



**STOLL**

# Operating instructions

## Front Loader **CompactLine**



Type FC: L, H, P  
Status: 01/2025

3483230 B58FC1 000000094 EN 008

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The original instructions were written in the German language.

Instructions in other languages were translated from German.

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## 1 About these operating instructions

### 1.1 Documentation overview

There are various instructions and technical documentation for the front loader, mounting kit and accessories. Most documents are available in multiple languages.

If a set of instructions is missing or required in a different language:

- Order the instructions through a dealer.
- Download instructions free of charge from the Internet at [www.stoll-germany.com](http://www.stoll-germany.com).

#### Installation instructions for the front loader mounting kit



The installation of the mounting kit as well as the hydraulic and electric equipment may only be performed by an authorised specialised workshop.

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The installation instructions describe how to install the front loader mounting kit and the hydraulic and electrical equipment up to the initial start-up of the front loader. They are intended for the specialist workshop.

The installation instructions have been specially compiled for this tractor model. They do not contain any information that is already included in the operating instructions.

The installation instructions contain information on spare parts for the tractor-specific mounting parts and equipment.

#### Operating instructions of the front loader

These operating instructions describe the safe use of the front loader from the initial operation to its disposal. They are intended for the operator and the user of the front loader.

The operating instructions are compiled specifically for the front loader series, they can therefore only take tractor-specific equipment into account to a limited extent.

#### Spare parts list

The spare parts list of the front loader lists all the information required for ordering spare parts, the front loader series and their options. Special adaptations for the tractor are not taken into account.

In addition, spare parts lists are available for front loader implements.

#### Operating instructions for front loader implements

The operating instructions describe the implements available for the specified front loader series.

#### Other documents

In addition to the above instruction manuals, there may be installation and operating instructions as well as other Technical Information that deal with special additional equipment and extensions, which are not included in the other documentation.



When you pass on the front loader or the tractor with a front loader attached, please also hand over all the relevant documents. The next owner needs the information.

---

### 1.2 Use and purpose of the operating instructions

The present operating instructions contain important information on the safe operation and for faultless, proper and economical operation of front loaders from Wilhelm STOLL Maschinenfabrik GmbH. It is intended for the operator and user of the front loader and should help to prevent risks, damage and downtimes as well as ensure and increase the service life of the front loader.

Before start-up of the front loader, the operating instructions must be read and understood.

For better readability, Wilhelm STOLL Maschinenfabrik GmbH will be called "STOLL" in the following.

The operating instructions are compiled specifically for the front loader series, they can therefore only take tractor-specific equipment into account to a limited extent.

Directions refer to the forward direction of travel, unless otherwise specified.

### 1.3 Rating plate

The front loader is identified with a that is located on the inside of the left bar at the rear or on the right pillar of the front loader.

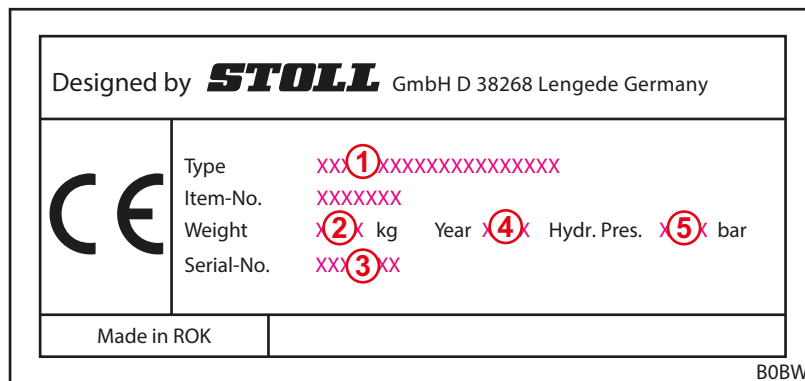


Fig. 1 Rating plate on the front loader

**Legend**

- 1 Type of the front loader (e.g. CompactLine FC 350)
- 2 Weight
- 3 Serial number
- 4 Year of manufacture
- 5 Permissible hydraulic pressure

**i** The rating plate of the operator protective guard (OPG) for tractors with 2-post rollover protection system (ROPS) installed at the rear is located on the right on the inside of the lower bar.

## 1.4 Validity of the operating instructions

The operating instructions are valid only for the STOLL front loader CompactLine, called "front loader" in the following or "L", "H" or "P" as the special versions. The front loader type can be found on the rating plate.

The operating instructions covers all of the components and functions of the model.

## 1.5 Storage of the documents

The operating instructions are a part of the machine. The entire documentation, consisting of these operating instructions as well as all other additional instructions supplied, must always be kept accessible, safe and dry on or in the vehicle. When lending or selling the front loader, the entire documentation must also be handed over.

## 1.6 Other applicable documents

In conjunction with these operating instructions, the following additional documents also apply:

- Operating instructions of the tractor
- Operating instructions for the respective implements
- Installation instructions for the respective mounting kit and front loader additional equipment

When handling the front loader and for all service work, please also observe:

- The recognised technical regulations for safe and professional work,
- The legal regulations for accident prevention,
- The legal regulations for health and environmental protection,
- The national regulations that apply in the country of the operator / user of the front loader,
- The specifications that are relevant for the status of the technology,
- The road traffic regulations.

## 1.7 Design tools

The operating instructions contain the following different symbols and markings in the text:



Warning symbol that is used for warning notices and is graduated based on the danger (see 2 *Safety*)



Additional information and tips



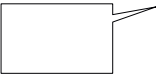

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- List points
- ➔ Requirement for a sequence of actions
- ✂ Required tools
- (1) Numbered action step
- ✓ Result of an action or sequence of actions
- Unnumbered action step



Moreover, stylised drawings are used. For better understanding, some of the figures are exemplary, simplified or with dismantled parts for better representation and explanation.

- Please observe the following:
  - Dismounting is not always absolutely required for the respective description.
  - No different equipment variations are shown in the figures, unless otherwise specified.
  - The associated descriptive text always applies to the figures.
  - The following representation rules and elements apply:

Representation	Meaning
	Elements represented in yellow highlight the components for the respective operating situation.
	Item numbers designate assemblies or components. In each figure, there is always an explanatory legend for the item numbers.
	Magnifying glasses serve to focus on individual parts and details.
	Arrows indicate a direction of movement or action to be performed.

### 1.8 Nomenclature of the footer

The footer consists of the following parameters:

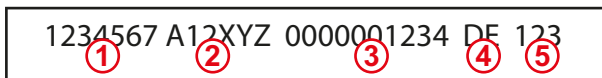


Fig. 2 Nomenclature of the footer

**Legend**

- 1 Document number (order number)
- 2 Type of instructions
- 3 Internal system number
- 4 Language identifier
- 5 Version

## 2 Safety

### 2.1 Explanation of safety and warning notices

The basic safety information comprises instructions that always apply for safe operation or to maintain the safe condition of the front loader and the front loader implements.

The action-related warning notices warn against residual dangers and are placed in front of dangerous action sequences.

### 2.2 Representation and layout of warning notices

Warning notices are action-related and are designed according to the following principle:

#### **DANGER**

##### **Type and source of danger!**

Explanation of the type and source of danger.

- ▶ Measures to prevent the danger.
- 

### 2.3 Danger grading of warning notices

Warning notices are graded according to their level of danger and are represented as follows with the corresponding signal words and warning symbols:

#### **DANGER**

Immediate lethal danger or serious injuries.

---

#### **WARNING**

Possible lethal danger or serious injuries.

---

#### **CAUTION**

Possible slight injuries.

---

#### **NOTICE**

Damage to the implement or the surroundings.

---

### 2.4 EC Conformity

STOLL front loaders comply with Machine Directive 2006/42/EC.

## 2.5 Proper use

The front loader is a mounted implement for agricultural and forestry tractors and is designed and intended exclusively for:

- Mounting on tractors with the front loader mounting kit approved by STOLL (see 3.7 *Mounting kit on the tractor*) and the associated hydraulic and electric equipment approved by STOLL,



STOLL does not assume any liability for damage resulting from use of other equipment and combinations that are not approved!

Before initial operation of the front loader, ensure that the front loader can be used on your tractor.

If you have any questions, please contact STOLL Customer Service at the following e-mail address: [service@stoll-germany.com](mailto:service@stoll-germany.com).

- Use with work implements specified by STOLL, which are suitable for the respective loading work (see 6.5 *Picking up and putting down the implement* and operating instructions for the implement).
- Use and operation within the defined limits (see 11 *Technical specifications*).
- Control from the driver's seat.

The front loader may only be operated when it is in perfect condition. If faults impair safety, these must be promptly repaired by an authorised specialist workshop.

The front loader must not be used in work processes and with implements that require the presence of people close to the load when the front loader is in the raised position! This kind of work is only permitted if the front loader is equipped with an anti-lowering guard (see 4.6 *Anti-lowering guard*).

The front loader and its implements must not be operated simultaneously with other hydraulic equipment on the tractor.

Proper use also includes reading and observing the operating instructions, the associated additional instructions, the other applicable documents as well as the safety information. To ensure operational safety, prescribed maintenance work as well as intervals and conditions for care and service must also be observed. Any use other or beyond those described in the manual is considered as improper use.

### Front loader and operator protective guard (OPG):

Depending on the tractor equipment, the front loader may only be operated in combination with an operator protective guard (OPG) (see 4.7 *Operator protective guard (OPG, only tractors with ROPS)*).

Tractor equipped with:	OPG
Cab	not required
4-post rollover protection system (ROPS)	required (approval by STOLL without OPG is possible after individual inspection)
2-post rollover protection system (ROPS) at the rear	required
2-post rollover protection system (ROPS) at the front	required

### Foreseeable misuse

Avoid the following:

- Exceeding of the permissible axle load and the permissible total weight of the tractor
- Use outside of the conditions and prerequisites that are specified in the technical manuals and documents
- Transport of persons
- Transport of loads that are not intended for use with front loaders
- Transport of loads in road traffic
- Transport of unsecured loads (e.g. stone pallets)

## 2.6 Operational limits

- The following operating conditions and requirements on the operational environment must be observed:
  - If applicable, temperature range for proper operation of the tractor (see operating instructions of the tractor)
  - Sufficient load capacity of the tires and the front axle of the tractor

## 2.7 Basic safety information

The basic safety information comprises all safety measures grouped by theme and is applicable at all times. In addition, the information is presented as warning notices at the corresponding positions in these operating instructions.

### Basic dangers



Mortal danger exists when persons are lifted or carried with the front loader. The front loader is not equipped with the necessary safety equipment to be used as a work cage.

- It is forbidden to lift or transport people with the front loader.

### Mechanical dangers



There is a risk of crushing and impact of the upper and lower limbs due to projecting or protruding frame parts and moving components of the machine.

- Personnel must be instructed in the proper use of the machine and in the location and types of danger.
- Instruct persons to exit the danger and movement areas of the machine.
- Wear suitable protective gear, if necessary, when performing service tasks.



There is a lethal risk of crushing and injury due to accidental movements of the tractor, the front loader, and the implements.

- Instruct persons to exit the danger and action area of the machine.
- Do not allow other people to assist in any way (e.g. holding of pasture fence posts if they are to be pressed into the ground with the front loader) and instruct people to exit the working area of the machine.
- Assistance from a second person for loading activities should only be allowed when the front loader is lowered, provided that an anti-lowering guard is not installed.
- For loading work as well as when mounting and dismounting the front loader, ensure that the tractor is standing on level and solid ground.
- Only operate the front loader from the driver's seat of the tractor. Operating elements outside of the tractor must not affect the front loader! In particular, the operating elements of the front linkage must not affect the front loader!
- The front loader must only be operated by one person.

There is a lethal risk of injury due to exceeding of the maximum permissible load or with improper use of the front loader resulting in breaking of the front loader or its components.

- Observe the load limits specified in the technical data.
- When transporting loads or levelling, do not drive faster than 10 km/h.
- When clearing, do not drive faster than 6 km/h.
- Work only with mounted and locked implement.
- Observe the load capacity of the tyres and the front axle of the tractor.

### Hydraulic dangers



There is a risk of injury due to escaping hydraulic fluids under high pressure.

- Observe the safety stickers on the machine.
- Check the hydraulic couplings and lines for leaks before uncoupling.
- On tractors without a closed driver's cab, mount tubes with splash guards.



There is a risk of crushing when machine parts move uncontrollably due to entrapped air in the hydraulic system.

- Before performing any work on the hydraulic system, depressurize the system.
- Clean the hydraulic couplings and lines before coupling.
- Change the hydraulic fluid regularly according to the service schedule.

### Electrical dangers



There is lethal danger due to power surges when touching live machine parts, e.g. due to short circuits in the on-board network of the tractor.

- Installation and service tasks on the electrical system should only be performed by an electrician.
- Observe the operating instructions of the tractor.



There is lethal danger due to collision of the raised front loader with high-voltage lines.

- Do not raise the front loader higher than 4 m when driving on roads.
- Keep a safe distance away from electrical lines.
- If you do not know the rated voltage, stay at least 4 m away from electrical lines.

### Danger due to emissions



With long-lasting normal operation of the machine, hearing damage can be caused by the noise level of the tractor and the hydraulic system.

- Always wear personal hearing protection.
- Observe special regulations for road operation and for operating machines in open spaces.

### Dangers during packaging and transport



There is a risk of injury due to crushing, impacts or pinching if the front loader tips over or falls from the lifting gear.

- During all preparatory work, always ensure a secure stand of the machine.
- Assisting persons must be instructed to exit the immediate danger area under the front loader.



There is a risk of accidents during transport of the front loader if it is not correctly loaded and secured.

- The front loader must be correctly secured and transported.

### Dangers during assembly for initial operation



There is a risk of injury when lifting and handling heavy machine parts as well as bulky components of the front loader.

- Heavy and bulky machine parts may only be lifted with the assistance of a second person.
- Avoid back injuries by lifting correctly.

### Dangers when mounting and dismounting the front loader



There is a risk of injury when the front loader tips over during mounting or dismounting or when the parked front loader tips over due to a lack of stability.

- Ensure the stability of the front loader and the tractor.
- Observe the instructions and sequence in these operating instructions for proper mounting and dismounting of the front loader.
- Check the proper locking of the front loader.



There is a risk of crushing of limbs when operating the parking supports to park the front loader, especially on uneven ground.

- Observe the instructions and sequence in these operating instructions for proper operation of the parking supports.

### Dangers when picking up and putting down implements



There is a risk of serious injury and lethal danger due to implements falling down or uncontrolled lowering of the front loader when unsuitable implements are used or if the used implements are overloaded.

- Check that the implements are suitable before use.
- Check that the implement is locked correctly by repeatedly putting the implement down on the ground.
- Perform a visual check on the locking device.
- Check the proper functioning of the implements one time without load before beginning work.

### Dangers during excavation work



There is lethal danger and a risk of explosion during excavation work due to collision with cables buried in the ground.

- Before performing excavation work, ensure that there are no electric cables in the ground.
- Before performing excavation work, ensure that there are no gas lines in the ground.

### Dangers during loading work



There is a risk of serious injury and mortal danger when loading and transporting loads, if the front loader is operated from one side, the load is raised too far over the driver's seat or if unsuitable implements are used.

- If not equipped, ensure that a cab and/or an ROPS (rollover protection system) is retrofitted in combination with an operator protective guard (OPG) within the framework of work safety regulations.
- Loading or transport work cannot be performed without a cab or activated safety equipment (OPG).
- Only use suitable implements, which prevent e.g. rolling back and falling on the driver's seat.

### Dangers when operating the front loader



There is a risk of serious injury or lethal danger due to tipping of the tractor when working on slopes, when going around bends, when the load on the rear axle is too low, and when driving into the bulk to be lifted at a skewed angle.

The risk increases when the front loaders are raised up high because of the higher centre of gravity.

- Drive carefully when working on slopes. Never travel with a raised load across a slope.
- Ensure that the ground is level enough.
- When driving in curves, reduce the speed and lower the load.
- Never start driving abruptly with the front loader raised high and fully loaded.
- Observe and comply with the maximum load of the tractor.
- Always use sufficient counterweights at the rear of the tractor.
- In case of instability or tipping, lower the front loader and remain in the driver's cab.
- Drive towards the load in a straight line and do not steer while driving into the load.
- Use the safety belts.
- Connect the brake pedals.
- Switch off the front axle suspension.
- On tractors with adjustable track width: set the maximum possible track width.

When driving on roads, there is a risk of serious injury and lethal danger for the operator as well as for other road users if the tractor and the front loader are not correctly prepared and operated for road traffic.

- Only drive on roads without a load.
- Before driving on roads, switch off the hydraulic system and lock it.
- Raise the front loader.



### Dangers due to falling loads



There is mortal danger due to raised loads falling down on the driver's seat. There is a particularly high risk when lifting objects (e.g. pallets or bales) above the driver's cab and when working on slopes. Even the standard protection systems (roll-over protection structure ROPS, falling objects protective structures FOPS) do not provide fully adequate protection.

- When working on slopes, reduce the implement filling and lower the load.
- Check the inclination of the implement. Do not scoop too far with the implement.
- Use implements that are designed such that they prevent loads from falling onto the driver's seat.
- Only use the appropriate implements when loading piece goods (e.g. bale grabber for bales or pallet fork for pallets).
- Lift pallets or bales one at a time. Never stack several loads on top of each other, since the top load could fall down on the driver's seat.
- Compensate for the increased angle on front loaders without parallel motion when lifting by "dumping" with the implement.
- Do not operate the front loader without parallel motion while driving in reverse.
- On tractors without a cab, but with a rollover protection system (ROPS), an operator protective guard (OPG) must be retrofitted.
- Watch the load as you are lifting. Do not lift the load when reversing.

### Dangers during maintenance



Maintenance work carried out incorrectly (care and cleaning, service, repairs) impair the safety of the front loader.

- Check the front loader regularly for defects.
- Check mounting parts (brackets) regularly for damage (cracks).
- Check the operator protective guard (OPG) regularly for damage (bending, cracks and incipient cracks in weld seams).
- Care and cleaning work must be carried out correctly.
- Only have repair work performed by authorised qualified personnel.

## 2.8 Danger zones

On and around the front loader, there are the following areas with increased risk to safety of the operator or safety of other persons:

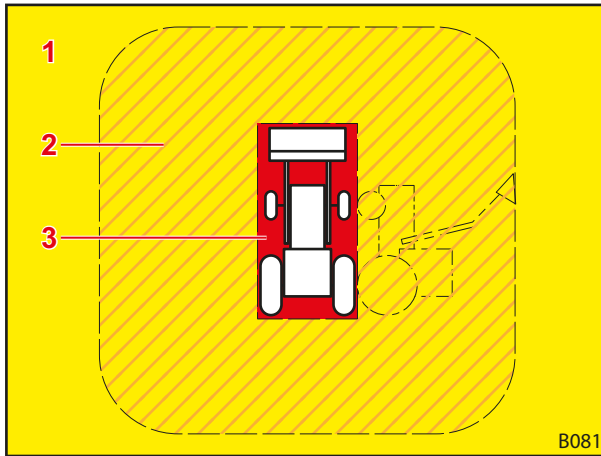


Fig. 3 Top view (from above)

### Legend

- 1 Work area (yellow)
- 2 Outer danger zones (hatched in orange)
- 3 Inner danger zones (red)

Danger zone	Description	Danger
Work area	Overall possible movement area of the tractor incl. the front loader during loading work.	<ul style="list-style-type: none"> <li>● Standing in the working area represents a risk.</li> </ul>
Outer danger zone	Overall field of action of the tractor and front loader as well as the area in which the tractor or front loader could tip over in case of accident: <ul style="list-style-type: none"> <li>● On the sides (left and right): height of the tractor with the front loader raised as far as it goes (incl. implement)</li> <li>● Front and rear: half the height of the tractor with the front loader raised as far as it goes (incl. implement)</li> </ul>	<ul style="list-style-type: none"> <li>● When the tractor tips over or when loads fall down, people can be seriously injured.</li> </ul>
Inner danger zone	Area on and around the tractor and front loader, especially between the wheels of the tractor, directly in front of and behind the tractor as well as on and under the front loader.	<ul style="list-style-type: none"> <li>● Persons can be pinched in between the wheels of the tractor.</li> <li>● Persons can be overseen by the tractor driver and run over.</li> <li>● Moving machine parts can move uncontrollably and thereby crush and injure people.</li> </ul>

- Observe the danger zones and instruct unauthorised persons out of these areas.

## 2.9 Safety equipment

Depending on the equipment, the front loader has the following protective and safety equipment:

Protective/safety equipment	Function
Safety stickers	Safety stickers warns against hazards at danger points (see 2.10 Safety stickers).
Anti-lowering guard	The anti-lowering guard protects against accidental lowering of the front loader during work that requires another person in the working or danger zone of the front loader (see 4.6 Anti-lowering guard).
Operator protective guard (OPG)	The operator protective guard (OPG) protects the operator from larger falling objects (e.g. round bales) (see 4.7 Operator protective guard (OPG, only tractors with ROPS)).

## 2.10 Safety stickers

Safety stickers warn of hazards at danger points and are an important part of the safety equipment of the front loader.

- Clean safety stickers if they are soiled.
- Replace damaged or illegible safety stickers (see 10.1 Spare parts).
- If necessary, equip new spare parts with the corresponding safety stickers.

### Position of the safety stickers on the front loader

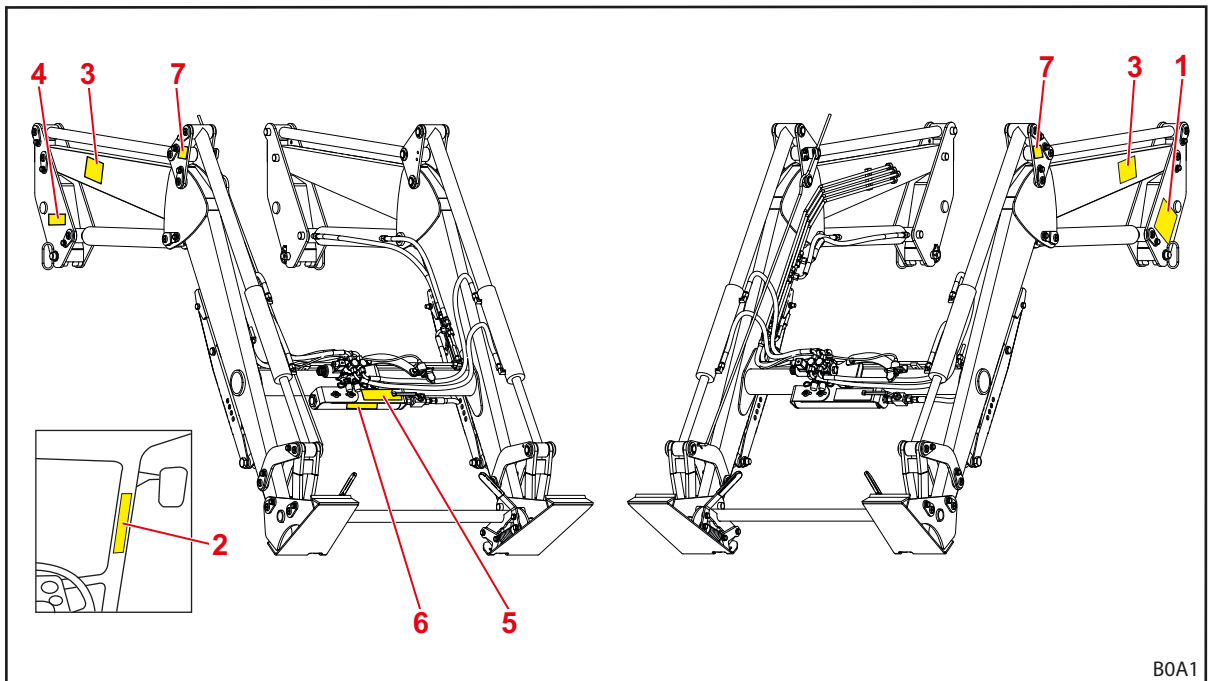


Fig. 4 Front loader P (exemplary figure)

#### Legend

- 1 Safety instructions on the left pillar
- 2 Safety instructions in the tractor driver's cab
- 3 Safety instructions on the left and right lifting arm
- 4 Parking instructions for the front loader on the right column
- 5 Instructions for operating the Comfort Drive on the pressure accumulator bracket
- 6 Safety instruction for pressure accumulator on the accumulator on the cross tube (optional)
- 7 Information for crane transport above, below or next to the hole for the hook (on the deviation triangle on P front loaders, on the frame on L and H front loaders)

Description of the safety stickers



The numbering corresponds to the positions on the front loader (see *Position of the safety stickers on the front loader*).

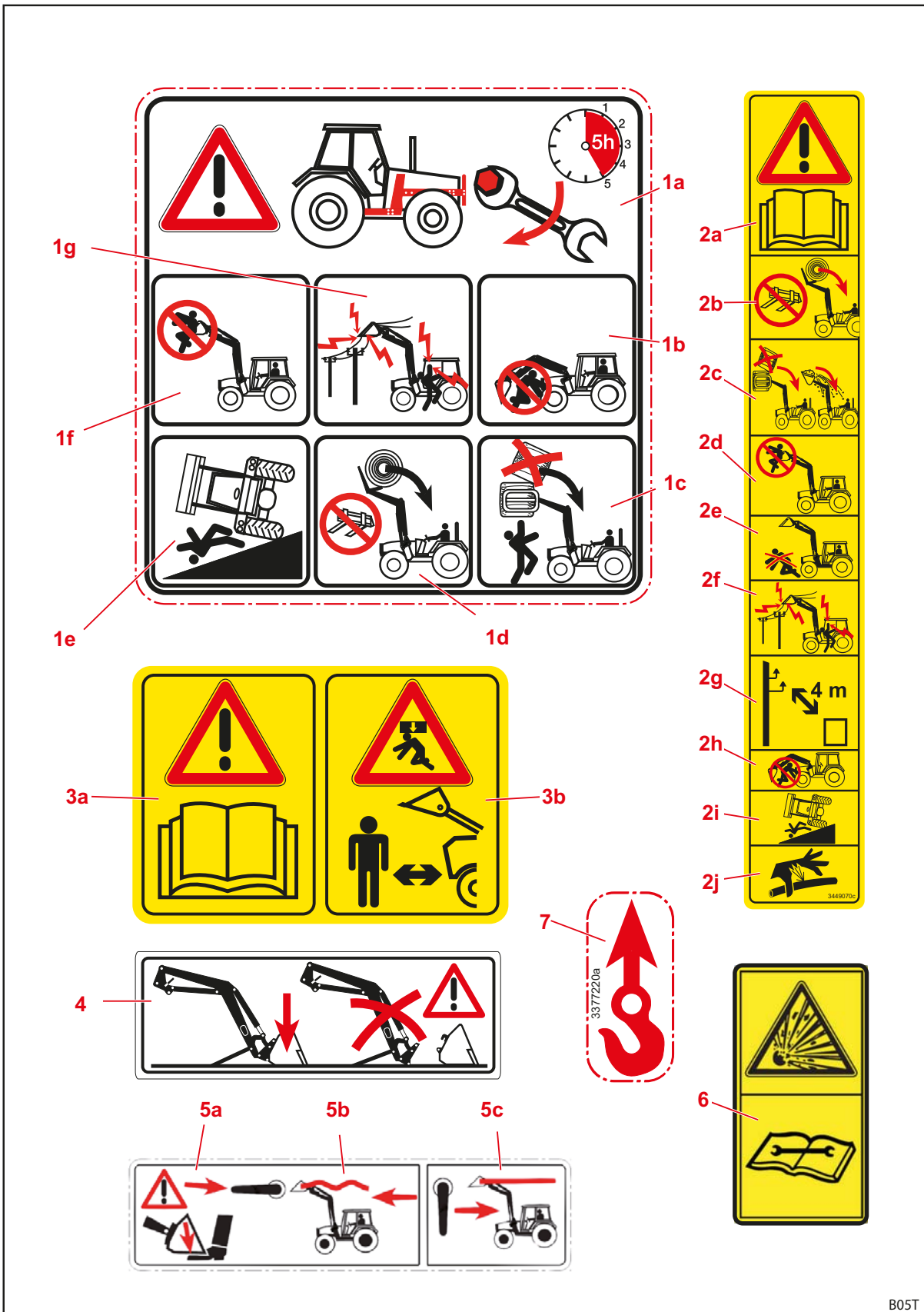


Fig. 5 Safety stickers

B05T

Position	Description
1a	Re-tighten all the fixing screws on the mounting kit after the first 5 hours of operation.
1b	Do not stand under the raised front loader.
1c	Do not stack several loads on top of each other.
1d	Only use suitable implement to prevent the load from falling down.
1e	Increased risk of tilting when the front loader is raised.
1f	Do not lift or transport persons with the front loader.
1g	Keep a safe distance away from electrical lines.
2a	Observe the operating instructions.
2b	Only use suitable implement to prevent the load from falling down.
2c	Do not stack several loads on top of each other. Check the inclination of the implement.
2d	Do not lift or transport persons with the front loader.
2e	Do not stand in the working area of the front loader.
2f	Keep a safe distance away from electrical lines.
2g	Keep a distance of at least 4 m from electrical high-voltage lines.
2h	Do not stand under the raised front loader.
2i	Increased risk of tilting when the front loader is raised.
2j	Be careful of hydraulic oil under high pressure.
3a	Observe the operating instructions.
3b	Do not stand in the working area of the front loader. Possible danger due to loads falling down.
4	Only park the front loader with attached implement with a minimum weight of 70 kg.
5a	The front loader is lowered when the Comfort Drive is switched on.
5b	Lever position to switch on the Comfort Drive.
5c	Lever position to switch off the Comfort Drive.
6	The pressure accumulator is under pressure from the gas and oil. Parts should only be removed and repaired according to the instructions in the installation instructions.
7	Mounting points for crane transport of the front loader.

Position of the safety sticker on the operator protective guard (OPG)

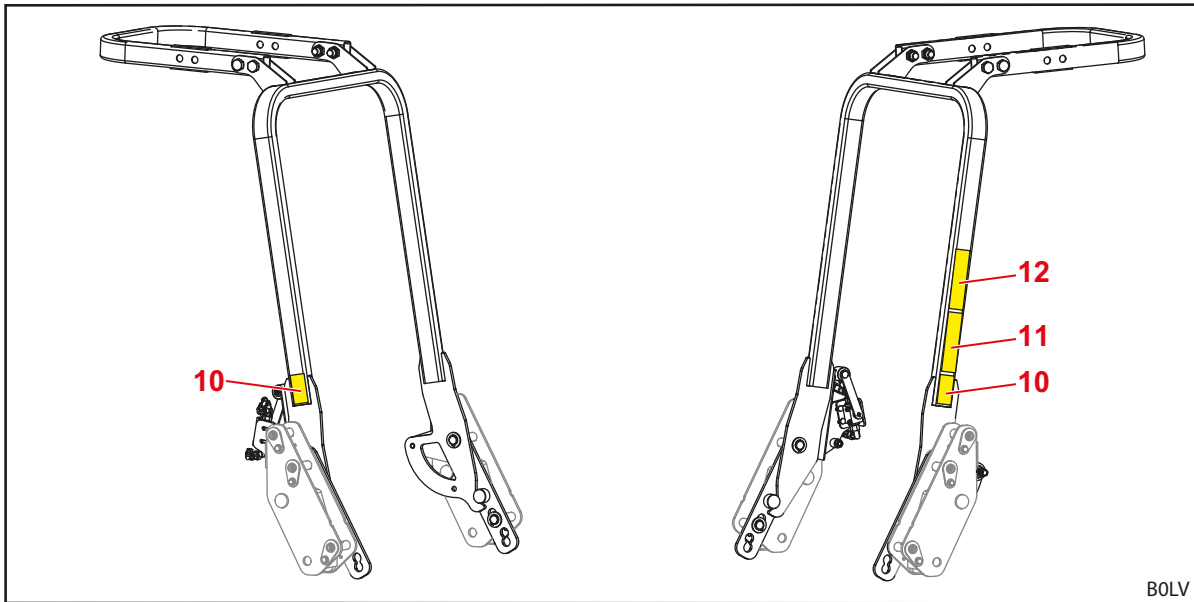


Fig. 6 OPG for tractors with 2-post rollover protection systems installed at the rear (exemplary illustration)

Legend

- 10 Safety instructions on the right and left bar
- 11 Safety instructions on the left bar
- 12 Safety instructions for the gripping area on the left bar

Description of the safety sticker

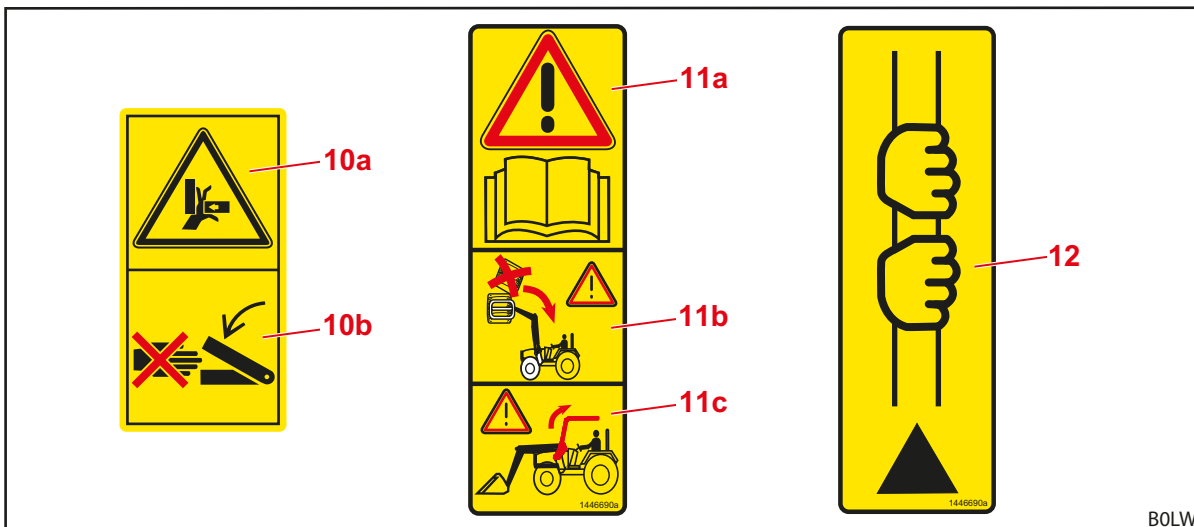


Fig. 7 Safety sticker

Position	Description
10a	Risk of crushing.
10b	Never reach into the crushing zone as long as parts are moving.
11a	Observe the operating instructions.
11b	Do not stack several loads on top of each other. Pay attention to the inclination of the implement. Danger due to falling objects if there is no operator protective guard (OPG) or if it is folded down.
11c	Fold up the operator protective guard (OPG) for front loader operation.
12	Pay attention to the gripping area. Grab the bar in the area with the sticker or above it to fold the bar up and down. Below the sticker, there is a risk of crushing. Grab the bar with both hands.

## 2.11 Personnel requirements

In the operating instructions, a distinction is made between the following persons:

- Operators
- Qualified personnel
- Specialised tradesmen

All person groups must provide proof that they have read and understood the operating instructions. The table lists the other respective qualifications and responsibilities.

Personnel	Qualification/responsibility
Operator/employer	<ul style="list-style-type: none"> <li>• is responsible for the proper operation of the front loader and monitors its use</li> <li>• intensively instructs qualified personnel on how to handle the front loader</li> <li>• ensure regular inspection and service of the front loader in a specialised workshop</li> </ul>
Qualified personnel	<ul style="list-style-type: none"> <li>• are responsible for the proper operation of the front loader</li> <li>• are physically able to control the front loader and the tractor</li> <li>• ensure regular service of the front loader</li> <li>• know the relevant road traffic regulations</li> <li>• are in possession of the prescribed driving license</li> <li>• are familiar with driving tractors safely</li> </ul>
Specialised tradesmen	<ul style="list-style-type: none"> <li>• perform maintenance work (service and repairs)</li> <li>• have a recognised training certificate or specialised knowledge that is required to observe the existing specifications, regulations, and directives</li> </ul>



Work on electrical components of the machine may only be performed by an qualified electrician according to the electro-technical regulations.  
Welding work may only be performed at an authorised workshop.

## 2.12 Behaviour in case of emergency

- Initiate the following measures to avoid further damage in cases of emergency:
  - (1) Secure the accident site correctly.
  - (2) Provide first aid (if necessary).
  - (3) Call rescue workers, describe the situation briefly and concisely. Wait for feedback.
  - (4) Inform the employer or operator.

### 2.12.1 Behaviour if the tractor tips or falls over

- If the tractor tips or falls over with the front loader, observe the following instructions:
  - (1) Lower the load.
  - (2) Stay in the driver's cab until professional help arrives.

### 2.12.2 Behaviour in case of flashovers from electrical power lines

In the vicinity of electrical power lines, flashovers can happen quickly that cause high electrical voltage on the outside of the tractor. This results in large voltage differences on the ground around the machine.

In the case of a flashover:

- Do not exit the driver's cab.
- Do not touch any metal parts.
- There must be no connection to the earth.
- Warn any persons standing around against coming closer.
- Have the power switched off.
- Wait for professional rescue workers.

If it is still necessary to exit the driver's cab, e.g. due to the threat of fire:

- Jump away from the tractor and be sure not to touch it.
- Take small steps to move away from the tractor.



### 3 Structure

#### 3.1 Structure of L front loaders

L front loaders are composed of the following main components:

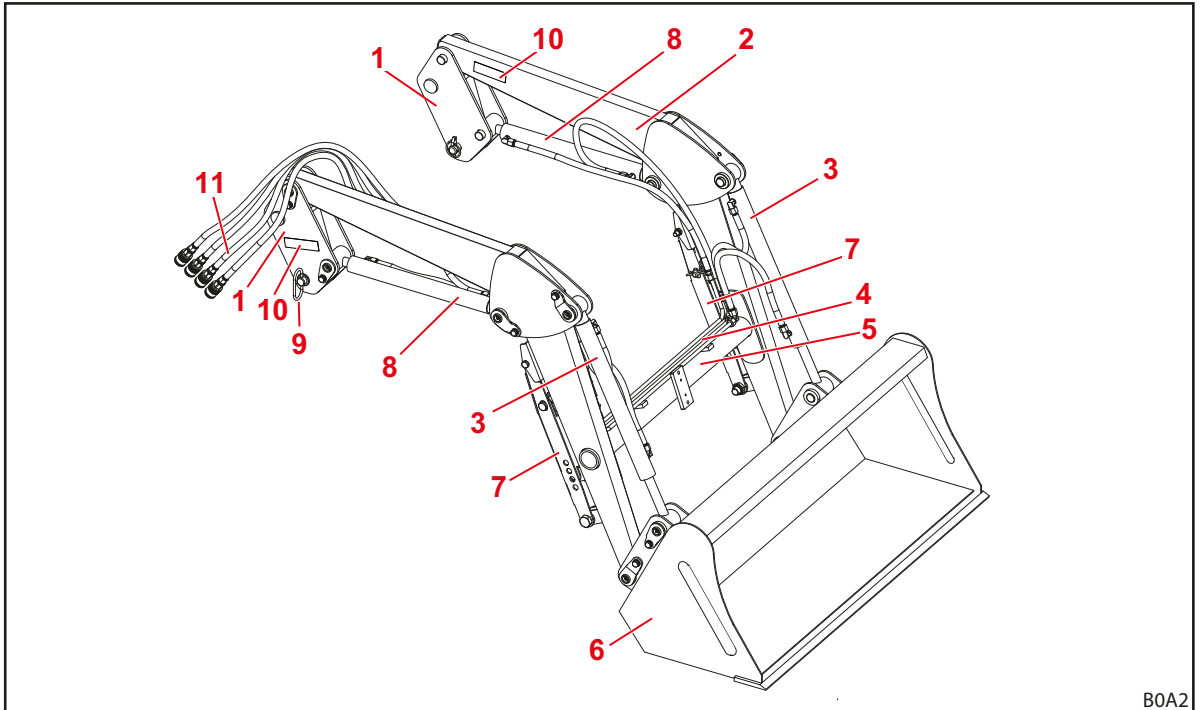


Fig. 8 L front loader (exemplary figure)

#### Legend

- 1 Pillars (drive-in system)
- 2 Lifting arm (base frame)
- 3 Implement cylinder: hydraulic cylinder for dumping and scooping
- 4 Hydraulic tubes
- 5 Cross tube
- 6 Implement (e.g. bucket)
- 7 Parking supports
- 8 Lifting cylinder: hydraulic cylinder for lifting and lowering
- 9 Locking pins for the front loader
- 10 Rating plate
- 11 Hydraulic hoses to the tractor (interface on the mounting part)



Sizes, see 11.1 Dimensions and weights.

### 3.2 Structure of H front loaders

H front loaders are composed of the following main components:

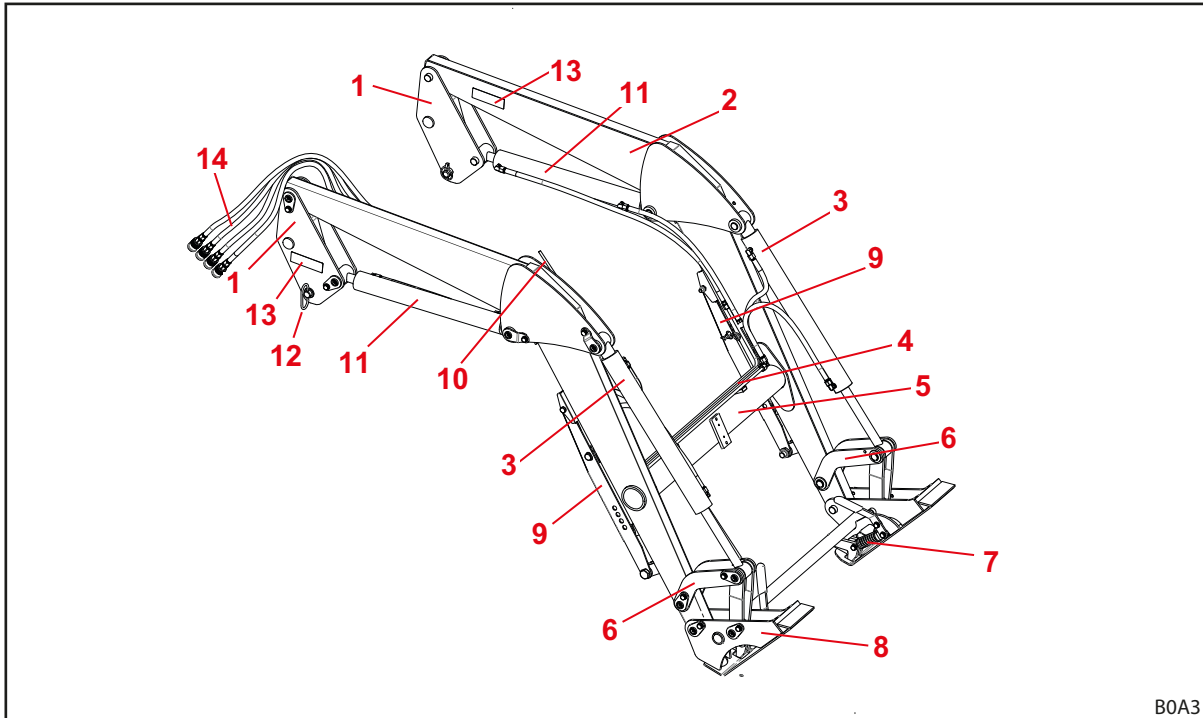


Fig. 9 H front loader (exemplary figure)

**Legend**

- 1 Pillars (drive-in system)
- 2 Lifting arm (base frame)
- 3 Implement cylinder: hydraulic cylinder for dumping and scooping
- 4 Hydraulic tubes
- 5 Cross tube
- 6 Lever mechanism dumping/scooping
- 7 Implement locking mechanism
- 8 Skid-steer change frame (implement support)
- 9 Parking supports
- 10 Indicator for implement position
- 11 Lifting cylinder: hydraulic cylinder for lifting and lowering
- 12 Locking pins for the front loader
- 13 Rating plate
- 14 Hydraulic hoses to the tractor (interface on the mounting part)



Sizes, see 11.1 Dimensions and weights.

### 3.3 Structure of P front loaders

P front loaders are composed of the following main components:

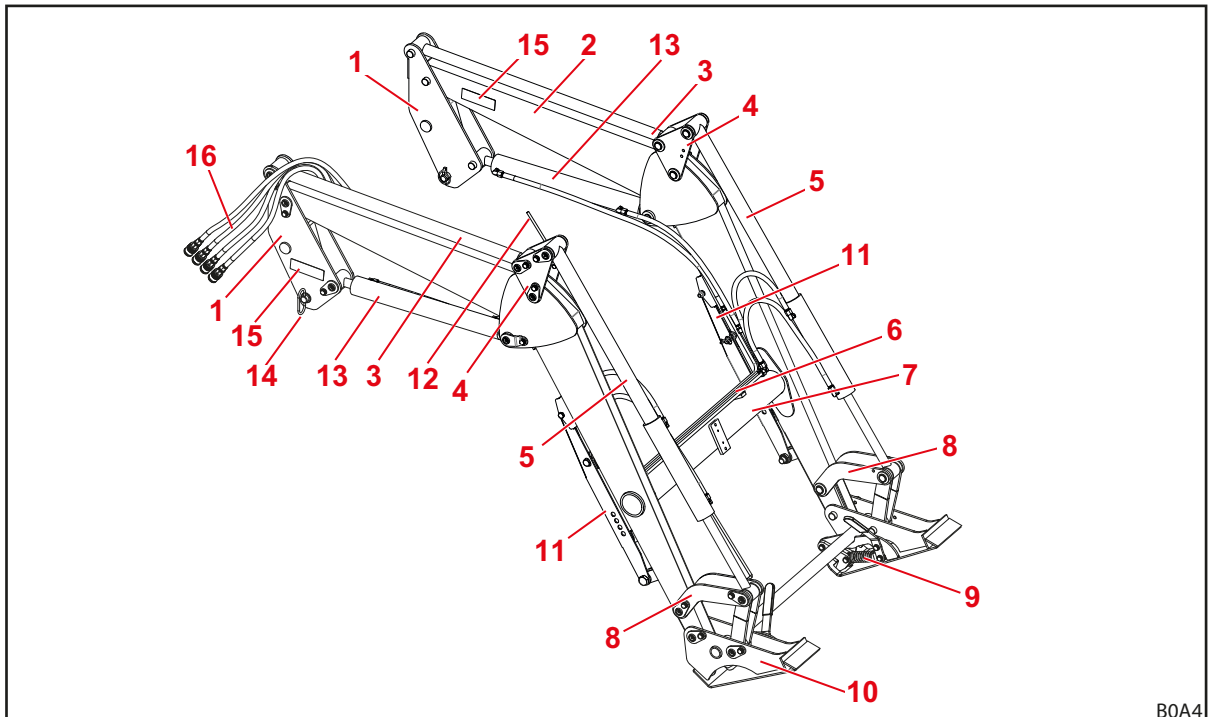


Fig. 10 Front loader P (exemplary figure)

#### Legend

- 1 Pillars (drive-in system)
- 2 Lifting arm (base frame)
- 3 Control rod of the parallel motion
- 4 Deviation triangle of the parallel motion
- 5 Implement cylinder: hydraulic cylinder for dumping and scooping
- 6 Hydraulic tubes
- 7 Cross tube
- 8 Lever mechanism dumping/scooping
- 9 Implement locking mechanism
- 10 Skid-steer change frame (implement support)
- 11 Parking supports
- 12 Indicator for implement position
- 13 Lifting cylinder: hydraulic cylinder for lifting and lowering
- 14 Locking pins for the front loader
- 15 Rating plate
- 16 Hydraulic hoses to the tractor (interface on the mounting part)



Sizes, see 11.1 Dimensions and weights.

### 3.4 Layout of the operator protective guard (OPG, only tractors with ROPS)

#### 3.4.1 Operator protective guard (OPG) for tractors with 2-post rollover protection system (ROPS) installed at the rear

The Operator protective guard (OPG) consists of the following components:

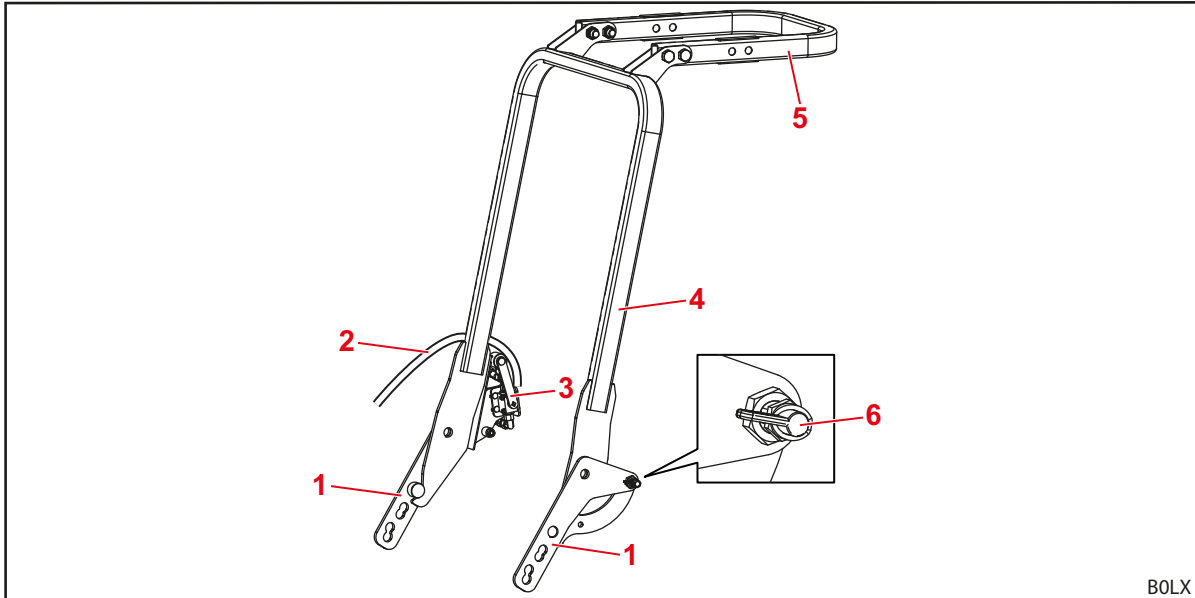


Fig. 11 Operator protective guard, OPG (exemplary illustration)

#### Legend

- 1 Bracket
- 2 Hydraulic hose from the lifting line of the front loader to the hydraulic valve
- 3 Hydraulic valve
- 4 Lower bar
- 5 Upper bar (optional)
- 6 Locking bolt



The operator protective guard (OPG) is installed on the insides of the pillars using the pins of the front loader.

### 3.5 Structure of additional equipment for L, H, and P front loaders

The additional equipment for L, H, and P front loaders consists of the following components:

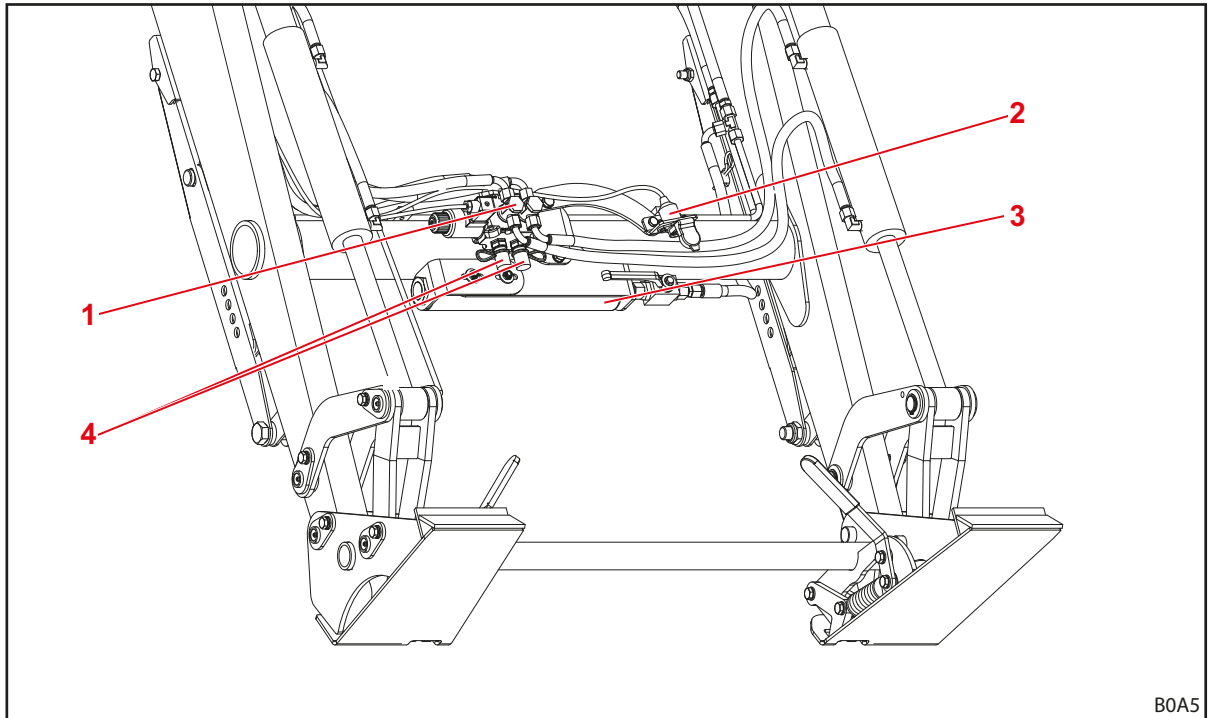


Fig. 12 Additional equipment for L, H, and P front loaders (exemplary figure)

#### Legend

- 1 Hydraulic valve for the 3rd control circuit
- 2 Socket for electrical connection to the 4th control circuit (on the implement)
- 3 Comfort Drive (vibration damping)
- 4 Hydraulic couplings for the 3rd control circuit

### 3.6 Equipment variations

The table shows the different equipment variations for L, H and P front loaders:

Equipment	Front loader		
	L	H	P
<b>Basic equipment</b>			
Parallel motion (mechanical)	—	—	●
<b>Change frame</b>			
Skid-Steer	—	●	●
Euro	—	○	○
<b>Implement locking mechanism</b>			
mechanical	—	●	●
<b>Hydraulic and electrical couplings</b>			
4 plug-in couplings	●	●	●
7-pin electrical plug connection	○	○	○
Hydro-Fix multiple hydraulic coupling	○	○	○
<b>Additional functions</b>			
Comfort Drive (mechanical operation)	○	○	○
3rd control circuit	○	○	○
4th control circuit <sup>1</sup>	○	○	○

● = Series, ○ = Optional, — = Not available

<sup>1</sup> The valve for the 4th control circuit is located on the implement.

### 3.7 Mounting kit on the tractor

The front loader is attached to the tractor using the mounting kit for tractors. The mounting kit consists of the following components:

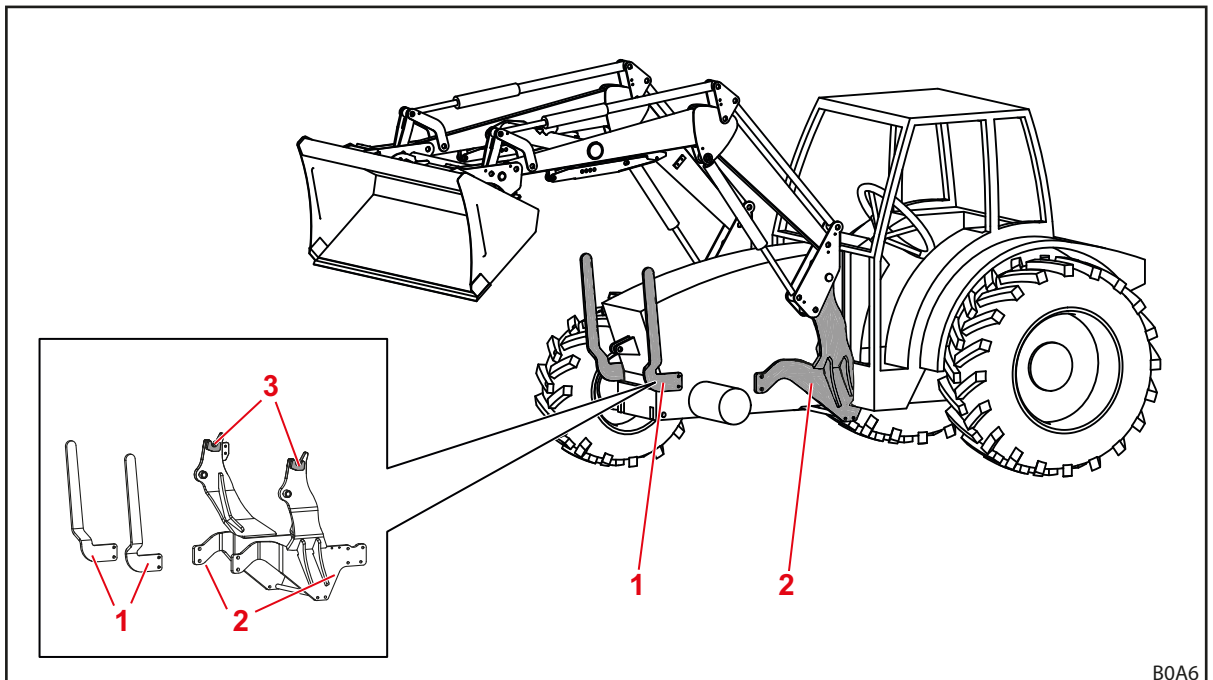


Fig. 13 Mounting kit for tractors

#### Legend

- 1 Front guard left and right
- 2 Mounting parts left and right
- 3 Mountings/catch hooks

The components remain permanently mounted on the tractor. They can look different depending on the tractor model.

- Observe the installation instructions for the mounting kit.
- Observe the regulations for the registration of the changed empty weight in the vehicle documents for the tractor.



The assembly of the mounting kit may only be performed by an authorised specialised workshop.

### 3.8 Change frames

The change frame is a fixed component of the front loader. The different types are designed and adapted for the mounting of standardised implements of this type.

As a matter of principle, the following change frames are available for FC 150-550(+) H and P front loaders:

- Skid-steer change frame
- Euro change frame (not for FC 150(+))



The change frames will be presented without implements in the following.

### 3.8.1 Skid-steer change frame

These change frames are installed on FC 150-550(+) H and P front loaders.

The change frames are intended for mounting implements complying with the Skid-steer standard.

The implement cylinder serves to swivel the change frame around its pivot point.

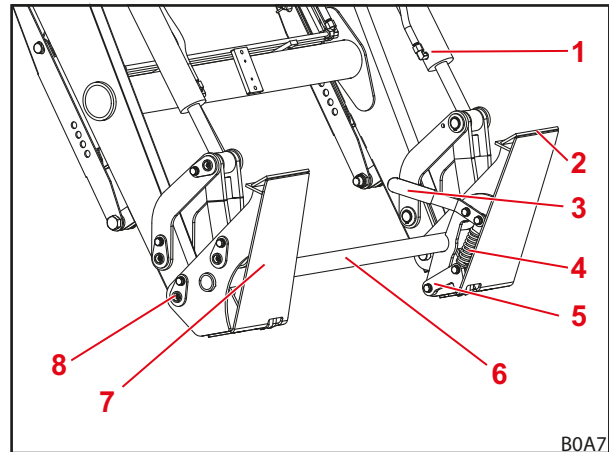


Fig. 14 Skid-steer change frame

**Legend**

- 1 Implement cylinder
- 2 Top implement support
- 3 Actuation lever for the implement locking mechanism
- 4 Spring
- 5 Locking hooks
- 6 Change frame cross tube
- 7 Stop plate
- 8 Pivot point

### 3.8.2 Euro change frame

These change frames are installed on FC 250-550(+) H and P front loaders.

The change frames are intended for mounting implements complying with the Euro standard.

The implement cylinder serves to swivel the change frame around its pivot point.

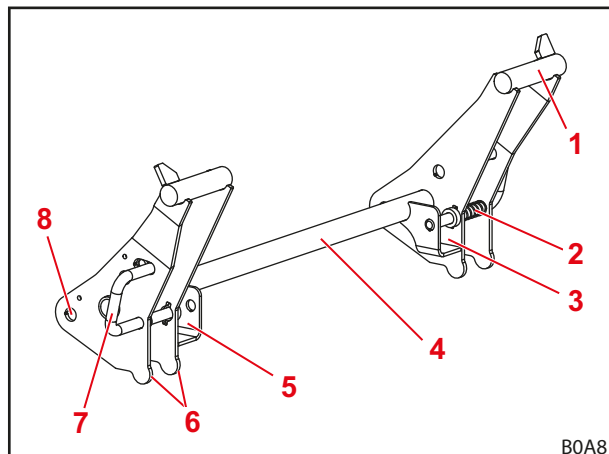


Fig. 15 Euro change frame

**Legend**

- 1 Hook catch
- 2 Spring
- 3 Mounting pocket, left
- 4 Change frame cross tube
- 5 Mounting pocket, right
- 6 Implement stop
- 7 Actuation lever for the implement locking mechanism
- 8 Pivot point



### 3.9 Hydraulic lines

#### ⚠ CAUTION

**There is a risk of injury due to escaping hydraulic fluids!**

If the hydraulic lines are not depressurized before the coupling procedures, oil can spray out and injure the skin or other body parts (e.g. eyes).

- ▶ Always depressurize the hydraulic system before any coupling procedures.
- ▶ Clean the couplings on a regular basis.

The tractor and front loader are connected with 4 hydraulic lines, which can be found in the right pillar of the front loader.

Hydraulic line	Colour of the protective cap	Description
A1	yellow	<i>Lifting</i> function
A2	blue	<i>Scooping</i> function
B1	black	<i>Lowering</i> function
B2	red	<i>Dumping</i> function

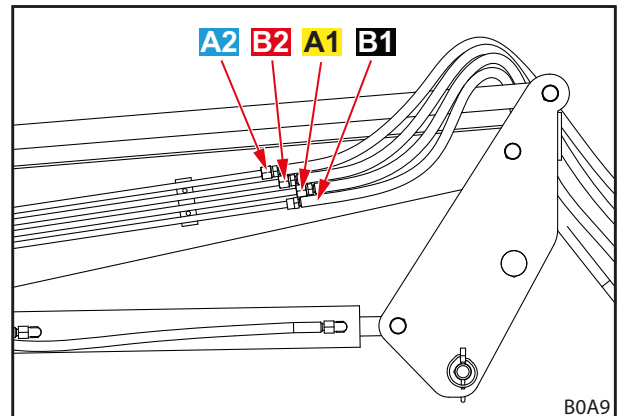


Fig. 16 Hydraulic lines

### 3.10 Hydraulic couplings

#### 3.10.1 Plug-in couplings

The bushings of the plug-in couplings are located on the hydraulic lines of the front loader.

The plugs for the plug-in couplings can be found on the right-side mounting part for the tractor. They are connected to the hydraulic valve either directly or with hose lines.

Bushings and plugs for the plug-in couplings are equipped with coloured caps to facilitate assignment.



Promptly replace damaged or missing labels (e.g. caps).

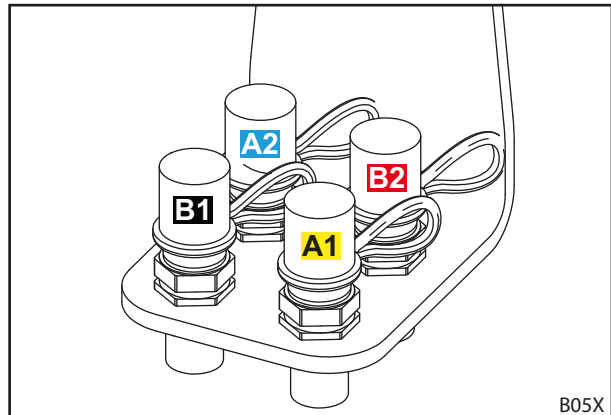


Fig. 17 Plug for the plug-in couplings on the mounting part

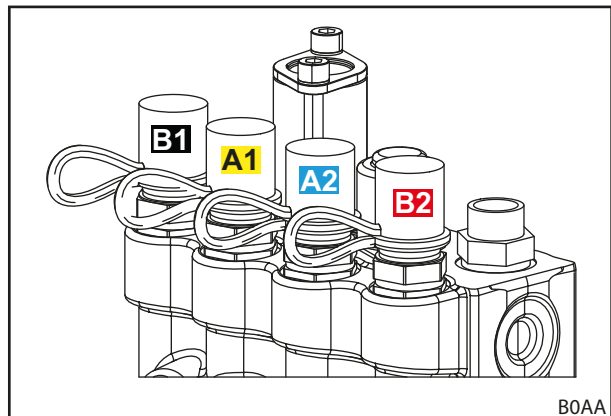


Fig. 18 Plug for the plug-in couplings directly on the hydraulic valve

### 3.10.2 Multiple coupling Hydro-Fix

As an option, the front loader can be equipped with the Hydro-Fix coupling. This enables simultaneous connection of all hydraulic lines with the couplings.

The Hydro-Fix upper part is located on the hydraulic lines of the front loader. The Hydro-Fix lower part is located on the right-side mounting part for the tractor.

**i** Equipment with the Hydro-Fix coupling is only possible with plug-in couplings on the mounting part (see 3.10.1 Plug-in couplings).

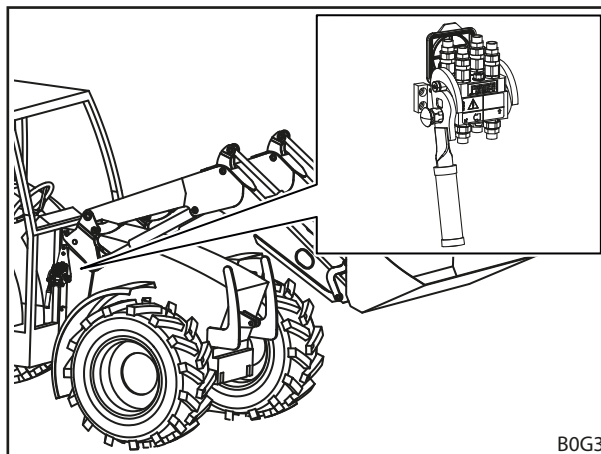


Fig. 19 Hydro-Fix: Position on the front loader

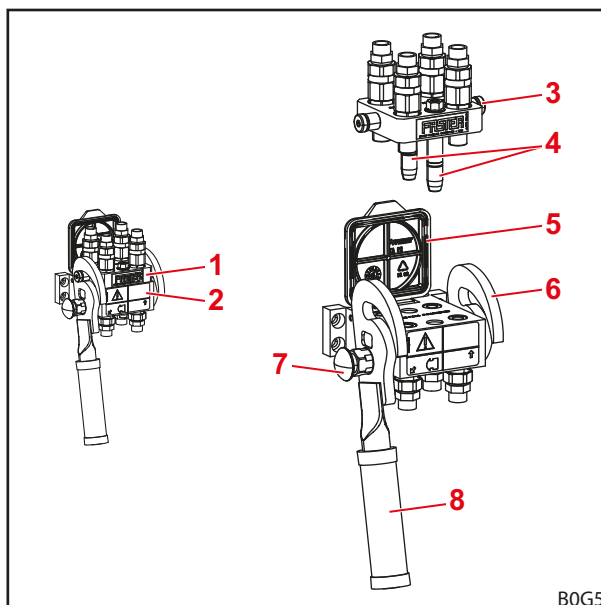


Fig. 20 Hydro-Fix

**Legend**

- 1 Hydro-Fix upper part
- 2 Hydro-Fix lower part
- 3 Pin
- 4 Guide pins
- 5 Cover
- 6 Guide
- 7 Lock button
- 8 Lever

### 3.10.3 Multiple coupling Implement-Fix

As an option, the front loader can be equipped with the Implement-Fix coupling. This enables simultaneous connection of all hydraulic lines of the implement with the couplings on the cross tube of the front loader.

The upper part of the Implement-Fix is on the hydraulic lines of the implement. The Implement-Fix lower part is located on the cross tube of the front loader.

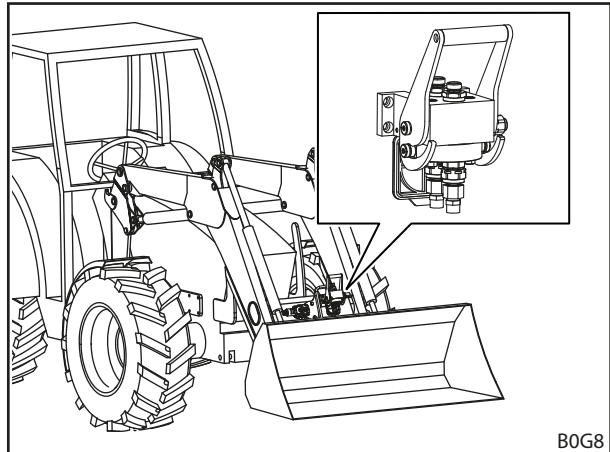


Fig. 21 Implement-Fix: position on the front loader

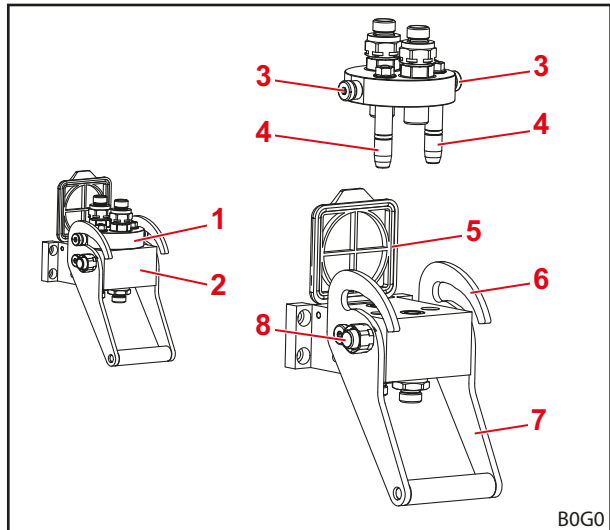


Fig. 22 Structure of the Implement-Fix

**Legend**

- 1 Implement-Fix upper part
- 2 Implement-Fix lower part
- 3 Pin
- 4 Guide pins
- 5 Cover
- 6 Guide
- 7 Lever
- 8 Lock button

## 4 Functions

### 4.1 Implement locking mechanism

#### 4.1.1 Mechanical implement locking mechanism

##### Skid-steer and Euro change frames

###### **WARNING**

###### **Risk of injury due to implements falling down!**

The implement may fall down if the implement locking mechanism is open or not locked correctly. This can cause serious injury to persons standing in the surrounding area.

- ▶ Only actuate the implement locking mechanism when the implement is lowered close to the ground or over a secure rack.
- ▶ Always check that the implement is correctly locked.

---

###### **CAUTION**

###### **Risk of crushing due to spring tension!**

There is spring tension on the handle of the implement locking mechanism, which closes the locking mechanism when the handle is lifted. Improper use can lead to injury to hands and fingers.

- ▶ Always operate the handle with one hand and grab it in the middle.
-

### Skid-steer change frame

The mechanical implement locking mechanism on skid-steer change frames is actuated manually.

To attach implements, the edge of the mounting surfaces is pushed into the mounting on the implement. As soon as the implement is resting on the change frame, the locking mechanism is closed with the lever. The locking hooks then engage with the lug on the implement.



Do not raise the front load higher than 1.5 m until proper locking of the implement locking mechanism has been checked!

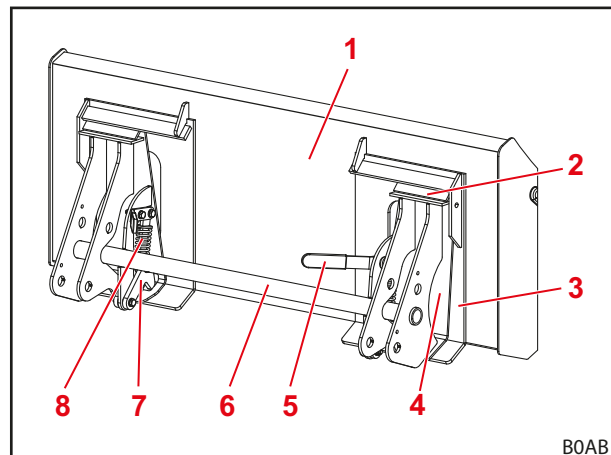


Fig. 23 Open locking mechanism

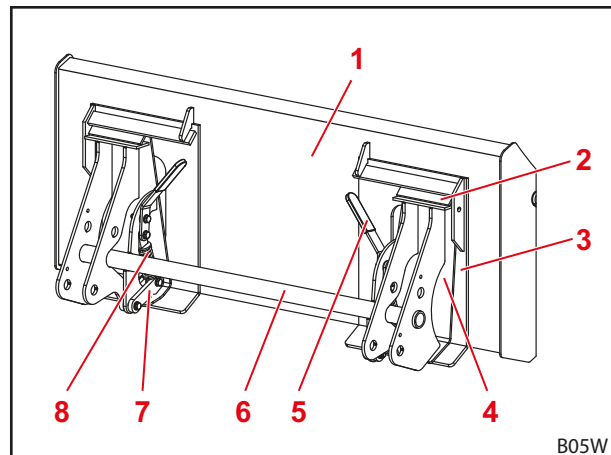


Fig. 24 Closed locking mechanism

#### Legend

- 1 Implement
- 2 Implement support
- 3 Back of the implement
- 4 Stop plate
- 5 Actuation lever for the implement locking mechanism
- 6 Change frame cross tube
- 7 Locking hooks
- 8 Spring

**Euro change frame**

The mechanical implement locking mechanism on Euro change frames is actuated manually.

The implement is hinged with its hooks on the hook catch on the change frame.

At the bottom, the implement is resting on the stop of the change frame. Both eyelets of the implement project into the mounting pockets of the change frame.

The locking mechanism is held open by the stop. When turning the actuation lever, the locking mechanism is closed by the spring, as the locking pin is pushed through the eyelets of the implement.

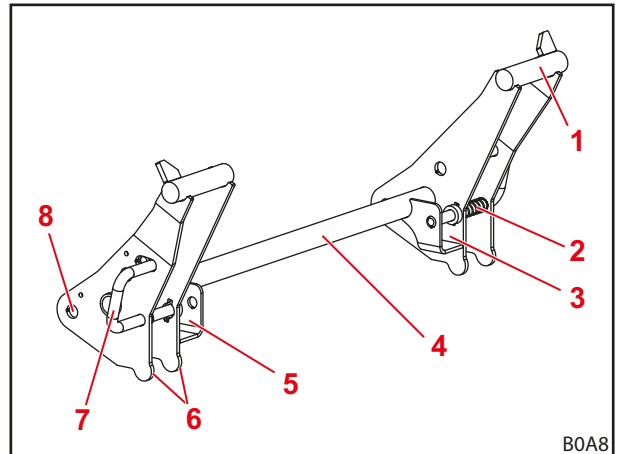


Fig. 25 Euro change frame

**i** Do not raise the front loader higher than 1.5 m until proper locking of the implement locking mechanism has been checked!

**Legend**

- 1 Hook catch
- 2 Spring
- 3 Mounting pocket, left
- 4 Change frame cross tube
- 5 Mounting pocket, right
- 6 Implement stop
- 7 Actuation lever and locking pin for the implement locking mechanism
- 8 Pivot point

**4.2 Basic functions**

**⚠ DANGER**

**Lethal danger due to loads falling down from front loaders without parallel motion!**

On front loaders without parallel motion, the implement tilts to the rear when lifting. As a result, the load can fall on the driver and cause lethal injuries.

- ▶ Watch the load as you are lifting. Do not lift the load when reversing.
- ▶ Compensate for the increased angle on front loaders without parallel motion when lifting by “dumping” with the implement.

**⚠ WARNING**

**Risk of injury and material damage caused by falling loads or lowering front loader!**

With dumping implements that are long or protrude far to the front, the centre of gravity can shift and cause the pressure relief valve of the front loader to open by itself. As a result, the front loader dumps or lowers uncontrollably and can lead to serious injuries and damage.

- ▶ Observe the maximum load of the front loader (see 11 Technical specifications).
- ▶ Always use sufficient counterweights at the rear of the tractor (see 5.3.2 Ballasting).
- ▶ During loading work, instruct persons to exit the working area (see 2.8 Danger zones).

The front loader has 4 basic functions that are required to move the lifting arms and the implement.

**Lifting**

The 2 lifting cylinders are extended and thus raise the lifting arm and the implement.

Without parallel motion, the angle between the lifting arm and the implement remains constant so that the implement changes its orientation.

With parallel motion, the angle between the lifting arm and the implement changes so that the implement maintains its original orientation.



To move the implement, see 4.5 *Parallel motion (P)*.

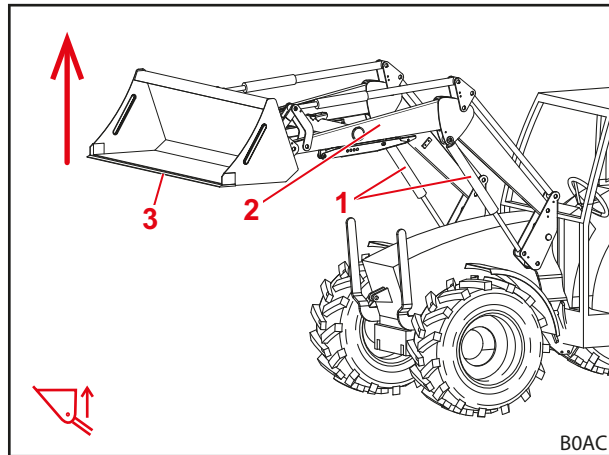


Fig. 26 Lifting function

**Legend**

- 1 Lifting cylinders on the left and right
- 2 Lifting arm
- 3 Implement

**Lowering**

The 2 lifting cylinders are retracted and thus lower the lifting arm and the implement.

Without parallel motion, the angle between the lifting arm and the implement remains constant so that the implement changes its orientation.

With parallel motion, the angle between the lifting arm and the implement changes so that the implement maintains its original orientation.



To move the implement, see 4.5 *Parallel motion (P)*.

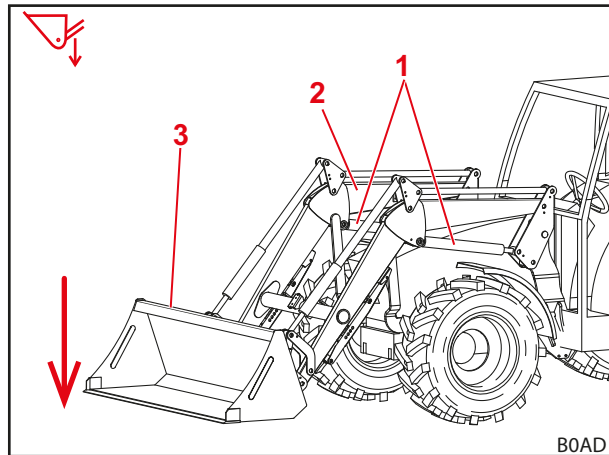


Fig. 27 Lowering function

**Legend**

- 1 Lifting cylinders on the left and right
- 2 Lifting arm
- 3 Implement



**Scooping**

The 2 implement cylinders are retracted and thus swivel the implement upwards. The implement scoops.

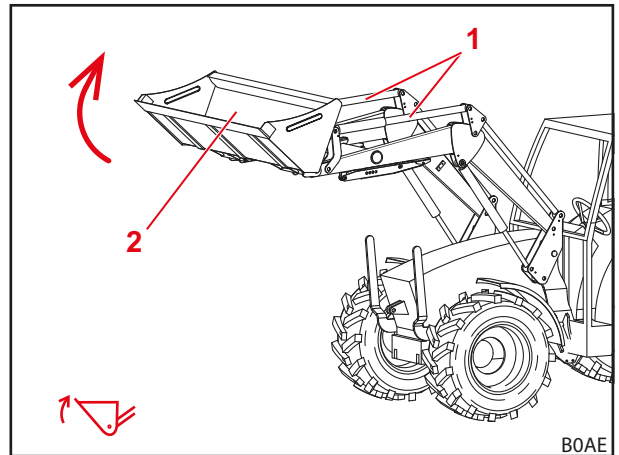


Fig. 28 Scooping function

**Legend**

- 1 Implement cylinders on the left and right
- 2 Implement

**Dumping**

The 2 implement cylinders are extended and thus swivel the implement downwards. The load is dumped out.

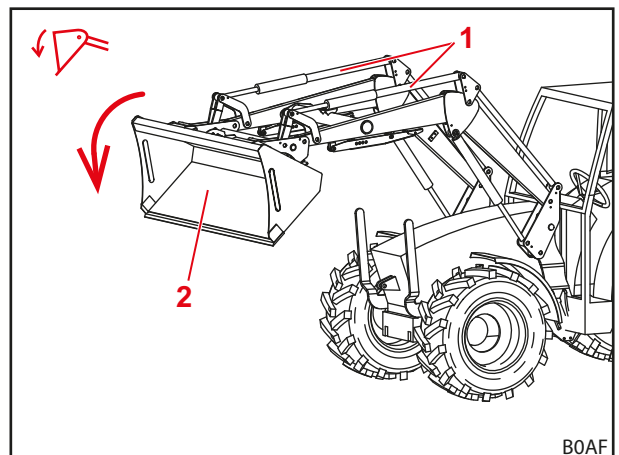


Fig. 29 Dumping function

**Legend**

- 1 Implement cylinders on the left and right
- 2 Implement

**4.3 Float position**

**⚠ WARNING**

**Possible risk of injury due to unexpected movement!**

If the front loader is not completely lowered, a vacuum may form in the hydraulic cylinders during the float position. This causes uncontrolled lowering of the front loader at a later time. This can cause persons to be injured or crushed.

- ▶ Only use the float position when the front loader is completely lowered.
- ▶ Do not use the float position with implements that require the presence of other persons!
- ▶ Only use the float position if nobody is in the danger zone.
- ▶ Do not scoop while in float position.

**⚠ WARNING**

**Possible risk of injury due to accidental movement of the front loader!**

Accidental activation of the float position can cause unexpected and uncontrolled movements of the front loader. This can cause persons to be injured or crushed.

- ▶ The float position must distinguished from the lowering position by a clearly perceptible resistance or other barrier. If this is not the case, contact the specialist workshop to have the float position deactivated. The front loader may only be used again when the float position has been deactivated.

**⚠ WARNING**

**Possible risk of injury due to the implement tipping over!**

On L and H front loaders, the float position for the implement may not be activated for the *scooping* and *dumping* functions. This could cause the implement to tip over unintentionally to the rear. This may result in serious accidents.

- ▶ The activation of the float position must be ruled out through the assembly on L and H front loaders. If this is not the case, work with the front loader must be stopped immediately and the specialist workshop must be contacted, to have the float position deactivated for the *scooping* and *dumping* functions. The front loader may only be used again when the float position has been deactivated for the *scooping* and *dumping* functions.

The float position is used to improve ground adaptation, since the implement can then follow the ground contours and "floats" on it.

**4.3.1 Lifting arm float position**

For the float position of the lifting arms, the hydraulic cylinders are depressurized, i.e., they are open towards the tank. The front loader lies on the ground through the pressure of its own weight.

*Activating the lifting arm float position:*

- (1) Fully lower the front loader.
  - (2) Move the operating lever all the way to the front until it engages (see 6.1 *Operating elements*).
- ✓ The float position is activated.

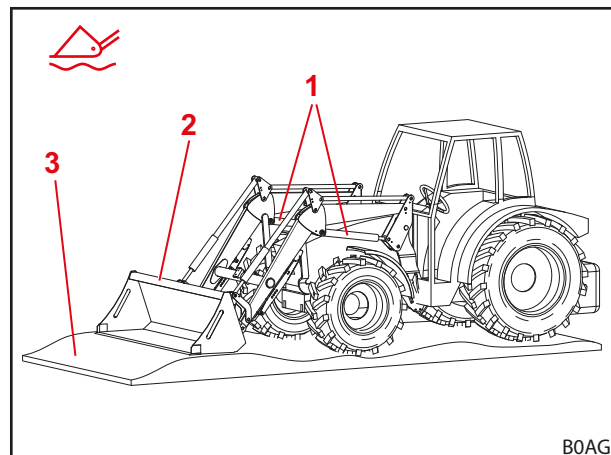


Fig. 30 Front loader in float position

**Legend**

- 1 Hydraulic cylinder
- 2 Implement
- 3 Ground

#### 4.4 Indicator for implement position (only H and P)

The indicator for the implement position is located on the right implement cylinder. It allows the horizontal position of the implement to be read from the driver's seat.

The rod is attached on the lower bearing pin and runs through the lug that is attached to the deflection triangle or the lifting arm. When dumping or scooping, the rod moves in the lug. When the implement is in horizontal position, the bend of the rod is resting in the lug.

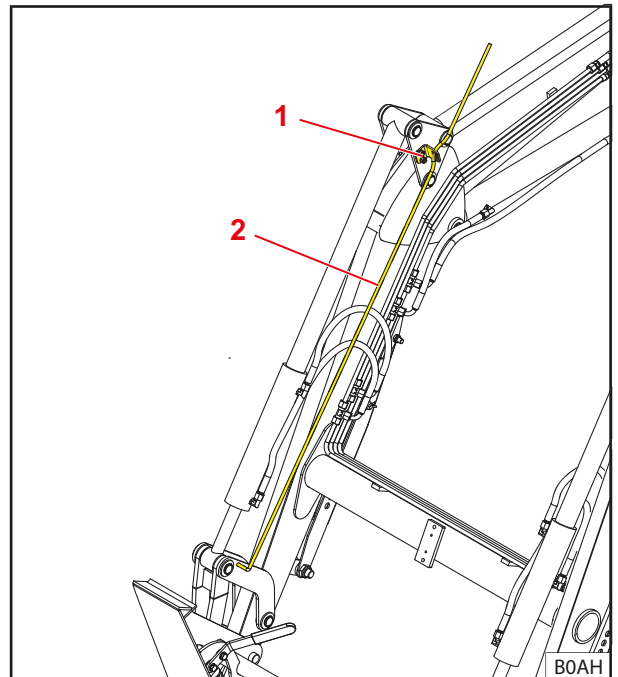


Fig. 31 Indicator for implement position

**Legend**

- 1 Lug
- 2 Rod

#### 4.5 Parallel motion (P)

With the parallel motion, the guide linkage ensures constant orientation/inclination of the implement.

The function is particularly suitable for loading pallets and stacking bales.



The function can only be executed when the implement is horizontal or in scooping position.

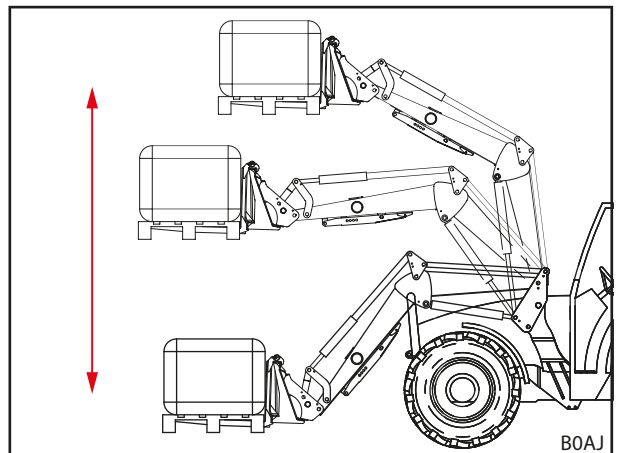


Fig. 32 Parallel motion

## 4.6 Anti-lowering guard

### **WARNING**

#### **Risk of injury and accident due to implement tipping off!**

The anti-lowering guard only prevents the front loader from lowering, however, it does not prevent accidental dumping of the implement. Persons whose presence is required near the load can be injured by the load falling down.

- ▶ Do not move the front loader as long as people are standing in the danger zone.
- ▶ Only start the lifting operation after everybody has left the danger zone.

---

The anti-lowering guard in compliance with EN 12525/A1 prevents sudden lowering of the front loader. It is used when working with a raised front loader if the presence of persons is required in the machine's working area.

The anti-lowering guard is not suitable for use with work cages that are used to transport people.

The operating state of the anti-lowering guard is shown by the lamp on the switch box. If the lamp is on, the anti-lowering guard is activated. If the lamp is off, the anti-lowering guard is deactivated. In this case, there may not be any one standing in the working area of the front loader (see 2.8 *Danger zones*). When the anti-lowering guard is activated, the *lifting* function is possible and the *lowering* function is locked.

## 4.7 Operator protective guard (OPG, only tractors with ROPS)

The operator protective guard (OPG) is permanently installed and remains on the mounting components.

- Observe the installation instructions of the operator protective guard (OPG).



Installation of the operator protective guard (OPG) may only be performed by an authorised specialised workshop.

---

The OPG has been developed for tractors with the ROPS rollover protection system and prevents larger objects (such as round balls) from entering the user's clearance area. Therefore, the OPG protects the operator from serious injuries.

### 4.7.1 Operator protective guard (OPG) for tractors with 2-post rollover protection system (ROPS) installed at the rear

The operator protective guard (OPG) for tractors with 2-post rollover protection system installed at the rear can be folded up and down. When it is folded down, the OPG is in the parking position. When it is folded up, the OPG is in the safety position. The front loader is ready for operation only when the OPG is folded up. As a safety mechanism, a hydraulic valve ensures that the front loader cannot be moved far up enough to put the operator at risk from falling objects when the OPG is folded down. The folded-down position may only be used to park the front loader or to pass under low clearances (see 6.9.2 *Passing through low clearances*).

**Folding the OPG down and up**

**⚠ CAUTION**

**Risk of crushing when a moving part approaches a fixed part!**

Depending on the hand placement when folding the OPG up or down, there can be a risk of crushing between the OPG and the front loader. Improper use can lead to injury to hands and fingers.

- ▶ Grab the OPG only in the marked gripping area or above to fold it up or down.

*Fold down the OPG:*

- ➔ The front loader is completely lowered.
  - ➔ The parking brake is applied.
  - ➔ The engine is switched off.
- (1) Move the locking bolt to the unlocked position.
    - ✓ The locking bolt engages audibly.
  - (2) Hold the bar firmly in the marked area or above with both hands.
  - (3) Fold down the bar completely.
  - (4) Move the locking bolt into the locked position.
    - ✓ The locking bolt engages audibly.
    - ✓ The OPG was folded down and is in the parking position.

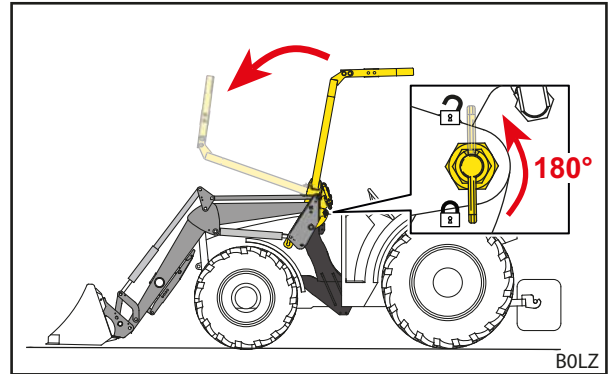


Fig. 33 Folding down the OPG

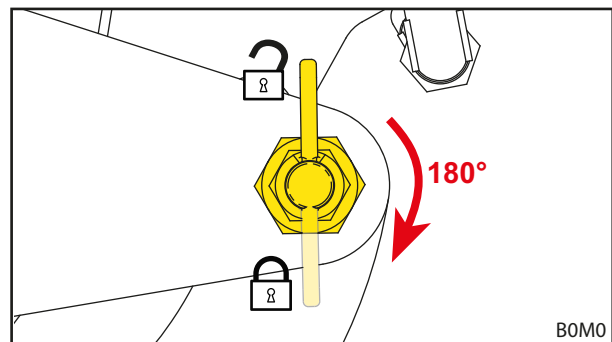


Fig. 34 Moving the locking bolt into the locked position

*Fold up the OPG:*

- ➔ The front loader is completely lowered.
  - ➔ The parking brake is applied.
  - ➔ The engine is switched off.
- (1) Move the locking bolt to the unlocked position.

**i** If the locking bolt cannot be moved, raise the bar slightly to relieve the locking bolt.

- ✓ The locking bolt engages audibly.
- (2) Hold the bar firmly in the marked area or above with both hands.
  - (3) Fold up the bar completely.

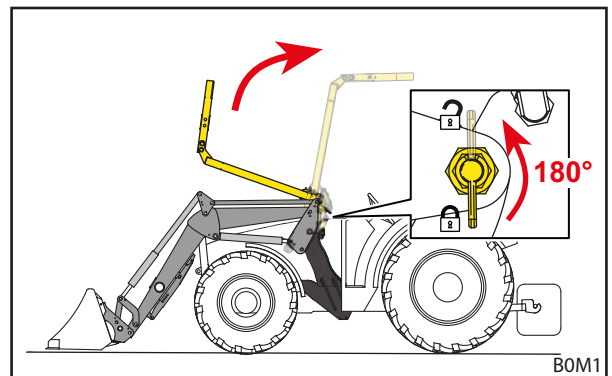


Fig. 35 Folding up the OPG

- (4) Move the locking bolt into the locked position.
  - ✓ The locking bolt engages audibly.
  - ✓ The OPG was folded up and is in the safety position.

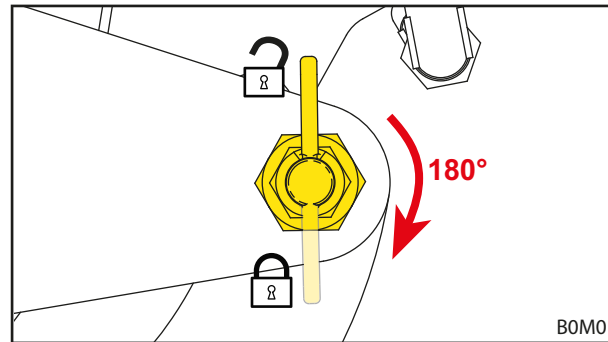


Fig. 36 Moving the locking bolt into the locked position

## 4.8 Additional functions

### 4.8.1 Additional control circuits

**⚠ WARNING**

**Risk of injury due to unexpected movement of the front loader or implement!**

If there is an electrical malfunction, operating elements can be temporarily or permanently out of function. As a result, it is possible that an unintended function is triggered instead of the selected implement functions (see *3rd control circuit* and *4th control circuit*). The triggering of unwanted functions can lead to unexpected movement of the front loader or implement and cause serious injuries.

- ▶ Before use, check all of the front loader functions without a load.
- ▶ In case of malfunction, stop working with the front loader immediately and contact the specialist workshop.

For hydraulic functions of the implement, additional control circuits must be installed. The corresponding hydraulic couplings are located directly on the valve and are available as plug-in couplings or are connected with hydraulic lines to the valve and are designed as multiple couplings (see *3.10.3 Multiple coupling Implement-Fix*).

#### 3rd control circuit

With a changeover valve for the 3rd control circuit, hydraulic implement functions are enabled, e.g. the actuation of a top loading grip.

The 3rd control circuit is actuated using button A on the operating lever (see *6.1.2 Tractor's own operating lever*).

- For operation of the hydraulic couplings, see *6.3 Operating the hydraulic couplings*.

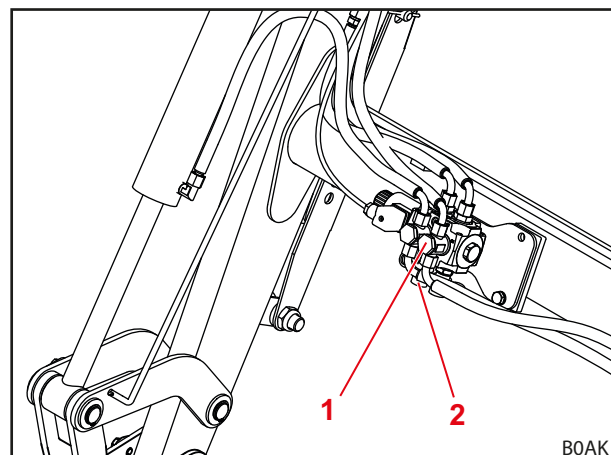


Fig. 37 Additional 3rd control circuit

**Legend**

- 1 Changeover valve for the 3rd control circuit
- 2 Plug-in couplings on the valve

**4th control circuit**

With a changeover valve for the 4th control circuit, additional hydraulic implement functions are enabled.

The changeover valve for the 4th control circuit is located on the implement.

The 4th control circuit is actuated using button B on the operating lever (see 6.1.2 *Tractor's own operating lever*).

- For operation of the hydraulic couplings, see 6.3 *Operating the hydraulic couplings*.

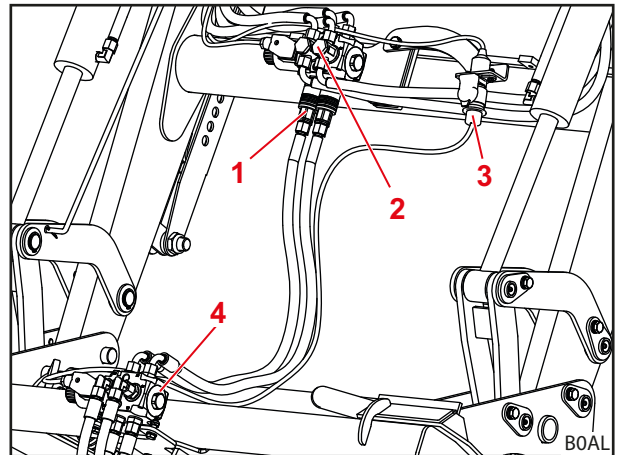



Fig. 38 Additional 4th control circuit


**Legend**

- 1 Plug-in couplings of the 3rd control circuit
- 2 Changeover valve for the 3rd control circuit
- 3 Electric plug for actuating the changeover valve for the 4th control circuit
- 4 Changeover valve for the 4th control circuit

---

 Mark the hydraulic couplings on the front loader and implements appropriately to avoid confusion.

---

 Promptly replace damaged or lost labels (e.g. coloured caps).

---

**4.8.2 Comfort Drive**

 **WARNING**

**Possible risk of crushing!**

The front loader is lowered when the Comfort Drive is switched on.

- ▶ Before switching on the Comfort Drive, lower the front loader completely to the ground.
- 

**NOTICE**

**Possible material damage due to overloading!**

The Comfort Drive can be overloaded when working with heavy loads (e.g. excavation) and with the pallet fork, resulting in damage.

- ▶ Switch the Comfort Drive off for heavy load work and when working with the pallet fork.
- 

The Comfort Drive function enables smoother and more comfortable driving with a mounted front loader during transport and when driving on roads. A piston accumulator is installed in front of the cross tube for this purpose, which absorbs impact loads caused by driving on uneven ground.

 To achieve optimal function of the Comfort Drive, lower the front loader again a little bit after lifting.

---

**Mechanically operated Comfort Drive**

The mechanical Comfort Drive is operated by hand. The shut-off valve is located on the cross tube of the front loader for this purpose.

Lever position	Function
Vertical	Comfort Drive off
Horizontal	Comfort Drive on

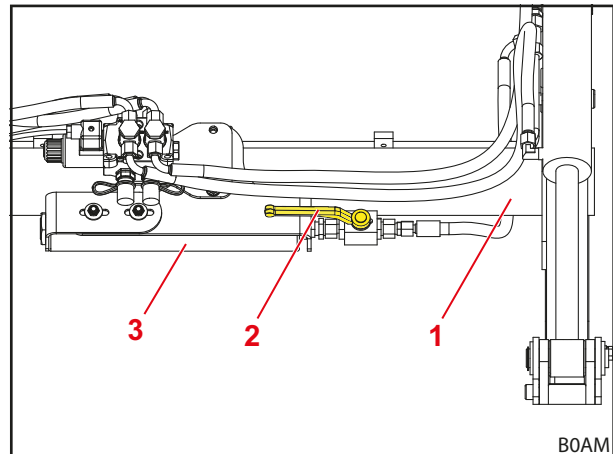


Fig. 39 Mechanically operated Comfort Drive (lever position Comfort Drive on)

**Legend**

- 1 Cross tube
- 2 Shut-off valve on the valve
- 3 Piston accumulator



## 5 Start-up

### 5.1 Initial operation

The initial operation is performed at a specialist workshop. This also includes mounting of the front loader as well as a functional check.

- Obtain instruction from the specialised workshop and ask questions if necessary.
- Read the operating instructions before initial use.
- After the first 5 hours of operation, have a specialised workshop re-tighten all of the mounting screws.
- Check all of the front loader functions without a load.
- Check proper functioning of the front loader under all operating states.

### 5.2 Check before each start-up

- Before each start-up, check all of the points on the checklist.
- Fix any observed defects in a safe position and location.
- Only use the front loader if proper and safe operation is ensured.

	Checks	See also	Completed
<b>Before mounting the front loader</b>			
	Are the safety labels on the tractor and on the front loader complete and in order?	Section 2.10 <i>Safety stickers</i>	
	Are the brake pedals connected?	Section 5.3.1 <i>Preparations on the tractor</i>	
	Hydraulic oil: Is there enough oil?	Operating instructions of the tractor	
	Is the front axle turned off?		
	Is the shut-off valve of the front power lift closed?		
	Is the pressure of the tires sufficient for operating the front loader?		
	Is the correct counterweight mounted on the rear?	Section 5.3.2 <i>Ballasting</i>	
	Are the fixing screws of the mounting parts tightened?	Section 5.1 <i>Initial operation</i>	
	Are the mountings (bearings and sliding surfaces) on the mounting parts clean, free from paint, and greased?	Section 8.1.1 <i>Lubrication points</i>	
	Are the front loader locking mechanisms lubricated?	Section 8.1.1 <i>Lubrication points</i>	
<b>During mounting</b>			
	Are the hydraulic lines connected correctly?	Section 6.3 <i>Operating the hydraulic couplings</i>	
	Is the electric cable of the front loader connected?		
<b>After mounting</b>			
	Are the parking supports folded away and secured?	Section 6.2 <i>Operating the parking supports</i>	
	Is the locking mechanism for the implement locked properly?	Section 4.1 <i>Implement locking mechanism</i>	
	Mudguards adjusted for front loader operation?		
	Is the operator protective guard (OPG), if equipped, folded up (in safety position)?	Section 4.7.1 <i>Operator protective guard (OPG) for tractors with 2-post rollover protection system (ROPS) installed at the rear</i>	
	Functional check carried out? (Basic functions and additional functions)	Section 6.1 <i>Operating elements</i>	

## 5.3 Preparations

### 5.3.1 Preparations on the tractor

#### NOTICE

##### **Material damage due to divided brakes on the tractor!**

When the front loader is mounted, one-sided braking can lead to serious damage.

- ▶ Couple the brake pedal in the tractor before using the front loader.

The divided brake pedal serve to support the steering of the tractor and can brake the respective wheels on each side. Therefore, for example, small turning radii can be achieved when driving on roads. When the front loader is mounted, it is recommended to couple the brake pedals before start-up.

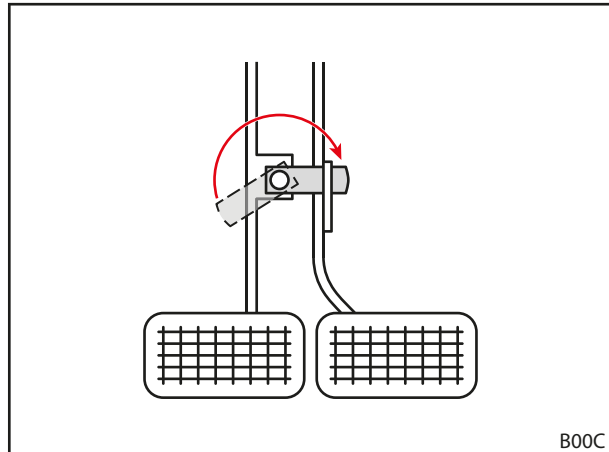


Fig. 40 Coupling the brake pedals

### 5.3.2 Ballasting

#### **⚠ WARNING**

#### **Serious injury due to the machine falling over!**

When working with the front loader without rear counterweights, the tractor can tip over and cause injury to the driver and persons in the surroundings. Moreover, there is the risk of overloading the front axle of the tractor.

- ▶ For front loader work, always use sufficient counterweight at the rear of the tractor.

The proper ballasting of the tractor is very important to achieve sufficient stability. This stability is influenced by the centre of gravity of the loaded tractor / front loader combination, the geometrical conditions, the weight, the arrangement of the implement and the load in the implement, the track width and wheel base of the tractor, acceleration and braking processes as well as the road conditions, to name a few. A significant measure to increase the stability is the addition of counterweights or rear weights, which is strongly recommended for all front loader work. If operation with a rear weight is not possible, the stability can be increased with appropriate ballasting on the rear wheels (wheel weights) or with liquid in the tyres.

To determine the require weight for ballasting, the following conditions apply:

When the front loader is fully loaded with the implement in the most forward position, the rear axle must carry min. 20 % of the total weight (sum of the weight of the tractor, the front loader, the implement, the load and the counterweight) (see Fig. 41). This ensures stability and braking efficacy.

When the front loader is raised without an implement, the front axle must carry min. 20 % of the total weight (see Fig. 42). This ensures the steering capacity while driving.

- Observe the operating instructions of the tractor as well as the permissible axle loads for the front and rear axles.

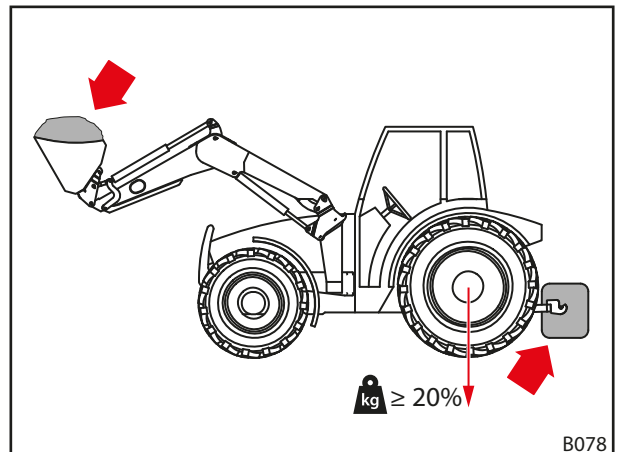


Fig. 41 Load for front loader work

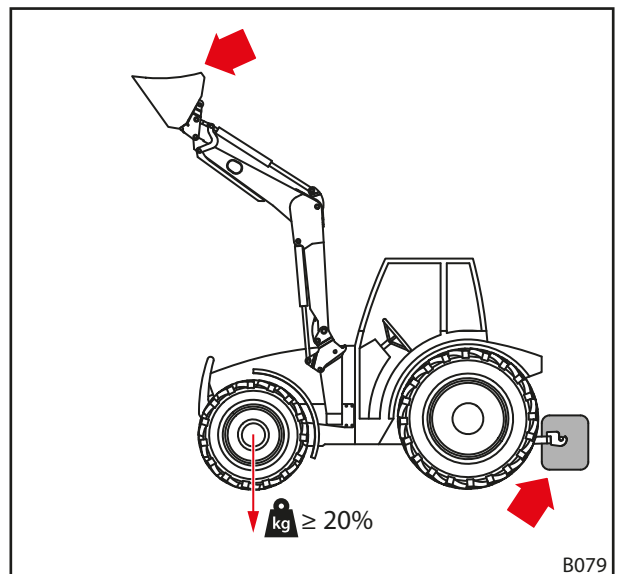


Fig. 42 Load for driving on roads


The formula to precisely determine the rear weight is specified in DIN EN 12525:2000-A2:

$$M \geq \frac{l_2 \cdot (P + N - 5 \cdot G) + 5 \cdot N \cdot b}{5 \cdot l_1 + 4 \cdot l_2}$$

- P** Weight of the tractor in kg  
(incl. front loader and change frame without counterweight)
- M** Weight of the counterweight in kg
- N** Weight of the implement in kg  
(incl. the maximum permissible load of the implement)

Remark: The maximum permissible load is the maximum load that can be safely lifted by the hydraulic system. This can be limited by the shape or the density of the load. If several different implements are used, the most unfavourable case should be taken for the calculation.

- G** Rear axle load in kg  
(incl. front loader and change frame with the maximum ranges without counterweight)
- b** The distance between the centre of gravity of the load in the implement and the centre of the front axle with the maximum range in mm
- $l_1$**  Distance between the centre of gravity of the counterweight and the centre of the rear axle in mm
- $l_2$**  Wheel base of the tractor in mm

 Observe the respective current version of DIN EN 12525.

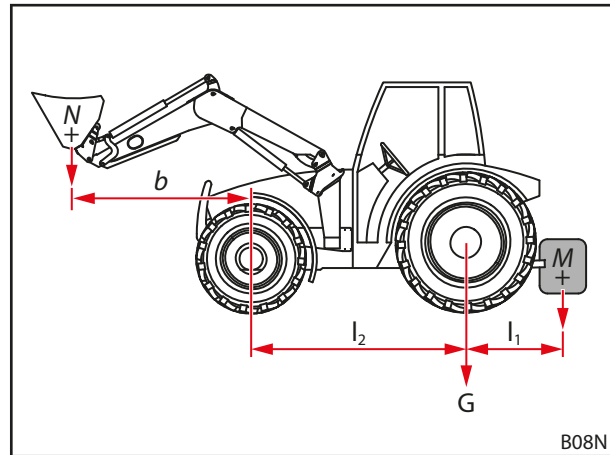


Fig. 43 Calculation of the static stability

## 5.4 Mounting the front loader

### WARNING

#### Risk of injury due to uncontrolled movements!

Uncontrolled movements of the front loader can cause injury to persons assisting in the surrounding area.

- ▶ Only mount the front loader if no other persons are standing in the danger area (see 2.8 *Danger zones*).
- ▶ Before exiting the driver's cab, switch off the tractor and depressurize the hydraulic system.

Mount the front loader:

- (1) Open the front loader locking mechanism.
  - Pull out both of the locking pins.

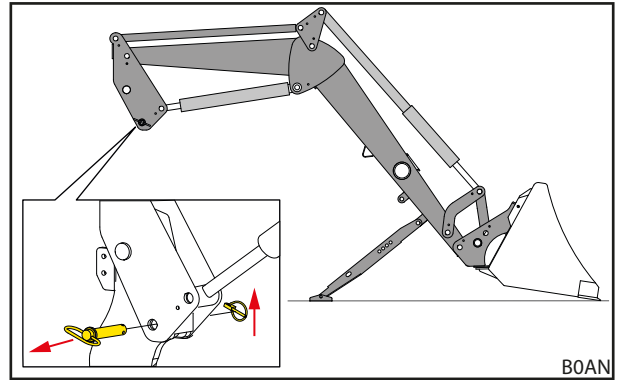


Fig. 44 Opening the front loader locking mechanism

- (2) Slowly drive the tractor centrally in the lifting arm until the catch hooks of the mounting part are a few centimetres away from the pin of the front loader.

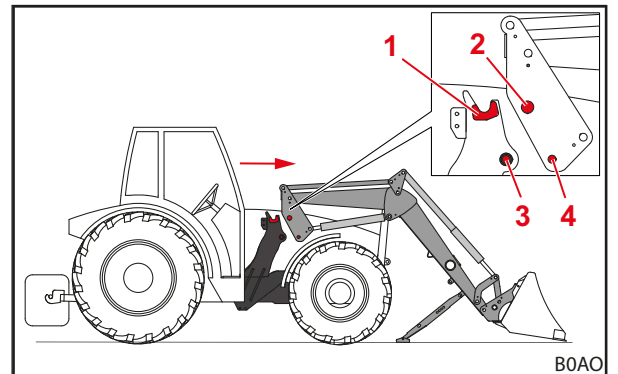


Fig. 45 Driving the tractor into the lifting arm

**Legend**

- 1 Catch hooks of the mounting part
- 2 Front loader pin
- 3 Socket with locking hole in the mounting part
- 4 Locking hole in the front loader

**i** If it is not possible to fully drive the tractor up to the lifting arm, the front loader must be aligned for mounting (see 5.5 *Aligning the front loader for mounting*).

- (3) Switch off the tractor.
  - Apply the parking brake.
  - Stop the engine.
  - Depressurize the hydraulic system (see 6.1 *Operating elements*).
- (4) Connect the hydraulic lines of the front loader (see 3.10 *Hydraulic couplings*).
- (5) Connect the electric cables.

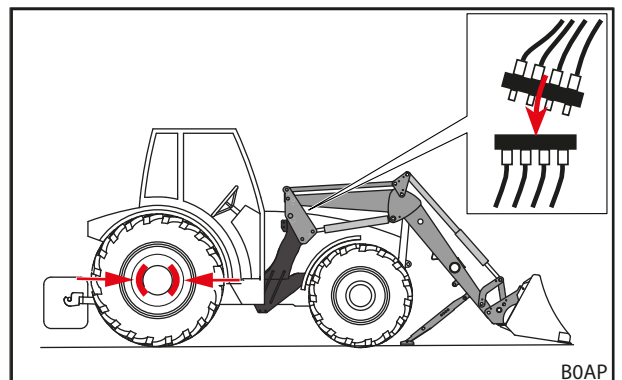


Fig. 46 Switching off the tractor and connecting the hydraulic lines

- (6) If equipped, move the OPG into the safety position.
  - Fold up the OPG (see 4.7.1 *Operator protective guard (OPG) for tractors with 2-post rollover protection system (ROPS) installed at the rear*).

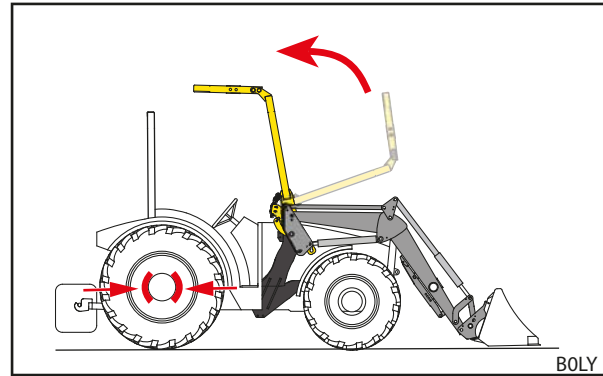


Fig. 47 Folding up the OPG

- (7) Start the tractor.
- (8) Use the *dumping* function to lower the front loader pins into the catch hooks of the mounting parts.
- (9) When the front loader pins are completely in the catch hooks of the mounting parts, use the *lifting* function until the front loader catch hooks enclose the sockets in the mounting part and the locking holes in the front loader are aligned with the locking holes in the mounting part.
- (10) Close the front loader locking mechanism.
  - Use the *lifting* function until the front loader is just above the ground.
  - Apply the parking brake.
  - Stop the engine.
  - Insert both of the locking pins and secure with a linch pin.

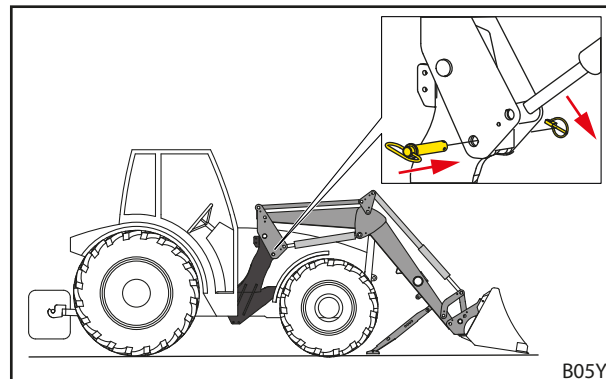


Fig. 48 Inserting the locking pins and securing with linch pins

- (11) Fold in the parking supports.
  - Fold in both parking supports (see 6.2 *Operating the parking supports*).
- ✓ The front loader is mounted and ready for operation.

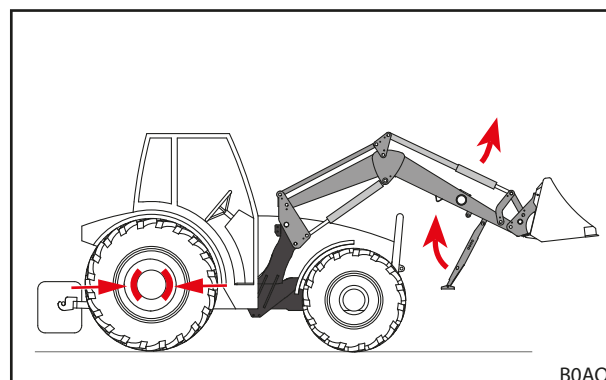


Fig. 49 Fold the parking supports

## 5.5 Aligning the front loader for mounting

### NOTICE

#### Material damage due to abrupt operation!

When aligning the front loader, abrupt movements can cause damage to the front loader and the mountings.

- ▶ Before mounting the front loader, check that the operating lever moves smoothly.
- ▶ Make sure that the tractor and front loader are operated gently.

If the front loader is being mounted for the first time or if it was previously used with a different tractor, the front loader pillars can be too high or too low for mounting. In this case, the front loader has to be aligned for mounting.

*Align and mount the front loader:*

- (1) Release the front loader locking mechanism.
  - Pull out both of the locking pins.
- (2) Slowly drive the tractor centrally in the lifting arm.
  - Drive the tractor forwards until the mountings are as close as possible to the front loader pillars.
- (3) Switch off the tractor.
  - Apply the parking brake.
  - Stop the engine.
  - Depressurize the hydraulic system (see 6.1 *Operating elements*).
- (4) Connect the hydraulic lines.
- (5) Connect the electric cables.
- (6) If equipped, move the OPG into the safety position.
  - Fold up the OPG (see 4.7.1 *Operator protective guard (OPG) for tractors with 2-post rollover protection system (ROPS) installed at the rear*).
- (7) Start the tractor.
- (8) Align the front loader pillars.
  - Use the *lifting*, *lowering*, *dumping* and *scooping* functions until the front loader pillars are at the right height.
- (9) Drive the tractor forward until the front loader pin is above the catch hook of the mounting part.
  - ✓ The front loader is aligned for mounting on the tractor.
- (10) Use the *dumping* function to lower the front loader pins into the catch hooks of the mounting parts.
- (11) When the front loader pins are completely in the catch hooks of the mounting parts, use the *lifting* function until the front loader catch pockets enclose the sockets in the mounting part and the locking holes in the front loader are aligned with the locking holes in the mounting part.
- (12) Close the front loader locking mechanism.
  - Use the *lifting* function until the front loader is just above the ground.
  - Apply the parking brake.
  - Stop the engine.
  - Insert both of the locking pins and secure with a linch pin.
- (13) Fold in the parking supports.
  - Fold in both parking supports (see 6.2 *Operating the parking supports*).
  - ✓ The front loader is mounted and ready for operation.

## 6 Operation

### 6.1 Operating elements

#### 6.1.1 Basic controls with levers

##### **WARNING**

###### **Possible risk of injury due to uncontrolled movement of the front loader!**

If the control unit was not actuated for a longer period of time, there may be e.g. temperature differences between the hydraulic fluid and the control unit. This can cause the control valves to jam and the front loader moves uncontrollably. This may result in serious accidents.

- ▶ At ambient temperatures lower than 10 °C and when the front loader is not used for longer than 15 minutes, always first actuate the *scooping* and *dumping* functions at a standstill to warm up the control unit.
- ▶ Only use the *lifting* and *lowering* functions after the warm-up phase.

##### **WARNING**

###### **Possible risk of injury due to accidental movement of the front loader!**

Accidental activation of the float position can cause unexpected and uncontrolled movements of the front loader. This can cause persons to be injured or crushed.

- ▶ The float position must distinguished from the lowering position by a clearly perceptible resistance or other barrier. If this is not the case, contact the specialist workshop to have the float position deactivated. The front loader may only be used again when the float position has been deactivated.

##### **WARNING**

###### **Possible risk of injury due to the implement tipping over!**

On L and H front loaders, the float position for the implement may not be activated for the *scooping* and *dumping* functions. This could cause the implement to tip over unintentionally to the rear. This may result in serious accidents.

- ▶ The activation of the float position must be ruled out through the assembly on L and H front loaders. If this is not the case, work with the front loader must be stopped immediately and the specialist workshop must be contacted, to have the float position deactivated for the *scooping* and *dumping* functions. The front loader may only be used again when the float position has been deactivated for the *scooping* and *dumping* functions.



Depending on the equipment of the tractor, different operating levers can be installed for the front loader. In most cases, it is a cross lever or a joystick. On some tractors, there are 2 operating levers for the control of the front loader.

The figures show a top view of the assignment for one operating lever (see Fig. 50) and 2 operating levers (see Fig. 51).

**i** The symbols marked in red are also found on the operating lever in the tractor. If they are missing, you must affix such symbols according to DIN EN 12525 to clearly mark each function.

Setting	Assignment
0	Zero setting
A	Dumping
B	Scooping
C	Lifting
D	Lowering
S	Float position

**i** The float position is the only position of the lever in which it may latch in.

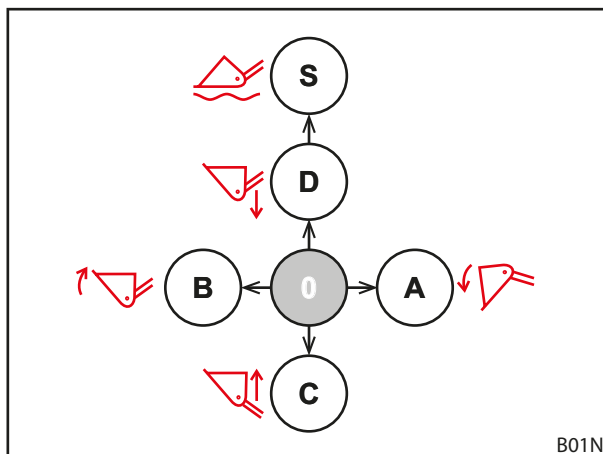


Fig. 50 Assignment with one operating lever

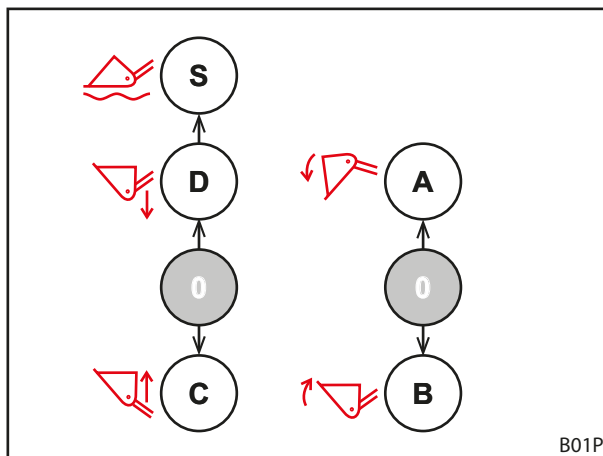


Fig. 51 Assignment with 2 operating levers

### 6.1.2 Tractor's own operating lever

**⚠ WARNING**

**Risk of injury due to unexpected movement of the front loader!**

The front loader can move unexpectedly as a result of unintentional actuation of the operating lever or by programmed sequences. This can cause injury to persons in the surrounding area.

- ▶ Lock the operating lever in the zero setting when the front loader is not in use.
- ▶ If it is not possible to lock the operating lever, close the shut-off valve in the *lifting* hydraulic line.
- ▶ Immobilise the lock-in position of the hydraulic control units.
- ▶ Before using the front loader, immobilise or disconnect other implements on the tractor.
- ▶ Immobilise or disconnect the front loader before using other implements.
- ▶ Never use programmed sequences for the front loader.

**⚠ WARNING**

**Risk of accident due to wrong assignment of the hose lines!**

If the front loader is connected directly to the auxiliary control units of the tractor with hose lines, swapping of the hose lines can result in incorrect assignment of the functions on the operating lever. This can result in unexpected movements and accidents.

- ▶ Always mark the couplings on the hose lines and connection points.
- ▶ Promptly replace damaged or missing labels.
- ▶ Connect the hose lines so that the float position takes place in the actuation direction of the *lowering* function.
- ▶ Only connect the float position after lowering.
- ▶ After connecting, check all of the functions of the front loader while at a standstill.

The operating lever can look different depending on the tractor model. However, the control of basic functions remains the same (see 6.1.1 *Basic controls with levers*).

The assignment of the buttons is arranged as follows:

**Operating lever with one button**

Button	Front loader	Function
A	L, H, P	3rd control circuit

**Operating lever with 2 buttons**

Button	Front loader	Function
A	L, H, P	3rd control circuit
B	L, H, P	4th control circuit



When driving on roads and when the front loader is not needed, lock the operating lever in the zero position to prevent accidental actuation of the front loader!

**Depressurizing the hydraulic system**

- Refer to the operating instructions for the tractor.

6.1.3 STOLL Base Control

**⚠ WARNING**

**Risk of injury due to unexpected movement of the front loader!**

If the operating lever is actuated unintentionally, the front loader can move unexpectedly. This can cause injury to persons in the surrounding area.

- ▶ Lock the operating lever in the zero setting when the front loader is not in use.
- ▶ Before using the front loader, immobilise or disconnect other implements on the tractor.
- ▶ Immobilise or disconnect the front loader before using other implements.

The STOLL "Base Control" operating lever is a single-lever control unit with up to 3 push-button switches for additional functions of the front loader and as an option, 2 micro-buttons on the sides for tractor functions.

Moreover, the Base Control also has a locking function, e.g. for driving on roads.

**i** When the locking function is activated, it is not possible to move the operating lever.

The control of the lever is the same as the basic controls in 6.1.1 *Basic controls with levers*.

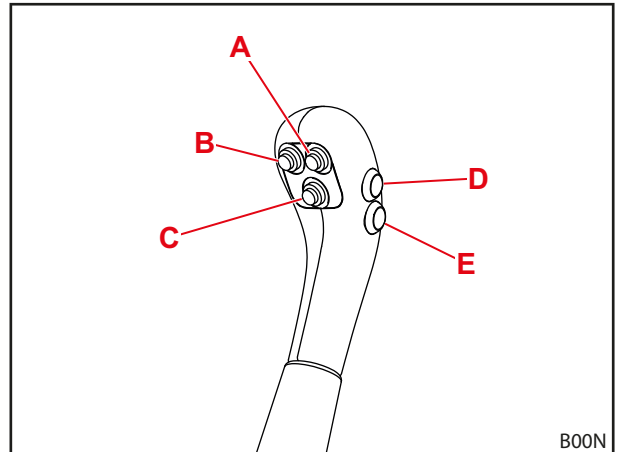


Fig. 52 Base Control with 5 buttons

The assignment of the buttons for the individual front loader types is shown in the following tables:

**Operating lever with one button**

Button	Front loader	Function
A	L, H, P	3rd control circuit

**Operating lever with 2 buttons**

Button	Front loader	Function
A	L, H, P	3rd control circuit
B	L, H, P	4th control circuit

**i** Buttons D and E are intended for the additional tractor functions and therefore have a different assignment depending on the model and the customer requirements.

**Locking and unlocking the operating lever in zero position**

*Locking the operating lever:*

- (1) Move the operating lever to the zero setting.
- (2) Push in the locking bolt.
  - ✓ The red mark on the bolt is no longer visible.
  - ✓ The operating lever is locked and cannot be moved.

*Unlocking the operating lever:*

- Pull out the locking bolt until the red mark is visible.
- ✓ The operating lever is unlocked and can be moved.



When driving on roads and when the front loader is not needed, lock the operating lever in the zero position to prevent accidental actuation of the front loader!

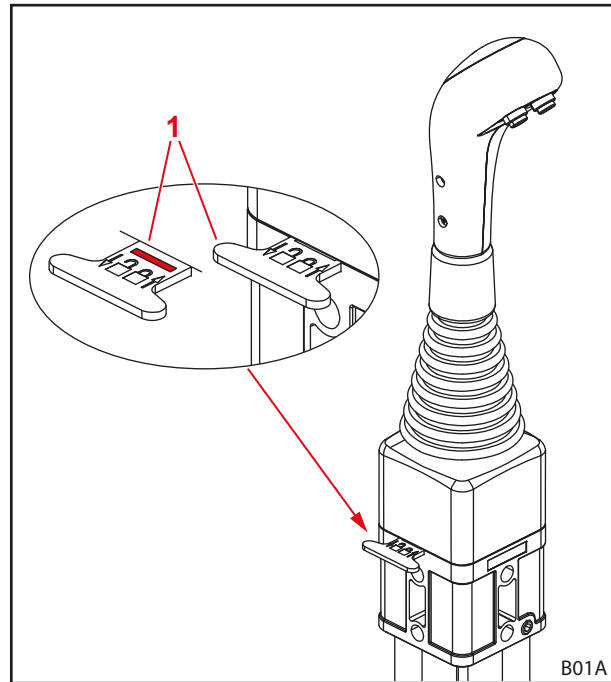


Fig. 53 Locking the operating lever

**Legend**

- 1 Locking bolt

**Depressurizing the hydraulic system**

**⚠ WARNING**

**Risk of crushing when lowering the front loader!**

When the hydraulic system is depressurized, the front loader is lowered. This can cause persons to be injured or crushed.

- ▶ Before depressurizing the hydraulic system, lower the front loader completely onto the ground.

*Depressurizing the hydraulic system:*

- (1) Lower the front loader to the ground.
- (2) Stop the engine.
- (3) Move all of the operating levers to the end position.



Hold the operating lever in all end positions for approx. 3 seconds.

- ✓ The hydraulic system is depressurized.

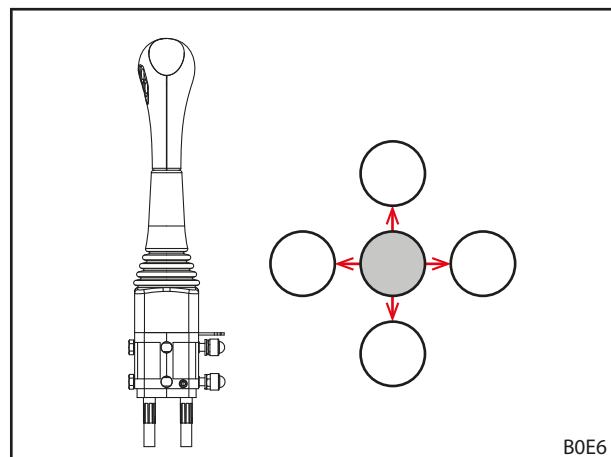


Fig. 54 Moving the operating levers to all end positions

6.1.4 STOLL Direct Control

**⚠ WARNING**

**Risk of injury due to unexpected movement of the front loader!**

If the operating lever is actuated unintentionally, the front loader can move unexpectedly. This can cause injury to persons in the surrounding area.

- ▶ Lock the operating lever in the zero setting when the front loader is not in use.
- ▶ Before using the front loader, immobilise or disconnect other implements on the tractor.
- ▶ Immobilise or disconnect the front loader before using other implements.

The "Direct Control" direct valve with integrated operating lever is a single-lever control unit with up to 3 push-button switches for additional functions of the front loader and, as an option, 2 micro-buttons on the sides for tractor functions. Moreover, the operating lever also has a locking function, e.g. for driving on roads.

**i** When the locking function is activated, it is not possible to move the operating lever.

The control of the lever is the same as the basic controls in 6.1.1 *Basic controls with levers*.

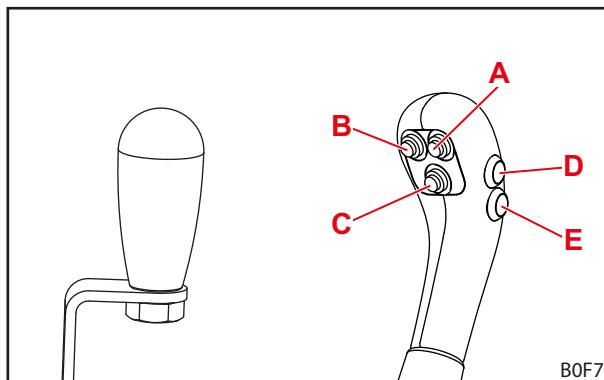


Fig. 55 Operating lever without buttons (left) and operating lever with 5 buttons (right)

The assignment of the buttons for the individual front loader types is shown in the following tables:

**Operating lever with one button**

Button	Front loader	Function
A	L, H, P	3rd control circuit

**Operating lever with 2 buttons**

Button	Front loader	Function
A	L, H, P	3rd control circuit
B	L, H, P	4th control circuit

**i** Buttons D and E are intended for the additional tractor functions and therefore have a different assignment depending on the model and the customer requirements.

### Locking and unlocking the operating lever in zero position

#### Locking the operating lever:

- (1) Move the operating lever to the zero setting.
  - (2) Rotate the locking bolt towards the tractor up by 180°.
- ✓ The locking bolt engages in the opening in the screw.
  - ✓ The operating lever is locked and cannot be moved.

**i** When driving on roads and when the front loader is not needed, lock the operating lever in the zero position to prevent accidental actuation of the front loader!

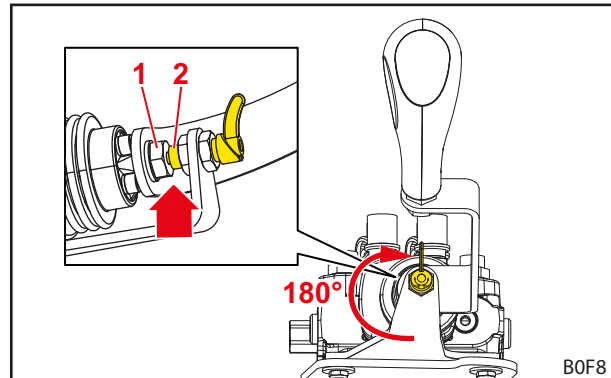


Fig. 56 Locked operating lever

#### Legend

- 1 Screw
- 2 Locking bolt

#### Unlocking the operating lever:

- Rotate the locking bolt towards the tractor down by 180°.
- ✓ The locking bolt engages and no longer touches the screw.
  - ✓ The operating lever is unlocked and can be moved.

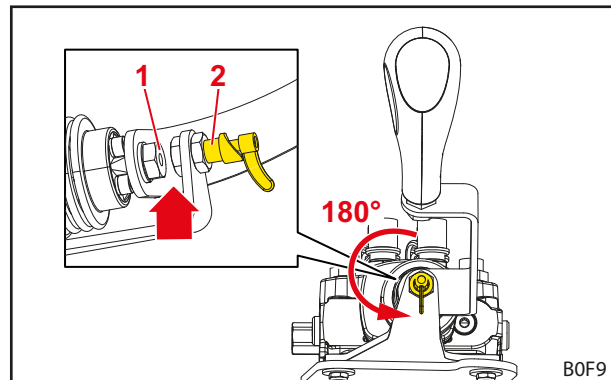


Fig. 57 Unlocked operating lever

#### Legend

- 1 Screw
- 2 Locking bolt

### Depressurizing the hydraulic system

**⚠ WARNING**

#### Risk of crushing when lowering the front loader!

When the hydraulic system is depressurized, the front loader is lowered. This can cause persons to be injured or crushed.

- ▶ Before depressurizing the hydraulic system, lower the front loader completely onto the ground.

#### *Depressurizing the hydraulic system:*

- (1) Lower the front loader to the ground.
- (2) Stop the engine.
- (3) Move all of the operating levers to the end position.



Hold the operating lever in all end positions for approx. 3 seconds.

- ✓ The hydraulic system is depressurized.

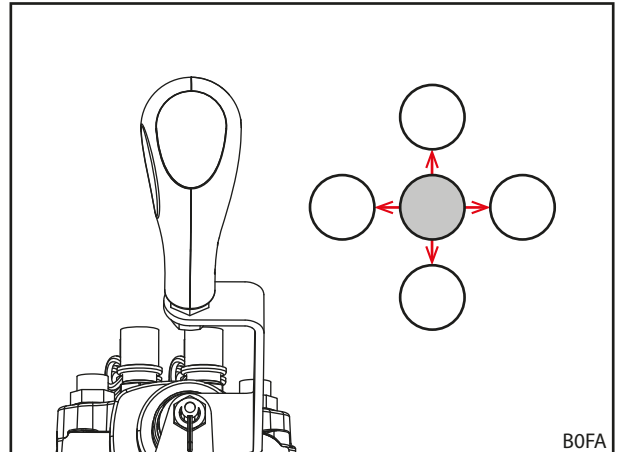


Fig. 58 Moving the operating levers to all end positions

## 6.2 Operating the parking supports

**⚠ CAUTION**

**Risk of crushing by swivelling components!**

When swivelling in the parking supports, limbs can be crushed.

- ▶ When folding up the parking supports, do not reach between them and the lifting arm bar.

The parking supports serve to safely put down the front loader. Locking struts allow adaptations to be made for putting down the front loader with different implements as well as on different surfaces.

*Unfolding the parking support:*

- (1) Pull out the locking pin.
- (2) Fold down the parking support.
- (3) Align the locking strut congruently with one of the holes in the parking support. To do so, you may have to slight lift the parking support again.
- (4) Insert the locking pin through the parking support and the locking strut, and secure with a linch pin.

**i** Make sure that the same hole was used for pegging on both sides.

- ✓ The parking support is unfolded.

*Folding in the parking support:*

- (1) Fold up the parking support until the holes of the parking support, locking brace and the lug welded on the lifting arm are congruent.
  - (2) Insert the locking pin and secure with a linch pin.
- ✓ The parking support is folded up.

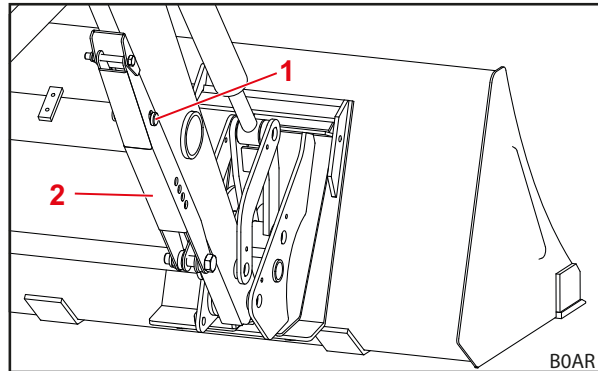


Fig. 59 Parking support is folded up

**Legend**

- 1 Locking pin
- 2 Parking support

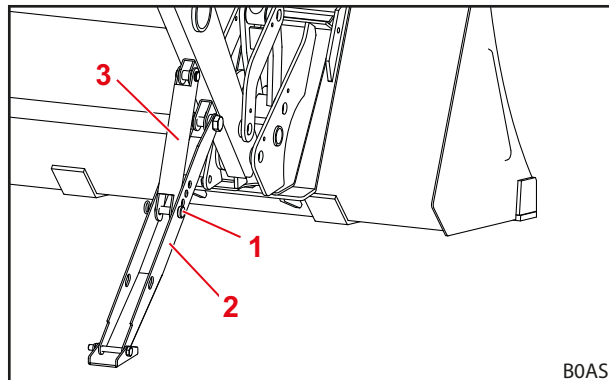


Fig. 60 Parking support unfolded

**Legend**

- 1 Locking pin
- 2 Parking support
- 3 Locking strut



### 6.3 Operating the hydraulic couplings

#### 6.3.1 Operating plug-in couplings

*Connecting plugs with coupling sleeve:*

- (1) Depressurize the hydraulic system (see 6.1 *Operating elements*).
- (2) Take off the caps and wipe off couplings if necessary.
- (3) Plug in the plugs on the coupling sleeve.
- (4) Stick the caps together to prevent soiling.
  - ✓ The plug-in couplings are connected.

*Disconnect the plugs from the coupling sleeve:*

- (1) Depressurize the hydraulic system (see 6.1 *Operating elements*).
- (2) Pull down the coupling sleeve and pull the plugs out of the coupling sleeve.
- (3) Put the caps on the plugs and coupling sleeve.
  - ✓ The plug-in couplings are disconnected.

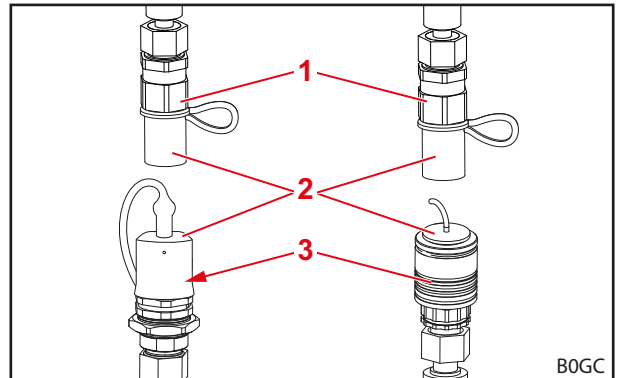


Fig. 61 Plug-in couplings (sample illustrations)

**Legend**

- 1 Coupler plug
- 2 Cap
- 3 Coupling sleeve



Protect the uncoupled front loader and uncoupled implement from direct sunlight! A hydraulic system that is heated up through ambient influences cannot be coupled.

### 6.3.2 Operating the Hydro-Fix

**⚠ WARNING**

**Risk of injury and material damage due to soiled hydraulic couplings!**

Hydro-Fix couplings that are not cleaned on a regular basis can result in plug parts not being correctly connected or parts of the Hydro-Fix being damaged when attempting to couple them. This can cause malfunctions of the hydraulic system. All functions of the hydraulic system can result in uncontrolled movements of the implement or of the front loader, and cause severe injuries.

- ▶ Clean the Hydro-Fix before coupling.
- ▶ Always close the cover of the lower part of the Hydro-Fix to prevent contamination.

*Coupling the hydraulic lines:*

- (1) Depressurize the hydraulic system (see 6.1 *Operating elements*).
- (2) Open the cover on the lower part (see 3.10.2 *Multiple coupling Hydro-Fix*).
- (3) Wipe off the coupling surfaces with cloths.
- (4) Press the lock button and push the lever upwards.
- (5) Insert the upper part into the lower part using the guide pins.
- (6) Push the lever down.
  - ✓ The guide presses the upper part onto the lower part by means of the pins. The lock button is pushed out.
  - ✓ The hydraulic lines are coupled.

*Uncoupling the hydraulic lines:*

- (1) Depressurize the hydraulic system (see 6.1 *Operating elements*).
- (2) Press the lock button and push the lever upwards.
- (3) Pull out the upper part.
- (4) Close the cover on the lower part.
- (5) Push the lever down.
  - ✓ The lock button is pushed out.
  - ✓ The hydraulic lines are uncoupled.

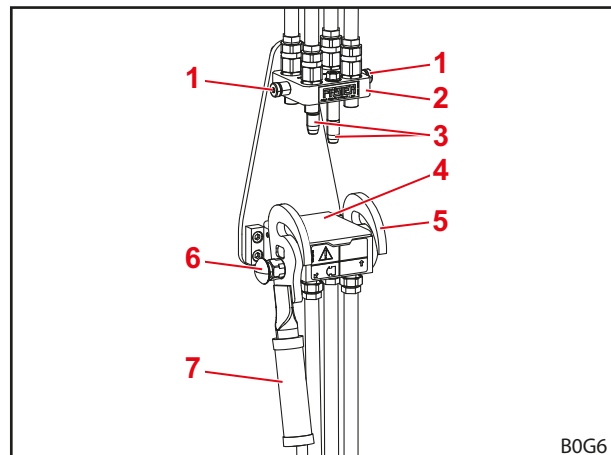


Fig. 62 Uncoupled Hydro-Fix

**Legend**

- 1 Pin
- 2 Hydro-Fix upper part
- 3 Guide pins
- 4 Cover
- 5 Guide
- 6 Lock button
- 7 Lever

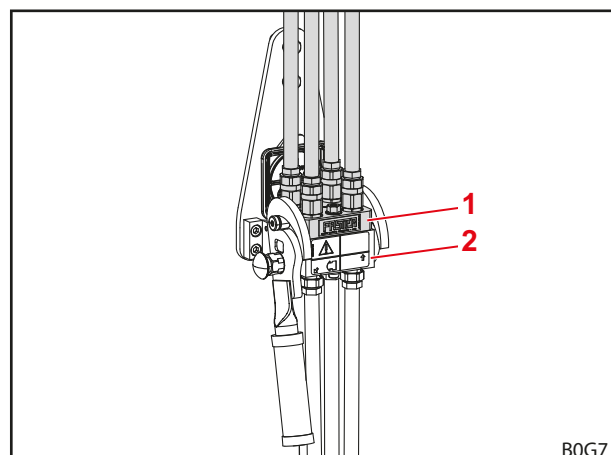


Fig. 63 Coupled Hydro-Fix

**Legend**

- 1 Hydro-Fix upper part
- 2 Hydro-Fix lower part

### 6.3.3 Operating the Implement-Fix

#### **⚠ WARNING**

#### **Risk of injury and material damage due to soiled hydraulic couplings!**

Implement-Fix couplings that are not cleaned on a regular basis can result in plug parts not being correctly connected or parts of the Implement-Fix being damaged when attempting to couple them. This can cause malfunctions of the hydraulic system. All functions of the hydraulic system can result in uncontrolled movements of the implement or of the front loader, and cause severe injuries.

- ▶ Clean the Implement-Fix before coupling.
- ▶ Always close the cover of the lower part of the Implement-Fix to prevent contamination.

#### *Coupling the hydraulic lines:*

- (1) Depressurize the hydraulic system (see 6.1 *Operating elements*).
- (2) Open the cover on the lower part (see 3.10.3 *Multiple coupling Implement-Fix*).
- (3) Wipe off the coupling surfaces with cloths.
- (4) Press the lock button and push the lever down.
- (5) Insert the upper part into the lower part using the guide pins.
- (6) Swivel the lever upwards.
  - ✓ The guide presses the upper part onto the lower part by means of the pins. The lock button is pushed out.
  - ✓ The hydraulic lines are coupled.

#### *Uncoupling the hydraulic lines:*

- (1) Depressurize the hydraulic system (see 6.1 *Operating elements*).
- (2) Press the lock button and push the lever down.
- (3) Pull out the upper part.
- (4) Close the cover on the lower part.
- (5) Swivel the lever upwards.
  - ✓ The lock button is pushed out.
  - ✓ The hydraulic lines are uncoupled.

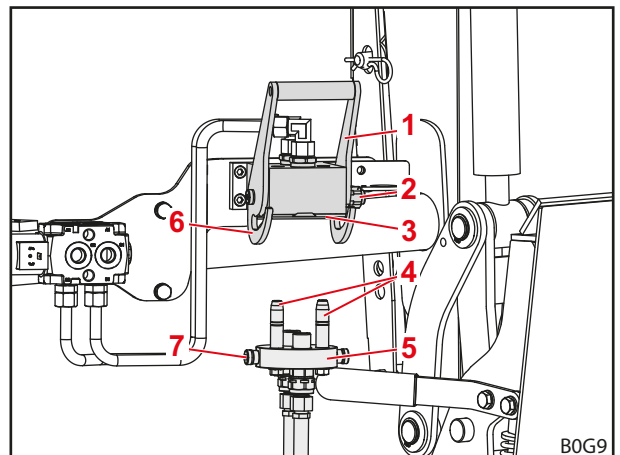


Fig. 64 Uncoupled Implement-Fix

#### **Legend**

- 1 Lever
- 2 Lock button
- 3 Cover
- 4 Guide pins
- 5 Implement-Fix upper part
- 6 Guide
- 7 Pin

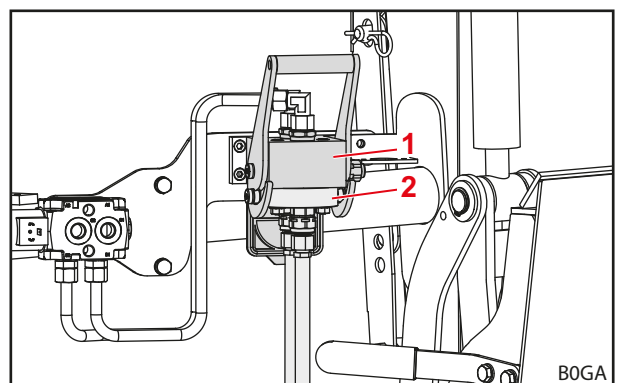


Fig. 65 Coupled Implement-Fix

#### **Legend**

- 1 Implement-Fix lower part
- 2 Implement-Fix upper part

## 6.4 Operating the implement locking mechanism

### 6.4.1 Operating the mechanical implement locking mechanism on skid-steer change frames

#### **WARNING**

##### **Risk of injury due to implements falling down!**

The implement may fall down if the implement locking mechanism is open or not locked correctly. This can cause serious injury to persons standing in the surrounding area.

- ▶ Only actuate the implement locking mechanism when the implement is lowered close to the ground or over a secure rack.
- ▶ Always check that the implement is correctly locked.

#### **CAUTION**

##### **Risk of crushing due to spring tension!**

There is spring tension on the handle of the implement locking mechanism, which closes the locking mechanism when the handle is lifted. Improper use can lead to injury to hands and fingers.

- ▶ Always operate the handle with one hand and grab it in the middle.

#### **Functional principle of the skid-steer change frame locking mechanism**

The locking procedure consists of 3 phases:

##### (1) Locking mechanism open

- The actuation lever is swivelled down up to the stop (horizontal position).
- The locking hook is pull up far enough so that it no longer protrudes down through the change frame.

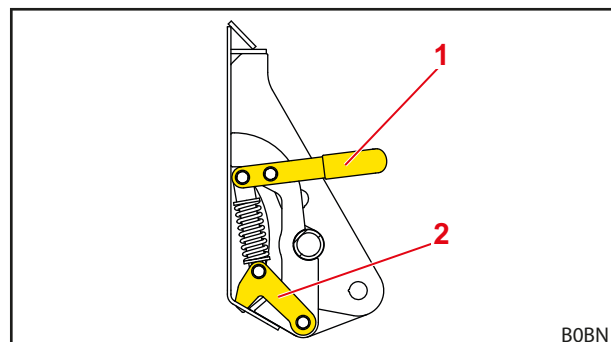


Fig. 66 Mechanical skid-steer implement locking mechanism (opened state)

#### **Legend**

- 1 Actuation lever
- 2 Locking hooks

- (2) Locking mechanism half-closed
- The locking hook is completely swivelled down (through the locking opening on the implement).
  - The actuation lever stands between the opened and locked position.



The implement is now already connected to the change frame, but the locking mechanism is not secured yet and can open by itself!

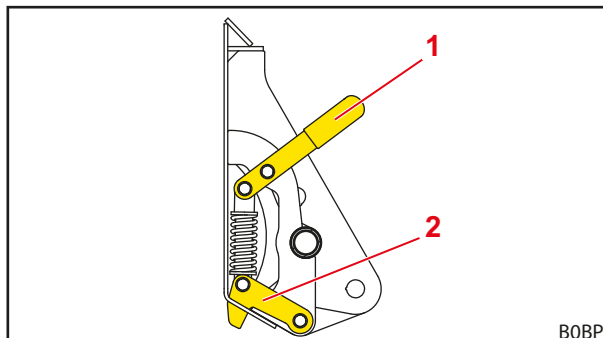


Fig. 67 Mechanical skid-steer implement locking mechanism (half-closed state)

**Legend**

- 1 Actuation lever
- 2 Locking hooks

- (3) Locking mechanism completely closed
- The actuation lever is swivelled towards the back of the implement up to the stop (vertical position).
  - The locking hook is secured.

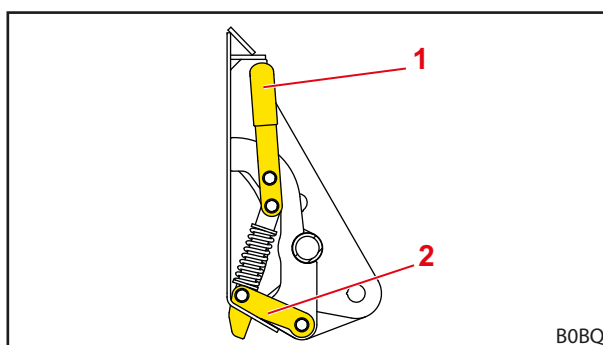


Fig. 68 Mechanical skid-steer implement locking mechanism (locked state)

**Legend**

- 1 Actuation lever
- 2 Locking hooks

*Opening the implement locking mechanism:*

- (1) Move the actuation lever towards the tractor.
  - (2) Move the actuation lever further down, causing the locking hook to be pulled up.
- ✓ The implement locking mechanism is open.

*Closing the implement locking mechanism:*

- (1) Move the actuation lever up, causing the locking hook to be pressed down.
- (2) Move the actuation lever further towards the implement, causing the implement locking mechanism to be secured.

✓ The implement locking mechanism is closed.

*Checking the implement locking mechanism (visual check):*

- Check that the actuation lever is positioned vertically.
- ✓ The implement locking mechanism is checked.

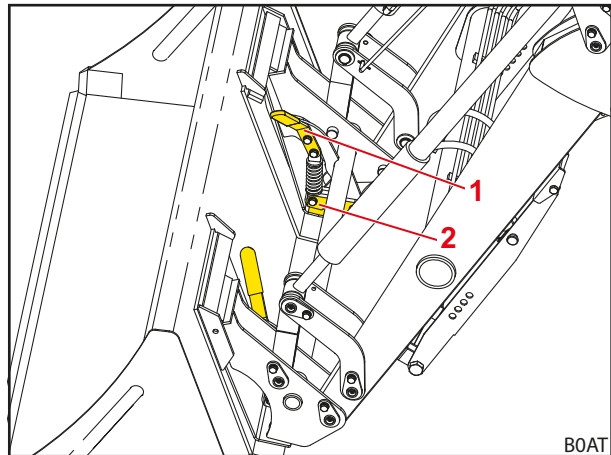


Fig. 69 Mechanical skid-steer implement locking mechanism (locked state with implement)

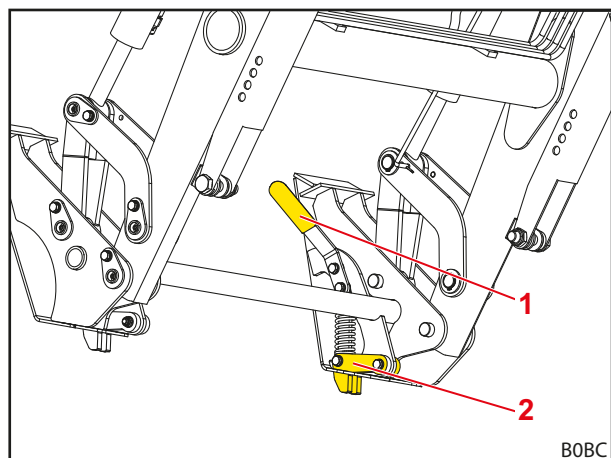


Fig. 70 Mechanical skid-steer implement locking mechanism (locked state without implement)

**Legend**

- 1 Actuation lever
- 2 Locking hooks

*Checking the implement locking mechanism (functional check):*

- Press the implement with the tip on the ground.
- ✓ When locked correctly, the implement remains on the change frame.
- ✓ The implement locking mechanism is checked.

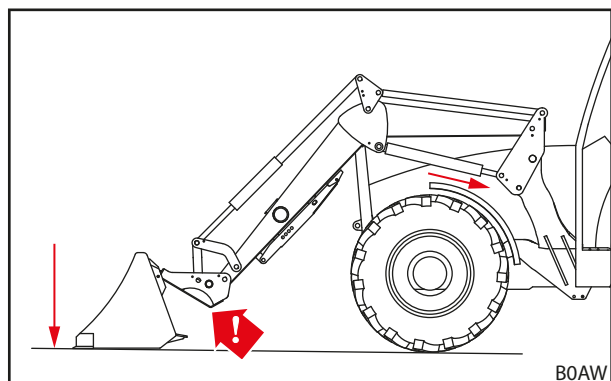


Fig. 71 Pressing the implement onto the ground

### 6.4.2 Operating the mechanical implement locking mechanism on Euro change frames

#### ⚠ WARNING

##### Risk of injury due to implements falling down!

The implement may fall down if the implement locking mechanism is open or not locked correctly. This can cause serious injury to persons standing in the surrounding area.

- ▶ Only actuate the implement locking mechanism when the implement is lowered close to the ground or over a secure rack.
- ▶ Always check that the implement is correctly locked.

#### ⚠ CAUTION

##### Risk of crushing due to spring tension!

There is spring tension on the handle of the implement locking mechanism, which closes the locking mechanism when the handle is lifted. Improper use can lead to injury to hands and fingers.

- ▶ Always operate the handle with one hand and grab it in the middle.

##### Opening the implement locking mechanism:

- (1) Pull out the handle, turn it slightly towards the tractor and let it go again to lock the handle.
  - (2) Do the same thing with the handle on the other side.
- ✓ The implement locking mechanism is open.

##### Closing the implement locking mechanism:

- (1) Slightly pull out the handle, turn towards the implement and let it go again.
  - (2) Do the same thing with the handle on the other side.
- ✓ The implement locking mechanism is closed.

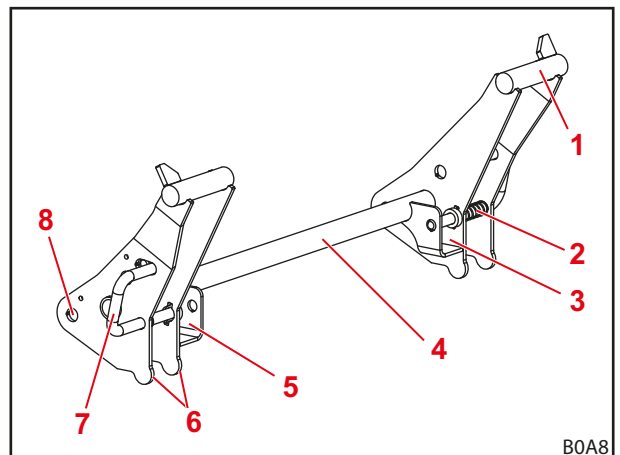


Fig. 72 Implement locking mechanism on Euro change frames

#### Legend

- 1 Hook catch
- 2 Spring
- 3 Mounting pocket, left
- 4 Change frame cross tube
- 5 Mounting pocket, right
- 6 Implement stop
- 7 Handle for the implement locking mechanism
- 8 Pivot point

*Checking the implement locking mechanism (visual check):*

- Check that the locking pins on both sides are pushed through the eyelets on the implement.
- ✓ The implement locking mechanism is checked.

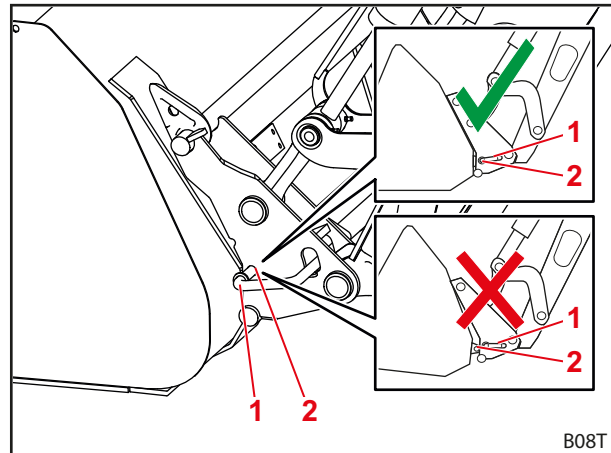


Fig. 73 Checking the position of the locking pins

**Legend**

- 1 Locking pin
- 2 Eyelet

*Checking the implement locking mechanism (functional check):*

- Press the implement with the tip on the ground.
- ✓ When locked correctly, the implement remains on the change frame.
- ✓ The implement locking mechanism is checked.

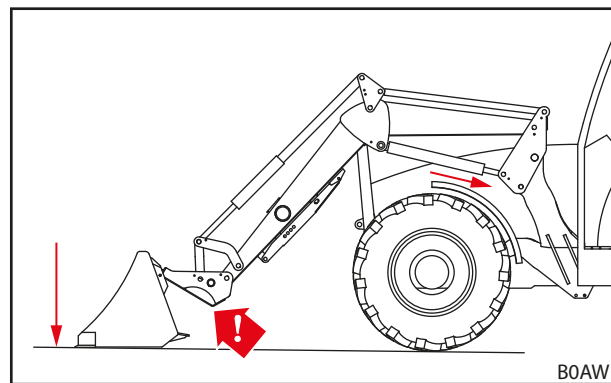


Fig. 74 Pressing the implement onto the ground



## 6.5 Picking up and putting down the implement

### **WARNING**

#### **Risk of injury and material damage caused by falling loads or lowering front loader!**

With dumping implements that are long or protrude far to the front, the centre of gravity can shift and cause the pressure relief valve of the front loader to open by itself. As a result, the front loader dumps or lowers uncontrollably and can lead to serious injuries and damage.

- ▶ Observe the maximum load of the front loader (see *11 Technical specifications*).
- ▶ Always use sufficient counterweights at the rear of the tractor (see *5.3.2 Ballasting*).
- ▶ During loading work, instruct persons to exit the working area (see *2.8 Danger zones*).

### **NOTICE**

#### **Material damage due to unsuitable implements!**

The mounting of implements that are too long, too wide or too heavy can cause damage to the tractor, the front loader or the implement.

- ▶ Ensure that the dimensions and weights of the front loader and implements fit to each other.
- ▶ Only use implements that are designed for the front loader and the mounted change frame.
- ▶ Only use implements that are appropriate for the kind of work you are doing.
- ▶ Observe the operating instructions of the implement.

### 6.5.1 Picking up implements with mechanical implement locking mechanism on skid-steer change frames

### **WARNING**

#### **Risk of injury due to implements falling down!**

The implement may fall down if the implement locking mechanism is open or not locked correctly. This can cause serious injury to persons standing in the surrounding area.

- ▶ Only actuate the implement locking mechanism when the implement is lowered close to the ground or over a secure rack.
- ▶ Always check that the implement is correctly locked.

### **CAUTION**

#### **Risk of crushing due to spring tension!**

There is spring tension on the handle of the implement locking mechanism, which closes the locking mechanism when the handle is lifted. Improper use can lead to injury to hands and fingers.

- ▶ Always operate the handle with one hand and grab it in the middle.

*Mounting the implement:*

- (1) Open the implement locking mechanism (see 6.4.1 *Operating the mechanical implement locking mechanism on skid-steer change frames*).

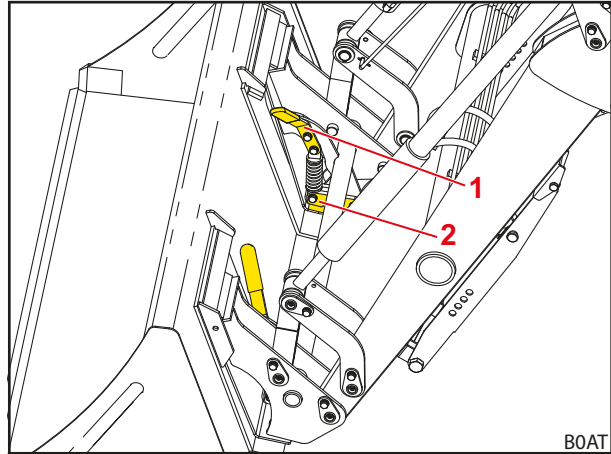


Fig. 75 Opening the implement locking mechanism

**Legend**

- 1 Actuation lever
- 2 Locking hooks

- (2) Drive up close to the implement.

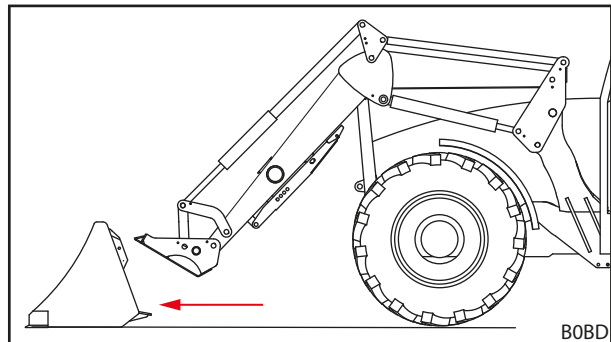


Fig. 76 Driving up

- (3) Use the *dumping* function until the change frame is swivelled out about half the way. Use the *lowering* function until the implement support of the change frame is slightly lower than the mounting pockets of the implement.

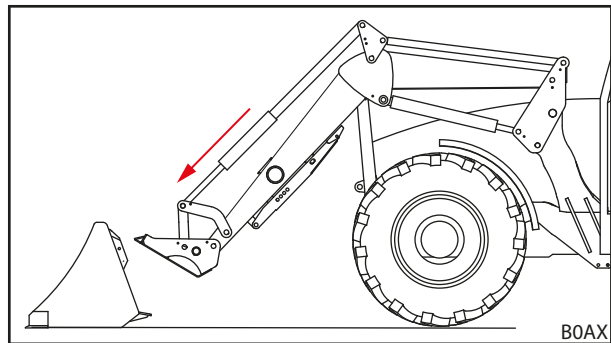


Fig. 77 Positioning the lifting arm

- (4) Carefully drive the tractor forwards until the top implement support of the change frame touches the implement.
- (5) Lift the front loader slightly until the mounting pockets of the implement are resting on the change frame.

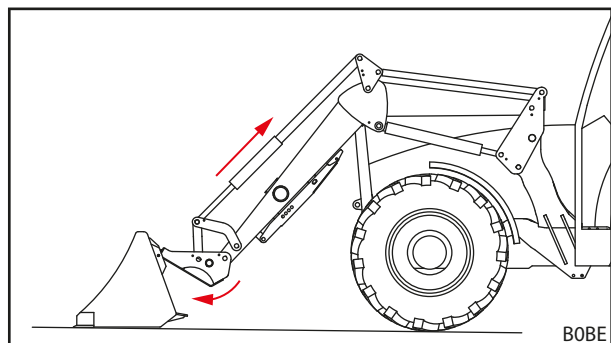


Fig. 78 Hooking in

- (6) Use the *scooping* function and drive forward a bit at the same time, until the top implement support of the change frame has hooked into the mounting pockets of the implement and the stop plate of the change frame is resting on the back of the implement.
  - (7) Switch off the tractor.
    - Apply the parking brake.
    - Stop the engine.
  - (8) Closing the implement locking mechanism (see 6.4.1 *Operating the mechanical implement locking mechanism on skid-steer change frames*).
  - (9) Checking the implement locking mechanism (see 6.4.1 *Operating the mechanical implement locking mechanism on skid-steer change frames*).
  - (10) If applicable, connect the hydraulic lines of the implement with the front loader couplings.
    - Lower the front loader until the implement is level on the ground.
    - Depressurize the hydraulic system (see 6.1 *Operating elements*).  
or  
With the implement function actuated, move the operating lever in the lateral end positions in order to depressurize the implement hydraulic system (see 6.1 *Operating elements*).
    - Connect the hydraulic lines of the implement to the couplings of the changeover valve for the 3rd control circuit.
  - (11) For implements from other manufacturers: carefully swivel the implement to all end positions, to ensure that the implement does not collide with the front loader.
- ✓ The implement is mounted and ready for operation.

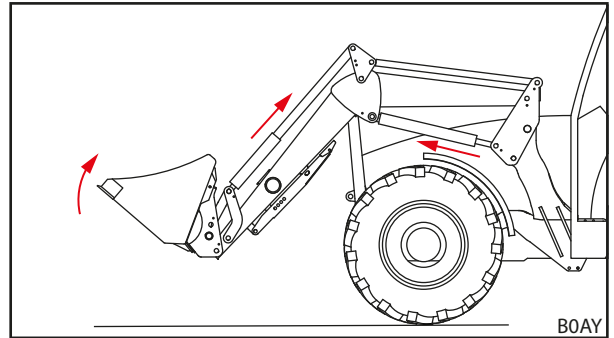


Fig. 79 Triggering the implement locking mechanism

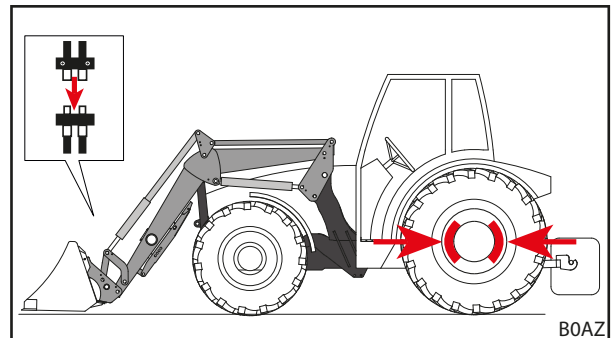


Fig. 80 Coupling the control circuit

6.5.2 Picking up implements with mechanical implement locking mechanism on Euro change frames

**⚠ WARNING**

**Risk of injury due to implements falling down!**

The implement may fall down if the implement locking mechanism is open or not locked correctly. This can cause serious injury to persons standing in the surrounding area.

- ▶ Only actuate the implement locking mechanism when the implement is lowered close to the ground or over a secure rack.
- ▶ Always check that the implement is correctly locked.

**⚠ CAUTION**

**Risk of crushing due to spring tension!**

There is spring tension on the handle of the implement locking mechanism, which closes the locking mechanism when the handle is lifted. Improper use can lead to injury to hands and fingers.

- ▶ Always operate the handle with one hand and grab it in the middle.

*Mounting the implement:*

- (1) Open the implement locking mechanism (see 6.4.2 *Operating the mechanical implement locking mechanism on Euro change frames*).

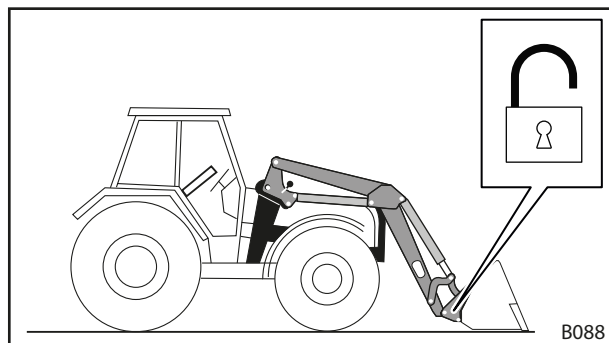


Fig. 81 Opening the implement locking mechanism

- (2) Drive up close to the implement.
- (3) Use the *dumping* function until the change frame is swivelled out about half the way. Use the *lowering* function until the hook catch of the change frame is slightly lower than the hooks on the implement.

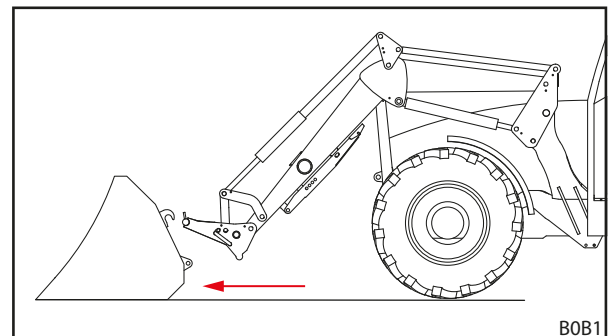


Fig. 82 Driving up

- (4) Carefully drive the tractor forwards until the hook catch of the change frame touches the implement.
- (5) Slightly raise the front loader until the hooks of the implement are resting on the hook catch of the change frame.

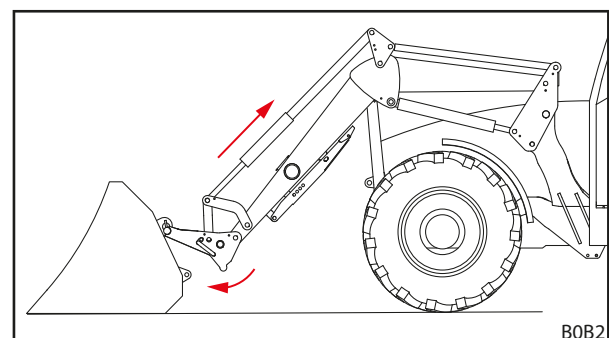


Fig. 83 Hooking in

- (6) Use the *scooping* function and drive forward a bit at the same time, until the stops of the change frame are resting on the back of the implement and the eyelets of the implement are inserted on the mounting pockets of the change frame.
  - (7) Switch off the tractor
    - Apply the parking brake.
    - Stop the engine.
  - (8) Close the implement locking mechanism manually (see 6.4.2 *Operating the mechanical implement locking mechanism on Euro change frames*).
  - (9) Checking the implement locking mechanism (see 6.4.2 *Operating the mechanical implement locking mechanism on Euro change frames*).
  - (10) If applicable, connect the hydraulic lines of the implement with the front loader couplings.
    - Lower the front loader until the implement is level on the ground.
    - Depressurize the hydraulic system (see 6.1 *Operating elements*).  
or  
With the implement function actuated, move the operating lever in the lateral end positions in order to depressurize the implement hydraulic system (see 6.1 *Operating elements*).
    - Connect the hydraulic lines of the implement to the couplings of the changeover valve for the 3rd control circuit.
  - (11) For implements from other manufacturers: carefully swivel the implement to all end positions, to ensure that the implement does not collide with the front loader.
- ✓ The implement is mounted and ready for operation.

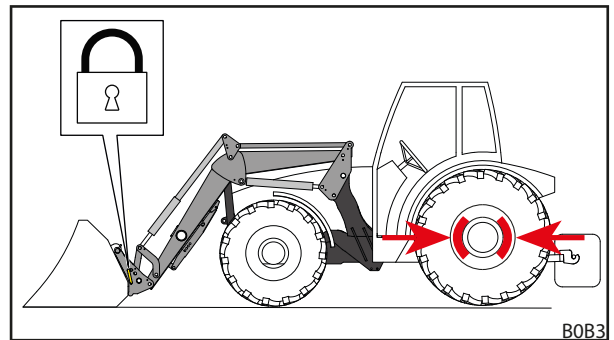


Fig. 84 Closing the implement locking mechanism

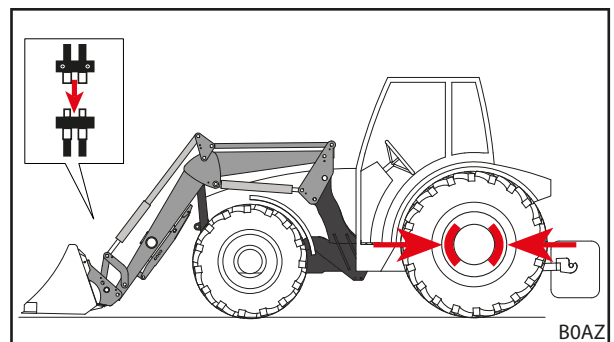


Fig. 85 Coupling the control circuit

### 6.5.3 Picking up implements with manual PinON implement locking mechanism

#### **⚠ WARNING**

#### **Risk of injury due to implements falling down!**

The implement may fall down if the implement locking mechanism is open or not locked correctly. This can cause serious injury to persons standing in the surrounding area.

- ▶ Only actuate the implement locking mechanism when the implement is lowered close to the ground or over a secure rack.
- ▶ Always check that the implement is correctly locked.

#### *Mounting the implement:*

- (1) Drive up close to the implement.
- (2) Use the *dumping* function until the implement cylinders are extended about halfway. Use the *lowering* function until the implement pivot point of the front loader is about at the height of the pin holes of the implement.
- (3) Carefully drive the tractor forwards until the sockets of the front loader are between the lugs of the implement.
- (4) Switch off the tractor.
  - Apply the parking brake.
  - Stop the engine.
- (5) Connect the implement to the front loader in the bottom pin holes.
  - Insert the pins in the pin holes from the outside.
  - If the holes of the implement and front loader are not exactly congruent, align the implement precisely with the help of another person.
  - Secure the pins against twisting a slipping out with a screw and circlip.

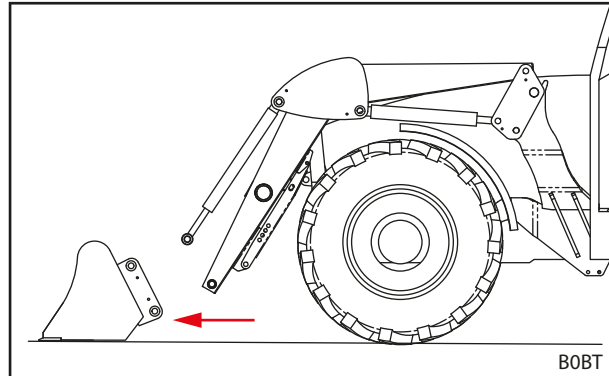


Fig. 86 Driving up

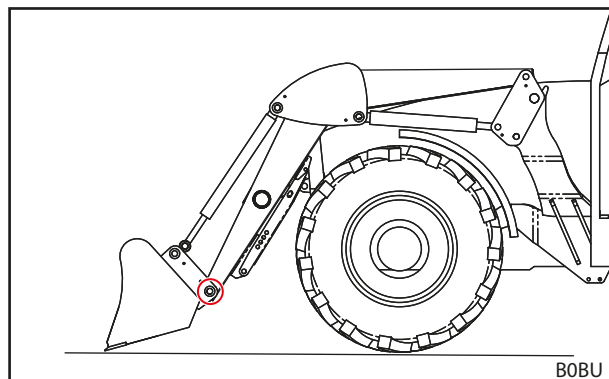


Fig. 87 Connecting the implement in the bottom pin holes

- (6) Connect the hydraulic cylinders to the front loader in the top pin holes.
  - With the help of another person, swivel the implement so that the holes of the implement and of the hydraulic cylinders are aligned.
  - Insert the pins in the pin holes from the outside.
  - Secure the pins against twisting a slipping out with a screw and circlip.

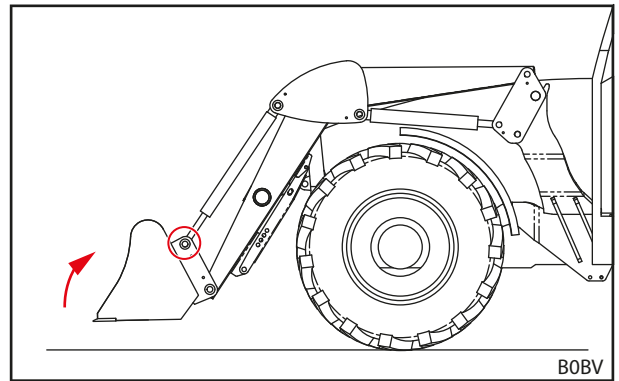


Fig. 88 Connecting the implement at the top with the hydraulic cylinders

- (7) Check the implement locking mechanism (visual check and functional check, see 6.4.1 *Operating the mechanical implement locking mechanism on skid-steer change frames*).

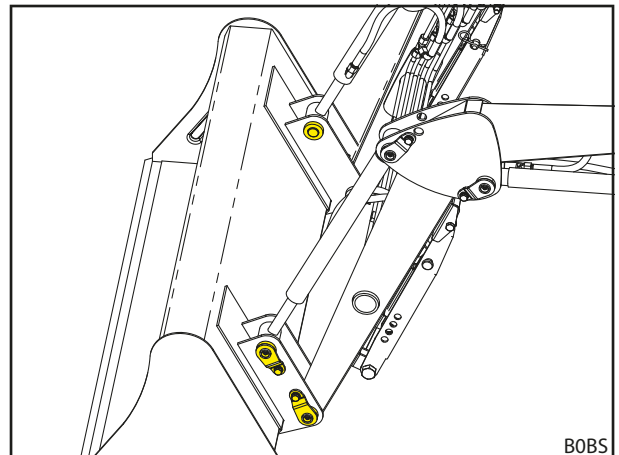


Fig. 89 Coupled implement

- (8) If applicable, connect the hydraulic lines of the implement with the front loader couplings.
  - Lower the front loader until the implement is level on the ground.
  - Depressurize the hydraulic system (see 6.1 *Operating elements*).  
or  
With the implement function actuated, move the operating lever in the lateral end positions in order to depressurize the implement hydraulic system (see 6.1 *Operating elements*).
  - Connect the hydraulic lines of the implement to the couplings of the changeover valve for the 3rd control circuit.

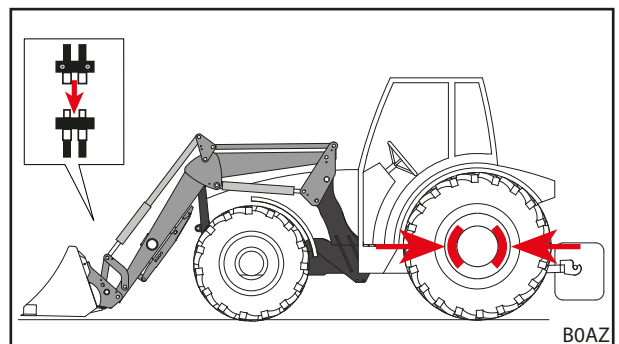


Fig. 90 Coupling the control circuit

- (9) For implements from other manufacturers: carefully swivel the implement to all end positions, to ensure that the implement does not collide with the front loader.
- ✓ The implement is mounted and ready for operation.

### 6.5.4 Putting down implements with mechanical implement locking mechanism on skid-steer and Euro change frames

*Putting down the implement:*

- (1) Position the implement horizontally and lower the front loader until it is just above the ground.



Do not lower the front loader all the way to the ground, otherwise the implement locking mechanism is blocked.

- (2) Switch off the tractor.
  - Apply the parking brake.
  - Stop the engine.
  - Depressurize the hydraulic system (see 6.1 *Operating elements*).
  - or
  - With the implement function actuated, move the operating lever in the lateral end positions in order to depressurize the implement hydraulic system (see 6.1 *Operating elements*).
- (3) If necessary, disconnect the hydraulic lines of the implement from the couplings of the changeover valve for the 3rd control circuit (see 6.3 *Operating the hydraulic couplings*).
- (4) Open the implement locking mechanism (see 6.4 *Operating the implement locking mechanism*).
- (5) Switch on the tractor.
- (6) Lower the implement to the ground.
- (7) Unhook the change frame from the implement hooks.
  - Use the *dumping* function until the implement support of the change frame is underneath the mounting pockets of the implement.

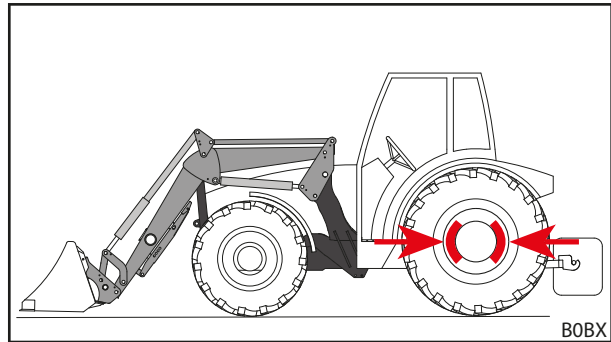


Fig. 91 Positioning the implement for putting down and applying the parking brake

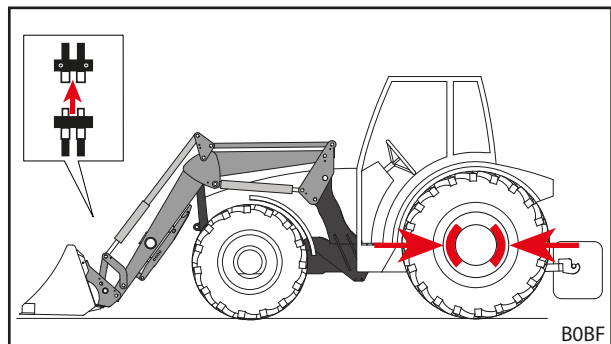


Fig. 92 Releasing the hydraulic lines

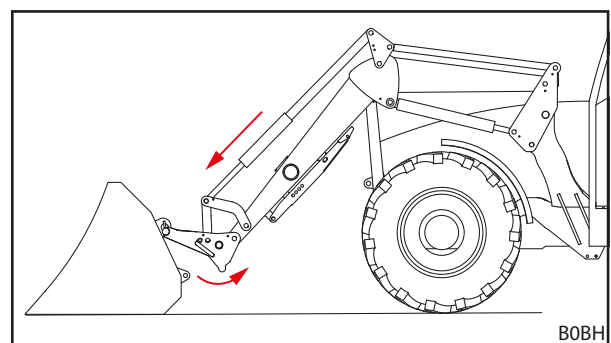


Fig. 93 Unhooking the change frame



- (8) Slowly drive the tractor away in reverse.
  - (9) Check that the implement is in a stable position.
  - (10) If applicable, cover the implement with a protective tarp.
- ✓ The implement is put down.

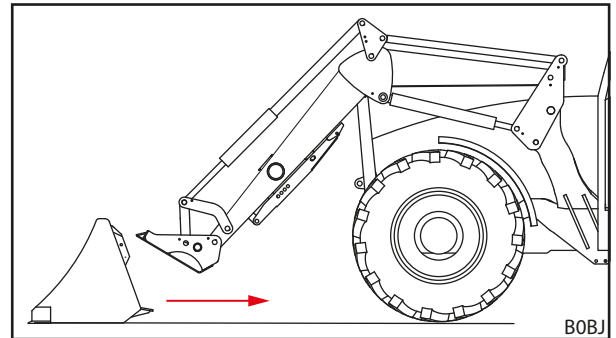


Fig. 94 Driving away

### 6.5.5 Putting down implements with manual PinON implement locking mechanism

#### **⚠ CAUTION**

#### **Risk of crushing due to hydraulic cylinders swivelling down!**

Pulling out the pin from the hydraulic cylinder and the implements causes the hydraulic cylinder to fall on the front loader bar due to its own weight. As a result, this can crush hands and fingers.

- ▶ While pulling out the pin, hold the hydraulic cylinder firmly and put it down slowly.
- ▶ Do not put your hands between the front loader and the implement cylinder when the pin is being pulled out.

#### *Putting down the implement:*

- (1) Position the implement horizontally and lower the front loader until it is just above the ground.



Do not lower the front loader all the way to the ground, otherwise the connection pins are blocked and cannot be pulled out.

- (2) Switch off the tractor.
  - Apply the parking brake.
  - Stop the engine.
  - Depressurize the hydraulic system (see 6.1 *Operating elements*).
  - or
  - With the implement function actuated, move the operating lever in the lateral end positions in order to depressurize the implement hydraulic system (see 6.1 *Operating elements*).
- (3) If necessary, disconnect the hydraulic lines of the implement from the couplings of the changeover valve for the 3rd control circuit (see 6.3 *Operating the hydraulic couplings*).

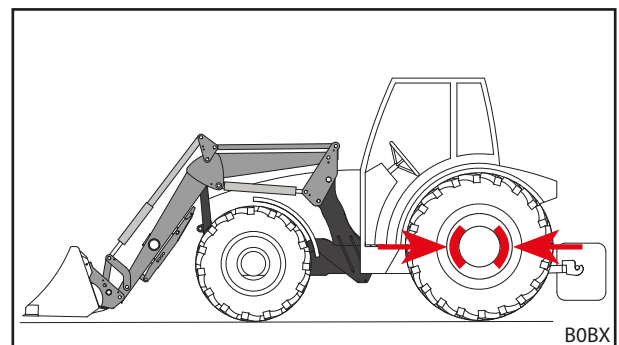


Fig. 95 Positioning the implement for putting down and applying the parking brake

- (4) Disconnect the implement from the hydraulic cylinders in the top pin holes.
  - With the help of another person, swivel or relieve the implement so that the pins are not blocked and can be pulled out.
  - Remove the screw with circlip from the pin.
  - Pull out the pin.

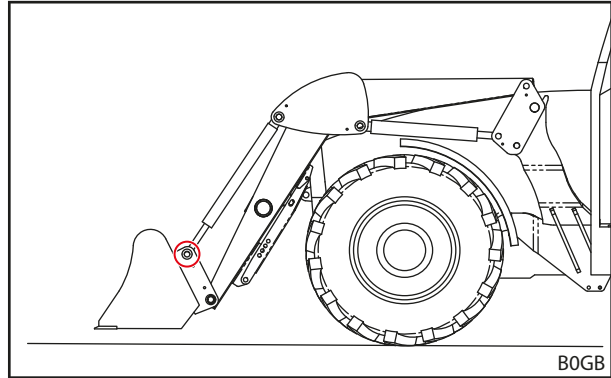


Fig. 96 Pulling out the upper pin

- (5) Disconnect the implement from the front loader in the bottom pin holes.
  - Remove the screw with circlip from the pin.
  - Pull out the pin.

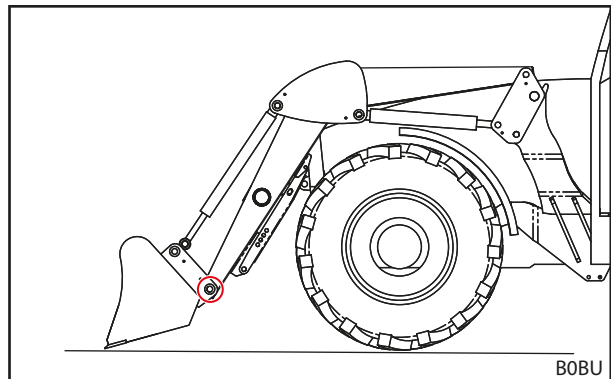


Fig. 97 Pulling out the lower pin

- (6) Switch on the tractor.
- (7) Lower the implement to the ground.
- (8) Slowly drive the tractor away in reverse.
- (9) Check that the implement is in a stable position.
- (10) If applicable, cover the implement with a protective tarp.
- ✓ The implement is put down.

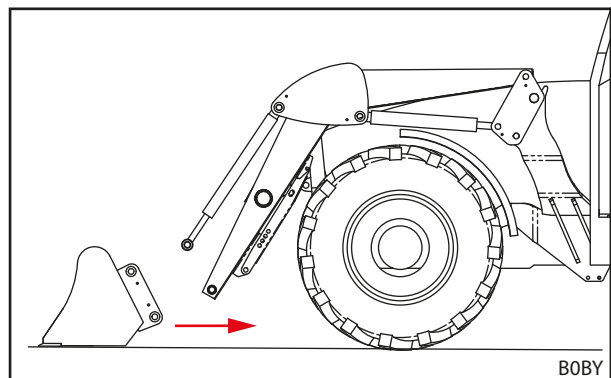


Fig. 98 Driving away

## 6.6 Levelling in reverse

### NOTICE

#### Material damage due to improper levelling!

If the front loader is not correctly used for levelling, the machine can be overloaded and damaged.

- ▶ Only perform levelling work with bucket implements.
- ▶ Level only with the front edge of the bucket.
- ▶ Maintain a maximum angle of 45° between the bottom edge of the bucket and the ground.
- ▶ Only drive in reverse with the bucket in this position.
- ▶ Do not exceed a speed of 10 km/h.

With a bucket implement, the front loader can perform light levelling work.

#### Levelling in reverse:

- (1) Lower the front loader.
  - (2) Use the *dumping* and *scooping* function until the angle between the bottom edge of the bucket and the ground does not exceed 45°.
  - (3) Slowly drive in reverse.
- ✓ The ground is levelled.

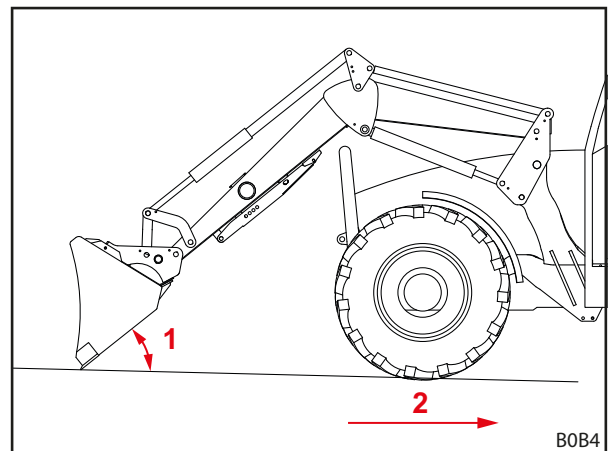


Fig. 99 Levelling in reverse

#### Legend

- 1 Maximum angle of 45° between the bottom edge of the bucket and the ground
- 2 Maximum speed of 10 km/h

## 6.7 Clearing work (especially clearing snow)

### NOTICE

#### Material damage due to improper clearing!

Obstacles (e.g. manhole cover, kerbs) under the material to be cleared (e.g. snow) can strongly damage the implement, front loader, mounting parts, and the tractor in case of collision.

- ▶ Only clear obstacle-free terrain.
- ▶ Do not exceed a speed of 6 km/h.

With a bucket implement, the front loader can perform light clearing work.

*Clear an area:*

- (1) Set the bucket vertically.
  - (2) Lower the front loader until the edge of the bucket touches the ground.
  - (3) Activate the float position (see front loader operating instructions).
  - (4) Drive forwards at max. 6 km/h.
- ✓ The area has been cleared.

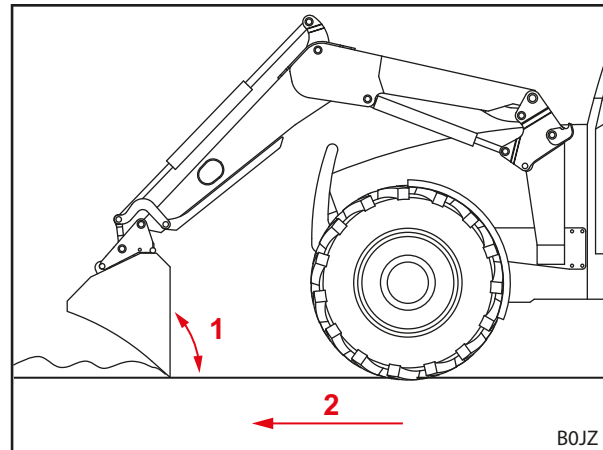


Fig. 100 Clearing

#### Legend

- 1 Angle of 90°
- 2 Maximum speed of 6 km/h

## 6.8 Picking up loads

### ⚠ DANGER

#### Lethal danger due to loads falling down from front loaders without parallel motion!

On front loaders without parallel motion, the implement tilts to the rear when lifting. As a result, the load can fall on the driver and cause lethal injuries.

- ▶ Watch the load as you are lifting. Do not lift the load when reversing.
- ▶ Compensate for the increased angle on front loaders without parallel motion when lifting by “dumping” with the implement.

### ⚠ WARNING

#### Risk of injury and material damage caused by falling loads or lowering front loader!

With dumping implements that are long or protrude far to the front, the centre of gravity can shift and cause the pressure relief valve of the front loader to open by itself. As a result, the front loader dumps or lowers uncontrollably and can lead to serious injuries and damage.

- ▶ Observe the maximum load of the front loader (see 11 Technical specifications).
- ▶ Always use sufficient counterweights at the rear of the tractor (see 5.3.2 Ballasting).
- ▶ During loading work, instruct persons to exit the working area (see 2.8 Danger zones).

**⚠ WARNING**
**Risk of accident when driving on roads when the front loader is raised too far!**

When the front loader is raised too far, there can be collisions with power lines, bridges, trees, etc.

- ▶ Observe the instructions for driving on roads (see 6.9 *Driving on roads*).
- ▶ Do not drive on public roads with a loaded implement.

**NOTICE**
**Material damage due to improper driving in reverse under load!**

When the implement or the change frame touch the ground while driving in reverse under load, it can cause strong wear and damage to the front loader and change frame.

- ▶ After picking up a load with the front loader in the lower position, first lift the front loader and then drive in reverse.

**NOTICE**
**Material damage by scooping when the front loader is completely lowered!**

If the *scooping* function is used when the front loader is completely lowered, the change frame can rub on the ground. This can result in strong wear and damage to the change frame.

- ▶ First raise the front loader (approx. 10 cm) and then use the *scooping* function.

**i** Picking up loads is described based on the example of a STOLL bucket implement. Observe the operating instructions of the mounted implement.

**Pick up the load:**

- ➔ The OPG is in safety position (see 4.7.1 *Operator protective guard (OPG) for tractors with 2-post rollover protection system (ROPS) installed at the rear*).
- ➔ Before beginning operation, check that the implement functions properly and safely without a load.

- (1) Lower the front loader to the desired height.
- (2) Position the implement horizontally and drive straight into the load.

**i** To make it easier to fill the implement, slightly raise the front loader when driving into the load.

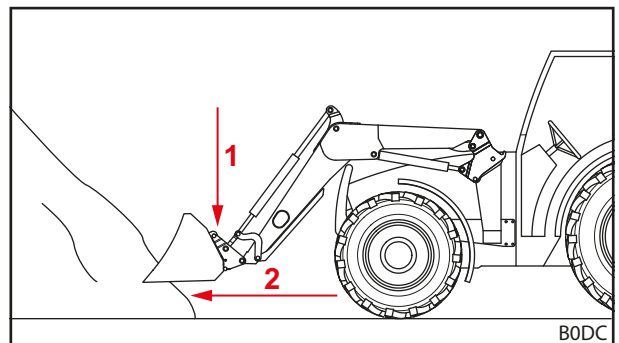


Fig. 101 Lowering the front loader and drive straight into the load

(3) Tip the implement to the rear.

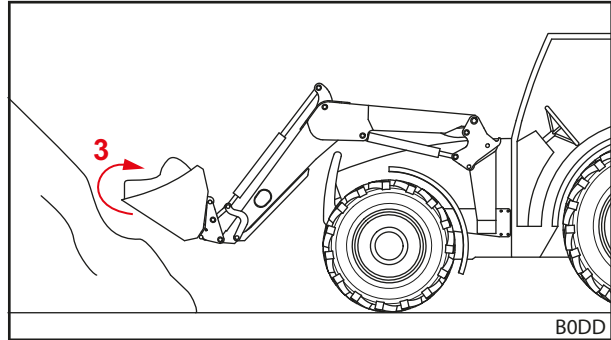


Fig. 102 Tipping the implement to the rear and picking up the load

- (4) Raise the front loader.
- (5) Slowly drive in reverse.
- (6) Drive the load to the target site.
- ✓ The load has been picked up.

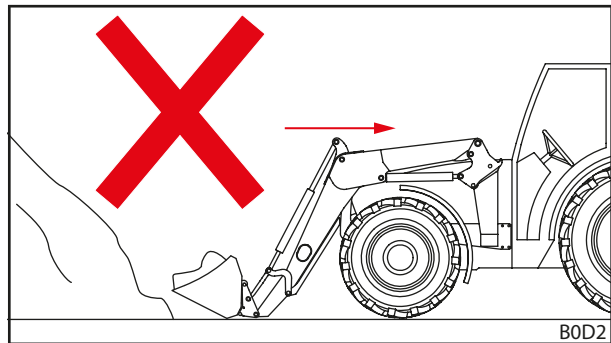


Fig. 103 Driving in reverse under load – Wrong

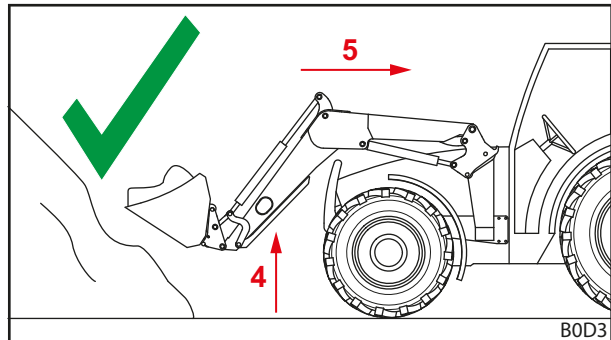


Fig. 104 Driving in reverse under load – Right

## 6.9 Driving on roads

### WARNING

#### Serious risk of accidents and injury due to loads falling down!

When driving on roads, serious accidents and injuries can be inflicted on other road users due to loads falling down.

- ▶ Only drive on roads without a load.

### WARNING

#### Possible risk of accident and injury due to accidental movement of the front loader!

Accidental actuation of the front loader while driving on roads can cause accidents and personal injury.

- ▶ Lock the operating lever or hydraulic system of the front loader when driving on roads.

**⚠ WARNING**

**Possible risk of injury due to uncontrolled movement of the front loader!**

If the control unit was not actuated for a longer period of time, there may be e.g. temperature differences between the hydraulic fluid and the control unit. This can cause the control valves to jam and the front loader moves uncontrollably. This may result in serious accidents.

- ▶ At ambient temperatures lower than 10 °C and when the front loader is not used for longer than 15 minutes, always first actuate the *scooping* and *dumping* functions at a standstill to warm up the control unit.
- ▶ Only use the *lifting* and *lowering* functions after the warm-up phase.

**⚠ WARNING**

**Risk of accident due to raised front loader!**

When driving on roads, the tractor with the raised front loader can tip over and cause serious accidents.

- ▶ Always use sufficient counterweights at the rear of the tractor.
- ▶ Do not drive faster than 25 km/h.
- ▶ Pay attention to changes in the dimensions of the machine.
- ▶ Pay attention to the clearance height, e.g. under bridges, power lines and trees.
- ▶ Take extra care on bends.
- ▶ Pay attention to the longer braking path.
- ▶ If necessary, let somebody else guide you at blind spots.

When driving on roads, the tractor with a mounted front loader may only be driven by people who have the necessary driving license and knowledge of the traffic regulations.

*Also to be observed:*

- Dismount the implement at a distance of more than 3.5 m between the steering wheel and the front edge of the implement.
- If possible, raise the front loader such that the top edge of the implements does not exceed a height of 4 m and the bottom edge of the implements begins at least 2 m above the road surface.
- Activate the road operating lock (see 6.9.1 *Activating and deactivating the road operation lock*).
- If equipped, activate Comfort Drive (see 4.8.2 *Comfort Drive*).
- Observe the applicable national traffic regulations.

### 6.9.1 Activating and deactivating the road operation lock

#### Tractor's own operating lever

*Activating the road operation lock:*

- (1) Lock the operating lever in the zero position. If it is not possible to lock the operating lever, close the shut-off valve in the lifting hydraulic line (see tractor operating instructions).
  - ✓ The road operation lock is activated. Accidental actuation of the front loader is no longer possible.

#### STOLL Base Control

*Activating the road operation lock:*

- (1) Lock the operating lever (see 6.1.3 *STOLL Base Control*) in the zero position.
  - ✓ The road operation lock is activated. Accidental actuation of the front loader is no longer possible.

### STOLL Direct Control

To activate the road operation lock:

- (1) Lock the operating lever (see 6.1.4 STOLL Direct Control) in the zero position.
  - ✓ The road operation lock is activated. Accidental actuation of the front loader is no longer possible.

### 6.9.2 Passing through low clearances

When passing e.g. bridges, power lines or trees, the clearance height can be too low for the raised front loader. In this case, the following procedure must be observed:

*Passing through low clearances:*

- (1) Stop before driving through.
- (2) Deactivate the road operation lock.
- (3) Use the *scooping* and *dumping* function to warm up the control unit if necessary.
- (4) Lower the front loader.
- (5) If equipped and necessary, fold down the OPG (see 4.7.1 Operator protective guard (OPG) for tractors with 2-post rollover protection system (ROPS) installed at the rear).
- (6) Pass through the clearance.
- (7) When the clearance has been passed, fold up the OPG, if equipped (see 4.7.1 Operator protective guard (OPG) for tractors with 2-post rollover protection system (ROPS) installed at the rear).
- (8) Once the clearance has been passed, raise the front loader.
- (9) Activate the road operation lock.
  - ✓ The clearance has been passed.

### 6.10 Parking the tractor with the front loader

#### **WARNING**

#### **Possible risk of injury due to lowering of the front loader!**

The front loader is lowered over time by the drop in pressure in the hydraulic system. This can result in damage and accidents.

- ▶ Always lower the front loader when parking or exiting the tractor.
- ▶ Observe all of the action steps to correctly park the tractor with the front loader.

---

*Parking the tractor with the front loader:*

- (1) Lower the front loader to the ground.
- (2) Switch off the tractor.
  - Apply the parking brake.
  - Stop the engine.
- (3) Depressurize the hydraulic system (see 6.1 Operating elements).
- (4) Pull out the ignition key to secure the tractor against unauthorised use.
  - ✓ The tractor with the front loader is safely parked.

To park the tractor with the front loader, also observe the operating instructions for the tractor. Instructions for parking the tractor without front loader, see 9.1 Temporary decommissioning.



## 7 Troubleshooting

### WARNING

#### **Mortal danger and material damage due to lack of safety!**

Troubleshooting and repair work carried out incorrectly can impair the safety of the front loader.

- ▶ Necessary repair work should only be performed by an authorised specialised workshop.

Faults on the front loader are frequently caused by factors that are not a result of a malfunction on the front loader.

In case of faults, first check:

- Is there enough oil in the hydraulic tank of the tractor?
- Has the correct oil been used?  
Only use oil types specified in the tractor operating instructions. The wrong oil can cause foam to build up and leaks.
- Is the hydraulic oil clean and free of moisture?  
You may need to change the oil and filter.  
Install an additional filter in the hydraulic system if necessary.
- Are the hoses and connections mounted correctly?  
The connections must be locked in place.
- Are the hoses and connectors undamaged, not clamped or twisted?
- Have the cylinders of the front loader been moved several times into their end positions to remove the air from the lines and the cylinders?
- Have you taken the low outside temperatures into consideration?  
Is the oil at operating temperature already?

If these points do not resolve the problem, the following table will help to localize and correct the fault.



Incorrect repairs can lead to safety risks. That is why the repair work must only be carried out by suitably qualified personnel!

STOLL recommends that the repair work be performed at a specialised workshop.

Description of the fault	Cause	Rectifying the fault
It is difficult to move the operating lever (stiff).	Bowden cables are stiff.	Check the attachment and routing of the Bowden cables and if they are stuck anywhere. If necessary, oil or replace the Bowden cables.
	Stiff shutters in the control block.	Check the shutters, and replace if necessary.
Front loader and/or implements work in the wrong direction to the operating lever.	Hydraulic connection is not connected properly.	Check the hydraulic connections, correct if necessary.
	Bowden cables are mounted incorrectly.	Check the connection of the Bowden cables and adjust if necessary.
	Operating lever not aligned correctly.	Check the installation position, and change the connection of the Bowden cables if necessary.

Description of the fault	Cause	Rectifying the fault
The front loader, implement and implement with hydraulic function, such as a top-loading grip, move too slowly or not at all.	Not enough oil in the hydraulic system.	Check oil level and refill if necessary.
	Hydraulic couplings are not connected correctly.	Check the connections.
	Tractor pump is worn.	Check the tractor pump, replace if necessary.
	Insufficient oil flow.	Check the tractor hydraulic system.
	Engine speed too low.	Increase engine speed.
	Hydraulic fluid too cold.	Warm up the hydraulic system to operating temperature.
	Too big load in the implement.	Reduce load.
	Hydraulic coupling defective.	Check couplings, replace if necessary.
	Internal leaking in the hydraulic cylinder.	Check the cylinders, repair or replace defective cylinders.
	Pressure relief valve is set incorrectly.	Check the setting of the pressure relief valve.
	Internal leakage in the control block.	Check the control block, replace if necessary.
	Operating lever not adjusted correctly.	Correct the settings of the operating lever.
The top-loading grip valve does not switch.	Check the magnet and shutters, replace if necessary.	
Insufficient lifting and tear-out force.	Insufficient oil pressure.	Check the tractor hydraulic system.
	Internal leaking in the hydraulic cylinder.	Check the cylinders, repair or replace defective cylinders.
	Too big load in the implement.	Reduce load.
	The primary or secondary pressure relief valve is incorrectly set or defective.	Check the settings of the pressure relief valve and replace if necessary.
	Internal leakage in the control block.	Check the control block, replace if necessary.
Air in the hydraulic fluid (recognizable by the foamy hydraulic fluid).	The hydraulic pump sucks in air.	Check the lines between the hydraulic pump and tank for loose or defective connections.
	The hydraulic filter is dirty.	Check the hydraulic filter, replace if necessary.
	Low oil quantity in the tank.	Check the oil level, refill if necessary.
	Mixed oil types.	Only use recommended oils.
	Discharging of returning oil.	Connection for returning oil according to the specifications.
Leaks on the hydraulic couplings of the front loader or the 3rd or 4th control circuit.	Leaks caused by infiltrated dirt.	Clean the coupling, replace if necessary.  If the front loader or the 3rd or 4th control circuits are not used, seal the hydraulic couplings with the protective caps, or close the cover of the Hydro-Fix.
	Couplings are worn or damaged.	Replace the couplings.
Front loader, implement and implement with hydraulic function is blocked during lifting or lowering movement.	Coupling not completely closed.	Check the hydraulic coupling.
	The coupling is defective.	Replace the defective coupling halves.
	Hydro-Fix, multi-coupler and Implement-Fix not fully closed.	Check the locking lever for deformation. Check the couplings for firm seating, fasten if necessary.
The front loader rocks when lowering the load.	Lowering speed too high.	Reduce the lowering speed.
Unstable implement. (implement tips to the rear)	The load tips over too fast due to heavy load. This causes a vacuum in the hydraulic system.	Increase the engine speed in order to deliver enough oil. With the implement in dumping position, continue "actuating the dumping function" until the cylinder is filled with oil again.
Unstable front loader. (The front loader deflects up or down when pushing)	The front loader was lowered too fast by gravity.  This causes a vacuum in the hydraulic system.	Increase the engine speed in order to deliver enough oil. With the implement lowered, continue "actuating the lowering function" until the cylinders are filled with oil again.

Description of the fault	Cause	Rectifying the fault
The implement cylinder are extended, but are not retracted again.	Piston seal in the implement cylinder is defective, so that the surface of the piston and the ring are stuck together.	Check each cylinder separately for leaks and if necessary replace any defective cylinders.
	Insufficient oil flow.	Check the tractor hydraulic system.
	The double pressure relief valve of the front loader control block does not close.	Clean the double pressure relief valve and replace if necessary.
Leaks on the hydraulic block and system.	Loose bolted connections.	Tighten the screw again.
	Leak between the magnet and valve.	Unscrew the knurled nut, remove the magnet, tighten the magnetic core again with an open-end spanner.
	Leak between the valve flanges.	Tighten the screws again or renew the gasket rings.
	Defective gaskets.	Replace the gasket rings such as Walform.
Plug-in couplings cannot be coupled.	Pressure in the system.	Have a specialist workshop reduce the pressure.

## 8 Servicing

### WARNING

#### **Serious risk of injury due to uncontrolled lowering of the front loader!**

During service and repair work, a raised front loader can be lowered unexpectedly and crush and injure nearby persons.

- ▶ Only perform maintenance work when the front loader is completely lowered.

### WARNING

#### **Risk of injury due to the front loader tipping over!**

When the front loader is put down on the parking supports, it does not have sufficient stability to perform maintenance work. The front loader can tip over and cause serious injury to persons standing nearby.

- ▶ Only perform maintenance work when the front loader is mounted.
- ▶ If mounting is not possible, secure the front loader against overturning using a crane or with load-bearing ropes or chains.

### WARNING

#### **Risk of injury due to hydraulic fluids under high pressure!**

Even when the tractor is switched off or the front loader has been removed, the hydraulic system can still be under pressure. If the service work is not carried out correctly, oil can spurt out at high pressure and cause serious injury to persons standing nearby.

- ▶ Before opening the couplings or dismounting hydraulic components, depressurize the hydraulic system.
- ▶ Always used suitable auxiliary materials when searching for leaks.
- ▶ Never search for leaks using your fingers.

### CAUTION

#### **Risk of burns by hot machine parts!**

Hydraulic components as well as other parts of the front loader and tractor can get very hot during operation. This can cause burns to the skin when performing maintenance work.

- ▶ Allow the machine and components to cool down to under 55 °C before performing maintenance work.

Repairs help to maintain proper functioning of the front loader and prevents premature wear. A distinction is made between the following measures:

- Cleaning and care
- Service
- Repairs

## 8.1 Cleaning and care

### NOTICE

#### Possible material damage due to unsuitable cleaning agents!

Unsuitable cleaning agents can damage surfaces and safety devices as well as destroy seals.

- ▶ Only use cleaning agents that are compatible with the machine surfaces and seal materials.
- 
- Clean the front loader with water and a mild cleaning agent.
  - Lubricated surfaces of the front loader must be re-greased after cleaning.

### 8.1.1 Lubrication points

#### Lubrication points on the catch hooks

The front loader mountings must be lubricated regularly, (see 8.1.2 Lubrication schedule).

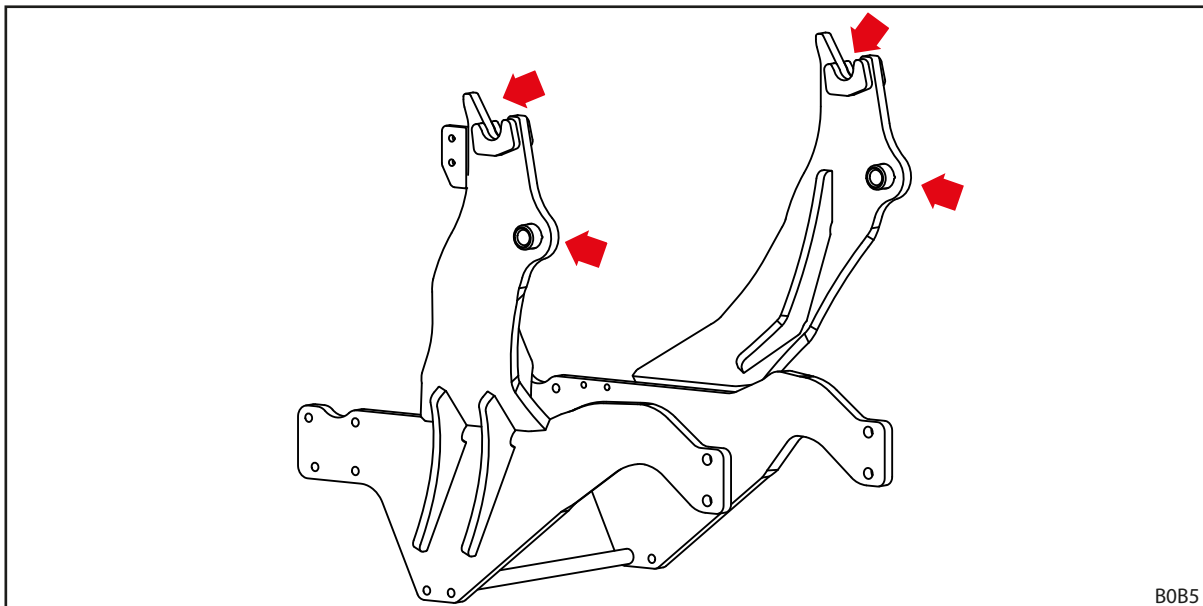


Fig. 105 Lubrication points on the front loader mountings



Grease the lubrication points on the front loader mounting each time the front loader is mounted or dismantled to save extra work.

**Lubrication points on L, H and P front loaders**

The L front loader has 6 lubrication points on each side:

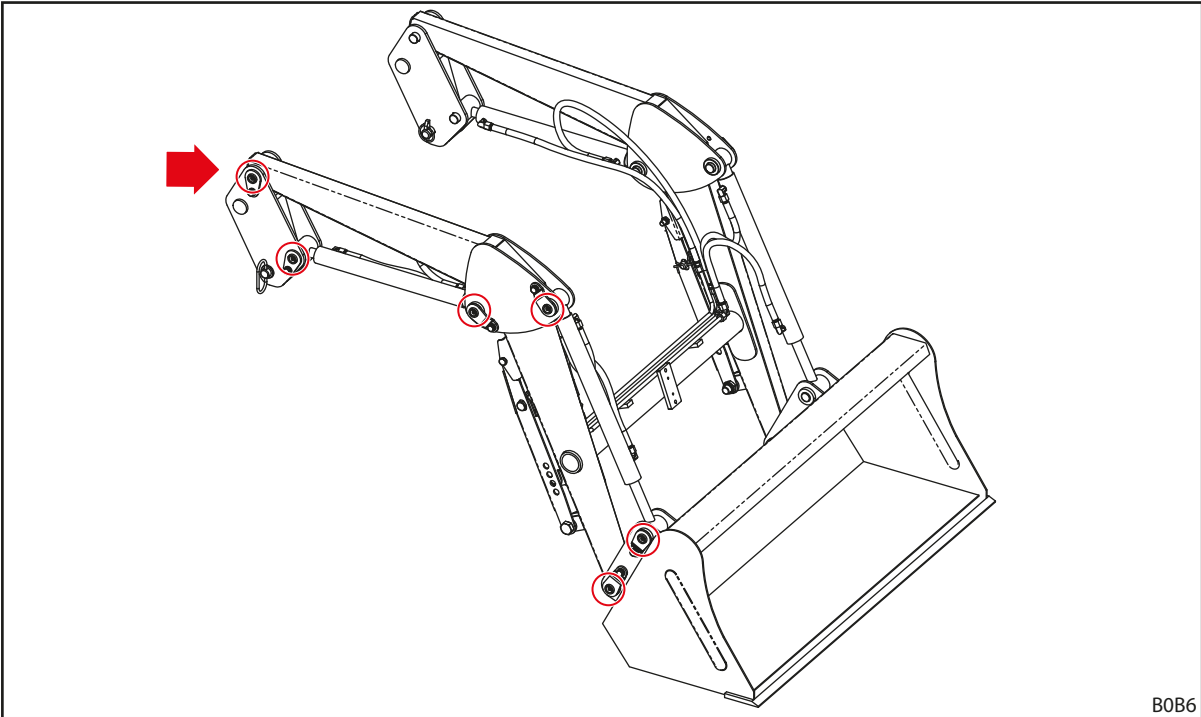


Fig. 106 L lubrication points

The H front loader has 8 lubrication points on each side:

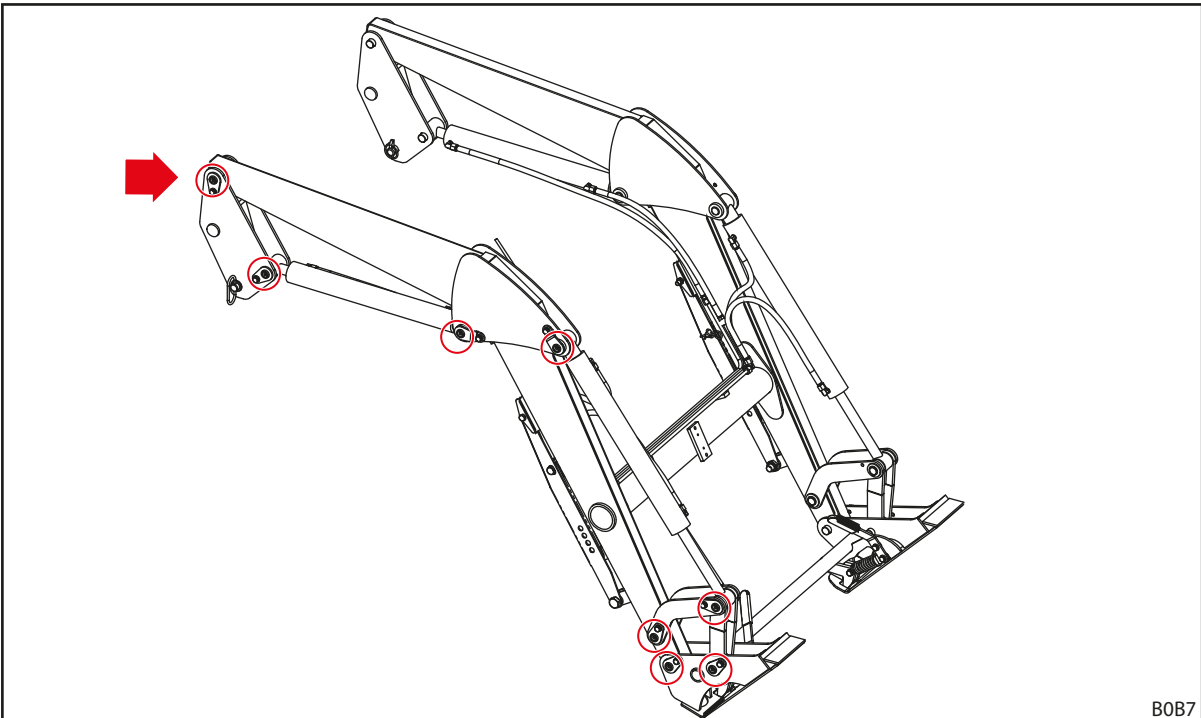


Fig. 107 Lubrication points on the H

The P front loader has 11 lubrication points on each side:

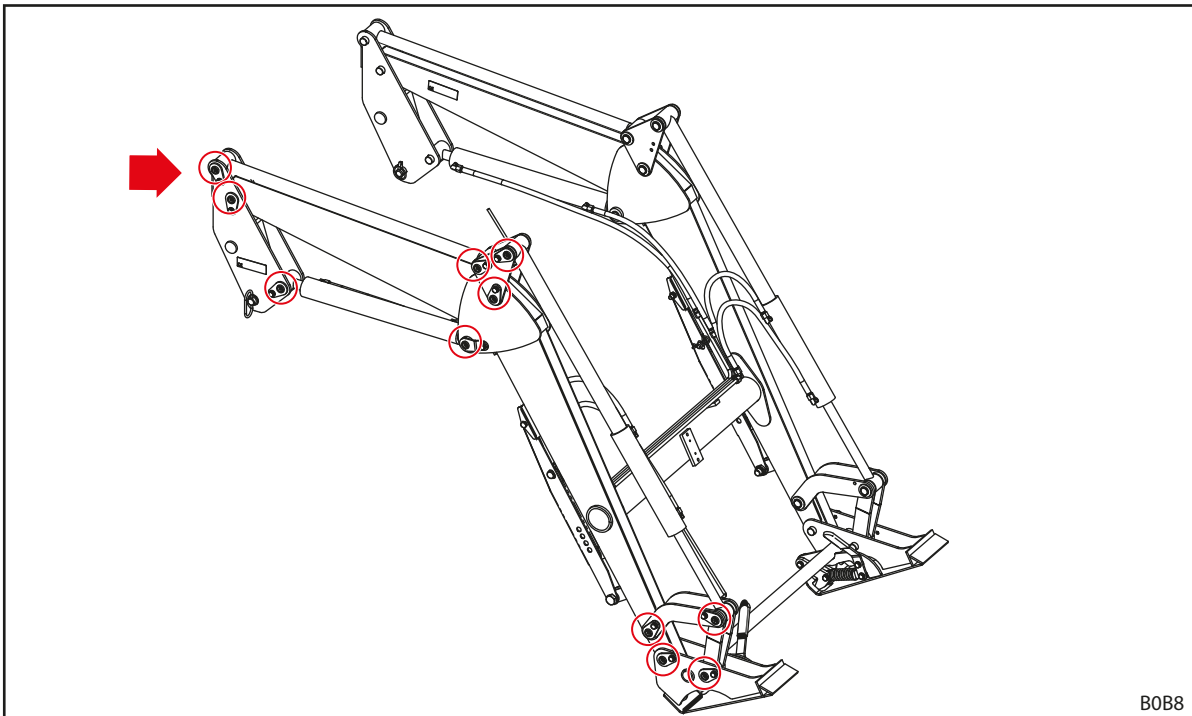


Fig. 108 Lubrication points on the P

### 8.1.2 Lubrication schedule

Lubrication point	Interval [operating hours]	Lubricant
Bearing positions	20 h	Multipurpose grease DIN 51502 K2K, ISO 6743 ISO-L-XCCEA2, or comparable product
Front loader mountings (catch hooks)	100 h	
Front loader locking mechanism	100 h	Multipurpose grease or lubricating oil



Shorten the lubrication intervals if there is strong dirt contamination.

## 8.2 Service

### **⚠ WARNING**

#### **Lethal danger and material damage due to lack of service!**

Service tasks deferred or carried out incorrectly impair the safety of the front loader.

- ▶ Only have service carried out by authorised personnel.
- ▶ Only have visible defects repaired by trained qualified personnel.
- ▶ Observe additional documentation, e.g. for implements, for other service tasks.

To ensure proper operating condition of the front loader, the defined service tasks must be performed at the specified intervals by qualified personnel.

- Have service tasks performed regularly according to the service intervals described in the following.

### 8.2.1 Service schedule

The specified service intervals are guidelines.

- Adjust the intervals according to the operating conditions.
- Consult with a workshop for any questions.

Maintenance position	Job	Interval [Operating hours]
Check the screw connections	Check, tighten if necessary (see 11.3 <i>Tightening torques for screws</i> )	100 h
Bearing positions	Lubrication (refer to the lubrication schedule)	20 h
Front loader mountings (catch hooks)	Lubrication (refer to the lubrication schedule)	100 h
Front loader locking mechanism	Lubrication (refer to the lubrication schedule)	100 h
Comfort Drive	Open and close the shut-off valve	100 h <sup>1</sup>
Hydraulic hose lines	Visual inspection, if necessary, have them replaced by an authorized workshop	100 h
	Replacement by authorized workshop	4 years <sup>2</sup>
Front loader and mounting kit	Visual inspection for damage (especially for cracks)	100 h
Change frame	Check for wear on the lower edge (see 8.2.5 <i>Service instructions for the change frame</i> )	100 h
Operator protective guard (OPG)	Visual inspection for damage (especially for bending, cracks and incipient cracks in weld seams) <sup>3</sup>	100 h or immediately after any collision of an object with the OPG

<sup>1</sup> At least once a month

<sup>2</sup> See information under 8.2.2 *Service instructions for Comfort Drive*

<sup>3</sup> If there are visible bends, dents, crack and/or incipient cracks in weld seams, the OPG must be inspected by a specialist workshop. If there is damage that interferes with the safety function of the OPG, it must be replaced.

### 8.2.2 Service instructions for Comfort Drive

Maintenance on the Comfort Drive may only be performed by an authorised specialist workshop.

### 8.2.3 Service instructions for the hydraulic lines

#### **WARNING**

##### **Risk of accident and injury due to defective hydraulic hose lines!**

Defective or worn hydraulic hose lines can cause uncontrolled escaping of hydraulic fluid and injury to persons nearby or the safety of the front loader can be impaired.

- ▶ Do not use hydraulic hose lines that are more than 6 years old.
- ▶ Do not use hydraulic hoses with tubing material that is more than 10 years old.
- ▶ Shorten the replacement interval when hoses wear out prematurely.
- ▶ For all work on the hydraulic system, wear personal protective equipment, especially oil-proof gloves and goggles.
- ▶ Have the hydraulic lines replaced if they are porous or cracked.

#### **WARNING**

##### **Risk of injury due to hydraulic fluids under high pressure!**

Even when the tractor is switched off or the front loader has been removed, the hydraulic system can still be under pressure. Hydraulic fluid can escape under high pressure and cause personal injury.

- ▶ Depressurize the hydraulic system before performing any service tasks.

In accordance with DIN 20066, hydraulic hose lines should be stored for a maximum of 2 years and used for a maximum of 6 years from the date of manufacture. This results in a service life of at least 4 years with normal loading.

Hydraulic hose lines are marked with 2 dates:

- On the hose material, e.g. "1Q15" for production of the hose in the 1st quarter of 2015;
- on the fittings, e.g. "0415" or "04/15" for production of the hose line in April 2015.

### 8.2.4 Service instructions for crack formation

#### **WARNING**

##### **Risk of serious injury due to components breaking off!**

Cracks can cause components to break off. The driver or bystanders can be seriously injured.

- ▶ Check the front loader and mounting kit regularly for the formation of cracks.
- ▶ Only operate the front loader if it is in perfect condition.
- ▶ Contact a specialised workshop immediately if there are cracks.



### 8.2.5 Service instructions for the change frame

#### **⚠ WARNING**

##### **Risk of serious injury due to the change frame breaking off!**

In cases of strong wear of the change frame, the change frame can break off of the front loader and thus cause serious injury to the driver or bystanders.

- ▶ Check the change frame regularly for wear.
- ▶ Only operate the front loader if there is no wear or damage on the change frame.
- ▶ Worn or damaged change frames must be repaired or replaced by an authorised specialised workshop.

- To check the wear on the change frame, observe the following wear dimension:

Variable	Dimension
X	Wear limit: 8 mm

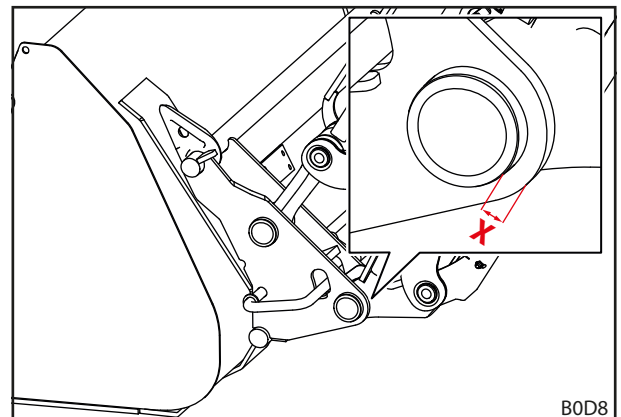


Fig. 109 Wear dimension of the change frame

### 8.2.6 Service instructions for oil changes

The front loader is supplied by the oil circulation of the tractor.

- Observe the oil change intervals specified for the tractor.
- Before performing an oil change, lower the front loader onto the ground.
- After an oil change or after working on the hydraulic system, move the front loader carefully to all end positions without a load to remove any air that might have entered.

### 8.3 Repairs

#### **⚠ WARNING**

##### **Mortal danger and material damage caused by repair work carried out incorrectly!**

Repair work carried out incorrectly can impair the safety of the front loader and can lead to serious accidents and injuries.

- ▶ Repair work should only be performed by an authorised specialised workshop.

Repairs involve the replacement and repair of components. This is only necessary if components are damaged after wear or due to external circumstances.

The specialised workshop must:

- Perform all required repair work professionally and complying with the applicable regulations and according to the rules of engineering.
- Worn or damaged parts should never be provisionally repaired.
- Only use original or approved spare parts for repairs (see 10.1 Spare parts).
- Replace the gaskets.

## 9 Decommissioning

### 9.1 Temporary decommissioning

#### **⚠ WARNING**

##### **Risk of injury due to lacking stability!**

If the front loader is not correctly and safely parked, it can tip over and injure persons nearby.

- ▶ Only park the front loader with a mounted implement that weighs at least 50 kg (for front loaders with OPG: 100 kg).
- ▶ Use the parking supports and lock them correctly.
- ▶ Only park the front loader on load-bearing and level ground.
- ▶ Always dismount the front loader alone and without assistance.

##### *Remove the front loader:*

- (1) Lower the front loader until the mounted implement is approx. 1 m above the ground.
  - Align the implement horizontally.
- (2) Switch off the tractor.
  - Apply the parking brake.
  - Stop the engine.
- (3) Unfold the parking supports (see 6.2 *Operating the parking supports*).
- (4) Release the front loader locking mechanism on both sides (see 5.4 *Mounting the front loader*).
- (5) Start the tractor.
- (6) Lower the front loader until the feet of the parking supports touch the ground. Dump the implement until the implement tip also touches the ground.
- (7) If equipped, move the OPG into parking position.
  - Apply the parking brake.
  - Stop the engine.
  - Fold down the OPG (see 4.7.1 *Operator protective guard (OPG) for tractors with 2-post rollover protection system (ROPS) installed at the rear.*)
  - Start the tractor.
- (8) Using the *lowering* function, turn the front loader catch hooks away from the sockets of the mounting part.
- (9) Using the *scooping* function, lift the front loader pins out of the catch hooks of the mounting part.

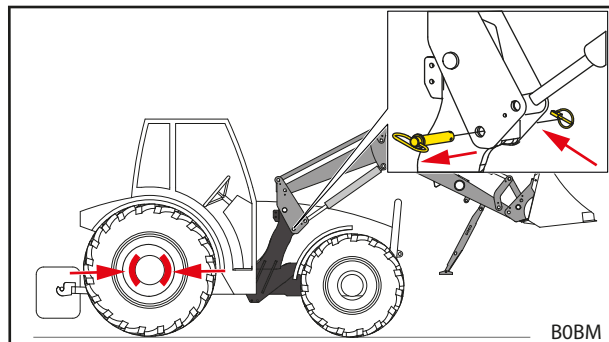


Fig. 110 Applying the parking brake and release the front loader locking mechanism

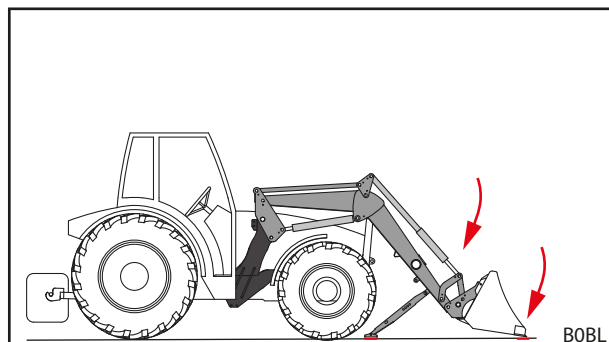


Fig. 111 Lowering the front loader and dumping with the implement

- (10) Switch off the tractor.
  - Apply the parking brake.
  - Stop the engine.
  - Depressurize the hydraulic system (see 6.1 *Operating elements*).
- (11) Uncouple the front loader hydraulic system.
- (12) Disconnect the electrical system.

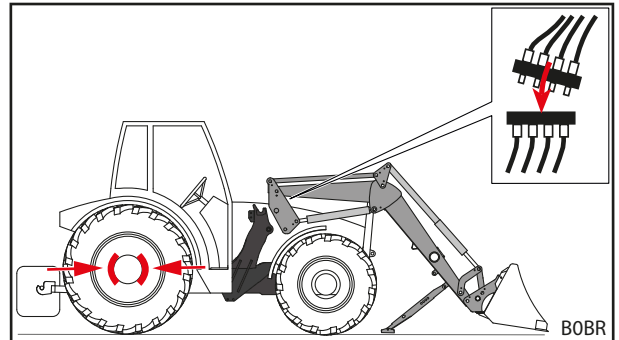


Fig. 112 Uncoupling the hydraulic system

- (13) Drive the tractor in reverse out of the front loader.
- (14) Replace the protective caps on the hydraulic couplings and plugs.
- (15) If applicable, put the protective tarp over the front loader.
  - ✓ The front loader is dismantled.

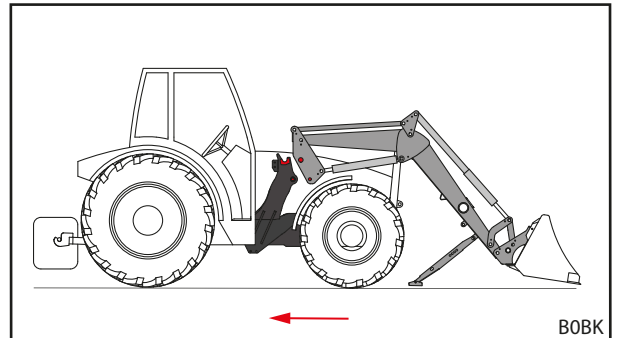


Fig. 113 Driving the tractor in reverse

## 9.2 Recommissioning

### *Recommissioning the front loader:*

- (1) Remove the tarp from the front loader.
- (2) Clean the front loader if necessary.
- (3) Have maintenance performed on the front loader if necessary (see 8.2.1 *Service schedule*).
- (4) Perform a "Check before each start-up" (see 5.2 *Check before each start-up*).
- (5) Check all of the front loader functions.
  - ✓ The front loader is ready for operation.

### 9.3 Final decommissioning and disposal

**NOTICE**

**Environmental damage due to improper disposal!**

The front loader contains operating materials as well as electrical and hydraulic components that need to be disposed of separately. Improper disposal can harm the environment.

- ▶ Observe the national and local regulations and environmental legislation for the disposal.
- ▶ Hand the front loader over to the dealer or a specialised company for disposal.
- ▶ Scrap the metal parts.
- ▶ Dispose of electric components at the intended facilities according to the local regulations.
- ▶ Recycle the packaging.
- ▶ Bring waste oil and hydraulic components to the appropriate facilities.

The front loader does not have a limit on its service life. In case of disposal, the front loader must be decommissioned and disposed of correctly.

- Also observe the safety instructions for service and maintenance.

## 10 Spare parts and customer service

### 10.1 Spare parts

**⚠ WARNING**

**Risk of injury and material damage due to using the wrong spare parts!**

The use of non-approved spare parts can impair the safety of the front loader and results in expiry of the operating permit.

- ▶ Only use original spare parts or those approved by STOLL.

Original spare parts and fitting accessories are listed in separate spare part lists.

- Download spare part lists at [www.stoll-germany.com](http://www.stoll-germany.com).

**Order information for safety stickers**

Order no.	Designation	Stickers included
3480600	Set of stickers "Technology"	1 sticker each at Pos. no. 1, 4, 2 sticker at Pos. no. 7
3431550	Label sheet "Technology yellow"	2 sticker at Pos. no. 3
3449070	Sticker "Cab"	1 sticker at Pos. no. 2
3533120	"Comfort Drive" FC sticker	1 sticker at Pos. no. 5
1432670	"Pressure accumulator" sticker	1 sticker at Pos. no. 6
1446670	"Risk of crushing" sticker	2 sticker at Pos. no. 10
1446690	"Safety OPG" sticker	1 sticker each at Pos. no. 11, 12

### 10.2 Customer service

For further questions regarding your front loader, please contact your dealer.

## 11 Technical specifications

### 11.1 Dimensions and weights

Front loader	Nominal width <sup>1</sup>	Lifting arm length <sup>2</sup>	Nominal lifting force		Weight <sup>5</sup> [kg]
	[mm]	[mm]	Bottom <sup>3</sup> [daN]	Top <sup>4</sup> [daN]	
FC 150 L	835	1400	525	425	105
FC 150 H		1400	525	425	145
FC 150 P FC 150+ P		1400	525	425	165
FC 250 L	945	1590	640	540	160
FC 250 H		1590	640	540	185
FC 250 P FC 250+ P		1590	640	540	205
FC 350 H		1700	950	790	210
FC 350 P FC 350+ P		1700	950	790	230
FC 450 H		1840	970	920	250
FC 450 P FC 450+ P		1840	970	920	270
FC 550 H		2000	1170	1120	270
FC 550 P FC 550+ P		2000	1170	1120	290

<sup>1</sup> Measured from the centre of the pillar to the centre of the pillar.

<sup>2</sup> Measured from the lifting arm pivot point to the implement pivot point.

<sup>3</sup> Mathematically determined lifting force in the implement pivot point with hydraulic pressure at 170 bar, lifting arm in completely lowered position and ideal typical mounting. Since the geometry of the actual mounting parts must also take the specific geometry of different tractor equipment (tire sizes, axles, etc.) into account, the actual values in individual cases may vary significantly.

<sup>4</sup> Like <sup>3</sup>, but with the lifting arm completely raised

<sup>5</sup> Typical weight without implement, without special equipment. Deviations in individual cases are possible.

<sup>6</sup> The nominal lifting force is reached at the implement pivot point of the front loader, and although it accounts for the net weight of the front loader, it does not account for the weight of the implement. The actual lifting force of the front loaders decreases with increasing distance from the implement pivot point to the front.

Operator protective guard (OPG)		Can be used for:	
Id. no.	Weight [kg]	Front loader	Tractors
3815090	35	FC 150 L, H P, FC 150+ P	with 2-post rollover protection system (ROPS) installed at the rear
3815190	35	FC 250 L, H, P, FC 250+ P	
		FC 350 H, P, FC 350+ P	
		FC 450 H, P, FC 450+ P	
		FC 550 H, P, FC 550+ P	

### 11.2 Noise emissions

The emission sound pressure level is less than 70 dB(A) (depending on the tractor).

## 11.3 Tightening torques for screws

Tightening torque for screws						
Thread	Strength category					
	8.8		10.9		12.9	
	Nm	lb-ft	Nm	lb-ft	Nm	lb-ft
M4	3	2	4.5	3	5	4
M6	11	8	15	11	17	13
M8	27	20	36	27	42	31
M8x1	29	21	38	28	45	33
M10	54	40	71	52	83	61
M10x1.25	57	42	75	55	87	64
M12	93	69	123	91	144	106
M12x1.5	97	72	128	94	150	111
M12x1.25	101	74	133	98	155	114
M14	148	109	195	144	229	169
M14x1.5	159	117	209	154	244	180
M16	230	170	302	223	354	261
M16x1.5	244	180	320	236	374	276
M18	329	243	421	311	492	363
M18x2	348	257	443	327	519	383
M18x1.5	368	271	465	343	544	401
M20	464	342	592	437	692	510
M20x2	488	360	619	457	724	534
M20x1.5	511	377	646	476	756	558
M22	634	468	807	595	945	697
M22x2	663	489	840	620	984	726
M22x1.5	692	510	873	644	1022	754
M24	798	589	1017	750	1190	878
M24x2	865	638	1095	808	1282	946
M27	1176	867	1496	1103	1750	1291
M27x2	1262	931	1594	1176	1866	1376
M30	1597	1178	2033	1499	2380	1755
M30x2	1756	1295	2216	1634	2594	1913
5/8" UNC (normal)	230	170	302	223		
5/8" UNF (fine)	244	180	320	236		
3/4" UNC (normal)	464	342	592	437		
3/4" UNF (fine)	511	377	646	476		



Make sure that the threads are clean! The specified tightening torques are valid for screws and threads that are clean, dry and free of grease.

11.4 Hydraulic diagram FC

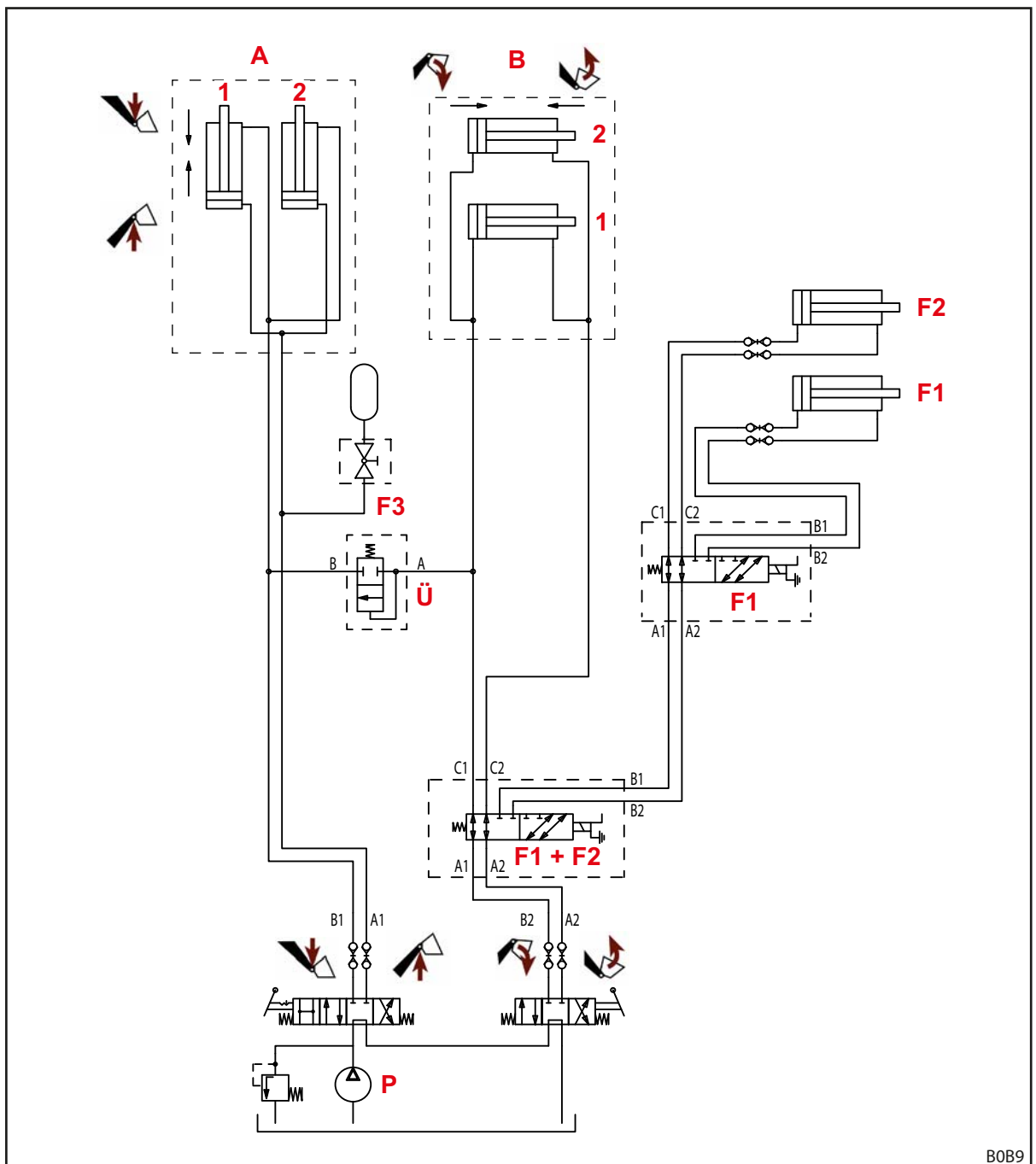


Fig. 114 Hydraulic diagram FC

**Legend**

- A Front loader
- B Implement
- F1 4th control circuit (optional)
- F2 3rd control circuit (optional)
- F3 Comfort Drive (optional)
- P Tractor pump
- Ü Overflow valve (FC 150+ to 550+ only)
- 1 Left
- 2 Right

## 11.5 Electric circuit diagram

**NOTICE**
**Material damage due to improper tensioning or lacking fuse!**

If the rated voltage of 12 V is exceeded or the ignition lock is not switched, the system can be damaged.

- ▶ Switch the rated voltage of 12 V via the ignition lock.
- ▶ The connection must be protected with a fuse.

The optional functions Q1 and Q2 on the front loader lifting arm are shown in simplified form, as they may vary depending on the type of front loader.

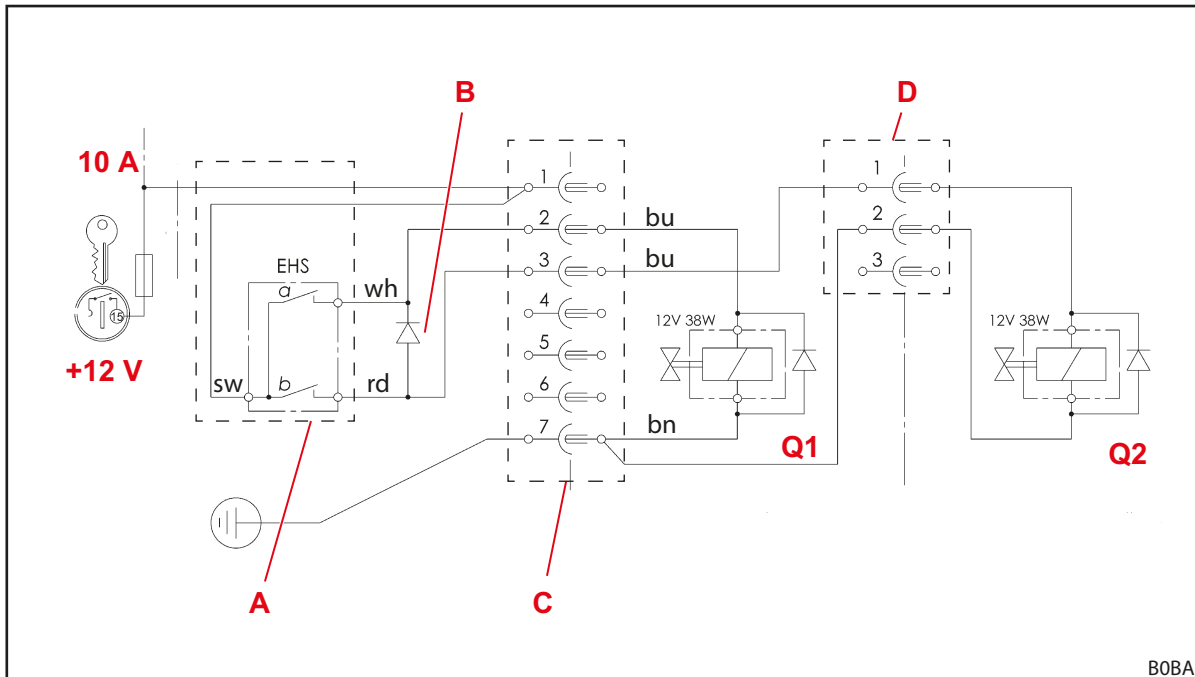


Fig. 115 Electric circuit diagram

**Legend**

- Q1 3rd control circuit
- Q2 4th control circuit
- A Buttons on the operating lever
  - a: 3rd control circuit
  - b: 4th control circuit
- B Suppressor diode 4th control circuit; button b simultaneously activates valve Q1 for the 3rd control circuit and switches this function via shuttle valve Q2 to the 4th control circuit.
- C Plug / socket on the mounting part
- D Plug / socket on the cross tube of the front loader



### 11.6 Arrangement of the hydraulic valves for additional functions

Fig. 116 shows the arrangement of the hydraulic valves for the additional functions Q1 to Q2 on the cross tube of the front loader or on the implement. The maximum equipment for L, H and P front loaders is shown.

The designations Q1 to Q2 correspond to the designations in the electric circuit diagram (see 11.5 *Electric circuit diagram*).

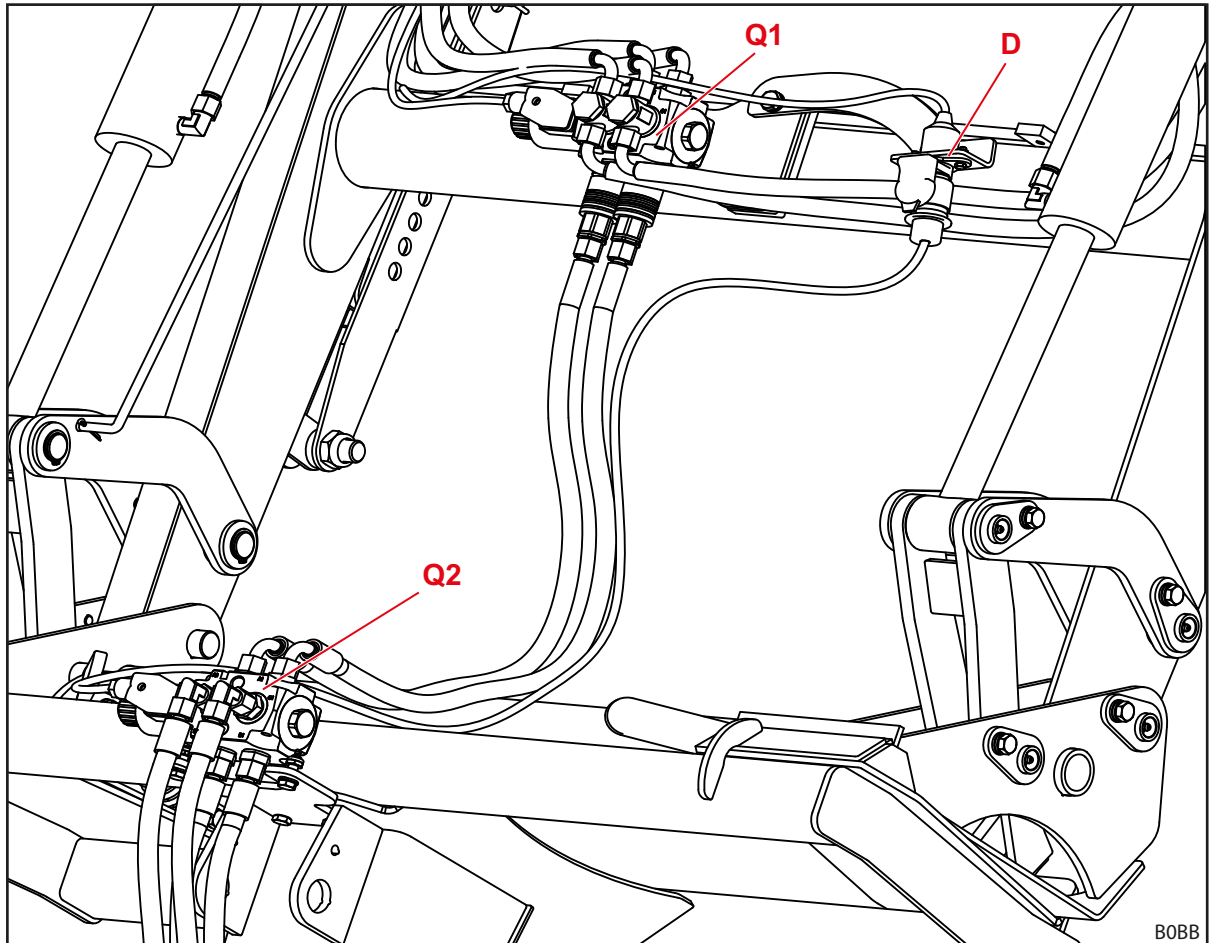


Fig. 116 Arrangement of the hydraulic valves for additional functions

**Legend**

- Q1 Hydraulic valve for 3rd control circuit
- Q2 Hydraulic valve for 4th control circuit (on the implement)
- D Plug / socket for actuation of the hydraulic valve for the 4th control circuit

## 12 EC/EU Declaration of Conformity

### 12.1 Front loader

(according to EU 2006/42/EC Directive on Machinery; Annexe II 1. A)

The  
Wilhelm STOLL Maschinenfabrik GmbH  
Bahnhofstrasse 21  
D-38268 Lengede, Germany

hereby declares that the machine in its state on delivery and with the contractually agreed scope of delivery complies with the directives and harmonised standards listed in the following, and will be made available on the market:

(Trade) name:	CompactLine front loader
Model/type:	FC L, H, P
Machine no.:	1000001 to 1010000 2000001 to 2010000 3000001 to 3010000 3110000 to 3120000 4000001 to 4010000 7015000 to 7999999

Description/function:	As a mounted implement, the front loader is "interchangeable equipment" as defined by the Machinery Directive 2006/42/EC. The front loader is mounted on agricultural and forestry tractors using a mounting frame, and serves to mount other interchangeable equipment (implements), which are used for processes and tasks in the agricultural and forestry sector. Further information on the intended use with the operating conditions, the description, the function and other technical data for the front loader can be found in the operating instructions.
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The machine complies with all relevant and applicable provisions of the

- Council Directive 2006/42/EC on machinery,
- Directive 2014/30/EU of the European Parliament and the Council for Electromagnetic Compatibility (EMC),

The technical documentation was produced according to Annexe VII A of Directive 2006/42/EC, and is the responsibility of the development manager at Wilhelm STOLL Maschinenfabrik GmbH, Bahnhofstrasse 21, D-38268 Lengede.

The design and manufacturing of the front loader observed the following harmonised standards that are also published in the EU official gazette:

<b>Harmonised standards</b>	<b>Date</b>	<b>Title of the standard</b>
DIN EN ISO 4254-1	2022-12	Agricultural machinery - Safety - Part 1: General requirements
DIN EN ISO 4413	2011-04	Hydraulic fluid power - General rules and safety requirements for systems and their components
DIN EN ISO 12100	2011-03	Safety of machinery - Basic terms, General principles for design for the safety of machinery - General principles for design - Risk assessment and risk reduction
DIN EN ISO 13849-1	2023-12	Safety of machinery - Safety-related parts of control systems - Part 1: General principles for design
ISO 23206	2007-03	Agricultural wheeled tractors and attachments - Front loaders - Carriages for attachments
DIN EN ISO 13857	2020-04	Safety of machinery - Safety distances to prevent hazard zones being reached by upper and lower limbs
DIN EN ISO 14982	2009-12	Agricultural and forestry machines - Electromagnetic compatibility - Test methods and acceptance criteria

Lengede, 13.08.2024



ppa. Radan Havelka  
Proxy holder



Ulrich Flötzing  
Head of the Engineering Center

**12.2 Operator protective guard (OPG)**

(according to EU 2006/42/EC Directive on Machinery; Annexe II 1. A or Regulation 2023/1230 on machinery; Annexe V A)

The

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hereby declares that the machine in its state on delivery and with the contractually agreed scope of delivery complies with **Directive 2006/42/EC (until 19.01.2027)** and **Regulation (EU) 2023/1230 (as of 20.01.2027)**, and will be made available on the market:

(Trade) name:	Operator protective guard (OPG)
Model/type:	FC, Solid, ProfiLine
Machine no.:	1000000 to 1099999
Description/function:	The operator protective guard (OPG) is a safety component as defined by Directive 2006/42/EG and Regulation 2023/1230. The OPG is designed to be mounted on a front loader manufactured by Wilhelm Stoll Maschinenfabrik GmbH. It ensures that large objects falling from the exchangeable equipment (e.g. large bale fork) cannot hit the tractor operator.

The technical documentation was produced according to Directive 2006/42/EC Annexe VII A and Regulation 2023/1230 Annexe IV A, and is the responsibility of the development manager at Wilhelm STOLL Maschinenfabrik GmbH, Bahnhofstrasse 21, D-38268 Lengede.

The design and manufacturing of the machine observed the following harmonised standards that are also published in the EU official gazette:

<b>Harmonised standards</b>	<b>Date</b>	<b>Title of the standard</b>
EN ISO 12100	2010	Safety of machinery - Basic terms, General principles for design for the safety of machinery - General principles for design - Risk assessment and risk reduction
EN ISO 4254-1	2021	Agricultural machinery - Safety - Part 1: General requirements
EN 614-1	2009	Safety of machinery - Ergonomic design principles - Part 1: Terminology and general principles
EN 1005-1	2008	Safety of machinery - Human physical performance - Part 1: Terms and definitions
EN 1005-2	2008	Safety of machinery - Human physical performance - Part 2: Manual handling of machinery and component parts of machinery
EN 1005-4	2008	Safety of machinery - Human physical performance - Part 4: Evaluation of working postures and movements in relation to machinery
EN ISO 4413	2010	Hydraulic fluid power - General rules and safety requirements for systems and their components
EN 547-3	2008	Safety of machinery - Human body measurements - Part 3: Anthropometric data
EN ISO 13732-1	2008	Ergonomics of the thermal environment - Methods for the assessment of human responses to contact with surfaces - Part 1: Hot surfaces
EN ISO 13854	2019	Safety of machinery - Minimum gaps to avoid crushing of parts of the human body

Lengede, 21.01.2025



ppa. Radan Havelka  
Proxy holder



Ulrich Flötzinger  
Head of the Engineering Center

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Address of the dealer

Stick or write down the serial number here



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