2056
2056 (EU)
Series II
(SN 003301 and Up)

Skid-Steer Loader

Operator's Manual

#50950014/AP0811

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Manitou Americas, Inc.
P.O. Box 179
West Bend, WI 53095-0179 USA

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- Hand/Foot Controls
- Dual-Hand Controls
- Introduction
- Safety
- Controls and Safety Equipment
- Operation
- Service
- Troubleshooting
- Maintenance
- Specifications
- Torque Specifications
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Sample pages follow. Full manual: machinecatalogic.com

2056 and 2056 (EU) Series II Skid-Steer Loader Operator's Manual

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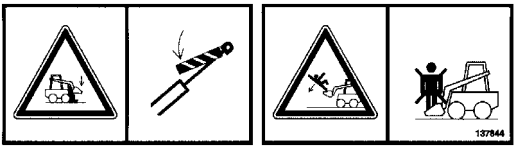
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Loader Model Number	
Loader Serial Number	
Engine Serial Number	

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ISO-Style (used Internationally)
Safety Decals on the outside of the Loader

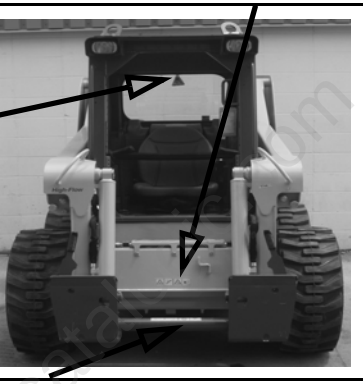


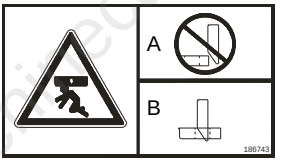
137844 – Located on front of loader

A – Crush hazard: Keep out from under work tool unless lift arm is supported.
B – Fall hazard: No riders. Never use work tool as work platform.



132166 – Located on rear window emergency exit





186743 – Located on hitch (manual hitch loaders only)

Crush hazard: Before operating with attachment, check engagement of hitch locking pin to the attachment:
A – Incorrect attachment engagement **B** – Correct attachment engagement



139101 – Located on hitch (power hitch loaders only)

Crush hazard: Before operating with attachment, check engagement of loader attachment bracket locking pin to the attachment:
A – Incorrect attachment engagement
B – Correct attachment engagement

Dual-Hand Controls

The loader may be equipped with the dual-hand control option. The left handle controls the left side drive and the lift. The right handle controls the right side drive and the tilt.



Figure 14 Dual-Hand Controls
1. Left Drive Control Handle
2. Right Drive Control Handle

Drive Controls

Forward, reverse, speed and turning maneuvers are accomplished by pushing and pulling the handles. To go **forward**, push both handles forward; for **reverse**, pull both handles rearward. For **turning**, move one handle farther forward or rearward than the other handle. Turn direction is determined by which handle is moved farther forward. To turn left, move the right handle farther forward than the left handle; to turn right, move the left handle farther forward than the right handle. For sharp turns, move the handles in opposite directions.

Moving the handles farther from neutral increases the speed steadily to the maximum travel speed. Tractive effort decreases as speed increases. To get maximum tractive effort, move the handles only slightly away from the neutral position. The engine will stall if the handles are moved too far forward when loading the bucket.

⚠ WARNING **Be sure the controls are in neutral before starting the engine. Operate the controls gradually and smoothly. Excessive speed and quick control movements without regard for conditions and circumstances are hazardous and could cause an accident.**

Lift/Tilt Controls

Moving the lift arm and tilting the attachment are accomplished by rotating the control handles. To **raise** the lift arm, rotate the left handle outward (to the left); to **lower** the lift arm, rotate the left handle inward (to the right). To **tilt the attachment forward and downward**, rotate the right handle; to **tilt the attachment up and back**, rotate the right handle inward.

Note: *The speed of the lift/tilt motion is directly proportional to the amount of control movement and engine speed.*

To place the lift arm into the detent (“float”) position, push the left (lift) handle all the way inward. This position allows the lowered lift arm to follow the ground contour while traveling over changing ground conditions.

⚠ WARNING **Never put the lift control into the “float” position with the attachment loaded or raised, because this will cause the lift arm to lower very rapidly.**

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Cold-Starting

If the temperature is below 32°F (0°C), try the following to make starting the engine easier:

- Replace the engine oil with SAE 10W or 10 W-30 grade oil; (see page 59)
- Make sure the battery is fully charged;
- Install an engine block heater.

A block heater is recommended for starting in temperatures of 20°F (-7°C) or lower. See your dealer for engine heater options.

Let the engine run for a minimum of five minutes to warm the engine and hydraulic fluid before operating the loader.

Cold-Starting Procedure

⚠ WARNING **Do not use starting fluid (ether) with preheat systems. An explosion can result, which can cause engine damage, injury or death.**

1. Turn the key to the run position. If the preheat light on the right instrument panel comes on, wait until it goes out.
2. Turn the key switch to the start position.
3. Repeat if engine does not start.

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Stopping the Loader

The following procedure is the recommended sequence for stopping the loader:

1. Check that the drive control handle is in neutral position;
2. Lower the lift arm and rest the attachment on the ground;
3. Pull back the throttle lever to the low idle position (and/or take your foot off the throttle pedal for hands-only control machines);
4. Turn the keyswitch to the off position and remove the key; and
5. Raise the restraint bar, unfasten the seatbelt(s). Verify that movement of the controls does not cause machine movement and then grasp the handholds while climbing out of the operator's compartment.

Note: *The skid-steer loader is equipped with a spring-applied automatic parking brake. The parking brake is applied when the operator lifts the restraint bar, leaves the operator's seat, shuts off the engine or actuates the parking brake switch.*

Parking the Loader

Park the loader away from traffic on level ground. If this is not possible, park the loader across the incline and block the tires to prevent movement.

Tilting Back the ROPS/FOPS

The ROPS/FOPS is designed to protect the operator from falling objects and provide protection if the loader tips or rolls over, provided the operator is secured inside the ROPS/FOPS by the seat belt and restraint bar.

For service, unbolt the ROPS/FOPS and tilt it back slowly, moving the control handles out of the way. Two gas-charged springs help tilt it back. A self-actuating lock mechanism will engage to lock when the ROPS/FOPS is in a rolled-back position. To lower the ROPS/FOPS, apply upward force on it while pushing the lock mechanism handle toward the rear of the loader. Lower the ROPS/FOPS slowly onto the chassis, moving the control handles out of the way. Reinstall the anchor bolts, washers and locknuts.



Figure 34 ROPS/FOPS Lock Mechanism – Engaged

WARNING **Never operate the loader with the ROPS/FOPS removed or tilted back. Be sure the lock mechanism is securely engaged when the ROPS/FOPS is tilted back. Be sure to reinstall the anchor bolts, washers and locknuts before resuming operation.**

Adjustments

Control Handles

The control handles do not require routine adjustment. Refer to the *Service Manual* for the initial setup procedure.

Fuel Sender

The fuel gauge sender, located on the fuel tank, sends a signal to the fuel gauge to indicate the amount of fuel in the fuel tank.

Check the fuel gauge sender periodically to ensure that the mounting screws are tight and that there is no fuel leaking around the gasket. If service is required, apply an RTV or gasket sealant around the gasket when restoring the sender.

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Engine Diagnostic Chart (continued)

No.	Item	Failure detection conditions	Operation when failure occurs	Action/ condition for recovery	Category	Number of flashes
19	Sensor 5V failure	Monitoring voltage is approx. 0 V. Monitoring voltage is 4.5 V or less. Monitoring voltage is 5.5 V or more.	Engine runs normally.	Turn key off.	Always enable	2-4
20	E-ECU overheat alarm	E-ECU temperature exceeds 105°C. Alarm is canceled when E-ECU temperature decreases to 100°C. (Option can change)	Engine runs normally.(Option can change)	Correct failure.	Default to enable	2.5
21	Oil pressure low	Oil pressure switch fails to turn off when engine is running.	Engine runs normally.(Option can change)	Correct failure.	Default to enable	3-1
22	Charge failure	Charge switch fails to turn off when engine is running.	Engine runs normally.	Turn key off.	Default to enable	3-2
23	Coolant temperature abnormal	Coolant temperature switch turns on.	Engine runs normally.(Option can change)	Turn key off.	Default to enable	3-3
24	Air cleaner blockage alarm	Air cleaner switch turns on.	Engine runs normally.(Option can change)	Turn key off.	Default to enable	3-4
25	Oily water separator alarm	Oily water separator switch turns on.	Engine runs normally.(Option can change)	Turn key off.	Default to enable	3-5
26	Coolant temperature high alarm	Coolant temperature is 115°C or higher. Alarm is canceled when Coolant temperature decreases to 110°C. (Option can change)	Engine runs normally.	Correct failure.	Default to enable	3-6
27	E-ECU failure [ROM error]	FlashROM suffers checksum error.	Engine stops.	Turn key off.	Always enable	4-1
28	E-ECU failure [EEPROM error]	Reading/Writing fails. EEPROM suffers checksum error.	Engine runs normally.	Turn key off.	Always enable	4-1
29	E-ECU failure [Sub CPU failure]	E-ECU fails to communicate with sub CPU.	Engine runs normally.	Turn key off.	Always enable	4-1
30	E-ECU failure [Mapping error]	Map format is invalid.	Engine stops.	Turn key off.	Always enable	4-1
31	E-ECU failure [E-ECU temperature sensor failure]	Sensor voltage is 4.6 V or more, or 1.0 V or less.	Engine runs normally.	Correct failure.	Always enable	4-1

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Electrical System

Problem	Possible Cause	Remedy
Starter will not engage when key is turned to START.	Seat or restraint bar switch malfunctioning or not actuated.	Contact your dealer.
	Poor connections to starter relay in instrument panel.	Verify relay connections.
	Battery terminal or cables loose or corroded.	Clean terminal, cables and retighten.
	Faulty starter relay in instrument panel.	Contact your dealer.
	Battery discharged or defective.	Recharge or replace battery.
	Starter solenoid not functioning.	Contact your dealer.
	Ignition wiring, seat switch, restraint bar switch, etc. loose or disconnected.	Check wiring for poor connections, broken leads; repair wiring or connection.
	Starter relay malfunctioning.	Verify relay is working properly, replace.
	Starter or pinion faulty.	Remove starter; repair/ replace as needed.
Work lights not functioning properly.	Single light not working; light bulb burned out, faulty wiring.	Check and replace light bulb as needed. Check wiring connection to light.
	No lights; 30 ampere light fuse blown.	Check circuit and locate trouble before replacing fuse.
	Faulty light switch or poor ground.	Check ground wire connections. Replace light switch.
Lift/Tilt and/or drive lock solenoids do not work.	Wiring to solenoids disconnected or faulty.	Troubleshoot circuit, repair.
	Restraint bar or seat switch malfunction.	Contact your dealer.
	Faulty solenoid valve coil.	Contact your dealer.
	Solenoid relay malfunctioning.	Verify relay is working properly, replace.
	Faulty hydraulic solenoid relay in instrument panel.	Contact your dealer.

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CHAPTER 8

SPECIFICATIONS

Loader Specifications

Specifications	2056
Operating Weight	6900 lbs. (3130 kg)
Shipping Weight	6300 lbs. (2858 kg)
Rated Operating Capacity[1]	1900 lbs. (862 kg)
Engine	
Make	Yanmar (water-cooled)
Model	4TNV98
Displacement	202 cu. in. (3,31 L)
Power (net)	68 hp (51 kW) @ 2500 rpm
Peak Torque	180 ft.-lb. (244 N·m) @ 1600 rpm
Hydraulic System (theoretical)	
Main Hydraulic System Pressure	2750 psi (190 bar)
Standard-Flow Rating	19 gpm (72 L/min)
High-Flow Rating	30 gpm (114 L/min)
Electrical System	
Battery	12-Volt DC, 950 CCA
Starter	12-Volt DC, (3,0 kW)
Alternator	95 amperes
Capacities	
Chaincase (each)	8.0 U.S. qts. (7.5 L)
Engine Oil[2]	without filter: 9.0 U.S. qts. (8,5 L) with new filter: 9.5 U.S. qts. (9 L)
Fuel Tank	16 U.S. gal. (60 L)
Hydraulic Reservoir	15 U.S. gal. (57 L)
Coolant Reservoir	9.7 U.S. qts. (9,18 L)
Sound Levels (with Deluxe Sound Kit)	
Pressure Level (Operator Ear)	83 dB(A)
Power Level (Environmental)	101 dB(A)

1. Operating capacity rated with a 66 in. (1676 mm) 15.1 ft.^{3} (0.43 m^3) dirt/construction bucket in accordance with SAE J818 and ISO 14397.

2. Approximate value can vary depending on oil tray or cooler version (external cooling system). Use mark on dipstick to determine FULL oil level.

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