KOMATSU®

FH35-2 FH40-2 **FH45**-2 **FH50**-2

Tier 4 Final Engine



Photos may include optional equipment.

HORSEPOWER

Gross: 53 kW 71 HP/2150 min-1 Net: 49.5 kW 66.4 HP/2150 min-1

RATED CAPACITY

3500 - 5000 kg

LOAD CENTER

600 mm

CEN00649-00

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WALK-AROUND



Ecology & Economy

- Komatsu's new engine meets the EPA TIER IV final standard
- The fuel consumption is reduced in at most 30 % in heavy duty cycle operation (Compared to the same class machine with the torque converter method)

__Workability & Durability

- Gathering the technologies proven in construction machinery, called "Electronically controlled Hydro-Static Transmission (HST)" and "Variable displacement pump with Closed-center Load Sensing System (CLSS)"
- The exceptional operability of the HST provides exceptional work efficiency
- Higher durability and reliability with Komatsu original components

IGT & KOMTRAX

- Realizing machine condition at a glance with the large multiple function display
- KOMTRAX can visualize the machine condition daily, which enables remote fleet management and support your improvement plan **ENEW**

Safety & Comfort

- Operator friendly safety accessories go into details
- Comfortable cockpit reduce operator's fatigue



HORSEPOWER

Gross: 53 kW 71 HP/2150 min-1 Net: 49.5 kW 66.4 HP/2150 min-1

RATED CAPACITY

FH35-2: 3500 kg FH40-2: 4000 kg FH45-2: 4500 kg FH50-2:5000 kg

LOAD CENTER

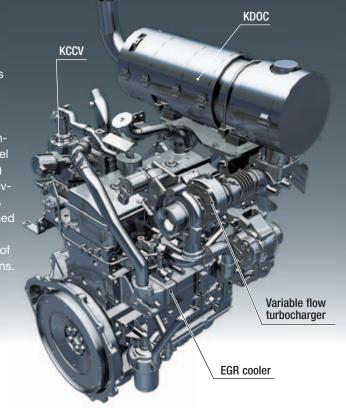
FH35-2:600 mm FH40-2:600 mm FH45-2: 600 mm FH50-2:600 mm



Komatsu's new engine meets the EPA TIER IV final standard NEW

KOMATSU NEW ENGINE TECHNOLOGIES

The Komatsu SAA4D95LE-6 engine is EPA Tier 4 Final and EU Stage 3B emissions certified, provides exceptional performance while reducing fuel consumption thanks to Heavy-duty High-Pressure Common Rail fuel injection system and electronic control system. Based on Komatsu proprietary technologies developed over many years, this new diesel engine reduces exhaust gas particulate matter (PM) by more than 90% as compared to Tier 4 Interim levels. Engines, electronics and hydraulic components are all developed Komatsu in-house and are designed to work together. Komatsu has achieved great advancements in technology, providing high levels of performance and efficiency in virtually all applications.

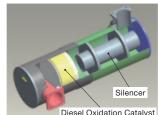


Technologies Applied to New Engine

Komatsu Diesel Oxidation Catalyst (KDOC)

Komatsu has developed a simple and highly efficient diesel oxidation catalyst, which reduces PM and results in cleaner exhaust gas. Unlike diesel particulate filter system, need for regeneration is eliminated, thus there is no

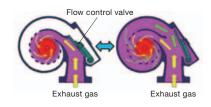
excess maintenance required and there is no downtime for regeneration. High performance silencer is also integrated and it contributes the engine noise reduction.



Variable flow turbocharger **NEW**

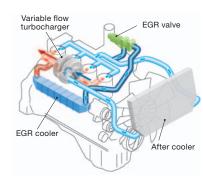
A newly designed variable flow turbocharger enables delivery of an optimal volume of air to the engine combustion chamber under all speed and load conditions. Exhaust turbine wheel speed is controlled by flow control

valve to control air flow amount. The result is cleaner exhaust gas while maintaining power and performance.



Cooled Exhaust Gas Recirculation (EGR) WEW

Cooled EGR system recirculates portion of exhaust gas for combustion and reduces NOx (Nitrogen oxide) emission, results in cleaner exhaust gas.



Komatsu Closed Crankcase Ventilation (KCCV) NEW

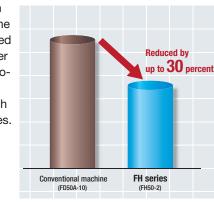
Crankcase emissions (Blowby gas) are passed through a KCCV filter, traps oil mist which is returned back to the crankcase for combustion. NOx emission is reduced and results in cleaner exhaust gas.



Komatsu's Technologies Achieve an Outstanding Low Fuel Consumption and CO₂ Exhaust.

The combination of the high efficiency engine, CLSS and HST technology proven in construction machinery can provide powerful performance with at most 30% reduction on fuel consumption. There are no clutches which

generate a loss in our HST, so engine output can be used effectively. Heavier duty operation provides bigger fuel saving benefit with Komatsu FH series.



Fuel consumption

30% reduction (FH50-2)

- * Compared to our same class machine with the torque converter method and when tested at our test course.
- In actual work, results inferior to the above may be obtained, depending on the kind of work

Auto engine shut down function

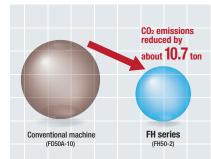
Auto engine shut down function is equipped as standard. If the operator applies the parking brake, sets the directional lever in the neutral position and leaves the forklift truck but without stopping the engine, the engine is automatically shut down after a preset time. This feature contributes to prevent unnecessary fuel consumption caused by needless idling.

(Engine shutdown time can be set form one minute to five minutes)

Reduced CO₂ emission during high load work

The reduced fuel consumption enables reducing CO₂

emissions. In case of high load work, 10.7 ton/year CO₂ emission is reduced.



- * Compared to our same class machine with the torque converter method and when tested at our test course. Operation time: 5 hours/day,
- The CO₂ emissions coefficient is calculated according to the guidelines (April 2006) shared by the Ministry of Economy, Trade and Industry and the Ministry of Land, Infrastructure, Transport and Tourism of Japan, In actual work, results inferior to the above may be obtained, depending on the kind of work.

Variable engine output control function

The HST controller senses weight of the load, automatically sends signal to engine ECM to control engine output to balance necessary power and reduce fuel consumption.

Average fuel consumption and indicator of instant fuel consumption **ENEW**

Support fuel-saving driving. (See page 8)



WORKABILITY & DURABILITY

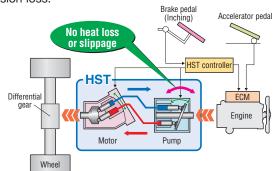
Gathering the Technologies Proven in Construction Machinery, Called "Electronically controlled Hydro-Static Transmission (HST)" and "Variable Displacement Pump with Closed-center Load Sensing System (CLSS)"

The travel system is "Electronically-controlled HST", Komatsu's unique hydraulic drive system that has been employed for Komatsu wheel loaders and bulldozers. The lift hydraulic system uses "Variable displacement pump with CLSS", a highly efficient hydraulic system employed in Komatsu hydraulic excavators. All the components contribute the fuel saving, reduction of burden on the environment and outstanding maneuverability.



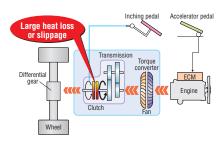
■ Electronically - controlled HST

Because the driving power is transmitted by pump and motor, HST creates almost no power transmission loss.



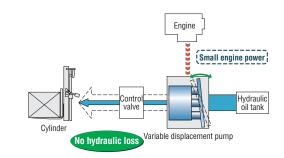
■ Conventional torque converter-drive forklift truck

The transmission loss is created in torque converter and in the clutch respectively. Therefore a significant amount of transmission loss is occurred in the transmission.



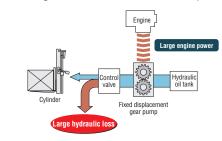
■ Variable displacement pump with CLSS

The pump supplies just the required amount of oil by sensing the lift load. No hydraulic loss in the circuit contributes reduction of fuel consumption.



■ Conventional fixed displacement gear pump

Fixed displacement gear pumps deliver a specific amount of oil per rotation, many times delivering excessive amount of oil and leading to added loading on the engine and added fuel consumption.



The Exceptional Operability of the HST Provides Exceptional Work Efficiency

Shock-free shifting

The HST drive system is continuously variable speed transmission and provides smooth acceleration and stepless ratio changes, thus there are less shock and worries for load shifting.



Smooth directional changes without releasing accelerator pedal

The engine is not mechanically connected to the drive system, but rather connected hydraulically to transmit tractive force, making it possible for the FH series forklift trucks to make directional changes smoothly without the need to releasing the accelerator pedal. This greatly enhances ease of operation.

* For safety operation, slow down before directional changes.





Controlled rolling back on a ramp

The HST drive system has a self-braking feature which hydraulic flow of fluid is stopped by releasing the accelerator pedal. This feature prevents uncontrolled rolling back and holds the truck on a ramp while the operator releases the brake pedal for a ramp-start.



Precise and secure slow speed travel control **UPGRADE**

Approaching and stopping at the cargo and shelves at a very slow speed can be smoothly carried out by simply operating the accelerator pedal, resulting in less fatigue. Furthermore, this machine does not creep like conventional torque converter trucks even if the operator releases the brake pedal while the directional lever is in F or R position. This feature contributes to reduced risks in confined areas and when approaching to pick up a load.

* For safe operation, be sure to apply the parking brake on when parking the forklift truck.



Higher Durability and Reliability with Komatsu Original Components

All of the main components such as engine, hydraulic pumps, hydraulic motor and the controller that sophisticatedly controls these components are designed, developed and manufactured by Komatsu.

Enhanced brake reliability

With Komatsu HST, reducing oil flow amount to the hydraulic motor helps to decelerate the forklift truck. This feature eases load on the brakes, thus, reliability of the brakes are enhanced.

LARGE HIGH RESOLUTION LCD MONITOR

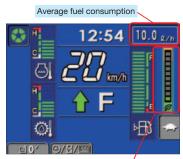
Realizing machine condition at a glance with the large multiple function display NEW

A large high resolution LCD monitor is installed. Machine information such as the truck speed and fuel economy can be understood with one view. Furthermore, the machine speed limit can easily

- 1 Hour meter (SMR) integration state
- 2 Parking brake indication
- 3 Load handling interlock indication
- 4 Travel interlock indication
- 5 KOMTRAX message
- 6 Engine coolant temperature indication
- 7 HST oil temperature indication
- 8 Seat Belt Caution Indicator
- 9 Parking brake reminder caution lamp
- 10 Clock / Hour meter (SMR) / Travel distance (Odometer) indication /
- 11 Current Travel speed / Over speed caution / Travel Speed (Tortoise) Set indication
- 12 Directional lever position
- 13 Preheating pilot indication
- 14 Fuel consumption gauge / Load checker
- 15 Fuel gauge
- 16 Indicator of instant fuel consumption
- 17 Guidance icon
- 18 Function button

Average fuel consumption and indicator of instant fuel consumption

The display shows the numerical data of the average fuel consumption and indicator of instant fuel consumption.



Indicator of instant fuel consumption

Operation information display

Operation information can be checked by pressing function buttons.

- Working Hours
- Average Fuel Consumption
- Actual Working Hours
- Actual Fuel Consumption
- Fuel Consumption

Average fuel consumption record

The average fuel consumption history can be checked for the last twelve hours or last week.



Maintenance history

The machine can remember the maintenance history such as changing the engine oil.



Machine setting

The machine performance can be set on the monitor screen to match the work site.

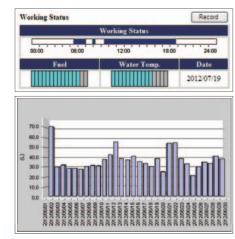


KOMTRAX can Visualize the Machine Condition Daily, which Enables Remote Fleet Management and **Support Your Improvement Plan**

KOMTRAX can provide various machine information including location information, operation information and fuel consumption information to the customer. Machine information accumulated in monitor and controllers are transmitted via mobile phone network and stored in server, thus the machine condition can be checked from the office. In addition, to offer "Ease" and "Dependability" to the customer, Komatsu supports our customers so that they can use their Komatsu machines in best conditions at all times by using KOMTRAX information and through its services network.

Machine operation information

Grasping details of machine operation information on a daily basis allows grasping running costs and taking measures to reduce the costs.



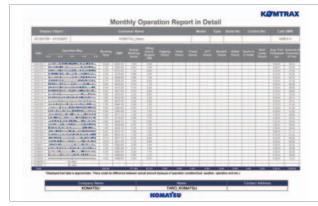
KOMTRAX



* KOMTRAX is using the mobile phone network. It may be able to be used at the place which an electric wave does not reach, or the weak place of an electric wave

Operation report

Monthly and annual operation records provided by KOMTRAX are useful information for the customer.



Machine location information

Grasping machine location information allows machine operation management.



SAFETY & COMFORT

Operator Friendly Safety Accessories Go Into Details

Seat belt caution indicator NEW

This warning calls the driver's attention when the seat belt is not fastened, thus supports safe operation. Furthermore, the seat belt color is bright orange, makes it sure that the seat belt is fastened.





Operator Presence Sensing system

The Operator Presence Sensing system incorporates a Lifting/Traveling interlocking function. This is a safety function for disabling traveling and lifting mechanisms when the operator is not correctly occupying the seat. An alarm buzzer sounds if

the operator leaves the seat while traveling.

* The traveling interlocking function only disengages traction and does not automatically apply the brakes.





Neutral start function

The FH series engine is only permitted to start when the operator is in the seat, the directional lever is in the neu-

tral position and the brake pedal is kept depressed. This function prevents sudden starting of the forklift truck,

thus supports safe operation.





Travel speed limiter

Travel speeds can be set in 4 stages. This function is useful to reduce speeds in tight spaces or to keep the

N

forklift within specific in-plant speed limitations.

(Set travel speed: 5, 8, 15, 23.5 km/h)



Prevention of the lift operation when turning off

When the key switch is off, lift function is locked and assures that the fork and mast will not operate if the control lever is touched by accident, thus supports safe

Parking brake warning

If the driver gets off the machine without setting the parking brake, a warning light flashes and the buzzer intermittently sounds to prevent the parking brake from being forgotten. Furthermore, if the driver steps on the acceleration pedal with the parking brake on, the buzzer sounds to prevent running with the parking brake





Load checker (equipped with a buzzer) **NEW**

A simple load meter that allows the cargo weight to be measured in 10 kg steps is standard. If the load exceeds the set weight, the load meter sounds the buzzer to diminish the risk of exceeding the weight limit.

* This system is a reference for operator, therefore cannot be used for commerce purpose.



Key cylinder cover

A key cylinder cover is equipped as standard. This cover protects the key from trash and dust, thus the truck is optimum for operating in dusty environment and without anxiety.



Speedometer and Overspeed warning buzzer **NEW**

The speedometer and the over speed warning buzzer is equipped as standard. If the speed exceeds the set speed, the buzzer sounds to inform the operator. (The warning buzzer can be set at intervals of 1 km/hour.)

Fuel cap with key

Prevents fuel from being stolen or contaminated by foreign matter.



Rear assist grip with horn button (option)

When moving in reverse, a stable posture can be kept by grasping the rear assist grip. The

horn can be operated with the finger tips while grasping the grip. This improves comfort in a site accompanied by long reverse run-



ID key enables identification of the operating record (option)

ID key is available as an option to enable individual tracking of operation. Since the truck can only be operated using a registered ID key, it also serves as an effective means of theft prevention.









11

SAFETY & COMFORT

EQUIPMENT

Comfortable Cockpit Reduce Operator's Fatigue

New suspension seat **NEW**

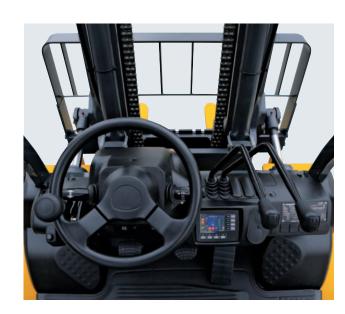
This seat is wide, offers waist support and thus enables the operator to sit in a relaxed state. An assist grip is mounted on the left side for easy getting on and off. Thus, provides comfortable work space and reduces operator's fatigue.



Upward exhaust muffler WEW

An upward exhaust muffler prevents dust on the road surface from being blown up into working area.





Standard equipment







Rear view mirror (center)











STANDARD EQUIPMENT

- 3-way control valve with port relife
- Cyclone air cleaner (double element)
- Front single tire, pneumatic
- Headlamps & rear combination lamps with LED
- KOMTRAX
- Overhead guard with front / rear conduits
- Rear tire, pneumatic
- Standard directional lever

• Upward exhaust pipe (Right side)

OPTIONAL EQUIPMENT

- Air cleaner with pre-cleaner, inner fitting
- Back-up buzzer
- Front single tire, elastic cushion
- Front double tire, pneumatic
- Front double tire, elastic cushion
- Heater
- ID key
- One rear working lamp with LED, overhead guard mounted
- One rear working lamp with LED (backward when interlocked), overhead guard mounted
- Power steering cylinder boots
- Rear tire, elastic cushion
- Rear view mirror (center)
- Rear view mirror (pair)
- Removable radiator screen & chassis under carriage protection (screen)
- Rotating lamp with LED (yellow), overhead guard mounted
- Tilt cylinder boots
- Tool kit
- Two front working lamps with LED, fender mounted
- Two front working lamps with LED, overhead guard mounted

13



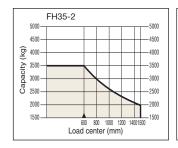
SPECIFICATIONS

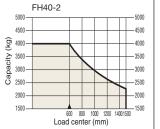
SPECIFICATIONS

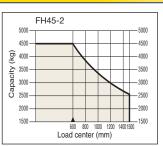
	1.2	Model	Manufacturer's Designation				FH35-2	FH40-2	FH45-2	FH50-2
S	1.3	Power Type	Electric, Diesel, Gasoline, LPG, Cable				Diesel	Diesel	Diesel	Diesel
Characteristics	1.4	Operation Type		, , , , , , , , , , , , , , , , , , , ,			Sitting	Sitting	Sitting	Sitting
teri	1.5	Rated Capacity	Q	Rated Capacity		kg	3500	4000	4500	5000
arac	1.6	Load Center	C	Rated Load Cen	ter	mm	600	600	600	600
පී	1.8	Load Distance	Х	Front Axle Cente		mm	580	580	590	575
	1.9	Wheelbase	٧	Troncrado conte		mm	2150	2150	2150	2150
	2.1	Service Weight	,			kg	5855	6140	6805	7250
	2.2	Col vice voight			Front	kg	8260	8980	9995	10880
Weight	2.2.1		Loade	d	Rear	kg	1095	1160	1310	1370
§ ≪	2.3	Axle Loading			Front	kg	2790	2740	2940	3090
	2.3.1		Unloaded Rear		kg	3065	3400	3865	4160	
	3.1	Tire Type	Hota		ng	Pneumatic	Pneumatic	Pneumatic	Pneumatic	
	3.2		Front				300-15-18PR(I)	300-15-18PR(I)	300-15-18PR(I)	300-15-18PR(I)
S	3.3	III SIZE		Rear			7.00-12-12PR(I)	7.00-12-12PR(I)	7.00-12-14PR(I)	7.00-12-14PR(I)
Tires	3.5			Rear (v-driven)			2x/2	2x/2	2x/2	2x/2
	3.6	Tread, Front	b10	Front/Rear (x=driven)		mm	1225	1225	1225	1225
	3.7	Tread, Rear	b11			mm	1120	1120	1120	1120
	4.1	Tilting Angle	a/b	Forward/Backwa	ard	degree	6/12	6/12	6/12	6/12
	4.2	Mast Height, Lowered	h1	2-stage Mast	uru	mm	2105	2105	2205	2205
	4.3	Std. Free Lift	h2	2-stage Std. Ma	st from Ground	mm	150	150	145	140
	4.4	Std. Lift Height	h3	2-stage Std. Ma		mm	3000	3000	3000	3000
	4.5	Mast Height, Extended	h4	2-stage Std. Ma		mm	4130	4130	4130	4345
	4.7	Height, Overhead Guard	h6	Z Stage Ota. Ivia	J.	mm	2290	2290	2290	2290
	4.19	Length, with Std. Forks	L1			mm	4305	4350	4400	4535
SI	4.13	Length, to Fork Face	L2			mm	3235	3280	3330	3315
Dimensions	4.21	Width, at Tire	b1	Single		mm	1520	1520	1520	1520
me	4.22	Forks	s/e/l			mm	55 x 150 x 1070	55 x 150 x 1070	55 x 150 x 1070	55 x 150 x 1220
Ö	4.23	Fork Carriage Class		60 2328, Type A/B/no		111111	class3, A	class3, A	class3, A	class4, A
	4.24	Width, Fork Carriage	b3	20, Type 7/15/110		mm	1190	1190	1190	1270
	4.31		m1	Under Mast		mm	145	145	145	145
	4.32	Ground Clearance	m2	at Center of Who	pelhase	mm	210	210	210	210
	4.33		Ast	with L1000 x W		mm	4765	4795	4825	4990
	4.34	Aisle Width *	Ast	with L1200 x W	•	mm	4895	4925	4955	4990
	4.35	Turning Radius	Wa	William	ooo punot	mm	2915	2945	2965	2995
				.oaded		km/h	23.5	23.5	23.5	23.5
	5.1	Travel Speed (FWD)	Unloaded			km/h	23.5	23.5	23.5	23.5
			Loaded			mm/s	490	485	420	420
	5.2	Lifting Speed	Unloaded			mm/s	505	505	440	440
a)Ce				Loaded			500	500	500	500
Performance	5.3	3 Lowering Speed		Unloaded		mm/s mm/s	500	500	500	500
亨	5.6	Max. Drawbar Pull		Loaded 1.5 km/h, 3 min rating			34	34	34	35
8	5.8	Max. Gradeability	_	Loaded 1.5 km/h, 3 min rating			33	33	29	28
	5.10	Service Brake		tion/Type	raung	%	Foot/Hydraulic	Foot/Hydraulic	Foot/Hydraulic	Foot/Hydraulic
	5.11	Parking Brake		tion/Control			Hand/Mechanical	Hand/Mechanical	Hand/Mechanical	Hand/Mechanical
	5.12	Steering	Туре				FHPS	FHPS	FHPS	FHPS
	6.4	Battery		e/Capacity at 5-h	our rating	V/Ah	24/52	24/52	24/52	24/52
		Make	9	.,,	3		KOMATSU	KOMATSU	KOMATSU	KOMATSU
	7.1	Model					SAA4D95LE-6	SAA4D95LE-6	SAA4D95LE-6	SAA4D95LE-6
ne	7.2	Rated Output, SAE net				kW	49.5	49.5	49.5	49.5
I.C Engine	7.3	Rated RPM				min-1	2150	2150	2150	2150
C.E	7.3.1	Max. Torque, SAE net				Nm/min-1	287/1400	287/1400	287/1400	287/1400
	7.4	No. of Cylinder/Displacement					4/3260	4/3260	4/3260	4/3260
	7.6	Fuel Tank Capacity					105	105	105	105
(2)	8.2	Relief Pressure for Attachment				Мра	20.6	20.6	20.6	20.6
Others	8.2.1	Hydraulic tank Capacity				L	76	76	76	76
Ot	8.7	Transmission					Hydrostatic	Hydrostatic	Hydrostatic	Hydrostatic
* · V	: VDI 2198 includes 200 mm clearance							-	-	· · ·

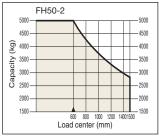
^{*:} VDI 2198 includes 200 mm clearance

LOAD CAPACITY CURVE

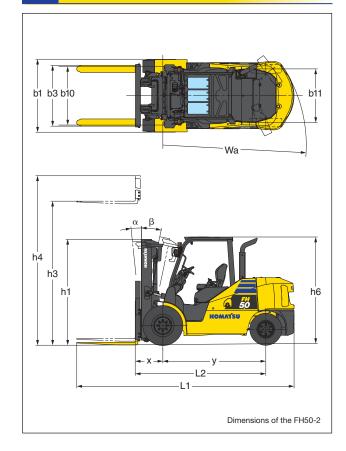








DIMENSIONS



AISLE WIDTH

	Width of pallet (mm)									
model	Length of pallet (mm)	800	900	1000	1100	1200	1300	1400		
	800	4765	4765	4765	4765	4765	4765	4765		
	900	4765	4765	4765	4765	4765	4765	4765		
	1000	4765	4765	4765	4765	4765	4765	4765		
FH35-2	1100	4795	4795	4795	4795	4795	4795	4795		
	1200	4895	4895	4895	4895	4895	4895	4895		
	1300	4995	4995	4995	4995	4995	4995	4995		
	1400	5095	5095	5095	5095	5095	5095	5095		
	800	4795	4795	4795	4795	4795	4795	4795		
	900	4795	4795	4795	4795	4795	4795	4795		
	1000	4795	4795	4795	4795	4795	4795	4795		
FH40-2	1100	4825	4825	4825	4825	4825	4825	4825		
	1200	4925	4925	4925	4925	4925	4925	4925		
	1300	5025	5025	5025	5025	5025	5025	5025		
	1400	5125	5125	5125	5125	5125	5125	5125		
	800	4825	4825	4825	4825	4825	4825	4825		
	900	4825	4825	4825	4825	4825	4825	4825		
	1000	4825	4825	4825	4825	4825	4825	4825		
FH45-2	1100	4855	4855	4855	4855	4855	4855	4855		
	1200	4955	4955	4955	4955	4955	4955	4955		
	1300	5055	5055	5055	5055	5055	5055	5055		
	1400	5155	5155	5155	5155	5155	5155	5155		
	800	4990	4990	4990	4990	4990	4990	4990		
	900	4990	4990	4990	4990	4990	4990	4990		
	1000	4990	4990	4990	4990	4990	4990	4990		
FH50-2	1100	4990	4990	4990	4990	4990	4990	4990		
	1200	4990	4990	4990	4990	4990	4990	4990		
	1300	5070	5070	5070	5070	5070	5070	5070		
	1400	5170	5170	5170	5170	5170	5170	5170		

MAXIMUM LOAD AND OVERALL HEIGHT OF MAST BY LIFTING HEIGHT

■ 2-stage free view mast (single tire, load center 600 mm)

maximum		Load cap	acity (kg)		Overall height [Lowered / Extended] (mm)				
fork height (mm) model	FH35-2	FH40-2	FH45-2	FH50-2	FH35-2	FH40-2	FH45-2	FH50-2	
3000	3500	4000	4500	5000	2105/4130	2105/4130	2205/4130	2205/4345	
3300	3500	4000	4500	5000	2255/4430	2255/4430	2355/4430	2355/4645	
3500	3500	4000	4500	5000	2355/4630	2355/4630	2455/4630	2455/4845	
4000	3500	4000	4500	5000	2655/5130	2655/5130	2755/5130	2755/5345	
4500	3500	4000	4500	5000	2905/5630	2905/5630	3005/5630	3005/5845	
5000	2800	4000	4000	4000	3205/6130	3205/6130	3305/6130	3305/6345	
5500	2100	3200	3000	2900	3455/6630	3455/6630	3555/6630	3555/6845	
6000	1600	2400	2200	2200	3705/7130	3705/7130	3805/7130	3805/7345	

■ 2-stage full free view mast (single tire, load center 600 mm, 3-cylinder type)

	maximum fork height (mm)		Load cap	acity (kg)		Overall height [Lowered / Extended] (mm)				
	model	FH35-2	FH40-2	FH45-2	FH50-2	FH35-2	FH40-2	FH45-2	FH50-2	
ĺ	3000	3500	4000	4500	4800	2105/4130	2105/4130	2205/4140	2205/4355	

■ 3-stage full free view mast (single tire, load center 600 mm, 3-cylinder type)

maximum		Load cap	acity (kg)		Overall height [Lowered / Extended] (mm)				
fork height (mm) model	FH35-2	FH40-2	FH45-2	FH50-2	FH35-2	FH40-2	FH45-2	FH50-2	
3700	3500	4000	4500	4800	1905/4870	1905/4870	2005/4920	2155/5135	
4000	3500	4000	4500	4600	2005/5170	2005/5170	2105/5220	2255/5435	
4300	3400	4000	4400	4600	2105/5470	2105/5470	2205/5520	2355/5735	
4500	3000	4000	4250	4500	2205/5670	2205/5670	2305/5720	2455/5935	
4700	2500	3800	4200	4500	2305/5870	2305/5870	2355/5920	2505/6135	
5000	2400	3500	4100	4100	2405/6170	2405/6170	2455/6220	2605/6435	
6000	1600	2200	2300	2350	2755/7170	2755/7170	2805/7220	2955/7435	