GEHL CONSTRUCTION

FormNo.
907337
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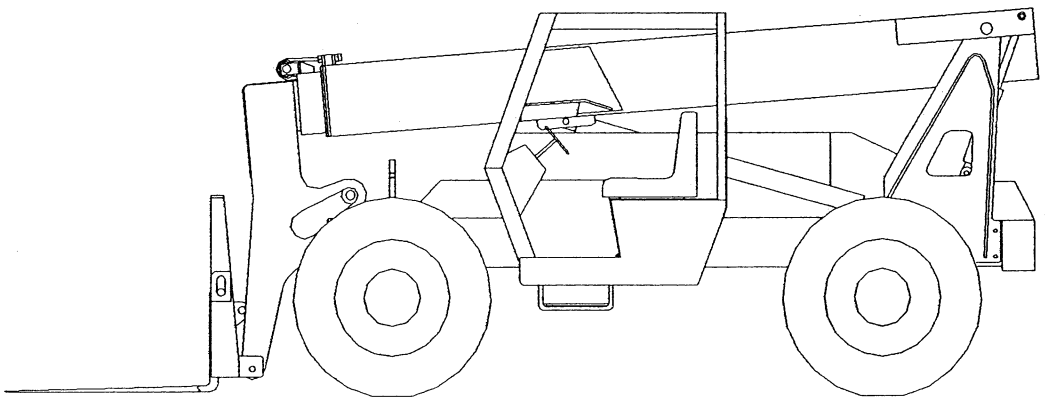
907018

1083

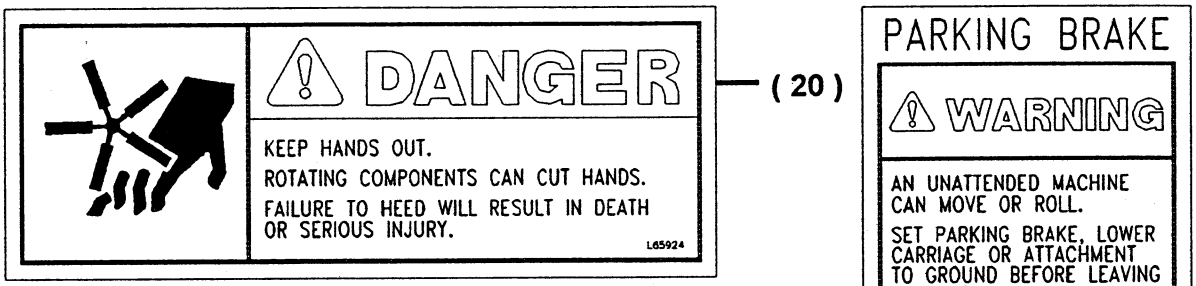
DYNALIFT SERIES
Telescoping
Boom Forklift

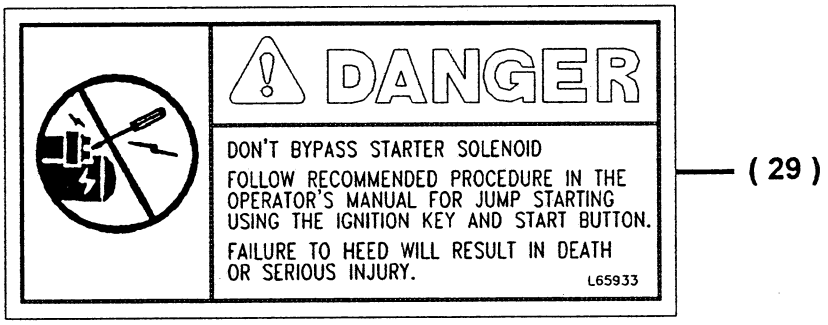


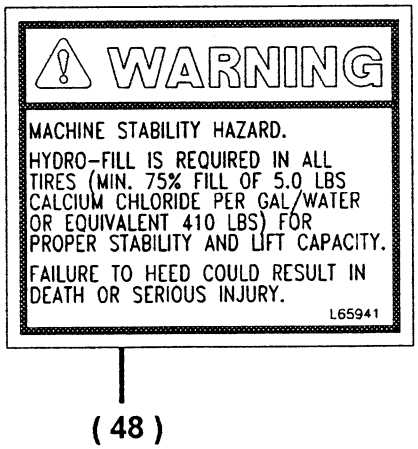
OPERATOR MANUAL

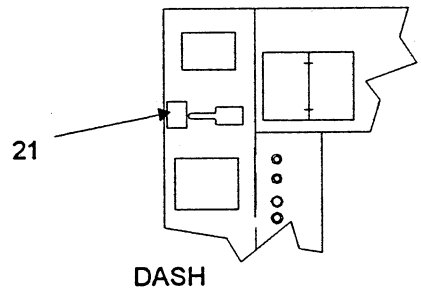
SAFETY

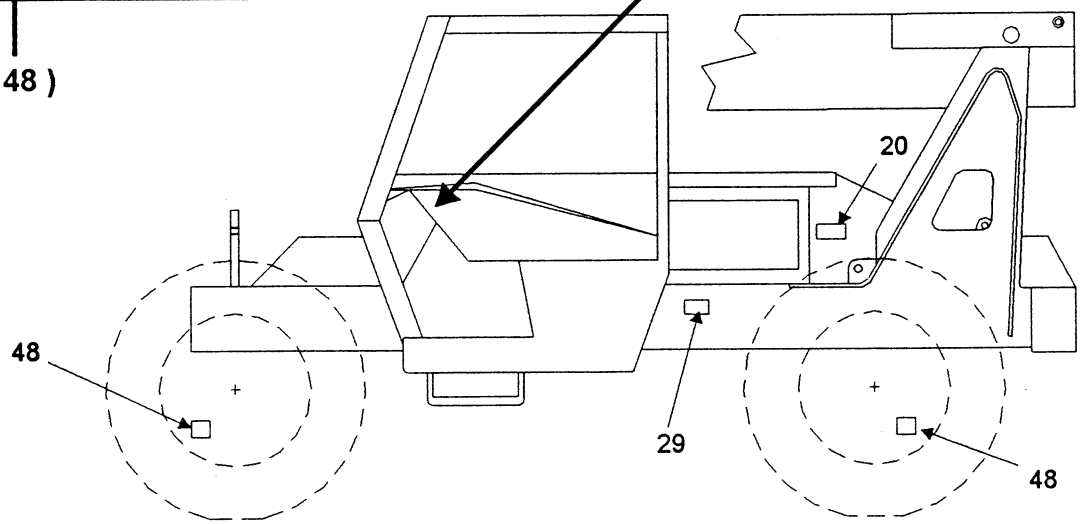
(Continued)

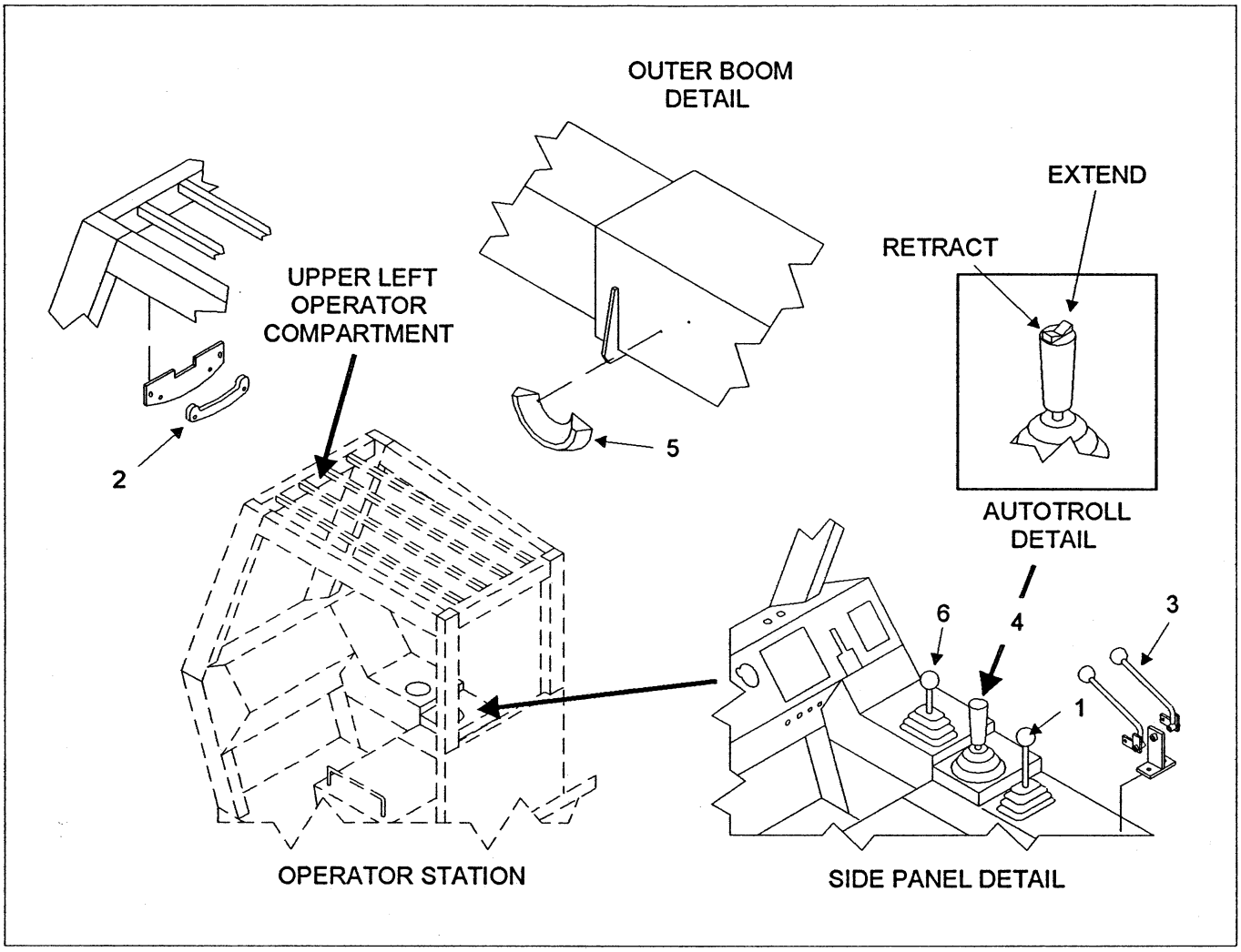












1 - Frame Sway Lever
2 - Bubble Indicator
3 - Outriggers Levers
4 - Boom Control Lever
5 - Boom Angle Indicator
6 - Attachment Tilt Lever

Fig. 3 - Boom Travel & Frame Sway Controls/Indicators

BOOM TRAVEL & FRAME STABLIZE CONTROLS/INDICATORS (Fig. 3)

These controls and indicators are used to position the Frame, Boom, and Attachment. Decals on the Side Panel provide graphic representation of the various control actions:

Frame Sway (Lever 1) - The Forklift Truck Frame may be tilted slowly 10° to the left or right to level the Frame and Boom in relation to the ground. Move the Lever to the left to tilt to the left. Move the Lever to the right to tilt to the right. The Bubble Indicator (on the upper left front Operator Compartment) shows when the frame is at level condition.

Bubble Indicator - Movement of the Bubble shows when the Frame is at level position relative to slopping ground surface.

⚠ WARNING

DO NOT attempt to correct the Frame sway condition with the Boom raised or extended. Only level the machine while at complete stop with the Boom fully retracted and the Attachment raised just enough to clear the ground.

Outriggers Option (Lever 3) -Outriggers are used to provide greater stability with specific applications such as using the 6 Ft. Mast Attachment. Hydraulic control of Outriggers is operated with two Levers along the inside edge of the Seat in the Operator's Station.

Move the Right Hand Lever down to LOWER the RH Outrigger. Pull it up to RAISE the RH Outrigger. The Left Hand Lever performs the same function with the LH Outrigger.

⚠ CAUTION

NEVER travel with the Boom above the carry position (Attachment at minimum ground clearance). Boom should be fully retracted.

Use lower gear when traveling down an incline. NEVER coast with the Transmission in neutral. Travel up and down grades slowly.

Do NOT operate the Forklift Truck on a slope or grade that exceeds 22% or 12.41° of grade.

Load Elevation And Placement

For ground level placement, make sure the area under the load and around the Forklift Truck is clear of equipment and personnel. Lower the load to the ground, tilt the Forks to the horizontal position, then back away carefully to disengage Forks from the load. For elevated or overhead placement, bring the Forklift Truck as close as possible to the landing point.

Level the machine BEFORE raising the load. Use extreme caution for high placement. Make sure personnel are clear of the area where the load or the Forklift Truck could tip or fall.

Set the Park Brake, hold the Service Brake Pedal in fully depressed position and slowly raise the load maintaining a slight back tilt to cradle the load. As the load approaches the desired height, feather the boom control at minimum speed until the load is slightly higher than the landing point.

Continue the feathering technique and lower the load in place, until the Forks are free. Level the Forks and retract clear of the load. Lower the Forks to travel height, before moving the Forklift Truck.

⚠ WARNING

NEVER use Frame leveling to position an elevated load. Always lower the load to the ground and reposition the Forklift Truck.

If a hydraulic boom circuit hose should break with the Boom up, shut down the machine. Do NOT attempt to bring down the Boom or make repairs. Call your GEHL dealer immediately.

As lift height increases, depth perception decreases. High elevation placement may require a signal man to guide the operator. The Forklift Truck becomes less stable as the load is raised higher.

Do NOT ram the lift cylinders to the end of the stroke. Resulting jolt could spill the load.

SUSPENDED LOADS

Do NOT exceed the Forklift Truck capacity as equipped for handling suspended loads. Only lift the load vertically and NEVER drag it horizontally. Use guy lines to restrain load swing, whenever possible.

The handling of suspended loads by means of the Truss Boom or other similar device can introduce dynamic forces affecting the stability of the Forklift Truck that are not considered in the stability criteria of industry test standards. Grades and sudden starts, stops and turns can cause the load to swing and create a hazard.

⚠ WARNING

The Truss Boom and Winch Attachments should ONLY be used to lift and place loads when the Forklift Truck is in a stationary position. Do NOT use to transport loads around the jobsite. So doing can cause the load to swing, resulting in either load dropping or machine tipover. Transport loads ONLY on the Forks.

CHANGING ATTACHMENTS

The Forklift Truck Boom features the Dynattach® Carrier with a quick-release hookup and locking mechanism for mounting

⚠ WARNING

Modifications or alternations of the Forklift Truck or the use of Attachments NOT authorized by GEHL Co. in writing can void warranty and cause machine damage and/or serious personal injury or death.

Attachments to the front of the Boom nose.

Attaching (Fig. 9)

To pickup the Attachment proceed as follows:

1. Raise the Boom slightly and extend it 2 or 3 feet for better visibility and tilt the Dynattach forward.
2. Align the Dynattach squarely with the back of the Attachment.
3. Slowly extend the Dynattach and lower the Hooks under the Attachment Hookup Bar.
4.

PROBLEM	CAUSE	REMEDY
CONTROL (Main) VALVE		
Oil Leaking at seals.	Paint sticking at seal.	Remove and clean the seal.
	Back-pressure in Valve.	Replace hydraulic oil Filter.
	Dirt in seal.	Remove and clean the seal.
	Seal plate has loosened.	Replace entire Valve assembly.
	Seal broken or damaged.	Remove and replace seal.
Controls feel heavy.	Foreign matter in Control Valve spool.	Clean Control Valve
	Control linkage lacking lubrication.	Replace entire Valve assembly.
HYDRAULIC CYLINDERS		
Insufficent Hydraulic Cylinder power.	Relief Valve pressure setting decreased.	Readjust Relief Valve pressure setting.
	Hydraulic Cylinder internal oil leakage.	Replace Cylinder seals.
	Hydraulic Cylinder piston or rod defective.	Replace piston or rod.
	Control Valve internal oil leakage.	Replace entire Valve housing.
Hydraulic Cylinder external oil leakage.	Hydraulic Cylinder seals defective.	Replace Cylinder seals.
	Hydraulic Cylinder rod damaged.	Replace Cylinder rod.
Hydraulic Cylinder Piston does NOT move smoothly.	Air being taken into system.	Replenish oil and retighten suction connections.
PRIORITY FLOW DIVIDER VALVE		
NO flow thru priority or excess flow ports.	Piston is stuck and closing off flow.	Disassemble and remove foreign material to restore smooth function.
	Dirt is lodged in valve seat.	Clean Valve.
Flow control is unstable.	Pilot poppet seat is damaged.	Replace damaged parts.
	Pilot piston is sticking.	Disassemble, clean and/or remove surface flaw.
Load sensing relief pressure incorrect.	Parts worn.	Replace worn parts.
Oil leaks have developed.	Seats and/or O-rings are worn.	Replace defective or worn parts.
	Moving parts are stuck due to dirt.	Disassemble and check for flaws; clean and reassemble parts

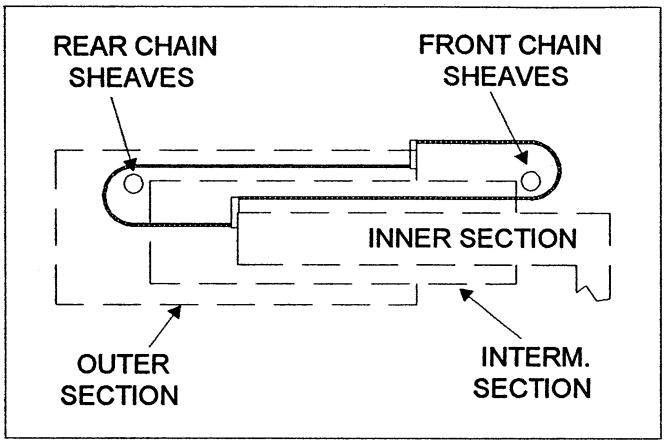


Fig. 16 - Chain Hookup Detail

from inside the rear of the Boom. Run the Boom out slowly to inspect. Conditions to look for include cracked or broken plates, protruding or turned pins, excessive wear.

With a steel tape, measure 16 links of the strand that flexes over the Sheaves. When the distance measures 12.375" (314.3 mm) or more, the chain should be discarded. Do NOT repair sections of a Chain. Replace the complete Chain.

Chain Anchors and Sheaves also require inspection for wear or broken fingers and worn flanges. If a Chain has been replaced, operate under load conditions and re-check the torque. Chains are adjusted by torquing the Anchors 30 ft-lb (40 N). Lubricate with 80/90 wt. oil.

9. Check Brake Reservoir Level

The Brake Booster Master Cylinder Reservoir is under the Seat compartment. This compartment panel tilts forward for access to the Reservoir. Remove the Reservoir Caps to check the level. If low, fill to proper level with hydraulic brake fluid (Type DOT 3) only.

10. Lubricate Weekly Grease Points

NOTE: *Weekly lube is to be done in conjunction with daily lube requirements of this chapter.*

Refer to the Fuels and Lubrication chapter of this manual for Weekly Grease Fitting locations and other related details.

Every 100 Hours

NOTE: *Perform all other service requirements up to this point as well as the following.*

1. Change Fuel Filter (if required)

The frequency of Filter replacement will be determined by the cleanliness of available fuel, the care used in storing fuel supplies and the operating conditions in which the Forklift Truck is used.

⚠ WARNING

NEVER service the fuel system while smoking, while near an open flame, or after the Engine has been operated and is hot.

NOTE: *For proper replacement procedures refer to the Engine Manual for your machine.*

After Fuel Filter replacement, bleed the air out of the fuel system following the procedures in the Engine manual.

Fuel Bleeding Procedures

⚠ CAUTION

Escaping diesel fuel under pressure can have sufficient force to penetrate the skin. Before applying pressure to the fuel system, BE SURE all connections are tight and lines and hoses are NOT damaged. Use a piece of wood or cardboard to search for suspected leaks. If injured by escaping fuel, see a doctor familiar with this type of injury at once or gangrene may result.

When the Fuel Filter is removed and replaced, or the Engine runs out of fuel, air MUST be bled from the system. Refer to the Engine Manual relative to proper bleeding procedures.

If the Engine still will NOT start, consult your nearest authorized Engine dealer.

NOTE: *Only an authorized Engine dealer can perform WARRANTY Service on the Engine.*

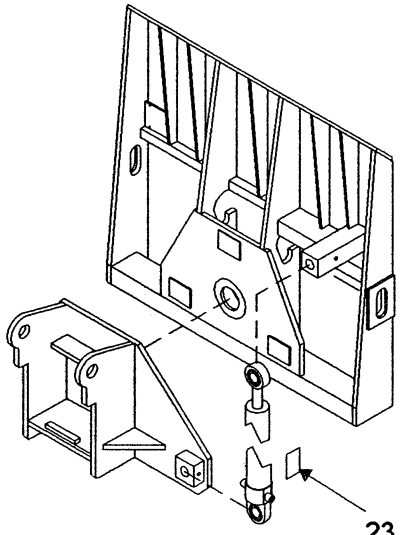
Diesel Fuel Injectors

Whenever faulty or plugged injectors are indicated, see your nearest authorized Engine dealer.

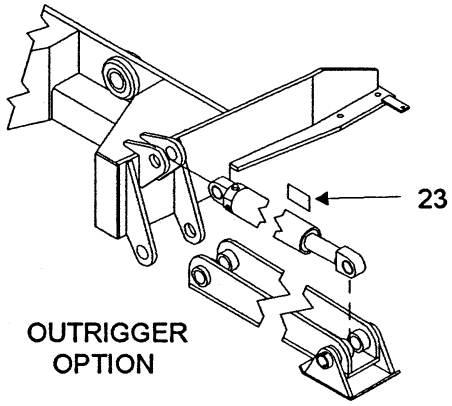
Diesel Injection Pump Timing

Whenever Injection Pump timing, or other pump service is indicated by abnormal Engine operation, contact your nearest Engine dealer.

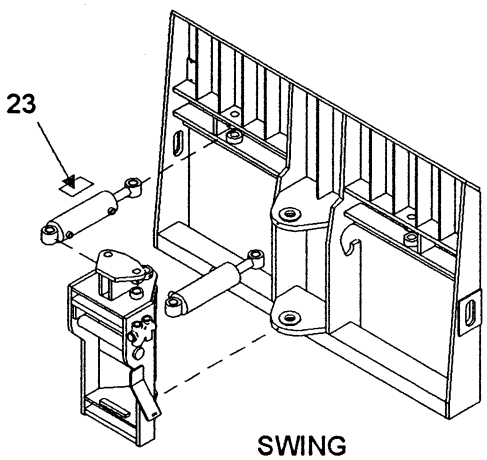
BOOM ATTACHMENTS



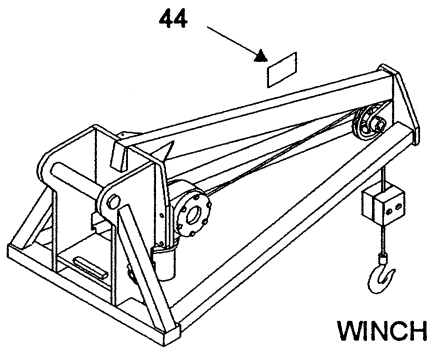
ROTATE
CARRIAGE



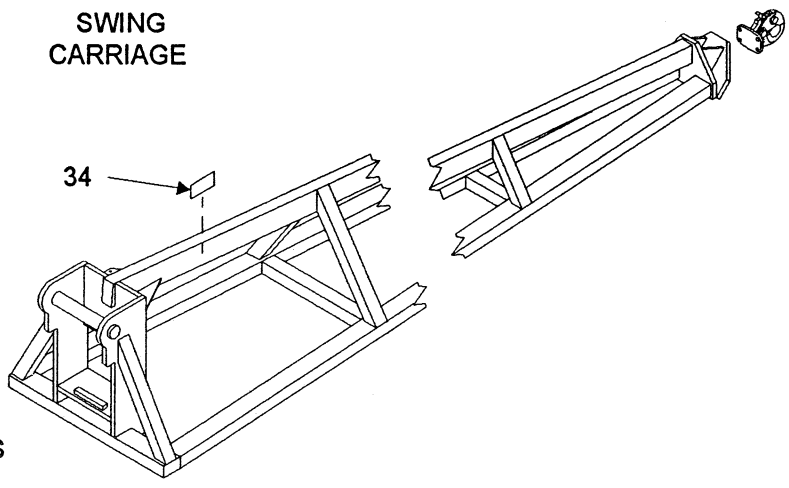
OUTRIGGER
OPTION



SWING
CARRIAGE



WINCH
BOOM



TRUSS
BOOM