1050R | 1050R (EU)
1050R X-SERIES

Skid-Steer Loader
Operator's Manual

50950262 Rev. H 04/22

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Mustang 1050R Skid Steer Loader Operator Manual (50950262H)

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Models: 1050R

Machine: Skid Steer Loader

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Sample pages follow. Full manual: machinecatalogic.com

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Important: *With the key switch OFF and the solenoid valve working properly, the lift arm will stay raised when the lift control is moved to lower the lift arm. If the valve does not hold the lift am and it begins to lower do not leave the operator's compartment. Instead, lower the lift arm and exit the machine. Then, contact your authorized dealer immediately to determine why the lift arm lowers while the key switch is OFF.*

To return the lift arm support device to its storage position:

1. Start the engine.
2. Raise the lift arm fully.
3. Stop the engine.
4. Verify that the lift arm is being held in the raised position by the safety interlock system.
5. To store the support device, have an assistant raise it up until it contacts the lift arm. Reinstall the lynch pin through the welded steel post on the lift arm (Figure 5).



Figure 5 Lock Pin in storage Position

Accessory Plug

The 12-V accessory plug is located at the bottom of the right instrument panel.

Dome Light

The dome light is located on the left side of the ROPS/FOPS headliner. Push on the dome light to switch it on.

Work Lights

Loaders have two sets of work lights. The front work lights are located at the top of the ROPS/FOPS. The rear work lights are located at the top of the rear grille.

Heater (optional)

Loaders with the optional heater have two control knobs on top of the heater unit for controlling fan speed and heater temperature.

1. **Fan Speed Control Knob**: Controls the fan speed and turns the heater system on or off.
2. **Temperature Control**: The rotary knob regulates the temperature of the heated air. Rotate clockwise to increase the temperature; counterclockwise to decrease the temperature.

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8. **Engine Malfunction Lamp –** Indicates the engine ECU has detected a malfunction of the engine.
9. **Engine Coolant Temperature –** Lights if the engine coolant becomes too hot, warning the operator to stop the engine. Allow the engine to cool, determine the cause for the high temperature and correct the problem before restarting the engine. During normal operation, this indicator should be OFF.
10. **Hydraulic Oil Temperature –** Lights if the hydraulic oil becomes too hot, warning the operator to stop engine. Allow the hydraulic system to cool and determine the cause of the high temperature. During normal operation, this indicator should be OFF.
11. **Parking Brake Switch –** Used to manually apply the parking brake. Lights when the parking brake is applied.
12. **Engine Speed Control** – Controls the engine speed. Move the control clockwise to increase and counter-clockwise to decrease the engine speed.
13. **Light Switch –** Controls all the lights on the loader. Symbols denote the four positions of the light switch. In a clockwise direction these are:
    - OFF
    - Tail Lights ON
    - Front Work Lights with Tail Lights ON
    - both Front and Rear Work Lights

    For the lights to function, the keyswitch must be in the RUN position.
14. **Accessory Outlet –** 12-volt DC power outlet.

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the right handle all the way forward. For hand/foot controlled loaders, use your toes to push the front of the left pedal all the way down.

⚠ WARNING Check that the work area is clear of people and obstacles. Always look in the direction of travel.

Vibration Information

Compact construction equipment is generally used in harsh environments. This type of usage can expose an operator to uncomfortable levels of vibration. It is useful to understand exposure to vibration levels when operating compact equipment and what can be done to reduce vibration exposure. As a result, equipment operation can be more efficient, productive and safe.

An operator's exposure to vibration occurs in two ways:

- Whole-Body Vibration (WBV)
- Hand-Arm Vibration (HAV)

This section will cover primarily WBV issues, because evaluations have shown that operation of mobile compact construction equipment on jobsites typically results in HAV levels less than the allowed exposure limit of 2.5 m/s^2.

Employers in Member States of the European Union must comply with the Physical Agents (vibration) Directive, 2002/44/EC.

Effective control of vibration exposure for an operator involves more than just vibration levels on the machine. The job site, how the machine is used, and proper training all play important roles in reducing vibration exposure.

Vibration exposure results from:

- worksite conditions
- how the machine is operated
- the machine characteristics

Common causes of high WBV vibration levels:

- Using a machine that is improper for the task
- Work site with potholes, ruts and debris
- Improper operating techniques, such as driving too fast
- Incorrect adjustment of the seat and controls
- Other physical activities while using the machine

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Transporting/Towing the Loader

⚠ WARNING **Park the truck or trailer on a level surface. Be sure the vehicle and its ramps have the weight capacity to support the loader. Make sure the vehicle surface and its ramps are clear of debris and slippery material that may reduce traction. Move the loader on and off the vehicle ramp slowly and carefully. Failure to follow these instructions could result in an overturn accident. Towing the loader is not recommended as a means of transportation.**

Observe all local regulations governing the loading and transporting of equipment (Reference: U.S. Federal Motor Carrier Safety Regulations, Section 392). Ensure that the hauling vehicle meets all safety requirements before loading the skid-steer loader. Use the tie down/retrieval points in situations where lifting the loader is not possible and the overall distance by which the loader is to be moved is less than 100 feet (30.5 m) at 6 mph (10 km/hr) or less. The optional brake release package (page 48) facilitates loader retrieval in such situations. When transporting a loader:



Figure 7 Front Tie Down/Retrieval point

1. Block the front and rear of the hauling vehicle's tires.
2. If the loader has an attachment, lift it slightly off the ground.
3. Back the loader slowly and carefully up the ramp onto the vehicle.
4. Lower the loader attachment to the vehicle deck, turn off the engine and remove the key.
5. Fasten the loader to the hauling vehicle at the points indicated by the tie-down decals (Figure 7 and Figure 8).
6. Measure the clearance height of the loader and hauling vehicle. Post the clearance height in the cab of the vehicle.

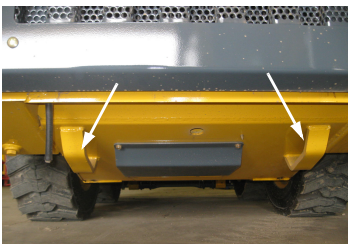


Figure 8 Rear Tie Down/ Retrieval point

When towing a loader:

1. Connect the towline to both tie down/retrieval points at the front or the rear of the loader. Use of only a single retrieval point or connecting the towline to any point on the loader other than the designated retrieval locations could result in loader damage.
2. The towline strength is at least 1.5 times the gross weight of the loader. The towline length is such that the maximum towing angle does not exceed 20°.

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Spark Arrestor Muffler (Non-DPF Models)

Important: *The loader is factory-equipped with a spark arrestor type muffler. Muffler maintenance is required to keep it in working condition. Refer to local laws and regulations for spark arrestor requirements.*

1. Stop the engine, open the rear door and engine cover.
2. Remove the plug from the bottom of the muffler.
3. Block the outlet of the muffler with a non-combustible material.
4. Start the engine and run it for 10-15 seconds.
5. Stop the engine and remove the blockage.
6. Put anti-seize coating on the plug.
7. Reinstall and tighten the plug.

Releasing Water from Separator

1. Check red float located in the water separator bowl. If red float is raised, open valve on the bottom of the bowl to drain water.
2. Close valve quickly after float reaches the bottom of the bowl.

Alternator/Fan Belt

Refer to the separate engine manual for setting proper belt tension. If the belt is worn, cracked or otherwise deteriorated, replace the belt by following the procedure in the separate engine manual.

Engine Diagnostic Chart (DPF Models)

When detecting faults, the information center electronic display (page 37) uses a diagnostic trouble code (DTC) screen to alert the operator to the occurrence of the fault conditions.

The data port for accessing the diagnostic trouble codes can be found underneath an electrical cover, right of the seat.

The following pages list descriptions, diagnostic trouble codes and fault codes for the engines.



Figure 13 Data Port for the Engine

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Electrical System

Problem	Possible Cause	Corrective Action
Fuel gauge inoperative	Fuel level sender malfunction.	Replace fuel level sender.
	Loose wiring/terminal connections.	Check wiring connections.
	Blown fuse.	Check circuit and replace fuse.
	Fuel gage malfunction.	Replace gauge.
Coolant temperature gauge inoperative	Temperature sender malfunction.	Replace temperature sender.
	Loose wiring/terminal connections.	Check wiring connections.
	Blown fuse.	Check circuit and replace fuse.
	Coolant temperature gage malfunction.	Replace gauge.
Hour meter inoperative	Loose wiring/terminal connections.	Check wiring/connections.
	Alternator malfunction.	Repair/replace alternator.
	Hour meter malfunction.	Replace information center electronic display.
Work/road lights inoperative	Single light not working— light bulb burned out, faulty wiring.	Check and replace light bulb as needed, check wiring connections.
	No lights—blown fuse.	Check circuit and replace fuse.
	Light switch malfunction, poor ground or other wiring connection.	Check ground/wire connections, replace light switch.
Lift/tilt and/or drive lock solenoid malfunction	Solenoid wiring disconnected or faulty.	Check circuit; repair as necessary.
	Seat or restraint bar switch malfunction.	Contact dealer.

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Table of Common Materials and Densities

Material	Density	
	lbs/ft³	kg/m³
Ashes	35-50	560-800
Brick-common	112	1792
Cement	110	1760
Charcoal	23	368
Clay, wet-dry	80-100	1280-1600
Coal	53-63	848-1008
Concrete	115	1840
Cinders	50	800
Coal-anthracite	94	1504
Coke	30	480
Earth-dry loam	70-90	1121-1442
Earth-wet loam	80-100	1281-1602
Granite	93-111	1488-1776
Gravel-dry	100	1602
Gravel-wet	120	1922
Gypsum-crushed	115	1840
Iron ore	145	2320
Lime	60	960
Lime stone	90	1440
Manure-liquid	65	1040
Manure-solid	45	720
Peat-solid	47	752
Phosphate-granular	90	1440
Potash	68	1088
Quartz-granular	110	1760
Salt-dry	100	1602
Salt-Rock-solid	135	2160
Sand-dry	108	1728
Sand-wet	125	2000
Sand-foundry	95	1520
Shale-crushed	90	1440
Slag-crushed	70	1120
Snow	15-50	240-800
Taconite	107	1712

Note: *The densities listed are average values and intended only as a guide for bucket selection. For a material that is not in the table, obtain its density value before selecting the appropriate bucket.*

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Full Version Available

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Mustang 1050R skid steer loader operator manual 50950262 Rev. H, April 2022: controls, symbols, maintenance, specs, troubleshooting. Instant PDF download.

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