

Technical Information

Stoll Frontlader

Check and set the locking device

Scope:	Stoll front loader with standard locking mechanism
Symptom:	very smooth-running locking lever, too much play in the mount
Possible cause:	Worn locking device, locking device not set properly

The front loader locking device is a part that is subject to wear. This requires regular inspections and maintenance/adjustments. Failure to do so can cause serious harm and put people at risk.

The locking device should be set so that the force needed to lock it equates to approximately 15 kg. The lever must not rattle when in the locked position.

Make sure that the slide guide of the drive-in system and the locking wedge have been sufficiently greased. In addition, the disc spring (arrow) should be sprayed on the locking bar using a low-viscosity multi-functional oil so that it runs smoothly.



To set the lock, you will need an open-ended spanner (WAF 24), a ½" ratchet with the corresponding extension, joint and 24 mm socket spanner.

- Lift the loader so that it is just a few centimetres above the ground.
- Fully open the locking device (lever upwards).
- Loosen the lock nut with an open-end wrench via the locking device.
- Adjust the clamping wedge via the screw of the locking device.
- Carry out some trial locking procedures and check the force on the lever (approx. 15 kg).
- Tighten the lock nut.

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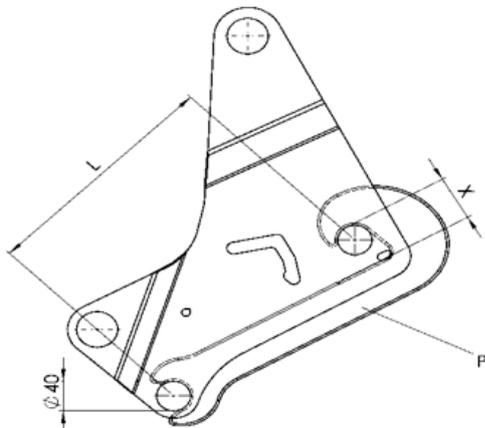
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Inspection of the drive-in system

If the setting of the locking device does not produce the desired results, the front loader must be unhooked so that the drive-in system can be inspected.

The system consists of the entry column with the locking system (front loader side) and the drive-in hook on the Stoll attachment (tractor side).

On the entry column, check the two welded 40 mm bolts and the adjusting screw with locking wedge. The wedge must not show any signs of wear, indentations or other damage.



On the drive-in hook, check the front carriage of the 40 mm shaft and the hook (dimension of X max 63.2 mm). The hook is supplied as a weld-on part as a spare part.

If wear has been detected then the corresponding components must be replaced.