2700V NXT2 | 2700V NXT2 (EU)
2700V NXT2 X-Series

(SN 044001 and Up)

3300V NXT2 | 3300V NXT2 (EU)
3300V NXT2 X-Series

(SN 143001 and Up)



Skid-Steer Loader

Operator's Manual

50950152 Rev. L 04/22

Original Instructions

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Mustang 2700V NXT2 and 3300V NXT2 Skid Steer Loader Operator Manual (50950152L)

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Machine: Skid Steer Loader

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Main contents

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- Control/Indicator Symbols
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- Engine Air Filter
- Engine Oil
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- Engine Oil Pressure
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- Engine Temperature
- Hydraulic System
- Hydraulic Oil Temperature

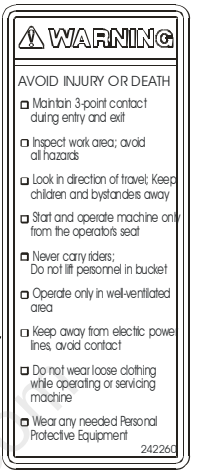
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Sample pages follow. Full manual: machinecatalogic.com

ANSI-Style Safety Decals inside the ROPS/FOPS

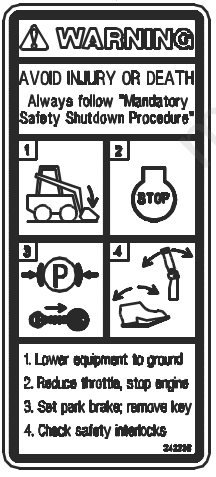


242582 – Located behind operator's left shoulder



242260 – Located on upper left instrument panel





242236 – Located on upper right instrument panel



242397 – Located on lower left instrument panel

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 (optional): A weight adjustment knob is provided for individual operator adjustment.

Air Suspension Seat (optional): 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.

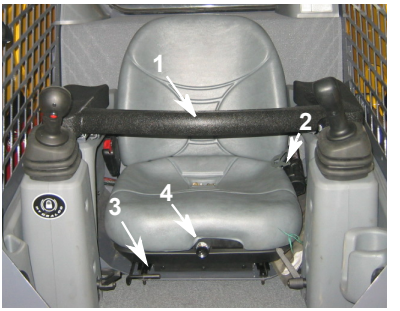


Figure 1 Operator's Seat

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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Self-Leveling Cancel (optional)

The self-leveling cancel feature allows for the deactivation of the self-leveling feature. To deactivate self-leveling, press the top of the self-leveling cancel switch. To restore self-leveling, press the bottom of the self-leveling cancel switch.

Using a Bucket

⚠ WARNING Always maintain a safe distance from electric power lines and avoid contact with any electrically charged conductor or gas line. Accidental contact or rupture can result in electrocution or an explosion. Contact the "Call Before You Dig" referral system at 8-1-1 in the U.S., or 888-258-0808 in the U.S. and Canada or proper local authorities for utility line locations before starting to dig.

Driving over Rough Terrain

When traveling over rough terrain, drive slowly with the bucket lowered.

Driving on an Incline

When traveling on an incline, travel with the heavy end pointing uphill.

Digging with a Bucket

Approach the digging site with the lift arm slightly raised and the bucket tilted forward until the edge contacts the ground. Dig into the ground by driving forward and gradually lowering the lift arm (Figure 2).

When the bucket is filled, tilt the bucket back, and back the loader away from the material. Rest the lift arm against the loader frame before proceeding to the dumping area.

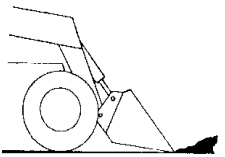


Figure 2 Digging

⚠ WARNING Always carry the loaded bucket with the lift arm resting on the loader frame. For additional stability when operating on inclines, always travel with the heavier end of the loader toward the top of the incline.

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DPF Regen Flowcharts (DPF Models), cont.

If a **Stationary** Regen Mode is requested by the **ENGINE— ECU**

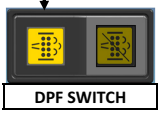


When these icons are active, the E-ECU is requesting a Stationary Regen.

A Stationary Regen Procedure is required within 10 hours.

Stationary Regen

See Stationary Regen Procedure for complete details.



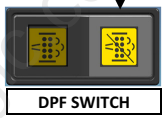
Press and hold Stationary Regen Request switch for three seconds.

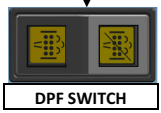


These icons will appear on the Electronic display during the Stationary Regen mode.

E– ECU returns to Normal Operation

What happens if a Stationary Regen Procedure is not performed within 10 hours?





Keeping the DPF switch in the CANCEL position for more than 10 hours

OR

Keeping the DPF switch in the center AUTO position for more than 10 hours automatically transfers the E-ECU to Backup mode.



Backup Mode (Limp Mode)

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Engine Diagnostic Chart (DPF Models) (cont.)

DTC code				Number of the lamp flashes	Error item	
P code	SPN		FMI		Part	State
	Decima number	Hexadecimal number	Decima number			
P0336	522400	7F8A0	2	MIL + AWL	Crank speed sensor	Crank signal malfunction
P0337			5	MIL + AWL		No crank signal
P0341	522401	7F8A1	2	MIL + AWL	Cam speed sensor	Cam signal malfunction
P0342			5	MIL + AWL		No cam signal
P1341			7	MIL + AWL		Angle offset failure
P0008	523249	7FBF1	5	MIL + RSL	Crank speed, Cam speed sensor	No signal on both crank and cam speed sensor
P0123	91	5B	3	MIL + AWL	Accelerator sensor 1	Accelerator sensor 1 (Excessive sensor output)
P0122			4	MIL + AWL		Accelerator sensor 1 (Insufficient sensor output)
P0223	28	1C	3	MIL + AWL	Accelerator sensor 2	Accelerator sensor 2 (Excessive sensor output)
P0222			4	MIL + AWL		Accelerator sensor 2 (Insufficient sensor output)
P1646	522624	7F980	7	MIL + AWL	Accelerator sensor 1 + 2	Dual accelerator sensor (closed position) failure
P1647	522623	7F97F	7	MIL + AWL		Dual accelerator sensor (open position) failure
P0228	29	1D	3	MIL + AWL	Accelerator sensor 3	Accelerator sensor 3 (Excessive sensor output)
P0227			4	MIL + AWL		Accelerator sensor 3 (Insufficient sensor output)
P1227			8	MIL + AWL	Pulse sensor	Pulse sensor failure (Pulse communication)
P1126	28	1C	0	MIL + AWL	Accelerator sensor 3	Accelerator sensor 3 failure (Foot pedal in open position)
P1125			1	MIL + AWL		Accelerator sensor 3 failure (Foot pedal in closed position)
P02E9	51	33	3	MIL + RSL	Intake throttle opening sensor	Intake throttle opening sensor fault (High voltage)
P02E8			4	MIL + RSL		Intake throttle opening sensor fault (Low voltage)
P0238	102	66	3	MIL + RSL	EGR low pressure side sensor	EGR low pressure side sensor fault (High voltage)
P0237			4	MIL + RSL		EGR low pressure side sensor fault (Low voltage)
P0236			13	MIL + RSL		EGR low pressure side sensor (Abnormal learning value)
P0473	1209	4B9	3	MIL + RSL	EGR high pressure side sensor	EGR high pressure side sensor fault (High voltage)
P0472			4	MIL + RSL		EGR high pressure side sensor fault (Low voltage)
P0471			13	MIL + RSL		EGR high pressure side sensor (Abnormal learning value)
P0118	110	6E	3	MIL + AWL	Cooling water temperature sensor	Cooling water temperature sensor fault (High voltage)
P0117			4	MIL + AWL		Cooling water temperature sensor fault (Low voltage)
P0217			0	Select by application		Cooling water temperature sensor temperature abnormal high (Overheat)
P0113	172	AC	3	MIL + AWL	New air temperature sensor	New air temperature sensor fault (High voltage)
P0112			4	MIL + AWL		New air temperature sensor fault (Low voltage)
P0183	174	AE	3	MIL + AWL	Fuel temperature sensor	Fuel temperature sensor fault (High voltage)
P0182			4	MIL + AWL		Fuel temperature sensor fault (Low voltage)
P0168			0	Select by application		Fuel temperature sensor temperature abnormal high

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Full Version Available

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