



Technical Manual

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CONTROL AND FUNCTIONS

COMPARTMENT DOOR

The operator's compartment door must be closed and locked after entering the compartment before the park brake button can be released and the declutch valve be deactivated.



WARNING

Never use the door to apply the park brake. Always manually apply by pressing the park brake button and ensure the brake head pressure gauge reads zero. The steering pressure will automatically bleed down, never assume the steering pressure has bled down unless the steering pressure gauge reads zero.



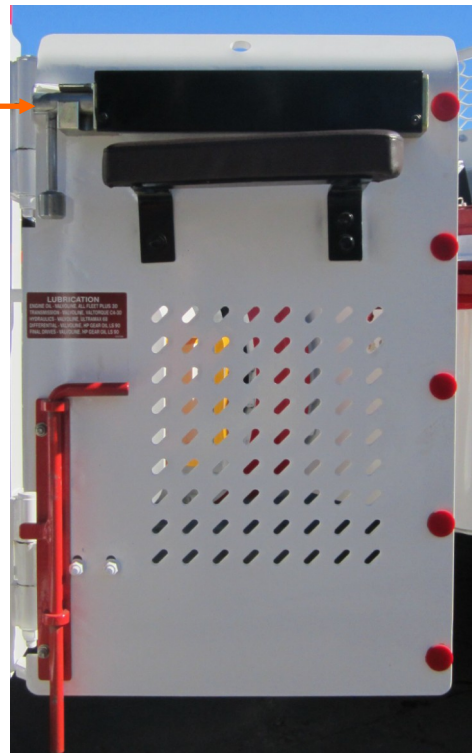
NOTICE

When the door is open the machine cannot be operated, as the park brake will be on and the transmission will be declutched. There is a roller cam valve in the door lock that needs to be activated to release the park brake. Also the brake system pressure is dumped with the door open. The engine will run with the door open.



OPERATORS COMPARTMENT

Door Latch



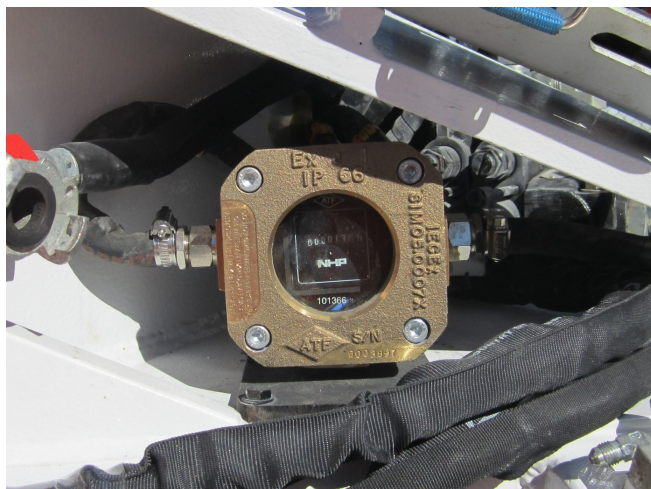
DOOR LATCH LOCATION



DOOR INTERLOCK VALVE

ENGINE SERVICE HOUR METER

This electric meter is mounted on the driver's side in the articulation area of the machine. Use the hour meter to determine servicing intervals.



ENGINE HOUR METER

AIR CLEANER SERVICE INDICATOR

The air cleaner service indicator is located at the air cleaner and indicates the condition of the air cleaner element. When the service indicator is in the *red* zone, the air cleaner elements should be removed and serviced.



AIR CLEANER AND SERVICE INDICATOR



SERVICE INDICATOR

HYDRAULIC ISOLATION

To isolate the hydraulic system perform the following procedure:

1. Ensure the area is clear of any obstruction and area is fit for carrying out safe operation and maintenance.
2. Shutdown the engine, fit a danger tag to the on/off toggle switch, connect the articulation lock and chock the wheels.
3. Move the No 2 two-way hydraulic control lever located in the operator's compartment up and down. This will remove any residual pressure stored in the PTO lines.
4. Observe both steering and brake pressure gauges located in the operator's compartment. The hydraulic system features a steering and brake accumulator. The brake/steer control manifold bleeds accumulator pressure over time, once the machine has been shutdown. To aid in the removal of residual pressure, prior to exiting the operator's compartment and with the door closed turn the steering wheel from side to side and observe the steering accumulator pressure gauge return to zero.
5. Remove hydraulic tank pre-charge pressure (50 kPa) by cracking hydraulic tank filler cap.



WARNING

Serious injuries can occur from hydraulic oil under pressure. Ensure all loads are mechanically supported before removal of any hydraulic lines. Always assume there is hydraulic pressure in hydraulic lines or components unless it has been isolated by yourself. Hydraulic fluid may be hot. Wear personal protective equipment such as safety glasses, long sleeve shirt and gloves.



NOTICE

Crack hose end fitting (if pressure is present in line tighten fitting and remove pressure as above) but do not remove till any residual pressure is removed.



WARNING

Ensure the machine is clear of pedestrians and equipment when undertaking these procedures.

Steering Accumulator Pressure Gauge

Brake Accumulator Pressure Gauge



LEFT HAND SIDE OPERATOR'S PANEL

Brake Flushing Oil Level:

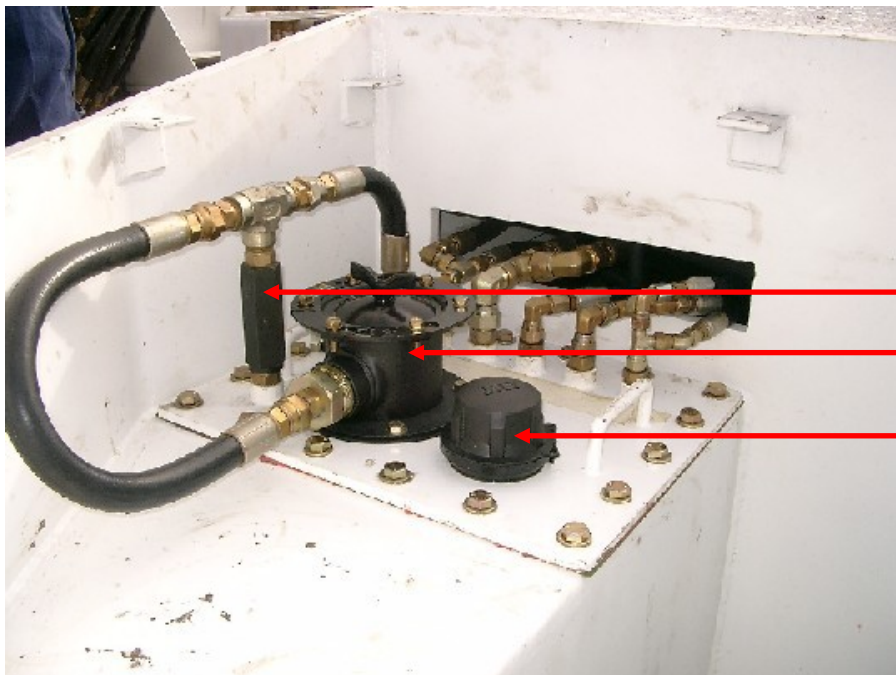
The brake flushing system flushes and cools the brake heads situated behind each wheel hub on the machine:

To check the brake flushing oil level:

1. Check sight gauge at off drivers side of the machine.
2. Fill as required.



BRAKE FLUSHING SIGHT GAUGES



Relief Valve

Filter Housing Assembly

Filler Cap

BRAKE FLUSHING TANK



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