



# Technical Manual

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# 3. MACHINE INFORMATION CONTROLS AND FUNCTIONS

## 3.1 Control Locations

### 3.1.1 Driver's Cabin Door

The operator's cab door must be closed and locked after entering the cab before the park brake can be released and the declutch valve de-activated.



#### **WARNING:**

Never use the door to apply the park brake, Always manually apply by the park brake actuation control and ensure the brake head pressure gauge reads zero.

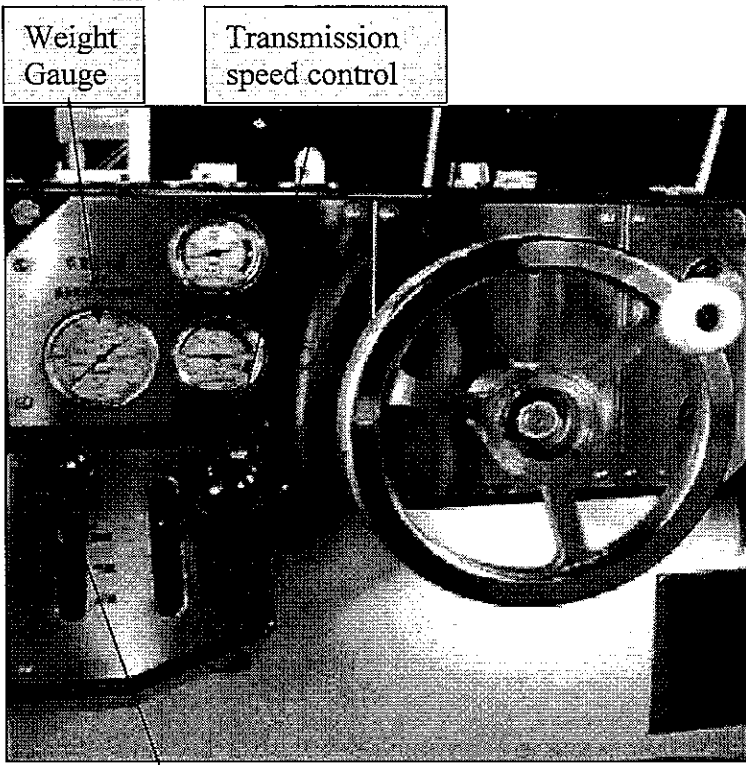
The steering pressure will automatically bleed down, never assume the steering pressure has bleed down unless the steering pressure gauge reads ZERO



#### **NOTE:**

When the door is open the machine can not be operated, as the park brake will be on and the transmission will be de-clutched as there is a roller cam valve in the door lock, that needs to be activated, to release the park brake, Also the brake head pressure is dumped with the door open.

The engine will run with the door open.



Weight Gauge

Transmission speed control

Transmission Directional control

**3.1.27 Engine Hand Fuel Primer Pump**

If the diesel engine fuel system has been run dry or serviced the fuel system should be primed via manual activation of the hand fuel primer pump. The pump is located adjacent to the fuel water separator in the engine compartment. Normally no priming is required to start the motor.



*Figure 3.1.15 Engine Hand Fuel Primer Pump*

**3.1.28 RAS Pilot Release Valve**

This valve prevents accidental release of the attachment lock cylinder. Fully depress this valve to allow lock cylinder to retract. This control is used with the first RAS hydraulic PTO control lever to engage and disengage the RAS lock cylinder.

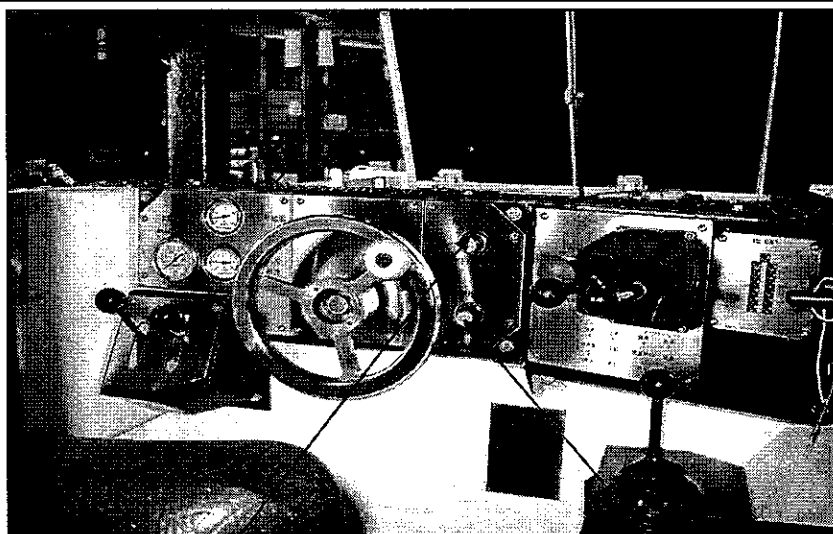


**NOTE:**

The RAS Release valve need not be depressed to lock (engage) the RAS lock tongue

**3.1.29 RAS Attachment Pressure Release Valve**

This valve releases all of the pressure in the RAS attachment lines to allow the couplings to be easily released. To release the pressure, release both of the RAS PTO control levers and press in the release button for 2 seconds.



*Figure 3.1. 18  
RAS Pressure Release Valve*

*RAS Pilot lock Cylinder  
Release Valve*

## ENGINE STARTING PROCEDURE



### **WARNING:**

Always sound the horn and make sure the area around the vehicle, especially between the front and rear frames, is clear before starting the engine. Never attempt to start an engine without first knowing how to shut it off.



### **NOTE:**

If the vehicle is to be put into operation, make certain that the centre pivot safety link is disconnected.

1. Turn the air system isolation valve, located at the air receiver to the OPEN position.
2. Enter the cabin close and latch the door.
3. Place the transmission FORWARD / NEUTRAL / REVERSE lever in the NEUTRAL position.
4. Make sure the PARKING BRAKE is applied. Check the AIR PRESSURE GAUGE. If the start pressure is below 482 kPa (70 psi) the engine may not start. If the air pressure is below 482 kPa, recharge the air receiver to 890 kPa (120 psi).
5. Turn the ON / OFF switch located in the instrument panel to the ON position.
6. Wait for the SEMs electronic shutdown system display for the RUN SOLENOID light to go off ( Approximately 20 seconds )
7. Hold the THROTTLE PEDAL approximately one third to halfway open.
8. Depress the START button located on the instrument panel and release the start button when the engine has started.
9. Check the NO CHARGE display light has gone out
10. Operate machine normally
11. SEE SECTION 21.1 OPERATING SEMs 02



### **CAUTION:**

Do not engage the starter motor when the flywheel is moving.



### **WARNING:**

Excessive use of starting fluid can cause serious backfire and violent explosions within the engine. Serious engine damage may occur. Avoid the use of starting aids and  
**DO NOT use starting fluid (Aerostart) underground.**

As soon as the engine starts, check all gauges and indicators to ensure that all systems are functioning correctly.

Always let the engine warm up slowly. NEVER load up a cold engine.



### **NOTE:**

Check the gauges frequently during operation.



### **WARNING:**

The steering and brake pressure gauges register in their normal operating range only when the park brake is released.

**LOADING**

3. Once your bucket is fully loaded, push the bucket control joystick to the right, shift into reverse and start to move away from the pile, lowering your boom into the carry position. Rapidly move the bucket control side to side a few times to shake the load down to prevent spillage.

**FBL-15 Fully Loaded with bucket in the "Carry" Position**

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