SL7810E

SKID-STEER LOADERS

Form No.
917245/
EP0310
English

Operator's Manual

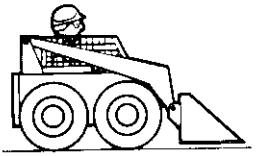
Gehl Company, in cooperation with the American Society of Agricultural Engineers and the Society of Automotive Engineers, has adopted this Safety Alert Symbol to pinpoint precautions which, if not properly followed, can create a safety hazard. When you see this symbol in this manual or on the machine itself, you are reminded to BE ALERT! Your personal safety is involved!

Operators must have instructions before running the machine. Untrained operators can cause injury or death.

CORRECT

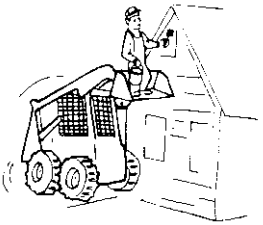
Read Operator's Manual before using machine.

WRONG



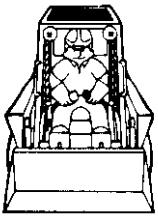
Never use loader without ROPS/FOPS. Never modify the ROPS/FOPS structure.

WRONG



Never use the loader to lift personnel.

CORRECT



Always fasten seatbelt snugly. Always keep feet on the floor/pedals when operating loader.

WRONG

Do not use loader around explosive dust or gas, or where exhaust can contact flammable material.

SL7810E Skid-Steer Loaders
Operator's Manual

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Loader Model Number	
Loader Serial Number	
Engine Serial Number	

GEHL

EC DECLARATION OF CONFORMITY

1. Manufacturer: **Gehl Company**
2. Address: **One Gehl Way**
   West Bend, WI 53095 U.S.A.
   FAX: 262-334-6687
3. Technical Construction File Location:
   Attn.: Quality Manager
   915 SW 7th St.
   Madison, SD 57042 U.S.A.
4. Authorized Representative: **Gehl Europe GmbH**
5. Address: **Burgsteinfurter Damm 89**
   D-48485 Neuenkirchen/Rheine
   GERMANY
6. **We hereby declare that the model(s) listed below conforms to EC Directives: 2004/108/EC (EMC), 97/23/EC (Pressure Equipment), 2006/42/EC (Machinery) and 2000/14/EC (Noise Emission), including all current amendments.**
7. In accordance with EN/ISO Standards:
   EN ISO 3450:1996, ISO 6165
8. Category: **EARTH-MOVING MACHINERY/ LOADERS/COMPACT**
9. Model(s): **7810E**
10. Directive/Conformity Assessment Procedure/Notified Body:

2004/108/EC	**Type-test**	**Self-certification**
97/23/EC	**Self-certification**	**----------**
2006/42/EC	**Self-certification**	**----------**
2000/14/EC	**Annex VIII – Full Quality Assurance**	**TÜV Industrie Service GmbH – TÜV SÜD Group Westendst. 199, D-80686 München GERMANY**

CHAPTER 1

INTRODUCTION

This Operator's Manual provides the owner/operator information about maintaining and servicing SL7810E skid-steer loader models. More importantly, this manual provides an operating plan for safe and proper use of the machine. Major points of safe operation are detailed in the *Safety* chapter of this manual.

We ask that you read and understand the contents of this manual completely and become familiar with your new machine before operating it. See your authorized Gehl dealer if you have any questions concerning information in the manual, require extra manuals or for information concerning the availability of manuals in other languages.

Throughout this manual, information is provided set in *italic* type and introduced by the word ***Note*** or ***Important***. Read carefully and comply with those messages – it will improve your operating and maintenance efficiency, help avoid breakdowns and damage, and extend your machine's life.

A manual storage box in the operator's compartment holds the Operator's Manual and AEM Safety Manual (also available in Spanish). Please return the manuals to this box and keep them with the unit at all times. If this machine is resold, we recommend that these manuals be given to the new owner.

The attachments and equipment available for use with this machine have a wide variety of potential applications. Read the manual provided with the attachment to learn how to safely maintain and operate the equipment. Be sure the machine is suitably equipped for the type of work to be performed.

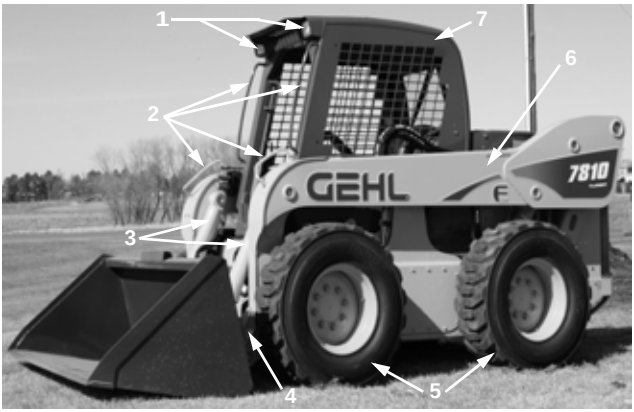
Do not use this machine for any applications or purposes other than those described in this manual or those applicable for approved attachments. If the machine is to be used with special attachments or equipment other than those approved by Gehl Company, consult your Gehl dealer. Any person using non-approved attachments or making unauthorized modifications is responsible for the consequences.

The Gehl dealership network stands ready to provide you with any assistance you may require, including providing genuine Gehl service parts. All service parts should be obtained from your Gehl dealer. Provide complete information about the part and include the model and serial numbers of your machine. Record these numbers in the space provided on the Table of Contents page, as a handy reference.

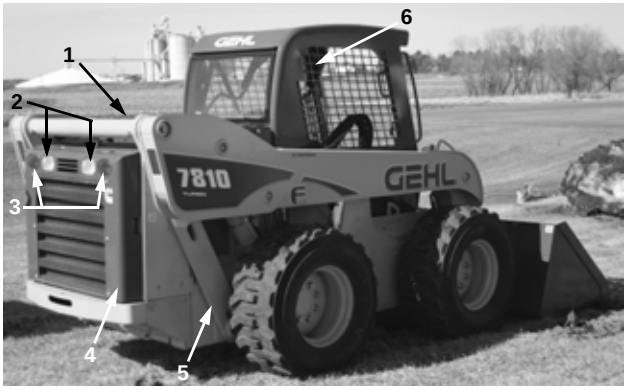
Please be aware that Gehl strives to continuously improve its products and reserves the right to make changes and improvements in the design and construction of any part without incurring the obligation to install such changes on any previously delivered unit.

If this machine was purchased "used", or if the owner's address has changed, please provide your Gehl dealer or Gehl Company Service Department with the owner's name and current address, along with the machine model and serial number. This will allow the registered owner information to be updated, so that the owner can be notified directly in case of an important product issue.

Loader Identification

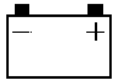
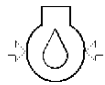
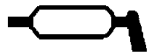
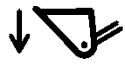


1. Front Work Lights
2. Grab Handles
3. Tilt Cylinders
4. Attachment Bracket
5. Tires
6. Lift Arm
7. Roll-Over/Falling Object Protective Structure (ROPS/FOPS)



1. Engine Cover
2. Rear Work Lights
3. Tail Lights
4. Rear Door
5. Rear Link
6. Restraint Bar

Control/Indicator Symbols

 Power Off	 Power On	 Engine Start	 Battery Charge	 Electrical Power
 Worklight w/Flasher	 Worklight	 Safety Alert	 Hazard Flasher	 Seatbelt
 Horn	 Read Operator's Manual	 Volume – Full	 Volume – Half Full	 Volume – Empty
H-L High – Low	**N** Neutral	**F** Forward	**R** Reverse	 Parking Brake
 Engine Air Filter	 Engine Oil	 Engine Oil Filter	 Engine Oil Pressure	 Fuel Filter
 Engine Temperature	 Hydraulic System	 Hydraulic Oil Temperature	 Hydraulic Oil Filter	 Grease Lubrication Point
 Glow Indicator Lamp	 Diesel Fuel	 Chaincase Oil	 Clockwise Rotation	 Counterclockwise Rotation
 Fast	 Slow	 Ride Control	 Power Hitch	 Bucket – Float
 Bucket – Rollback	 Bucket – Dump	 Lift Arm – Lower	 Lift Arm – Raise	Service Hours
Lift Point	Tie-Down	Diesel Water Separator	Engine Malfunction Shutdown	

Notes

CHAPTER 2

SAFETY

This safety alert symbol means Attention! Become alert! Your safety is involved! It stresses an attitude of "Heads Up for Safety" and can be found throughout this Operator's Manual and on the decals on the machine.

Before operating this machine, read and study the following safety information. For further reference on the safe operation of skid-steer loaders, Gehl Company suggests that equipment owners obtain the Gehl "Skid-Steer Loader Safety" video, which is available through Gehl dealers. In addition, be sure that everyone who operates or works with this machine, whether family member or employee, is familiar with these safety precautions. It is essential to have competent and careful operators, who are not physically or mentally impaired, and who are thoroughly trained in the safe operation of the machine and the handling of loads. It is recommended that the operator be capable of obtaining a valid motor vehicle operator's license.

The use of skid-steer loaders is subject to certain hazards that cannot be eliminated by mechanical means, but only by exercising intelligence, care and common sense. Such hazards include, but are not limited to, hillside operation, overloading, instability of the load, poor maintenance and using the equipment for a purpose for which it is not intended or designed.

Gehl ALWAYS considers the operator's safety when designing its machinery, and guards exposed moving parts for the operator's protection. However, some areas cannot be guarded or shielded in order to assure proper operation. Furthermore, this Operator's Manual and decals on the machine warn of additional hazards and they should be read and observed closely.

Some photographs in this manual may show doors, guards and shields open or removed for illustrative purposes only. Be sure that all doors, guards and shields are in their proper operating positions before starting the engine to operate the unit.

Different applications may require optional safety equipment, such as a back-up alarm, mirror, strobe light or an impact-resistant front door. Be sure you know the job site hazards and equip your machine as needed.

DANGER **"DANGER" indicates an imminently hazardous situation which, if not avoided, will result in death or serious injury.**

WARNING **"WARNING" indicates a potentially hazardous situation which, if not avoided, could result in death or serious injury.**

CAUTION **"CAUTION" indicates a potentially hazardous situation which, if not avoided may result in minor or moderate injury. May also alert against unsafe practices.**

Mandatory Safety Shutdown Procedure

Before cleaning, adjusting, lubricating, servicing the unit, or leaving it unattended:

1. Move the drive control handle(s) to the neutral position.
2. Lower the lift arm and attachment completely. If the lift arm *must* be left in the raised position, BE SURE to properly engage the lift arm support device (page 20).
3. Move the throttle to the low idle position, shut off the engine and remove the key.
4. Before exiting, move the lift/tilt control(s) to verify that the controls do not cause movement of the lift arm and hitch.

Safety Reminders

Before Starting

- Do not modify the ROPS/FOPS unless instructed to do so in installation instructions. Modifications such as welding, drilling or cutting can weaken the structure and reduce the protection it provides. A damaged ROPS/FOPS cannot be repaired – it must be replaced.
- To ensure safe operation, replace damaged or worn-out parts with genuine Gehl service parts.
- Gehl skid-steer loaders are designed and intended to be used only with Gehl attachments or approved referral attachments. Gehl cannot be responsible for operator safety if the loader is used with a non-approved attachment.
- Remove all trash and debris from the machine each day, especially in the engine compartment, to minimize the risk of fire.
- Always face the loader and use the handholds and steps when getting on and off the loader. Do not jump off the loader.
- Never use starting fluid (ether).
- Walk around the machine and warn all nearby personnel before starting the machine.
- Always perform a daily inspection of the machine before using it. Look for damage, loose or missing parts, leaks, etc.

During Operation

- Machine stability is affected by: the load being carried, the height of the load, machine speed, abrupt control movements and driving over uneven terrain. **DISREGARDING ANY OF THESE FACTORS CAN CAUSE THE LOADER TO TIP, THROWING THE OPERATOR OUT OF THE SEAT OR LOADER, RESULTING IN DEATH OR SERIOUS INJURY.** Therefore: ALWAYS operate with the seatbelt fastened and the restraint bar lowered. Do not exceed the machine's Rated Operating Load. Carry the load low. Move the controls smoothly and gradually, and operate at speeds appropriate for the conditions.
- When operating on inclines or ramps, always travel with the heavier end of the loader toward the top of the incline for additional stability.
- Do not raise or drop a loaded bucket or fork suddenly. Abrupt movements under load can cause serious instability.
- Never activate the float function with the bucket or attachment loaded or raised, because this will cause the arm to lower rapidly.
- Do not drive too close to an excavation or ditch; be sure that the surrounding ground has adequate strength to support the weight of the loader and the load.
- Never carry riders. Do not allow others to ride on the machine or attachments, because they could fall or cause an accident.
- Always look to the rear before backing up the skid-steer loader.
- Operate the controls only from the operator's seat.
- Always keep hands and feet inside the operator's compartment while operating the machine.
- New operators must operate the loader in an open area away from bystanders. Practice with the controls until the loader can be operated safely and efficiently.
- Always wear safety goggles, ear and head protection while operating the machine. Operator must wear protective clothing when appropriate.
- Exhaust fumes can kill. Do not operate this machine in an enclosed area unless there is adequate ventilation.
- When you park the machine and before you leave the seat, check the restraint bar for proper operation. The restraint bar, when raised, deactivates the lift/tilt controls and auxiliary hydraulics, and applies the parking brake.

Maintenance

- Never attempt to by-pass the keyswitch to start the engine. Use only the jump starting procedure detailed in the chapter of this manual.
- Never use your hands to search for hydraulic fluid leaks. Instead, use a piece of paper or cardboard. Escaping fluid under pressure can be invisible and can penetrate the skin and cause serious injury. If any fluid is injected into your skin, see a doctor at once. Injected fluid must be surgically removed by a doctor or gangrene may result.

- Always wear safety glasses with side shields when striking metal against metal. In addition, it is recommended that a softer (chip-resistant) material be used to cushion the blow. Failure to heed could lead to serious injury to the eyes or other parts of the body.
- Do not smoke or have any spark-producing equipment in the area while filling the fuel tank or while working on the fuel or hydraulic systems.

Potential Hazards

A skid-steer loader operator must ALWAYS be conscious of the working environment. Operator actions, the environmental conditions and the job at hand require the full attention of the operator so that safety precautions can be taken.

ALWAYS maintain a safe distance from electric power lines and avoid contact with any electrically charged conductor or gas line. Accidental contact or rupture can result in electrocution or an explosion. Contact the North American One-Call Referral System at: 1-888-258-0808 for the local “Digger's Hotline” number or the proper local authorities for utility line locations BEFORE starting to dig!

Exposure to crystalline silica (found in sand, soil and rocks) has been associated with silicosis, a debilitating and often fatal lung disease. A Hazard Review (Pub. No. 2002-129) by the U.S. National Institute for Occupational Safety and Health (NIOSH) indicates a significant risk of chronic silicosis for workers exposed to inhaled crystalline silica over a working lifetime. NIOSH recommends an exposure limit of 0.05 mg/m^3 as a time-weighted average for up to a 10-hr workday during a 40-hr workweek. NIOSH also recommends substituting less hazardous materials when feasible, using respiratory protection and regular medical examinations for exposed workers.

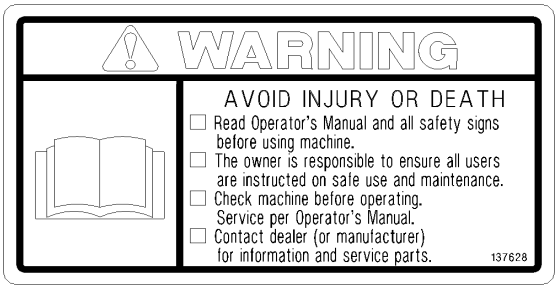
Safety Decals

The skid-steer loader has decals that provide safety information and precautions around the loader. These decals must be kept legible. If missing or illegible, they must be replaced promptly. Replacements can be obtained from your Gehl dealer. New equipment must have all decals specified by the manufacturer affixed in their proper locations.

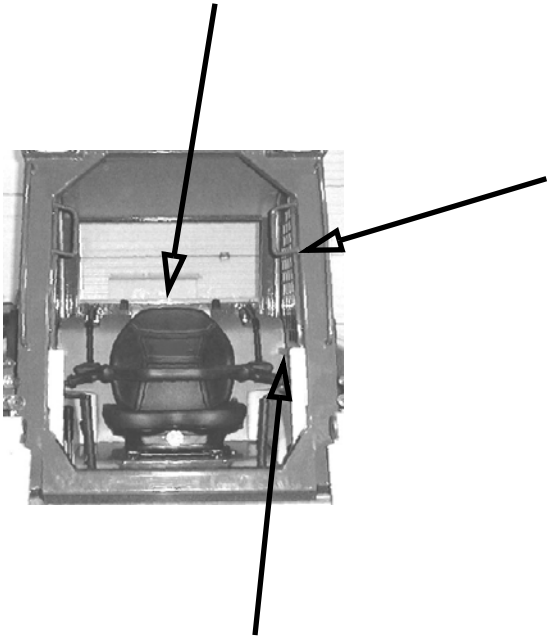
New Decal Application

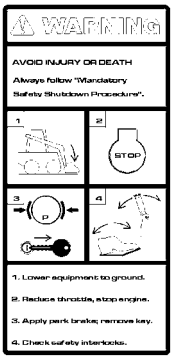
Surfaces must be free of dirt, dust, grease and foreign material before applying the decal. Remove the smaller portion of the decal backing paper and apply the exposed adhesive to the clean surface, maintaining proper position and alignment. Peel the rest of the backing paper and apply hand pressure to smooth out the decal surface. Refer to the following pages for proper decal location. Text decals begin on page 9; no-text decals begin on page 12.

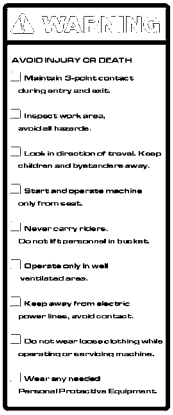
ANSI-Style Safety Decals inside the ROPS/FOPS



137628 – Located on manual box, behind seat



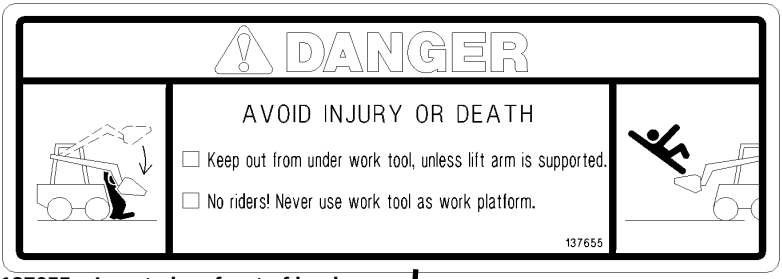




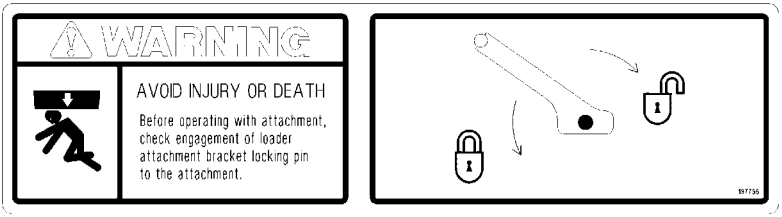
Left Instrument Panel

137647 – Located on operator's lower left side

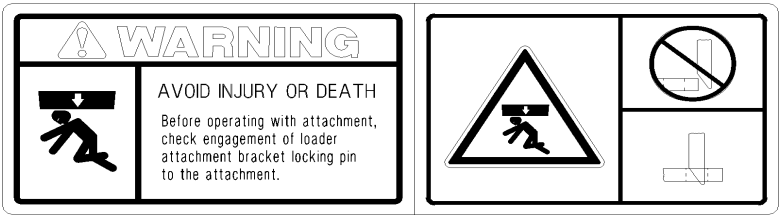
ANSI-Style Safety Decals on the outside of the Skid-Steer Loader



137655 – Located on front of loader

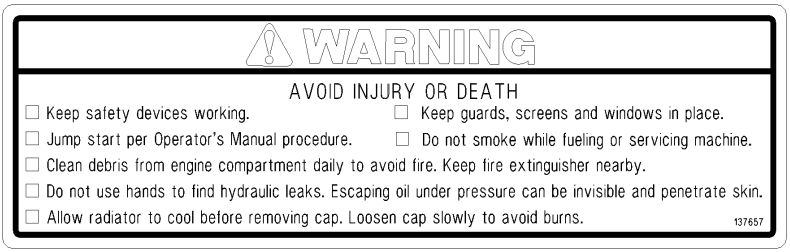


137755 – Located on hitch (manual hitch loaders only)

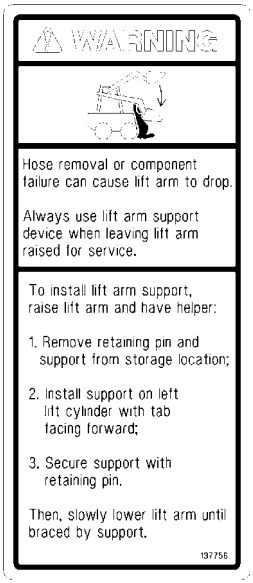


139101 – Located on hitch (power hitch loaders only)

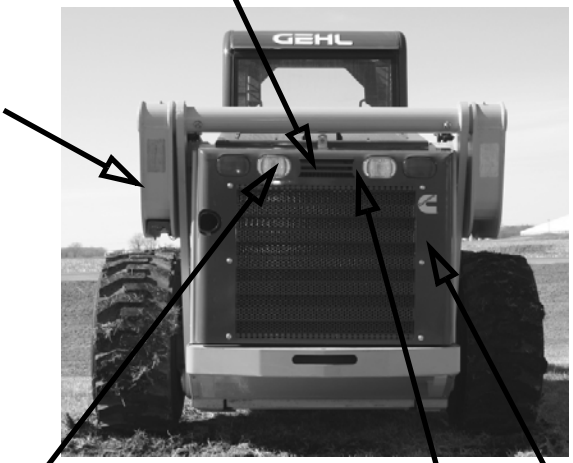
ANSI-Style Safety Decals in the Engine Compartment



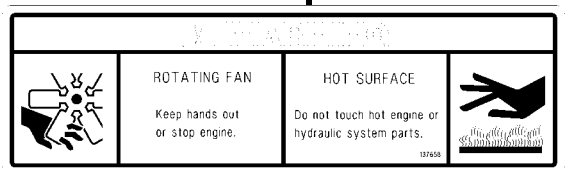
137657 – Located on radiator



137756 – Located on lift arm support device



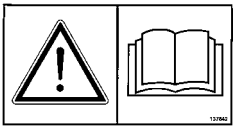
191499 - Located on the radiator



137658 – Located on radiator

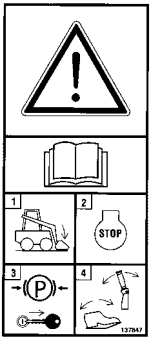
184214 – Located next to jack

ISO-Style (used Internationally) Safety Decals inside the ROPS/FOPS



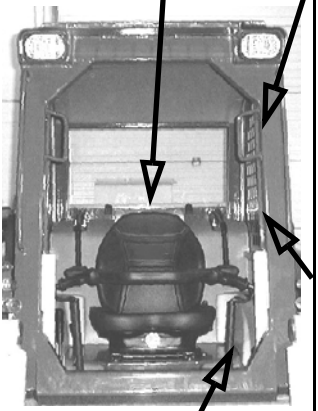
137842 – Located on manual storage box, behind seat

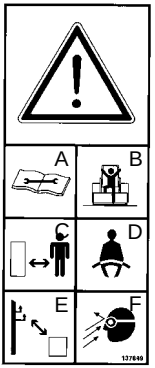
Safety alert: Read Operator's Manual and all safety signs before using machine. The owner is responsible to ensure all users are instructed on safe use and maintenance.



Safety alert: Always follow "Mandatory Safety Shutdown Procedure" in Operator's Manual.
1 – Lower equipment to ground.
2 – Reduce throttle, stop engine.
3 – Apply parking brake; remove key.
4 – Check safety interlocks.

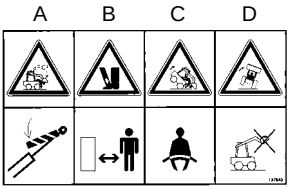
137847 – Part of left instrument panel





Safety alert:
A – Check machine before operating; Service per Operator's Manual. Contact dealer (or manufacturer) for information and service parts.
B – Maintain 3-point contact during entry and exit.
C – Inspect work area. Avoid all hazards. Look in direction of travel. Keep children and bystanders away.
D – Start and operate machine only from seat.
E – Keep away from power lines; avoid contact.
F – Wear any needed Personal Protective Equipment. Do not wear loose clothing while operating or servicing machine.

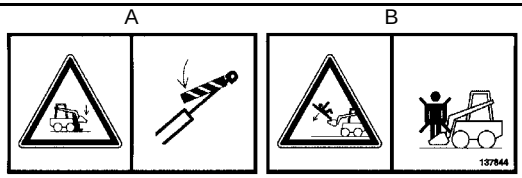
137849 – Part of left instrument panel



137843 – Located on operator's lower left side

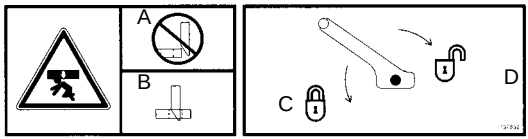
A – Crush hazard: Keep out from under lift arm unless lift arm is supported.
B – Crush hazard: Keep hands, feet and body inside cab when operating.
C – Forward tip hazard: Fasten seat belt. Carry load low. Do not exceed Rated Operating Load.
D – Side tip hazard: Avoid steep slopes and high speed turns. Travel up and down slopes with heavy end uphill.

ISO-Style (used Internationally) Safety Decals on the outside of the Skid-Steer Loader



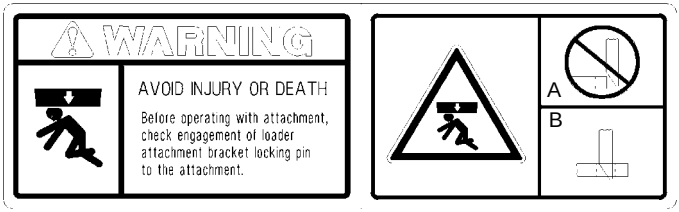
137844 – Located on front of loader

A – Crush hazard: Keep out from under work tool unless lift arm is supported.
B – Fall hazard: No riders. Never use work tool as work platform.



137852 – Located on hitch (manual hitch loaders only)

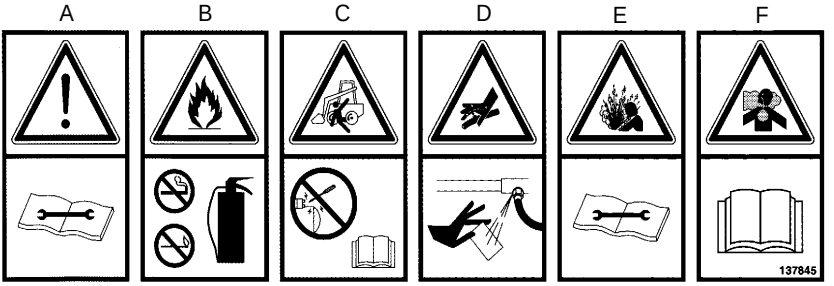
Crush hazard: Before operating with attachment, check engagement of hitch locking pin to the attachment:
A – Incorrect attachment engagement
B – Correct attachment engagement
C – Lock hitch lever
D – Unlock hitch lever



139101 – Located on hitch (power hitch loaders only)

Crush hazard: Before operating with attachment, check engagement of hitch locking pin to the attachment:
A – Incorrect attachment engagement
B – Correct attachment engagement

ISO-Style (used Internationally)
Safety Decals in the Engine Compartment

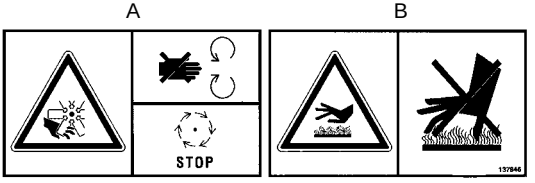


137845 – Located on radiator

A – Safety alert: Keep safety devices in place and in working order. Keep guards, screens and windows in place.
B – Fire hazard: Do not smoke while fueling or servicing machine. Clean debris from engine compartment daily to avoid fire. Keep fire extinguisher nearby.
C – Run-over hazard: Jump-start per Operator's Manual procedure.
D – Oil injection hazard: Do not use hands to find hydraulic leaks. Escaping oil under pressure can be invisible and penetrate skin. Use a piece of cardboard to find leaks.
E – Burn hazard: Allow radiator to cool before removing cap. Loosen cap slowly to avoid burns.
F – Suffocation hazard: Operate only in a well-ventilated area.

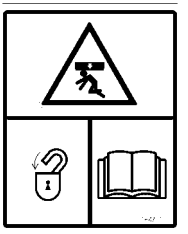
137853 – Located on lift arm support device

Crush hazard: Hose removal or component failure can cause lift arm to drop. Always use lift arm support device when leaving arm raised for service.



137846 – Located on radiator

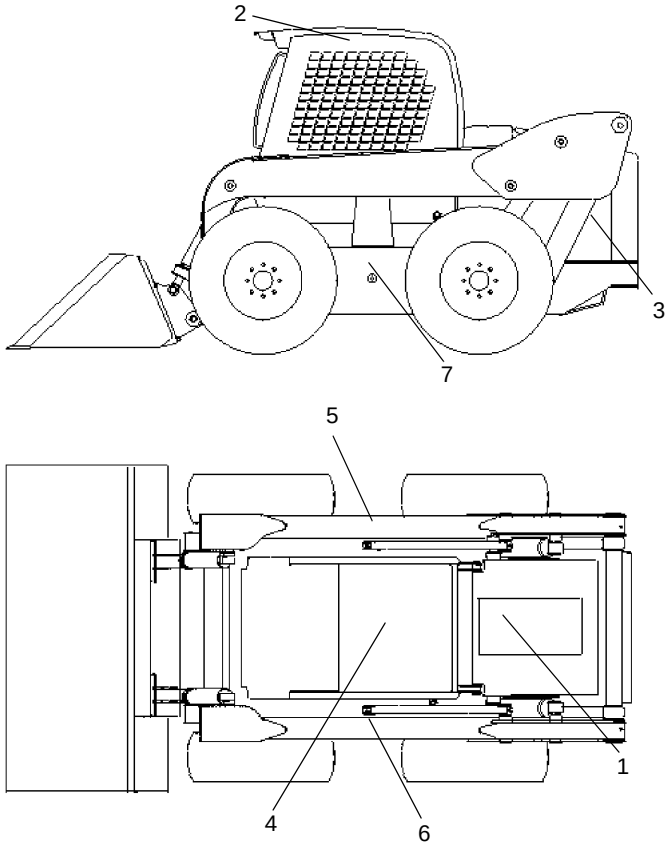
A – Rotating fan: Keep hands out or stop engine.
B – Hot surface: Do not touch hot engine or hydraulic system parts.



184711 – Located next to jack

Crush hazard: Be sure lock mechanism is securely engaged before working under ROPS/FOPS.

Product and Component Plates



Product and Component Plates

1. Engine plate: with e.g. type designation, product- and serial number
2. Operator protection system plate: with e.g. model, certification and operator protection system serial number
3. Product plate: with Product Identification Number and e.g. model/type designation
4. Seat plate according to ISO 7096
5. Component plate right drive motor: with e.g. product- and serial number
6. Component plate left drive motor: with e.g. product- and serial number
7. Component plate transmission: with e.g. product- and serial number

CHAPTER 3

CONTROLS AND SAFETY EQUIPMENT

⚠ WARNING Become familiar with and know how to use all safety devices and controls on the skid-steer loader before operating it. Know how to stop loader operation before starting it. This Gehl loader is designed and intended to be used only with a Gehl attachment or a Gehl-approved referral attachment or accessory. Gehl cannot be responsible for operator safety if the loader is used with a non-approved attachment.

Guards and Shields

Whenever possible and without affecting loader operation, guards and shields are provided to protect against potentially hazardous areas. In many places, safety decals are also provided to warn of potential hazards and/or to display special operating procedures.

⚠ WARNING Read and thoroughly understand all safety decals on the loader before operating it. Do not operate the loader unless all factory-installed guards and shields are properly secured in place.

Operator Restraint Bar

Lower the restraint bar after entering the operator's compartment. The restraint bar is securely anchored to the ROPS/FOPS. The restraint bar switch and the seat switch form an interlock for the lift arm, tilt, drive and starter circuits (refer to the *Safety Interlock System* topic on page 19 for more information).

⚠ WARNING Never defeat the operator restraint bar or seat switch electrically or mechanically. Always wear your seatbelt.

Operator's Seat

The seat is mounted on rails for rearward or forward repositioning. A spring-loaded latch handle activates the seat adjustment mechanism.

Suspension seat: A weight adjustment knob is provided with this seat for operator adjustment.

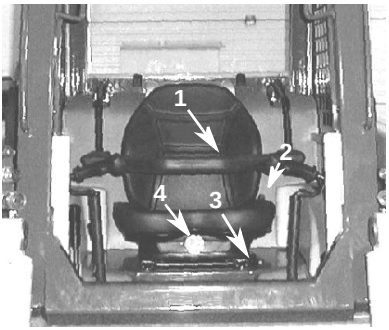


Figure 1 Operator's Seat

1. Restraint Bar
2. Seatbelt
3. Seat Position Adjustment Lever
4. Suspension Seat Weight Adjustment Knob (optional)

Upper-Torso Restraint

⚠ WARNING **Always wear the upper-torso restraint when operating in high speed.**

The seatbelt should always be fastened during operation.

Important: *Inspect the seatbelt(s) for damage before use, and replace if damaged. Keep seatbelt(s) clean. Use only soap and water to wash seatbelt(s). Cleaning solvents can cause damage to seatbelt(s).*

Battery Disconnect

A battery disconnect switch is located in the rear of the skid-steer loader. Turn the switch to the OFF position to disconnect the battery from the electrical system.

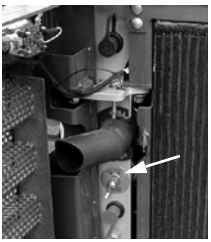


Figure 2 Battery Disconnect Switch

Safety Interlock System

Hydraloc™

WARNING **NEVER defeat the safety interlock system by mechanically or electrically bypassing any switches, relays or solenoid valves.**

An interlock system is provided on the loader for operator safety. Together with solenoid valves, switches and relays, the interlock system:

- Prevents the engine from starting unless the operator is sitting on the seat and the operator restraint bar is lowered.
- Disables the lift arm, auxiliary hydraulics engagement, attachment tilt and wheel drives anytime the operator leaves the seat, turns the keyswitch to OFF or raises the restraint bar.

Testing the Safety Interlock System

Before exiting a parked machine, check the safety interlock system for proper operation:

Restraint Bar

With the engine running, raise the restraint bar. Test each of the controls. There should be no more than a slight movement of the lift arm, hitch and machine. If there is any significant movement, troubleshoot and correct the problem immediately. Contact your dealer if necessary.

Seat Switch

With the engine off and the restraint bar lowered, unfasten the seatbelt, and lift your weight off the seat. Try to start the engine. If the engine starts, turn off the engine, troubleshoot and correct the problem. Contact your dealer if necessary.

ROPS/FOPS

The ROPS/FOPS (Roll-Over/Falling Object Protective Structure) is designed to provide protection for the operator from falling objects and in case the loader tips or rolls over, provided the operator is secured inside the ROPS/FOPS by the seatbelt and restraint bar.

WARNING **Never operate the loader with the ROPS/FOPS removed or locked back.**

Parking Brake

This skid-steer loader is equipped with a spring-applied, hydraulic-released parking brake. The parking brake engages when the operator lifts the restraint bar, exits the seat or shuts off the engine. The brake can also be applied manually by using the switch located on the left control panel of the ROPS/FOPS. A red indicator on the left control panel lights when the parking brake is applied.

Figure 3 Parking Brake Switch

Horn

Pressing the button on the lower right portion of the control handle sounds the horn (optional on all models).

Rear Window Emergency Exit

The ROPS/FOPS rear window has three functions: noise reduction, flying objects barrier and emergency exit.

To use the emergency exit, unlatch the two latches, push out the window and exit.

Lift Arm Support Device

The lift arm support device is used as a cylinder lock to prevent the raised lift arm from lowering unexpectedly. Be sure to engage the support device when the lift arm is raised for service. When the support device is not being used, return it to its storage position. The support device is a safety device that must be kept in proper operating condition at all times. The following steps ensure correct usage:

⚠ WARNING The safest method of engaging the lift arm support device requires two people – one person inside the loader and another person to engage the support device.

Important: *With the keyswitch OFF and the solenoid valve functioning properly, the lift arm is supposed to stay raised if the lift control is moved to "lower". If the solenoid valve does not hold the lift arm, lower the lift arm completely. Contact your Gehl dealer immediately to determine why the lift arm lowers while the keyswitch is OFF.*

Engagement

To engage the lift arm support device:

1. Raise the lift arm fully.
2. Stop the engine.
3. Remove the lift arm support device from its storage location (Figure 5).
4. Place the lift arm support device on the left lift cylinder (Figure 4).
5. Enter machine and start engine.
6. Slowly lower lift arm until it engages and locks against the lift arm support device.
7. Stop the engine.

Figure 4 Lift Arm Support Device Engaged

Disengagement

To disengage the lift arm support device:

1. Start the engine.
2. Raise the lift arm fully.
3. Stop the engine.
4. Remove the lift arm support device from the lift cylinder and return it to its storage location (Figure 5).
5. Secure the lift arm support device with the lock pin.

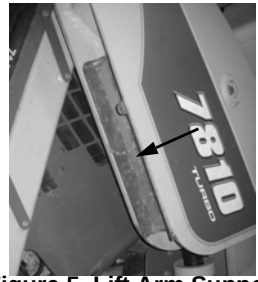


Figure 5 Lift Arm Support Device Storage Location

Accessory Plug

The accessory plug is located at the bottom of the left instrument panel.

Dome Light

The dome light is located on the right side of the ROPS/FOPS ceiling. Push the dome light to turn on the light.

Work Lights

Loaders have two sets of work lights. The front work lights are located at the front of the loader, toward the top of the ROPS/FOPS. The rear work lights are located at the rear of the loader on the rear door.

Heater (optional)

Loaders with the optional heater have a dial on the left instrument panel to control the heater fan operation.

Heater and Air Conditioner (optional)

Loaders with the combined heater/air conditioner have two controls on the left instrument panel: fan speed and temperature.

1. **Fan Speed:** Controls the rate at which air exits the vents.
2. **Temperature:** Controls the temperature of the air exiting the vents. Center position is neither air conditioning nor heat; however the fan will still circulate air. Rotating knob toward blue will operate the air conditioning system. Rotating the knob toward red will operate the heating system.

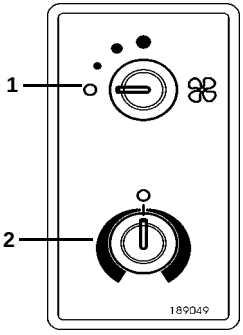


Figure 6 Heater/ Air Conditioner Controls

Note: *The operator will feel cooler with only the two front vents opened and aimed at the upper body.*

Engine Speed Control

A hand throttle lever (Figure 7 and Figure 8) is provided for adjusting the engine speed. Move the control forward to increase and rearward to decrease the engine speed.

Figure 7 Hand Throttle Lever (T-Bar, Dual-Hand & Hand/Foot controlled units)

Figure 8 Hand Throttle Lever (Joystick controlled units)

T-Bar, Dual-Hand and Joystick Controls Only: A right-foot operated throttle pedal is provided to control the engine speed (Figure 9). The pedal linkage is spring-loaded to return to the pre-set hand throttle setting.

Figure 9 Foot Throttle (T-Bar, Dual-Hand & Joystick controlled units)

Two-Speed Drive Transmission (optional)

Loaders with a two-speed transmission have a button on the left control handle for shifting between High (H) and Low (L). Shifting to High allows up to a maximum speed of 12.5 mph (20.1 km/h).

Note: *Loaders sold to European Union countries are set to a maximum speed of 12.4 mph (20 km/h).*

Hydraglide™ Ride Control System (optional)

Loaders with the optional ride control feature have a button on the right control handle for shifting between normal mode and ride control mode. The ride control system provides a smoother ride over uneven surfaces. Press the button once to activate the system and again to deactivate. The ride control system is automatically deactivated when the machine is shut down.

⚠ WARNING When hydraglide is activated, the lift arm may drop slightly without a load or several inches with a load.

Attachment Mounting

Your loader may be equipped with either a *manual* All-Tach hitch or a Power-A-Tach hitch for mounting a bucket or other attachments.

All-Tach™ Hitch

A manual latch lever engages the latch pins. Rotate the lever all the way to the left to engage the latch pins. Rotate the lever all the way to the right to disengage the latch pins. (Refer to page 42 for more information.)

Figure 10 All-Tach™ Hitch

⚠ WARNING To prevent unexpected release of the attachment from the hitch, be sure to secure the latch pins by rotating the lever all the way to the left.

Power-A-Tach™ Hitch (Optional)

A switch on the left control panel activates the latch pins. Metal "flags" on the pins indicate their position: the pin flags move toward the outside of the hitch when engaging the pins and toward the inside of the hitch when disengaging the pins. (Refer to page 42 for more information.)

Figure 11 Power-A-Tach™ Hitch

⚠ WARNING To prevent unexpected release of the attachment from the hitch, be sure the latch pins are secure by verifying that the pin flags have moved as far as possible to the outside of the hitch.

Instrument Panels

The instrument panels contain the switches and indicators. Symbols on the panel represent various functions and conditions, and are visible only when indicator lamps are on.

Left Panel

1. **Two-Speed Transmission (optional)** – Lights when high speed is engaged.
2. **Parking Brake** – Lights when the parking brake is applied.
3. **Power-A-Tach™ Hitch (optional)** – Used to operate the Power-A-Tach hitch.
4. **Fan (optional)** – Used to manually control the fan for the air conditioner and heater.
5. **Accessory Plug** – 12-volt DC power outlet.
6. **Hydraglide™ Ride Control System (optional)** – Lights when the ride control system is activated.
7. **Float Indicator (joystick control option only)** – Lights when float function is activated.
8. **Parking Brake Switch** – Used to manually apply the parking brake.

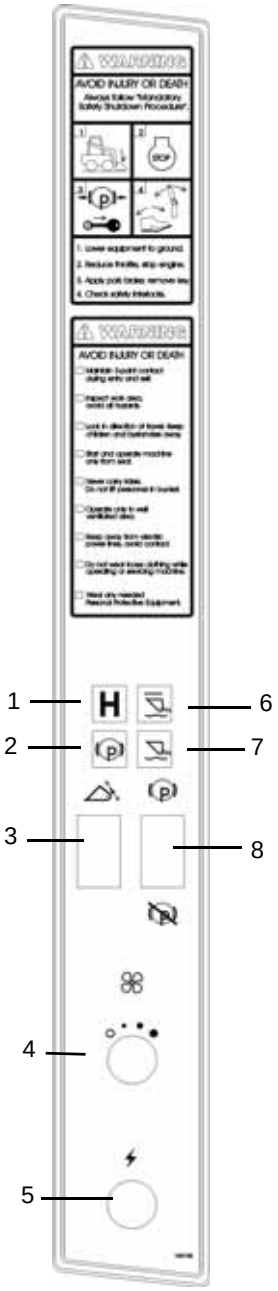


Figure 12 Left Panel

Right Panel

1. **Hourmeter** – Displays the total operating hours of the loader.
2. **Fuel Level Gauge** – Displays the amount of fuel in the tank.
3. **Engine Coolant Temperature Gauge** – Indicates the engine coolant temperature.
4. **Air Filter Restriction Indicator (optional)** – Lights if air filter is clogged.
5. **Engine Coolant Temperature** – Lights if the engine coolant is too hot. This warns the operator to stop the engine and determine and correct the cause for the high temperature. During normal operation this indicator should be OFF.
6. **Hydraulic Oil Filter Restriction** – Lights if the hydraulic filter becomes restricted, warning the operator to stop the engine, allow the engine to cool, and then change the oil and filter. During normal operation this indicator should be OFF.
7. **Hydraulic Oil Temperature** – Lights if the hydraulic oil is too hot. This warns the operator to reduce the hydraulic load and determine the cause of the high temperature. During normal operation this indicator should be OFF.
8. **Light Switch** – Controls all the lights on the loader. Symbols denote the four positions of the light switch. In a clockwise direction these are:
   - Off
   - Tail Lights
   - Front Work Lights with Tail Lights
   - both Front and Rear Work Lights

For the lights to function, the keyswitch must be in the RUN position.

9. **Keyswitch** – In a clockwise rotation, these positions are:
   - **OFF Position** – With the key vertical, power from the battery is disconnected from the controls and instrument panel electrical circuits. This is the only position the key can be inserted or removed from the keyswitch.

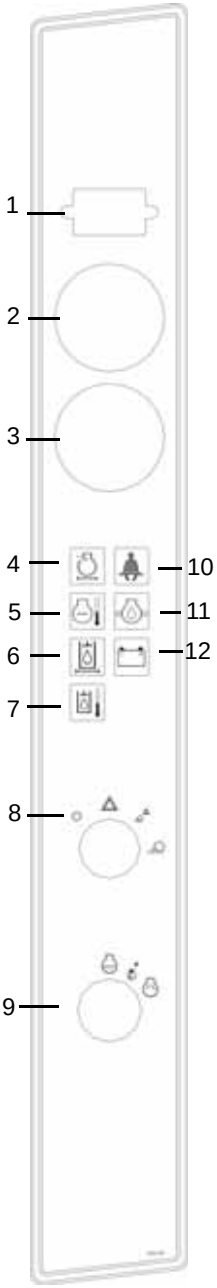


Figure 13 Right Panel

- **ON (or RUN) Position** – With the key turned one position clockwise from vertical, power from the battery is supplied to all control and instrument panel circuits.
- **START Position** – With the key turned fully clockwise, the electric starter energizes, start the engine. Release the key to RUN position after the engine starts.

Note: *The engine cannot be started unless the operator is sitting in the seat and the restraint bar is lowered.*

10. **Fasten Seatbelt** – A momentary visual (and audible) indicator to remind the operator to fasten the seatbelt(s).
11. **Engine Oil Pressure** – Lights if the engine oil pressure is too low. Warns the operator to immediately stop the engine and determine the cause for the low pressure. During normal operation this indicator should be OFF.
12. **Battery** – Lights if the charging voltage is too high or too low. During normal operation this indicator should be OFF.

T-Bar Controls

Your loader may be equipped with the Gehl T-Bar control option. The left T-Bar controls the drive and the right T-Bar controls the lift/tilt.

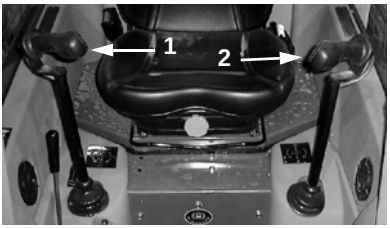


Figure 14 T-Bar Controls

1. Lift/Tilt Control
2. Drive Control

Drive Controls

Forward, reverse, speed and turning maneuvers are accomplished by movement of the left T-Bar. To go **forward**, push the control forward; for **reverse**, pull the control rearward. To turn **right**, turn the control clockwise; to turn **left**, turn the control counterclockwise. For gradual turns, move the T-Bar slightly forward or rearward. For sharp turns, turn the control clockwise or counterclockwise.

Moving the T-Bar farther from neutral increases the speed steadily to the maximum travel speed. Tractive effort decreases as speed increases. To get maximum tractive effort, move the T-Bar only slightly away from the neutral position. The engine will stall if the control is moved too far forward when loading the bucket.

⚠ WARNING **Be sure the T-Bar controls are in neutral before starting the engine. Operate the controls gradually and smoothly. Excessive speed and quick control movements without regard for conditions and circumstances are hazardous and could cause an accident.**

Lift/Tilt Control

Moving the lift arm and tilting the attachment are accomplished by movement of the right T-Bar. To **raise** the lift arm, pull the control straight rearward; to **lower** the lift arm, push the control straight forward. To **tilt the attachment forward and downward**, twist the control clockwise; to **tilt the attachment up and back**, twist the control counterclockwise.

Note: *The speed of the lift/tilt motion is directly proportional to the amount of T-Bar movement and engine speed.*

To place the lift arm into the detent “float” position, push the right T-Bar all the way forward. This position allows the lowered lift arm to float while traveling over changing ground conditions.

⚠ WARNING **Never push the lift/tilt T-Bar control into the “float” position with the attachment loaded or raised, because this will cause the lift arm to lower very rapidly.**

Joystick Controls

Your loader may be equipped with the joystick control option. The left joystick controls the drive and the right joystick controls the lift/tilt.

Figure 15 Joystick Controls

1. Lift/Tilt Control
2. Drive Control

Drive Controls

Forward, reverse, speed and turning maneuvers are accomplished by movement of the left joystick. To go **forward**, push the control forward; for **reverse**, pull the control rearward. To turn **right**, push the control right; to turn **left**, push the control left. To go **forward and left**, move the control forward and left. To go **forward and right**, move the control forward and right. To go **back and left**, move the control back and to the right. To go **back and right**, move the control back and to the left.

⚠ WARNING **Be sure the joystick controls are in neutral before starting the engine. Operate the controls gradually and smoothly. Excessive speed and quick control movements without regard for conditions and circumstances are hazardous and could cause an accident.**

Moving the joystick farther from neutral increases the speed steadily to the maximum travel speed. Tractive effort decreases as speed increases. To get maximum tractive effort, move the joystick only slightly away from the neutral position. The engine will stall if the control is moved too far forward when loading the bucket.

Lift/Tilt Controls

Moving the lift arm and tilting the attachment are accomplished by movement of the right joystick. To **raise** the lift arm, pull the control straight rearward; to **lower** the lift arm, push the control straight forward. To **tilt the attachment forward and downward**, move the control to the right; to **tilt the attachment up and back**, move the control to the left.

Note: *The speed of the lift/tilt motion is directly proportional to the amount of joystick movement and engine speed.*

To place the lift arm into the "float" position, push and hold the left button on the right joystick. This mode allows the lowered lift arm to follow the ground contour while traveling over changing ground conditions. An indicator light in the left instrument panel will blink when the float is activated.

⚠ WARNING **Never push the float control button with the attachment loaded or raised, because this will cause the lift arm to lower very rapidly.**

Releasing the float button will cancel the float mode if the button was pressed less than five seconds. If the float mode button is pressed longer than five seconds, the float feature will stay on and the float indicator will light continuously until the button is pressed again.

Hand/Foot Controls

Your loader may be equipped with the hand/foot control option. The handles control the drive and the foot pedals control the lift/tilt.

Drive Controls

Forward, reverse, speed and turning maneuvers are accomplished by movement of the control handles. To go **forward**, push both handles forward; for **reverse**, pull both handles rearward. For **turning**, move one handle farther forward or rearward than the other handle. Turn direction is determined by which handle is moved farther forward; to turn left, move the right handle farther forward than the left handle; to turn right, move the left handle farther forward than the right handle. For sharp turns, move the handles in opposite directions.

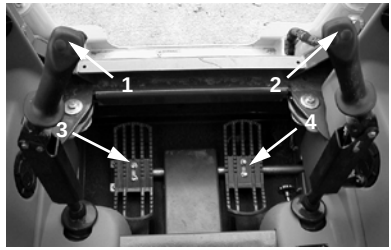


Figure 16 Hand/Foot Controls

1. Left Drive Control Handle
2. Right Drive Control Handle
3. Lift Control Pedal
4. Tilt Control Pedal

Moving the handles farther from neutral increases the speed steadily to the maximum travel speed. Tractive effort decreases as speed increases. To get maximum tractive effort, move the handles only slightly away from the neutral positions. The engine will stall if the handles are moved too far forward when loading the bucket.

⚠ WARNING Be sure the controls are in neutral before starting the engine. Operate the controls gradually and smoothly. Excessive speed and quick control movements without regard for conditions and circumstances are hazardous and could cause an accident.

Lift/Tilt Controls

Moving the lift arm and tilting the attachment are accomplished by movement of the foot pedals. The left pedal raises and lowers the lift arm; the right pedal tilts the attachment. To **raise** the lift arm, push down on the back of the left pedal with your left heel; to **lower** the lift arm, push down on the front of the left pedal with the toes of your left foot. To **tilt the attachment forward and down**, push down on the front of the right pedal with the toes on your right foot; to **tilt the attachment up and back**, push down on the back of the right pedal with your right heel.

Note: *The speed of the lift/tilt motion is directly proportional to the amount of pedal movement and engine speed.*

To place the lift arm into the "float" position, use the toes of your left foot to push the left pedal all the way down. This position allows the lowered lift arm to float while traveling over changing ground conditions.

⚠ WARNING **Never push the left pedal into the "float" position with the attachment loaded or raised, because this will cause the lift arm to lower very rapidly.**

Dual-Hand Controls

Your loader may be equipped with the dual-hand control option. The left handle controls the left side drive and the lift. The right handle controls the right side drive and the tilt.

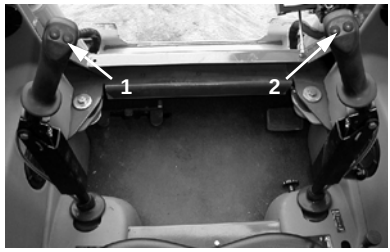


Figure 17 Dual-Hand Controls
1. Left Drive/Lift Control
2. Right Drive/Tilt Control

Drive Controls

Forward, reverse, speed and turning maneuvers are accomplished by pushing and pulling the handles. To go **forward**, push both handles forward; for **reverse**, pull both handles rearward. For **turning**, move one handle farther forward or rearward than the other handle. Turn direction is determined by which handle is moved farther forward; to turn left, move the right handle farther forward than the left handle; to turn right, move the left handle farther forward than the right handle. For sharp turns, move the handles in opposite directions.

Moving the handles farther from neutral increases the speed steadily to the maximum travel speed. Tractive effort decreases as speed increases. To get maximum tractive effort, move the handles only slightly away from the neutral position. The engine will stall if the handles are moved too far forward when loading the bucket.

⚠ WARNING Be sure the controls are in neutral before starting the engine. Operate the controls gradually and smoothly. Excessive speed and quick control movements without regard for conditions and circumstances are hazardous and could cause an accident.

Lift/Tilt Controls

Moving the lift arm and tilting the attachment are accomplished by rotating the control handles. To **raise** the lift arm, rotate the left handle outward (to the left); to **lower** the lift arm, rotate the left handle inward (to the right). To **tilt the attachment forward and down**, rotate the right handle outward; to **tilt the attachment up and back**, rotate the right handle inward.

Note: *The speed of the lift/tilt motion is directly proportional to the amount of control movement and engine speed.*

To place the lift arm into the "float" position, push the left handle all the way inward. This position allows the lowered lift arm to float while traveling over changing ground conditions.

⚠ WARNING **Never push the lift/tilt control into the "float" position with the attachment loaded or raised, because this will cause the lift arm to lower very rapidly.**

Auxiliary Hydraulic Controls

Auxiliary hydraulics are used with attachments that have a mechanism requiring its own hydraulic power.

Important: *Always be sure the auxiliary hydraulic control is in neutral before starting the loader or disconnecting the auxiliary hydraulic couplers.*

Figure 18 Auxiliary Couplers
1. High-Flow Couplers
2. Standard-Flow Couplers

Standard-Flow Auxiliary Hydraulic

Coupler hookup is located on the left lift arm. “A” port is pressure, “B” port is return when the auxiliary hydraulics controls are in the detent position (refer to page 44). The flow can be manually adjusted from 2-29 gpm (7.6-110 L/min) by turning the flow control knob (Figure 19).

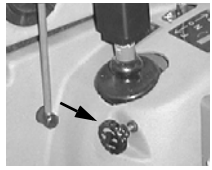


Figure 19 Standard-Flow Control Knob (T-Bar, Dual-Hand & Hand/Foot controlled units

Figure 20 Standard-Flow Control Knob (Joystick controlled units)

T-Bar, Dual-Hand and Joystick Control Loaders: A foot pedal is used to control the direction of oil flow. A latch is provided to lock the foot pedal for continuous operation (Figure 21).

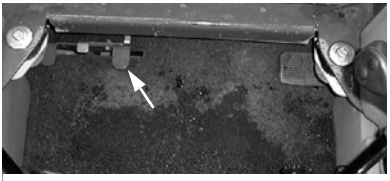


Figure 21 T-Bar, Dual-Hand and Joystick Auxiliary Hydraulic Control

Hand/Foot Control Loaders: The right handle controls the direction of oil flow. A locking pin locks it in the up position for continuous operation (Figure 22).

Figure 22 Hand/Foot Auxiliary Control

High-Flow Auxiliary Hydraulic Control (optional)

In addition to a standard-flow auxiliary hydraulic system, some loaders are equipped with a reversible high-flow auxiliary hydraulic system. The couplers are located on the right lift arm. High-flow auxiliary hydraulics are used for operating certain hydraulic attachments (e.g., cold planer, snowblower) that require higher flows.

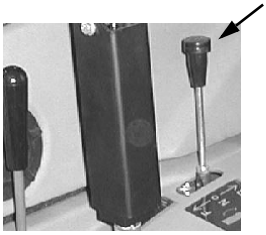


Figure 23 High-Flow Control (T-Bar, Dual-Hand & Hand/Foot controlled units

A 3-position control lever, located behind the right control handle, is used to control the direction of oil flow. The lever is spring-centered, with a detent in the forward position for continuous operation.

Figure 24 High-Flow Control (Joystick controlled units)

Auto-Shutdown System

The auto-shutdown system will activate if the loader has an over-temperature situation or no oil pressure for more than 30 seconds. An audible alarm will sound and the Engine Coolant Temperature light or Engine Oil Pressure light will turn on and the loader will shut down after approximately 30 seconds.

Notes

CHAPTER 4

OPERATION

⚠ WARNING Before starting the engine and operating the loader, review and comply with all safety recommendations in the *Safety* chapter of this manual. Know how to stop the loader before starting it. Also, be sure to fasten and properly adjust the seatbelt and lower the operator restraint bar.

Before Starting the Engine

Before starting the engine and running the loader, refer to the *Controls and Safety Equipment* chapter and familiarize yourself with the various operating controls, indicators and safety devices on the loader.

Starting the Engine

The following procedure is recommended for starting the engine:

1. Carefully step up onto the back of the bucket or attachment and grasp the hand holds to get into the operator's compartment.
2. Fasten the seatbelt(s) and lower the restraint bar.
3. Verify the following:
   - the lift/tilt, drive and auxiliary controls are in their neutral positions,
   - the parking brake switch is ON.
4. Push the throttle lever forward to approximately half speed.

Note: *When the key is turned to the RUN position, an indicator will light on the instrument panel and a buzzer will sound momentarily to remind you to check that your seatbelt is fastened.*

5. Turn the key to the START position.

Important: *Do not engage the starter for longer than 15 seconds at a time. Longer use can overheat and damage the starter. If the engine fails to start within 15 seconds, return the key to the OFF position and repeat Step 5. Allow the starter to cool for 20 seconds and repeat Step 5.*

After the engine starts, allow a sufficient warm-up time before attempting to operate the controls.

Important: *If the indicator warning lights do not go off, stop the engine and investigate the cause.*

Cold-Starting

If the temperature is below 42°F (5.5°C), try the following to make starting the engine easier:

- Replace the engine oil with a SAE approved lighter weight oil;
- Make sure the batteries are fully charged;
- Install a block heater on the engine.

Let the engine run for a minimum of five minutes to warm the engine and hydraulic fluid before operating the loader.

A block heater is recommended for starting in temperatures of 20°F (-7°C) or lower. See your dealer for heater options.

Cold Starting Procedure

⚠ WARNING Do not use starting fluid (ether) with preheat systems. An explosion can result, which can cause engine damage, injury or death.

1. Turn the key to the RUN position. If the preheat light on the left instrument panel comes on, wait until it goes out.
2. Turn the key to the START position.
3. Repeat if engine does not start.

Stopping the Loader

The following procedure is the recommended sequence for stopping the loader:

1. Check that the drive control handle(s) is (are) in neutral position.
2. Lower the lift arm and rest the attachment on the ground.
3. Pull the throttle lever back to the low idle position (and/or take your foot off the throttle pedal for hands-only control machines).
4. Turn the keyswitch to the OFF position and remove the key.
5. Raise the restraint bar, unlatch the seatbelt and grasp the hand holds while climbing out of the operator's compartment.

Note: *The skid-steer loader is equipped with a spring-applied automatic parking brake. The parking brake is engaged when the operator lifts the restraint bar, leaves the operator's seat, shuts off the engine or actuates the parking brake switch.*

Parking the Loader

Park the loader away from traffic on level ground. If this is not possible, park the loader across the incline and block the tires to prevent movement.

Jump-starting

If the batteries become discharged or do not have enough power to start the engine, use jumper cables and the following procedure to jump-start the engine. Remote battery connectors are located at the rear of the loader.

⚠ WARNING The only safe method for jump-starting a discharged battery is for two people to perform the following procedure. The second person removes the jumper cables so that the operator does not have to leave the operator's compartment with the engine running.

Never make jumper cable connections directly to the starter solenoid of either engine. Do not start the engine from any position other than on the operator's seat and then only after being sure all controls are in neutral.

Closely follow the procedure in order to avoid personal injury. In addition, wear safety glasses to protect your eyes. Avoid leaning over the batteries while jump-starting.

Do not jump-start the batteries if they are frozen, because it may rupture or explode. Warm the battery to 60°F (16°C) before connecting it to a charger.

Note: *Be sure the jumper battery is a 12-volt D.C. battery.*

1. Turn the keyswitches of both machines to OFF. Be sure the machines are in neutral and NOT touching each other.
2. Connect the positive (+) jumper cable to the positive (+) remote battery terminal on the disabled loader first. Do not allow the jumper cables positive cable clamp to touch any metal other than the positive (+) remote terminal. Connect the other end of the positive jumper cable to the jumper machine's positive (+) terminal.
3. Connect the negative (-) jumper cable to the jumper machine's negative (-) terminal.
4. Make the final negative (-) jumper cable connection to the disabled machine negative (-) remote terminal.
5. Be sure the parking brake switch is engaged and that the controls are in neutral. Start the engine. If it does not start at once, start the jumper machine's engine to avoid excessive drain on the booster battery.
6. After the disabled loader is started and running smoothly, have the second person remove the jumper cables (negative (-) jumper cable first) from the jumper machine's battery and then from the disabled loader while being sure NOT to short the two cables together.

Allow sufficient time for the skid-steer loader alternator to build up a charge in the battery before attempting to operate the loader or shutting off the engine.

Changing Attachments

⚠ WARNING To prevent unexpected release of the attachment from the hitch, be sure to properly secure the hitch latch pins by rotating the latch lever all the way to the left (manual All-Tach™ hitch) or by ensuring that the pin flags are all the way to the outside (Power-A-Tach™ hitch).

The skid-steer loader features either a manual or a power hitch for mounting a bucket or other attachment conforming to SAE Standard J2513.

On a manual All-Tach (Figure 25) hitch, a latch lever engages the latch pins to secure the attachment. On a Power-A-Tach (Figure 26) hitch, a switch on the left control panel engages the latch pins to secure the attachment.

Connecting Attachments

1. **Manual hitch:** Rotate the latch lever to the right to fully retract the latch pins.

   Power hitch: Activate the switch to unlock the hitch and fully retract the latch pins.
2. Start the loader engine and be sure the lift arm is lowered and in contact with the loader frame.
3. Align the loader squarely with the back of the attachment.
4. Tilt the hitch forward until the top edge of the hitch is below the flange on the back side of the attachment and centered between the vertical plates.
5. Slowly drive the loader forward and, at the same time, tilt the hitch back to engage the flange on the back side of the attachment.
6. Stop forward travel when the flange is engaged, but continue to tilt the hitch back to lift the attachment off the ground.

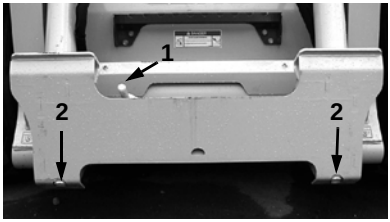


Figure 25 Manual Hitch – disengaged

1. Latch Lever
2. Latch Pins

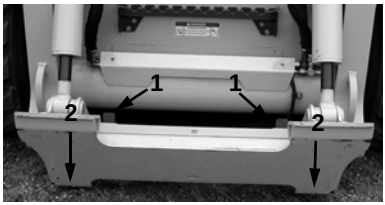


Figure 26 Power Hitch – disengaged

1. Pin Flags
2. Latch Pins

7. **Manual hitch:** Exercise the MANDATORY SAFETY SHUTDOWN PROCEDURE (page 6). Leave the operator's compartment and rotate the latch lever to the left to fully engage the latch pins.

   Power hitch: Activate the switch to lock the hitch and fully engage the latch pins.

Important: *To check that the attachment is properly installed, apply downward pressure to the attachment prior to operating.*

Connecting Auxiliary Hydraulic Couplings

Note: *With the engine off, key in the ON position and the restraint bar down, the auxiliary hydraulic control can be moved to relieve any pressure in the hydraulic system.*

Standard-Flow Auxiliary Hydraulics

Coupler hookup is located on the left lift arm. When the auxiliary control is in the detent position, the top coupler is “pressure”, the bottom coupler is “return”.

High-Flow Auxiliary Hydraulics

Coupler hookup is located on the right lift arm. When the auxiliary control is in the detent position, the top coupler is “pressure”, the middle coupler is “return”. The bottom coupler is for the case drain.

⚠ WARNING **Only attempt to connect high-flow attachment couplers to the high-flow auxiliary couplers.**

Removing Attachments

1. Tilt the hitch back until the attachment is off the ground.
2. Exercise the MANDATORY SAFETY SHUTDOWN PROCEDURE (page 6).
3. Relieve any hydraulic pressure in the auxiliary and attachment lines.
   a. Turn the key ON (do not start the engine).
   b. With the restraint bar down, move the auxiliary hydraulic control back and forth. This will relieve the pressure in the hydraulic system.
4. With the engine off, leave the operator’s compartment and disconnect the auxiliary hydraulic hoses.
5. **Manual hitch:** Rotate the hitch latch lever to the right to fully retract the latch pins.

   Power hitch: Turn the key ON (do not start the engine) and activate the switch to unlock the hitch and fully retract the latch pins.
6. Start the engine and be sure that the lift arm is fully lowered and in contact with the loader frame.
7. Tilt the hitch forward and slowly back the loader away until the attachment is free from the loader.

Self-Leveling

The feature is designed to automatically keep the attachment level while the lift arm is being raised.

⚠ WARNING **Always maintain a safe distance from electric power lines and avoid contact with any electrically charged conductor or gas line. Accidental contact or rupture can result in electrocution or an explosion. Contact the "Digger's Hotline" or proper local authorities for utility line locations before starting to dig.**

Driving over Rough Terrain

When traveling over rough terrain, drive slowly with the bucket lowered.

Driving on an Incline

When traveling on an incline, travel with the heavy end pointing uphill.

Digging with a Bucket

Approach the digging site with the lift arm slightly raised and the bucket tilted forward until the edge contacts the ground. Dig into the ground by driving forward and gradually lowering the lift arm (Figure 27).

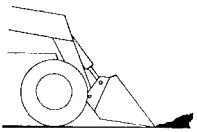


Figure 27 Digging

When the bucket is filled, tilt the bucket back, and back the loader away from the material. Rest the lift arm against the loader frame before proceeding to the dumping area.

⚠ WARNING **Always carry the loaded bucket with the lift arm resting on the loader frame. For additional stability when operating on inclines, always travel with the heavier end of the loader toward the top of the incline.**

Loading a Bucket

Approach the pile with the lift arm fully lowered and the bucket tilted slightly forward until the edge contacts the ground. Drive forward, lifting the lift arm and tilting back the bucket to fill it. Back away from the pile (Figure 28).

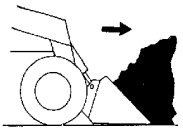


Figure 28 Loading

Dumping the Load Onto a Pile

Carry a loaded bucket as low as possible until the pile is reached. Gradually stop forward motion and raise the lift arm high enough so that the bucket clears the top of the pile. Then, slowly move the loader ahead to position the bucket to dump the material on top of the pile. Dump the material and then back the loader away while tilting the bucket back and lowering the lift arm.

⚠ WARNING **Never push the controls into "float" position with the bucket or attachment loaded or raised, because this will cause the lift arm to lower rapidly.**

Dumping the Load Into a Box

Carry the loaded bucket low and approach the vehicle or bin. Stop your approach as close to the side of the box as possible while allowing for clearance to raise the lift arm and loaded bucket. Next, raise the lift arm until the bucket clears the top of the box and move the loader ahead to position the bucket over the inside of the box. Dump the material and then back away from the box while tilting the bucket back and lowering the lift arm (Figure 29).

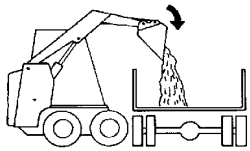


Figure 29 Dumping Into a Box

Dumping the Load Over an Embankment

⚠ WARNING **Do not drive too close to an excavation or ditch. Be sure the surrounding ground has adequate strength to support the weight of the loader and the load.**

Carry the loaded bucket as low as possible while traveling to the dumping area. Stop the loader where the bucket extends half-way over the edge of the embankment. Tilt the bucket forward and raise the lift arm to dump the material. Dump the material and then back away from the embankment while tilting the bucket back and lowering the lift arm.

Scraping with a Bucket

For scraping, the loader should be operated in the forward direction. Position the lift arm down against the loader frame. Tilt the bucket cutting edge forward at a slight angle to the surface being scraped. While traveling slowly forward with the bucket in this position, material can flow over the cutting edge and collect inside the bucket (Figure 30).

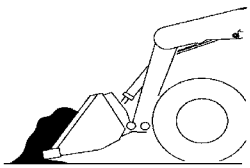


Figure 30 Scraping

Leveling the Ground

Drive the loader to the far edge of the area to be leveled. Tilt the bucket forward to place the bucket cutting edge at a 30 to 45 degree angle to the surface being leveled. Then place the lift arm into the float position and drive the loader rearward, dragging the dirt and, at the same time, leveling it (Figure 31).

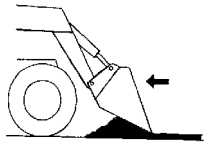


Figure 31 Leveling the Ground

Note: *The detent ("float") position for T-Bar loaders is reached by pushing the right handle all the way forward, and for dual-hand control loaders by rotating the left handle all the way outward. For hand/foot control loaders, use the toes of the left foot to push the front of the left pedal all the way down. For joystick control loaders press float button on the right grip. Pressing button for more than 5 seconds will allow the machine to go into detent ("float") mode. Press again to cancel detent.*

⚠ WARNING Check that the work area is clear of people and obstacles. Always look in the direction of travel.

Highway Travel

If it becomes necessary to move the loader a long distance, use a properly rated trailer. (See *Transporting the Loader* on page 48) For short distance highway travel, attach an SMV (Slow Moving Vehicle) emblem (purchased locally) to the back of the loader. For highway operation, install dual amber flashers or a strobe light. Check state and local laws and regulations.

Storing the Loader

If your skid-steer loader is to be stored for a long period of time, the following procedure is suggested:

1. Fully inflate the tires to the recommended pressure.
2. Lubricate all grease zerks.
3. Check all fluid levels and replenish as necessary.
4. Add stabilizer to the fuel per the fuel supplier's recommendations.
5. Remove the battery, charge fully and store in a cool, dry location.
6. Protect against extreme weather conditions such as moisture, sunlight and temperature. Cover the exhaust pipe (when parked outdoors for some time.)
7. Wash the machine and touch up the paint finish to avoid rusting.
8. Treat exposed parts with anti-rust agent.

⚠ WARNING Park the truck or trailer on a level surface. Be sure the vehicle and its ramps have the weight capacity to support the loader. Be sure the vehicle surface and its ramps are clear of debris and slippery material that may reduce traction. Move the loader on and off the vehicle ramp slowly and carefully. Failure to follow these instructions could result in an overturn accident.

Observe all local regulations governing the loading and transporting of equipment (Reference U.S. Federal Motor Carrier Safety Regulations, Section 392.9). Ensure that the hauling vehicle meets all safety requirements before loading the skid-steer loader.

1. Place blocks at the front and rear of the hauling vehicle's tires.
2. If the loader has an attachment, lift it slightly off the ground.
3. Back the loader slowly and carefully up the ramp onto the vehicle.
4. Lower the loader attachment to the vehicle deck, turn off the engine and remove the key.
5. Fasten the loader to the hauling vehicle at the points indicated by the tie-down decals (Figure 32 and Figure 33).
6. Measure the clearance height of the loader and hauling vehicle. Post the clearance height in the cab of the vehicle.

Figure 32 Front Tie-Down

Figure 33 Rear Tie-Down

Lifting the Loader

The loader can be lifted using a single-point or four-point lift kit, which are available from your Gehl dealer.

WARNING **• Before lifting, check the lift kit for proper installation.**

- **Never allow riders in the operator's compartment while the loader is lifted.**
- **Keep everyone a safe distance away from the loader while it is lifted.**
- **Loader may only be lifted with an empty bucket or empty pallet forks, or with no attachment. Never lift the loader with attachments other than those stated.**

Lift equipment used and its installation is the responsibility of the party conducting the lift. All rigging MUST comply with applicable regulations and guidelines.

1. Using suitable lift equipment, hook into the lift eyes (refer to Figure 34, Figure 35 and Figure 36). Adjust the length of the slings or chains to lift the loader level.

Figure 34 Four-Point Lift Front Lift Eye

Important: *As needed, use a spreader bar to prevent the slings or chains from rubbing the sides of the ROPS/FOPS.*

2. Center the hoist over the ROPS/FOPS. To prevent shock loading of the equipment and excessive swinging of the load, slowly lift the loader off the ground. Perform all movements slowly and gradually. As needed, use a tag line to help position the loader.

Figure 35 Four-Point Lift Rear Lift Eye

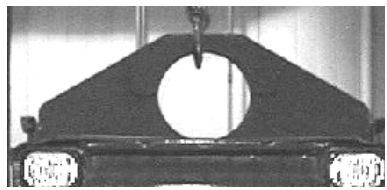


Figure 36 Single-Point Lift Eye

Notes

CHAPTER 5

SERVICE

⚠ WARNING Before servicing the machine, unless expressly instructed to the contrary, exercise the MANDATORY SAFETY SHUTDOWN PROCEDURE (page 6).

After service has been performed, be sure to restore all guards, shields and covers to their original positions before resuming operation.

This *Service* chapter details procedures for performing routine maintenance checks, adjustments and replacements. Most procedures are referred to in the *Troubleshooting* and *Maintenance Schedule* chapters of this manual. Refer to the *Maintenance Interval Chart* (page 81) for service intervals. Refer to the separate engine manual for engine-related adjustments, lubrication and service procedures.

Note: *All service procedures, except those described under the "Dealer Services" topic are owner-operator responsibilities.*

Important: *Always dispose of waste lubricating oils and hydraulic fluids according to local regulations or take to a recycling center for disposal. Do not pour onto the ground or down the drain.*

Dealer Services

The following areas of component service, replacement and adjustments require special tools and knowledge for proper servicing and should be performed only by your authorized Gehl skid-steer loader dealer: hydrostatic drive components, hydraulic system pumps, valves, hydraulic cylinders, electrical components (other than battery, circuit breakers).

Replacement Parts

Part Description	Gehl Part No.
Air Cleaner Element, Primary	137498
Air Cleaner Element, Secondary	137501
Air Cleaner Element, Primary with Precleaner	184454
Air Cleaner Element, Secondary with Precleaner	420-35886
Hydraulic Oil Filter Element	189742
Dual Length Hydraulic Filter Element	189742
Engine Oil Filter Element	191116
Fuel Filter Cartridge	191117
Fresh Air Intake Filter (heater option)	138551
Recirculation Air Filter (heater option)	138545

Note: *Part numbers may change. Your Gehl dealer will always have the latest part numbers.*

Important: *To ensure continued warranty coverage, only genuine Gehl replacement filters are to be used.*

Loader Raising Procedure

To raise the loader so all four tires are off the ground, use the procedure below:

⚠ WARNING Do not rely on a jack or hoist to maintain the raised position without additional blocking and supports. Serious personal injury could result from improperly raising or blocking the loader.

1. Using a jack or hoist capable of lifting the fully-equipped weight of the loader (with all attached options, except hitch attachments), lift the rear of the loader until the rear tires are off the ground.
2. Stack wooden blocks under the flat part of the loader chassis. They should be parallel to, but not touch, the rear tires (Figure 37).

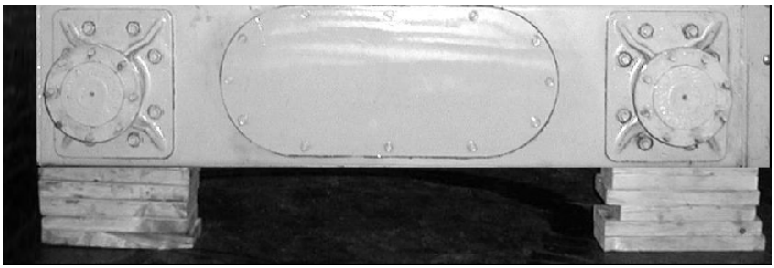


Figure 37 Loader Properly Blocked (Tires and wheels removed to show blocks)

3. Slowly lower the loader until its weight rests on the blocks. If the tires still touch the ground, raise the loader again, add more blocks and lower again.
4. Repeat Steps 1 through 3 for the front end. When the procedure is finished, all four tires will be off the ground so that they can be removed.

Loader Lowering Procedure

When service or adjustment procedures are complete, the loader can be lowered from the raised position. To lower the loader onto its tires:

1. Using a jack or hoist, raise the front of the loader until its weight no longer rests on the front blocks.
2. Carefully remove the blocking under the front of the loader.
3. Slowly lower the loader until the front tires are resting on the ground.
4. Repeat Steps 1 through 3 for the rear of the loader. When the procedure is finished, all four tires will be on the ground and the blocks removed from under the loader.

Engine Compartment Access

Important: *Do not raise the lift arm with the engine cover raised because the engine cover will be damaged.*

To open the engine compartment, pull the rear door latch and carefully swing open the rear door. Lift the engine cover. The side panels are removed by lifting the panels out. The side panels are easier to access if the lift arm is raised and secured (page 20).

Figure 38 Engine Compartment Access Doors

1. Grille Cover
2. Side Panels

Tilting Back the ROPS/FOPS

A manual hydraulic pump in the engine compartment is used to tilt back the ROPS/FOPS. The pump handle is stored in the rear door. A manual lock mechanism engages to lock the ROPS/FOPS in a tilted-back position. To tilt back the ROPS/FOPS, use the following procedure:

1. Remove the two anchor bolts at the front of the ROPS/FOPS.
2. Insert the pump handle in to the pump.
3. Tighten the needle valve.
4. Pump until the ROPS/FOPS is tilted back enough that the lock mechanism underneath the right side of the ROPS/FOPS engages.

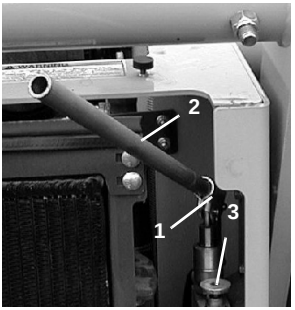


Figure 39 ROPS/FOPS Tilt Pump

1. Pump
2. Pump Handle
3. Needle Valve

5. To lower the ROPS/FOPS, return the lock mechanism to the unlocked position, and gradually loosen the needle valve. The ROPS/FOPS will slowly lower. Reinstall the anchor bolts, washers and locknuts. Refer to the Torque Specifications chart (page 91) for torque information.

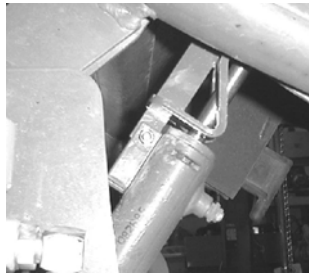


Figure 40 ROPS/FOPS Lock Mechanism – Engaged

Electric ROPS/FOPS Tilt (optional)

1. Remove the two anchor bolts at the front of the ROPS/FOPS.
2. Push Raise button until ROPS/FOPS is titled back enough that the lock mechanism underneath the right side of the ROPS/FOPS engages.
3. To lower the ROPS/FOPS, return the lock mechanism to the unlocked position.
4. Push Lower button.
5. Reinstall the anchor bolts, washers and locknuts. Refer to the Torque Specifications chart (page 91) for torque information

⚠ WARNING Never operate the loader with the ROPS/FOPS removed or tilted. Be sure the lock mechanism is securely engaged when the ROPS/FOPS is tilted back. Be sure to reinstall the anchor bolts, washers and locknuts before resuming operation.

Adjustments

Control Handles

The control handles do not require routine adjustment. Refer to the *Service Manual* for the initial setup procedure.

Fuel Sender

The fuel gauge sender, located on the fuel tank, sends a signal to the fuel gauge to indicate the amount of fuel in the fuel tank.

Check the fuel gauge sender periodically to ensure that the mounting screws are tight and that there is no fuel seepage around the gasket. If service is required, apply an RTV or gasket sealant around the gasket when restoring the sender.

Engine Speed Control

The throttle does not require routine adjustment. Refer to the *Service Manual* for the initial setup procedure. The throttle lever friction pad pressure can be adjusted if the throttle lever does not hold its position. Belleville washers and a lock nut on the throttle lever are used for making this adjustment.

Foreign Material Removal

The loader should be cleared daily of dirt and other foreign materials in the following areas:

- around the rear timing link and lift cylinders
- at the front of the loader
- on the hitch, especially around the loader linkage
- around the hydraulic oil reservoir breather
- in the engine compartment
- in the operator's compartment

Important: *Build up of foreign materials in these areas can interfere with the operation of the loader, cause component damage or become a fire hazard.*

Lubrication

Listed below are the temperature ranges and types of lubricants for this machine. Refer to the separate engine manual for more information regarding engine lubricants, quantities and grades required.

Note: *Refer to the specific service sections for detailed information on periodic checking and replenishing of lubricants.*

Refer to Figure 41 for grease fitting locations. Wipe dirt from the fittings before greasing them to prevent contamination. Replace any missing or damaged fittings. To minimize dirt build-up, avoid excessive greasing.

Important: *Always dispose of waste lubricating oils and hydraulic fluids according to local regulations or take to a recycling center for disposal. Do not pour onto the ground or down the drain.*

System	Lubricant
Hydraulic System Oil	Use Petro Canada MV60, Mobil DTE 15M or equivalent which contains anti-rust, anti-foam and anti-oxidation additives, and conforms to ISO VG46. **Capacity:**15 U.S. gallons (56,8 L)
Chaincase Oil	Use hydraulic system oil or SAE grade 15W40 motor oil. **Capacity** (each side): 3 U.S. gallons (11,4 L)
Grease Fittings	Use lithium-based grease.
Engine Oil	Below 32°F (0°C) – Use SAE Grade* 10W or 10W30 Above 32°F (0°C) – Use SAE Grade* 15W40 *Service Classification: API – CG4/CH4 **Capacity:**11 U.S. quarts (10,4 L)

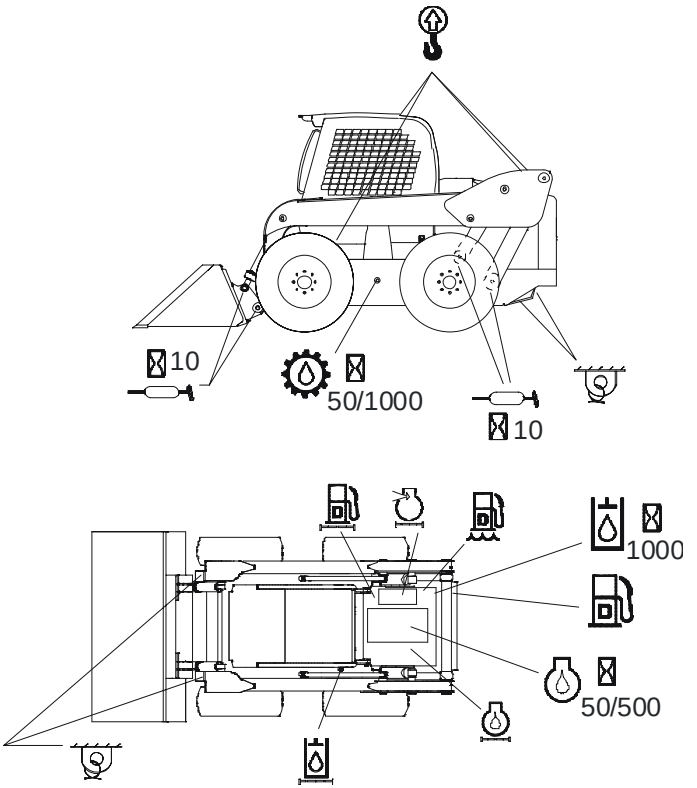


Figure 41 Service Locations

Lubrication Procedure	10 Hours (or Daily)	250 Hours	500 Hours (or Yearly)
Check Engine Oil Level (page 63)	●		
Check Hydraulic Oil Level (page 64)	●		
Grease Lift Arm, Hitch, Cylinder Pivots and Latch Pins	●		
Check Oil Level in Chaincases (page 59)		●	
Change Engine Oil and Filter (page 63)	□	❖	●
Change Hydraulic Oil Filter (page 65)			●
Change Hydraulic Oil (page 65)			♦
Change Chaincase Oil (page 59)	□		♦
Check and Drain Water Separator	●		

□ Perform the initial procedure at 50 hours, then at "●" or "♦" intervals.

❖ Severe operating conditions.

♦ Perform the procedure at 1000 hours.

Chaincases

There is a chaincase on each side of the loader. Refer to the *Maintenance Interval Chart* (page 81) for change intervals. Refer to the *Lubrication* topic (page 58) for information on oil type and quantity.

Checking and Adding Oil

1. Park the loader on a level surface. Stop the engine.
2. Remove the check plug (Figure 42) from each chaincase housing. The oil level should be at the plug level or no more than 1/4 in. (6 mm) below.

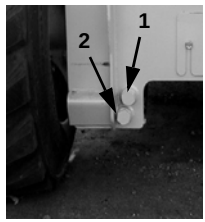


Figure 42 Check and Drain Plugs

1. Check Plug
2. Drain Plug

3. If the level is low, add fluid through the fill plug (Figure 43) (located under the covers at the front of the loader) until the oil level reaches the edge of the check plug hole. Reinstall the plugs.

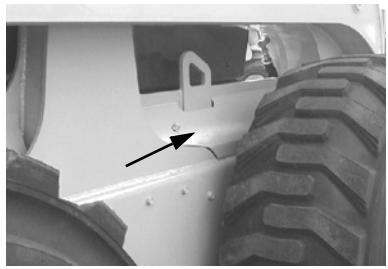


Figure 43 Fill Plug Location

Draining Oil

1. Park the loader on a level surface, or on a sloping surface with the loader facing downhill and the tires blocked.
2. Remove the drain plug on each chaincase (Figure 42) and drain the oil into a suitable container.
3. Reinstall and tighten the drain plugs.
4. Refill the chaincases at the fill plugs.

Drive Chains

Drive chains are located in the chaincase on each side of the machine. Refer to the *Maintenance Interval Chart* (page 81) for tension check interval.

Checking Chain Tension

1. Raise the loader following the *Loader Raising Procedure* (page 53).
2. Rotate each tire by hand. The proper amount of chain defection should be 1/8 in. to 1 in. (3 to 25 mm) forward and rearward. If the chain defection is more than 1 in. (25 mm) or less than 1/8 in. (3 mm) in either direction, the chains should be adjusted.

Adjusting Chain Tension

1. Raise the loader following the *Loader Raising Procedure* (page 53).
2. Remove the tire from the axle to be adjusted.
3. Loosen (but **DO NOT** remove) the bolts holding the axle to the chaincase.
4. **Front Chain Tension** – To tighten the front chain, move the front axle assembly toward the front of the loader. To loosen the chain, move the front axle assembly toward the rear of the loader.

   Rear Chain Tension – To tighten the rear chain, move the rear axle assembly rearward. To loosen the chain, move the rear axle assembly toward the front of the loader.
5. After the proper tension is achieved, retighten the bolts.

Important: *Be careful not to over-tighten the drive chains. Over-tightening will cause premature drive chain and axle sprocket wear.*

6. Reinstall the tire.
7. Repeat Steps 2 through 6 for any other axle requiring adjustment.
8. Lower the loader following the *Loader Lowering Procedure* (page 53).

Engine Air Cleaner

Important: *Failure to follow proper filter servicing instructions could result in catastrophic engine damage.*

The air cleaner assembly consists of an outer (primary) filter element and an inner (secondary) filter element. An air filter restriction indicator for monitoring the condition of the elements is located on the front of the air cleaner. If the air filter becomes restricted, this indicator turns red to warn the operator that the air cleaner requires service. Push the reset button located at the end of the indicator after fitting a clean element. For replacement elements, refer to the *Replacement Parts* chart (page 52).

Note: *Before replacing the filter element(s), push the reset button on the indicator. Start the engine and adjust the throttle to full speed. If the indicator does not turn red, do* ***not*** *replace the element(s).*

The outer element should be replaced only when the restriction indicator turns red. The inner element should be replaced every third time the outer element is replaced, unless the outer element is damaged or the inner element is visibly dirty.

Along with a daily check of the restriction indicator, check that the air cleaner intake hose and clamps, and the mounting bracket hardware are properly secure.

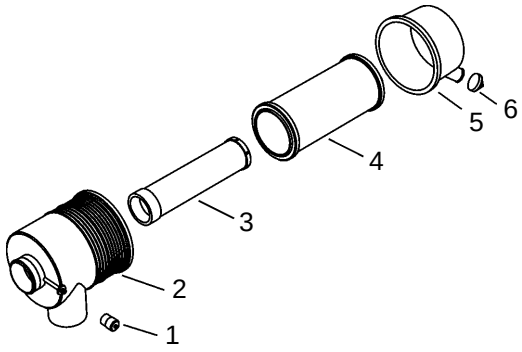


Figure 44 Dual-Element Air Cleaner

1. Restriction Indicator
2. Element Housing
3. Inner Filter Element
4. Outer Filter Element
5. Element Cover
6. Dust Ejector

Access

1. Open the rear door and engine cover (page 54).
2. Unlatch the three latches on the air cleaner and remove the cover. Clean out any dirt built up in the cover assembly.

Outer Element

1. Carefully pull the outer element out of the housing. Never remove the inner element unless it is to be replaced.
2. Clean out any dirt built up in the housing. Leave the inner element installed during this step to prevent debris from entering the engine intake manifold.
3. Use a trouble light inside the outer element to inspect for bad spots, pinholes or ruptures. Replace the outer element if any damage is noted. The outer element must be replaced if it is oil- or soot-laden.

Note: *Cleaning the outer element is not recommend.*

Inner Element

Note: *Replace the inner element only if it is visibly dirty or if the outer element has been replaced three times.*

Before removing the inner element from the housing, clean out any dirt built up in the housing. Leave the inner element installed during this step to prevent debris from entering the engine intake manifold. Remove the inner element.

Reinstallation

1. Check the inside of the housing for any damage that may interfere with the elements.
2. Be sure that the element sealing surfaces are clean.
3. Insert the element(s), making sure that they are seated properly.
4. Secure the cover to the housing with the three clamps.
5. Check the hose connections and make sure they are all clamped and tightened properly.
6. Reset the indicator by pressing the reset button.

Note: *If optional precleaner is installed, it requires different filter elements. See Parts Manual for details.*

Engine Service

Refer to the *Maintenance Interval Chart* (page 81) for change intervals. Refer to the *Replacement Parts* topic (page 52) for filter part numbers.

Checking Engine Mounting Hardware

All bolts that secure the engine mounting brackets to the engine and the loader frame should be checked and re-torqued as necessary. Refer to the *Torque Specifications Chart* (page 91) for torque information.

⚠ WARNING **Allow hot engine and hydraulic system components to cool before servicing.**

Checking Engine Oil Level

Open engine cover (page 54), pull out the dipstick and check the oil level. Markings on the dipstick represent FULL and LOW (add oil) levels.

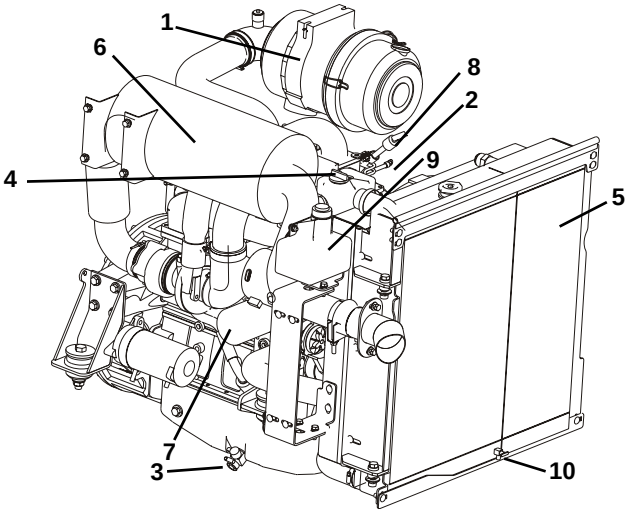


Figure 45 Engine Service Components

1. Air Cleaner
2. Fuel Filter
3. Engine Oil Drain Valve
4. Engine Oil Fill Cap
5. Radiator/Cooler
6. Muffler
7. Engine Oil Filter
8. Engine Oil Dipstick
9. Coolant Recovery Tank
10. Radiator Coolant Drain Valve

Changing Engine Oil and Filter

Important: *For new units, the initial oil change should be after the first 50 hours.*

1. Run the engine until it is at operating temperature. Stop the engine.
2. Place a pan under the hose behind the left rear tire and then open the valve (#3, Figure 45) on the oil pan to drain the oil.
3. Remove the oil filter (#7, Figure 45). Clean the filter sealing surface.
4. Put clean oil on the new oil filter gasket. Install and tighten the filter ½ turn past the point where the gasket contacts the filter head.
5. Close the oil drain valve.

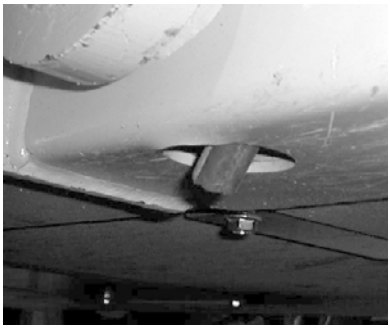


Figure 46 Remote Engine Oil Drain

6. Remove the oil fill cap (#4, Figure 45) and add the recommended oil. Refer to the *Lubrication* topic (page 57) for oil recommendations and capacities.
7. Start the engine and let it run for several minutes at low idle. Stop the engine. Check for leaks at the oil filter, drain valve and remote oil drain hose. Check the oil level. Add oil if it is not at the FULL mark on the dipstick.

Changing Fuel Filter

1. Remove the filter element (#2, Figure 45) by unscrewing filter assembly.
2. Remove existing filter.
3. Install new filter.
4. Must prime the system with hand pump located beneath the fuel filter.

Water Separator and Filter Drain

1. Loosen drain plug on bottom of water separator to drain water.
2. When water is drained, tighten plug.

Hydraulic System

Refer to the *Maintenance Interval Chart* (page 81) for service intervals. Refer to the *Replacement Parts* topic (page 52) for filter part numbers.

⚠ WARNING **Before servicing the hydraulic system, be sure the lift arm is lowered.**

Checking Hydraulic Oil Level

The loader has a sight gauge located at the right rear of the skid-steer loader. Check the fluid level with the lift arm lowered and the attachment on the ground.

Add hydraulic oil as required. Refer to the *Lubrication* chart (page 57) for oil recommendations. Replace the fill cap.

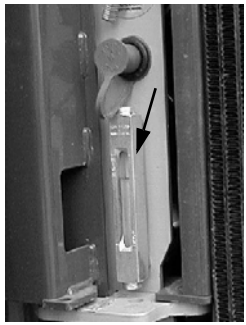


Figure 47

1. Sight Gauge

Changing Hydraulic Oil Filter

1. Tilt the ROPS/FOPS back (page 19).
2. Clean the surface of the filter housing.
3. Remove cover hardware.
4. Remove filter cover and element.
5. Install new filter element.
6. Reinstall cover and hardware.

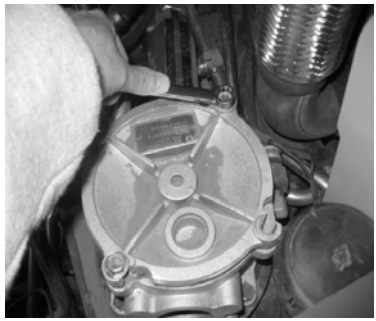


Figure 48 Hydraulic Oil Filter Cap

Figure 49 Hydraulic Oil Filter

Changing Hydraulic Oil

The hydraulic oil must be replaced if it becomes contaminated, after major repairs and after 1000 hours or one year of use.

1. Unbolt the rear belly plate.
2. Install a catch pan of sufficient capacity under the oil reservoir (18.5 gallons; 70 liters).
3. Remove the drain plug located on the bottom left of the oil reservoir.
4. Reinstall the drain plug.
5. Reinstall the rear belly plate.
6. Change the oil filter.
7. Refill the reservoir. Refer to the *Lubrication* topic (page 57) for oil recommendations.
8. Start the engine and operate the hydraulic controls.
9. Stop the engine and check for leaks at the filters and reservoir drain plug.
10. Check the fluid level and add fluid if needed.

Bucket Cutting Edge

The bucket cutting edge should be replaced when it is worn to within 1 in. (25 mm) of the bucket body.

Alternator/Fan Belt

Refer to the separate engine manual for setting proper belt tension. If the belt is worn, cracked or otherwise deteriorated, replace the belt following the procedure in the engine manual.

Wheel Nuts

Wheel nut torque must be checked before initial operation and every two hours thereafter until the wheel mounting hardware torque setting stabilizes at the recommended setting of 180 ft-lbs (244 N·m). When wheels are removed and replaced, this procedure must be repeated.

Lift Arm Pivots

The lift arm pivot points should be torqued to 240 ft-lbs (325 N·m). Refer to the *Maintenance Interval Chart* (page 81) for the service interval for the lift arm pivots.

Cooling System

Important: *Check the cooling system every day to prevent overheating, loss of performance and engine damage.*

Refer to the *Maintenance Interval Chart* (page 81) for other service intervals.

Checking Coolant Level

1. Open rear door. Check that the coolant recovery tank (#10, Figure 45) is 1/3 to 1/2 full with a cold engine and 2/3 to 3/4 full with a hot engine.
2. Allow the coolant to cool. Do not remove the cap when the coolant is hot. Serious burns may occur.
3. Add premixed coolant, 50% water and 50% ethylene glycol, to the recovery tank if the coolant level is low.

Cleaning Cooling System

1. Park the loader on a level surface, lower the lift arm and stop the engine. Allow the machine to cool.
2. Open the engine cover (page 54).
3. Remove cooler lock bolt and swing cooler out.
4. As necessary, clean the radiator and oil cooler by blowing compressed air through the fins.

Figure 50 Swing cooler out

Draining/Flushing Cooling System

1. Open the rear door and engine cover. Remove the left access panel (page 54).
2. **Radiator** – Open the drain valve located on the radiator (#11, Figure 45) and drain the coolant into a suitable container.

Note: *Coolant must be drained from both the radiator and the engine.*

3. Close the drain valve.

Note: *Protect the cooling system by adding premixed 50% water and 50% ethylene glycol to the system. This mixture will protect the cooling system to -34°F (-36°C).*

4. Fill the radiator fully and the recovery tank half full with the premixed coolant.
5. Reinstall the radiator cap.
6. Run the engine until it is at operating temperature. Stop the engine and let it cool. Check the coolant level. Add more fluid if required.

⚠ WARNING Inflating or servicing tires can be dangerous. When possible, trained personnel should service and mount tires. To avoid possible death or serious injury, follow the safety precautions below.

To keep tire wear even, rotate the tires from front to rear and rear to front.

It is important to keep the same size tire on each side of the loader to prevent excessive wear on tires, chains, or other damage. If different sizes are used, tires will be turning at different speeds, causing excessive wear.

Note: *The tread bar of all tires should face the same direction.*

- BE SURE the rim is clean and free of rust.
- Lubricate the tire beads and rim flanges with a soap solution. Do NOT use oil or grease.
- Use a clip-on tire chuck with remote hose and gauge, allowing you to stand clear while inflating the tire.
- NEVER inflate beyond 35 psi (240 kPa) to seat the beads. If the beads have NOT seated by the time the pressure reaches 35 psi (240 kPa), deflate the assembly, reposition the tire on the rim, lubricate both parts and re-inflate. Inflation pressure beyond 35 psi (240 kPa) with unseated beads may break the bead or rim with explosive force sufficient to cause death or serious injury.
- After seating the beads, adjust the inflation pressure to the recommended operating pressure.
- Do NOT weld, braze or otherwise attempt to repair and use a damaged rim.

Checking Tire Pressure

Correct tire pressure should be maintained for all tires to enhance operating stability and extend tire life. Refer to the chart below for proper inflation pressure.

Tire Size	Inflation Pressure	
	psi	kPa
14 x 17.5 12-ply Heavy-Duty Flotation	65	345
14 x 17.5 H/E Severe-Duty	65	345

Heater Filters

Loaders with the optional heater or heater/air conditioner include two filters: fresh air intake and recirculation air.

Refer to the *Replacement Parts* topic (page 52) for filter part numbers. Filters should be replaced as needed.

Fresh Air Intake Filter: Located on the right side of the main unit. Tilt back the ROPS/FOPS for access (page 54) and slide out the filter.

Recirculation Air Filter: Located on the front of the ROPS/FOPS rear deck panel. Remove four screws and pull out the filter.

Note: *Keeping the cab clean will reduce service need and ensure proper air conditioner and heater operation. Failure to do so can cause evaporator or heater core plugging, fan noise, vibration and failure.*

Electrical System

Distribution Fuse Box

The distribution fuse box is located above the batteries.

Fuse Panel

The fuse panel for the loader is located on the interior right side rear of the ROPS/FOPS.

Battery

⚠ WARNING Before servicing the batteries or electrical system, be sure the battery disconnect switch is in the OFF position.

The batteries on the loader are 12-volt, wet cell batteries located under the operator's seat. To access the batteries, remove the two cover plates (refer to Figures 51 and 52.) (For Joystick option first remove plastic.) The remote battery terminals and battery disconnect switch are located at the rear of the loader.

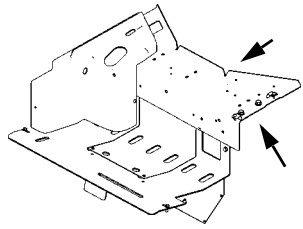


Figure 51 Battery Cover Plates for T-bar, Dual-Hand and Joystick Controls

The battery top must be kept clean. Clean it with an alkaline solution (ammonia or baking soda and water). After foaming has stopped, flush the battery top with clean water. If the terminals and cable connection clamps are corroded or have a build-up, disconnect the cables and clean the terminals and clamps with the same alkaline solution.

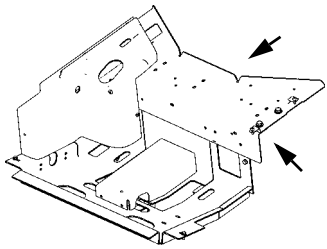


Figure 52 Battery Cover Plates for Hand/Foot Controls

⚠ WARNING Explosive gas is produced while a battery is in use or being charged. Keep flames or sparks away from the battery area. ALWAYS charge the battery in a well-ventilated area.

Never lay a metal object on top of a battery, because a short circuit can result.

Battery acid is harmful on contact with skin or fabrics. If acid spills, follow these first-aid tips:

1. Immediately remove any clothing on which acid spills.
2. If acid contacts the skin, rinse the affected area with running water for 10 to 15 minutes.
3. If acid contacts the eyes, flood the eyes with running water for 10 to 15 minutes. See a doctor at once. Never use any medication or eye drops unless prescribed by the doctor.
4. To neutralize acid spilled on the floor, use one of the following mixtures:
   a. 1 pound (0.5 kg) of baking soda in 1 gallon (4 L) of water, or
   b. 1 pint (0.5 L) of household ammonia in 1 gallon (4 L) of water

Whenever the battery is removed, be sure to disconnect the negative (-) battery terminal connection first.

TROUBLESHOOTING

Electrical System

Problem	Possible Cause	Remedy
Entire electrical system does not function.	Battery disconnect switch is OFF position.	Turn battery disconnect switch to ON.
	Fueses above battery have tripped or malfunctioned.	Check circuit and locate problem causing fuse to trip.
	Main wiring harness connectors at rear of ROPS/ FOPS not properly plugged in.	Check main harness connectors.
	Battery terminals or cables loose or corroded.	Clean battery terminals and cables and retighten them.
	Power cable from battery to circuit breaker buss bar is not connected.	Check power cable connection.
	Battery is faulty.	Test battery, replace as needed.
No instrument panel lamps with keyswitch turned to "ON".	Gauge fuse is blown.	Check circuit, install new fuse.
	Battery terminals or cables are loose or corroded.	Clean battery terminals and cables and retighten them.
Fuel gauge does not work.	Faulty fuel gauge sender.	Replace fuel gauge sender.
	Faulty fuel gauge.	Replace fuel gauge.
	Gauge fuse is blown.	Check circuit, install new fuse.
	Loose wiring/terminal connections.	Verify wiring connections.
Engine temperature gauge does not work.	Faulty temperature sender.	Replace temperature sender.
	Gauge fuse is blown.	Check circuit, install new fuse.
	Faulty temperature gauge.	Replace temperature gauge.
	Loose wiring/terminal connections.	Verify wiring connections.
Hourmeter does not work.	Loose wiring/terminal connections.	Verify wiring connections.
	Faulty alternator.	Repair alternator.
	Faulty hourmeter.	Replace hourmeter.

Electrical System

Problem	Possible Cause	Remedy
Starter will not engage when key is turned to START.	Seat or restraint bar switch malfunctioning or not actuated.	Contact your dealer.
	Poor connections to starter relay or solenoid.	Verify relay connections.
	Battery terminal or cables loose or corroded.	Clean terminal, cables and retighten.
	Faulty starter relay.	Contact your dealer.
	Battery discharged or defective.	Recharge or replace battery.
	Starter solenoid not functioning.	Contact your dealer.
	Ignition wiring, seat switch, restraint bar switch, etc. loose or disconnected.	Check wiring for poor connections, broken leads; repair wiring or connection.
	Starter safety relay malfunctioning.	Verify relay is working properly, replace.
	Starter or pinion faulty.	Remove starter; repair/ replace as needed.
Work lights not functioning properly.	Single light not working; light bulb burned out, faulty wiring.	Check and replace light bulb as needed. Check wiring connection to light.
	No lights; 30 ampere light fuse blown.	Check circuit and locate trouble before replacing fuse.
	Faulty light switch or poor ground or corroded connections.	Check ground wire connections. Replace light switch.
Lift/Tilt and/or drive lock solenoids do not work.	Wiring to solenoids disconnected or faulty.	Troubleshoot circuit, repair.
	Restraint bar or seat switch malfunction.	Contact your dealer.
	Faulty solenoid valve coil.	Contact your dealer.
	Solenoid relay malfunctioning.	Verify relay is working properly, replace.
	Faulty hydraulic solenoid relay.	Contact your dealer.

Engine

Problem	Possible Cause	Remedy
Engine turns over but will not start.	Engine cranking speed too slow.	Batteries require recharging or replacing, or, in cold temperatures, pre-warm the engine.
	Auxiliary valve engaged.	Return control valves to neutral.
	Fuel tank empty.	Refill fuel tank and bleed system.
	Fuel shut-off solenoid not energizing.	Check electrical connections and voltage to shut-off solenoid.
	Air filter plugged.	Replace air filter.
	Engine not warm enough.	Install block heater.
	Ambient temperature too low.	Install block heater.
	Fuel filter plugged.	Replace filter.
	Fuel pump not working.	Contact your dealer.
Engine overheats.	Crankcase oil level too low or too high.	Add or remove oil as required.
	Fan air circulation blocked or restricted.	With engine off, remove blockage or restriction.
	Fan shroud improperly positioned.	Contact your dealer.
	Grade of oil improper or excessively dirty.	Drain and replace with proper grade new oil.
	Exhaust restricted.	Allow exhaust to cool, remove restriction.
	Air filter restricted.	Replace filter(s).
	Low coolant level.	Add coolant.
	Fan belt loose.	Tighten fan belt.

Hydrostatic Drive System

Problem	Possible Cause	Remedy
No response from either hydrostatic drive or the lift/tilt systems.	Hydraulic oil viscosity too heavy.	Allow longer warm-up or replace oil with proper viscosity oil.
	Hydraulic oil too low.	Check for low oil level in reservoir, add oil.
	Drive coupling failure.	Replace coupling.
Traction drive will not operate in either direction.	Parking brake is engaged.	Disengage parking brake.
	Hydraulic oil level low.	Check for low oil level in reservoir, add oil.
	Control rod linkage disconnected.	Check linkage connection at control levers and neutral centering mechanisms, reconnect linkage.
	Low or no charge pressure.	Contact your dealer.
	Hydrostatic pump(s) relief valves malfunctioning.	Contact your dealer.
Sluggish acceleration.	Air in hydraulic system.	Cycle lift and tilt cylinders to maximum stroke and maintain pressure for short time to clear air from system. Also check for low oil level in reservoir, fill as needed.
	Hydraulic oil level too low.	Check for low oil level in reservoir, add oil.
	Hydrostatic system charge pressure low.	Contact your dealer.
	Drive motor(s) or hydrostatic pump(s) have internal damage or leakage.	Contact your dealer.

Hydrostatic Drive System

Problem	Possible Cause	Remedy
Hydrostatic drive overheating.	Drive system overloaded continuously.	Improve efficiency of operation.
	Lift/tilt or auxiliary system overloaded continuously.	Improve efficiency of operation.
	Drive motor(s) or hydrostatic pump(s) have internal damage or leakage.	Contact your dealer.
	Oil cooler fins plugged with debris.	Clean oil cooler fins.
	Hydraulic oil filter plugged or restricted.	Replace filter.
	Loader being operated in high temperatures with no air circulation.	Reduce duty cycle; improve air circulation.

Hydraulic System

Problem	Possible Cause	Remedy
Hydrostatic (drive) system is noisy.	Hydraulic oil viscosity too heavy.	Allow longer warm-up or replace oil with proper viscosity oil.
	Air in hydraulic system.	Cycle lift and tilt cylinders to maximum stroke and maintain pressure for short time to clear air from system. Also check for low oil level in reservoir, fill as needed.
	Drive motor(s) or hydrostatic pump(s) have internal damage or leakage.	Contact your dealer.
Left side doesn't drive in either direction. Right side operates normally.	Rear hydrostatic pump arm control lever loose.	Tighten.
	Relief valves on rear hydrostatic pump malfunctioning.	Contact your dealer.
	Control rod linkage to rear hydrostatic pump disconnected.	Attach control rod linkage.
Left side doesn't drive in one direction.	Relief valve on rear hydrostatic pump malfunctioning.	Contact your dealer.
	Rear hydrostatic pump malfunctioning.	Contact your dealer.
Right side doesn't drive in either direction. Left side operates normally.	Front hydrostatic pump arm control level loose.	Tighten.
	Relief valves on front hydrostatic pump malfunctioning.	Contact your dealer.
	Control rod linkage to front hydrostatic pump disconnected.	Attach control rod linkage.
Right side doesn't drive in one direction.	Relief valve on front hydrostatic pump malfunctioning.	Contact your dealer.
	Front hydrostatic pump malfunctioning.	Contact your dealer.

Hydraulic System

Problem	Possible Cause	Remedy
Lift/Tilt controls fail to respond.	Restraint bar raised.	Lower restraint bar.
	Hydraulic oil viscosity too heavy.	Allow longer warm-up or replace with proper viscosity oil.
	Hydraulic oil level low.	Check oil level in reservoir. If oil is low, check for external leak, repair and add oil.
	Solenoid valve(s) malfunctioning.	Check electrical connections to lift solenoid and repair.
	Restraint bar or seat switch malfunctioning.	Contact your dealer.
Hydraulic cylinder action is slow for lift and/or tilt functions.	Low engine speed.	Operate engine at higher speed.
	Hydraulic oil viscosity too heavy.	Allow longer warm-up or replace with proper viscosity oil.
	Hydraulic oil level low.	Check oil level in reservoir. If oil is low, check for an external leak. Repair and add oil.
	Control linkage restricted.	Check control linkage, readjust for full spool travel.
	Hydraulic oil leaking past cylinder piston seals.	Contact your dealer.
	Worn pump.	Contact your dealer.
	Solenoid valve(s) malfunctioning or one of the two cartridges on solenoid valve is malfunctioning.	Check electrical connections to lift solenoid and repair connections as needed. If solenoid valve is still not functioning properly, contact your dealer.
Bucket does not level on the lift cycle.	Self-leveling valve misadjusted or malfunctioning.	Contact your dealer.
Jerky lift arm and bucket action.	Seat or restraint bar switch malfunctioning.	Contact your dealer.
	Air in hydraulic system.	Cycle/lift and tilt cylinders to maximum stroke and maintain pressure for short time to clear air from system.
	Oil is aerated.	Contact your dealer.
	Oil in hydraulic reservoir low.	Check and add oil.

Hydraulic System

Problem	Possible Cause	Remedy
No down pressure on the bucket.	Control valve in “float” position.	Take control out of “float” position.
	Tilt cylinders malfunctioning.	Contact your dealer.
Bucket drifts down with tilt control in neutral.	Oil leaking past tilt cylinder seals (internal or external).	Contact your dealer.
	Self-leveling valve is malfunctioning.	Contact your dealer.
	Leaking hydraulic hoses, tubes or fittings between control valve and cylinders.	Check oil level in reservoir. If oil is low, check for external leaks, repair and add oil.
Bucket will not tilt, lift arm works properly.	Tilt solenoid valve malfunctioning.	Check electrical connections to tilt solenoid and repair connections as needed. If still not functioning properly, contact your dealer.
	Tilt spool in control valve not actuated or leaking.	Check valve control linkage and/or tube connections to valve.
Lift arm does not raise, bucket tilt works properly.	Lift solenoid valve could be malfunctioning.	Check electrical connections to lift solenoid and repair connections as needed. If still not functioning properly, contact your dealer.
	Lift spool in control valve not actuated or leaking.	Check valve control linkage and/or tube connections to valve.
Lift arm does not maintain raise position with lift control in NEUTRAL.	Oil past lift cylinder seals (internal or external).	Contact your dealer.
	Oil leaking past lift spool in control valve.	Contact your dealer.
	Self-leveling valve malfunctioning.	Contact your dealer.
	Leaking hydraulic hoses, tubes or fittings between control valve and cylinders.	Inspect hoses and tubes, tighten fittings as needed. Replace as needed.
Lift arm will not lower or raise.	Lift arm support device engaged.	Raise lift arm and remove support device.
	Lift solenoid valve malfunctioning.	Check electrical connections to solenoid. Repair or replace as needed.
	Restraint bar not lowered.	Lower restraint bar.
	Seat or restraint bar switch malfunction.	Contact your dealer.

Hydraulic System

Problem	Possible Cause	Remedy
Auxiliary hydraulics do not function.	Restraint bar raised.	Lower the restraint bar.
	Spool lock solenoid malfunctioning.	Check electrical connections to lift solenoid and repair connections as needed. If still not functioning properly, contact your dealer.
	Restraint bar or seat switch malfunctioning.	Contact your dealer.
	Load sensing signal line loose or broken.	Check line, tighten or replace if necessary.
	Load sensing compensator not functioning.	Contact your dealer.
	High pressure compensator on pump not functioning.	Contact your dealer.
High-flow auxiliary functions slowly.	Control linkage misadjusted.	Check linkage, readjust for full spool travel.
	Low engine speed.	Operate engine at higher speed.
	Hydraulic oil level low.	Add oil.
	Hydraulic oil viscosity too heavy.	Allow longer warm-up, or replace oil with proper viscosity oil.
High-flow auxiliary does not function.	Restraint bar raised.	Lower the restraint bar.
	Spool lock solenoid malfunctioning.	Check electrical connections to solenoid, repair connections as needed. If still not functioning properly, contact your dealer.
	Restraint bar or switch malfunctioning.	Contact your dealer.
	Load sensing signal line loose or broken.	Check line, tighten or replace if necessary.
	Load sensing compensator not functioning.	Contact your dealer.
	High pressure compensator on pump not functioning.	Contact your dealer.
Pump is noisy or it chatters.	Oil level in hydraulic reservoir is low.	Check and add oil.
	Oil is aerated.	Contact your dealer.

Notes

CHAPTER 7

MAINTENANCE

This *Maintenance Interval Chart* was developed to match the *Service* chapter of this manual. Detailed information on each service procedure may be found in the *Service* chapter. A *Maintenance Log* follows the chart for recording the maintenance performed. Recording the 10-hour (or daily) service intervals would be impractical and is therefore not recommended.

Important: *Under severe operating conditions, more frequent service than the recommended intervals may be required. You must decide, based on your use, if your operation requires more frequent service.*

Service Procedure	Maximum Interval		
	10 Hours (or Daily)	250 Hours	500 Hours (or Annually)
Foreign Material Removal (page 56)	●		
Check Engine Air Cleaner Restriction Indicator (page 60)	●		
Check Engine Oil Level (page 63)	●		
Check Hydraulic Oil Level (page 64)	●		
Check Tire Pressures (page 68)	●		
Grease Lift Arm, Hitch, Cylinder Pivots and Latch Pins (page 57)	●		
Check Bucket Cutting Edge (page 66)	●		
Test Safety Interlock System (page 19)	●		
Check Coolant Level (page 66)	●		
Clean Cooling System (page 67)	●		
Check Drive Chain Tension (page 60)		●	
Check Wheel Nuts Torque (page 66)	❍	●	
Check Lift Arm Torque (page 66)		●	
Check Oil Level in Chaincases (page 59)		●	
Check Alternator/Fan Belt Tensions (page 66)		●	
Change Engine Oil and Filter (page 63)	□	❖	●
Change Hydraulic Oil Filter (page 65)	□		●
Check Battery (page 69)			●
Check Engine Mounting Hardware (page 62)			●
Change Fuel Filters (page 64)			●
Change Hydraulic Oil (page 65)			◆
Change Chaincase Oil (page 59)	□		◆
Drain/Flush Cooling System (page 67)			●

❍ Perform the initial procedure at 2 hours then at "●" intervals.

□ Perform the initial procedure at 50 hours then at "●" or "◆" intervals.

❖ Severe operating conditions.

◆ Perform the procedure at 1000 hours.

Maintenance Log

Date	Hours	Service Procedure

Maintenance Log

Date	Hours	Service Procedure

Maintenance Log

Date	Hours	Service Procedure

CHAPTER 8

SPECIFICATIONS

Loader Specifications

Specification	7810E
Operating Weight	10520 lbs (4772 kg)
Shipping Weight	9297 lbs (4217 kg)
Rated Operating Load[1] (capacity)	3850 lbs (1747 kg)
Engine	
Make	Cummins (Turbo)
Model	B4.5T - 99C
Displacement	275 in^3 (4,5 L)
Power (net)	99 hp (73.8 kW) @ 2200 rpm
Peak Torque	305 ft-lbs (414 N·m) @ 1500 rpm
Hydraulic System (theoretical)	
Main Hydraulic System Pressure	3300 psi (228 bar)
Standard-Flow Rating	29 gpm (110 L/min)
High-Flow Rating	41 gpm (155 L/min)
Electrical	
Battery	12-Volt DC, 1500 CCA
Starter	12-Volt DC (4.8 kW)
Alternator	95 amperes
Capacities	
Chaincase (each)	11.5 U.S. qts (10,9 L)
Engine Oil	11.0 U.S. qts (10,4 L)
Fuel Tank	30.5 U.S. gal (115,4 L)
Hydraulic Reservoir	15 U.S. gal (56,8 L)
Sound Levels (with Deluxe Sound Kit) Pressure Level (Operator Ear)	TBA
Power Level (Environmental)	TBA

1. Operating load (capacity) rated with an 84 in. ((2134 mm) 7810E – 28 ft^3 [0.8 m^3].

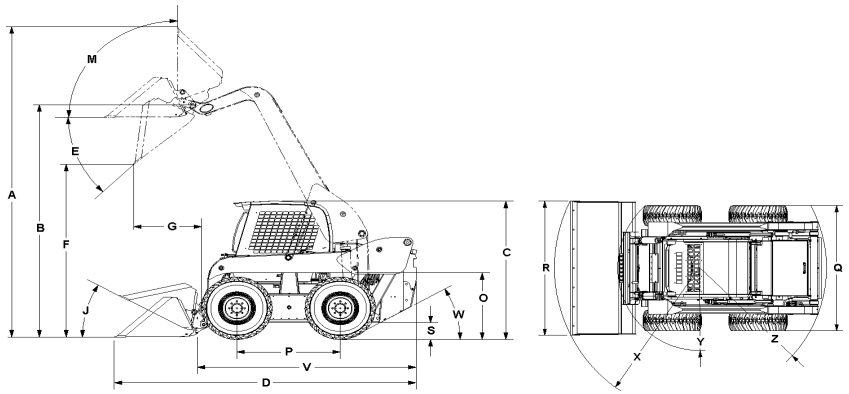
Standard Features

- Fuel Level Gauge
- Engine Coolant Temperature Gauge and Indicator Light
- Hourmeter
- Oil Pressure Indicator Light
- Battery Charge Indicator Light
- Seatbelt Indicator Light and Buzzer
- Choice of four control types: Joystick, T-Bar, Hand/Foot or Dual-Hand
- Foot Throttle (except Hand/Foot)
- Acoustical Material, Floor Mat and Headliner
- Adjustable Operator Restraint Bar with Armrests
- Hydraulic Lift ROPS/FOPS
- Adjustable Suspension Seat
- ROPS/FOPS ISO Level II
- 100HK Drive Chains
- Belly Plate for Clean Out
- Hydraulic Oil Filter Indicator Light
- Horn
- Interior Dome Light
- Hydraloc™ System – Brakes and Interlock for Starter, Lift Cylinders, Tilt Cylinders and Wheel Drives.
- Auxiliary Hydraulics
- Dual-Element Air Cleaner with Visual Indicator
- Anti-Vandalism Tailgate
- Glow Plug Starting Assist
- Servo-Controlled Hydrostatic Drive
- Lift Arm Support Device
- Self-Leveling Lift Action
- Independent Steel Hydraulic Reservoir
- Dual Front and Rear Halogen Work Lights and Dual Tail Lights
- Bi-directional Adjustable-Flow Auxiliary Hydraulics with Flat-Faced Couplers
- Powerview® Vertical Path Lift Arm
- All-Tach™Attachment Mounting System: Single Lever (Manual)
- Remote Battery Jump Terminals
- Battery Disconnect Switch
- Engine Auto-Shutdown System
- Rear Engine Cover and Door Opens for Easy Access

Optional Features

- 3-inch Wide Seatbelt – Where Required by Law
- Sliding Side Windows
- Rear-View Mirror
- Adjustable Suspension Seat
- Impact-Resistant Front Door
- Front Door with Wiper
- Operator's Compartment Heater/ Defroster/Air Conditioner
- Audible Back-Up Alarm
- Strobe Light
- Bucket Bolt-On Cutting Edge Kits
- Four-Point Lift Kit
- Single-Point Lift Kit
- Hydraulic Couplers Kit
- Centrifugal Pre-Cleaner
- Engine Block Heater
- 2-Speed Transmission
- Bi-directional High-Flow Auxiliary Hydraulics with Flat-Faced Couplers
- Hydraglide™ Ride Control System
- All-Tach™ Attachment Mounting System: Power
- Electric ROPS/FOPS lift
- High-Flow Hydraulics

Dimensional Specifications



		22 ft³ (0.6 m³) Bucket w/14 x 17.5 Tires	
		inches	mm
A	Overall Operation Height – Fully Raised	185.8	4719
B	Height to Hinge Pin – Fully Raised	142.0	3607
C	Overall Height – Top of ROPS/FOPS	81.1	2050
D	Overall Length – Bucket Down	159.0	4039
E	Dump Angle at Full Height	35.8°	
F	Dump Height	109.5	2781
G	Dump Reach – Bucket Full Height	36.8	934
J	Rollback at Ground	28.2°	
M	Rollback Angle at Full Height	85°	
O	Seat to Ground Height	40.5	1029
P	Wheel Base – Nominal	54.3	1379
Q	Overall Width – Less Bucket	80.3	2040
R	Bucket Width – Overall	84.0	2134
S	Ground Clearance – to Chassis (Between Wheels)	8.5	216
U	Maximum Grading Angle	81.5°	
V	Overall Length (Less Bucket)	122.0	3099
W	Departure Angle	21.0°	
X	Clearance Circle – Front (With Bucket)	98.5	2502
Y	Clearance Circle – Front (Less Bucket)	60.6	1539
Z	Clearance Circle – Rear	80.5	2045

Capacities and Ratings

Note: *Use the Common Materials and Densities table (page 89) for selecting the appropriate bucket.*

Dirt/Construction Buckets

Description	Weight	Rating
		SL7810E
84 in/22 ft³ (2134 mm/0.6 m³)	835 lbs (379 kg)	4000 lbs (1814 kg)
84 in/28 ft³ (2134 mm/0.8 m³)	905 lbs (411 kg)	4100 lbs (1860 kg)
90 in/29.3 ft³ (2286 mm/0.8 m³)	966 lbs (438 kg)	3950 lbs (1792 kg)

Pallet Forks

Description	Weight	Rating
		SL7810E
15.75 in (400 mm) pallet fork per EN474-3	492 lbs (223 kg)	3491 lbs (1584 kg)
19.68 in (500 mm) pallet fork per EN474-3	492 lb (223 kg)	3211 lbs (1457 kg)
24 in (610 mm) pallet for3k per SAE 1197	492 lb (223 kg)	3014 lbs (1367 kg)

Common Materials and Densities

Material	Density	
	lbs/ft³	kg/m³
Ashes	35-50	560-800
Brick-common	112	1792
Cement	110	1760
Charcoal	23	368
Clay, wet-dry	80-100	1280-1600
Coal	53-63	848-1008
Concrete	115	1840
Cinders	50	800
Coal-anthracite	94	1504
Coke	30	480
Earth-dry loam	70-90	1121-1442
Earth-wet loam	80-100	1281-1602
Granite	93-111	1488-1776
Gravel-dry	100	1602
Gravel-wet	120	1922
Gypsum-crushed	115	1840
Iron ore	145	2320
Lime	60	960
Lime stone	90	1440
Manure-liquid	65	1040
Manure-solid	45	720
Peat-solid	47	752
Phosphate-granular	90	1440
Potash	68	1088
Quartz-granular	110	1760
Salt-dry	100	1602
Salt-rock-solid	135	2160
Sand-dry	108	1728
Sand-wet	125	2000
Sand-foundry	95	1520
Shale-crushed	90	1440
Slag-crushed	70	1120
Snow	15-50	240-800
Taconite	107	1712

Note: *The densities listed are average values and intended only as a guide for bucket selection. For a material that is not in the table, obtain its density value before selecting the appropriate bucket.*

Bucket Selection

To use the table, find the material to be loaded and read its maximum density. Then multiply the volumetric rating of the attachment by the material density to determine if the attachment can safely be used. See page 88 for a listing of attachments and their load ratings.

Note: *Where the material density is listed as a range (clay at 80-100 lbs/ft^3, for example), always use the maximum density (100 lbs/ft^3 in this example) for making calculations. Also, see the following examples.*

Example 1: If clay (density of 80-100 lbs/ft^3) is to be hauled using a SL7810E model loader using a 28 ft^3 Dirt/Construction bucket, the bucket capacity is 28 ft^3 and the loader rating is 3850 lbs. Multiply the density of clay (100 lbs/ft^3) by the capacity of the bucket (28 ft^3) to achieve the weight to be carried (100 lbs/ft^3 x 28 ft^3 = 2800 lbs). This number is less than the machine rating, allowing safe use of this bucket in this application.

Example 2: If granite (density of 1488-1776 kg/m^3) is to be hauled using a SL7810 model loader using a 0.6 m^3 Dirt/Construction bucket, the bucket capacity is 0.6 m^3 and the loader rating is 1747 kg. Multiply the density of granite (1776 kg/m^3) by the capacity of the bucket (0.6 m^3) to achieve the weight to be carried (1776 kg/m^3 x 0.6 m^3 = 1066 kg). This number is less than the machine rating, allowing safe use of this bucket in this application.

TORQUE SPECIFICATIONS

Use these torque values when tightening hardware (excluding locknuts, and self-tapping, thread-forming, and sheet metal screws) unless otherwise specified.

UNIFIED NATIONAL THREAD	GRADE 2		GRADE 5		GRADE 8	
	DRY	LUBED	DRY	LUBED	DRY	LUBED
8-32	19*	14*	30*	22*	41*	31*
8-36	20*	15*	31*	23*	43*	32*
10-24	27*	21*	43*	32*	60*	45*
10-32	31*	23*	49*	36*	68*	51*
1/4-20	66*	50*	9	75*	12	9
1/4-28	76*	56*	10	86*	14	10
5/16-18	11	9	17	13	25	18
5/16-24	12	9	19	14	25	20
3/8-16	20	15	30	23	45	35
3/8-24	23	17	35	25	50	35
7/16-14	32	24	50	35	70	55
7/16-20	36	27	55	40	80	60
½-13	50	35	75	55	110	80
½-20	55	40	90	65	120	90
9/16-12	70	55	110	80	150	110
9/16-18	80	60	120	90	170	130
5/8-11	100	75	150	110	220	170
5/8-18	110	85	180	130	240	180
3/4-10	175	130	260	200	380	280
3/4-16	200	150	300	220	420	320
7/8-9	170	125	430	320	600	460
7/8-14	180	140	470	360	660	500
1-8	250	190	640	480	900	680
1-12	270	210	710	530	1000	740

METRIC COARSE THREAD	GRADE 8.8		GRADE 10.9		GRADE 12.9	
	DRY	LUBED	DRY	LUBED	DRY	LUBED
M6-1	8	6	11	8	13.5	10
M8-1.25	19	14	27	20	32.5	24
M10-1.5	37.5	28	53	39	64	47
M12-1.75	65	48	91.5	67.5	111.5	82
M14-2	103.5	76.5	145.5	108	176.5	131
M16-2	158.5	117.5	223.5	165.5	271	200

*All torque values are in ft-lbs except those marked with an * which are in-lbs.
For metric torque value (N·m) multiply ft-lbs value by 1.355 or the in-lbs value by 0.113.

GEHL CONSTRUCTION

WARRANTY

GEHL COMPANY, hereinafter referred to as Gehl, warrants new Gehl equipment to the Original Retail Purchaser to be free from defects in material and workmanship for a period of twelve (12) months from the Warranty Start Date.

GEHL WARRANTY SERVICE INCLUDES:

Genuine Gehl parts and labor costs required to repair or replace equipment at the selling dealer's business location.

GEHL MAKES NO REPRESENTATIONS OR WARRANTIES OF ANY KIND, EXPRESS OR IMPLIED (INCLUDING THE IMPLIED WARRANTIES OF MERCHANTABILITY AND FITNESS FOR PARTICULAR PURPOSE), EXCEPT AS EXPRESSLY STATED IN THIS WARRANTY STATEMENT.

ANY OF THESE LIMITATIONS EXCLUDED BY LOCAL LAW SHALL BE DEEMED DELETED FROM THIS WARRANTY; ALL OTHER TERMS WILL CONTINUE TO APPLY.

SOME STATES DO NOT PERMIT THE EXCLUSION OR LIMITATION OF THESE WARRANTIES AND YOU MAY HAVE GREATER RIGHTS UNDER YOUR STATE LAW.

GEHL WARRANTY DOES NOT INCLUDE:

1. Transportation to selling dealer's business location or, at the option of the Original Retail Purchaser, the cost of a service call.
2. Used equipment.
3. Components covered by their own non-Gehl warranties, such as tires, batteries, trade accessories and engines.
4. Normal maintenance service and expendable, wear-out items.
5. Repairs or adjustments caused by: improper use; failure to follow recommended maintenance procedures; use of unauthorized attachments; accident or other casualty.
6. Liability for incidental or consequential damages of any type, including, but not limited to lost profits and expenses of acquiring replacement equipment.

No agent, employee or representative of Gehl has any authority to bind Gehl to any warranty except as specifically set forth herein.

INDEX

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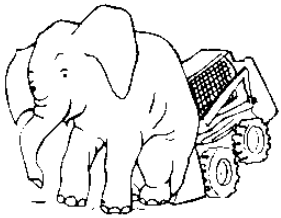
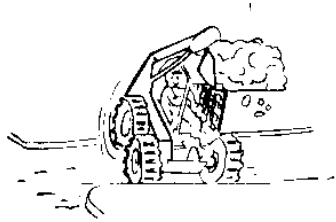
WRONG



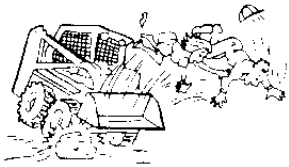
Never exceed rated operating load.

WRONG



Always carry attachment as low as possible. Do not travel or turn with the lift arm raised. Load, unload and turn on flat level surface.

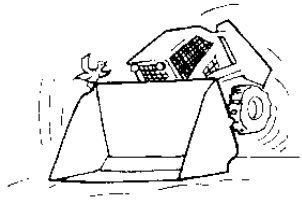
WRONG



Never carry riders.

Keep bystanders away from work area.

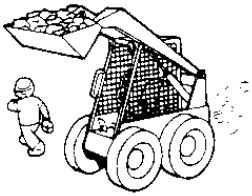
WRONG



Never modify equipment.

Use only attachments approved for model loader.

WRONG



Never leave loader with engine running or with lift arm up. To park, engage parking brake and put attachment flat on the ground.

⚠ WARNING ⚠

THIS OPERATOR'S MANUAL IS PROVIDED FOR OPERATOR USE

DO NOT REMOVE FROM THIS MACHINE

Do not start, operate or work on this machine until you carefully read and thoroughly understand the contents of this Operator's Manual.

Failure to follow safety, operating and maintenance instructions can result in serious injury to the operator or bystanders, poor operation, and costly breakdowns.

If you have any questions on proper operation, adjustment or maintenance of this machine, contact your dealer or the Gehl Company Service Department before starting or continuing operation.

California Proposition 65 Warnings

Diesel engine exhaust and some of its constituents are known to the State of California to cause cancer and birth defects or other reproductive harm.
Battery posts, terminals and related accessories contain lead and lead compounds, chemicals known to the State of California to cause cancer and birth defects or other reproductive harm. Wash hands after handling battery.

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