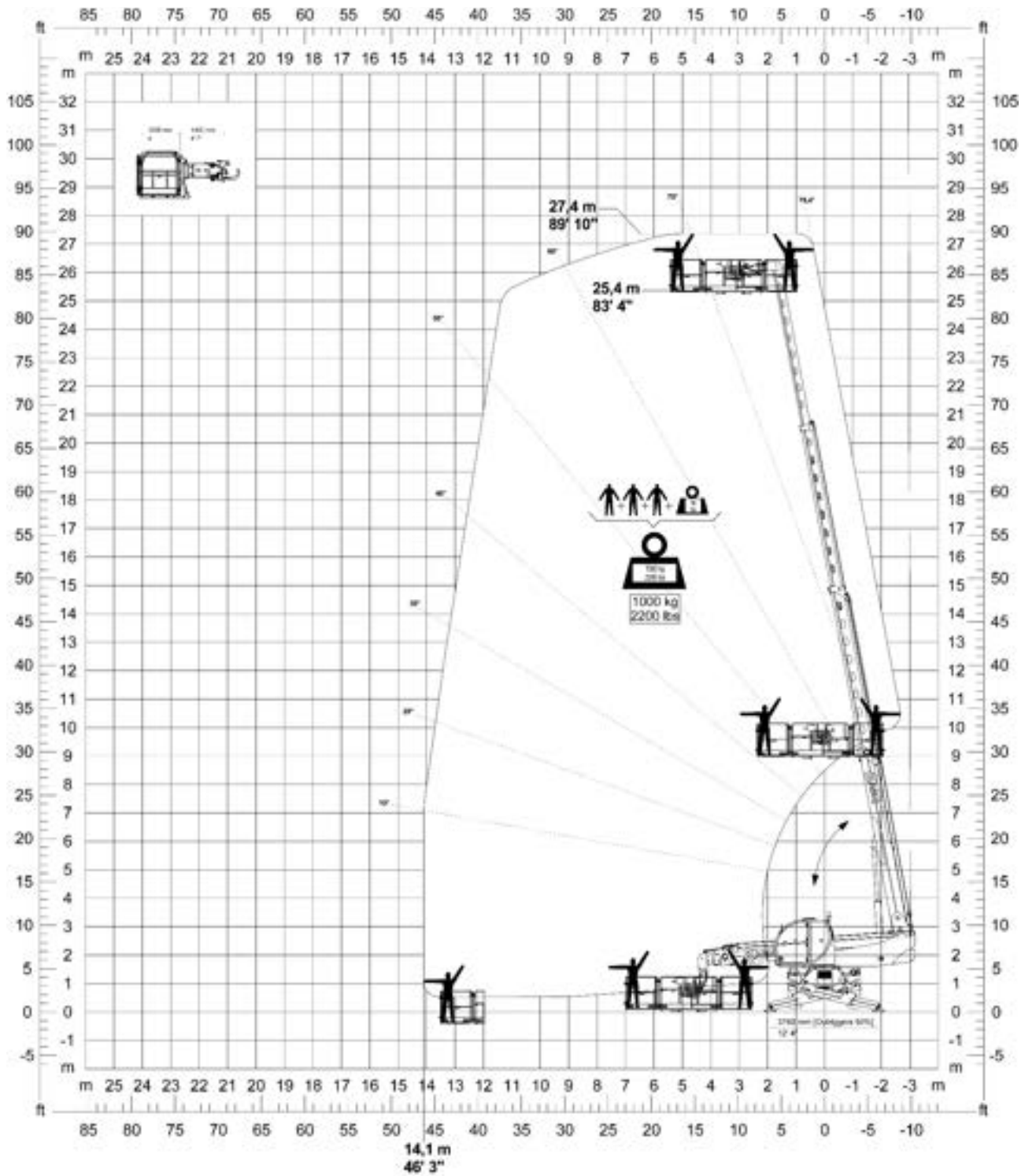
Platform	Vehicle	Outrigger condition	Turret rotation
REP 10.2-4,7 I REP 10.2-4,7 U	RTH 6.51	3 (100%)	360°



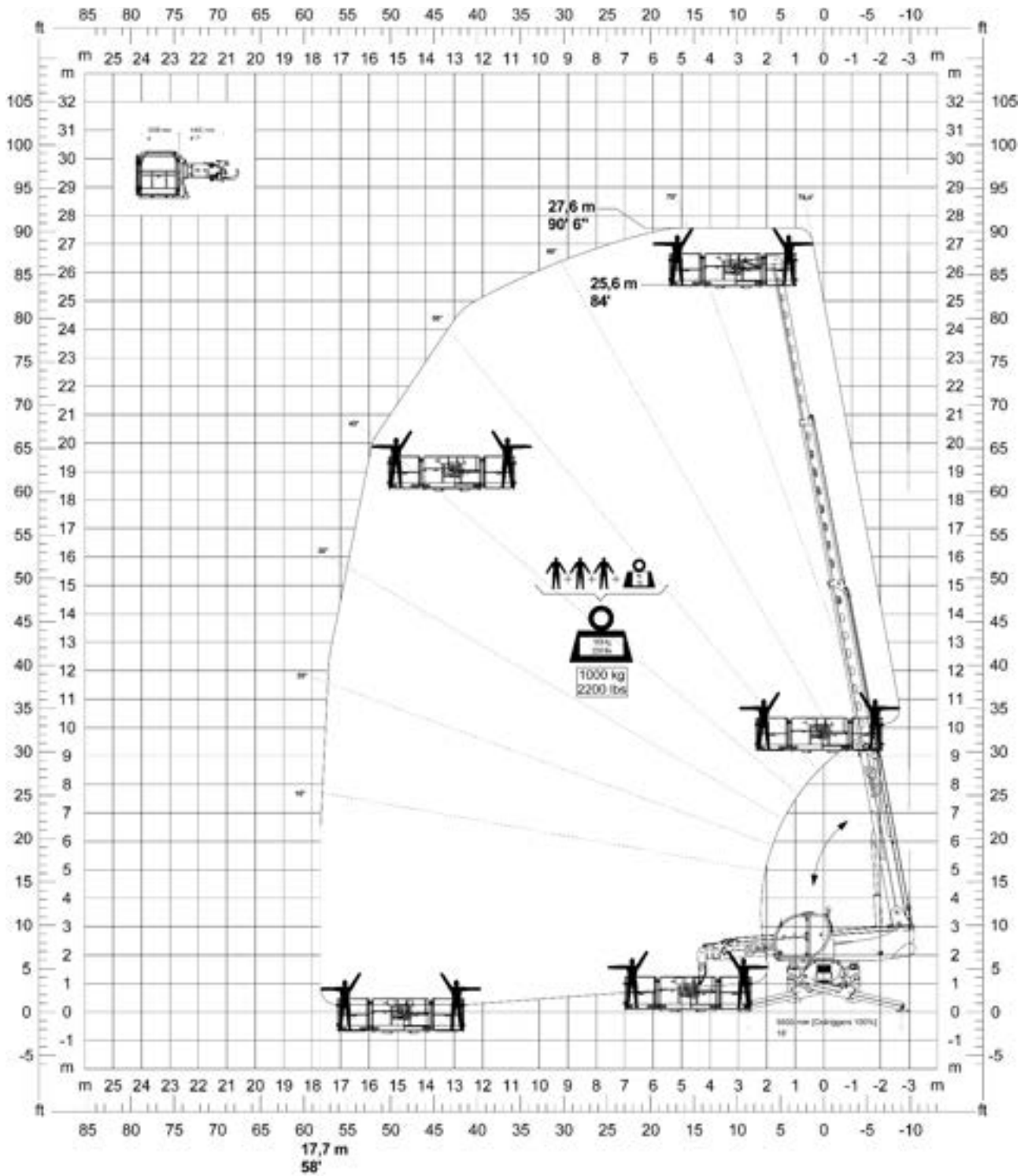
Platform	Vehicle	Outrigger condition	Turret rotation
REP 10.2-4,7 I REP 10.2-4,7 U	RTH 7.26	1 (0%)	360°



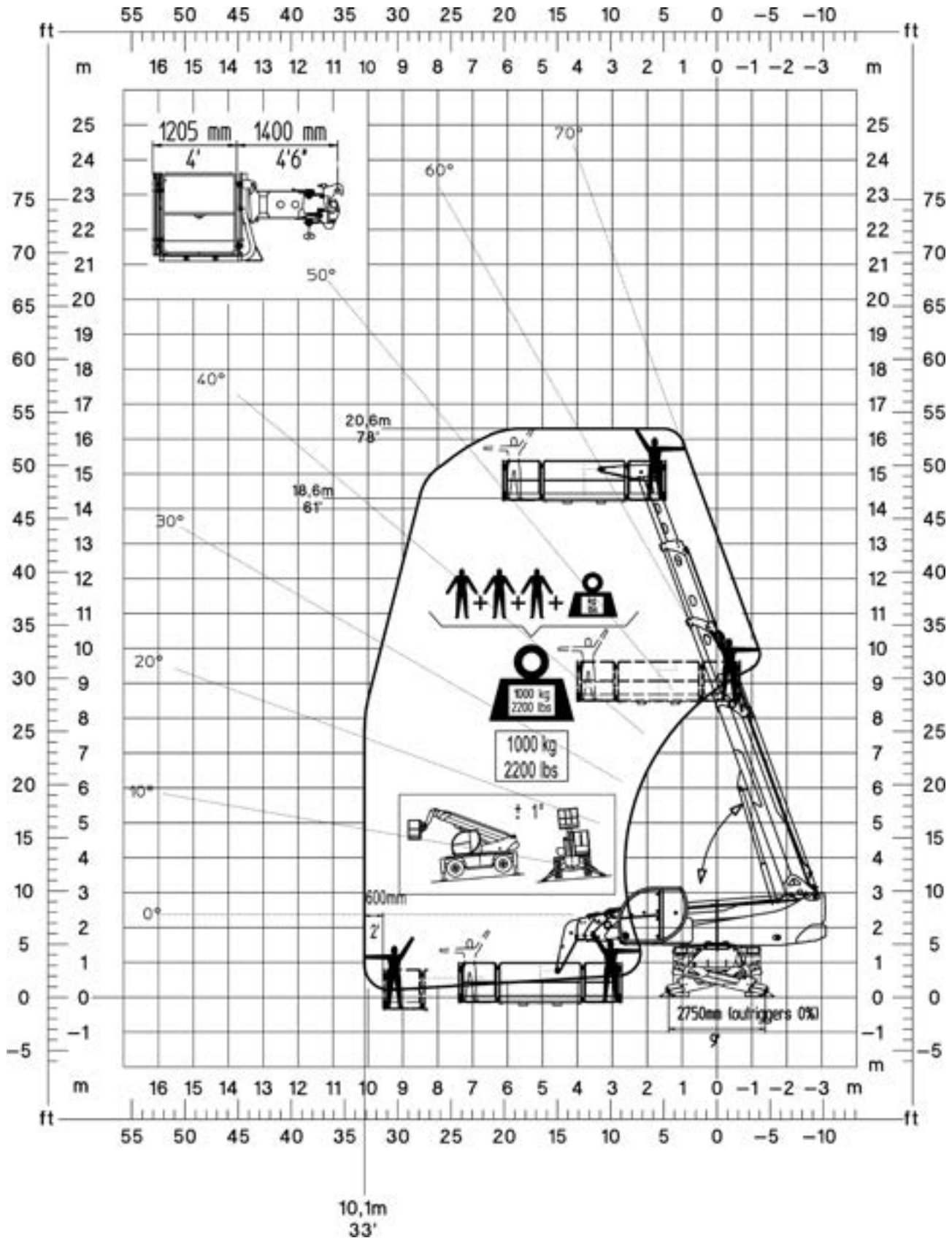
Platform	Vehicle	Outrigger condition	Turret rotation
REP 10.2-4,7 I REP 10.2-4,7 U	RTH 7.26	2 (50%)	360°



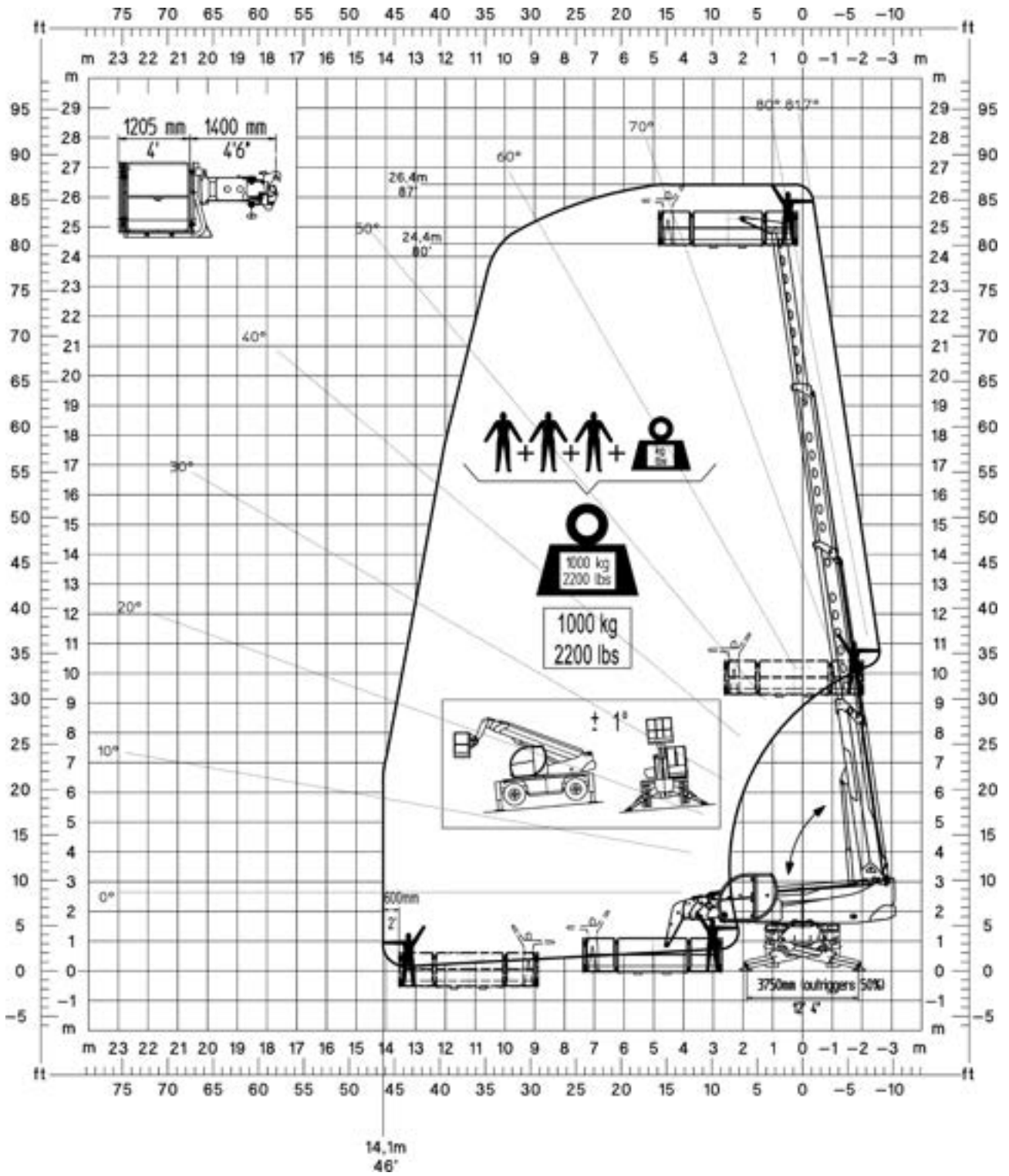
Platform	Vehicle	Outrigger condition	Turret rotation
REP 10.2-4,7 I REP 10.2-4,7 U	RTH 7.26	3 (100%)	360°



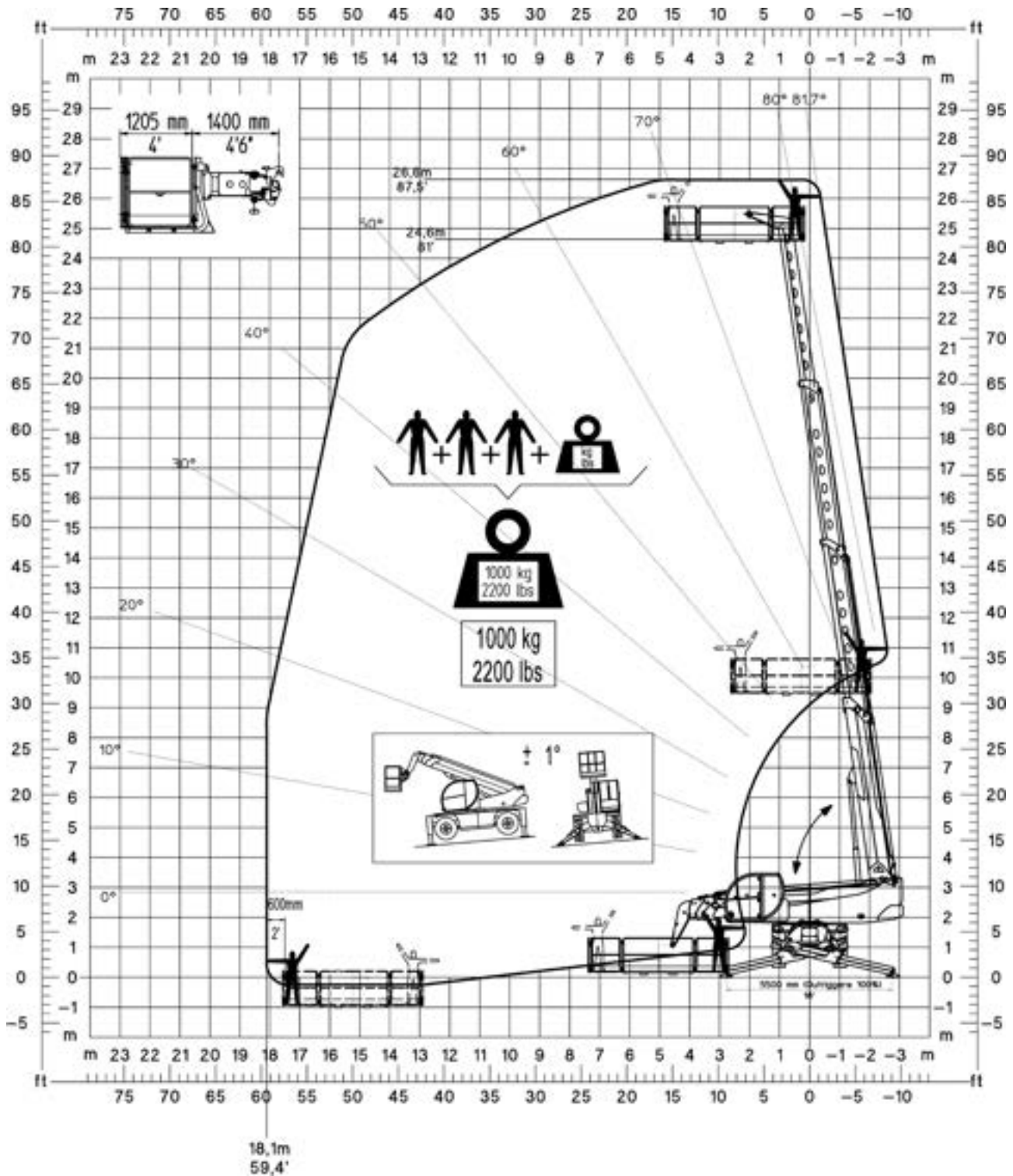
Platform	Vehicle	Outrigger condition	Turret rotation
REP 10.2-4,7 I REP 10.2-4,7 U	RTH 8.25	1 (0%)	360°



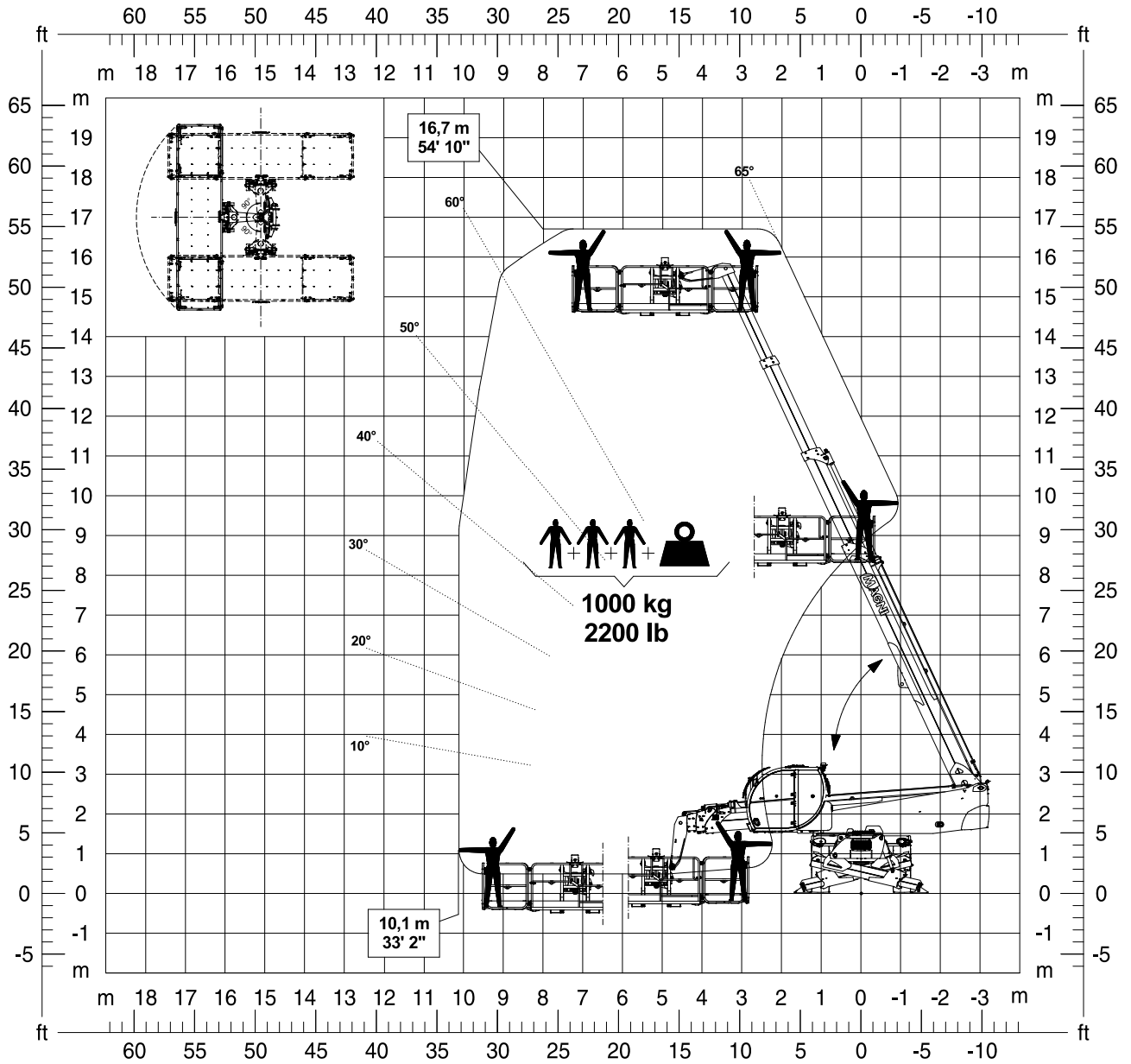
Platform	Vehicle	Outrigger condition	Turret rotation
REP 10.2-4,7 I REP 10.2-4,7 U	RTH 8.25	2 (50%)	360°



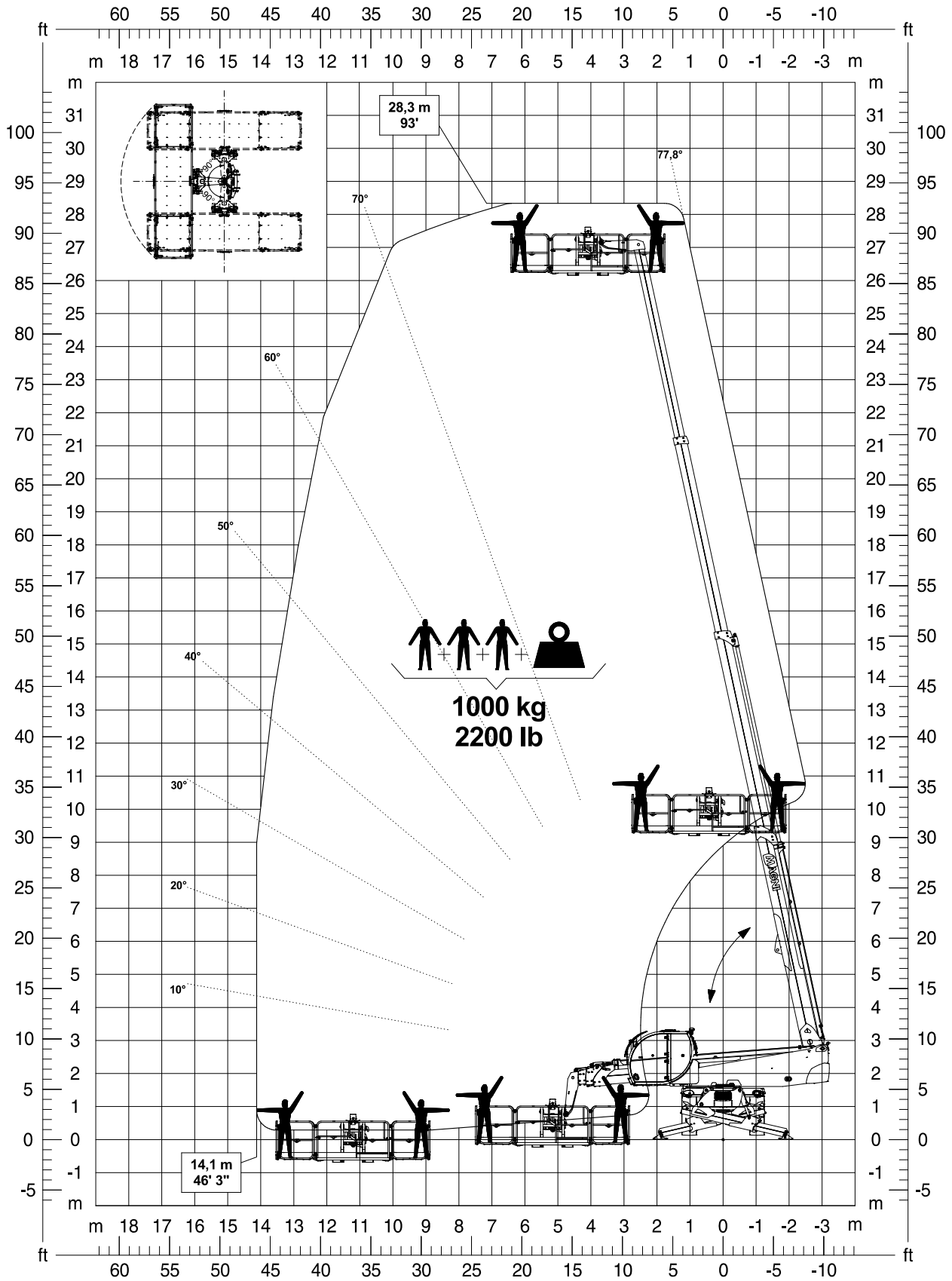
Platform	Vehicle	Outrigger condition	Turret rotation
REP 10.2-4,7 I REP 10.2-4,7 U	RTH 8.25	3 (100%)	360°



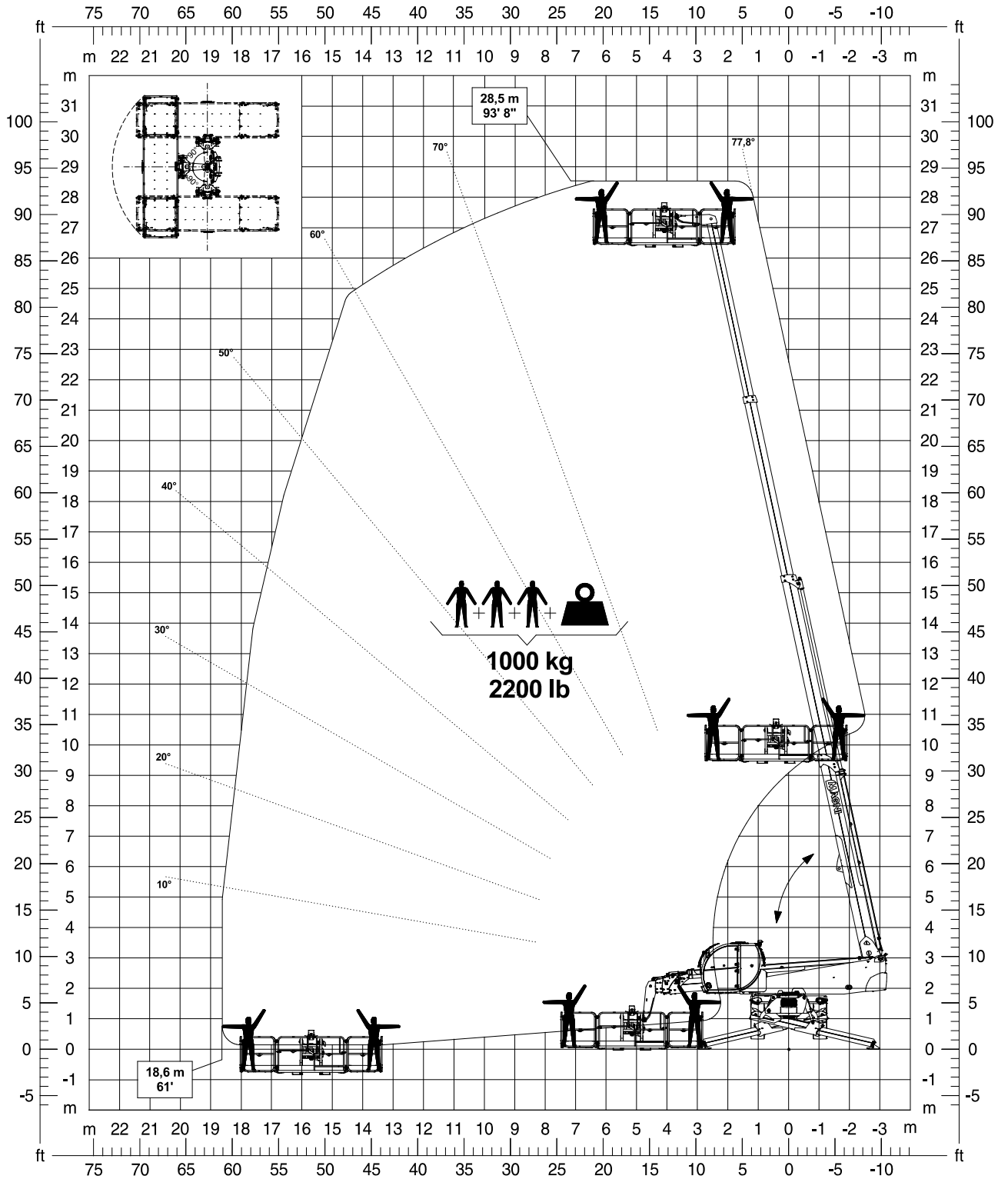
Platform	Vehicle	Outrigger condition	Turret rotation
REP 10.2-4,7 I REP 10.2-4,7 U	RTH 8.27	1 (0%)	360°



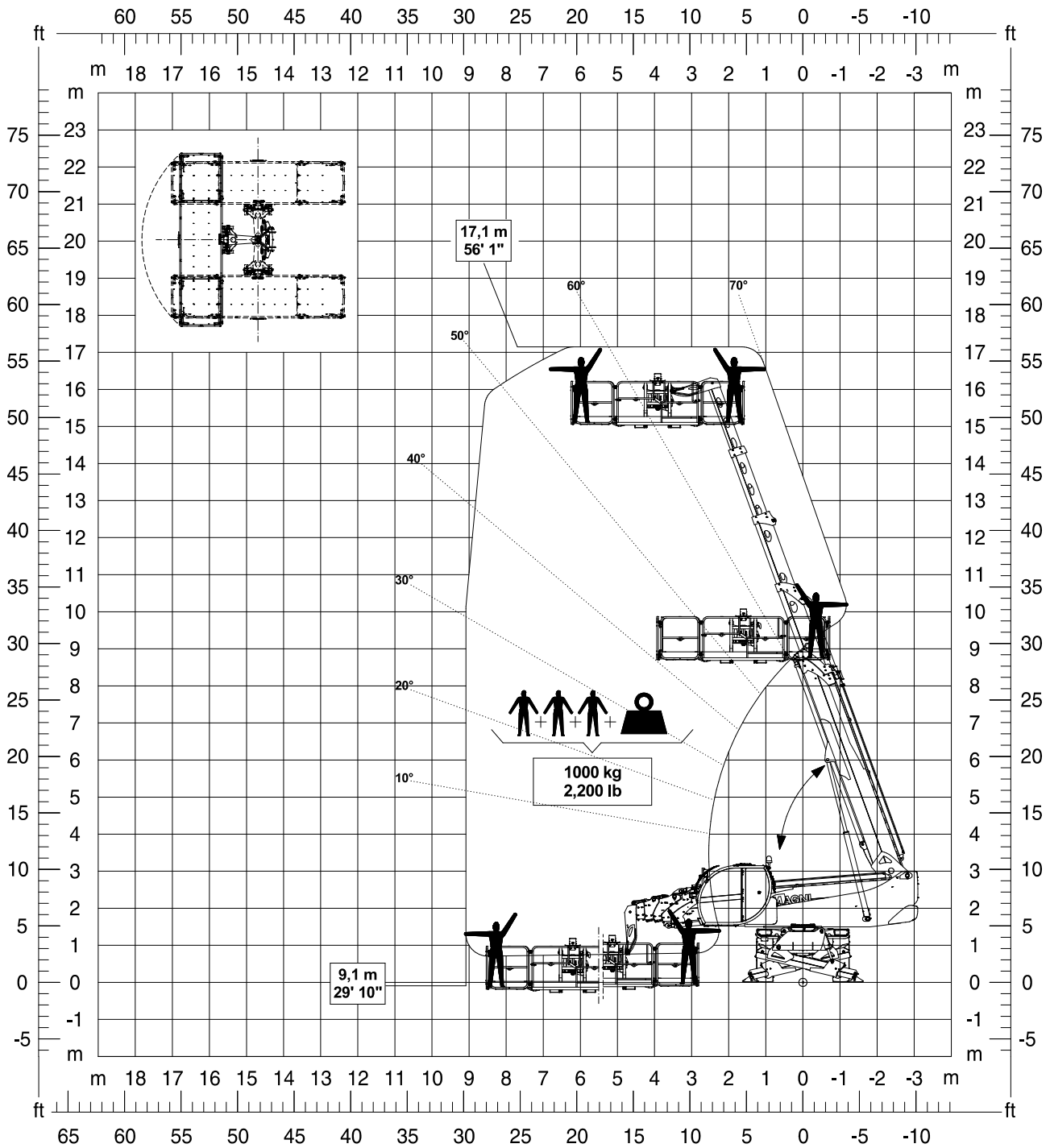
Platform	Vehicle	Outrigger condition	Turret rotation
REP 10.2-4,7 I REP 10.2-4,7 U	RTH 8.27	2 (50%)	360°



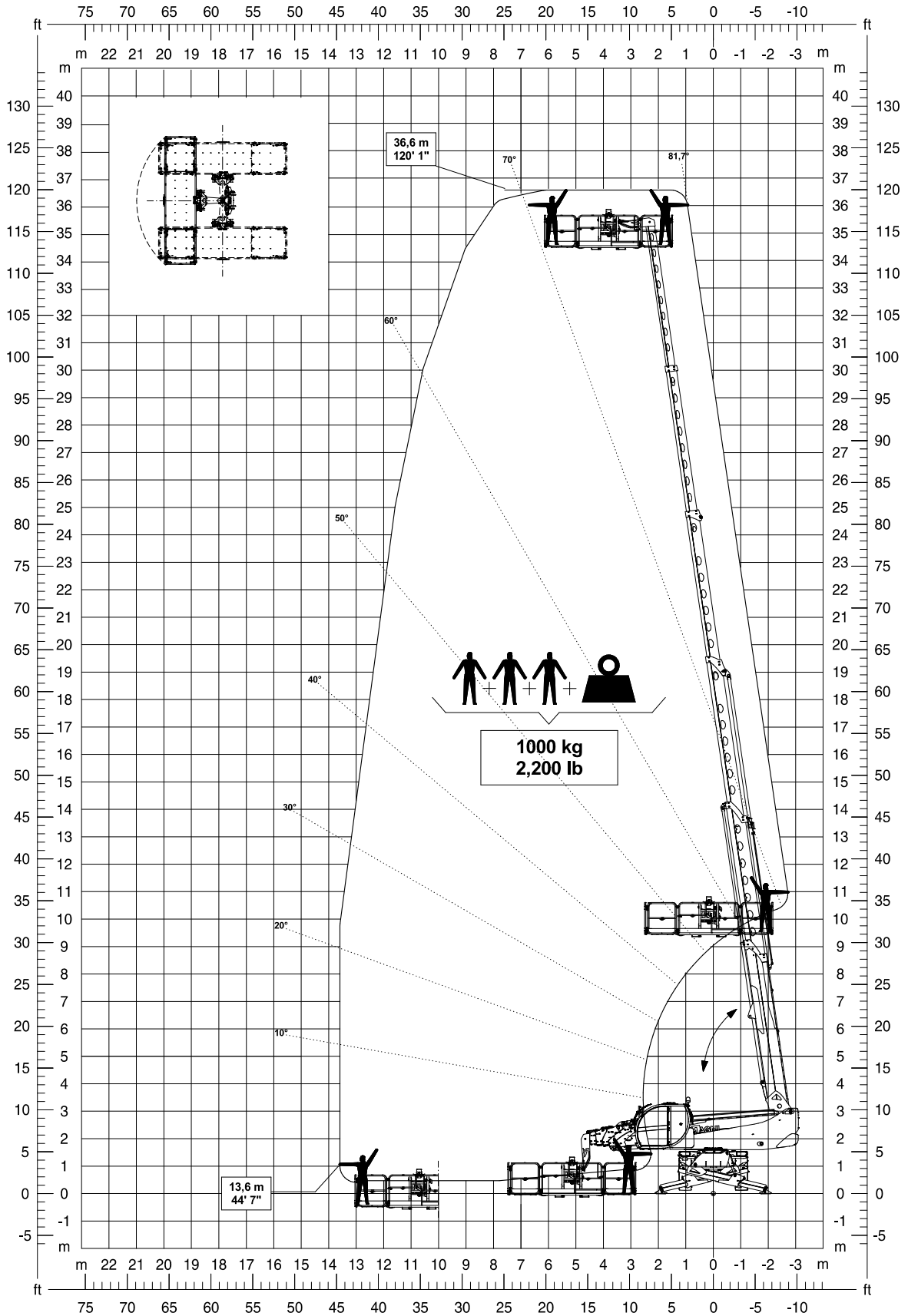
Platform	Vehicle	Outrigger condition	Turret rotation
REP 10.2-4,7 I REP 10.2-4,7 U	RTH 8.27	3 (100%)	360°



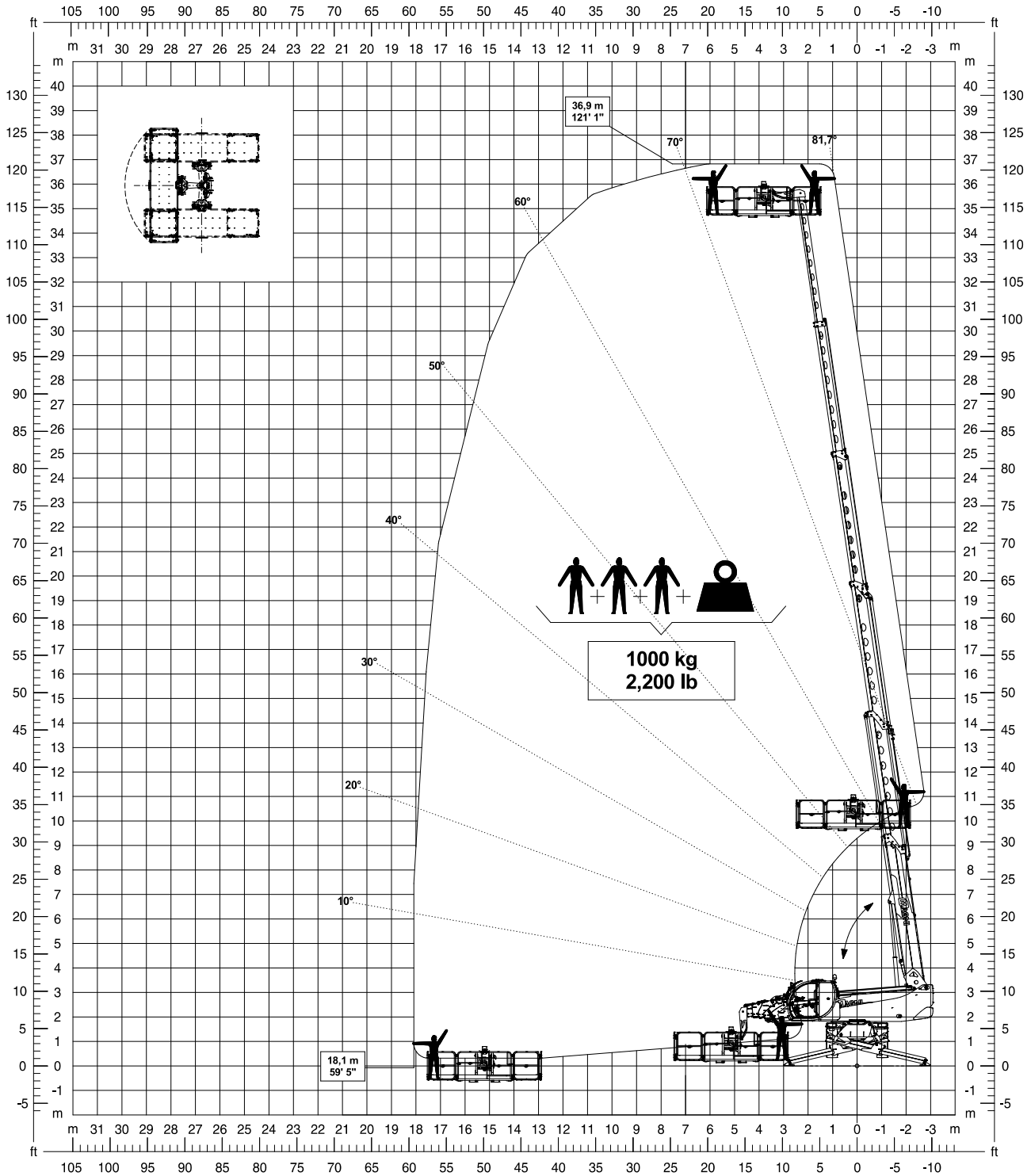
Platform	Vehicle	Outrigger condition	Turret rotation
REP 10.2-4,7 I REP 10.2-4,7 U	RTH 8.35	1 (0%)	360°



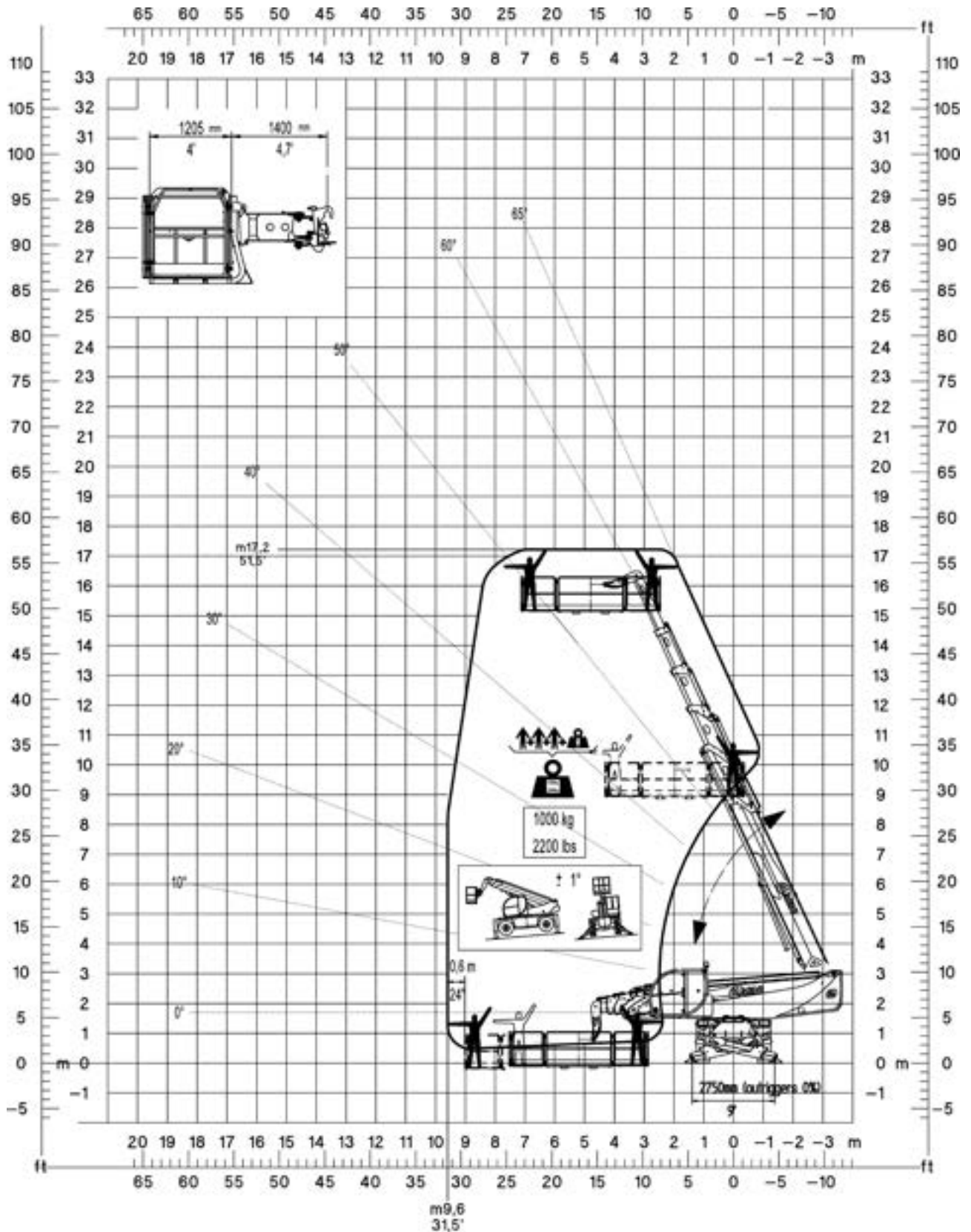
Platform	Vehicle	Outrigger condition	Turret rotation
REP 10.2-4,7 I REP 10.2-4,7 U	RTH 8.35	2 (50%)	360°



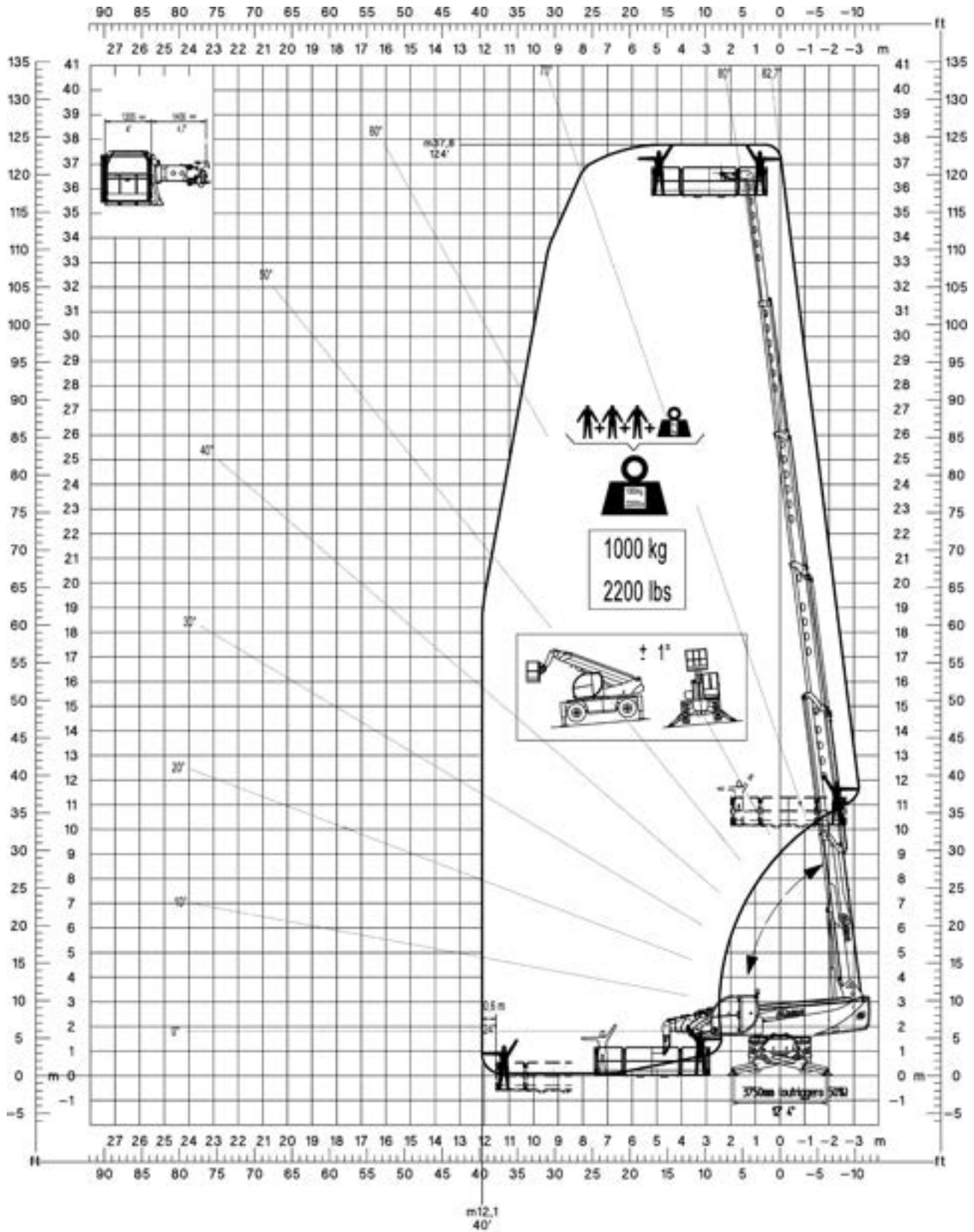
Platform	Vehicle	Outrigger condition	Turret rotation
REP 10.2-4,7 I REP 10.2-4,7 U	RTH 8.35	3 (100%)	360°



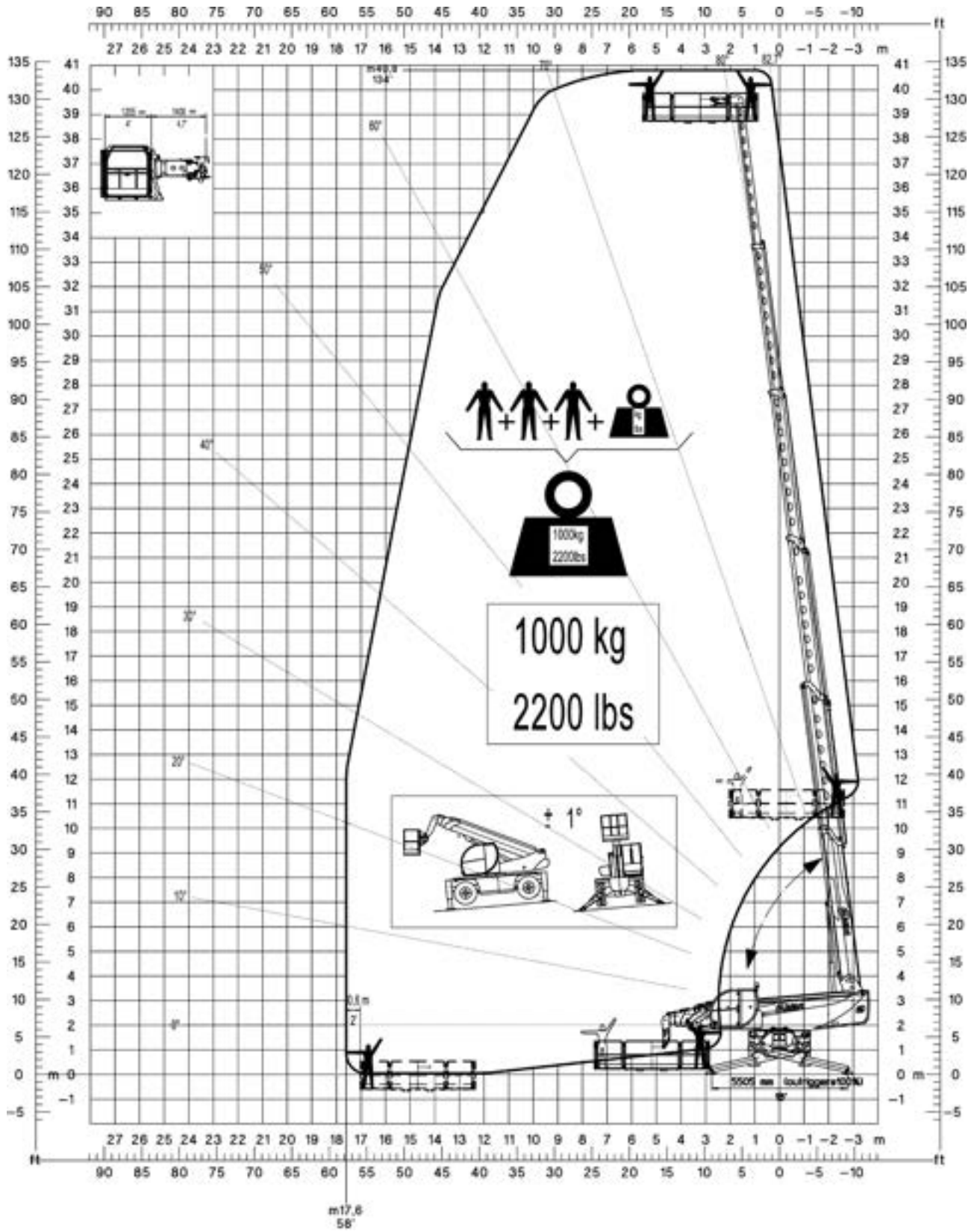
Platform	Vehicle	Outrigger condition	Turret rotation
REP 10.2-4,7 I REP 10.2-4,7 U	RTH 8.39	1 (0%)	360°



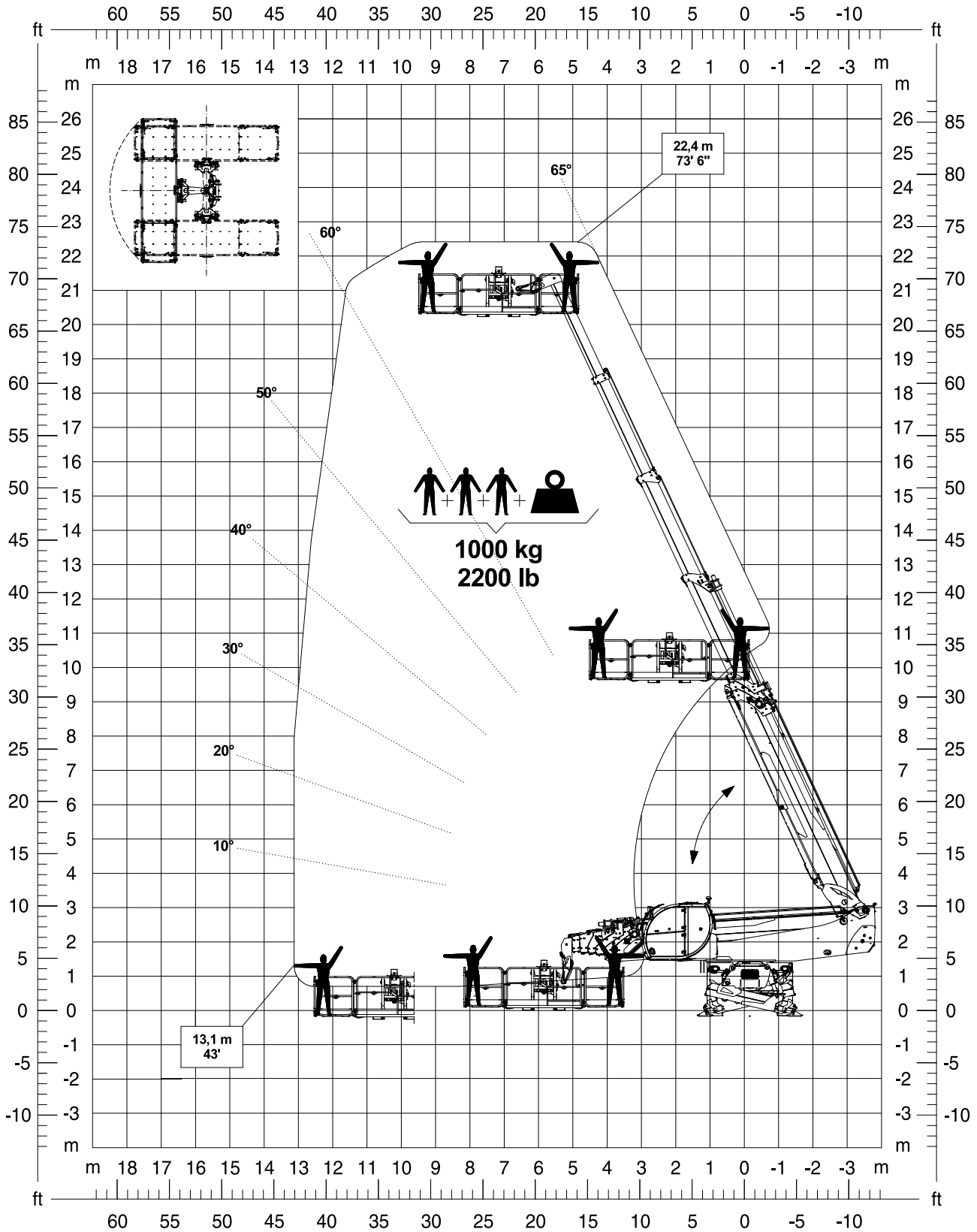
Platform	Vehicle	Outrigger condition	Turret rotation
REP 10.2-4,7 I REP 10.2-4,7 U	RTH 8.39	2 (50%)	360°



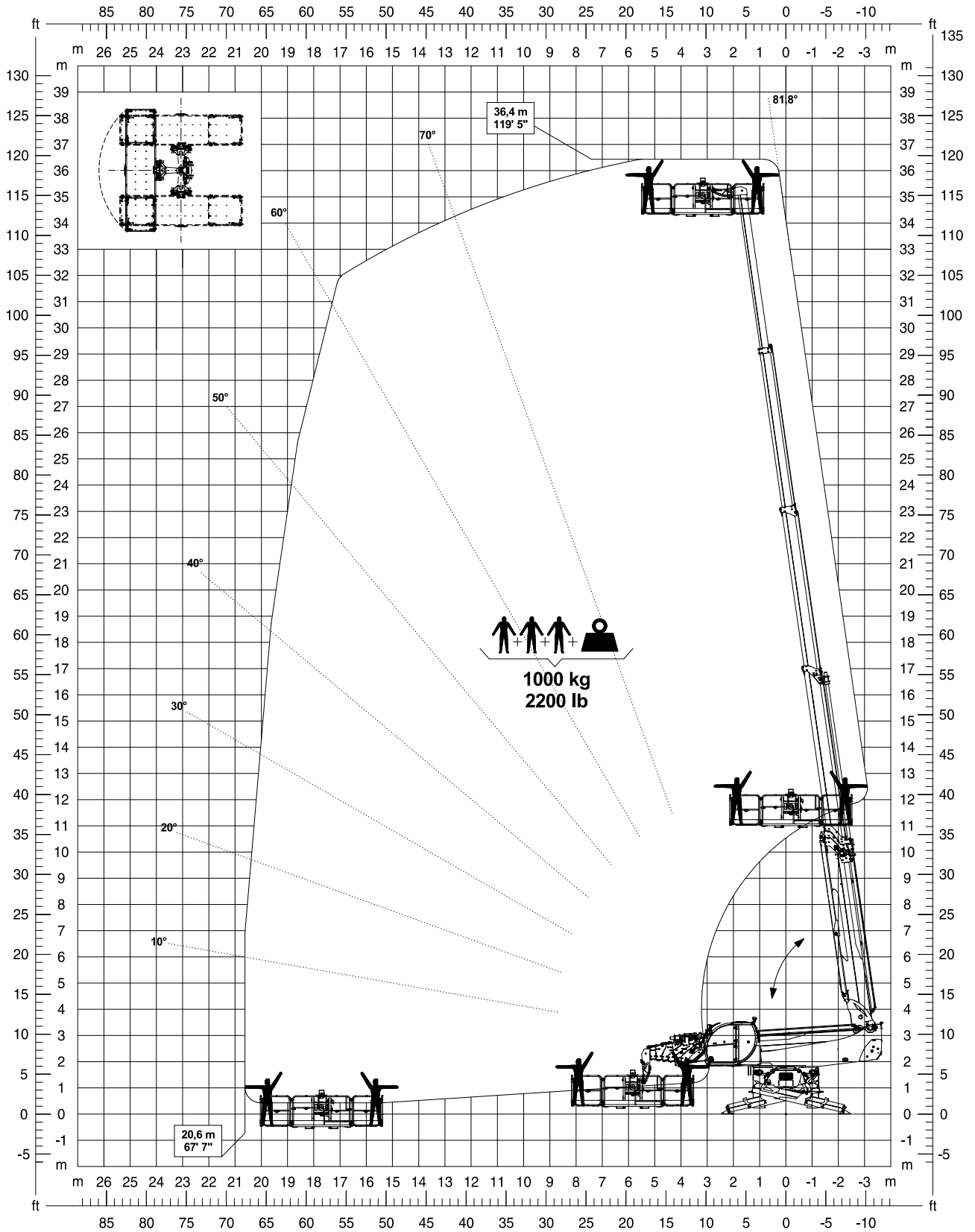
Platform	Vehicle	Outrigger condition	Turret rotation
REP 10.2-4,7 I REP 10.2-4,7 U	RTH 8.39	3 (100%)	360°



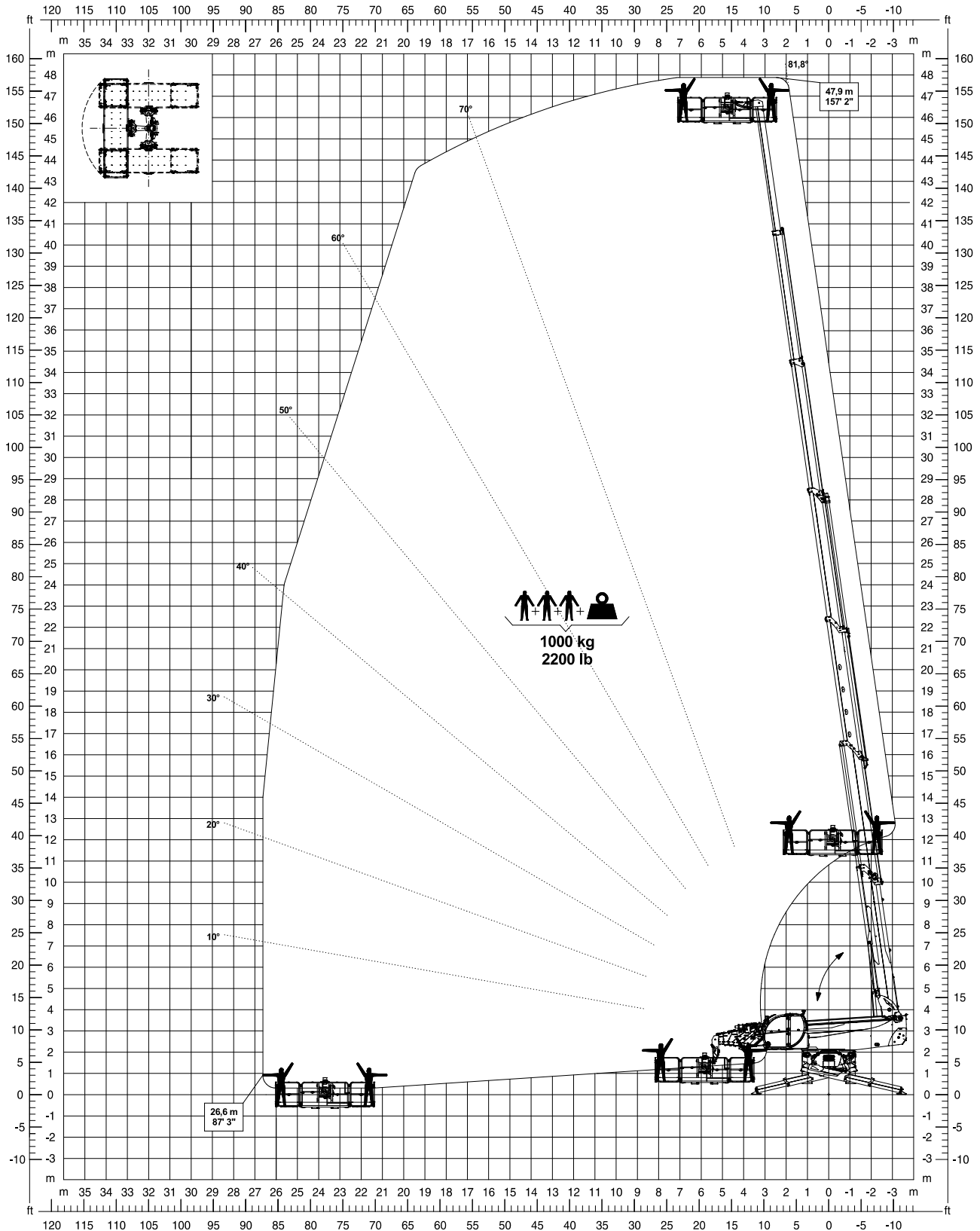
Platform	Vehicle	Outrigger condition	Turret rotation
REP 10.2-4,7 I REP 10.2-4,7 U	RTH 8.46	1 (0%)	360°



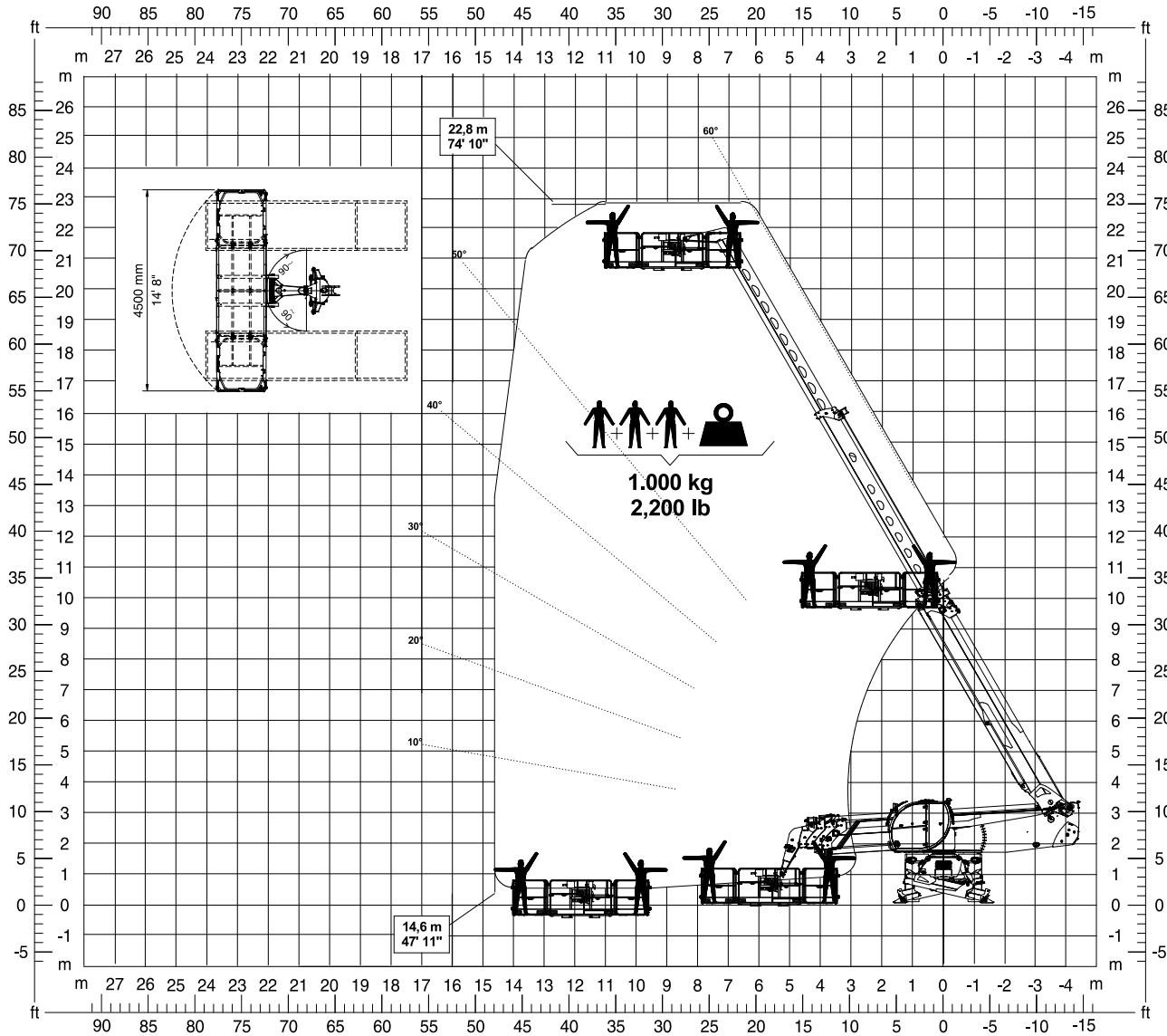
Platform	Vehicle	Outrigger condition	Turret rotation
REP 10.2-4,7 I REP 10.2-4,7 U	RTH 8.46	2 (50%)	360°



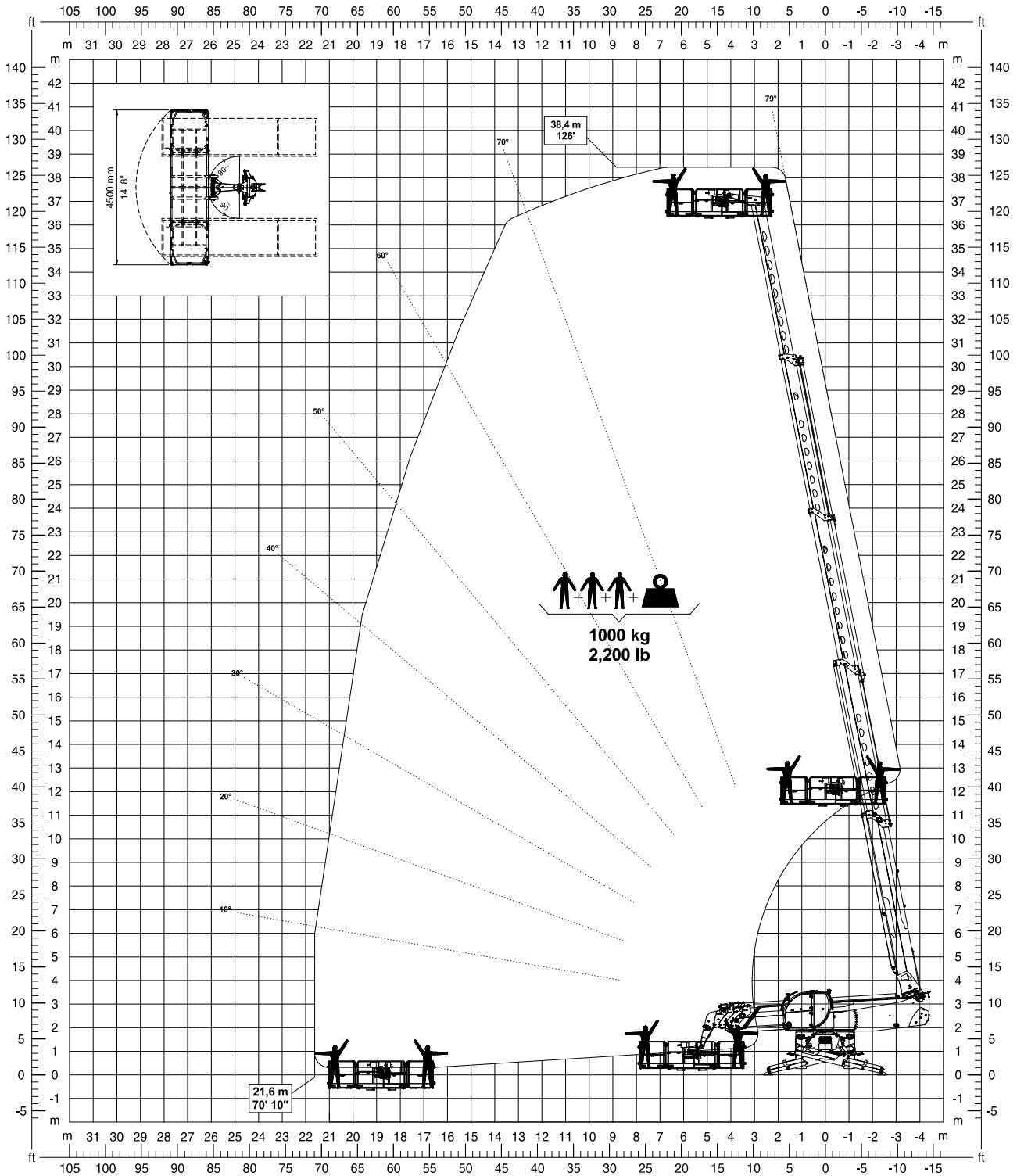
Platform	Vehicle	Outrigger condition	Turret rotation
<p>REP 10.2-4,7 I</p> <p>REP 10.2-4,7 U</p>	RTH 8.46	3 (100%)	360°



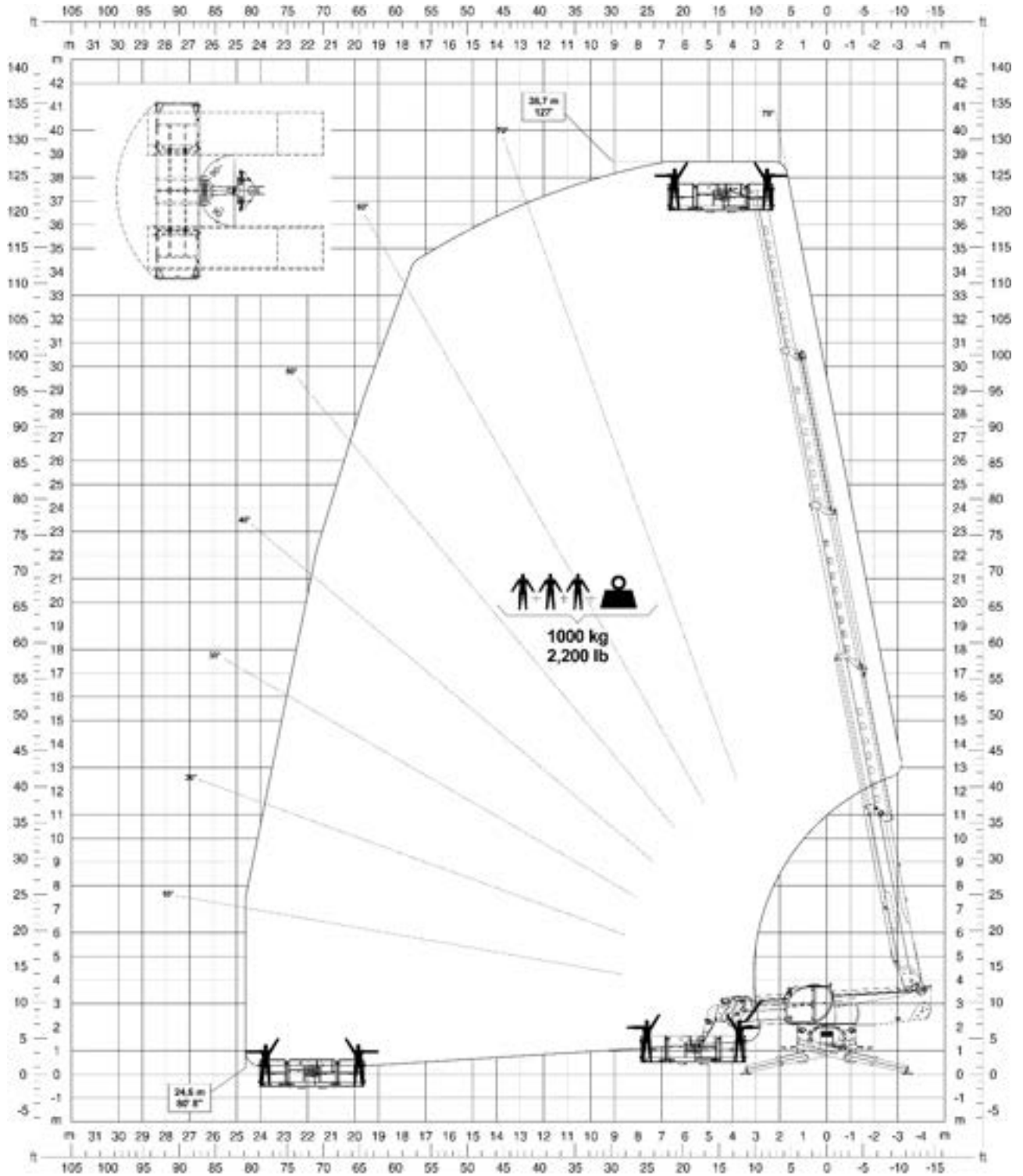
Platform	Vehicle	Outrigger condition	Turret rotation
REP 10.2-4,7 I REP 10.2-4,7 U	RTH 10.37	1 (0%)	360°



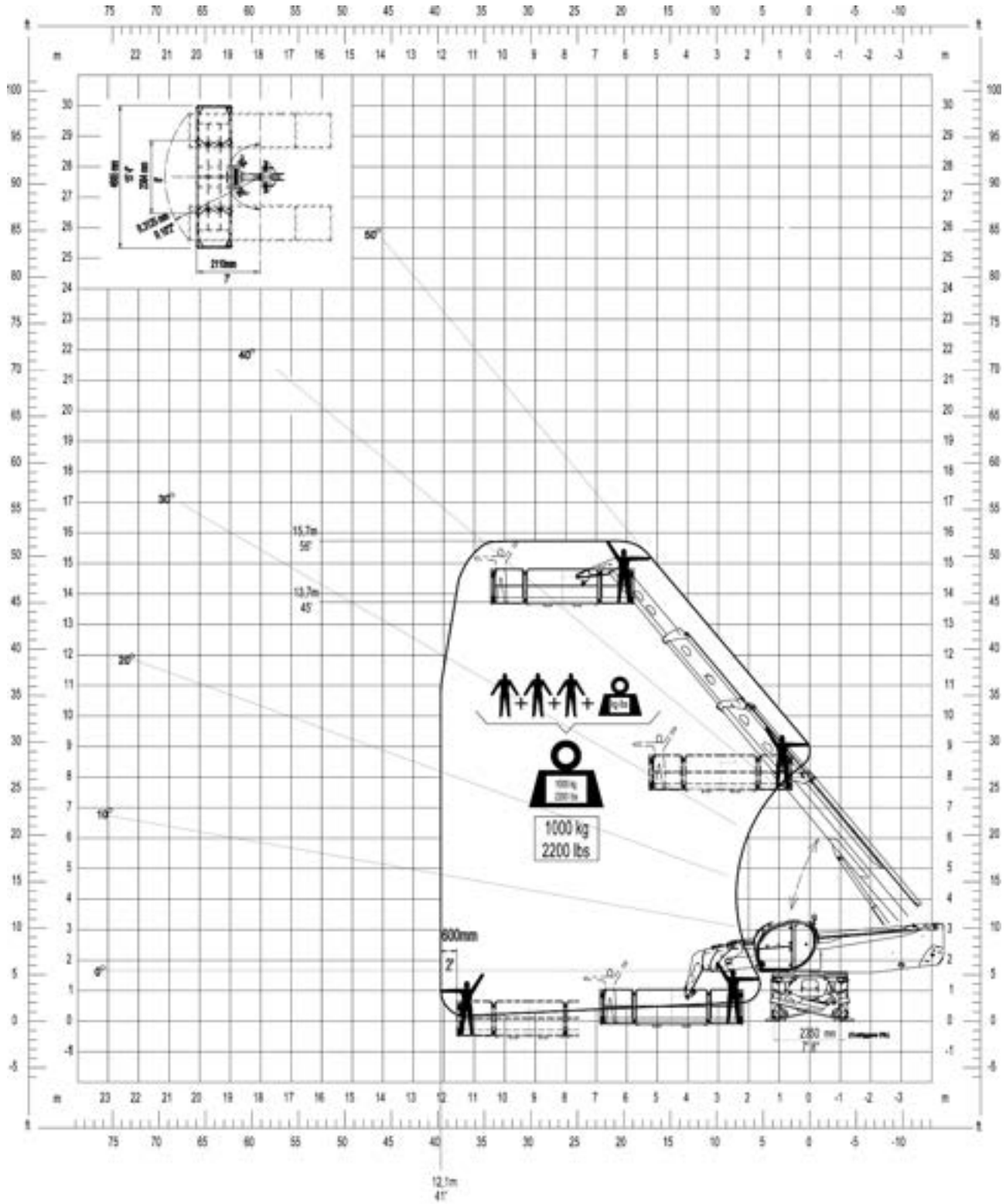
Platform	Vehicle	Outrigger condition	Turret rotation
REP 10.2-4,7 I REP 10.2-4,7 U	RTH 10.37	2 (50%)	360°



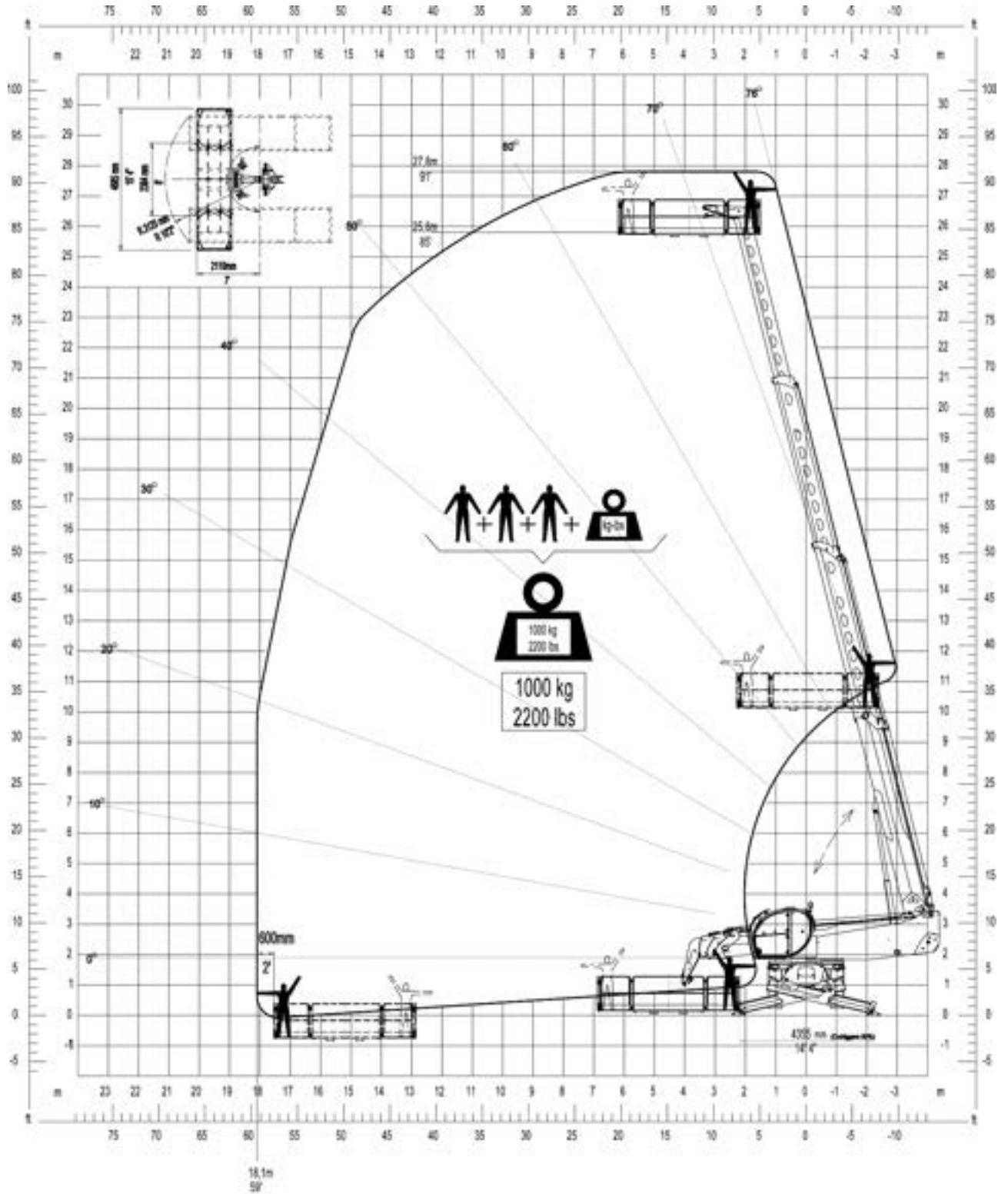
Platform	Vehicle	Outrigger condition	Turret rotation
REP 10.2-4,7 I REP 10.2-4,7 U	RTH 10.37	3 (100%)	360°



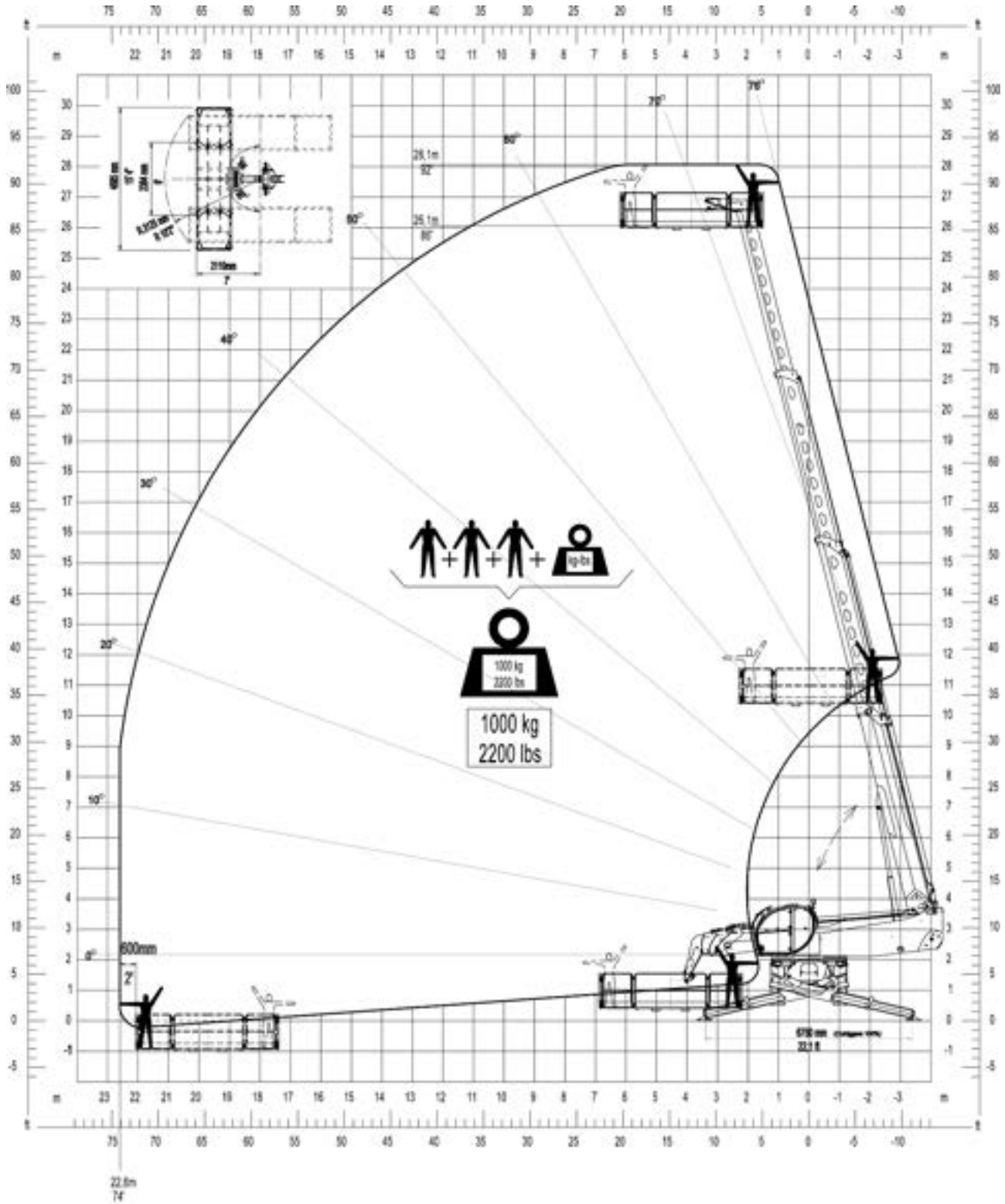
Platform	Vehicle	Outrigger condition	Turret rotation
REP 10.2-4,7 I REP 10.2-4,7 U	RTH 13.26	1 (0%)	360°



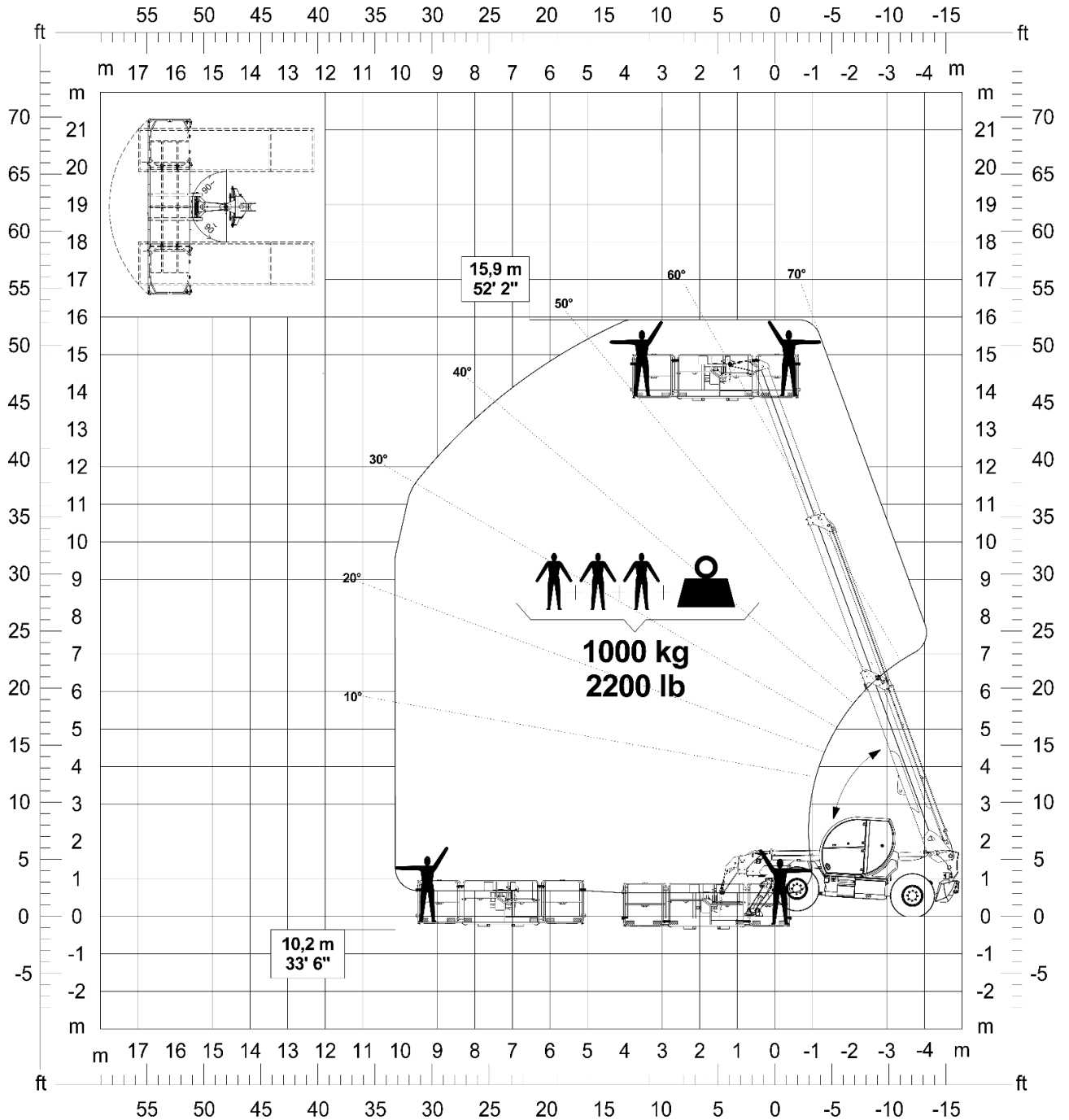
Platform	Vehicle	Outrigger condition	Turret rotation
REP 10.2-4,7 I REP 10.2-4,7 U	RTH 13.26	2 (50%)	360°



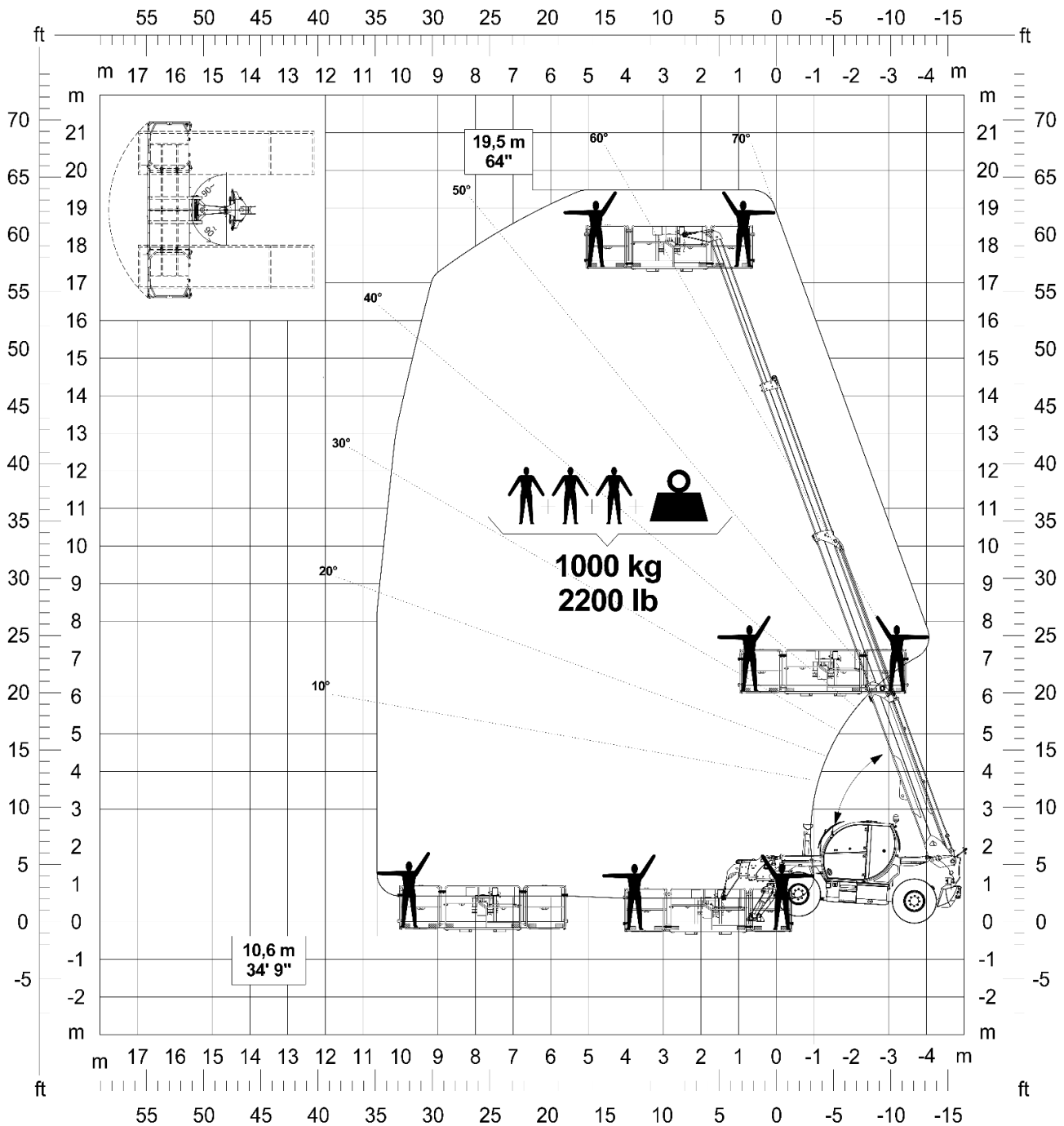
Platform	Vehicle	Outrigger condition	Turret rotation
REP 10.2-4,7 I REP 10.2-4,7 U	RTH 13.26	3 (100%)	360°



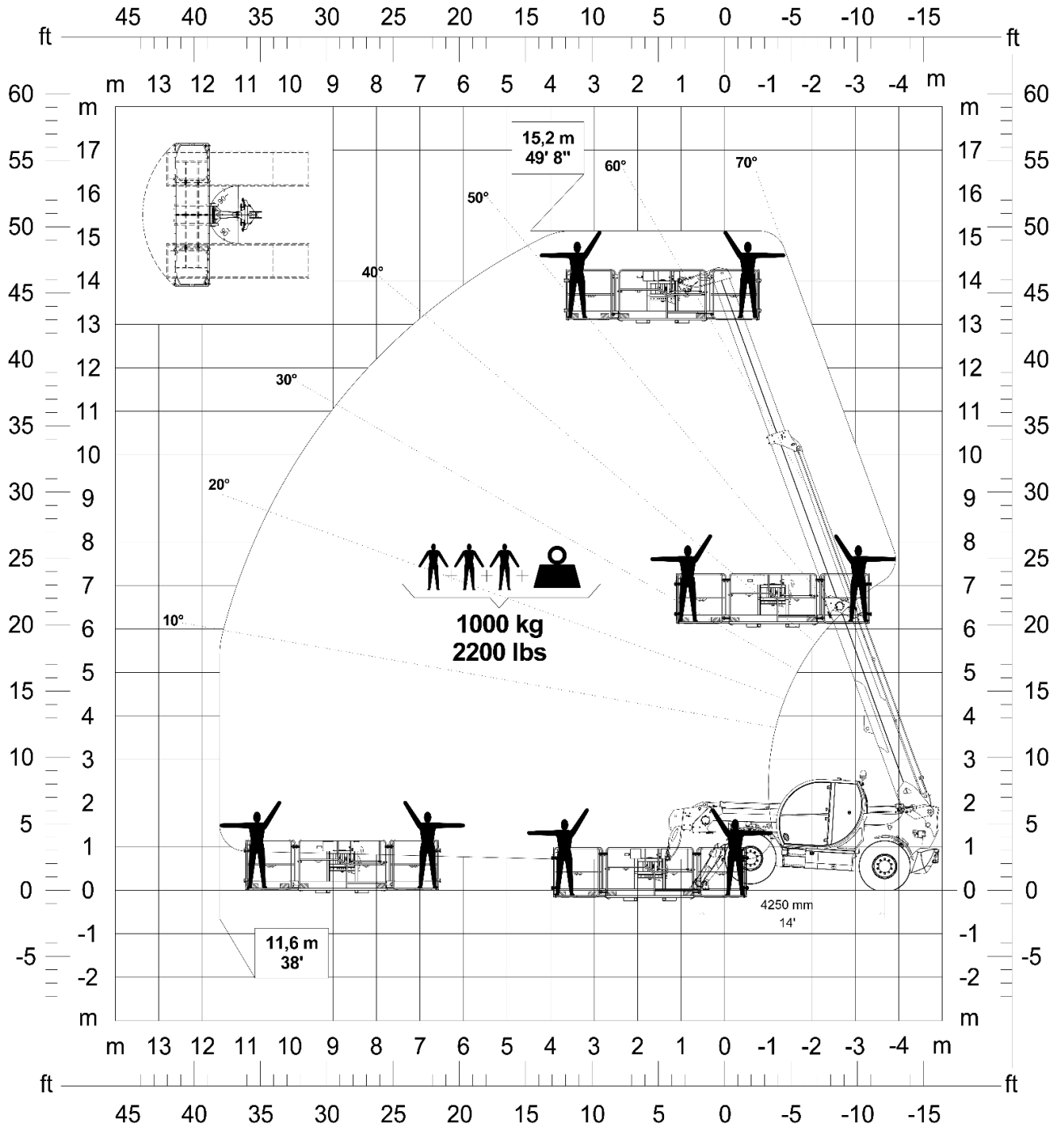
Platform	Vehicle	Outrigger condition	Turret rotation
REP 10.2-4,7 I REP 10.2-4,7 U	TH 4,5.15 TH 4,5.15 P	3 (100%)	/



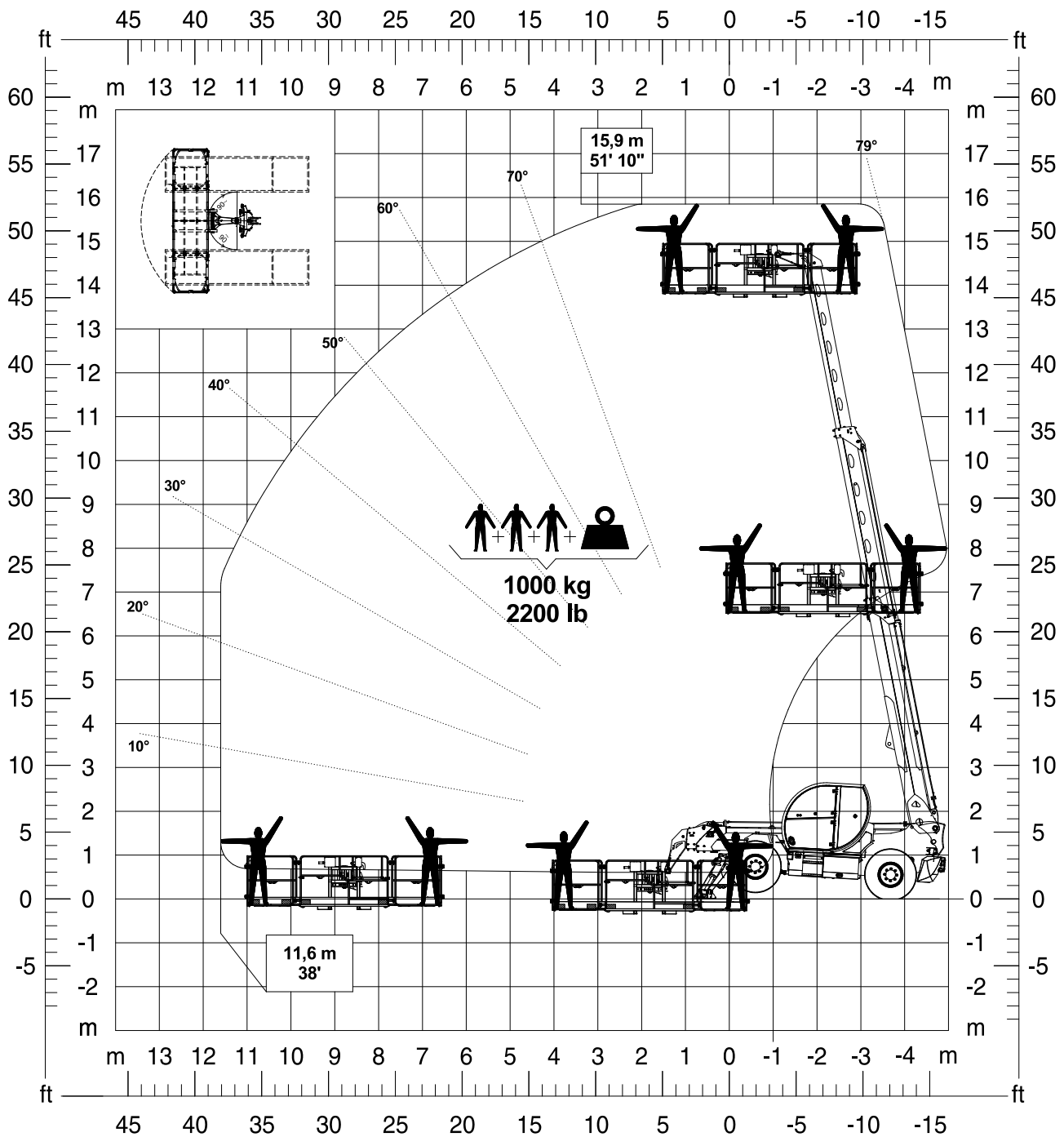
Platform	Vehicle	Outrigger condition	Turret rotation
REP 10.2-4,7 I REP 10.2-4,7 U	TH 4,5.19 TH 4,5.19 P	3 (100%)	/



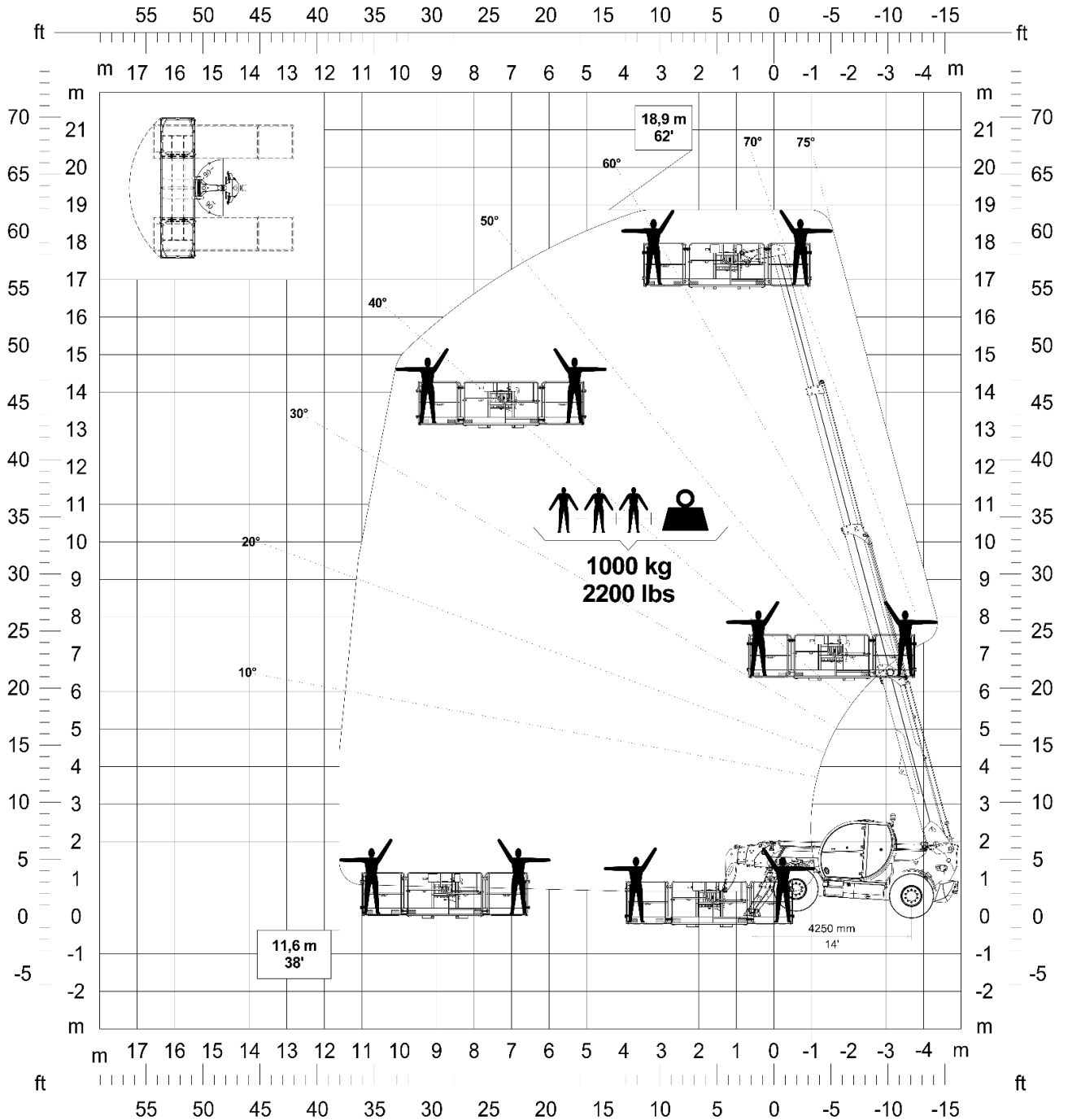
Platform	Vehicle	Outrigger condition	Turret rotation
REP 10.2-4,7 I REP 10.2-4,7 U	TH 5,5.15 TH 5,5.15 P	3 (100%)	/



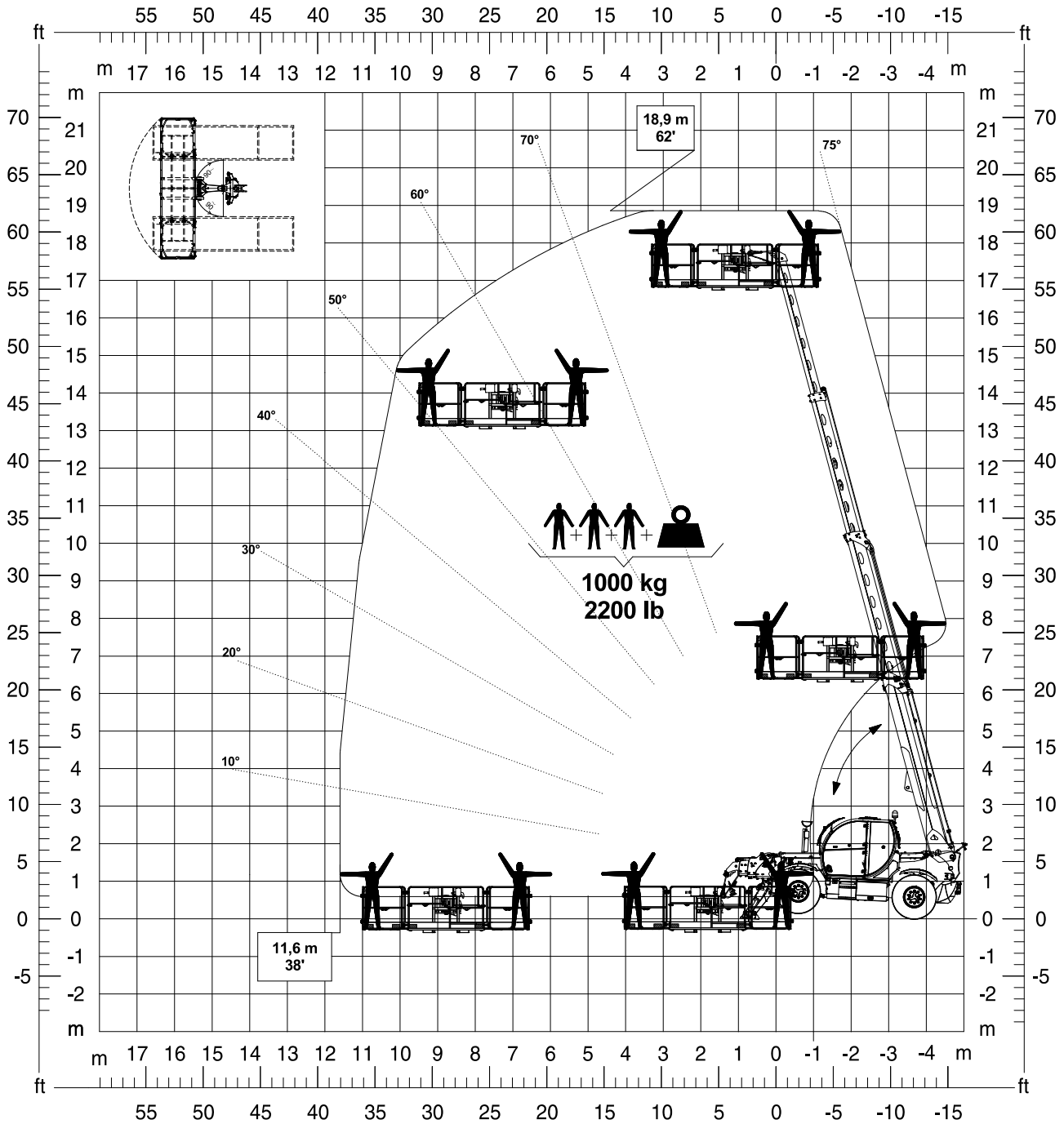
Platform	Vehicle	Outrigger condition	Turret rotation
REP 10.2-4,7 I REP 10.2-4,7 U	TH 5,5.15 P (-0; -1)	3 (100%)	/



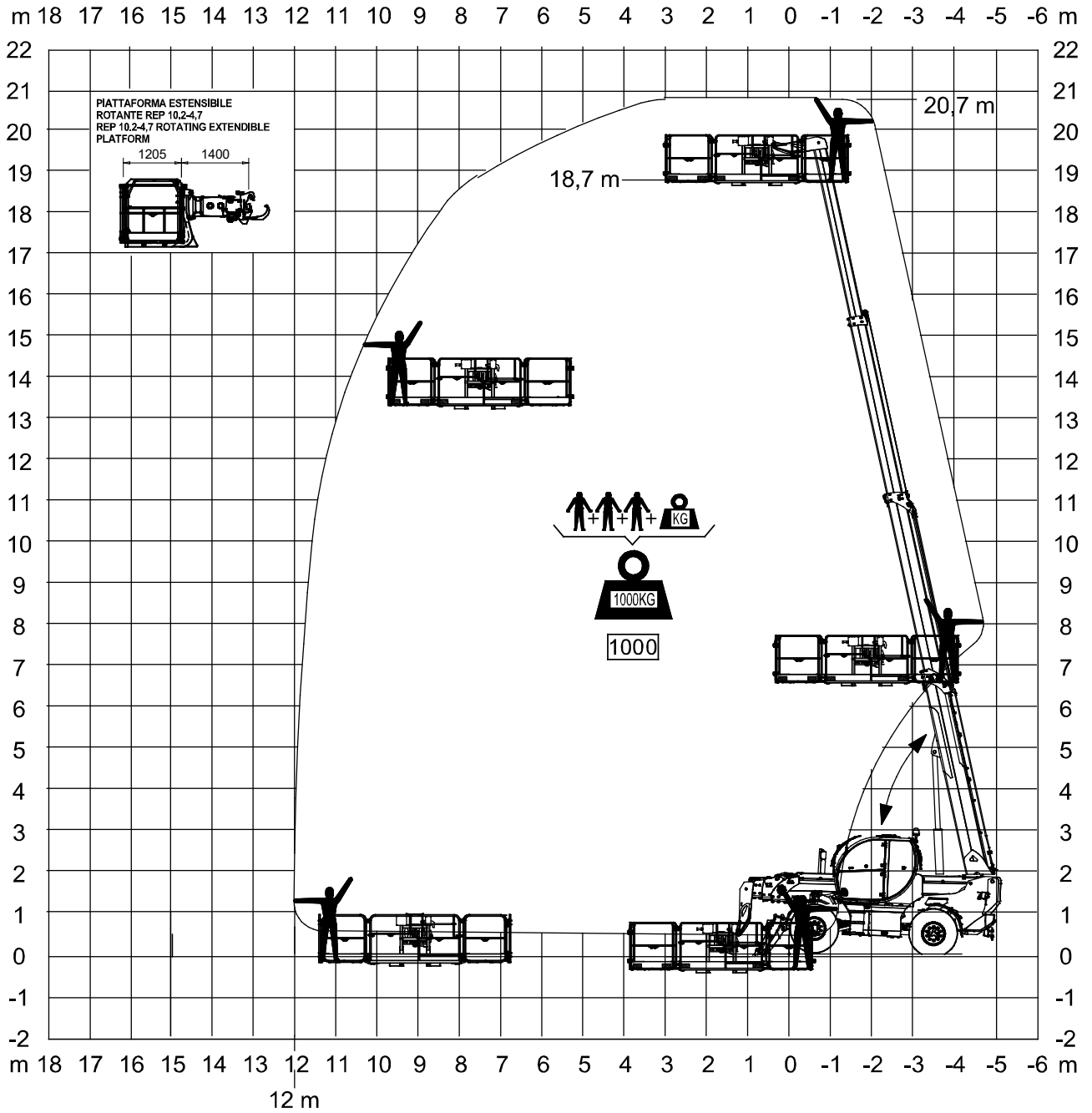
Platform	Vehicle	Outrigger condition	Turret rotation
REP 10.2-4,7 I REP 10.2-4,7 U	TH 5,5.19 TH 5,5.19 P	3 (100%)	/



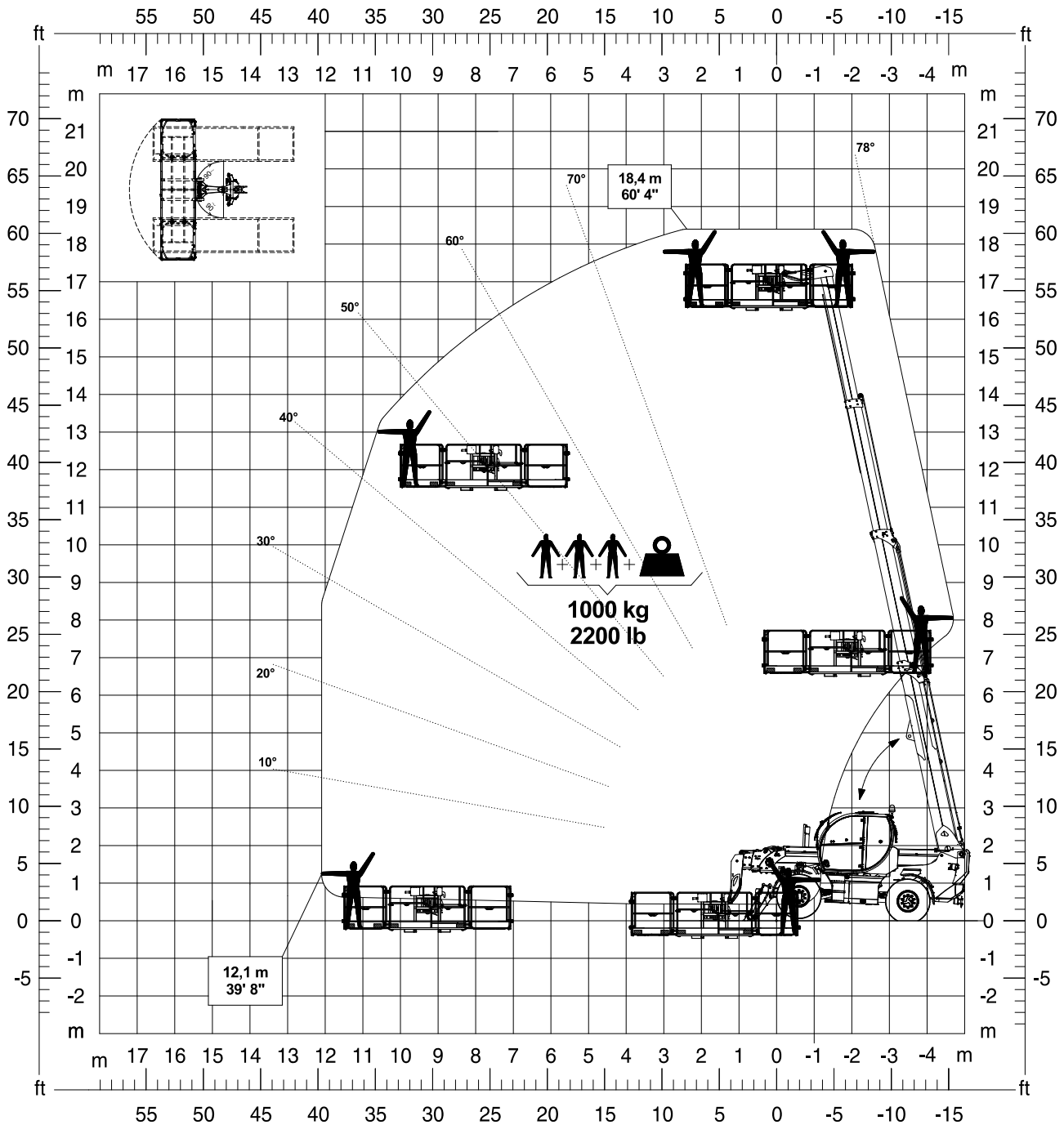
Platform	Vehicle	Outrigger condition	Turret rotation
REP 10.2-4,7 I REP 10.2-4,7 U	TH 5,5.19 P (-0; -1)	3 (100%)	/



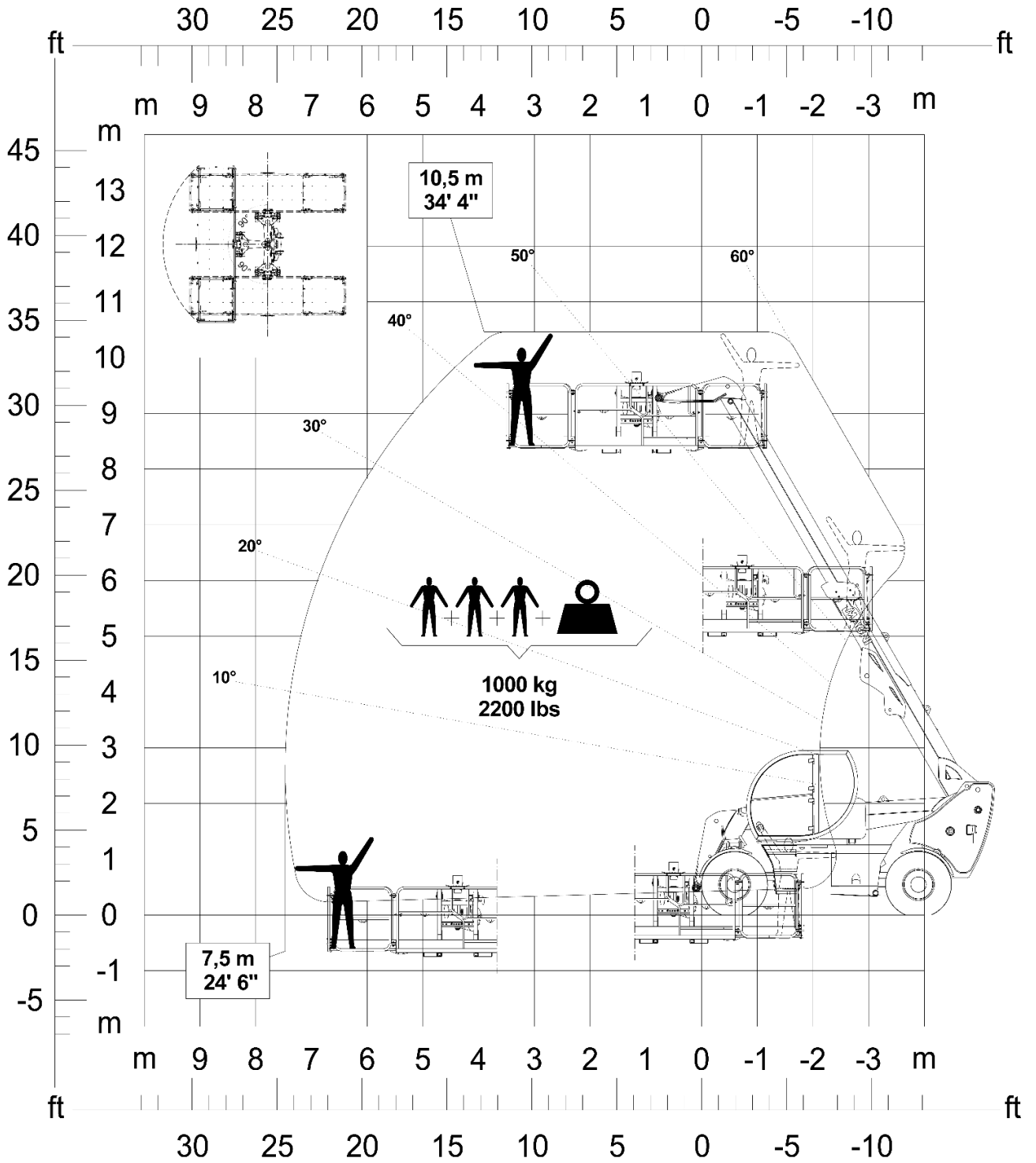
Platform	Vehicle	Outrigger condition	Turret rotation
REP 10.2-4,7 I REP 10.2-4,7 U	TH 6.20	3 (100%)	/



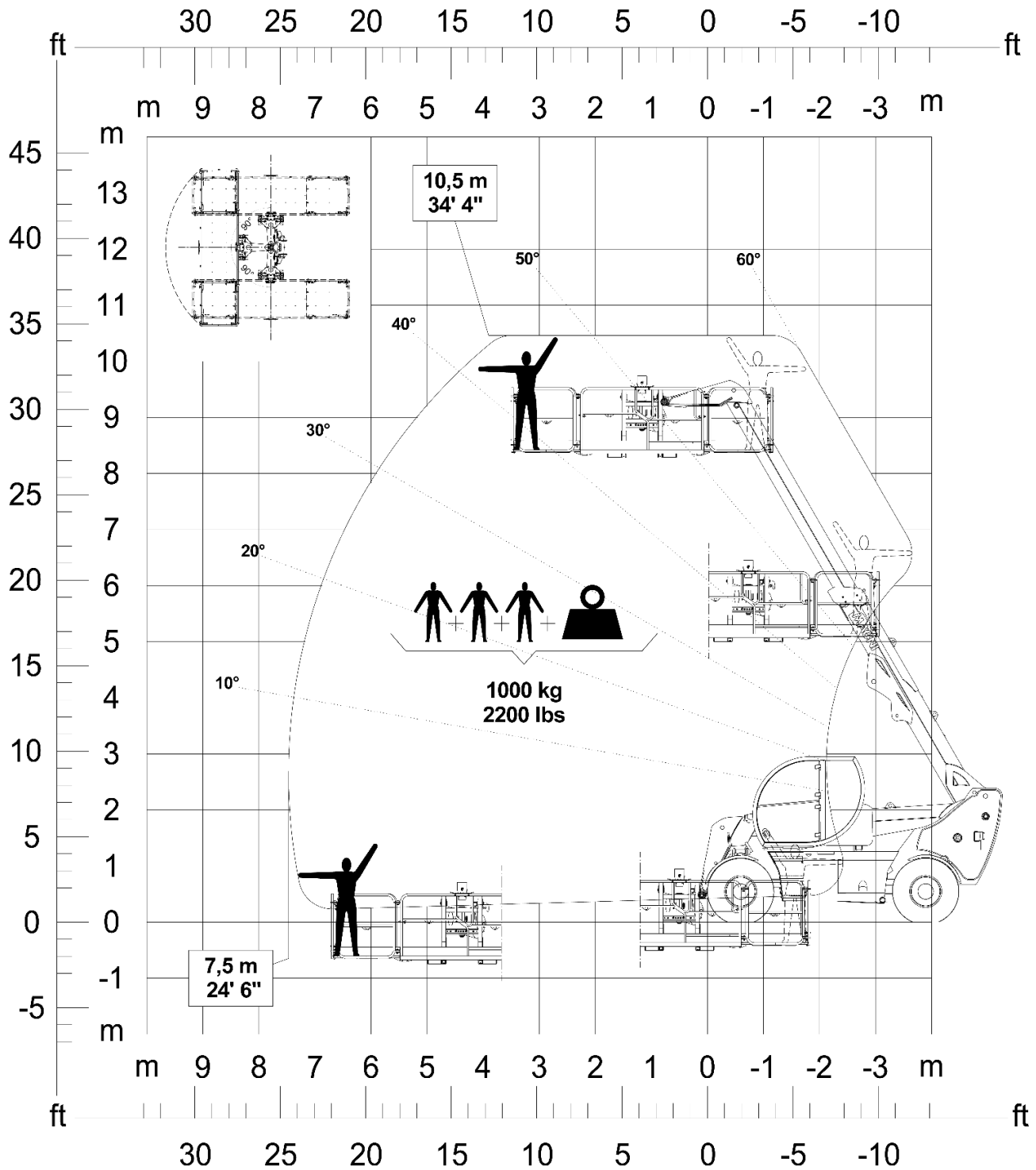
Platform	Vehicle	Outrigger condition	Turret rotation
REP 10.2-4,7 I REP 10.2-4,7 U	TH 6.20 (-0; -1)	3 (100%)	/



Platform	Vehicle	Outrigger condition	Turret rotation
REP 10.2-4,7 I REP 10.2-4,7 U	HTH 10.10	/	/



Platform	Vehicle	Outrigger condition	Turret rotation
REP 10.2-4,7 I REP 10.2-4,7 U	HTH 12.10	/	/



REP 10.4,7-7 platform combinations

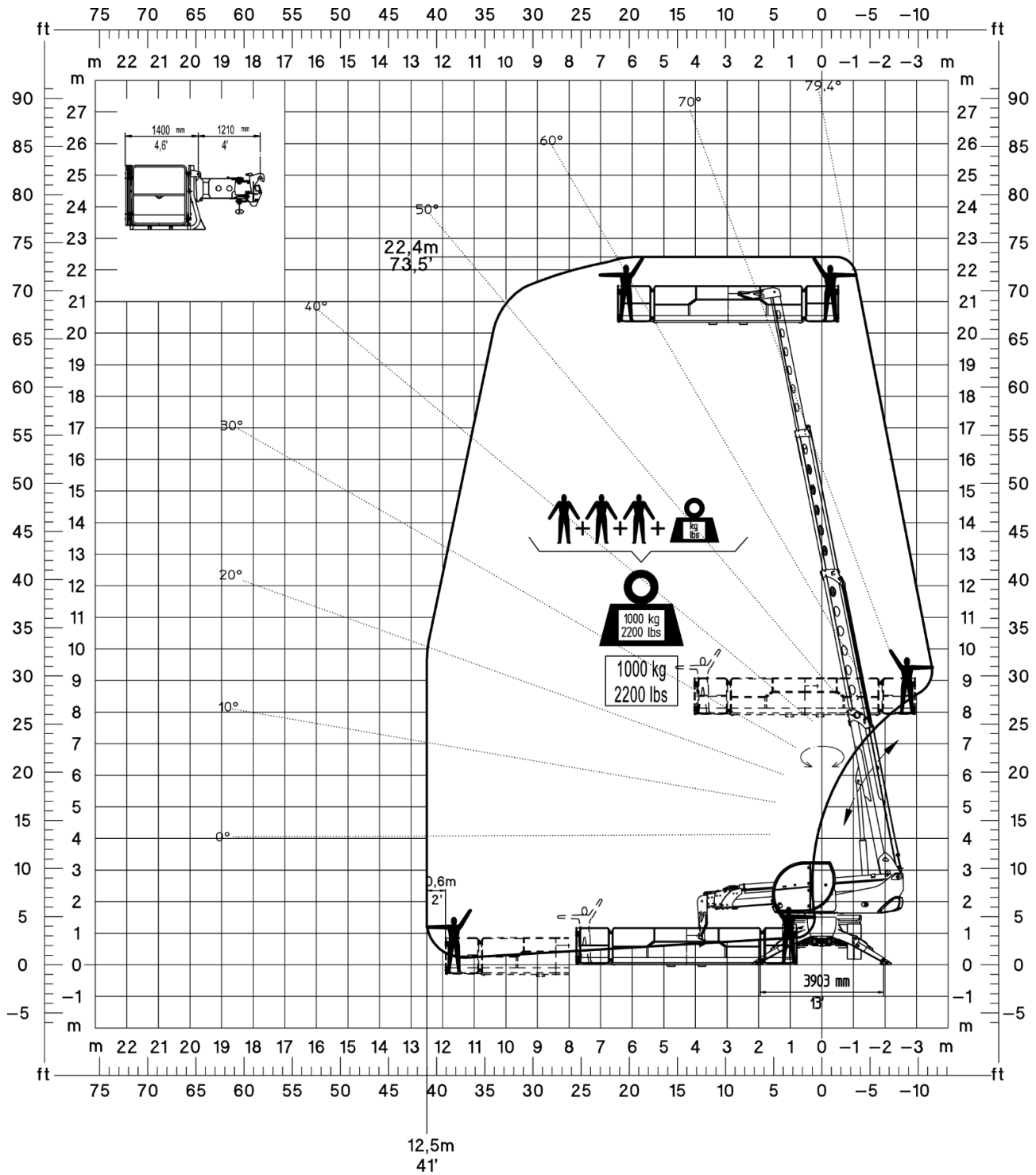
- *RTH 5.21-D/A; -D/C; -D/D*

trade name: **RTH 5.21**

RTH 5.21-D/A-1; -D/D-1

trade name: **RTH 5.21**

Platform	Vehicle	Outrigger condition	Turret rotation
REP 10.4,7-7 I	RTH 5.21	3 (100%)	360°

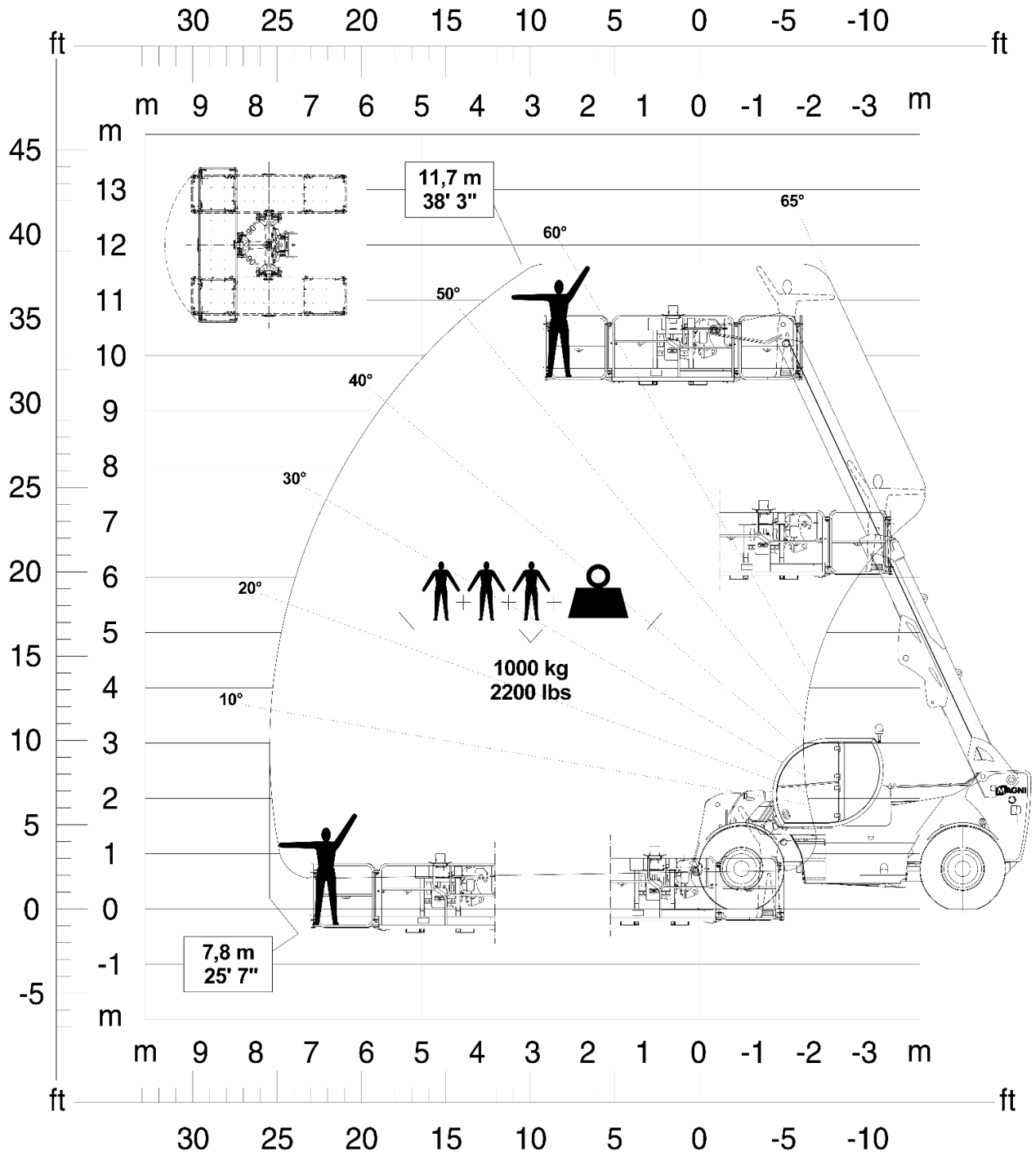


AREP 10.2-4,7 platform combinations

- *HTH 16.10-V/A; -V/D*

trade name: **HTH 16.10**

Platform	Vehicle	Outrigger condition	Turret rotation
AREP 10.2-4,7 I	HTH 16.10	/	/



OWNERSHIP AND MAINTENANCE REGISTER

Delivering the equipment to the customer

Type:	
Serial No.:	
Year of manufacture:	

for which the Inspection Register is being handed over by:

Magni Telescopic Handlers S.r.l.

Via Magellano, 22

41013 - Castelfranco Emilia (MO) - Italy

Tel +39-059-8031000 - Fax +39-059-8638012

by Mr. _____

to:	represented by Mr.:
-----	---------------------

Dealer's Company Name _____

Street/Square No. _____

City/Town _____ Postcode _____ Province _____

According to the conditions defined in the contract, with the technical, dimensional and functional features specified in the enclosed Use and Maintenance Manual.

on

the dealer

the customer/buyer

Register of change of ownership #1

on _____

The ownership of the equipment identified in this Register was transferred to:

Company _____

represented by Mr. _____

Street _____

City/Town _____ Postcode _____ Province _____

It is hereby declared that, at the time of preparation of this document, the technical, dimensional and functional features of the interchangeable equipment described in this Register conform to those indicated at the beginning by the Manufacturer and that changes, if any, have been recorded.

Furthermore, we declare that the transfer has been reported to the relevant Bodies (local INAIL).

the dealer

the buyer

Register of change of ownership #2

on _____

The ownership of the equipment identified in this Register was transferred to:

Company _____

represented by Mr. _____

Street _____

City/Town _____ Postcode _____ Province _____

It is hereby declared that, at the time of preparation of this document, the technical, dimensional and functional features of the interchangeable equipment described in this Register conform to those indicated at the beginning by the Manufacturer and that changes, if any, have been recorded.

Furthermore, we declare that the transfer has been reported to the relevant Bodies (local INAIL).

the dealer

the buyer

Register of change of ownership #3

on _____

The ownership of the equipment identified in this Register was transferred to:

Company _____

represented by Mr. _____

Street _____

City/Town _____ Postcode _____ Province _____

It is hereby declared that, at the time of preparation of this document, the technical, dimensional and functional features of the interchangeable equipment described in this Register conform to those indicated at the beginning by the Manufacturer and that changes, if any, have been recorded.

Furthermore, we declare that the transfer has been reported to the relevant Bodies (local INAIL).

the dealer

the buyer

Register of change of ownership #4

on _____

The ownership of the equipment identified in this Register was transferred to:

Company _____

represented by Mr. _____

Street _____

City/Town _____ Postcode _____ Province _____

It is hereby declared that, at the time of preparation of this document, the technical, dimensional and functional features of the interchangeable equipment described in this Register conform to those indicated at the beginning by the Manufacturer and that changes, if any, have been recorded.

Furthermore, we declare that the transfer has been reported to the relevant Bodies (local INAIL).

the dealer

the buyer

Register of change of ownership #5

on _____

The ownership of the equipment identified in this Register was transferred to:

Company _____

represented by Mr. _____

Street _____

City/Town _____ Postcode _____ Province _____

It is hereby declared that, at the time of preparation of this document, the technical, dimensional and functional features of the interchangeable equipment described in this Register conform to those indicated at the beginning by the Manufacturer and that changes, if any, have been recorded.

Furthermore, we declare that the transfer has been reported to the relevant Bodies (local INAIL).

the dealer

the buyer

Register of change of ownership #6

on _____

The ownership of the equipment identified in this Register was transferred to:

Company _____

represented by Mr. _____

Street _____

City/Town _____ Postcode _____ Province _____

It is hereby declared that, at the time of preparation of this document, the technical, dimensional and functional features of the interchangeable equipment described in this Register conform to those indicated at the beginning by the Manufacturer and that changes, if any, have been recorded.

Furthermore, we declare that the transfer has been reported to the relevant Bodies (local INAIL).

the dealer

the buyer

Register of replacements/repairs of safety components
identification of modifications-changes made to the equipment

<i>Date</i>	<i>Vehicle hours</i>	<i>Action generated by</i>	<i>Place</i>
		<input type="checkbox"/> Routine maintenance	Where the action was carried out
		<input type="checkbox"/> Scheduled maintenance	
		<input type="checkbox"/> Emergency maintenance following breakage	
Repair technician's stamp			
Type of action performed: <input type="checkbox"/> Replacement <input type="checkbox"/> Repair			
Description of the action performed: <hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/>			
Cause of the action performed: <hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/>			
The person who performed the action declares, <u>under his sole responsibility,</u> that he has checked the equipment after the intervention and ensured that the safety conditions of the vehicle have been restored.			
Signature and stamp of the person responsible for the repair _____		Signature and stamp of the equipment's owner _____	

Register of replacements/repairs of safety components
identification of modifications-changes made to the equipment

<i>Date</i>	<i>Vehicle hours</i>	<i>Action generated by</i>	<i>Place</i>
		<input type="checkbox"/> Routine maintenance	Where the action was carried out
Repair technician's stamp		<input type="checkbox"/> Scheduled maintenance	
		<input type="checkbox"/> Emergency maintenance following breakage	
Type of action performed: <input type="checkbox"/> Replacement <input type="checkbox"/> Repair			
Description of the action performed: <hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/>			
Cause of the action performed: <hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/>			
The person who performed the action declares, <u>under his sole responsibility,</u> that he has checked the equipment after the intervention and ensured that the safety conditions of the vehicle have been restored.			
Signature and stamp of the person responsible for the repair _____		Signature and stamp of the equipment's owner _____	

Register of replacements/repairs of safety components
identification of modifications-changes made to the equipment

<i>Date</i>	<i>Vehicle hours</i>	<i>Action generated by</i>	<i>Place</i>
		<input type="checkbox"/> Routine maintenance	Where the action was carried out
	Repair technician's stamp	<input type="checkbox"/> Scheduled maintenance	
		<input type="checkbox"/> Emergency maintenance following breakage	
Type of action performed: <input type="checkbox"/> Replacement <input type="checkbox"/> Repair			
Description of the action performed: <hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/>			
Cause of the action performed: <hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/>			
The person who performed the action declares, <u>under his sole responsibility,</u> that he has checked the equipment after the intervention and ensured that the safety conditions of the vehicle have been restored.			
Signature and stamp of the person responsible for the repair <hr style="width: 50%; margin: 0 auto;"/>		Signature and stamp of the equipment's owner <hr style="width: 50%; margin: 0 auto;"/>	