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1900R | 1900R (EU)
1900R X-Series

2200R | 2200R (EU)
2200R X-Series

2600R | 2600R (EU)
2600R X-Series



Skid-Steer Loader
Operator's Manual

50950108 Rev. L 04/22

Original Instructions

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Mustang 1900R, 2200R and 2600R Skid Steer Loader Operator Manual (50950108L)

Document type: Operator Manual (operation, controls, safety and routine maintenance)

Brand: Mustang

Models: 1900R, 2200R and 2600R

Machine: Skid Steer Loader

Publication No.: 50950108 (Rev. L)

Edition date: April 2022

Language: English

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Float Control

Dual joystick, dual hand and hand/foot loaders use the left button on the right control handle for shifting between normal mode and float mode. This mode allows the lowered lift arm to follow the ground contour while traveling over changing ground conditions. Press and hold the button for five seconds or longer to detent, and press again to deactivate. The float mode is automatically deactivated when the machine is shut off.

⚠ WARNING Never use the float mode with the attachment raised, because this will cause the lift arm to lower very rapidly. The float mode can be used where the engine has stopped, is unable to be started, and lowering the lift arm is necessary to allow the operator to exit the loader.

Attachment Mounting

The skid-steer loader is equipped with either the standard manual All-Tach® hitch or optional Power-A-Tach® hitch for mounting a bucket or other attachments (Figure 8).

All-Tach® Hitch

A manual latch lever engages the latch pins. While standing outside the machine, rotate the lever all the way to the left to engage the latch pins. Rotate the lever (as viewed from the front) all the way to the right to disengage the latch pins.(Refer to page 50 for more information.)



Figure 8 All-Tach® Hitch

⚠ WARNING To prevent unexpected release of the attachment from the hitch, be sure to secure the latch pins by rotating the lever all the way to the hitch.

Power-A-Tach® System

A three-position momentary rocker switch is used to operate the Power-A-Tach System hitch. The Power-A-Tach System is equipped with a warming circuit. The warming circuit reduces the amount of time required to operate the hydraulic cylinder. It is recommended to use this circuit when the temperature is below 32°F (0°C), see the Cold-Starting Procedure on page 46. Continuous use of the warming circuit is recommended when the temperature is below 0° F (-18° C). The hitch will not operate if the parking brake switch is activated or if the restraint bar is in its vertical (open) position. (Refer to page 50 for more information.)

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CHAPTER 4
OPERATION

⚠ WARNING Before starting the engine and operating the loader, review and comply with all safety recommendations in the *Safety* chapter of this manual. Know how to stop the loader before starting it. Also, be sure to fasten and properly adjust the seatbelt(s) and lower the operator restraint bar.

Before Starting the Engine

Before starting the engine and running the loader, refer to the *Controls and Safety Equipment* chapter and become familiar with the various operating controls, indicators and safety devices on the loader.

Fuel

Non-DPF Models: The engine requires low sulfur or ultra-low sulfur diesel fuel to maintain proper engine performance. BioDiesel mixtures of up to a 5% (B5) are acceptable.

DPF Models: Use only ultra-low sulfur diesel fuel to maintain proper engine performance. Use of diesel fuel with more than 15 ppm of sulfur can potentially damage the engine. BioDiesel mixtures of up to a 5% (B5) are acceptable. Ultra-Low Sulfur Diesel (ULSD) fuel lubricity must have a maximum scar diameter of 0.45 mm, as measured by ASTM D6079 or ISO 12156-1, or a minimum of 3100 grams, as measured by ASTM D6078. Contact your fuel supplier for details.

Static electricity can produce dangerous sparks at the fuel-filling nozzle. Do not wear polyester, or polyester-blend clothing while fueling. Before fueling, touch the metal surface of the machine away from the fuel fill to dissipate any built-up static electricity. Do not re-enter the machine but stay near the fuel filling point during refueling to minimize the build-up of static electricity. Do not use cell phones while fueling. Make sure the static line is connected from the machine to the fuel truck before fueling begins.

Ultra-Low Sulfur Diesel (ULSD) poses a greater static ignition hazard than earlier diesel formulations. Avoid death or serious injury from fire or explosion; consult with your fuel or fuel system supplier to ensure the entire fuel delivery system is in compliance with fueling standards for proper grounding and bonding practices.

Starting the Engine

The following procedure is recommended for starting the engine:

1. Carefully step up onto the back of the bucket or attachment and grasp the handholds to enter the operator's compartment.
2. Close the door, fasten the seatbelt(s) and lower the restraint bar.
3. Verify the following:
   - the lift/tilt, drive and auxiliary hydraulic controls are in their neutral positions,
   - the parking brake switch is ON.

Engine

Problem	Possible Cause	Remedy
Engine turns over but will not start.	Engine cranking speed too slow.	Battery requires recharging or replacing, or, in cold temperatures, pre-warm the engine.
	Auxiliary valve engaged.	Return control valves to neutral.
	Fuel tank empty.	Refill fuel tank.
	Water in fuel filter.	Purge water from filter.
	Engine fault codes displayed.	Identify problem and correct.
	Engine not warm enough.	Install block heater.
	Ambient temperature too low.	Install block heater.
	Fuel filter plugged.	Replace filter.
	Fuel pump not working.	Contact your dealer.
Engine overheats.	Crankcase oil level too low or too high.	Add or remove oil as required.
	Fan air circulation blocked or restricted.	With engine off, remove blockage or restriction.
	Fan belt loose.	Tighten fan belt.
	Grade of oil improper or excessively dirty.	Drain and replace with proper grade new oil.
	Exhaust restricted.	Allow exhaust to cool, remove restriction.
	Air filter restricted.	Replace filter(s).
	Low coolant level.	Add coolant.

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Full Version Available

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Publication No.: 50950108 (Rev. L) · Language: English · Edition: April 2022