



**STRONG PARTNERS.
TOUGH TRUCKS.™**



HIGH CAPACITY FORKLIFT TRUCKS

H25XMS-9, H30XMS-9, H32XMS-9
25.000 – 32.000 KG @ 900 MM

H25XM-12, H28XM-12, H30XM-12, H32XM-12
25.000 – 32.000 KG @ 1200 MM

CONTAINER HANDLING TRUCKS

H28XM-16CH, H32XM-16CH
23.500 – 28.500 KG @ 1600 MM



> BUILT ON EXPERIENCE

FIVE HYSTER GENERATIONS

The H25-32XM Series benefits from Hyster's 80 years of experience designing and building forklift trucks and almost 60 years of experience of manufacturing Big Trucks, with lifting capacities over 16 tonnes. These H25-32XM trucks are already the 5th generation machines, since Hyster started producing the first trucks in this capacity range – the 'A' Series - in 1951.



1951 HYSTER A-MODEL



1968 HYSTER B-MODEL



1983 HYSTER C-MODEL



1991 HYSTER F-MODEL



2011 HYSTER XM MODEL

The H25-32XM Series has been designed for the demanding applications in the heavy industry and container handling sectors. These trucks offer impressive value, in a high-specification package: a unique blend of high productivity, reliable proven components, fuel efficiency and outstanding driver comfort.

> ADDED VALUE



NINE IN A ROW

- Seven mid-range Forklift Trucks from 25 tonnes @ 900 mm up to 32 tonnes @ 1200 mm load centre.
- Three of these FLT's are ultra-compact 'S' models, able to work in very restricted operating spaces.
- Two Dedicated Container Handler models, featuring a unique Hyster designed dedicated carriage offer class-leading high container lifting capacity.

UNIQUELY COMPACT

- Ultra-compact 'S' (Short) models H25XMS-9, H30XMS-9 and H32XMS-9 feature a uniquely short wheelbase, ideally suited to applications with extreme operating space restrictions.

STRONG AND DURABLE

- The available Cummins - Stage IIIA (230 hp, optional 264 hp) or Stage IIIB (270 hp) compliant diesel engines are designed for industrial application, and ensure increased dependability for long periods of peak power operation.
- Oil-immersed (wet disc) brakes deliver reduced maintenance requirements.
- The tropical cooling system ensures that the trucks are able to work in ambient temperatures of up to 50°C for normal applications or 45°C for heavy-duty operations.

PRODUCTIVE

- Lifting speeds are class leading: The practical 4-mode average speed is an impressive 0.39 to 0.42 m/sec,
- Auto-shift 3-speed powershift transmission is standard.

CLEAN

- Both Cummins engines have low emissions either conforming to Stage IIIA or Stage IIIB NRMM emissions standards.*
*Stage IIIA is equivalent to Tier 3 and Stage IIIB is Tier 4 Interim, according to North America (U.S. EPA) legislation

COST EFFICIENT

- H25-32XM trucks feature power-on-demand load-sensing hydraulics - an effective way to substantially reduce fuel consumption.

In addition, trucks featuring Stage IIIB compliant engines feature cooling on demand, auto-speed hydraulics, rpm management and a change to engine idle speed, to help increase fuel efficiency in all applications.



SIMPLY VERSATILE

- The Hyster 'Dual-function' fork-carriage offers two fork-positioning ranges, in addition to sideshift. A uniquely simple 'Outer' and 'Inner' mounting position for the fork-positioning cylinders delivers additional application versatility. A 'Zero in-to-in' Fork-positioning version is optional, where two forks can be moved together to handle one coil, while still maintaining the possibility to use sideshift.
- The Dual-function carriage is also Hook-type, with a 'Quick-disconnect' feature for fast interchange between forks and a coil ram or another handling attachment.

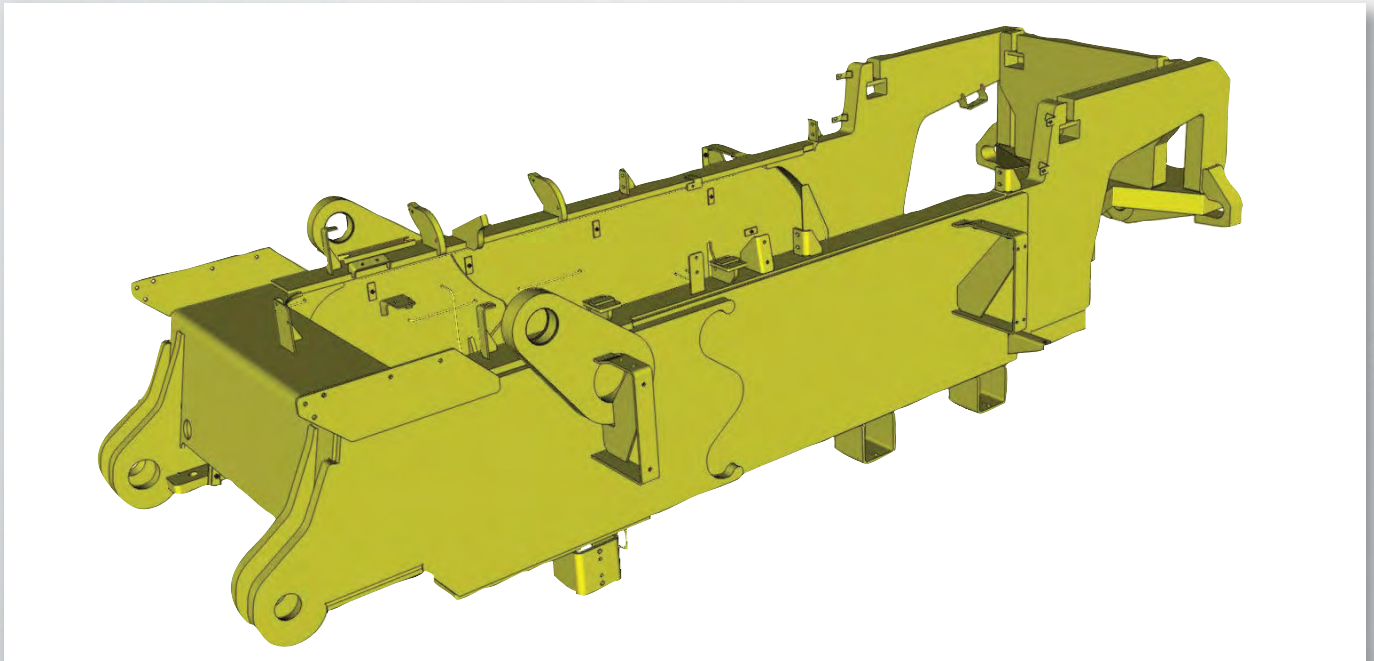
VISIBILITY

- The Hyster 'Vista' Operator's Compartment is located in a mid-high, forward position to maximise all-round visibility and ensure that all handling operations can be effectively conducted from this position.
- The wide open mast construction and a low-profile yet high-visibility carriage offer excellent visibility to forks/load.
- The sloping design of the counterweight greatly enhances visibility to the rear.

COMFORT

- The industry leading design of the Hyster 'Vista' Operator Compartment offers excellent comfort, all-round visibility, outstanding ergonomics and a low noise level.

> STRENGTH AND DURABILITY



FRAME

- The H25-32XM features an immensely strong integral frame, with massive supports for the mast and axles.

INDUSTRIAL

- Hyster uses Cummins Stage IIIA (230 hp, optional 264 hp) or Stage IIIB (270 hp) industrial rated diesel engines. This industrial rating offers extra dependability for long periods of peak power operation.

TROPICAL COOLING

- The entire cooling system has been designed to have a max hydraulic temperature of 90°C. This helps to prevent dried-out "hard" hoses.
- The tropical cooling system ensures that trucks are able to work in normal applications in ambient temperatures of up to 50°C, or up to 45°C for heavy duty operations.
- A unique 'stacked' 4-piece radiator cooler block has 4 separate elements for: Engine (coolant & turbo intercooler), the transmission, and the 'wet discs' brakes and hydraulic system. Cooling is highly efficient as each of the 4 elements receive direct fresh cooling air.

OIL-IMMERSED BRAKES

- The AxleTech drive axle (PRLC-1794 on H25XM models, PRC-3806 on H28-32XM models) is a planetary double reduction type, providing stability and durability, whilst the oil-immersed 'wet disc' brakes reduce maintenance requirements.

FORWARD-REVERSE

- The S.O.H. TE17-series 3-speed powershift transmission features the APC211 Soft-shift automatic gear shifting system. This controller has been tailored to the truck and engine ensuring class-leading smooth shifting. In addition, the transmission is fitted with a protective forward-reverse shifting lock-out, active at over 5 km/h and more than 1400rpm.
- The Hyster steer axle, with a single cylinder and non-adjustable tie rods is renowned for its long life and low maintenance requirements.



PROTECTION

- An engine and transmission protection system is standard equipment. This system initially derates engine power and finally shuts the engine down, helping to prevent possible damage. The protection acts on high engine coolant temperature or low oil pressure, plus on transmission low oil pressure and high oil temperature.

WEAR RESISTANT

- The Hyster carriage is equipped with unique Hyster wear pads, which have been employed for over 20 years across the Hyster Big Truck Range. The latest design feature an even higher density of friction material, and they can be easily shimmed for easy preventive maintenance.

STRONG MAST

- The masts of H28-32XM(S)-9/12 offer extra strength thanks to the unique '6-roller' construction, for lift heights up to 6.81m - low build-height for typical indoor and outdoor applications is combined with immense strength.



> PRODUCTIVITY

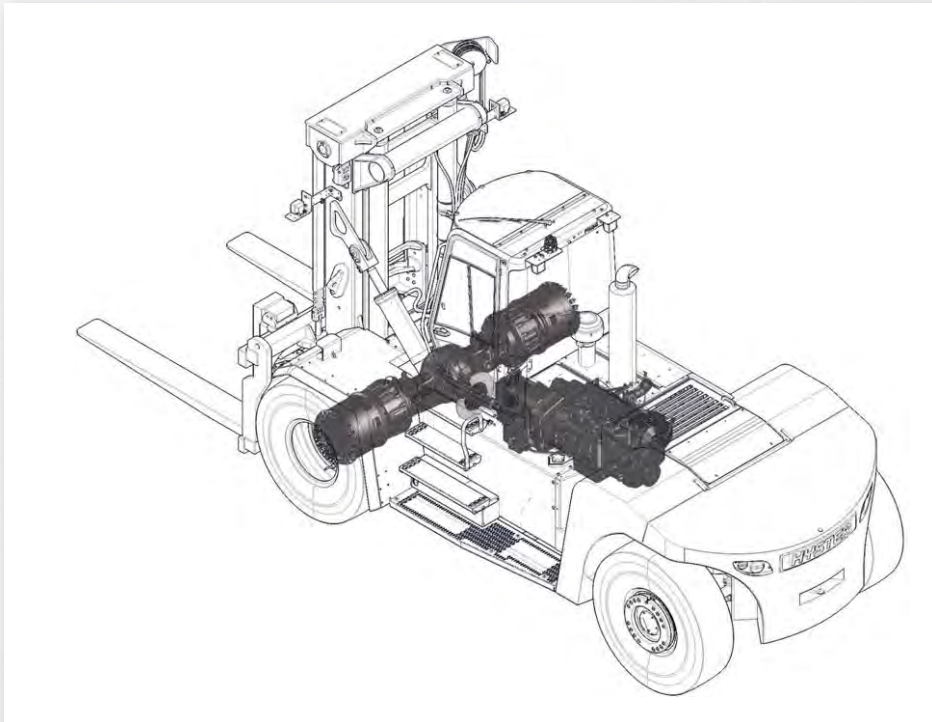


SMOOTH

- Power is provided by either a Cummins Stage IIIA or a Stage IIIB diesel engine, with turbocharger and charge air cooler. These large displacement 6-cylinder engines have very smooth torque characteristics. With the Stage IIIA engine there is no less than 915 Nm of torque available from 900 rpm up to 1500 rpm. With the Stage IIIB engine maximum torque is an impressive 990 Nm @ 1500 rpm. The result is excellent lifting and acceleration power, combined with low fuel consumption.
- Engine performance is ample for extensive peak-performance operation in demanding applications with either 230 hp (172 kW) as standard for the Stage IIIA engine or 270 hp (201 kW) for the Stage IIIB engine. The Stage IIIA engine has an optional power package of 265 hp (198 kW).

ON DEMAND

- Lift trucks use a major portion of the engine power for hydraulic functions. Therefore Hyster has equipped the H25-32XM with a load-sensing 'Power on Demand' hydraulic system, which adjusts the applied hydraulic power (and therefore engine power) 'on demand' by the actual load weight lifted. The truck only provides maximum power on demand, when it is really needed. In other words, load-sensing hydraulics offer noticeable advantages: Easier lifting, lower fuel consumption and decreased wear on all hydraulic components and the engine.



LIFTING SPEEDS

- Lifting speeds are class leading: The practical 4-mode average (of laden- & unladen lifting, plus laden- & unladen lowering) speed is a fantastic 0.39 to 0.42 m/sec. The optional 265/270 Hp engines deliver a 0.03 m/sec higher laden lift speed for peak productivity requirements.
- High unladen lift and tilt speeds at low engine revs by the load sensing hydraulics

CLEAN

- Both Cummins engines have low exhaust emissions either conforming to Stage IIIA or Stage IIIB NRMM (Non-Road Mobile Machinery) emissions standards, depending on the emissions legislation requirements of the territory in which the truck is operating.
- A heavy duty engine air filter is standard. It has a maintenance-free cyclonic pre-cleaner, plus a 2-stage filter, making it suitable for dusty operating environments.
- A 'puller' type cooling fan draws in cleaner air, from the top of the truck (not from underneath).

SOFT-SHIFT

- Both engine power versions come with the S.O.H. (Spicer Off-Highway) model TE17 three-speed powershift transmission, equipped with the intelligent APC211 'Soft-shift' auto-shift logic, plus it has a protective forward / reverse shifting lock-out to protect the transmission against abuse operation.
- A back-up alarm, with self-adjusting level, sounds when in reverse gear.

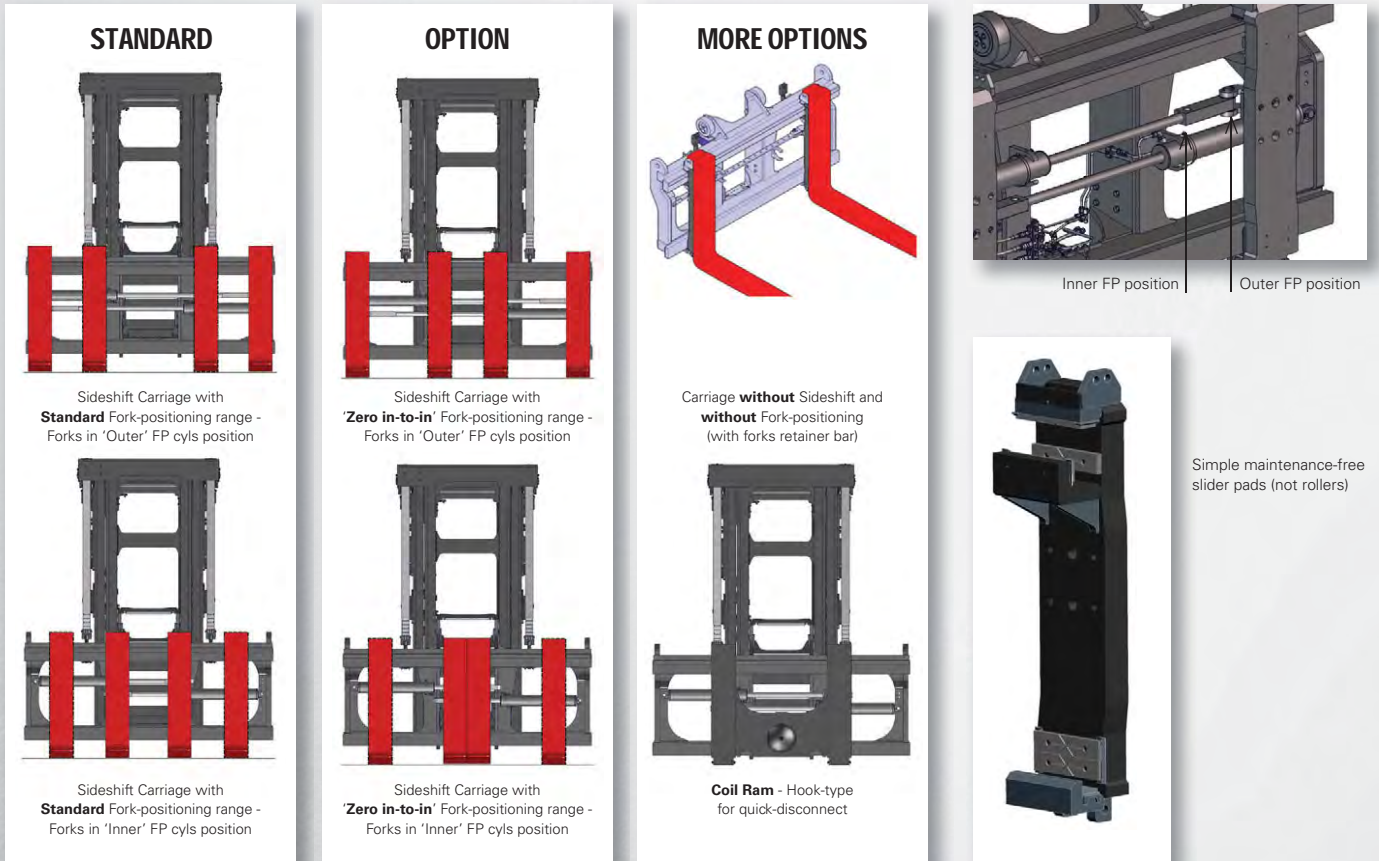
HOT OR COLD

- H25-32XM trucks can work in ambient temperatures ranging from -20 °C up to +50 °C, in standard configuration with no additional options required.



> SIMPLE VERSATILITY

The simplicity and versatility by the 'Dual-function' carriage of the Hyster H25-32XM, sets a new standard for large forklift trucks, by offering unique built-in flexibility for various fork handling duties.



VERSATILE

- This Hyster designed and built carriage has a Hook-style design with a 'quick-disconnect' (dis)mounting feature for the forks, enabling fast exchange between forks and e.g. a coil ram.
- It features Sideshift (SS) and Fork-positioning (FP) as standard.
- It is equipped with two Fork-positioning working ranges - An Outer and Inner FP position on the FP cylinders enables a uniquely wide 'in-to-in' or 'out-to-out' working range of the forks (dimension b5).

SIMPLICITY

- Slider pads (not rollers) are used as simple- and cost effective bearings for the movement of the forks on the carriage. Owners of H25-32XM machines will benefit from Hyster's long experience (over 20 years) in successfully using synthetic material slider pads in lift truck carriages.

OPTION

- 'Zero in-to-in' FP range is optional. In the Inner FP position the two forks can then be moved together to handle one coil. Sideshift is still available, even at 'zero in-to-in'. Available with max 6.20/6.81 m lift height mast.

FORKS

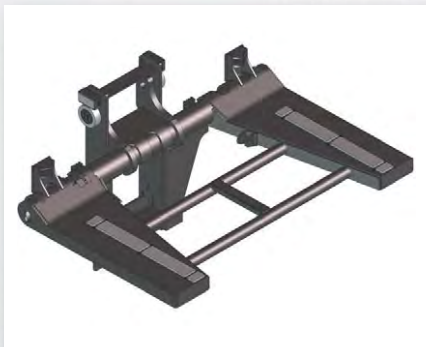
- The forks are 105 mm thick to pick-up 20' containers with ISO fork pockets.

MORE OPTIONS

- Coil ram pole, Hook-type quick-disconnect style, for fast exchange with (hook-type) forks.
- Carriage without Sideshift and without Forkpositioners functions. For very basic handling requirements.

> H28-32XM-16CH DEDICATED CONTAINER HANDLERS

Since 1986 Hyster FLT type Dedicated Container Handlers have set the standard in highest net container lifting capacity. For example: The 32 tonne model H32XM-16CH with Hyster 20'-40' container spreader (weight 6.3 tonnes) still lifts a container weight of 30.5 tonnes. The secret is the still unique Hyster 'Dedicated Carriage' that supports the container spreader.



DEDICATED CARRIAGE

This unique 'Dedicated Carriage' is the key construction element of 'masted' Hyster Container Handlers and offers in total four significant operational advantages:

HIGHEST LIFTING CAPACITY

- For example: H28XM-16CH with Hyster 20'-40' container spreader (of 6.3 tonnes) still has net of 26.4 t capacity. And this at a load centre of 1390 mm (not 1220 mm).
- The dedicated spreader mounting delivers a remarkable reduction in 'load distance' (dimension 'x' is only 790mm). See page 5 for all the excellent net container lifting capacities.

UNIQUE SIMPLICITY

- The dedicated carriage mounting is uniquely simple. With very few moving and wearing parts (e.g. no suspension linkages, no ball-joints) it features a virtually maintenance-free spreader mounting.

LESS HEAVY

- A significant reduction in front-end weight (of 4-4.5 tonnes compared to the conventional fork-mounting of a container spreader) directly results in more container lifting capacity.
- With this reduced 'load distance' plus the lighter weight of the dedicated mounting, a 7% reduction in laden front axle loading is a welcome result that ensures lower fuel consumption, lower floor loading and reduced tyre wear.

HALF-HIGH

- H28-32XM-16CH Dedicated Container Handlers have a 'half-high'-mounted position of the container spreader as a standard feature. This means that in addition to the usual full height 8'6" - 9'6" high containers, the machine has the additional versatility to also handle 'half height' 4' - 4'3" high containers.



> ALL-ROUND VISIBILITY

All-round visibility is an outstanding benefit of the H25-32XM trucks. This is thanks to the combination of a class-leading operator compartment design (the Hyster 'Vista' cab), an open-view mast, a high-visibility carriage, plus the bevelled counterweight shape.

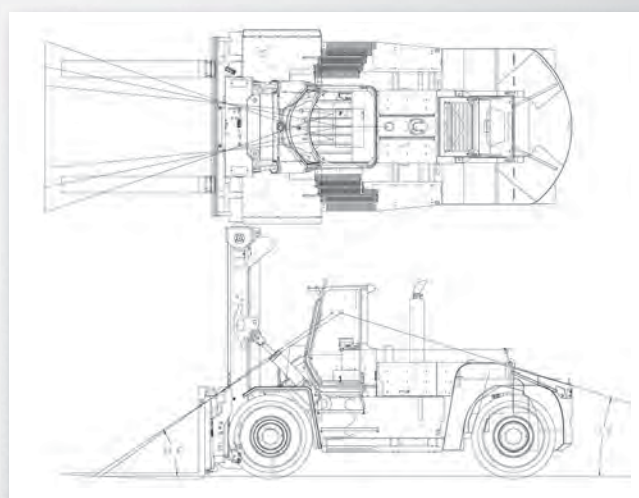
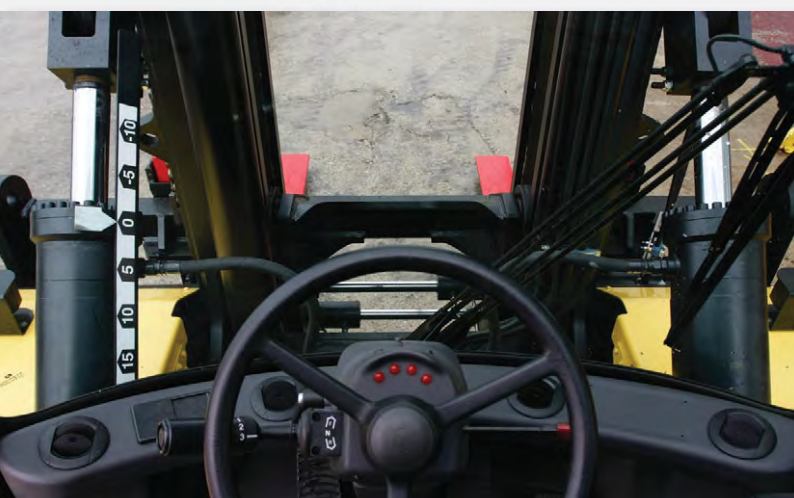


- The operator is ideally positioned, mid-high and towards the front, for optimal visibility of the fork handling operation at hand. This mid-high placement also gives excellent vision sideways and rearwards, boosting driver confidence.
- One position suits all applications.

HYSTER 'VISTA' CAB

The fully equipped Hyster 'Vista' cab (option on FLT models) stands out on all-round visibility aspects:

- The top window is rounded at the front, so the wiper covers this shape fully. A clever internal overhead guard with 'angled' bars minimises obstruction too.
- The curved front window is not a styling element - as the front cab pillars are positioned far back, the operator has a significantly wider view, which is extremely beneficial when handling wide loads or 20'-40' containers.
- The doors feature glass panels in both the upper and lower part of the frame that really enhance sideways visibility.
- The low position of the front dash panel ensures excellent visibility directly in front of the cab.
- The cab features an effective heating and demisting system with multiple outlets front and rear.
- Wipers (parallel system in front) and washers are located on the front, top and rear screens. Two inside panorama type rear-view mirrors, plus two outside rear-view mirrors contribute to the excellent visibility.



OPEN MAST

- The Hyster 'Vista' mast has a fully open design: The lift cylinders are behind the mast channels plus the lift chains are outside-mounted but also nested away for optimum visibility.
- Visibility is further improved by the unique (Hyster designed) 'angled' position of the hose group over the mast.

HIGH-VISIBILITY CARRIAGE

- The Hyster 'Dual function' carriage features an open design, which promotes visibility, even at 'see through' lorry-bed height.

FUNCTIONAL DESIGN

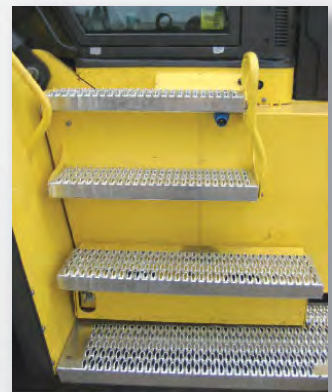
- Rearwards visibility is greatly enhanced by the sloping design of the counterweight, which tapers down towards the rear of the truck.

> COMFORT & ERGONOMICS

The Hyster 'Vista' operator compartment (available either as Open Operator Module or as a fully equipped Cab) is the acknowledged 'state-of-the-art' driver's environment in the industry today.

COMFORT

- The Hyster 'Vista' fully equipped cab (option on FLT model) is pressurised and ventilation air is filtered via an interior filter element, to keep dust out.
- Effective heating with 3-stage blower and extensive ventilation / demister air outlets.
- Optional Air-conditioning or climate control for optimized driver comfort
- Low noise level at drivers ear. The operator compartment is mounted on anti-vibration isolators.
- The fully adjustable suspension seat has armrests, a high backrest and safety belt. Optional: Air-suspension (DeLuxe) seat.
- 2-way sliding windows in both cab doors. Door locking device while driving with the doors open.
- Driver on-off access is comfortable, with wide anti-slip steps and conveniently placed handrails





CONTROLS

- Steering column is adjustable for both height and angle and the soft-grip steering wheel features a spinner knob for finger light operation.
- The 3-directions adjustable armrest console suspends with the seat and houses the controls: Levers and switches (FLT) or single-handle Joystick control (CH).
- Three pre-defined user modes (smooth, medium, direct) can be selected on customer and application preferences. These modes allow for class leading controls in every application.
- Directional lever with forward / reverse shifting protection - Auto-soft-shift function (manual shifting possible).
- Responsive oil-immersed disc brakes and automotive style pedal layout.

INSTRUMENTS

- Conveniently located dash display, to the right of the operator, to ensure maximum forward visibility. A set of 4 flashing LED warning lights, positioned on the steering column, catch the driver's attention, should he need to refer to the readout on the dash display at any time.
- Analogue display for: Hour meter, fuel level, battery charge, engine oil pressure and coolant temperature, transmission pressure and temperature.
- Warning lights for: Lights on, wiper and washer functions, battery charge, low brake pressure.
- Audible warning for: Low brake pressure. The reverse-driving beeper has a self-adjusting sound level of 4 dB(A) above the surrounding sound level, so is effective but avoids possible annoyance for other personnel.



> EFFICIENCY & LOWER OPERATING COSTS

Lift trucks consume a major portion of the engine power for the hydraulic functions, rather than for driving at speed. That is why Hyster has optimised this important power consumption (and fuel consumption) function, by designing an efficient so-called 'Power on Demand' load-sensing hydraulic system.

POWER ON DEMAND

- A 'Power on Demand' hydraulic system is load-sensing, so 'feels' the load weight that is lifted. Depending on that actual load weight, two so-called 'variable displacement' (piston-type) hydraulic oil pumps supply the required hydraulic flow and pressure, but no more. The load (weight), the variable displacement oil pumps and the diesel engine are therefore linked. This is in contrast to conventional 'fixed-displacement' (gear type) pumps, which supply fixed flow depending on engine RPM.
- This system provides class leading controllability with or without load, making the system operator friendly.

'GREEN' PUMPS

- The load-sensing system with 'variable displacement' pumps really is 'green' as power is not wasted, neither in 'light' operating conditions nor when working up to the maximum hydraulic performance.

- When the pumps are not used the swash plate moves in the neutral position where there is no unnecessary flow of oil.
- This system also contributes to the decreased wear of hydraulic components and the engine. The life of the hydraulic oil is also extended.

FUEL SAVING

- As maximum loads are not always handled (and many lift modes are without load), the truck requires less engine power and will consume less fuel, with savings of 5% to 15%.

PROVEN HYDRAULICS

- Well proven hydraulic components by Sauer-Danfoss are used. 'Power on demand' hydraulics are already proven, including the positive 'green' effects, in hundreds of Hyster ReachStackers.

TROPICAL COOLING

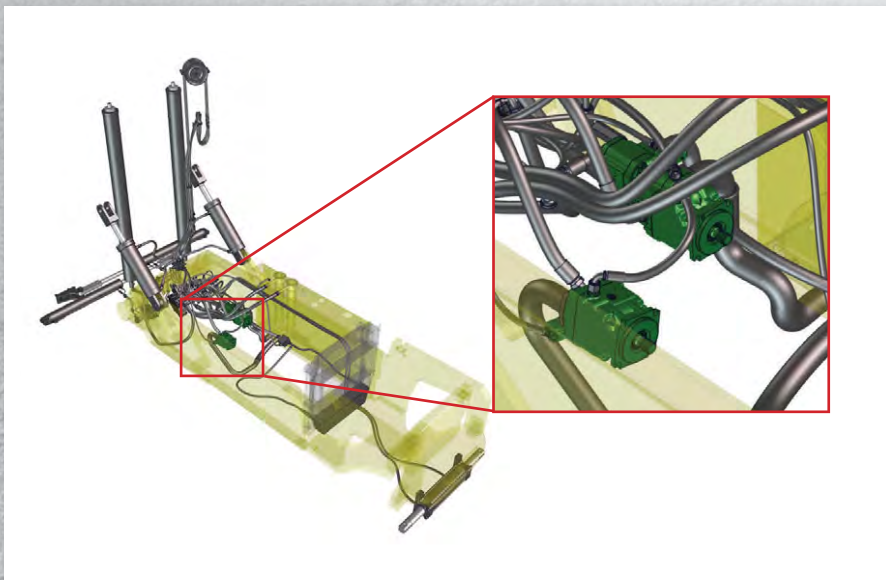
- the whole cooling system has been designed to have a max hydraulic temperature of 90°C. This extends' the oil life and helps to prevent dried-out "hard" hoses.
- A light on the dash warns of high hydraulic oil temperature.

OIL FILTRATION

- Hydraulic oil is effectively filtered at three locations: In the hydraulic tank (two 5µ main filters), at the brake pump (5µ filter) plus a 20µ filter in the oil-immersed brakes cooling circuit. Hydraulic tank capacity 274 litres (H25XMS-9: 237 litres). This generous capacity allows a consistent oil temperature to be maintained.

PERFORMANCE TUNING

- The operating speed of the hydraulic functions (lift, tilt, sideshift, fork-positioners or auxiliary) can be adjusted (by your Hyster service technician), to optimise them for a specific application, e.g. for low or high lifting heights or the use of a hydraulic attachment. The user can choose either maximum energy saving or maximum performance, or the best balance of the two. The factory setting is at this mid-point and the alternative settings provide lower or higher speeds.



> SERVICE MADE EASY

TILTING CAB

- The tilting cab is a standard feature on Hyster Big Trucks, however not a common sight in the industry. The cab can be tilted to the right-hand side, by hand lever. An electrical push button powered tilting system is available as an option. This side-tilting Hyster 'Vista' cab together with the gas-spring assisted 'gull-wing' shaped engine hoods and a rear opening hood, offer excellent service access to all components, ensuring maintenance is efficient and easy.

HYDRAULICS

- Hydraulic oil level can be easily checked by a sight-glass on the side of the tank. Leak-free O-ring 'ORFS' hydraulic fittings are used throughout the machine. (A light on the dash warns of high hydraulic oil temperature)
- Hydraulic functions can be adjusted in speed (by your Hyster service technician), and optimised for a specific application.



ELECTRONICS

- The CANbus wiring connection for the engine, transmission and instruments cluster and the electronic control unit for the load-sensing hydraulics are both located inside the operator compartment's side-console.
- Error codes are shown on the dash display's LCD screen.
- All fuse locations are centralized in the cab.

EASY TO ACCESS

- The central cooler (built-up of 4 separate elements) can be easily accessed for cleaning, via a separate flip-up grill.
- The truck also features centralised pressure check points and a digital pressure indicator on the brake system accumulator.
- The hydraulic oil level is easily checked with a sight-glass located on side of the hydraulic tank.
- Increased service intervals of 500 hrs.

> STANDARD EQUIPMENT



'VISTA' OPERATOR COMPARTMENT

- Forklift (FLT) models: Open Module.
- Container Handling (CH) models: Fully Equipped Cab.
- FLT: Levers for mast lift & tilt and sideshift, plus switches for fork-positioners.
- CH: Joystick for 'single-handle' intuitive control of mast lift, tilt and spreader functions
- Mechanical full-suspension seat with seat belt. Two wide-view rear view mirrors inside, plus two extra outside rear view mirrors. Manual cab tilt (for service access).

INSTRUMENTS

- Conveniently side-positioned dash display, with LED warning lights on the steering column.
- Gauges for: Hour meter, fuel level, battery charge, engine oil pressure and coolant temperature, transmission pressure and temp.
- Warning lights for: Lights on, wiper and washer functions, battery charge, low brake pressure.
- Beeper warning for: Low brake pressure, back up alarm when in reverse gear.

DRIVETRAIN

- 230 hp Cummins QSC8.3 Industrial diesel engine conforms to Stage IIIA emissions legislation. Subject to local emissions regulations the 270 hp Stage IIIB engine might be mandatory;
- Heavy duty engine 2-stage air filter plus maintenance free pre-cleaner; Fuel tank 364 litres (H25XM-9: 305 litres); Aluminised steel anti-corrosive exhaust; Tropical cooling for engine, transmission, brakes and hydraulic system.
- SOHTE17 Auto-shift transmission, APC211 'Soft-shift', forward-reverse shifting lock-out; Reverse-driving back-up alarm.
- Engine and transmission protection system; Drive axle with oil-immersed 'wet discs' brakes; Steering axle with wheel nut protection rings; Pneumatic bias ply tyres.

ELECTRICS

- 24 V system, 70 A alternator, batteries 204 Ah (20 hr.). Battery master switch; CANbus connection for engine, transmission, hydraulics instruments cluster; All sealed electrical connectors IP65.

HYDRAULIC FUNCTIONS

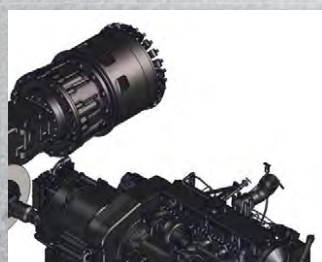
- FLT models: 5 way valve and hose group for lift, tilt, sideshift and 2 fork-positioners. CH: 7 way functions.

LIGHTS

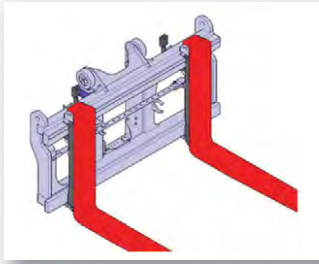
- FLT models: Base light kit: 2 Head lights front, 2 Rear work/drive lights on the cab, 2 Combination LED tail- & stop- & rear driving lights recess-mounted in the counterweight.
- CH models: Complete light kit: Base light kit plus light kit no.1: 4 work lights on the cab; Plus orange strobe light on cab; 4 direction indicators with hazard switch.

FRONT-END

- Mast: 'Vista' 2-Stage mast with 3760 mm TOF lift height. Mast tilt: 6 degrees forward and 10 degrees back
- Carriage: Dual function type with sideshift and standard fork-positioners (FP) with 'outer' and 'inner' positions of the FP cylinders for a wider fork positioning work range.
- Forks: Hook-type quick-disconnect 2440 mm long; Suitable for 20' ISO container pockets.



> OPTIONAL EQUIPMENT



OPERATOR COMPARTMENT

- Forklift (FLT) models: 'Vista' Fully Equipped Cab.
- FLT: Joystick control, instead of levers.
- In-Cab & Operator convenience items: Roller sun screens on top and rear screens (cab only).
- Air-conditioning (FLT model: if with optional 'Vista' cab); Heavy-duty air-conditioning. Climate control; High back-rest; Air suspension seat; 'DeLuxe' air suspension seat (optional with seat heating); Trainer seat with seat belt; Support bar for communication equipment; Converter 24 V to 12 V DC for accessories; Radio preparation; Map reading light; Extra air circulation fan; Storage box; Air horn; Powered cab tilt; Engine shut-down on driver presence.

DRIVETRAIN

- 270 hp Cummins QSB 6.7 Stage IIIB Industrial diesel engine
- 265 hp Cummins QSC8.3 Stage IIIA Industrial diesel engine.
- Reduction of the maximum drive speed to 16 or 20 km/hr.

TYRES

- Radial tyres (with tread or as 'slicks'); Solid (PSS) tyres - subject to application approval.

LIGHTS

- FLT: Lightkit 1: 4x cab-mounted work lights or Lightkit 2: 2x mast-mounted work lights; Orange strobe light on cab; 4 direction indicators (turn signals) with hazard switch.
- HID (Xenon) work lights, instead of standard halogen type.

HYDRAULICS

- Hydraulic accumulator (shock absorber) in lift system (mandatory with solid PSS tyres).

FRONT-END

- Mast lift heights from 3155 to 9860 mm TOF, other lift heights available on request; Mast tilt indicator; Mast tilt angle 15 degrees forward.
- Carriage with 'Zero in-to-in' Fork-positioning range up to max 6.20/6.81 m lift height; Carriage without Sideshift and without Fork-positioners, (for very basic handling requirements).
- Coil ram pole - Hook-type quick disconnect type.

OTHER OPTIONS

- Lifting eyes, 2x on the mast and 2x on the rear of the truck.
- Mudflaps front and rear.
- Engine block heater.



H25-32XMS-9

DISTINGUISHING MARKS	HYSTER		HYSTER		HYSTER			
	H25XMS-9		H30XMS-9		H32XMS-9			
1.1	Manufacturer		Diesel		Diesel			
1.2	Model designation		Diesel		Diesel			
1.3	Power: Battery, Diesel, LPG, Electric mains		Diesel		Diesel			
1.4	Operation: manual, pedestrian, stand, seat, orderpicker		Seat		Seat			
1.5	Load capacity	Q (kg)	25000	22000	30000	27000		
1.6	Load centre	c (mm)	900	1200	900	1200		
1.8	Load distance (DF-SS-FP carriage)	x (mm)	1185		1270			
1.9	Wheelbase	y (mm)	3655		3935			
WEIGHTS								
2.1	Unladen weight ●	kg	38205		45555			
2.2	Axle loading with load, front / rear	kg	58710	4445	69565	5470		
2.3	Axle loading without load, front / rear	kg	19435	18770	23720	21835		
TYRES & CHASSIS								
3.1	L = pneumatics, V = solids, SE = pneumatic-shaped solids		L		L			
3.2	Tyres size, front		14.00 x 24		16.00 x 25			
3.3	Tyres size, rear		14.00 x 24		16.00 x 25			
3.5	Number of wheels, front / rear (x-driven)		x 4	2	x 4	2		
3.6	Tread, front	b ₁₀ (mm)	2250		2425			
3.7	Tread, rear	b ₁₁ (mm)	2380		2340			
DIMENSIONS								
4.1	Mast tilt forward α / backward β	degrees	6°	10°	6°	10°		
4.2	Height of mast lowered (unladen)	h ₁ (mm)	4125		4225			
4.4	Lift height (bottom of forks)	h ₂ (mm)	4265		4265			
4.5	Height of mast extended (unladen)	h ₄ (mm)	6260		6355			
4.7	Cab height (open cab)	h ₅ (mm)	3385		3455			
4.8	Seat height (seat index point, ISO 5353)	h ₆ (mm)	2245		2315			
4.12	Coupling height	h ₁₀ (mm)	960		1030			
4.19	Overall length	l ₁ (mm)	8315		8680			
4.20	Length to face of forks	l ₂ (mm)	5875		6240			
4.21	Overall width	b ₂ (mm)	3225		3380			
4.22	Fork dimensions	s / e / l (mm)	105	280	2440	105	300	2440
4.23	Carriage type		Hook-type Dual-function Sideshift & Forkpositioning		Hook-type Dual-function Sideshift & Forkpositioning			
4.24	Carriage width	b ₃ (mm)	3040		3200			
4.25	Width over the forks min. / max., Standard Fork Positioning, with cyls in outer position	b ₅ (mm)	1430	2970	1480	3140		
	Standard Fork Positioning, with cyls in inner position	b ₂ (mm)	880	2420	930	2590		
	Optional 'Zero in-to-in' Fork Positioning, with cyls in outer position	b ₅ (mm)	970	2970	1020	3140		
	Optional 'Zero in-to-in' Fork Positioning, with cyls in inner position	b ₂ (mm)	560	2420	600	2590		
4.30	Sideshift @ width over forks (Standard FP & FP brackets in 'outer' position)	b ₆ / b ₅ (mm)	+/-385	2200	+/-415	2310		
4.31	Ground clearance, under mast laden	m ₁ (mm)	275		275			
4.32	Ground clearance, centre of wheelbase	m ₂ (mm)	365		440			
4.33	Stacking Aisle, without operating clearance	V (mm)	8340 ▶		8790 ▶			
4.33	Stacking Aisle, with 200 mm operating clearance	Ast (mm)	8540 ▶		8990 ▶			
4.33	Stacking Aisle, with 10% operating clearance	Ast (mm)	9175 ▶		9670 ▶			
4.35	Turning radius	Wa (mm)	5326		5691			
4.36	Internal turning radius	b ₁₃ (mm)	428		583			
PERFORMANCE DATA								
5.1	Travel speed laden / unladen	km/h	26	27	25	26		
5.2	Lifting speed laden / unladen - 172kW Stage IIIA engine	m/s	0.30	0.35	0.25	0.29		
	Lifting speed laden / unladen - 198kW Stage IIIA engine & 201kW Stage IIIB engine	m/s	0.34	0.35	0.28	0.29		
5.3	Lowering speed laden / unladen	m/s	0.50	0.50	0.50	0.50		
5.5	Drawbar pull laden / unladen - 172kW Stage IIIA engine *	kN	140	125	141	146		
	Drawbar pull laden / unladen - 198kW Stage IIIA engine & 201kW Stage IIIB engine *	kN	161	125	162	154		
5.6	Max. drawbar pull laden / unladen - 172kW Stage IIIA engine *	kN	176	125	177	154		
	Max. drawbar pull laden / unladen - 198kW Stage IIIA engine & 201kW Stage IIIB engine *	kN	200	125	201	154		
5.7	Gradeability laden / unladen - 172kW Stage IIIA engine †	%	24	28	20	27		
	Gradeability laden / unladen - 198kW Stage IIIA & 201kW Stage IIIB engines †	%	27	28	23	27		
5.8	Gradeability laden / unladen @ stall - 172kW Stage IIIA engine †	%	30	28	25	27		
	Gradeability laden / unladen @ stall - 198kW Stage IIIA engine & 201kW Stage IIIB engine †	%	35	28	29	27		
5.10	Service brake		oil-immersed / wet disc		oil-immersed / wet disc			
ENGINE								
7.1	Engine manufacturer		Cummins		Cummins			
7.2	Engine output according to ISO 1585, Maximum power @ 2000 rpm / Nominal power @ max. 2200 rpm		172kW (230hp) / 160kW (215hp)		172kW (230hp) / 160kW (215hp)			
	172kW Stage IIIA engine, Cummins QSC8.3		198kW (265hp) / 186kW (250hp)		198kW (265hp) / 186kW (250hp)			
	198kW Stage IIIA engine, Cummins QSC8.3		201kW (270hp) / 194kW (260hp)		201kW (270hp) / 194kW (260hp)			
	201kW Stage IIIB engine, Cummins QSB6.7	kW (Hp)	915 Nm @ 1500 rpm		915 Nm @ 1500 rpm			
7.2.1	Maximum engine torque - 172kW Stage IIIA engine, Cummins QSC8.3		1125 Nm @ 1500 rpm		1125 Nm @ 1500 rpm			
	Maximum engine torque - 198kW Stage IIIA engine, Cummins QSC8.3		990 Nm @ 1500 rpm		990 Nm @ 1500 rpm			
	Maximum engine torque - 201kW Stage IIIB engine, Cummins QSB6.7	Nm	2200		2200			
7.3	Governed speed	rpm	2200		2200			
7.5	Fuel consumption in accordance to VDI	l/h	☞		☞			
ADDITIONAL DATA								
8.1	Drive control		Torque Converter		Torque Converter			
8.2	Working pressure for attachments	bar	195		195			
8.3	Oil flow for auxiliary functions	l/min	70		70			
8.4	Average noise level L _{PAZ} , inside cab, per EN12053	dB (A)	76		76			
8.5	Towing coupling, model / type		Pin		Pin			

Specification data is based on VDI 2198

H25-32XMS-12

DISTINGUISHING MARKS	1.1	Manufacturer	
	1.2	Model designation	
	1.3	Power: Battery, Diesel, LPG, Electric mains	
	1.4	Operation: manual, pedestrian, stand, seat, orderpicker	
	1.5	Load capacity	Q (kg)
	1.6	Load centre	c (mm)
	1.8	Load distance (DF-SS-FP carriage)	x (mm)
	1.9	Wheelbase	y (mm)

WEIGHTS	2.1	Unladen weight ●	kg
	2.2	Axle loading with load, front / rear	kg
	2.3	Axle loading without load, front / rear	kg

TYRES & CHASSIS	3.1	L = pneumatics, V = solids, SE = pneumatic-shaped solids	
	3.2	Tyres size, front	
	3.3	Tyres size, rear	
	3.5	Number of wheels, front / rear (x-driven)	
	3.6	Tread, front	b ₁₀ (mm)
	3.7	Tread, rear	b ₁₁ (mm)

DIMENSIONS	4.1	Mast tilt forward α / backward β	degrees
	4.2	Height of mast lowered (unladen)	h ₁ (mm)
	4.4	Lift height (bottom of forks)	h ₁ (mm)
	4.5	Height of mast extended (unladen)	h ₂ (mm)
	4.7	Cab height (open cab)	h ₁ (mm)
	4.8	Seat height (seat index point, ISO 5353)	h ₂ (mm)
	4.12	Coupling height	h ₁₀ (mm)
	4.19	Overall length	l ₁ (mm)
	4.20	Length to face of forks	l ₂ (mm)
	4.21	Overall width	b ₂ (mm)
	4.22	Fork dimensions	s / e / l (mm)
	4.23	Carriage type	
	4.24	Carriage width	b ₃ (mm)
	4.25	Width over the forks min. / max., Standard Fork Positioning, with cyls in outer position	b ₃ (mm)
		Standard Fork Positioning, with cyls in inner position	b ₃ (mm)
		Optional 'Zero in-to-in' Fork Positioning, with cyls in outer position	b ₃ (mm)
		Optional 'Zero in-to-in' Fork Positioning, with cyls in inner position	b ₃ (mm)
	4.30	Sideshift @ width over forks (Standard FP & FP brackets in 'outer' position)	b ₂ / b ₃ (mm)
	4.31	Ground clearance, under mast laden	m ₁ (mm)
	4.32	Ground clearance, centre of wheelbase	m ₂ (mm)
	4.33	Stacking Aisle, without operating clearance	V (mm)
4.33	Stacking Aisle, with 200 mm operating clearance	Ast (mm)	
4.33	Stacking Aisle, with 10% operating clearance	Ast (mm)	
4.35	Turning radius	Wa (mm)	
4.36	Internal turning radius	b ₁₀ (mm)	

PERFORMANCE DATA	5.1	Travel speed laden /unladen	km/h
	5.2	Lifting speed laden /unladen - 172kW Stage IIIA engine	m/s
		Lifting speed laden /unladen - 198kW Stage IIIA engine & 201kW Stage IIIB engine	m/s
	5.3	Lowering speed laden /unladen	m/s
	5.5	Drawbar pull laden /unladen - 172kW Stage IIIA engine *	kN
		Drawbar pull laden /unladen - 198kW Stage IIIA engine & 201kW Stage IIIB engine *	kN
	5.6	Max. drawbar pull laden /unladen - 172kW Stage IIIA engine *	kN
		Max. drawbar pull laden /unladen - 198kW Stage IIIA engine & 201kW Stage IIIB engine *	kN
	5.7	Gradeability laden /unlade - 172kW Stage IIIA engine †	%
		Gradeability laden /unladen - 198kW Stage IIIA & 201kW Stage IIIB engines †	%
5.8	Gradeability laden /unladen @ stall - 172kW Stage IIIA engine †	%	
	Gradeability laden /unladen @ stall - 198kW Stage IIIA engine & 201kW Stage IIIB engine †	%	
5.10	Service brake		

ENGINE	7.1	Engine manufacturer	
	7.2	Engine output according to ISO 1585, Maximum power @ 2000 rpm / Nominal power @ max. 2200 rpm	
		172kW Stage IIIA engine, Cummins QSC8.3	
		198kW Stage IIIA engine, Cummins QSC8.3	
		201kW Stage IIIB engine, Cummins QSB6.7	kW (Hp)
	7.2.1	Maximum engine torque - 172kW Stage IIIA engine, Cummins QSC8.3	
		Maximum engine torque - 198kW Stage IIIA engine, Cummins QSC8.3	
	Maximum engine torque - 201kW Stage IIIB engine, Cummins QSB6.7	Nm	
7.3	Governed speed	rpm	
7.5	Fuel consumption in accordance to VDI	l/h	

ADDITIONAL DATA	8.1	Drive control	
	8.2	Working pressure for attachments	bar
	8.3	Oil flow for auxiliary functions	l/min
	8.4	Average noise level L _{PAZ} , inside cab, per EN12053	dB (A)
	8.5	Towing coupling, model / type	

HYSTER		HYSTER		HYSTER		HYSTER	
H25XM-12		H28XM-12		H30XM-12		H32XM-12	
Diesel		Diesel		Diesel		Diesel	
Seat		Seat		Seat		Seat	
25000		28000	31850	30000	32000	32000	
1200		1200	900	1200	900-1000	1200	
1185		1270		1270		1270	
4315		4315		4315		4825	

38630		45785		46430		46010	
58345	5285	67735	6050	70935	5490	72082	5927
19530	19100	23715	22070	23770	22660	23708	22302

L		L		L		L	
14.00 x 24		16.00 x 25		16.00 x 25		16.00 x 25	
14.00 x 24		16.00 x 25		16.00 x 25		16.00 x 25	
x 4	2	x 4	2	x 4	2	x 4	2
2250		2425		2425		2425	
2380		2340		2340		2340	

6°		10°		6°		10°		6°		10°	
4125		4225		4225		4225		4225		4225	
4265		4265		4265		4265		4265		4265	
6260		6355		6355		6355		6355		6355	
3385		3455		3455		3455		3455		3455	
2245		2315		2315		2315		2315		2315	
960		1030		1030		1030		1030		1030	
8975		9060		9060		9060		9570		9570	
6535		6620		6620		6620		7130		7130	
3225		3380		3380		3380		3380		3380	
105	280	2440	105	300	2440	105	300	2440	105	300	2440
Hook-type Dual-function Sideshift & Forkpositioning			Hook-type Dual-function Sideshift & Forkpositioning			Hook-type Dual-function Sideshift & Forkpositioning			Hook-type Dual-function Sideshift & Forkpositioning		
3040			3200			3200			3200		
1430		2970	1480		3140	1480		3140	1480		3140
880		2420	930		2590	930		2590	930		2590
970		2970	1020		3140	1020		3140	1020		3140
560		2420	600		2590	600		2590	600		2590
+/-385		2200	+/-415		2310	+/-415		2310	+/-415		2310
275			275			275			275		
365			440			440			440		
9810 □			9895 □			9895 □			10560 □		
10010 □			10010 □			10010 □			10760 □		
10790 □			10885 □			10885 □			11615 □		
6185			6185			6185			6848		
977			899			899			1323		

26	27	25	26	25	26	25	26
0.30	0.35	0.25	0.29	0.25	0.29	0.25	0.29
0.34	0.35	0.28	0.29	0.28	0.29	0.28	0.29
0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
140	130	141	146	141	146	140	146
161	130	162	154	161	154	161	158
176	130	177	154	176	154	176	158
200	130	202	154	201	154	201	158
23	27	20	26	19	27	19	27
27	27	23	26	22	27	22	27
29	27	26	26	25	27	24	27
34	27	29	26	28	27	27	27
oil-immersed / wet disc		oil-immersed / wet disc		oil-immersed / wet disc		oil-immersed / wet disc	

Cummins		Cummins		Cummins		Cummins	
172kW (230hp) / 160kW (215hp)		172kW (230hp) / 160kW (215hp)		172kW (230hp) / 160kW (215hp)		172kW (230hp) / 160kW (215hp)	
198kW (265hp) / 186kW (250hp)		198kW (265hp) / 186kW (250hp)		198kW (265hp) / 186kW (250hp)		198kW (265hp) / 186kW (250hp)	
201kW (270hp) / 194kW (260hp)		201kW (270hp) / 194kW (260hp)		201kW (270hp) / 194kW (260hp)		201kW (270hp) / 194kW (260hp)	
915 Nm @ 1500 rpm		915 Nm @ 1500 rpm		915 Nm @ 1500 rpm		915 Nm @ 1500 rpm	
1125 Nm @ 1500 rpm		1125 Nm @ 1500 rpm		1125 Nm @ 1500 rpm		1125 Nm @ 1500 rpm	
990 Nm @ 1500 rpm		990 Nm @ 1500 rpm		990 Nm @ 1500 rpm		990 Nm @ 1500 rpm	
2200		2200		2200		2200	
☞		☞		☞		☞	

Torque Converter		Torque Converter		Torque Converter		Torque Converter	
195		195		195		195	
70		70		70		70	
76		76		76		76	
Pin		Pin		Pin		Pin	

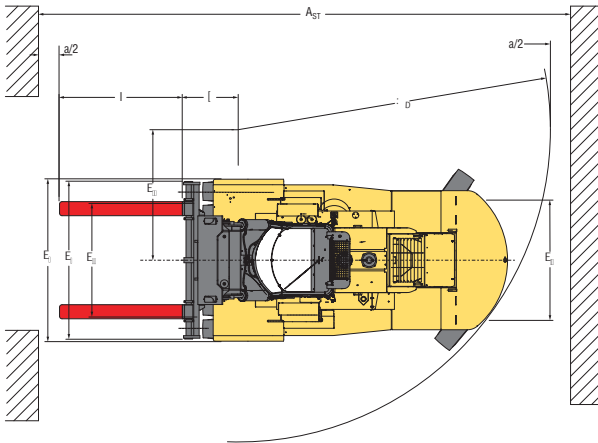
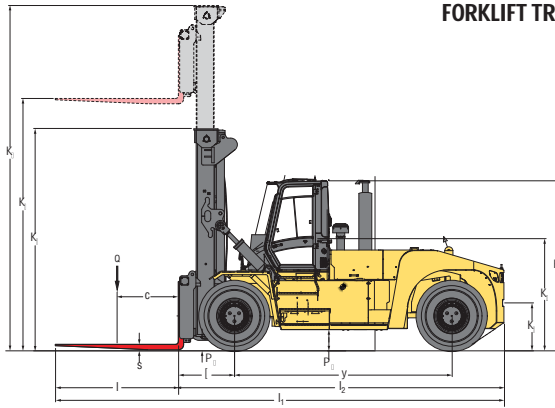
H28-32XM-16CH DEDICATED 20'-40' CONTAINER HANDLERS

DISTINGUISHING MARKS	HYSTER		HYSTER	
	H28XM-16CH		H32XM-16CH	
1.1	Manufacturer		Diesel	
1.2	Model designation		Diesel	
1.3	Power: Battery, Diesel, LPG, Electric mains		Seat	
1.4	Operation: manual, pedestrian, stand, seat, orderpicker		Seat	
1.5	Load capacity stacking 2-high 9'6"	Q (kg)	26350	23500
1.6	Load centre	c1 / c2 (mm)	31000	28550
1.8	Load distance (Dedicated carriage)	x (mm)	1390	1600
1.9	Wheelbase	y (mm)	790	790
			4315	4825
WEIGHTS	2.1	Unladen weight ●	51489	
	2.2	Axle loading with load, front / rear	74459	5027
	2.3	Axle loading without load, front / rear	32333	19153
			76250	5940
			32017	19693
TYRES & CHASSIS	3.1	L = pneumatics, V = solids, SE = pneumatic-shaped solids	L	
	3.2	Tyres size, front	L	
	3.3	Tyres size, rear	16.00 x 25	
	3.5	Number of wheels, front / rear (x-driven)	16.00 x 25	16.00 x 25
	3.6	Tread, front	x 4	2
	3.7	Tread, rear	2425	2425
			2340	2340
DIMENSIONS	4.1	Mast tilt forward α / backward β	6°	10°
	4.2	Height of mast lowered (unladen)	5640	5640
	4.4	Lift height (bottom of forks)	6095	6095
	4.5	Height of mast extended (unladen)	8685	8685
	4.7	Cab height (open cab)	3455	3455
	4.8	Seat height (seat index point, ISO 5353)	2315	2315
	4.12	Coupling height	1030	1030
	4.13	Minimum height of cont. spreader Twistlocks, from the ground	1060	1060
	4.19	Overall length, incl. spreader at forward reach position	8750	9260
	4.20	Length without spreader	6310	6820
	4.21	Overall width	3380	3380
	4.22	Fork dimensions	N/A	N/A
	4.23	Carriage type	Dedicated carriage for Hyster Container Handling spreader	Dedicated carriage for Hyster Container Handling spreader
	4.24	Dedicated carriage width	3390	3390
	4.30	Sideshift movement of the container spreader	+/-217	N/A
	4.31	Ground clearance, under mast with load	275	275
	4.32	Ground clearance, centre of wheelbase	440	440
	4.34	Stacking aisle, 20' / 40', without operating clearance	9615	13620
	4.34	Stacking aisle, 20' / 40', with 200 mm operating clearance	9815	13820
	4.34	Stacking aisle, 20' / 40', with 10% operating clearance	10575	14980
4.35	Turning radius	6185	6848	
4.36	Internal turning radius	899	1323	
PERFORMANCE DATA	5.1	Travel speed laden /unladen	25	26
	5.2	Lifting speed laden /unladen - 172kW Stage IIIA engine	0.25	0.29
		Lifting speed laden /unladen - 198kW Stage IIIA engine & 201kW Stage IIIB engine	0.28	0.29
	5.3	Lowering speed laden /unladen	0.50	0.50
	5.5	Drawbar pull laden /unladen - 172kW Stage IIIA engine *	140	145
		Drawbar pull laden /unladen - 198kW Stage IIIA engine & 201kW Stage IIIB engine *	161	165
	5.6	Max. drawbar pull laden /unladen - 172kW Stage IIIA engine *	176	181
		Max. drawbar pull laden /unladen - 198kW Stage IIIA engine & 201kW Stage IIIB engine *	201	205
	5.7	Gradeability laden /unladen - 172kW Stage IIIA engine †	19	30
		Gradeability laden /unladen - 198kW Stage IIIA & 201kW Stage IIIB engines †	22	33
5.8	Gradeability laden /unladen @ stall - 172kW Stage IIIA engine †	24	33	
	Gradeability laden /unladen @ stall - 198kW Stage IIIA engine & 201kW Stage IIIB engine †	27	33	
5.10	Service brake	oil-immersed / wet disc	oil-immersed / wet disc	
ENGINE	7.1	Engine manufacturer	Cummins	
	7.2	Engine output according to ISO 1585, Maximum power @ 2000 rpm / Nominal power @ max. 2200 rpm	Cummins	
		172kW Stage IIIA engine, Cummins QSC8.3	172kW (230hp) / 160kW (215hp)	172kW (230hp) / 160kW (215hp)
		198kW Stage IIIA engine, Cummins QSC8.3	198kW (265hp) / 186kW (250hp)	198kW (265hp) / 186kW (250hp)
		201kW Stage IIIB engine, Cummins QSB6.7	201kW (270hp) / 194kW (260hp)	201kW (270hp) / 194kW (260hp)
	7.2.1	Maximum engine torque - 172kW Stage IIIA engine, Cummins QSC8.3	915 Nm @ 1500 rpm	915 Nm @ 1500 rpm
		Maximum engine torque - 198kW Stage IIIA engine, Cummins QSC8.3	1125 Nm @ 1500 rpm	1125 Nm @ 1500 rpm
		Maximum engine torque - 201kW Stage IIIB engine, Cummins QSB6.7	990 Nm @ 1500 rpm	990 Nm @ 1500 rpm
	7.3	Governed speed	2200	2200
	7.5	Fuel consumption in accordance to VDI	☞	☞
ADDITIONAL DATA	8.1	Drive control	Torque Converter	
	8.2	Working pressure for attachments	195	195
	8.3	Oil flow for auxiliary functions	70	70
	8.4	Average noise level L_{pA2} , inside cab, per EN12053	76	76
	8.5	Towing coupling, model / type	Pin	Pin

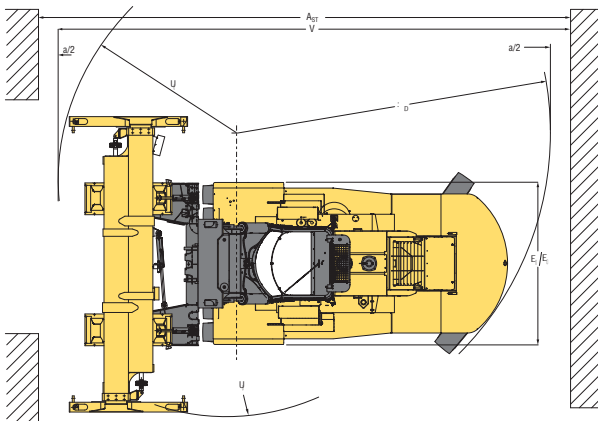
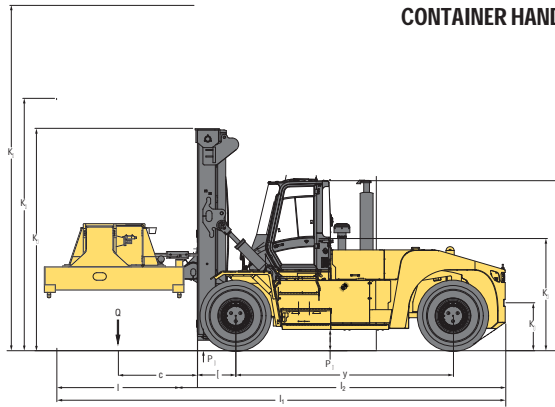
Specification data is based on VDI 2198

TRUCK DIMENSIONS

FORKLIFT TRUCKS



CONTAINER HANDLERS



EQUIPMENT AND WEIGHT

FORK LIFT TRUCKS:

- Weights (line 2.1) are based on the following specifications: Complete truck with Pneumatic tyres, 4265 mm BOF (4370 mm TOF) 2-Stage Vista Mast, Dual-function Sideshift-forkpositioners carriage and Hook-type forks 2440 mm long.

NOTES:

Specifications are affected by the conditions of the vehicle and how it is equipped, as well as the nature and condition of the operating area. If these specifications are critical, the proposed application should be discussed with your dealer

† Gradeability figures (line 5.7 & 5.8) are provided for comparison of tractive performance, but are not intended to endorse the operation of the vehicle on the stated inclines. Follow instructions in the operating manual regarding operation on inclines.

* Drawbar pull performance figures (line 5.5 & 5.6) are only indicative for comparison purpose. These performances are only possible for a short period of time.

- ▮ Load size 1830x1830 mm
- Load size 2440x2440 mm
- ☎ Consult your Hyster lift truck dealer

EQUIPMENT AND WEIGHT

CONTAINER HANDLERS:

Weights (line 2.1) are based on the following specifications: Complete truck with Cab, Pneumatic tyres, 6095 mm BOF (6200 mm TOF) 2-Stage Vista Mast, Dedicated carriage and Telescopic 20'-40' ISO Container Spreader.

$$A_{St} = Wa + x + b + a$$

(see line 4.33, page 2 & 3)

- a = Minimum operating clearance (VDI standard = 200mm, BITA recommendation = 300mm)
- b = Load length

- r₁ = radius of swing of container rear corner
- r₂ = radius of swing of container front corner
- Wa = outside turning radius of the truck
- V = theoretical 90° stacking aisle, no intrusive stacking

- V = r₂ + the larger of r₁ or Wa
- a = total operating clearance, a/2 is operating clearance at each side
- a = according VDI: 200 mm (100 mm each side)
- a = according FEM TN01 recommendation: 10% of V (5% of V at each side)
- A_{St} = practical 90° stacking aisle, no intrusive stacking and with clearance
- A_{St} = V + a. For data see line 4.34

NOTICE

Care must be exercised when handling elevated loads. When the carriage and/or load is elevated, truck stability is reduced. It is important that mast tilt in either direction be kept to a minimum when loads are elevated.

Operators must be trained and adhere to the instructions contained in the Operating Manual.

Hyster products are subject to change without notice. Lift trucks illustrated may feature optional equipment.

CE Safety:

This truck conforms to the current EU requirements.

MAST AND CAPACITY INFORMATION

H25XMS-9 – Capacities @ 900 mm and @ 1 200 mm

Recommended Stacking height & (20°) container height	Mast lift height (top of forks) (mm)	Mast lowered height (mm)	Without ZERO IN-TO-IN forklift positioning				With ZERO IN-TO-IN forklift positioning			
			Capacity @ 900 mm load centre (kg)	Mast back tilt (deg.)	Capacity @ 1 200 mm load centre (kg)	Mast back tilt (deg.)	Capacity @ 900 mm load centre (kg)	Mast back tilt (deg.)	Capacity @ 1 200 mm load centre (kg)	Mast back tilt (deg.)
2x 8'6"	3155	3520	25000	10	22000	10	25000	10	22000	10
2x 9'6"	3760	3820	25000	10	22000	10	25000	10	22000	10
	4370	4125	25000	10	22000	10	25000	10	22000	10
	4980	4430	25000	10	22000	10	25000	10	22000	10
3x 9'6"	6200	5040	25000	10	22000	10	24500	10	22000	10
4x 9'6"	9250	6565	22700	6	21000	6	19100 ♦	6	19100 ♦	6

H25XMS-12 – Capacities @ 1 200 mm

Recommended Stacking height & (20°) container height	Mast lift height (top of forks) (mm)	Mast lowered height (mm)	Without ZERO IN-TO-IN forklift positioning		With ZERO IN-TO-IN forklift positioning	
			Capacity @ 1 200 mm load centre (kg)	Mast back tilt (deg.)	Capacity @ 1 200 mm load centre (kg)	Mast back tilt (deg.)
2x 8'6"	3155	3520	25000	10	25000	10
2x 9'6"	3760	3820	25000	10	25000	10
	4370	4125	25000	10	25000	10
	4980	4430	25000	10	25000	10
3x 9'6"	6200	5040	25000	10	25000	10
4x 9'6"	9250	6565	22300	6	19000 ♦	6

H28XM-12 – Capacities @ 900 mm and @ 1 200 mm

Recommended Stacking height & (20°) container height	Mast lift height (top of forks) (mm)	Mast lowered height (mm)	Without ZERO IN-TO-IN forklift positioning				With ZERO IN-TO-IN forklift positioning			
			Capacity @ 900 mm load centre (kg)	Mast back tilt (deg.)	Capacity @ 1 200 mm load centre (kg)	Mast back tilt (deg.)	Capacity @ 900 mm load centre (kg)	Mast back tilt (deg.)	Capacity @ 1 200 mm load centre (kg)	Mast back tilt (deg.)
2x 8'6"	3155	3620	31850	10	28000	10	31850	10	28000	10
2x 9'6"	3760	3920	31850	10	28000	10	31850	10	28000	10
	4370	4225	31850	10	28000	10	31850	10	28000	10
3x 9'6"	6200	5140	31850	10	28000	10	31850	10	28000	10
	6810	5445	31700	10	27850	10	31700	10	27800	10
4x 9'6"	9250	7160	29400	6	27100	6	25400 ♦	6	25400 ♦	6
	9860	7465	25100	6	25100	6	21700 ♦	6	21700 ♦	6

H30XMS-9 – Capacities @ 900 mm and @ 1 200 mm

Recommended Stacking height & (20°) container height	Mast lift height (top of forks) (mm)	Mast lowered height (mm)	Without ZERO IN-TO-IN forklift positioning				With ZERO IN-TO-IN forklift positioning			
			Capacity @ 900 mm load centre (kg)	Mast back tilt (deg.)	Capacity @ 1 200 mm load centre (kg)	Mast back tilt (deg.)	Capacity @ 900 mm load centre (kg)	Mast back tilt (deg.)	Capacity @ 1 200 mm load centre (kg)	Mast back tilt (deg.)
2x 8'6"	3155	3620	32000	10	30000	10	32000	10	30000	10
2x 9'6"	3760	3920	32000	10	30000	10	32000	10	30000	10
	4370	4225	32000	10	30000	10	32000	10	30000	10
3x 9'6"	6200	5140	32000	10	30000	10	32000	10	30000	10
	6810	5445	31800	10	29800	10	31800	10	29800	10
4x 9'6"	9250	7160	29500	6	29100	6	25400 ♦	6	25400 ♦	6
	9860	7465	25100	6	25100	6	21700 ♦	6	21700 ♦	6

CAPACITIES

FORKLIFT TRUCKS

Capacities are valid for complete trucks with Pneumatic tyres, 2-Stage Vista mast with lift height as specified, Dual-function Hook-type Sideshift-Forkpositioning carriage and Quick-disconnect Hook-type forks 2440 mm long.

- ♦ Zero in-to-in forklift positioning version (also has larger Sideshift movement) not recommended with high lift mast(s)

H30XM-12 – Capacities @ 900 mm and @ 1 200 mm

Recommended Stacking height & (20') container height	Mast lift height (top of forks) (mm)	Mast lowered height (mm)	Without ZERO IN-TO-IN forklift positioning				With ZERO IN-TO-IN forklift positioning			
			Capacity @ 900 mm load centre (kg)	Mast back tilt (deg.)	Capacity @ 1 200 mm load centre (kg)	Mast back tilt (deg.)	Capacity @ 900 mm load centre (kg)	Mast back tilt (deg.)	Capacity @ 1 200 mm load centre (kg)	Mast back tilt (deg.)
2x 8'6"	3155	3620	32000	10	30000	10	32000	10	30000	10
2x 9'6"	3760	3920	32000	10	30000	10	32000	10	30000	10
	4370	4225	32000	10	30000	10	32000	10	30000	10
3x 9'6"	6200	5140	32000	10	30000	10	32000	10	30000	10
	6810	5445	31800	10	29800	10	31800	10	29800	10
4x 9'6"	9250	7160	29500	6	29100	6	25400 ♦	6	25400 ♦	6
	9860	7465	25100	6	25100	6	21700 ♦	6	21700 ♦	6

H32XMS-9 – Capacities @ 900 mm and @ 1 200 mm

Recommended Stacking height & (20') container height	Mast lift height (top of forks) (mm)	Mast lowered height (mm)	Without ZERO IN-TO-IN forklift positioning				With ZERO IN-TO-IN forklift positioning			
			Capacity @ 900 mm load centre (kg)	Mast back tilt (deg.)	Capacity @ 1 200 mm load centre (kg)	Mast back tilt (deg.)	Capacity @ 900 mm load centre (kg)	Mast back tilt (deg.)	Capacity @ 1 200 mm load centre (kg)	Mast back tilt (deg.)
2x 8'6"	3155	3620	32000	10	28600	10	32000	10	28600	10
2x 9'6"	3760	3920	32000	10	28500	10	32000	10	28500	10
	4370	4225	32000	10	28500	10	32000	10	28500	10
3x 9'6"	6200	5140	32000	10	28200	10	32000	10	28200	10
	6810	5445	31800	10	28000	10	31800	10	28000	10
4x 9'6"	9250	7160	29700	6	26600	6	26000 ♦	6	26000 ♦	6
	9860	7465	25600	6	25600	6	22000 ♦	6	22000 ♦	6

H32XM-12 – Capacities @ 1 200 mm

Recommended Stacking height & (20') container height	Mast lift height (top of forks) (mm)	Mast lowered height (mm)	Without ZERO IN-TO-IN forklift positioning		With ZERO IN-TO-IN forklift positioning	
			Capacity @ 1 200 mm load centre (kg)	Mast back tilt (deg.)	Capacity @ 1 200 mm load centre (kg)	Mast back tilt (deg.)
2x 8'6"	3155	3620	32000	10	32000	10
2x 9'6"	3760	3920	32000	10	32000	10
	4370	4225	32000	10	32000	10
3x 9'6"	6200	5140	32000	10	32000	10
	6810	5445	31800	10	31800	10
4x 9'6"	9250	7160	29000	6	25200 ♦	6
	9860	7465	25000	6	21700 ♦	6

H28XM-16CH / H32XM-16CH

Recommended Stacking height & container height ♦	Recommended mast lift height (top of forks) (mm)	Mast lowered height (mm)	Maximum under twistlocks (mm)	DEDICATED (half-high mounted) 20'-40' TELESCOPIC spreader	
				H28XM-16CH	H32XM-16CH
				Spreader reach retracted / extended	Spreader reach retracted / extended
2 x 8'6" ♦	6200	5650	7155	26350 / 23500	31000 / 28550
2 x 9'6" ♦	6200	5650	7155	26350 / 23500	31000 / 28550
3 x 9'6" ♦	9250	7175	10195	25900 / 23100	31000 / 28150
4 x 8'6" ♦	9860	7480	10815	25450 / 23000	30350 / 27650
4 x 9'6" ♦	11080 ○	8090	12035	21700 / 20200	25600 / 21300

H28XM-12 / H32XM-12

Recommended Stacking height & container height	Recommended mast lift height (top of forks) (mm)	Mast lowered height (mm)	Maximum under twistlocks (mm)	LOW-FORK-MOUNTED 20'-40' TELESCOPIC spreader ■	
				H28XM-12	H32XM-12
				Spreader reach retracted / extended	Spreader reach retracted / extended
2 x 8'6"	6200	5800	5720	24860 / 21980	28880 / 24660
2 x 9'6"	6810	6110	6330	24660 / 21800	28760 / 24660
3 x 8'6"	9240	7330	8760	23640 / 20880	27640 / 24520
3 x 9'6"	9860	7630	9380	23400 / 20660	24740 / 24260

CAPACITIES

FORKLIFT TRUCKS

Capacities are valid for complete trucks with Pneumatic tyres, 2-Stage Vista mast with lift height as specified, Dual-function Hook-type Sideshift-Forkpositioning carriage and Quick-disconnect Hook-type forks 2440 mm long.

- ♦ Zero in-to-in forklift positioning version (also has larger Sideshift movement) not recommended with high lift mast(s)

DEDICATED CONTAINER HANDLERS

Capacities are valid for complete trucks with Cab, Pneumatic tyres, 2-Stage Vista mast with lift height as specified, Dedicated carriage and 20'-40' Telescopic ISO container spreader.

Care must be exercised when handling elevated loads. When the load is elevated, truck stability is reduced. It is important that mast tilt in either direction be kept to a minimum when loads are elevated. Operators must be trained and adhere to the instructions contained in the Operating Manual.

Lifting capacities are in conformance with standards ISO 1074 (Fork lifts) or ISO 10525 (Container Handlers).

- ♦ H28-32XM-16CH can also handle half-height (4' or 4'3" high) containers.

■ Low fork mounted container spreader is available via SPED.

○ Mast is available via SPED.

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