



TH Telehandler

Quick Operation Guide





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General Overview



1. Quick Coupler	7. Hydraulic fluid reservoir
2. First telescopic arm section	8. DEF/AdBlue tank
3. Second telescopic arm section	9. Fuel tank
4. Engine compartments	10. Steps
5. Battery compartment	11. Cab door and hand holds
6. Cab	

Model Variants

TH Model	Reach [m]	Lift capacity [kg]	Max engine power [hp]	Version
TH5.26	5.7	2600	73	-
TH6.28	6.35	2800	107	-
TH6.32	6.3	3200	133	S, Classic
TH6.36	6.3	3600	133 or 146	Plus, Elite
TH7.32	7.0	3200	133	S, Classic, Plus
TH7.37	7.0	3700	133 or 146	Classic, Plus, Elite
TH7.42	7.0	4200	133 or 146	Plus, Elite
TH9.35	9.1	3500	133	Classic, Plus

S version - 133hp engine, standard cooling fan, gear pump, 4x3 powershift transmission, open-differential rear axle, 128° dump angle, mechanical seat, pedestal mounted control, base steering column, heater, mechanical quick coupler.

CLASSIC version - 133hp engine, reversible cooling fan, piston pump, 4x3 powershift transmission, 142° dump angle, limited-slip-differential rear axle, mechanical seat, pedestal mounted control, base steering column, heater, mechanical quick coupler.




PLUS version - 133hp engine, reversible cooling fan, piston pump, 6x3 powershift transmission, limited-slip-differential rear axle, 142° dump angle, air-suspension seat, pedestal mounted control, telescopic steering column, HVAC, hydr. quick coupler, rear cab lights.

ELITE version - 146hp engine, reversible cooling fan, piston pump, 6x3 powershift transmission, limited-slip-differential rear axle, 142° dump angle, hydraulic pressure release, air-suspension seat, seat-mounted control, telescopic steering column, HVAC, hydr. quick coupler, automatic steering alignment, rear cab and boom lights

Powershift Transmission




S and Classic

- 4F x 3R transmission with 133hp max power engine
- Manual shifting

		
1	6	6
2	8	13
3	18	24
4	34	-




Plus

- 6F x 3R transmission with 133hp max power engine
- Manual and semiauto shifting

		
1	6	6
2	8	13
3	13	24
4	18	-
5	25	-
6	34	-

Elite

- 6F x 3R transmission with 146hp max power engine
- Manual, semiauto/working and full-auto shifting

		
1	7	7
2	10	15
3	15	28
4	20	-
5	28	-
6	40	-



Transmission Modes

Multiple transmission mode

- Plus models feature a semi-auto shifting mode suitable for road work
- Elite models offer a semi-auto mode for short cycle job and a full-auto mode for long cycle and road work.

PLUS

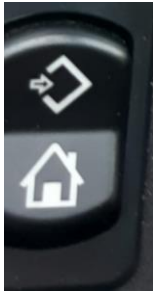
Manual	Semi-Auto
All gears	1 ↔ 3 Manual
-	4 ↔ 6 Automatic
Shuttling 1 - 2	Shuttling 1 - 2

ELITE

Manual	Semi-Auto	Full-Auto
All gears	1 Manual	1 Manual
-	2 ↔ 4 Automatic	2 ↔ 6 Automatic
Shuttling 1 – 2 - 3	-	Shuttling 1 – 2 - 3

Shuttle Modes

To change shuttle modes follow this quick step by step guide.



Press and hold enter button until "SETUP MENU" is displayed



Use UP/DOWN button to navigate to the transmission symbol shown in display

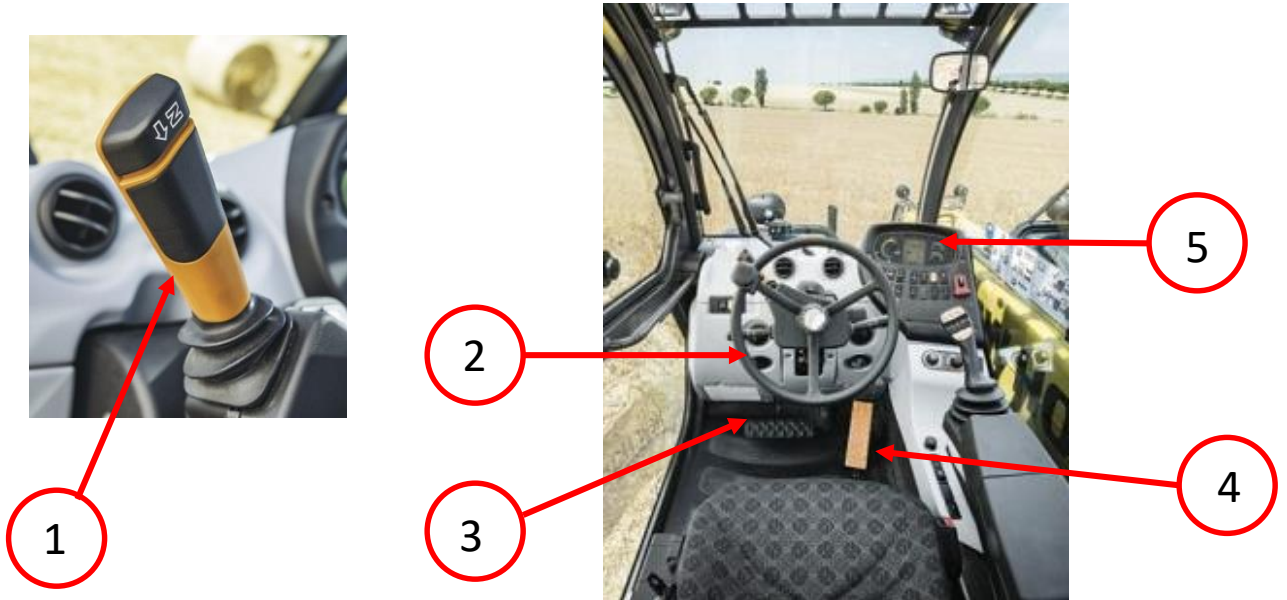


Toggle between modes 1,2 and 3 and select any one needed by pressing enter.

See below table for shuttle mode options

Shuttling mode 1	Shuttling mode 2	Shuttling mode 3
Comfort (speed/ratio logic)	Silage / Heavy Duty	Memory
F1 ↔ R1	F1 ↔ R1	F1 ↔ R1
F2 → R2, R2 → F3	F2 ↔ R2	F2 ↔ R2
F3 ↔ R2	F3 → R2, R2 → F2	F3 ↔ R2
F4 → R3, R3 → F5	F4 → R2, R2 → F2	F4 ↔ R3
F5 ↔ R3	F5 ↔ R3	F5 ↔ R3
F6 → R3, R3 → F5	F6 → R3, R3 → F5	F6 ↔ R3

Cab Controls



S, CLASSIC and PLUS Joystick



ELITE Joystick



1. Forward/Reverse Shuttle	4. Foot Throttle
2. Steering wheel	5. Machine Display
3. Foot Brake Pedal	6. Joystick

Cab Controls



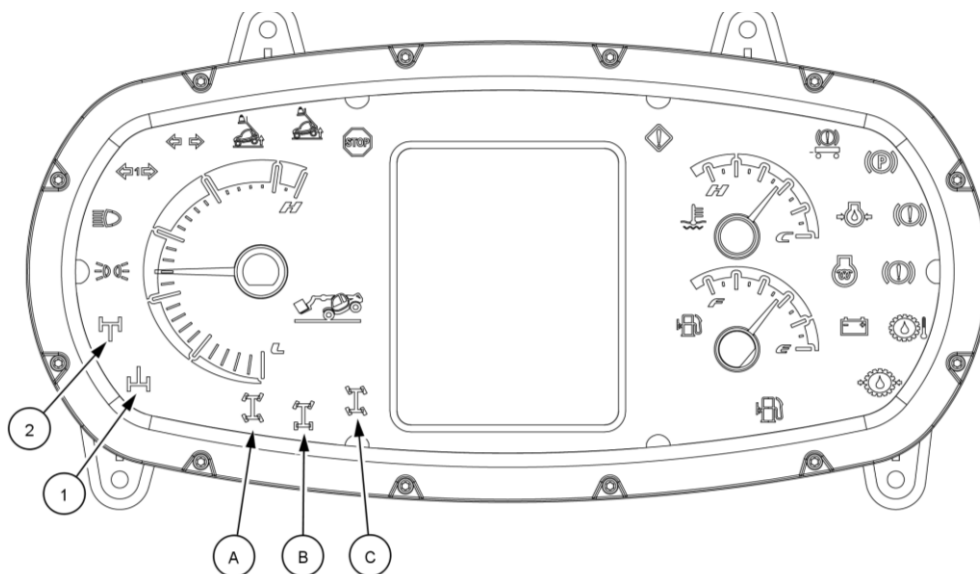
1. Display navigation switch (enter/home)	9. Front working lights
2. Display navigation switch (up/down arrow key)	10. Rotating beacon switch (optional for all models)
3. Battery isolator switch	11. Roof wiper motor switch
4. Auxiliary hydraulic lock/enable switch	12. Steering mode selector
5. "Road mode"/"Work mode" switch	13. Radio (optional for all models)
6. De-clutch by service brake enable switch	14. Transmission mode switch
7. Boom working light switch (optional for all models)	15. Parking brake switch (optional)
8. Rear working lights switch (optional for all models)	

Steering mode selection

Steering geometry selector

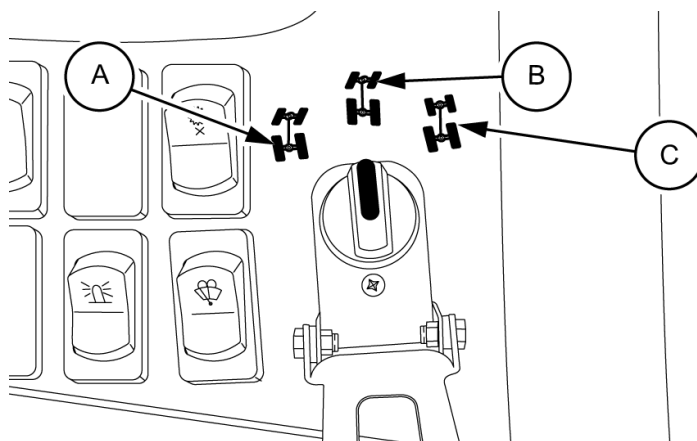
NOTE: before selecting one of the three possible steering positions, bring the four wheels into alignment, i.e. in the straight-ahead position where symbols **(1)** and **(2)** will illuminate.

NOTE: always select the two-wheel steering mode when driving on road.



The steering mode selector is a three stable positions rotary switch on the right-hand side console which allows the user to choose the steering wheel configuration according to the following pattern:

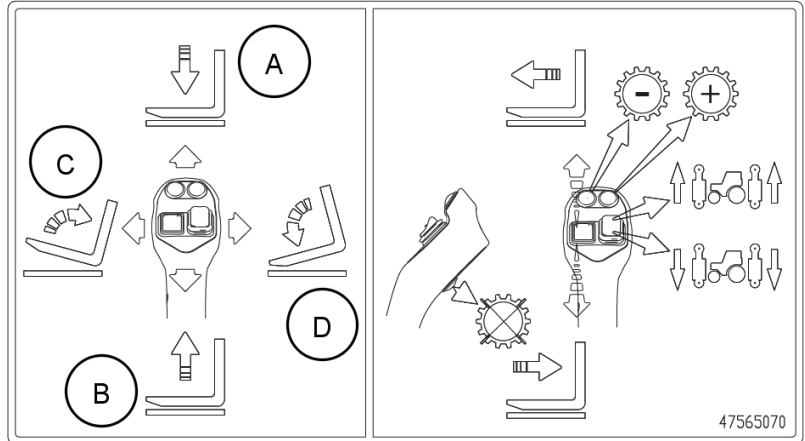
- Left-hand side position **(A)**: 4 wheel steering (4WS)
- Central position **(B)**: 2 wheel steering (2WS)
- Right-hand side position **(C)**: Crab steering



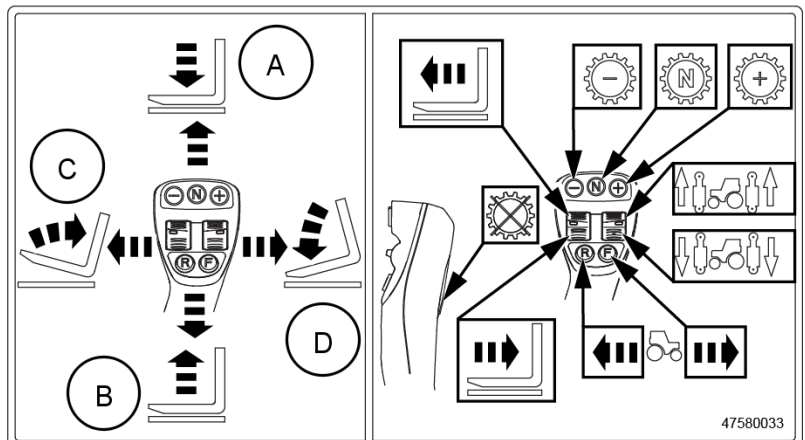
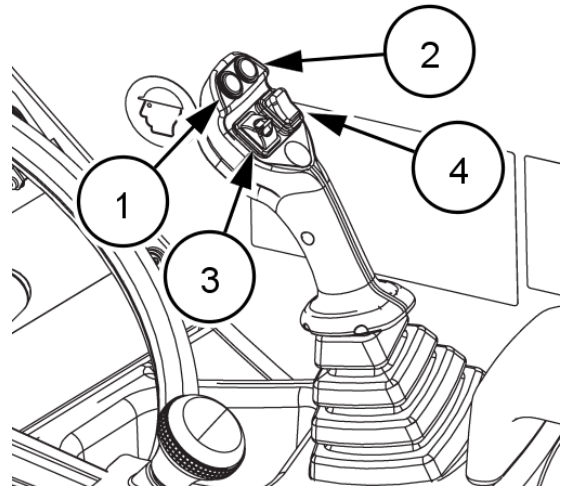
Joystick Controls

Joystick for S, Classic and Plus models.

- A. Lower the boom
- B. Raise the boom
- C. Rollback the loader/attachment
- D. Dump the loader/attachment

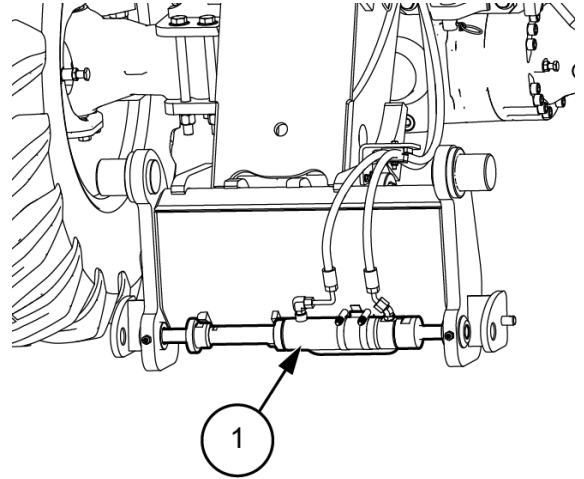


- The button (1) allows the operator to downshift the gear.
- The button (2) allows the operator to upshift the gear.
- The roller switch (3) allows the operator to extend or retract the boom.
- The switch (4) allows the operator to manage the auxiliary hydraulic functions.

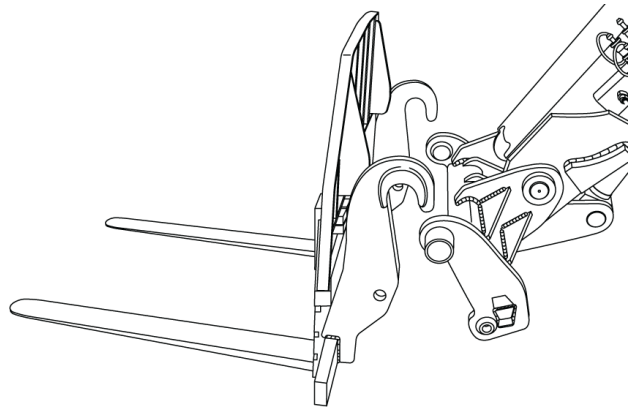


Connecting Attachments

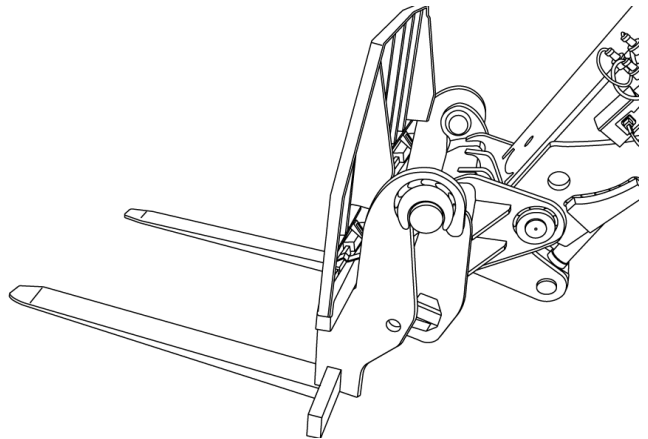
1. Make sure the hydraulic locking pins are in the unlocked position **(1)**.



2. Lower the boom. Position the machine so that the boom is parallel with the rear of the attachment.
3. Rotate the headstock forward.



4. Once lined up with the attachment lift the boom and tilt back the headstock.
5. Lock the locking pins via button in cab.



Automatic Lubrication System

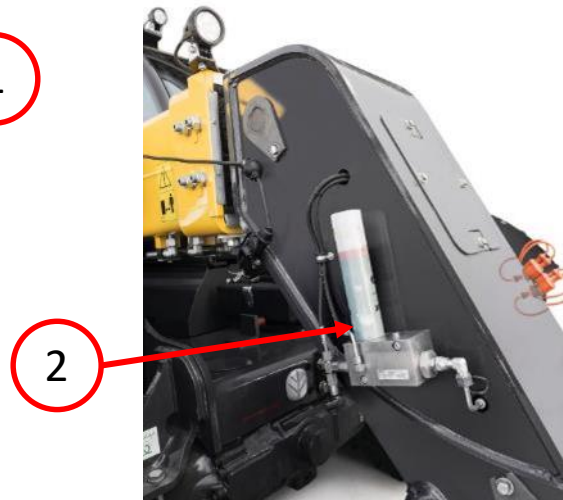
Telehandlers can be equipped with a centralized lubrication system, that delivers controlled amounts of grease to multiple locations on the machine through the use of pumps connected by high pressure hoses.

The automatic lubrication system is split in two different and independent systems:

1. System supported by pump with integrated control unit **(1)** that greases lubrication points of the machine. The lubrication duration can be defined time dependent or depending from the number of revolution of the pump motor.
2. System supported by pump **(2)** that greases lubrication point of kinematic on boom. The lubrication depend on pressure of tilt: every time the cylinder starts working, the system greases the points.



Pump with integrated control unit **(1)**, located on the left-hand side of the rear chassis



Pump **(2)**, located on the right-hand side of the boom

Rear Hitch

The telehandler can come specified with a rear hitch equipped with hydraulic and electric connections. The telehandler for the UK comes equipped with a pick-up hitch which is controlled from the cab. To release the hitch a latch must be released which is located under the armrest and then use the third function hydraulic service to lift/lower the hitch.



The max permissible load for each tow hook fitted to the machine is shown in the below table. Highlighted section is the permissible load for the pick up hitch which is normally specified for UK units.

	Swivel hook without slider	Coupling Clevis Automatic type (*)	Coupling Pick-up hitch type
Towable mass (trailer without brakes)	3000 kg (6614 lb)	3000 kg (6614 lb)	3000 kg (6614 lb)
Independently braked towable mass	6000 kg (13228 lb)	6000 kg (13228 lb)	6000 kg (13228 lb)
Inertia-braked towable mass	8000 kg (17637 lb)	8000 kg (17637 lb)	8000 kg (17637 lb)
Towable mass when fitted with hydraulic or pneumatic braking	20000 kg (44092 lb)	14000 kg (30865 lb)	10000 kg (22046 lb)
Vertical load	1600 kg (3527 lb)	2000 kg (4409 lb)	2000 kg (4409 lb)

Maintenance

Carry out maintenance as required by the manufacturer. In order to keep the machine in good working order, we advise you to have it checked regularly by your dealer.

Before starting the machine, check daily the fluid levels of:

- Engine oil
- Hydraulic reservoir oil
- Transmission oil
- Fuel
- Cooling liquid
- Brake oil

Easy and quick servicing

- Large one piece hood gives full access to the engine bay. Lower side panels can be opened to give even more access to the engine.
- Two gas struts reduce the effort to open the hood and hold it open for excellent access.
- Engine oil, water coolant, air filter, radiators and all daily checks are easy to check and fill/clean. Radiators fold out for excellent cleaning access.

Less maintenance, more work

- Class leading 600 hour service intervals.
- Servicing is easier and less time consuming critical factors in cutting downtime and costs.



Load Cell Calibration

It is very important to ensure a load cell calibration is performed at least once per year.

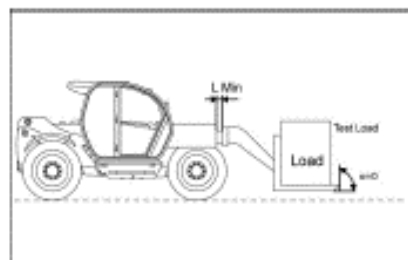
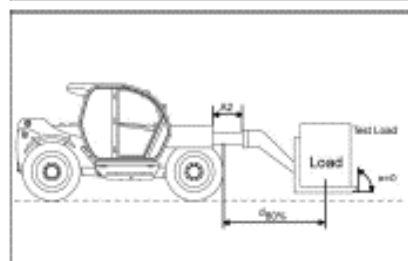
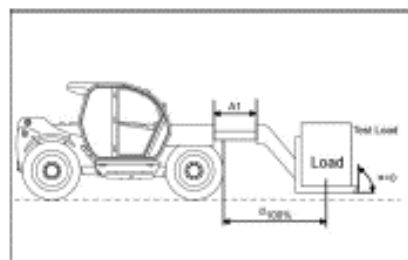
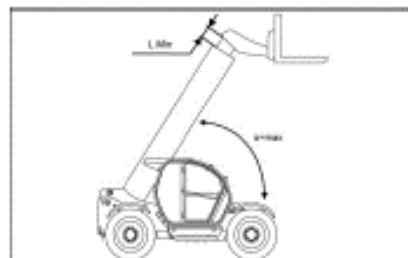
To Enter Calibration Mode proceed as follows:

- Key ON
- Within 5 seconds push both switches the same time as shown in the picture
- You are now in Calibration mode
- Start the engine



Enter calibration mode and do the following steps:

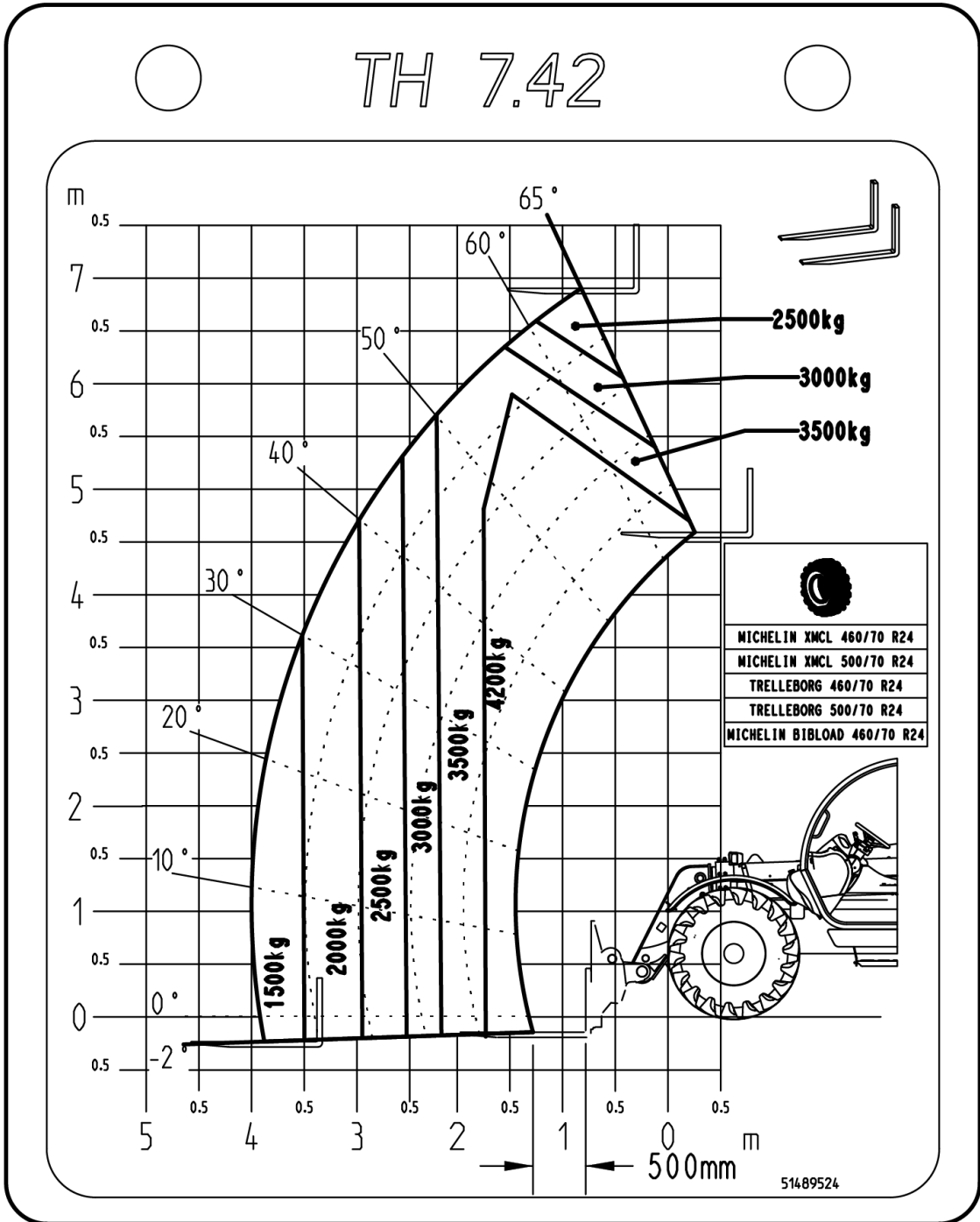
1. With no load on forks, fully raise the telescopic boom and fully retract the telescopic extension. → enter
2. With the load on forks (load = 2.500-3.000kg) and the telescopic boom parallel to the ground, extend the telescopic until rear wheels start to lift from ground → enter
3. Reduce total extension (from front wheels) by 20% → enter
4. Reduce total extension by other 500mm → enter



A properly calibrated machine is a safe machine

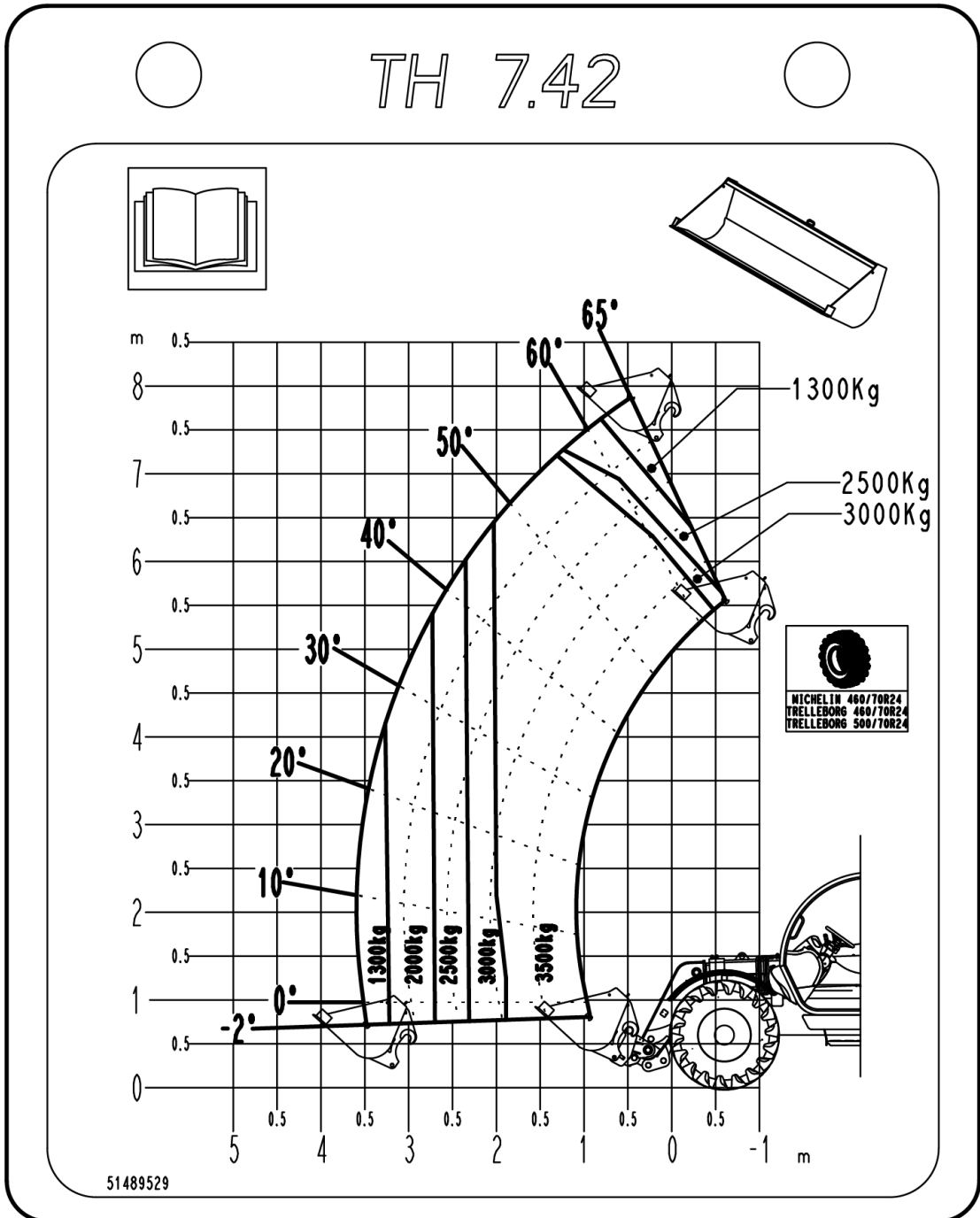
Load Chart

Load chart for pallet forks with load at 500mm.



Load Chart

Load chart for bucket.



Notes

A series of 25 horizontal dotted lines for writing notes.

This guide is not a replacement for the Operators Manual. If at any time additional assistance is required you are advised to consult the Operators Manual or you authorised New Holland Dealer



February 2020