

NEW HOLLAND



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Operator's Manual

Skid-Steer Loader L-553, L-555 (Deluxe)

Issue 4-89

L-553 Serial Number 750701 and above

L-555 Serial Number 750014 and above

42055321



Reprinted

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SECTION 1

GENERAL INFORMATION

IMPORTANT: BE A SAFE OPERATOR:
Before attempting to operate the loader, thoroughly acquaint yourself with:

1. The safety information in the operator's manual and the skid-steer loader safety manual.
2. The operating instructions in the operator's manual.
3. The controls on the loader.

CONTROLS AND INSTRUMENT PANEL

All operating controls are placed within reach of the operator's seat. Figures 1-1, 1-2, and 1-3 show the location of the various gauges and controls.

Figure 1-1

IGNITION AND STARTING SWITCH - A

The ignition switch is located on the right-center of the dash panel. Turning the key clockwise supplies power to the primary ignition and auxiliary circuits. Continued turning of the key clockwise activates the starting circuit. A spring returns the key to the operating position.

The key can be rotated counterclockwise to the left of the "off" position into an accessory position. The alternator charge light will be activated.



CAUTION: BEFORE STARTING THE ENGINE, BE SURE THAT ALL OPERATING CONTROLS ARE IN NEUTRAL, THE PARK BRAKE IS ON, AND YOUR SEAT BELT IS FASTENED.



COLD START AID BUTTON - B

This switch is located on the right side of the overhead dash panel and is pressed for cold weather starting. Refer to "Starting the Loader" in Section 2 for the proper procedures.

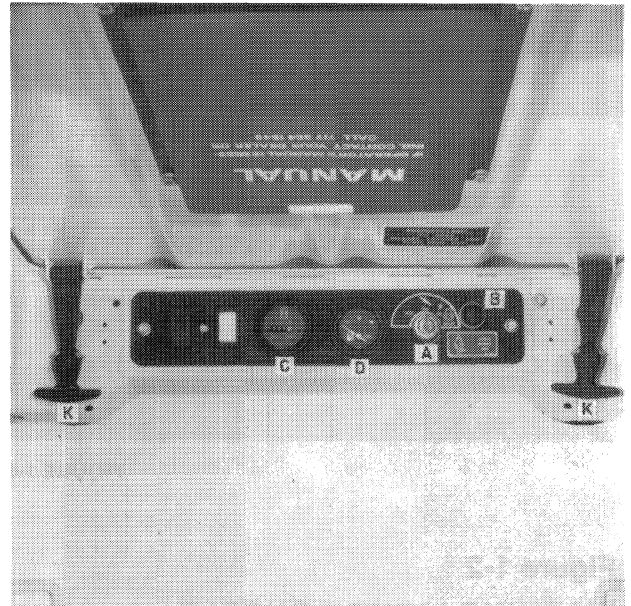


FIGURE 1-1

HOURLY METER - C

The hour meter is located in the center of the overhead dash panel. It is actuated whenever the key switch is turned on. A buzzer, also actuated by the key switch, warns against inadvertently leaving the switch on and accumulating clock hours.

FUEL GAUGE - D

The fuel gauge in the center of the overhead dash panel indicates the level of fuel in the tank by means of an electric signal.



FIGURE 1-17



FIGURE 1-18

LOADING AND TIE-DOWN

When loading a loader onto a truck or trailer, keep the boom and/or attachment down as far as possible. Before exiting the loader, set the parking brake and shut off the engine.

The recommended tie-down is shown in Figures 1-17, 1-18 and 1-19. Figure 1-17 shows the chain across the bottom bucket pivot at A. Figure 1-18 shows the chain through the tie-down eye, B, at the rear of the loader frame.



FIGURE 1-19

BULLDOZING WITH BUCKET

The loader can be used for bulldozing by controlling the altitude and tilt of the bucket.

The loader can be used for leveling by placing the bucket in the dump position and backdragging loose soil. The tilt of the bucket will control the amount of soil that is transported.

Place the boom control valve spool in the detent position to allow the bucket to follow the ground contour and deposit dirt in the low areas.

IMPORTANT: Do not push against objects with the boom fully raised or damage to the boom or boom cylinders may occur.

Do not push forward with the bucket fully dumped as the bucket cylinder may be damaged.

DISLODGING A MIRED MACHINE

In most cases, when a machine becomes bogged down, the bucket can be used to push the loader to more solid ground. When this is done, the bucket is fully dumped as the boom is lowered. The bucket is then tilted back as the steering control levers are pulled back. When the bucket has stroked out of ground engagement, immediately return the steering control levers to neutral. Do not spin the wheels. Repeat this cycle as many times as necessary to move the machine to solid ground.



CAUTION: DO NOT WORK UNDER OVERHANGS, ELECTRIC WIRES, OR WHERE THERE IS DANGER OF A SLIDE.

WEAR AN APPROVED SAFETY HAT WHEN OPERATING THE LOADER AND WHILE IN ANY WORK AREA.

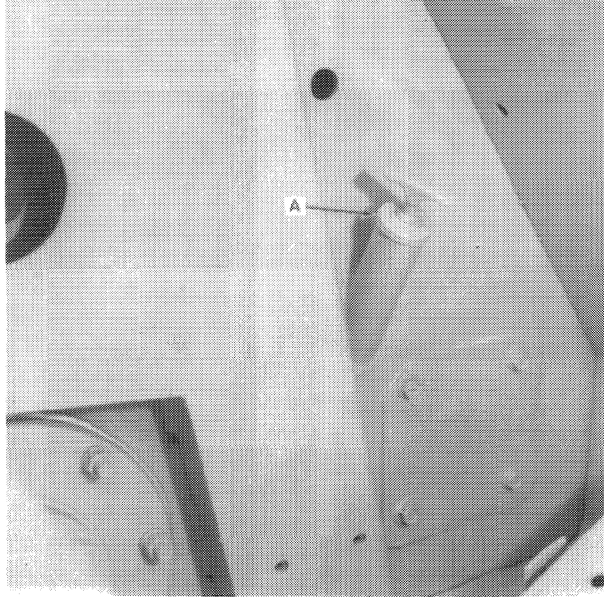


FIGURE 3-11

HYDRAULIC AND HYDROSTATIC SYSTEM

Hydraulic Oil

A sufficient quality and quantity of hydraulic oil is essential for full lift cylinder action and protection against severe damage to transmissions.

The dipstick is located in the operator's compartment on the left chain case, A, Figure 3-11. To check the oil level, park the unit on level ground. A slight slant in any direction will result in a false reading.

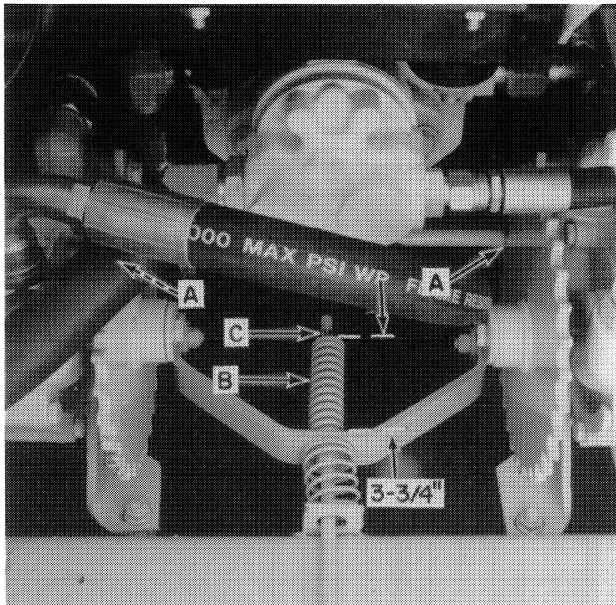
Check the reservoir oil level daily before beginning operation and/or every ten hours of operation. To check the level, the lift cylinders should be completely retracted. Do not allow the oil level to fall below the bottom mark.

Change the oil after 500 hours of use. Use Ford New Holland hydraulic oil M2C-134-C or use universal tractor fluid meeting the J20A specification.

NOTE: Drain plugs for the hydraulic fluid are provided at B, Figure 3-5.

Approximately 17 gal. (65 L) are required.

IMPORTANT: When checking or filling the reservoir, take special care to prevent introduction of contaminants. Be clean!



SHIELDS REMOVED FOR CLARITY.

FIGURE 4-16

Remove pin, B, and adjust clevis, C, located near the floor. When properly adjusted, the brake rod should have full engagement into the sprocket at A, Figure 4-15. Be sure that the brake pin does not contact the sprocket teeth when the brake is disengaged. Adjust spring, B, by tightening or loosening nut, C, until spring length is 3 3/4" (95 mm), Figure 4-16.

CAUTION: BEFORE ADJUSTING THE BRAKE LINKAGE, BE SURE THAT THE BRAKE IS DISENGAGED AND THE LOADER IS ON LEVEL GROUND TO PREVENT THE LOADER FROM ROLLING.

CAUTION: ALWAYS ACTIVATE THE BRAKE BEFORE LEAVING THE OPERATOR STATION. NEVER OPERATE THE UNIT UNLESS THE BRAKE PEDAL IS RELEASED.

FOOT PEDALS

The angle of the foot pedal can be adjusted to suit different operators or different footwear which affects foot position. Use a 9/16" wrench to loosen the cap screw which holds the adjusting strap to the side of the pedal. Adjust the pedal in the slot provided to the desired position and retighten the cap screw, A, Figure 4-17.

"QUICK-ATTACH" ATTACHMENT MOUNTING SYSTEM

A spring-loaded over-center latching system is used to compensate for variations of

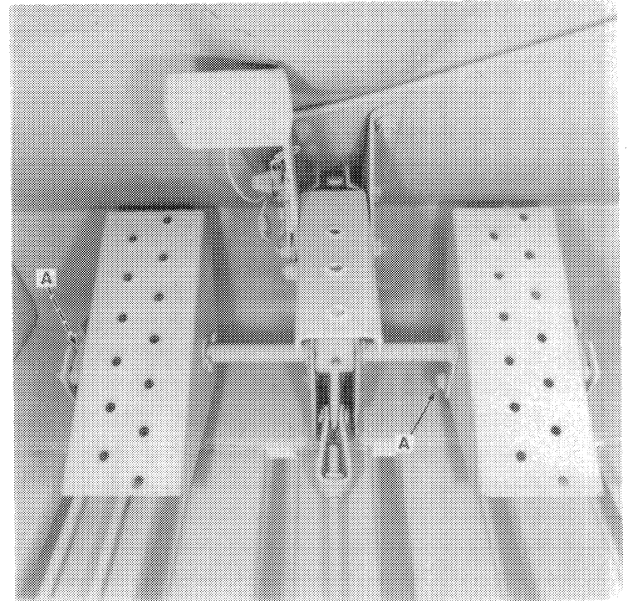


FIGURE 4-17

attachment securing wedges. After the handles are over center, be sure to install retaining pins, A, Figure 4-18.

DANGER: WHEN ATTACHING A BUCKET OR ATTACHMENT TO THE QUICK-ATTACH MOUNTING PLATE, EXIT THE LOADER AFTER STOPPING THE ENGINE. PULL THE OVER-CENTER HANDLES FIRMLY OVER CENTER TO INSURE THAT THE ATTACHMENT IS SECURELY ATTACHED TO THE MOUNTING PLATE.



FIGURE 4-18

TROUBLESHOOTING

| PROBLEM | POSSIBLE CAUSE | CORRECTION |
|--|---|---|
| Loader creeps with control levers in neutral position. | <p>Neutralizing spring mechanism not adjusted.</p> <p>Pintle lever loose on pump pintle shaft.</p> <p>Pintle shaft broken.</p> | <p>See "Maintenance" (Section 4).</p> <p>Check key and tighten clamp bolt.</p> <p>See your Ford New Holland dealer.</p> |
| Loader does not run straight when both control levers are in the forward position. | Steering lever stop bolts not adjusted correctly. | See "Maintenance" (Section 4). |
| Loss of propulsion on one side and one direction. | Malfunctioning relief valve. | Change relief valve (relief valves for forward are on left side and reverse on right, rear pump drives left side, front pump drives right side). |
| Boom arms will not raise or raise slowly. | <p>Low oil flow from pump.</p> <p>Low relief valve pressure.</p> <p>Control linkage binding.</p> <p>Bucket is overloaded.</p> <p>Cylinder shafts are bent.</p> <p>Boom arms are binding at pivot points.</p> <p>Bucket tilt valve spool is not returning to center position.</p> <p>Auxiliary hydraulic handle locked in detent position.</p> | <p>Clean inlet screen.</p> <p>Check pressure and replace relief cartridge if pressure is not correct.</p> <p>Free linkage.</p> <p>Reduce load.</p> <p>Replace.</p> <p>Locate and correct.</p> <p>Correct binding control linkage. Spool centering spring damaged.</p> <p>Return to neutral.</p> |
| Bucket will not tilt back or tilts back slowly or tilts forward slowly. | <p>Low oil flow from pump.</p> <p>Pump wear or damage.</p> <p>Valve spool is not in correct position.</p> <p>Cylinder shafts are bent.</p> <p>Cylinder seals are leaking.</p> <p>Bucket is overloaded.</p> <p>Auxiliary hydraulic handle locked in detent position.</p> | <p>Clean inlet screen.</p> <p>Check pump flow, replace if necessary.</p> <p>Adjust control linkage. Spool centering spring damaged.</p> <p>Replace.</p> <p>Repair cylinder.</p> <p>Reduce load.</p> <p>Return to neutral.</p> |

SECTION 7

SPECIFICATIONS

ENGINE

L-553, L-555 DELUXE

| | |
|--|-----------------------------------|
| Manufacturer | Kubota |
| Model | V1902-B |
| Cylinders | 4 |
| Cycle | 4 stroke |
| Bore and stroke | 3.35" x 3.23" (85 mm x 82 mm) |
| Displacement | 113 cu. in. (1,851 cu. cm) |
| Compression ratio | 21 to 1 |
| Speeds--Fast (no load) | 2950 RPM-3000 RPM |
| --Idle (no load) | 950 RPM-1050 RPM |
| Horsepower (Mfg. rating) | 42 (31.3 kw) @ 2800 RPM |
| Torque (mfg. rating) | 77 ft. lbs. (104 N:m) @ 2400 |
| Valve clearance--Intake (cold) | 0.0071"-0.0087" (0.18 mm-0.22 mm) |
| --Exhaust (cold) | Same as intake |
| Fuel consumption (approximate) at continuous full load | 2.4 Air |
| Firing order | 1-3-4-2 |
| Ignition type | Compression |
| Engine oil filter | FNH #503202 |
| Gradeability (Intermittent duty) | 30° All Directions |

CAPACITIES

| | |
|------------------------------------|------------------------|
| Cooling system | 3.1 gal. (11.7 litres) |
| Fuel tank | 16 gal. (60.5 litres) |
| Chain case reservoir | 17 gal. (64.3 litres) |
| Engine crankcase with filter | 9.5 qt. (9.0 L) |

OIL TYPES

L-553, L-555 Deluxe - Kubota V1902

Engine crankcase API Service SE, SF, CC or CD

| | |
|---------------------------------|------------|
| Ambient Temperature | Viscosity |
| Above 77° F (25° C) | SAE 30 |
| 32° F -77° F (0° C-25° C) | SAE 20-20W |
| Below 32° F (0° C) | SAE 10W |

HYDRAULIC SYSTEM

| | |
|-------------------------------------|--|
| Pump - Make or Model | Cessna Gear Type |
| Output | 13.5 GPM (51.0 LPM) @ 2800 RPM |
| Hydraulic Fluid | Universal Tractor Fluid (Meeting Spec. J20A) |
| Replaceable Spin-on Cannister | 10-Micron Bypass Main Return Line (FNH #636843) |
| Pump Suction Screen | 100 Mesh |
| Main System Relief | 2050 PSI-2400 PSI (139 bar-164 bar) |

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