Mandatory Safety Shutdown Procedure

Before cleaning, adjusting, lubricating or servicing the unit, or leaving it unattended:

1. Move the drive control handle(s) to the neutral position.
2. Lower the lift arm and attachment completely. If the lift arm *must* be left in the raised position, BE SURE to properly engage the lift arm support device (page 22).
3. Move the throttle to the low idle position, shut off the engine and remove the key.
4. Before exiting, move the lift/tilt control(s) to verify that the controls do not cause movement of the lift arm and hitch.

Safety Reminders

Before Starting

- Do not modify the ROPS/FOPS unless instructed to do so in installation instructions. Modifications such as welding, drilling or cutting can weaken the structure and reduce the protection it provides. A damaged ROPS/FOPS cannot be repaired – it must be replaced.
- To ensure safe operation, replace damaged or worn-out parts with genuine Gehl service parts.
- Gehl loaders are designed and intended to be used only with Gehl attachments and approved attachments. To avoid possible personal injury, equipment damage and performance problems, use only attachments that are approved for use on and within the operating capacity of the machine. Contact your dealer or Gehl Service Department for information on attachment approval and compatibility with specific machine models. Manitou Americas cannot be responsible if the machine is used with a non-approved attachment.
- Remove all trash and debris from the machine each day, especially in the engine compartment, to minimize the risk of fire.
- Always face the loader and use the handholds and steps when getting on and off the loader. Do not jump off the loader.
- Never use starting fluid (ether).
- Walk around the machine and warn all nearby personnel before starting the machine.
- Always perform a daily inspection of the machine before using it. Look for damage, loose or missing parts, leaks, etc.

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Appendix B. SAE Diagnostic Trouble Codes and Cummins Fault Codes

Fault Code	J1939 SPN	J1939 FMI	Lamp Color	J1939 SPN Description	Cummins Description
111	629	12	Red	Controller #1	Engine Control Module Critical internal failure - Bad intelligent Device or Component
115	612	2	Red	System Diagnostic Code # 2	Engine Speed/Position Sensor Circuit lost both of two signals from the magnetic pickup sensor - Data Erratic, Intermittent, or incorrect
122	102	3	Amber	Boost Pressure	Intake Manifold Pressure Sensor Circuit – Voltage Above Normal, or Shorted to High Source
123	102	4	Amber	Boost Pressure	Intake Manifold Pressure Sensor Circuit – Voltage Below Normal, or Shorted to Low Source
124	102	16	Amber	Boost Pressure	Intake Manifold 1 Pressure - Data Valid but Above Normal Operational Range - Moderately Severe Level
131	91	3	Red	Accelerator Pedal Position	Accelerator Pedal or Lever Position Sensor Circuit - Voltage Above Normal, or Shorted to High Source
132	91	4	Red	Accelerator Pedal Position	Accelerator Pedal or Lever Position Sensor Circuit - Voltage Below Normal, or Shorted to Low Source
133	974	3	Red	Remote Accelerator	Remote Accelerator Pedal or Lever Position Sensor Circuit – Voltage Above Normal, or Shorted to High Source
134	974	4	Red	Remote Accelerator	Remote Accelerator Pedal or Lever Position Sensor Circuit – Voltage Below Normal, or Shorted to Low Source
135	100	3	Amber	Engine Oil Pressure	Oil Pressure Sensor Circuit - Voltage Above Normal, or Shorted to High Source
141	100	4	Amber	Engine Oil Pressure	Oil Pressure Sensor Circuit - Voltage Below Normal, or Shorted to Low Source
143	100	18	Amber	Engine Oil Pressure	Oil Pressure Low – Data Valid but Below Normal Operational Range - Moderately Severe Level
144	110	3	Amber	Engine Coolant Temperature	Coolant Temperature Sensor Circuit – Voltage Above Normal, or Shorted to High Source
145	110	4	Amber	Engine Coolant Temperature	Coolant Temperature Sensor Circuit – Voltage Below Normal, or Shorted to Low Source
146	110	16	Amber	Engine Coolant Temperature	Coolant Temperature High - Data Valid but Above Normal Operational Range - Moderately Severe Level
147	91	1	Red	Accelerator Pedal Position	Accelerator Pedal or Lever Position Sensor Circuit – Abnormal Frequency, Pulse Width, or Period
148	91	0	Red	Accelerator Pedal Position	Accelerator Pedal or Lever Position Sensor Circuit – Abnormal Frequency, Pulse Width, or Period
151	110	0	Red	Engine Coolant Temperature	Coolant Temperature Low - Data Valid but Above Normal Operational Range - Most Severe Level
153	105	3	Amber	Intake Manifold #1 Temp	Intake Manifold Air Temperature Sensor Circuit - Voltage Above Normal, or Shorted to High Source
154	105	4	Amber	Intake Manifold #1 Temp	Intake Manifold Air Temperature Sensor Circuit - Voltage Below Normal, or Shorted to Low Source
155	105	0	Red	Intake Manifold #1 Temp	Intake Manifold Air Temperature High – Data Valid but Above Normal Operational Range - Most Severe Level
187	3510	4	Amber	5 Volts DC Supply	Sensor Supply Voltage #2 Circuit – Voltage Below Normal, or Shorted to Low Source

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CHAPTER 6

TROUBLESHOOTING

Electrical System

Problem	Possible Cause	Remedy
Entire electrical system does not function.	Battery disconnect switch is in OFF position.	Turn battery disconnect switch to ON.
	Main wiring harness connectors at rear of ROPS/ FOPS not properly plugged in.	Check main harness connectors.
	Faulty keyswitch.	Replace keyswitch.
	10 amp fuse blown (key switch).	Replace keyswitch.
	Battery terminals or cables loose or corroded.	Clean battery terminals and cables and retighten them.
	Battery is faulty.	Test battery, replace as needed.
No instrument panel lamps with keyswitch turned to "ON."	Fuse has blown.	Replace fuse.
	Main wiring harness connectors at rear of ROPS/ FOPS not properly plugged in.	Check main harness connectors.
	Battery terminals or cables are loose or corroded.	Clean battery terminals and cables and retighten them.
Starter will not engage when key is turned to START.	Battery terminal or cables loose or corroded.	Clean terminal, cables and retighten
	Battery discharged or defective.	Recharge or replace battery.
	Seat or restraint bar switch malfunctioning or not actuated.	Contact your dealer.
	Ignition wiring, seat switch, restraint bar switch, etc. loose or disconnected.	Check wiring for poor connections, broken leads; repair wiring or connection.
	Start safety relay malfunction located in fuse panel.	Verify proper operation.
	Starter solenoid not functioning.	Contact your dealer.
	Starter relay malfunctioning.	Verify relay is working properly, replace.
	Starter or pinion faulty.	Remove starter; repair/ replace as needed.
	Engine fault code: (ECU will not allow crank if certain faults are present).	Contact your dealer.

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CHAPTER 8

SPECIFICATIONS

Loader Specifications

Specification	V400
Operating Weight (approx)	11,100 lbs. (5035 kg)
Shipping Weight (approx)	10,140 lbs. (4599 kg)
Rated Operating Load[1]	4000 lbs. (1814 kg)
Engine	
Make	Cummins (Turbocharged)
Model	QSB4.5
Displacement	273 cu. in. (4,5 L)
Power (net)	99 hp (74 kW) @ 2200 rpm
Peak Torque	326 ft.-lb. (442 N·m) @ 1300 rpm
Hydraulic System (theoretical)	
Main Hydraulic System Pressure	3450 psi (238 bar)
Standard-Flow Rating	32.0 gpm (121,1 L/min)
High-Flow System Pressure	3450 psi (238 bar)
High-Flow Rating	41.0 gpm (155,2 L/min)
Electrical	
Battery	12-Volt DC, 675 CCA
Starter	12-Volt DC (4.8 kW)
Alternator	130-amperes
Capacities	
Chaincase (each)	12 U.S. qts. (11,4 L)
Engine Oil	11.75 U.S. qts. (11,1 L)
Engine Coolant	16 U.S. qts. (15,1 L)
Fuel Tank	31.25 U.S. gal. (118,3 L)
Bare Hydraulic Reservoir	16.75 U.S. gal. (63,4 L)
Entire Hydraulic System	24.50 U.S. gal. (92,7 L)
Maximum Travel Speed - Low	6.42 mph (10,3 kph)
Maximum Travel Speed - High	12.5 mph (20,0 kph)
Sound Levels (with EU Sound Attenuation Package)	
Sound Pressure Level (Operator Ear)	85 dB(A)
Sound Power Level (Environmental)	101 dB(A)

1. Operating load rated with an 84 in. (2134 mm) 27.0 cu. ft. (0.76 m3) Dirt/ Construction bucket and 14 x 17.5 NHS tires in accordance with SAE J818 and ISO 14397-1.

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CHAPTER 7

MAINTENANCE

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

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

Service Procedure	Maximum Interval		
	10 Hours (or Daily)	250 Hours	500 Hours (or Annually)
Remove Foreign Material (page 62)	●		
Check Engine Air Cleaner Restriction Indicator (page 67)	●		
Check Engine Oil Level (page 70)	●		
Check Hydraulic Oil Level (page 83)	●		
Check Tire Pressures (page 87)	●		
Grease Hitch, Hitch-related Cylinder Pivots and Latch Pins (page 63)	●		
Check Bucket Cutting Edge (page 84)	●		
Test Safety Interlock System (page 20)	●		
Check Coolant Level (page 85)	●		
Clean Cooling System (page 85)	●		
Grease Lift Arm Pins (page 63)		●	
Check Drive Chain Tension (page 66)		●	
Check Wheel Nuts Torque (page 85)	❍	●	
Check All-Tach® Pivot Torque (page 85)		●	
Check Oil Level in Chaincases (page 65)		●	
Check Alternator/Fan Belt Tensions (page 84)		●	
Change Engine Oil and Filter (page 70)	❑	●	
Change Hydraulic Oil Filter (page 83)	❑		●
Check Battery (page 90)			●
Check Engine Mounting Hardware (page 70)			●
Change Fuel Filter (page 71)			●
Change Hydraulic Oil (page 84)			◆
Check and Drain Water Separator (page 71)	●		
Change Chaincase Oil (page 65)	❑		◆

❍ Perform the initial procedure at 2 hours then at "●" intervals.
☐ Perform the initial procedure at 50 hours then at "●" or "◆" intervals.
❖ Severe operating conditions.
◆ Perform the procedure at 1000 hours.

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CHAPTER 9

TORQUE SPECIFICATIONS

Use these torque values when tightening 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	50	35	70	55
7/16-20	36	27	55	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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CHAPTER 4

OPERATION

⚠ WARNING **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 seatbelt(s) and lower the operator restraint bar.**

Before Starting the Engine

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

Fuel

Cummins will allow up to a 5% (B5) mixture of BioDiesel.

Starting the Engine

The following procedure is recommended for starting the engine:

1. Carefully step up onto the back of the bucket or attachment and grasp the handholds to enter the operator's compartment.
2. Close the door, fasten the seatbelt(s) and lower the restraint bar.
3. Verify the following:
   - the lift/tilt, drive and auxiliary hydraulic controls are in their neutral positions,
   - the parking brake switch is ON.

Note: *When the key is turned to the RUN position, an indicator lamp will light on the instrument panel and a buzzer will sound momentarily to remind users to fasten the seatbelt.*

4. Turn the key to the START position.

Note: *If temperature is below 32°F (0°C), see Cold-Starting Procedure, on page 44.*

Important: *Do not engage the starter for longer than 15 seconds at a time. Longer use can overheat and damage the starter. If the engine fails to start within 15 seconds, return the key to the OFF position or check for engine error codes. Allow the starter to cool for 20 seconds and repeat step 4.*

After the engine starts, allow a five minute low idle warm-up period before operating the controls.

Important: *If the indicator warning lamps do not go off, stop the engine and investigate the cause.*

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Left Panel

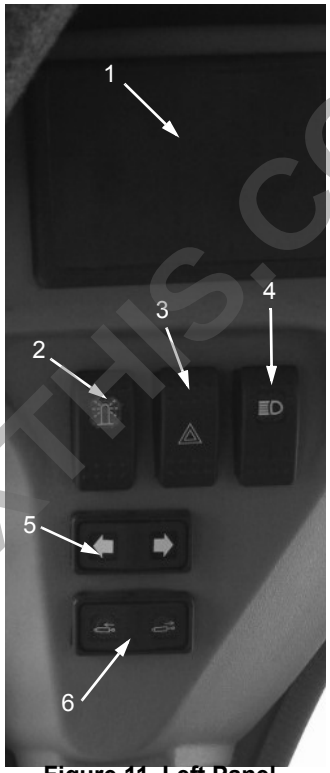


Figure 11 Left Panel

1. **Indicator and Warning Lamp Display** – See page 27.
2. **Rotating Beacon/Strobe Switch (optional)** – Controls the warning lamp (strobe or beacon).
3. **Hazard/Flasher Switch (optional)** – Controls hazard/flasher.
4. **High/Low Beam Switch (EU optional)** – Controls road head lights between main/upper beams and dimmed/lower beams. Switch does not turn lights on or off.
5. **Turn Signal Switch (EU optional)** – Used to turn on turn indicator lights. Directional indicator lights are the same lights as the flashers. The flashers will override the turn signals.
6. **High-Flow Auxiliary Switch (optional)** – Controls the direction of hydraulic oil flow. Push the right side of the rocker switch for forward flow, or the left side for reverse flow. To disengage, push and release either side of the switch, or raise the restraint bar. Turning off the machine and restarting the engine will also reset the high-flow to neutral.
7. **Light Switch** – Master control of the lights. Push the right side of the rocker switch to activate front and rear lights, or to the left side for deactivation of the front and rear lights. Also provides power to a machine equipped with flashers.
8. **Light Switch** – Controls all the lights on the loader. Push the rocker switch to the middle detent for front work lights and rear position lights. Push the rocker switch fully to the right for front work lights and rear work lights operation.

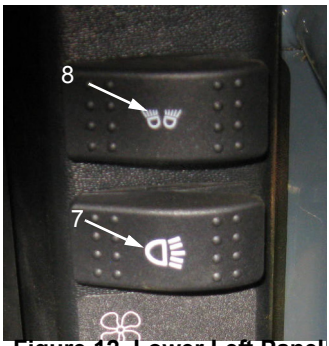


Figure 12 Lower Left Panel

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5. Make the final negative (-) jumper cable connection to the negative (-) remote battery terminal (Figure 22) on the disabled loader. DO NOT allow the negative clamps to touch any metal other than the negative (-) remote battery terminal.
6. Start the loader. If it does not start at once, start the jumper vehicle's engine to avoid excessive drain on the booster battery.
7. After the disabled loader is started and running smoothly, have the second person remove the jumper cables [negative (-) jumper cable first] from the jumper vehicle's battery and then from the disabled loader, while being careful NOT to short the two cables together.

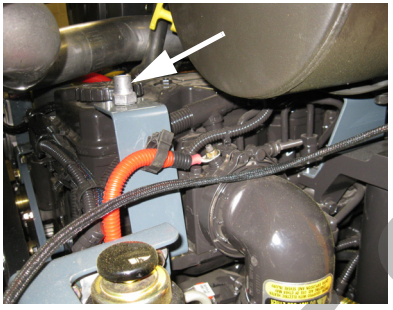


Figure 22 Negative (-) Remote Battery Terminal

Allow sufficient time for the skid-steer loader batteries to build up a charge before operating the loader or shut off the engine.

Changing Attachments

⚠ WARNING To prevent unexpected release of the attachment from the hitch, be sure to properly secure the hitch latch pins by rotating the latch levers fully (manual All-Tach® hitch), or by verifying that the pin flags moved fully to the outside of the hitch. (Power-A-Tach® hitch.) Locking pins must be fully engaged through the holes in the attachment frame before using the attachment. The attachment could fall off if it is not locked on the hitch and cause serious injury or death.

On a manual hitch (Figure 23), two latch levers engage the latch pins to secure the attachment.

Connecting Attachments

1. **Manual hitch:** Rotate the latch lever to the right as viewed from the front to fully retract the latch pins.

   Power hitch: Activate the switch to unlock the hitch and fully retract the latch pins. (See page 26 for a detailed description of this procedure.)
2. Start the loader engine and be sure the lift arm is lowered and in contact with the loader frame.
3. Align the loader squarely with the back of the attachment.

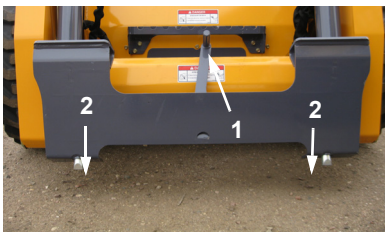


Figure 23 Manual Hitch
1. Latch Lever
2. Latch Pins

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⚠ WARNING **Park the truck or trailer on a level surface. Be sure the vehicle and its ramps have the weight capacity to support the loader. Make sure the vehicle surface and its ramps are clear of debris and slippery material that may reduce traction. Move the loader on and off the vehicle ramp slowly and carefully. Failure to follow these instructions could result in an overturn accident.**

Observe all local regulations governing the loading and transporting of equipment (Reference: U.S. Federal Motor Carrier Safety Regulations, Section 392). Ensure that the hauling vehicle meets all safety requirements before loading the skid-steer loader.

1. Block the front and rear of the hauling vehicle's tires.
2. If the loader has an attachment, lift it slightly off the ground.
3. Back the loader slowly and carefully up the ramp onto the vehicle.
4. Lower the loader attachment to the vehicle deck, turn off the engine and remove the key.



Figure 29 Left Front Tie-Down / Front Retrieval - Right Side Same

5. Fasten the loader to the hauling vehicle at the points indicated by the tie-down decals (Figure 29 and Figure 30).
6. Measure the clearance height of the loader and hauling vehicle. Post the clearance height in the cab of the vehicle.



Figure 30 Rear Tie-Down/Rear Retrieval

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Horn

On dual joystick and hand/foot loaders, pressing the right button on the left control handle sounds the horn. On t-bar loaders, pressing the bottom button on the left control handle sounds the horn.

Rear Window Emergency Exit

The ROPS/FOPS rear window has three functions: noise reduction, flying objects barrier and emergency exit.

To use the emergency exit, pull on the yellow warning tag at the top of the window and remove the seal. Push or kick out the window and then exit.

See your local automotive glass specialist to reinstall the window.

Lift Arm Support Device

The lift arm support device is used as a cylinder lock to prevent the raised lift arm from lowering unexpectedly. Be sure to install the support device when the lift arm is raised for service. When the support device is not being used, return it to its storage position. The support device is a safety device, which must be kept in proper operating condition at all times. The following steps ensure correct usage:

⚠ WARNING With the key switch OFF and the solenoid valve working properly, the lift arm will stay raised when the lift control is moved to lower the lift arm. If the valve does not hold the lift am and it begins to lower do not leave the operator's compartment. Instead, lower the lift arm and exit the machine. Then, contact your Gehl dealer immediately to determine why the lift arm lowers while the key switch is OFF.

Installation

To install the lift arm support device:

1. Raise the lift arm to near full height.
2. Stop the engine.
3. Move the lift arm control to "lower" to verify that the lift arm is being held in the raised position by the safety interlock system.
4. Have an assistant remove the lift arm support device from its storage location (Figure 4) on the left side of the machine and install the lift arm support device on the left lift cylinder (Figure 3).

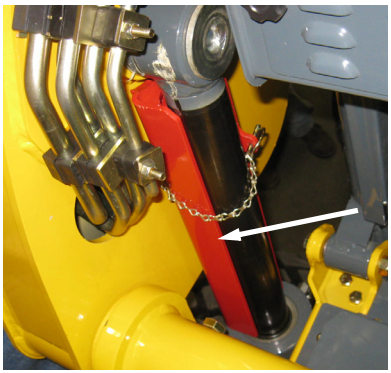


Figure 3 Lift Arm Support Device Engaged

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Engine Diagnostic Chart (cont.)

193	520199	3	Amber	Cruise Control	Cruise Control (Resistive) Signal Circuit - Voltage Above Normal, or Shorted to High Source
194	520199	4	Amber	Cruise Control	Cruise Control (Resistive) Signal Circuit - Voltage Below Normal, or Shorted to Low Source
195	111	3	Amber	Coolant Level	Coolant Level Sensor Circuit - Voltage Above Normal, or Shorted to High Source
196	111	4	Amber	Coolant Level	Coolant Level Sensor Circuit - Voltage Below Normal, or Shorted to Low Source
197	111	18	Amber	Coolant Level	Coolant Level - Data Valid but Below Normal Operational Range - Moderately Severe Level
199	1661	4	Amber	Engine Automatic Start Lamp	Engine Automatic Start Lamp Driver Circuit - Voltage Above Normal, or Shorted to High Source
211	1484	31	None	J1939 Error	Additional Auxiliary Diagnostic Codes logged - Condition Exists
212	175	3	Amber	Oil Temperature	Engine Oil Temperature Sensor 1 Circuit - Voltage Above Normal, or Shorted to High Source
213	175	4	Amber	Oil Temperature	Engine Oil Temperature Sensor 1 Circuit - Voltage Below Normal, or Shorted to Low Source
214	175	0	Red	Oil Temperature	Engine Oil Temperature - Data Valid but Above Normal Operational Range - Most Severe Level
221	108	3	Amber	Barometric Pressure	Barometric Pressure Sensor Circuit – Voltage Above Normal, or Shorted to High Source
222	108	4	Amber	Barometric Pressure	Barometric Pressure Sensor Circuit – Voltage Below Normal, or Shorted to Low Source
227	3510	3	Amber	5 Volts DC Supply	Sensor Supply Voltage #2 Circuit – Voltage Above Normal, or Shorted to High Source
231	109	3	Amber	Coolant Pressure	Coolant Pressure Sensor Circuit - Voltage Above Normal, or Shorted to High Source
232	109	4	Amber	Coolant Pressure	Coolant Pressure Sensor Circuit - Voltage Below Normal, or Shorted to Low Source
233	109	18	Amber	Coolant Pressure	Coolant Pressure - Data Valid but Below Normal Operational Range - Moderately Severe Level
234	190	0	Red	Engine Speed	Engine Speed High - Data Valid but Above Normal Operational Range - Most Severe Level
235	111	1	Red	Coolant Level	Coolant Level Low - Data Valid but Below Normal Operational Range - Most Severe Level
237	644	2	Amber	External Speed Input	External Speed Input (Multiple Unit Synchronization) - Data Erratic, Intermittent, or Incorrect
238	3511	4	Amber	System Diagnostic code # 1	Sensor Supply Voltage #3 Circuit – Voltage Below Normal, or Shorted to Low Source
239	3511	3	Amber	System Diagnostic code #2	Sensor Supply Voltage #3 Circuit - Voltage Above Normal, or Shorted to High Source
241	84	2	Amber	Wheel-based Vehicle Speed	Vehicle Speed Sensor Circuit - Data Erratic, Intermittent, or Incorrect
242	84	10	Amber	Wheel-based Vehicle Speed	Vehicle Speed Sensor Circuit tampering has been detected – Abnormal Rate of Change
244	623	4	Amber	Red Stop Lamp	Red Stop Lamp Driver Circuit - Voltage Below Normal, or Shorted to Low Source
245	647	4	Amber	Fan Clutch Output Device Driver	Fan Control Circuit - Voltage Below Normal, or Shorted to Low Source
249	171	3	Amber	Ambient Air Temperature	Ambient Air Temperature Sensor Circuit - Voltage Above Normal, or Shorted to High Source
256	171	4	Amber	Ambient Air Temperature	Ambient Air Temperature Sensor Circuit - Voltage Below Normal, or Shorted to Low Source
261	174	16	Amber	Fuel Temperature	Engine Fuel Temperature - Data Valid but Above Normal Operational Range - Moderately Severe Level

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