

Technical sheet :

# ER 14



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The image contains two technical drawings of a vehicle chassis. The top drawing is a top-down view showing the chassis layout with dimensions:  $B$  (overall width),  $b1$ ,  $b2$ ,  $b3$ ,  $b4$ ,  $b5$ ,  $a$ , and  $w_a$ . The bottom drawing is a side view showing the chassis profile with dimensions:  $H$ ,  $h_1$ ,  $h_2$ ,  $h_3$ ,  $h_4$ ,  $h_5$ ,  $h_6$ ,  $h_7$ ,  $h_8$ ,  $h_9$ ,  $h_{10}$ ,  $h_{11}$ ,  $h_{12}$ ,  $h_{13}$ ,  $h_{14}$ ,  $h_{15}$ ,  $h_{16}$ ,  $h_{17}$ ,  $h_{18}$ ,  $h_{19}$ ,  $h_{20}$ ,  $h_{21}$ ,  $h_{22}$ ,  $h_{23}$ ,  $h_{24}$ ,  $h_{25}$ ,  $h_{26}$ ,  $h_{27}$ ,  $h_{28}$ ,  $h_{29}$ ,  $h_{30}$ ,  $h_{31}$ ,  $h_{32}$ ,  $h_{33}$ ,  $h_{34}$ ,  $h_{35}$ ,  $h_{36}$ ,  $h_{37}$ ,  $h_{38}$ ,  $h_{39}$ ,  $h_{40}$ ,  $h_{41}$ ,  $h_{42}$ ,  $h_{43}$ ,  $h_{44}$ ,  $h_{45}$ ,  $h_{46}$ ,  $h_{47}$ ,  $h_{48}$ ,  $h_{49}$ ,  $h_{50}$ ,  $h_{51}$ ,  $h_{52}$ ,  $h_{53}$ ,  $h_{54}$ ,  $h_{55}$ ,  $h_{56}$ ,  $h_{57}$ ,  $h_{58}$ ,  $h_{59}$ ,  $h_{60}$ ,  $h_{61}$ ,  $h_{62}$ ,  $h_{63}$ ,  $h_{64}$ ,  $h_{65}$ ,  $h_{66}$ ,  $h_{67}$ ,  $h_{68}$ ,  $h_{69}$ ,  $h_{70}$ ,  $h_{71}$ ,  $h_{72}$ ,  $h_{73}$ ,  $h_{74}$ ,  $h_{75}$ ,  $h_{76}$ ,  $h_{77}$ ,  $h_{78}$ ,  $h_{79}$ ,  $h_{80}$ ,  $h_{81}$ ,  $h_{82}$ ,  $h_{83}$ ,  $h_{84}$ ,  $h_{85}$ ,  $h_{86}$ ,  $h_{87}$ ,  $h_{88}$ ,  $h_{89}$ ,  $h_{90}$ ,  $h_{91}$ ,  $h_{92}$ ,  $h_{93}$ ,  $h_{94}$ ,  $h_{95}$ ,  $h_{96}$ ,  $h_{97}$ ,  $h_{98}$ ,  $h_{99}$ ,  $h_{100}$ ,  $h_{101}$ ,  $h_{102}$ ,  $h_{103}$ ,  $h_{104}$ ,  $h_{105}$ ,  $h_{106}$ ,  $h_{107}$ ,  $h_{108}$ ,  $h_{109}$ ,  $h_{110}$ ,  $h_{111}$ ,  $h_{112}$ ,  $h_{113}$ ,  $h_{114}$ ,  $h_{115}$ ,  $h_{116}$ ,  $h_{117}$ ,  $h_{118}$ ,  $h_{119}$ ,  $h_{120}$ ,  $h_{121}$ ,  $h_{122}$ ,  $h_{123}$ ,  $h_{124}$ ,  $h_{125}$ ,  $h_{126}$ ,  $h_{127}$ ,  $h_{128}$ ,  $h_{129}$ ,  $h_{130}$ ,  $h_{131}$ ,  $h_{132}$ ,  $h_{133}$ ,  $h_{134}$ ,  $h_{135}$ ,  $h_{136}$ ,  $h_{137}$ ,  $h_{138}$ ,  $h_{139}$ ,  $h_{140}$ ,  $h_{141}$ ,  $h_{142}$ ,  $h_{143}$ ,  $h_{144}$ ,  $h_{145}$ ,  $h_{146}$ ,  $h_{147}$ ,  $h_{148}$ ,  $h_{149}$ ,  $h_{150}$ ,  $h_{151}$ ,  $h_{152}$ ,  $h_{153}$ ,  $h_{154}$ ,  $h_{155}$ ,  $h_{156}$ ,  $h_{157}$ ,  $h_{158}$ ,  $h_{159}$ ,  $h_{160}$ ,  $h_{161}$ ,  $h_{162}$ ,  $h_{163}$ ,  $h_{164}$ ,  $h_{165}$ ,  $h_{166}$ ,  $h_{167}$ ,  $h_{168}$ ,  $h_{169}$ ,  $h_{170}$ ,  $h_{171}$ ,  $h_{172}$ ,  $h_{173}$ ,  $h_{174}$ ,  $h_{175}$ ,  $h_{176}$ ,  $h_{177}$ ,  $h_{178}$ ,  $h_{179}$ ,  $h_{180}$ ,  $h_{181}$ ,  $h_{182}$ ,  $h_{183}$ ,  $h_{184}$ ,  $h_{185}$ ,  $h_{186}$ ,  $h_{187}$ ,  $h_{188}$ ,  $h_{189}$ ,  $h_{190}$ ,  $h_{191}$ ,  $h_{192}$ ,  $h_{193}$ ,  $h_{194}$ ,  $h_{195}$ ,  $h_{196}$ ,  $h_{197}$ ,  $h_{198}$ ,  $h_{199}$ ,  $h_{200}$ ,  $h_{201}$ ,  $h_{202}$ ,  $h_{203}$ ,  $h_{204}$ ,  $h_{205}$ ,  $h_{206}$ ,  $h_{207}$ ,  $h_{208}$ ,  $h_{209}$ ,  $h_{210}$ ,  $h_{211}$ ,  $h_{212}$ ,  $h_{213}$ ,  $h_{214}$ ,  $h_{215}$ ,  $h_{216}$ ,  $h_{217}$ ,  $h_{218}$ ,  $h_{219}$ ,  $h_{220}$ ,  $h_{221}$ ,  $h_{222}$ ,  $h_{223}$ ,  $h_{224}$ ,  $h_{225}$ ,  $h_{226}$ ,  $h_{227}$ ,  $h_{228}$ ,  $h_{229}$ ,  $h_{230}$ ,  $h_{231}$ ,  $h_{232}$ ,  $h_{233}$ ,  $h_{234}$ ,  $h_{235}$ ,  $h_{236}$ ,  $h_{237}$ ,  $h_{238}$ ,  $h_{239}$ ,  $h_{240}$ ,  $h_{241}$ ,  $h_{242}$ ,  $h_{243}$ ,  $h_{244}$ ,  $h_{245}$ ,  $h_{246}$ ,  $h_{247}$ ,  $h_{248}$ ,  $h_{249}$ ,  $h_{250}$ ,  $h_{251}$ ,  $h_{252}$ ,  $h_{253}$ ,  $h_{254}$ ,  $h_{255}$ ,  $h_{256}$ ,  $h_{257}$ ,  $h_{258}$ ,  $h_{259}$ ,  $h_{260}$ ,  $h_{261}$ ,  $h_{262}$ ,  $h_{263}$ ,  $h_{264}$ ,  $h_{265}$ ,  $h_{266}$ ,  $h_{267}$ ,  $h_{268}$ ,  $h_{269}$ ,  $h_{270}$ ,  $h_{271}$ ,  $h_{272}$ ,  $h_{273}$ ,  $h_{274}$ ,  $h_{275}$ ,  $h_{276}$ ,  $h_{277}$ ,  $h_{278}$ ,  $h_{279}$ ,  $h_{280}$ ,  $h_{281}$ ,  $h_{282}$ ,  $h_{283}$ ,  $h_{284}$ ,  $h_{285}$ ,  $h_{286}$ ,  $h_{287}$ ,  $h_{288}$ ,  $h_{289}$ ,  $h_{290}$ ,  $h_{291}$ ,  $h_{292}$ ,  $h_{293}$ ,  $h_{294}$ ,  $h_{295}$ ,  $h_{296}$ ,  $h_{297}$ ,  $h_{298}$ ,  $h_{299}$ ,  $h_{300}$ ,  $h_{301}$ ,  $h_{302}$ ,  $h_{303}$ ,  $h_{304}$ ,  $h_{305}$ ,  $h_{306}$ ,  $h_{307}$ ,  $h_{308}$ ,  $h_{309}$ ,  $h_{310}$ ,  $h_{311}$ ,  $h_{312}$ ,  $h_{313}$ ,  $h_{314}$ ,  $h_{315}$ ,  $h_{316}$ ,  $h_{317}$ ,  $h_{318}$ ,  $h_{319}$ ,  $h_{320}$ ,  $h_{321}$ ,  $h_{322}$ ,  $h_{323}$ ,  $h_{324}$ ,  $h_{325}$ ,  $h_{326}$ ,  $h_{327}$ ,  $h_{328}$ ,  $h_{329}$ ,  $h_{330}$ ,  $h_{331}$ ,  $h_{332}$ ,  $h_{333}$ ,  $h_{334}$ ,  $h_{335}$ ,  $h_{336}$ ,  $h_{337}$ ,  $h_{338}$ ,  $h_{339}$ ,  $h_{340}$ ,  $h_{341}$ ,  $h_{342}$ ,  $h_{343}$ ,  $h_{344}$ ,  $h_{345}$ ,  $h_{346}$ ,  $h_{347}$ ,  $h_{348}$ ,  $h_{349}$ ,  $h_{350}$ ,  $h_{351}$ ,  $h_{352}$ ,  $h_{353}$ ,  $h_{354}$ ,  $h_{355}$ ,  $h_{356}$ ,  $h_{357}$ ,  $h_{358}$ ,  $h_{359}$ ,  $h_{360}$ ,  $h_{361}$ ,  $h_{362}$ ,  $h_{363}$ ,  $h_{364}$ ,  $h_{365}$ ,  $h_{366}$ ,  $h_{367}$ ,  $h_{368}$ ,  $h_{369}$ ,  $h_{370}$ ,  $h_{37$

# Characteristics of masts and residual capacities

Free Lift Triplex (FLT)		FLT 48	FLT 54	FLT 57	FLT 63	FLT 68	FLT 73
α - Mast/fork carriage tilt, forward	°	3	3	3	3	3	3
β - Mast/fork carriage tilt, backward	°	1	1	1	1	1	1
h1 - Mast lowered height	mm	2140	2340	2440	2640	2790	2957
h2 - Mast free lift	mm	1600	1800	1900	2100	2250	2417
h3 - Mast lifting height	mm	4800	5400	5700	6300	6800	7300
h4 - Mast extended height	mm	5380	5980	6280	6880	7330	7830
Residual capacity with integrated side shift at max height	kg	1400	1400	1400	1000	700	



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