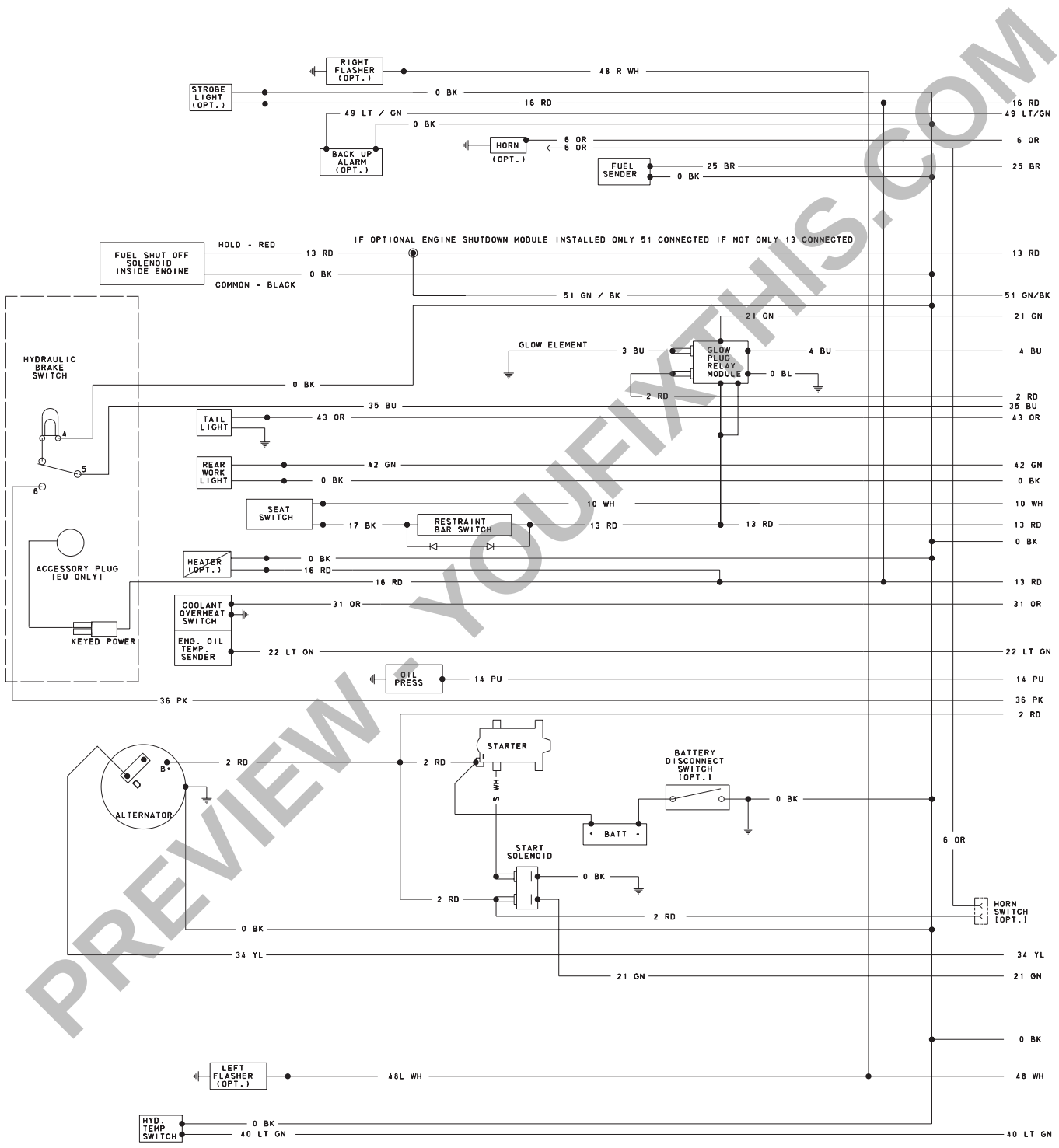
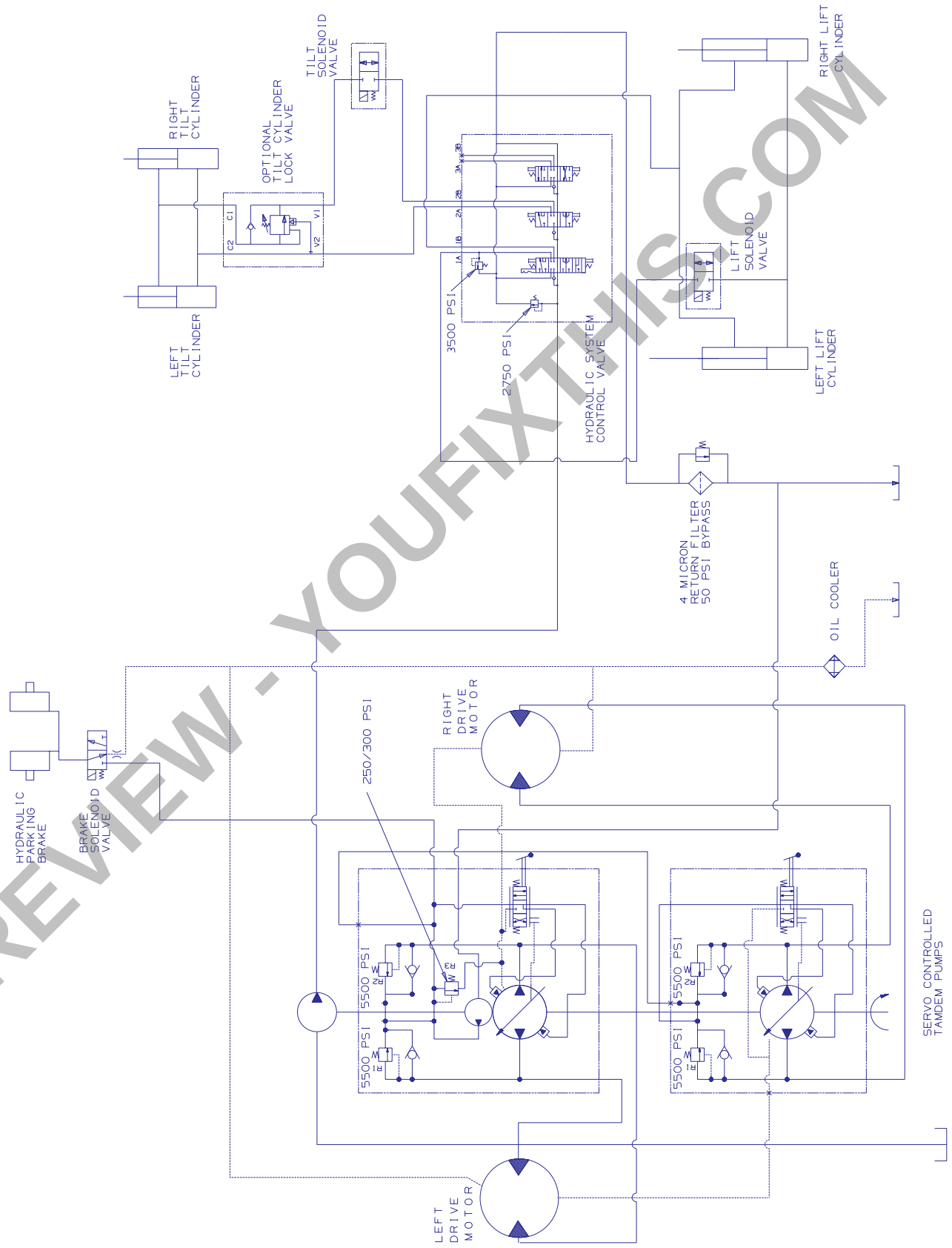
SL46/4835 Electrical Schematic



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SL4635 Hydrostatic/Hydraulic Schematic



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TORQUE SPECIFICATIONS

Use these torque values when tightening Gehl hardware (excluding: locknuts, and self-tapping, thread forming, and sheet metal screws) unless otherwise specified.

UNIFIED NATIONAL THREAD	GRADE 2		GRADE 5		GRADE 8	
	DRY	LUBED	DRY	LUBED	DRY	LUBED
8-32	19*	14*	30*	22*	41*	31*
8-36	20*	15*	31*	23*	43*	32*
10-24	27*	21*	43*	32*	60*	45*
10-32	31*	23*	49*	36*	68*	51*
1/4-20	66*	50*	9	75*	12	9
1/4-28	76*	56*	10	86*	14	10
5/16-18	11	9	17	13	25	18
5/16-24	12	9	19	14	25	20
3/8-16	20	15	30	23	45	35
3/8-24	23	17	35	25	50	35
7/16-14	32	24	35	35	70	55
7/16-20	36	27	40	40	80	60
1/2-13	50	35	75	55	110	80
1/2-20	55	40	90	65	120	90
9/16-12	70	55	110	80	150	110
9/16-18	80	60	120	90	170	130
5/8-11	100	75	150	110	220	170
5/8-18	110	85	180	130	240	180
3/4-10	175	130	260	200	380	280
3/4-16	200	150	300	220	420	320
7/8-9	170	125	430	320	600	460
7/8-14	180	140	470	360	660	500
1-8	250	190	640	480	900	680
1-12	270	210	710	530	1000	740

METRIC COARSE THREAD	GRADE 8.8		GRADE 10.9		GRADE 12.9	
	DRY	LUBED	DRY	LUBED	DRY	LUBED
M6-1	8	6	11	8	13.5	10
M8-1.25	19	14	27	20	32.5	24
M10-1.5	37.5	28	53	39	64	47
M12-1.75	65	48	91.5	67.5	111.5	82
M14-2	103.5	76.5	145.5	108	176.5	131
M16-2	158.5	117.5	223.5	165.5	271	200

*All Torque Values are in ft-lbs except those marked with an * which are in in-lbs.
For metric torque value (N·m) multiply ft-lbs value by 1.355 or the in-lbs value by 0.113.

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Gehl All-Tach™ Attachment Mounting (Fig. 6-6)

WARNING

To prevent unexpected attachment release from the All-Tach attachment, BE SURE to properly secure the All-Tach mechanism lock pins by rotating the latch levers to a horizontal position.

The skid loader features an All-Tach attachment mechanism for mounting a bucket or other attachment. Two latch levers secure the attachment.

Attaching

1. Rotate the latch levers to a vertical position to fully retract the latch pins.
2. Start the loader engine and make sure the lift arm is lowered and in contact with the loader frame.
3. Align the loader squarely with the back of the attachment.
4. Roll the All-Tach attachment mechanism forward until the top edge of the All-Tach mechanism is below the flange on the back side of the attachment and centered between the vertical plates.
5. Slowly drive the loader forward and, at the same time, roll the All-Tach attachment mechanism back to engage the flange on the back side of the attachment.
6. Stop forward travel when the flange is engaged but, continue to roll the All-Tach attachment mechanism back to pick the attachment up off the ground. Exercise the **MANDATORY SAFETY SHUTDOWN PROCEDURE (page 10).**
7. With the loader engine OFF, leave the operator's compartment and swing the latch levers to a horizontal position to fully engage the latch pins.
8. To check that the attachment is properly installed, apply down pressure to the attachment prior to operating.

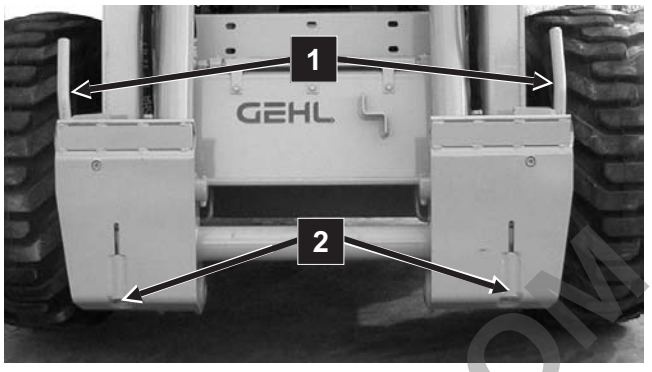


Fig. 6-6: All-Tach Attachment (Disengaged)

1. All-Tach Attachment Latch Control Levers
2. All-Tach Attachment Latch Pins

Detaching

1. Roll the All-Tach attachment mechanism backward until the attachment is off the ground. Exercise the **MANDATORY SAFETY SHUTDOWN PROCEDURE (page 10).**
2. With the loader engine OFF, leave the operator's compartment and rotate the latch levers completely vertical to fully retract the latch pins.
3. Start the loader engine and make sure that the lift arm is lowered and in contact with the loader frame.
4. Roll the All-Tach attachment mechanism forward and slowly back the loader until the attachment is free from the loader.

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CHAPTER 9

TROUBLESHOOTING

This Troubleshooting Guide lists potential problems, as well as possible causes and remedies, for Gehl skid loaders.

When a problem occurs, don't overlook simple causes. A malfunction could be caused by something as simple as an empty fuel tank. After a mechanical failure has been corrected, be sure to locate the cause of the problem.

IMPORTANT: *DO NOT attempt to service or repair major components, unless authorized to do so by your Gehl dealer. Any unauthorized repair will void the warranty.*

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Electrical System

Problem	Possible Cause	Remedy
Entire electrical system does not function.	Battery disconnect switch is "Off" 20 ampere breakers are tripped.	Turn battery disconnect switch to "On". Consult wiring diagram, check circuit and locate trouble (i.e., pinched wires, faulty connections, etc.) before resetting breaker.
	Main wiring harness connectors at rear of ROPS not properly plugged in.	Check main harness connectors.
	Battery terminals or cables are loose or corroded.	Clean battery terminals and cables and retighten them.
	Battery is faulty.	Test battery and replace as needed.
No instrument panel lamps with keyswitch turned to "ON."	20 ampere breaker tripped.	Consult wiring diagram, check circuit and locate trouble before resetting breaker.
	Battery terminals or cables are loose or corroded.	Clean battery terminals and cables and retighten them.
No glow indicator lamp with key switch turned to "ON."	Ambient temperature above 32° F (0°C)	Proceed with starting engine.
	Bulb is burned out.	Replace bulb.
	Faulty glow module.	Contact your Gehl dealer for assistance.
Seat belt buzzer indicator not sounding when key turned to "ON", indicator lamps work properly.	Buzzer is disconnected.	Reconnect wires to buzzer.
	Faulty buzzer.	Replace buzzer.
Fuel gauge does not work.	Faulty fuel gauge sender.	Replace fuel gauge sender.
	Faulty fuel gauge.	Replace fuel gauge.
	Loose wiring/terminal connections.	Verify wiring connections.

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CHAPTER 2

MODEL SPECIFICATIONS

	SL4635 / SL4635SX	SL4635SXT / DXT	SL4835SXT / DXT
Engine:			
Make	Deutz	Deutz (Turbo)	Deutz (Turbo)
Model	F3M1011F	BF3M1011F	BF3M1011F
Fuel	Diesel	Diesel	Diesel
Displacement	133 CID (2,18 L)	133 CID (2,18 L)	133 CID (2,18 L)
Horsepower	44 hp (32,8 kW) @ 2600 rpm	57 hp (42,5 kW) @ 2500 rpm	57 hp (42,5 kW) @ 2500 rpm
Horsepower - Net *(In accordance with ISO9249)*	43 hp (32,1 kW) @ 2600 rpm	56hp (41,8 kW) @ 2500 rpm	56hp (41,8 kW) @ 2500 rpm
Torque - Maximum	103 ft-lbs (140 N·m) @ 1800 rpm	140 ft-lbs (190 N·m) @ 1800 rpm	140 ft-lbs (190 N·m) @ 1800 rpm
SAE Rated Operating Load[1]	1425 lbs (646 kg)	1425 lbs (646 kg)	1625 lbs (737 kg)
Operating Weight	6100 lbs (2800 kg)	6100 lbs (2800 kg)	6300 lbs (2900 kg)
Shipping Weight	5200 lbs (2350 kg)	5200 lbs (2350 kg)	5300 lbs (2500 kg)
Fuel Tank Capacity	15 US gal (57 L)	15 US gal (57 L)	17 US gal (64 L)
Sound[2] ***(with Deluxe Sound Kit)***			
Pressure Level (Operator Ear)	87 dB(A)[3]	86 dB(A)	85 dB(A)
Power Level (Environmental)	102 dB(A)[3]	102 dB(A)	102 dB(A) - SXT / 101 dB (A) - DXT

Specifications Below Apply To All SL4635 and SL4835 models			
Capacities		***Electrical***	
Hydraulic Reservoir	12 US gal (45 L)	Battery	12 volt DC with 950 CCA min.
Chaincases (each)	8 US qts (7,6 L)	Starter	12 volt DC (2.3 kW)
Engine Oil	8.5 US qts (8 L)	Alternator	55 amperes
Hydraulic System *(Theoretical)*			
Main Hydraulic System Pressure	2750 psi (190 bar)		
High-Flow Hydraulic System Pressure	2500 psi (172 bar)		
Standard Flow Rate (Single)	19 gpm (72 L/min)		
High-Flow Rate (Dual - DX models)	30 gpm (114 L/min)	***Travel Speed***	0 to 8.5 mph (0 to 13,7 km/h)

Tire Options	
Narrow Width Heavy Duty Flotation tires	10 x 16.5 - 8 ply
Heavy Duty Fat Foot Flotation Tires	31 x 13.30 x 16.5
Heavy Duty Wide Sideways Flotation Tire Set	10 x 16.5 - 8 ply
Heavy Duty Wide Sideways Flotation Tire Set	12 x 16.5 - 10 ply
Solid Rubber tires	6.5 x 16
AirBoss Segmented Industrial tires	7.5 x 15
AirBoss Segmented Flotation tires	10 x 16.5

Buckets and Capacities			
Width - inches (millimeters)	***Bucket Description***	***Capacity (Heaped)***	
60 inches (1520 mm)	Dirt/Construction	10.0 cubic feet	0.28 cubic meters
65 inches (1650 mm)	Dirt/Construction	10.8 cubic feet	0.31 cubic meters
65 inches (1650 mm)	Dirt/Construction	14.7 cubic feet	0.42 cubic meters
65 inches (1650 mm)	Utility	18.6 cubic feet	0.53 cubic meters
68 inches (1730 mm)	Dirt/Construction	15.3 cubic feet	0.43 cubic meters
68 inches (1730 mm)	Utility	19.0 cubic feet	0.54 cubic meters
72 inches (1830 mm)	Utility/Snow	32.0 cubic feet	0.91 cubic meters
72 inches (1830 mm)	Utility	27.0 cubic feet	0.76 cubic meters

[1]Operating load rated with a 65 inch (1650 mm) dirt/construction bucket for an SL4635 or a 68 inch (1730 mm) dirt/construction bucket for an SL4835, 10 x 16.5 tires and a 175lb (79kg) operator, in accordance with SAE J818.
[2] Effective January 2000
[3] SL4635SX Only

Specifications subject to change without notice.

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CHAPTER 11

MAINTENANCE SCHEDULE

This Maintenance Interval Chart was developed to match the *Service* chapter of this manual. Detailed information on each service procedure may be found in the *Service* chapter. A Maintenance Log follows the Interval Chart for recording the maintenance procedures performed. Recording the 10 hour (or daily) service intervals would be impractical and is therefore not recommended.

IMPORTANT: *Under extreme operating conditions more frequent service than the recommended intervals may be required. You must decide if your operation requires more frequent service based on your use.*

Maintenance Interval Chart

Service Procedure	Every 10 Hours (or Daily)	Every 100 Hours	Every 500 Hours (or Annually)
Check Engine Air Cleaner Restriction Indicator	●		
Check Engine Oil Level	●		
Check Hydraulic Oil Level	●		
Check Tire Pressures	●		
Grease Lift Arm, Attachment Mechanism and Cylinder Pivots	●		
Check Bucket Cutting Edge	●		
Check Seat & Restraint Bar Operation	●		
Check Oil Cooler Fins	●		
Check Hydraulic Filter Element Indicator		●	
Check Wheel Nuts Torque (170-180 ft-lbs)		●	
Check Drive Chain Tension		●	
Check Oil Level in Chaincases		●	
Clean Spark Arrestor Muffler (Non-Turbo Units)		●	
Check Alternator/Fan Belt Tensions		●	
Check Battery			●
Check Engine Mounting Hardware			●
Change Fuel Filter			●
Change Hydraulic Oil			●
Change Engine Oil & Filter ◆			●
Change Chaincase Oil			●

◆ For new units, the first oil change should be after the first 50 hours. Refer to the engine manual for additional information.

NOTE: *Continue to repeat the service procedures at every specified time interval.*

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CHAPTER 6

OPERATION

General Information (Fig. 6-1)

CAUTION

BEFORE starting the engine and operating the loader, review and comply with ALL safety recommendations in the SAFETY chapter of this manual. Know how to STOP the loader BEFORE starting it. Also, BE SURE to fasten and properly adjust the seat belt and lower the operator restraint bar.

Before Starting Engine

Before starting the engine and running the loader, refer to the *Controls & Safety Equipment* chapter and familiarize yourself with the various operating controls, indicators and safety devices on the loader.



Fig. 6-1: Operator's Compartment

1. Operator's Seat
2. Operator Restraint Bar in "Lowered" Position
3. Seat Belt

Starting The Loader

WARNING

ALWAYS fasten your seat belt and lower the restraint bar BEFORE starting the engine.

The following procedure is recommended for starting the loader engine:

1. Carefully step up onto the back of the bucket or attachment while grasping the ROPS handles to get into the operator's compartment.
2. Fasten the seat belt and lower the restraint bar.
3. Verify the following:
   - ❑ the lift/tilt and drive control handles are in their neutral positions
   - ❑ the auxiliary control is in neutral
   - ❑ the brake is on
   - ❑ the high flow control lever (DX models only) is in neutral
4. Push the throttle forward to half of full speed.

NOTE: *When the key is turned to the "ON" position, a buzzer will sound momentarily reminding you to check that your seat belt is fastened.*

5. Turn the keyswitch to the "ON" position. Wait for the glow indicator light to go out, then turn the key to the start position. (Glow is automatically controlled and is used only if temperature is 32°F (0°C) or below).

NOTE: *Crank the starter until the engine is started. If the engine fails to start within 15 seconds, return the key to the "Off" position and repeat Step 5. Cranking the engine for longer than 15 seconds will result in premature failure of the starter.*

After the engine starts, allow a sufficient warm-up time before attempting to operate the controls.

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