

STOP - PRESS BULLETIN

Lansing Bagnall

2 TON CAPACITY

RIDER ELECTRIC

**REACH TRUCK
FRER 2**

"SPACEMAKER 2"



ONE OF THE RANGE OF SPACEMAKERS

CAPACITY

4500 lb. 40' load length—2041 k.g. 1016 mm.
 4000 lb. 48' load length—1814 k.g. 1219 mm.

LIFT

9' 10" (2997 mm) Standard. Alternative lifts of 11' (3352 mm) 12' (3657 mm) 13' (3962 mm) 14' (4267 mm) 15' (4572 mm) and 16' (4876 mm)

OVERALL HEIGHT

83" (2108 mm) Standard; for each 12" (304 mm) increase of lift, overall height increase of 6" (152 mm).

SPEED OF LIFT

32 ft./min (9.75 m) (Maximum load) 45 ft./min (13.7 m) Unladen.

SPEED OF LOWERING

40/50 ft. per min. (12.2/15.2 m per min)

FREE LIFT

High free lift (no increase in mast height until forks are 34½" (873 mm) from top of mast) available at extra cost.

TILT (Tilting Mast)

5° back 2° forward.

REACH

32" (812 mm)

WIDTH

39½" (1003 mm) 42½" (1079 mm) over wheels (Load)

LENGTH

40½" (1022 mm) heel of forks to front of power unit. 70½" (1790 mm) overall.

SPEED

Forward & Reverse 5 mph (8.1 kph)

BATTERY

24 volt (460 AH) in two "L" shaped containers.

GRADIENT

1:12 with full load (dry concrete)

BRAKING

Electrical - Regenerative & Rheostatic

Mechanical - Hydraulic Foot Operation on load wheels 8" x 1½" (203 mm x 38 mm)

Parking - By handbrake on load wheels.

TURNING RADIUS

64½" (1638 mm) minimum.

Will stack 48" x 48" (1219 mm x 1219 mm) pallets in 90" (2286 mm) aisle, allowing 2" (51 mm) between pallets.

WHEELS

Load - 12" x 6½" rubber (304 mm x 165 mm)

Drive - 12" x 5" rubber (304 mm x 127 mm)

Castor - 8" x 3½" twin rubber (203 mm x 89 mm)

UNDERCLEARANCE

3" (76 mm)

CONTROLS

Operator faces sideways with mast on right hand. Steering by 16" dia. (406 mm) wheel. Foot pedal speed control. Foot pedal brake control. Forward and reverse hand control lever. Handlever parking brake. Attachment control levers as extras when required. Provision for two double acting valves for attachments. Lift, Tilt, & Reach control levers.

CHARGING

Wall mounted charger connected to the battery by coupling the cable to a charging outlet socket on the truck.

FORKS

40" (1016 mm) standard 5" x 1½" (127 mm x 44.4 mm)

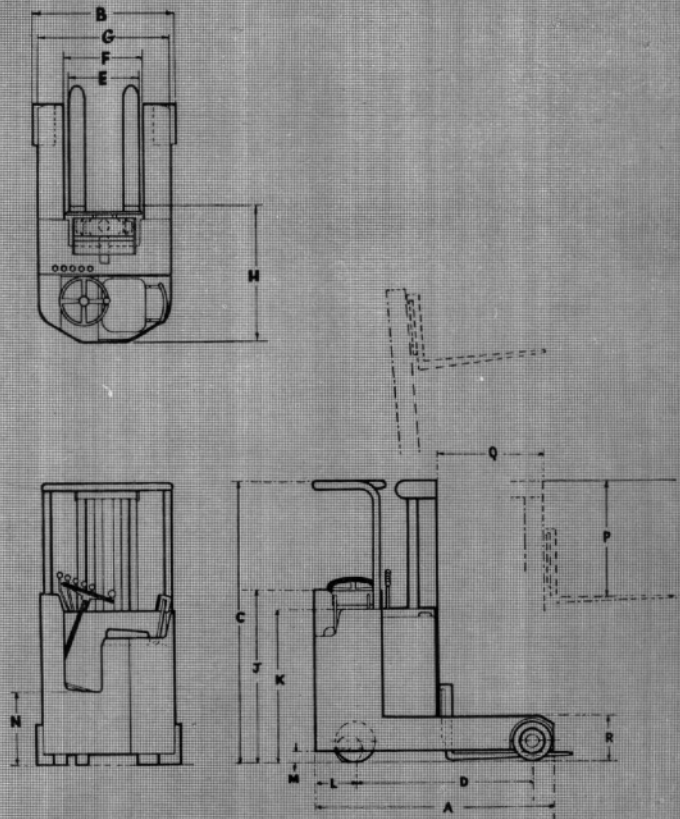
Adjustable from 11" (279 mm) outside to 22" (559 mm) outside.

ATTACHMENTS

Provision for: Load backrest, Squeeze clamp, Rotating head, Rotating Clamp and Sideshift as extras

OVERHEAD GUARD

A robust tubular steel guard over the driver protects him from injury caused by badly stacked loads toppling over.



a. Overall Length	70½" (1790 mm)
b. Overall Width	42½" (1079 mm)
c. Overall Height	83" (9' 10" Lift) (2108 mm)
d. Wheelbase	52½" (1333 mm)
e. Fork Spread	22" (559 mm) max. 11" (279 mm) min.
f. Inside Dim. Between Legs	23½" (596 mm)
g. Outside Dim. Overall Legs	39½" (1003 mm)
h. Distance from Face of Fork to Front of Body	40½" (1022 mm)
j. Body height (1)	50½" (1276 mm)
k. " " (2)	45" (1143 mm)
i. Distance from Drive wheel to Front of Body	12" (304 mm)
m. Underclearance	3" (76 mm)
n. Height of Driver's platform	21" (533 mm)
p. Reach Travel	34½" (873 mm)
q. Reach Travel	32" (812 mm)
r. Height of straddle legs	13" (330 mm)



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BASINGSTOKE

HAMPSHIRE

ENGLAND

Telephone: BASINGSTOKE 1010.

Telegrams: BAGNALLIC, BASINGSTOKE.

Also at BIRMINGHAM, CARDIFF, WARRINGTON, GLASGOW, LONDON, TORONTO and ZURICH

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Lansing Bagnall Ltd.,
Kingsclere Road, Basingstoke, Hants.
Telephone: Basingstoke 1010.

PRESS RELEASE

April 27, 1960

**New electric fork truck
is a 'maid of all work'**

One of the most important advances in materials handling equipment is announced today by Lansing Bagnall Ltd. The Company is introducing the first of a new range of electric fork trucks, capable of working in exceptionally rugged conditions, outdoors as well as indoors, and with speeds of up to **12** miles an hour. The first two models are of 2000 lb. and 3000 lb. lift capacity.

Known as the "Rapide" range, these are the first electric trucks in the world built for operation at such speeds, which up to now have been possible only with petrol, diesel or LP gas powered trucks. Now the "Rapide" is expected to become a strong competitor to the engine-powered trucks. In the past it has been an accepted disadvantage of the electric fork truck that it is "too slow" for some operations - a disadvantage accepted because of the trucks excellent value for indoor work.

The "Rapide" has overcome this disadvantage, and now there is an excellent indoor/outdoor truck. It is built for tough outdoor running over rough ground, even on snow, and can take gradients of up one in five.

With the additional ^{and long-established} advantages of electric trucks - economy of operation, freedom from fuel fumes, simplicity and safety of control - the "Rapide" is the most advanced fork truck in the world.

The truck is exceptionally cheap in battery use - because of a special economy device in the circuit. At slower speeds, up to seven miles an hour, the first

half of accelerator pedal travel controls a 24 volt supply; 48 volt supply is used only for higher speeds. In starting and manoeuvring, too, far less energy is used than with an orthodox control circuit. Indeed, in some circumstances, the economy device can double the ^{working}~~working~~ life of the battery.

Among the "Rapides" other advantages are:

Low centre of gravity, giving greater safety;

Smooth but rapid acceleration;

Lift speeds of fifty feet per minute (2000 lb. load); and 33 feet per minute (3000 lb. load);

Can work in ten foot aisles (exceptionally good for a truck which can work outdoors, too);

A turning radius of just over five feet;

A comfortable sprung driver's seat, with all controls easily to hand.

There is a full range of hydraulic attachments available;

The new truck is expected to have some of its widest application in the big mass production industries - motor car manufacture, canning, detergents and soap making; in docks and railway yards. And there is a big overseas potential.

As modern production methods grow faster so speedier materials handling becomes necessary - but speed with safety. The "Rapide" can answer the problem.

The "Rapide" is being shown to the public for the first time at the Mechanical Handling Exhibition at Earl's Court, from May 3 - 13.

END