2700V
2700V (EU)
(SN 041501 and Up)
3300V
3300V (EU)
Skid-Steer Loader

Operator's Manual
#50950001/BP0112

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Mustang 2700V and 3300V Skid Steer Loader Operator Manual

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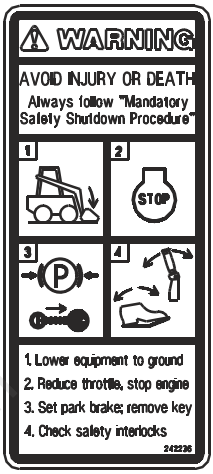
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Sample pages follow. Full manual: machinecatalogic.com

ANSI-Style Safety Decals inside the ROPS/FOPS



242582 – Located behind operator's left shoulder



242236 – Located on upper right instrument panel





242397 – Located on lower left instrument panel



242260 – Located on upper left instrument panel

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Operator's Seat

The seat is mounted on rails for rearward and forward repositioning. A spring-loaded lever activates the seat position adjustment mechanism.

Suspension seat: A weight adjustment knob is provided for individual operator adjustment.

Air Suspension Seat: Adjust air suspension seat by pushing in the knob on the air seat to increase the amount of suspension. Pull knob out to release air and decrease the suspension level.



Figure 1 Operator's Seat

1. Restraint Bar
2. Seatbelt
3. Seat Position Adjustment Lever
4. Suspension Seat Weight Adjustment Knob (optional)

Upper-Torso Restraint

⚠ WARNING **Always wear the upper-torso restraint when operating in high speed.**

The seatbelt should always be fastened during operation.

Important: *Inspect the seatbelt(s) for damage before use, and replace if damaged. Keep seatbelt(s) clean. Use only soap and water to wash seatbelt(s). Cleaning solvents can cause damage to seatbelt(s).*

Safety Interlock System

Hydraloc™

⚠ WARNING **NEVER defeat the safety interlock system by mechanically or electrically bypassing any switches, relays or solenoid valves.**

An interlock system is provided on the loader for operator safety. Together with solenoid valves, switches and relays, the interlock system:

- Prevents the engine from starting unless the operator is sitting on the seat and the operator restraint bar is lowered.
- Disables the lift arm, auxiliary hydraulics, attachment tilt and wheel drives whenever the operator leaves the seat, turns the keyswitch to OFF or raises the restraint bar.

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Important: *To check that the attachment is properly installed tilt the attachment forward slightly, apply downward pressure to the attachment prior to operating.*

Connecting Auxiliary Hydraulic Couplings

Note: *With the engine off, key in the ON position and the restraint bar down, the auxiliary hydraulic control can be moved to relieve any pressure in the hydraulic system. Because the auxiliary hydraulics system is controlled using pilot pressure stored in an accumulator, the engine must have been run recently.*

Standard-Flow Auxiliary Hydraulics

Couplers are located on the left lift arm. When the auxiliary control switch is activated, the top coupler is "pressure," and the bottom coupler is "return." The smaller center coupler is for the case drain.

High-Flow Auxiliary Hydraulics

Couplers are located on the right lift arm. When the auxiliary control is activated, the top coupler is "pressure," and the bottom coupler is "return." The smaller center coupler is for the case drain.

⚠ WARNING **Only connect high-flow attachment couplers to the high-flow auxiliary couplers.**

Removing Attachments

1. Tilt the hitch back until the attachment is off the ground.
2. Exercise the MANDATORY SAFETY SHUTDOWN PROCEDURE (page 6).
3. With the engine off, leave the operator's compartment and disconnect the auxiliary hydraulic hoses.
4. **Manual hitch:** Rotate the latch lever to the right when viewed from the front to fully retract the latch pins.

   Power hitch: Start the engine, press and hold the switch on the left instrument panel to energize the system and press the top of the rocker switch on the right instrument panel to retract the hitch pins to unlock the hitch and fully retract the latch pins.
5. Start the engine (if it is not already on) and be sure that the lift arm is fully lowered and in contact with the loader frame.
6. Tilt the hitch forward and slowly back the loader away until the attachment is free from the loader.

Self-Leveling

The feature is intended to automatically keep the attachment level while the lift arm is being raised.

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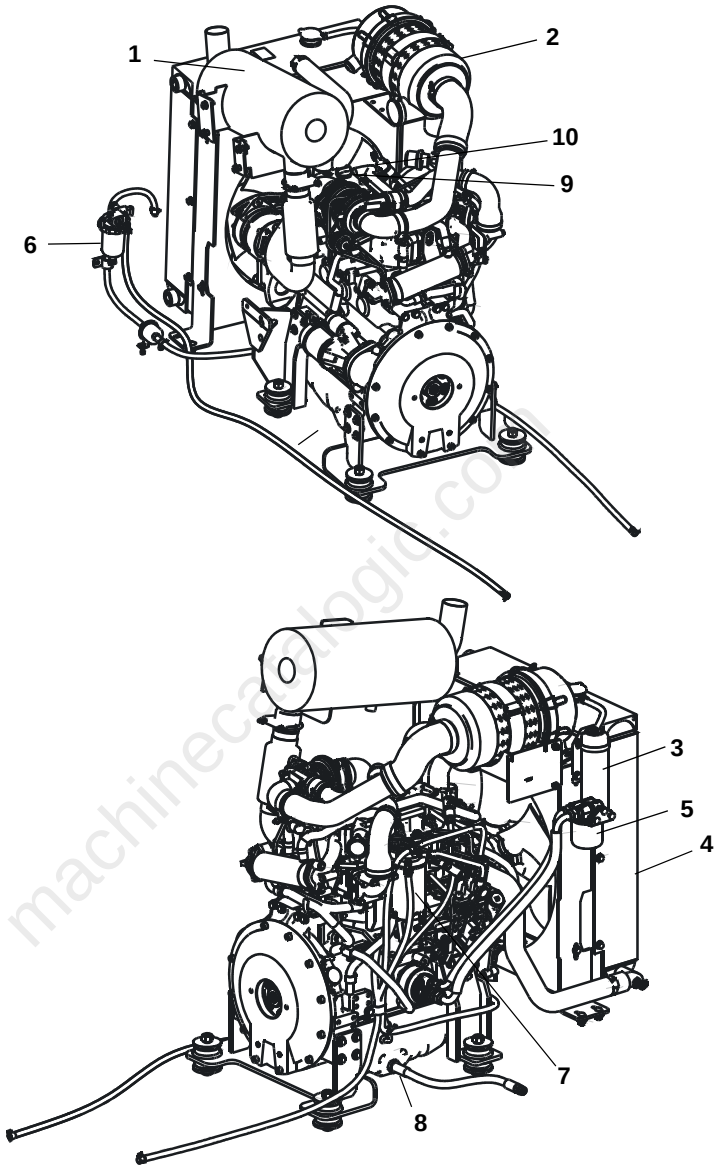


Figure 34 Engine Service Components

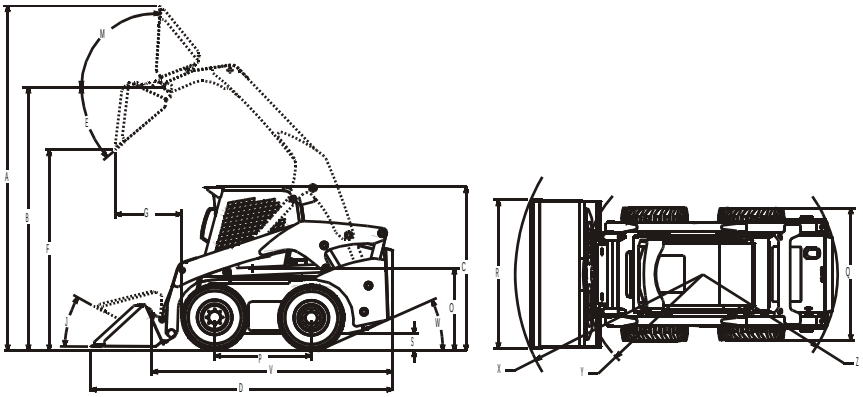
1. Muffler
2. Air Cleaner
3. Coolant Recovery Tank
4. Radiator/Cooler
5. Engine Oil Filter
6. Water Separator
7. Fuel Filter
8. Engine Oil Drain
9. Engine Oil Fill Cap
10. Engine Oil Dipstick

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Engine Diagnostic Chart (cont.)

No.	Item	Failure detection conditions	Operation when failure occurs	Action/ condition for recovery	Category	Number of flashes
7	Backup speed sensor failure	Engine start signal (E8) is on, but the engine speed is zero.	Engine continues to run while main speed sensor is used. Backup speed sensor failed: Engine stops.	Turn key off.	Default to disable	1-1
		Engine speed decreases by 480 min^{-1} or more in 40 ms.				
8	CAN communication failure	CAN communication packets cannot be received.	Last value is retained. Backup sensor becomes active.	Correct failure.	Default to enable	1-2
9	EGR valve failure	Low status is detected even through port is off.	Engine runs with limited output(92%) and speed(1800min^{-1}).	Turn key off.	Default to disable	1-3
		High status is detected even through port is on.				
10	CSD solenoid valve failure	High status is detected even through port is off.	Engine continues to run with port being off.	Turn key off.	Always enable	1-4
		Low status is detected even through port is on.				
11	Air heater relay failure	High status is detected even through port is off.	Engine runs with air heater relay being off.	Turn key off.	Default to enable	1-5
		Low status is detected even through port is on.				
12	Main relay failure	Power is not shut off even though main relay is off.	Engine runs normally.	Correct failure.Or turn key off.	Default to disable	1-6
13	Rack actuator relay failure	Low status is detected even through port is off.	Engine stops.	Turn key off.	Always enable	1-7
		High status is detected even through port is on.				
14	Backup accelerator sensor failure	Sensor voltage is 4.6 V or more, or 0.2 V or less.	Engine continues to run while main accelerator sensor is used. Main accelerator sensor failure: Engine runs at 1500 min^{-1}.(Option can change)	Correct failure.	Default to enable	1-8
15	Atmospheric pressure sensor failure		Atmospheric pressure compensation is canceled.	Turn key off.	Default to enable	1-9
16	Oil pressure switch failure	Oil pressure switch fails to turn on when engine is off.	Engine runs normally.(Option can change)	Turn key off.	Default to enable	2-1
17	Charge switch failure	Charge switch fails to turn on when engine is off.	Engine runs normally.	Turn key off.	Default to enable	2-2
18	Power supply voltage abnormal	E-ECU supply voltage exceeds 10.0 V.	Engine runs normally.	Correct failure.	Always enable	2-3
		E-ECU supply voltage exceeds 16.0 V.				

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2700V		16.1 ft³ (0.46 m³) Bucket w/12 x 16.5 Tires	
		inches	mm
A	Overall Operation Height – Fully Raised	169.8	4313
B	Height to Hinge Pin – Fully Raised	130.3	3310
C	Overall Height – of ROPS	80.5	2045
D	Overall Length – Bucket Down	149.2	3790
E	Dump Angle at Full Height	42°	
F	Dump Height	99	2515
G	Dump Reach – Bucket Full Height	34	864
J	Rollback at Ground	28.5°	
M	Rollback Angle at Full Height	93.6°	
O	Seat to Ground Height	40.2	1021
P	Wheel Base – Nominal	49.4	1255
Q	Overall Width – Less Bucket[1]	67	1701
R	Bucket Width – Overall	70	1778
S	Ground Clearance – to Chassis (Between Wheels)	8	203
V	Overall Length (Less Bucket)	115	2921
W	Departure Angle	27.2°	
X	Clearance Circle – Front (With Bucket)	93	2362
Y	Clearance Circle – Front (Less Bucket)	56.3	1430
Z	Clearance Circle – Rear	65.5	1664

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1. Overall width (Q) is dependent upon the amount of wheel offset.

Full Version Available

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