ML48T

Beginning Serial Number:
342100001

ALL-WHEEL-STEER LOADER

OPERATOR'S MANUAL

PART #918137

Revision C - 08/07

Mustang Manufacturing Company, Inc.

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Mustang ML48T All-Wheel-Steer Loader Operator Manual (918137C)

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Main contents

- Introduction
- Safety instructions
- Operation
- Troubleshooting
- Maintenance
- Specifications

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Indicators and warning lights: overview

Unfold page *34* for a better overview.



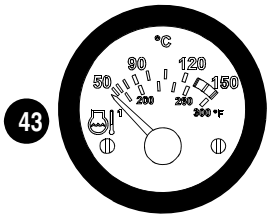
48 Indicator (red) – engine oil pressure

Comes on if the engine oil pressure is too low. In this case:

☞ *Stop the machine.*

☞ *Turn off the engine immediately and check the oil level (➠ page 101).*

The indicator comes on when the ignition is turned on and turns off as soon as the engine runs.



43 Temperature indicator – engine

Indicates the engine oil temperature detected by a sensor.

NOTE:

The engine oil temperature must range from 80 – 248° F (80 – 120° C). The maximum permissible engine oil temperature is 266° F (130° C) (red section).



46 Indicator (red) – alternator charge function

The indicator comes on when the ignition is turned on and turns off as soon as the engine runs.

The V-belt for the alternator, or the charging circuit of the alternator is faulty if the indicator comes on with the engine running. The battery is not charged anymore (➠ page *106*).



45 Indicator (yellow) – air filter

Indicates air filter contamination. In this case:

Have the air filter replaced by an authorized dealer



66 Indicator (green) – right/left turn indicator on rear attachment

Flashes repeatedly when turn indicator 27/**34** is used,

and if there is an electric connection to a front or rear attachment.



62 Indicator (blue) – high beam

Comes on if high beam is turned on, or during headlight flashing.



61 Indicator (yellow) – cold starter

Comes on when the key in start switch 27/**14** is in position 2 preheating.

A glow plug preheats the air in the combustion chamber of the engine when the key is in position 2.



47 Indicator (red) – parking brake

Comes on when parking brake lever 28/**13** is applied.

The electric interlock prevents moving the machine with the parking brake applied.

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Parking brake

NOTE:

A starting interlock prevents the machine from starting with the parking brake applied.
You cannot select the driving direction by using toggle switch 32/**57** unless you completely release parking brake **13**.
Applying the parking brake automatically cancels the selection of forward/ reverse driving direction and activates neutral.

Function

- Prevents the machine from rolling away.
- Emergency brake (use only if the service brake fails).

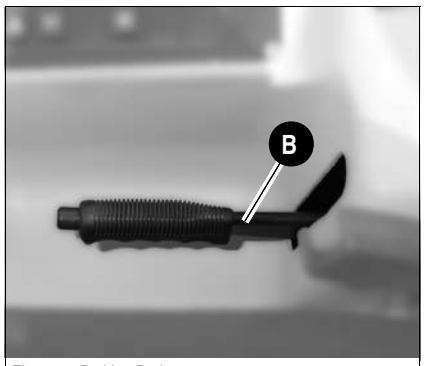

Fig. 37: Parking Brake

WARNING!

Use parking brake 37/**B** instead of the service brake in an emergency only, i.e. in case of service brake breakdown. The brake lights do not light up, and the machine brakes abruptly –

Accident risk.

☞ *In normal operation only use brake/inching pedal* 27/**32** *as a service brake.*

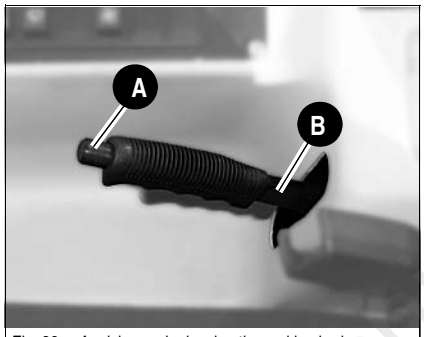

Fig. 38: Applying and releasing the parking brake

Prevent rolling away

☞ *Pull lever 38/**B** up into the top notch.*

➥ Indicator 28/**47** comes on.

➥ The engine can be started.

➥ Forward/reverse driving direction is automatically cancelled and neutral activated.

Release the parking brake

☞ *Pull lever 38/**B** up slightly.*

☞ *Press button 38/**A**.*

☞ *Move lever 38/**B** all the way down.*

➥ Indicator 28/**47** turns off.

NOTE:

The machine can be moved only after releasing parking brake 27/**13** completely.

After starting the engine:

☞ *Release parking brake 27/**13**.*

☞ *Select the driving direction with toggle switch 26/**76** (32/**84**) in the control lever.*

➥ Indicator *28/**52*** comes on.

☞ *Gradually press down accelerator pedal 27/**8**.*

➥ Machine moves off.

☞ *Test the brakes at low speed.*

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Setting down the material

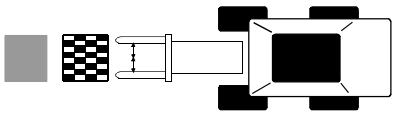

Fig. 114: Aligning the material with the stack

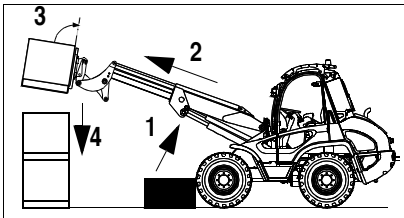

Fig. 115: Setting down the material

Proceed as follows:

- With the material in transport position, approach the stack from the front so that the material is in the middle of the stack (fig. 114).
- Apply the parking brake – *see Parking brake* on page 50.
- Raise the telescopic unit (**1**).
- Extend the telescopic unit (**2**) with caution until the load is positioned precisely above the stack.
- Be sure that the fork arms are level (**3**).
- Lower the telescopic unit slowly (**4**).

IMPORTANT!

Be sure that the load diagram is not exceeded. If there is a safety risk, stop stacking immediately.

To stop stacking:

- Retract the telescopic unit.
- Lower the telescopic unit.
  - Align the load with the stack by retracting/extending the telescopic unit with caution.
  - Lower the load.
- Make sure that the fork arms are no longer under the load:
  - ☞ Retract the telescopic unit.
  - ☞ Make sure that the area behind the machine is clear.
  - ☞ Release the parking brake.
  - ☞ Carefully reverse from the stack until the telescopic unit can be lowered into the transport position.
  - ☞ Tilt the fork frame rearward.

Transport position of pallet forks

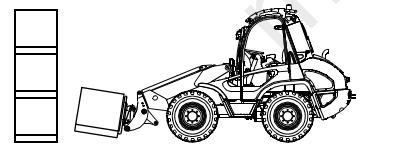

Fig. 116: Transport position – pallet forks

☞ *In transport position:*

- The material must be slightly tilted rearward.
- The telescopic unit must be fully retracted.
- The telescopic unit must be lowered as far as possible (about 8“ [200 mm] above the ground).

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Engine lubrication system

IMPORTANT!

If the engine oil level is too low or if an oil change is overdue, this may cause engine damage or loss of output.

☞ *Have the oil changed by an authorized dealer*

– see Maintenance schedule Model ML48T (overview) on page 124.

Checking the oil level

IMPORTANT!

Check the oil level before starting the engine and after every 10 service hours or daily if you use the machine for less than 10 service hours during one day. After turning off a warm engine, wait at least 5 minutes before checking the oil level.

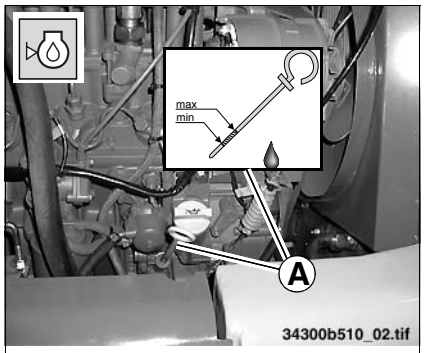

Fig. 118: Checking the oil level

☞ *Park the machine on level ground.*

☞ *Turn off the engine.*

☞ *Remove the key*

➥ *– see Stopping/parking the machine* on page 56.

☞ *Apply the parking brake.*

☞ *Open the engine cover.*

☞ *Oil dipstick **A**:*

➥ Pull it out.

➥ Wipe it with a lint-free cloth.

➥ Push it back in as far as possible.

➥ Withdraw it and read off the oil level.

☞ *If necessary, fill the oil tank when the oil reaches the MIN mark on oil dipstick **A***

– see Adding engine oil on page 102.

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Pilot control

Pilot control pump = boost pump of hydraulic pump		
Displacement	0.7 in.³/rev (11.6 cm.³/rev)	0.8 in.³/rev (13 cm.³/rev)
Charging/boost pressure	435 psi (30 bar) at 2300 rpm	
Pilot control unit		
Joystick	Four-way lever – control of lift and tilt cylinders Electrical control of lock cylinder or attachments via tip switches	
Locked via lock lever with four-way lever and rocker switch (electrical system)	Lock against unintentional operation (for long-haul travel and transport)	

Telescopic unit

Telescopic unit with bucket [1, 2]	**Retracted**	**Extended**
Bucket capacity	30 ft. (0.85 m) according to ISO	
Tipping capacity (SAE)	6746 lbs. (3060 kg)	
Rated operating load (SAE)	3373 lbs. (1530 kg)	
Length of telescopic extension	45” (1150 mm)	
Dump height	118” (3000 mm)	157” (4000 mm)
Pin height	142” (3615 mm)	185” (4690 mm)
Dump reach	30” (760 mm)	48” (1230 mm)
Tilt-back angle	40 °	
Dump angle	40 °	
Breakout force (lift cylinder)	6744 lbf (30 kN)	
Breakout force (tilt cylinder)	11,016 lbf (49 kN)	
Fork arms (payloads stated for 24” [610 mm] load distance)		
Tipping load (ISO 14397)	4160 lbs. (1887 kg.)	–
Payload, safety factor 2.0:	2476 lbs. (1123 kg.)	1510 lbs. (685 kg.)
Lift height	133” (3378 mm)	176” (4470 mm)
Movable payload in transport position (safety factor 2.0)	3029 lbs. (1374 kg.)	

1. With tires 12.5-20
2. With standard bucket 73” (1850 mm)

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Full Version Available

Mustang ML48T All-Wheel-Steer Loader Operator Manual (918137C)

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