

## 6. Towing the Loader

Prepare the loader for road travel as described in Section 2. In addition, raise the boom slightly to make room for the tow bar.

The tow bar should be connected to the loader frame over the right axle flange (Illustration 27/arrow).

The hydrostatic transmission must be switched to free-oil-flow before the machine is towed. This is done by unscrewing the pressure limiting valve (Illustration 28/arrow) and by inserting a plug (M 26 x 1,5) in its place. Check cleanliness.

Towing speed should be kept down, as only emergency steering available.

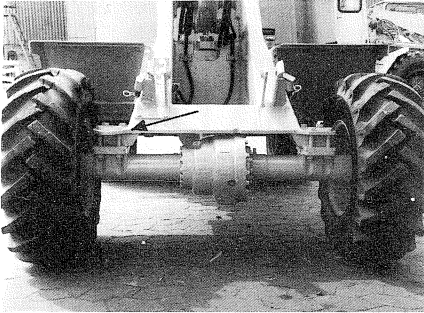


Illustration 27

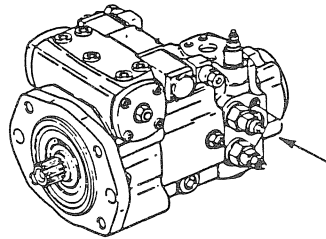


Illustration 28

## 7. Preventive Maintenance

### WARNING

Do not service machine with the engine running.

Follow the maintenance plan outlined in the service schedule. Failure to do so, will result in loss of warranty.

Do not service the loader without using a lift-arm stop when the loader arms are raised.

Do not carry out service work near the articulation joint without engaging the articulation lock (Illustration 29/arrow). Turn the lock 180° and secure using the spring pin.

Take necessary steps to ensure that the loader cannot move.

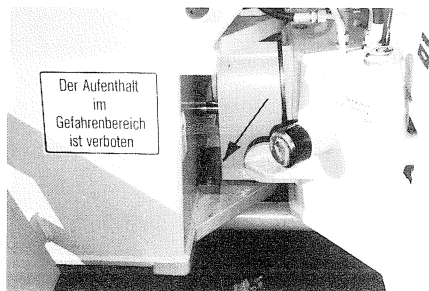


Illustration 29

### Transmission Oil

Check oil level by unscrewing plug in rear axle bevel gear (differential) housing (Illustration 30/arrow). The oil level should reach the plug hole.

#### IMPORTANT

- Check the oil level only when the machine is on level ground. The level may be distorted if the loader is or has been on a slope.
- Adding fresh oil for the rear axle takes a certain amount of time as the bevel gear (differential) is connected to the reduction gear with the same oil sump. The inlet is in the reduction gear housing (Illustration 30a/2).

To change the oil, it is necessary to unscrew the drain plugs in both the bevel gear and reduction gear housing.

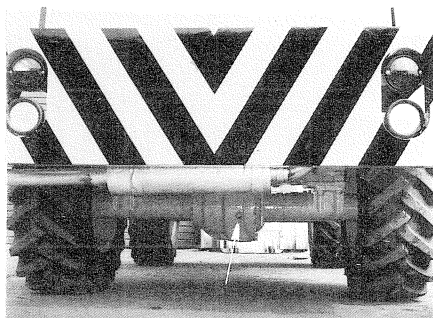


Illustration 30

Drum brake turned 180°

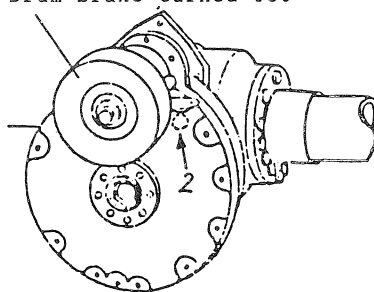


Illustration 30a

### Hydraulic Oil

The oil tank holds 40 litres.

Check oil level via oil-check glass (illustration 31/1), Oil must be added if no fluid can be seen behind the glass.

Use a jaw spanner to open the oil inlet (illustration 31/2).

The drain-plug is behind the fender under the tank (Illustration 31/3).

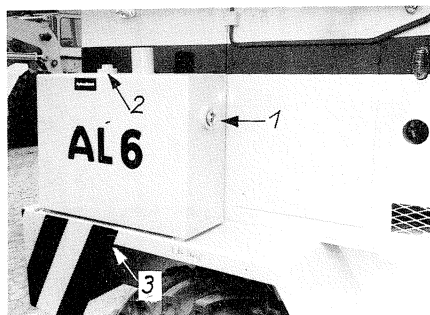


Illustration 31

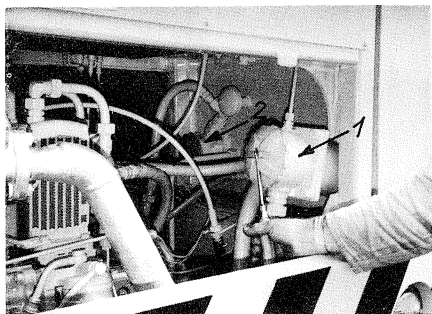


Illustration 32

### Hydraulic Filter Replacement

The induction filter (Illustration 32/1) and the return filter (Illustration 32/2) are connected to the hydraulic tank and can be reached via the engine compartment.

Unscrew the caps to change the filters

The oil flow in the filters is shut off automatically, when the filters are being changed. Smear the seal with oil before inserting a new element.

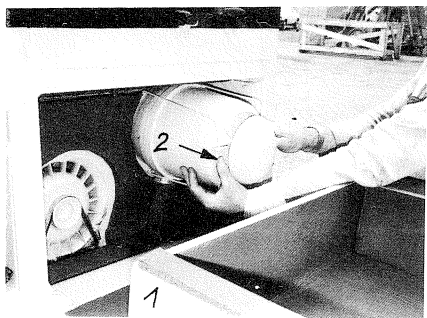


Illustration 33

### Air Filter Service

- (1) Open the cover (Illustration 33/1)
- (2) Loosen the clamps on the dust cup (Illustration 33/2).
- (3) Remove dust cup and clean (Illustration 34/1).
- (4) Clean or replace the outer filter element (Illustration 34/2).

Clean, using dry compressed air, pressure not exceeding 5 bar. Blow through the filter from the inside. Exchange the element if very dirty.

- (5) If the condition indicator still shows red when the engine is running after the outer element has replaced, then it is necessary to replace the inner cartridge (Illustration 34/3) as well.

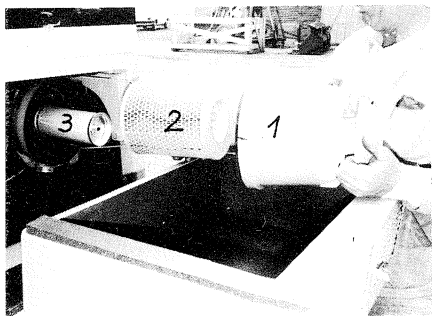


Illustration 34

## IMPORTANT

Check that the seal is undamaged before installing the filter element. Press the condition indicator button (Illustration 35/1) to remove the red warning sign (which shows up when the filter is clogged and needs servicing).

Check condition of rubber hose between filter and manifold. Replace if cracked.

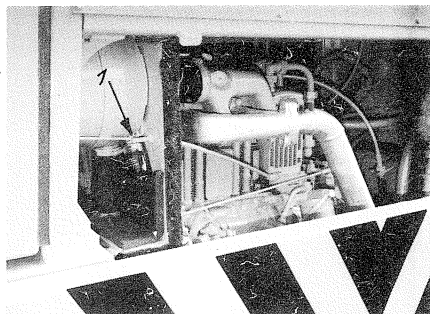


Illustration 35

### (6) Dust Outlet Valve

Squeeze the valve every 10 hours by hand. The valve is in the engine compartment on the left (Illustration 36/arrow).

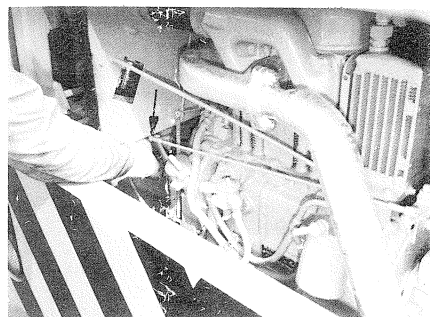


Illustration 36

## Operating Brake

The operating brake is maintenance free. We do, however, recommend checking that it is functioning properly. The braking performance is the same in forward and reverse gear.

## Parking Brake Adjustment

The brake is adjusted by turning the knob at the end of the brake lever (Illustration 37/arrow).

- Release brake by lowering the lever.
- Adjust tension by turning the knob.
- The tension is correct if the lever can be pulled up without this requiring too much force.
- Test the brake as follows :
  - put the machine into road travel gear and accelerate to maximum speed. Pull up the brake lever while keeping accelerator pressed down. The brake must bring the machine to complete stop.

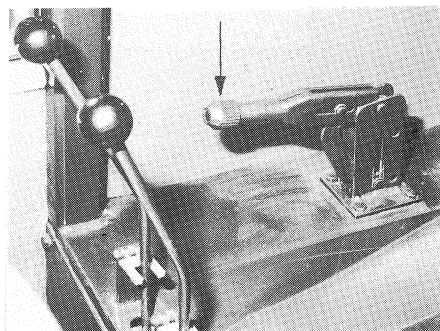


Illustration 37

### Filling the Tires with Water

Use a specially prepared solution to fill the tires :

- 46 litres water
- 27 litres magnesiumchloride

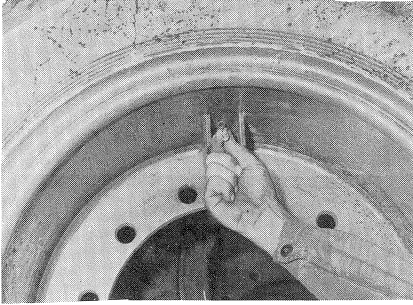


Illustration 38

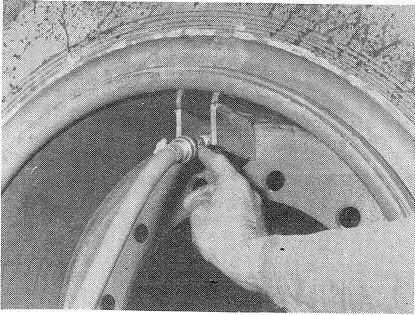


Illustration 39

1. Turn wheel so that the tire valve is in the highest possible position.
2. Unscrew the valve and insert a connecting nut (Illustration 38).
3. Screw the filling valve into the nut.
4. Run the fluid into the tire from a raised tank.
5. Periodically press air-release knob on the filling valve (Illustration 39).
6. Unscrew filling valve, replace the tire valve and pump up the tire with air. For correct pressure, see table on page 4.
7. Check the filling :

Turn wheel so that the valve is in a horizontal position (Illustration 40). Fluid should then run out if the valve is opened.

### WARNING

The magnesiumchloride must be added to the water, never the other way round.

Make sure the solution does not come into contact with eyes, skin or clothing.



Illustration 40

# Service Plan

Chassis No. 12505100

Time interval/h

Pos

1000

200

100

50

10

Maintenance Places

Motor

Maintenance acc to manufacturer's instruct.

(open Motor cover)

Dry - air filter/open air suction hood)

Observe stop indicator during operation

Change filter element if stop indicator indicates „red..

Press dust valve(rubber bushing) several times

Rear Axle with Transmission

2.1 Axle gear/Transmission, oil control(control screw)

2.2 Axle gear/Transmission, oil change

2.3 Gear hub oil filling as life time greasing

2.4 Control resp adjust fixing brake

Front Axle

3.1 Axle gear, oil control(control screw)

3.2 Axle gear, oil change

3.3 Gear hub oil filling as life time greasing

Wheels and Tyres

4.1 Control inflation-pressure

4.2 Control wheel nuts

Cardan Shaft

5.1 Control fixture and cardan joint greasing

Hydraulic System

6.1 Change filter cartridges, observe low pressure gauge

in the cab, max 0,2 bar at operating temperature 60°C

Oil control (sight glass)

Oil change

Places for Grease (red marked)

7.1 Articulated oscillating link

7.2 Shovel units

7.3 Hydraulic cylinder

7.4 Joint flange / universal joint

Battery

8.1 Control acid level(remove door mat and swing

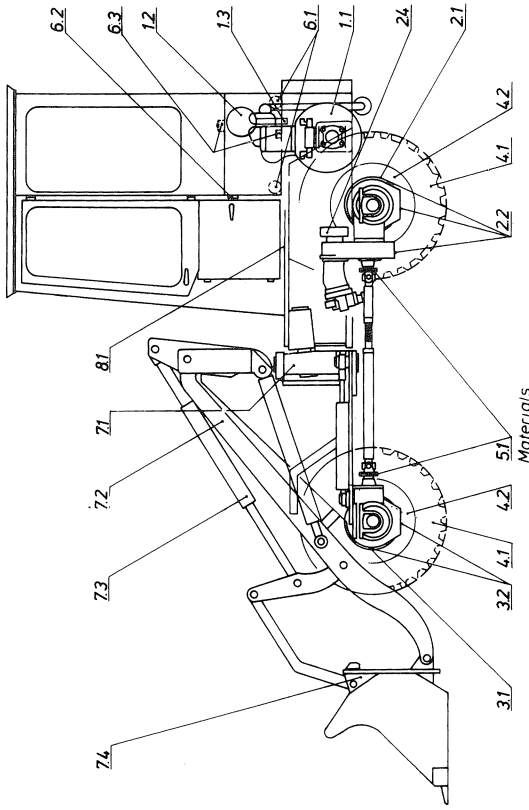
out floor slab)

Brake Systems

9.1 Operating brake(hydrostatic drive) and

fixing brake

Function control before operating



Pos	Description	Specification	Filling quantity
1	Mot oil acc to manufact instruction	MIL-L - 2104 C	approx 3,5l
2.2	Gear oil SAE 90	MIL-L - 2105 B	approx 6,0l
3.2	Gear oil SAE 90	MIL-L - 2105 B	approx 3,0l
6.3	Hydraulic oil	ATF Suffix A or equiva HLP-oil acc ISO-VG 46 DIN 51502 K2K	approx 40,0l
7	Multipurpose grease lubrication		acc to requirement
8	Distilled water		acc to requirement

Explanations of Symbols

Δ = first oil change resp. first filter change resp. first control

O = control respectively greasing

◆ = change at 1000 working hours or every year

Caution

Please pay attention to the safety rules when servicing the unit