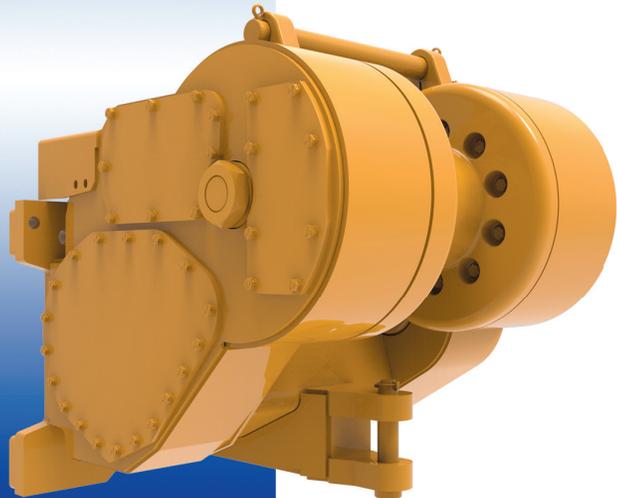




Operating Manual



Allied W6G Towing Winch

This manual must be with the vehicle
on which this winch is installed.

Please check the Allied Systems website
regularly for updates to this manual.
www.alliedsystems.com

A PRODUCT OF
Allied Systems
COMPANY
SHERWOOD, OREGON USA

P/N 599002W

11/05/2015

Winch Model W6G

Serial Number _____

Date Delivered _____

Date Installed _____

Special Equipment or Attachments



A Product of Allied Systems Company
Sherwood, Oregon
U.S.A.



11/05/2015
Printed in U.S.A.

Foreword

The safe and efficient operation of a winch requires skill and alertness on the part of the operator. To develop the skills required, the operator must:

- Receive training in the proper operation of the winch and the machine on which it is mounted.
- Understand the capabilities and limitations of the winch and the machine on which it is mounted.
- Become familiar with the winch and the machine on which it is mounted and see that they are maintained in good condition.
- Read and understand the SAFETY SUMMARY and OPERATING PROCEDURES contained in this Operating Manual.

In addition, a qualified person experienced in the operation of the winch must guide a new operator through several load handling applications before the new operator attempts to operate the equipment alone. It is the employer's responsibility to make sure that the operator can see, hear, and has the physical and mental ability to operate the equipment safely.

This Operating Manual contains basic information necessary for the operation and maintenance of a winch. Optional equipment is sometimes installed that can change the characteristics described in this manual. Make sure the necessary instructions are available and understood before operating the winch.

Some of the components described in this Operating Manual will NOT be installed on your winch. If you have questions about any item on your winch or described in this Operating Manual, contact your local winch dealer, or contact Allied Systems Company:

Allied Systems Company
21433 SW Oregon Street
Sherwood, OR 97140 USA

Phone: 503-625-2560

Fax: 503-625-7269

E-Mail: marketing@alliedsystems.com

Also visit our website, <http://www.alliedsystems.com/pubs/pubs.htm>, where the most current copy of this manual, and copies of Parts Manual and Service Manual are always available.



Note: For repairs and overhaul, contact your Allied winch dealer. If you maintain your own equipment, a service manual is available from our website for your specific winch.

Note: This publication may be translated to different languages for sole purpose of easy reference in non-English speaking locations. Should there be differences in interpretations to the text, please refer to the English language edition published by Allied Systems Company as the controlling document.



Contents

Maintenance		Operational Differences, Optional Equipment	
Maintenance Points	45	Integral Arch	63
Maintenance Schedule	46	Fairlead.....	63
Operating Techniques, Power Controls		Drawbar	64
Tractor or Skidder Operation	49	Optional Gear Ratios	64
Operating Techniques, Electronic Controls			
Tractor or Skidder Operation	53		
Operating Techniques, General			
How To Move A Disabled Vehicle.....	57		
Working on A Steep Slope	59		
Tractor Is Down The Slope	59		
Other Equipment Is Down The Slope	60		

Safety Summary

General Safety Notices

The following pages contain general safety warnings which supplement specific warnings and cautions appearing elsewhere in this manual. All electrical and hydraulic equipment is dangerous. You must thoroughly review and understand the Safety Summary before attempting to operate, troubleshoot or service this winch.

The following symbols/terms are used to emphasize safety precautions and notices in this manual:



DANGER

The “DANGER” symbol indicates a hazardous situation which, if not avoided, will result in death or serious injury. Carefully read the message that follows to prevent serious injury or death.



WARNING

The “WARNING” symbol appears wherever incorrect operating procedures or practices could cause serious injury or death. Carefully read the message that follows to prevent serious injury or death.



CAUTION

The “CAUTION” symbol appears where a hazardous situation which, if not avoided, could result in minor to moderate injury and equipment damage.

NOTICE

The “NOTICE” symbol alerts to a situation that is not related to personal injury but may cause equipment damage.

NOTE: ...

The term “NOTE” highlights operating procedures or practices that may improve equipment reliability and/or personnel performance.

Safety Regulations

Each country has its own safety legislation. It is in the operator’s own interest to be conversant with these regulations and to comply with them in full. This also applies to local bylaws and regulations in force on a particular worksite.

Should the recommendations in this manual deviate from those in the user’s country, the national regulations should be followed.

NOTE: All possible safety hazards cannot be foreseen so as to be included in this manual. Therefore, you must always be alert to potential hazards that could endanger personnel and/or damage the equipment.



WARNING

The winch shall not be used for hoisting.



WARNING

Use hearing protection when operating winches.

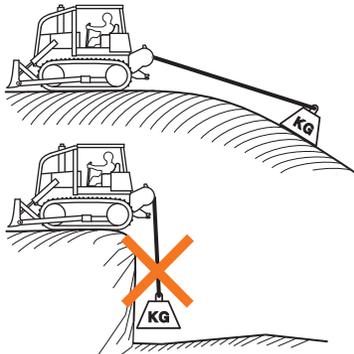
Operation, Inspection, and Maintenance Warnings



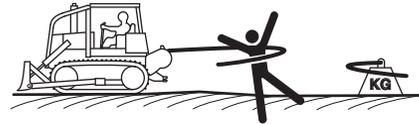
Obey the following cautions and warnings before using your winch to avoid equipment damage, personal injury or death.

- Do not operate the winch unless you are authorized and trained to do so.
 - Do not operate the winch unless the vehicle is equipped with a screen to protect the operator if the wire rope breaks.
 - Read, understand, and follow the operating, inspection, and maintenance instructions in this Operating Manual.
 - Do not use the control levers for hand holds when entering or leaving the vehicle.
 - Do not permit other people near the control area when you inspect or repair a machine.
 - Never inspect, repair, or perform maintenance on a machine that is in motion.
- Inspect the winch before each use:
 - » Make sure that the controls and instruments operate correctly.
 - » Report the need for repairs immediately.
 - » Do not work with a damaged or worn wire rope.
 - » Do not use a winch that needs repairs.
 - » If the wire rope and ferrule must be removed from the drum, make sure the end of the wire rope and ferrule are controlled when the ferrule is released. The end of the wire rope can suddenly move from the drum like a compressed spring when the ferrule is released and cause an injury.
 - Stay in the operator's seat when operating the winch.
 - Do not stand on the vehicle when operating the winch.
 - Avoid winch operation near people or other machines.
 - Never stand nor permit others to stand in the bight (loop) of a wire rope.
 - Do not stand nor permit others to be near the winch or wire rope when there is tension on the wire rope.
 - Observe jobsite rules.
 - Be in complete control at all times.

- Do not use the control levers as hangers for clothes, water bags, grease guns, lunch pails, etc.
- Do not leave the vehicle when the winch wire rope is under tension.
- Do not permit riders on the vehicle or load.
- Do not use the winch as an anchor for a double or two-part line.
- Do not pull the hook through the throat or over the drum, which will cause damage.
- When the winch is not in use, make sure the control lever is in **BRAKE-ON** position and the winch brake is applied.
- Do not use winch as a hoist. Tractor and skidder mounted winches are designed for towing.



- Always inspect wire rope, tail chain and other rigging components for wear, damage, broken strands or abuse before use.
- Never use wire rope, tail chain or other rigging that is worn-out, damaged or abused.
- Never overload wire rope, tail chain or rigging.
- Wire rope and tail chain will fail if worn-out, overloaded, misused, damaged, improperly maintained or abused. Wire rope or tail chain failure may cause serious injury or death!



- Do not terminate wire rope to tail chain by the use of a knot.
- Do not handle wire rope if the hook end is not free. A load could break away, suddenly tensioning the wire rope, resulting in serious injury or death.

Safety Summary

- Stay clear of wire rope entry areas (fairlead or arch rollers, winch drum etc).
- Make sure ground personnel are in plain view of the operator, and at a distance of at least 1½ times the working length of the wire rope.
- Make sure that any hand signals used by ground personnel are clearly defined and understood by everyone involved.
- Do not attempt to “jerk” or “shock” a load free. Doing so can cause loads in excess of the rated capacity of the wire rope, winch, or mounting hardware.
- Replace any parts only with genuine Allied Winch parts. Refer to Parts Manual, 599003W.
- Maintain **a minimum of three (3) complete wraps of wire rope** on the drum for normal operation. It may help to paint the last five wraps of wire rope a contrasting color, to serve as a visual indicator.
- Do not handle wire rope with bare hands. Wear leather gloves at all times.
- Align the tractor with the load to prevent side loading the winch, and to maintain even spooling of the wire rope.
- If applying tension to the wire rope manually during spooling:
 - » ensure that the operator is winching in slowly,
 - » keep your hands and clothing well clear of any rollers or the winch drum,
 - » do not maintain tension by letting the wire rope slip through your hands,
 - » use a hand-over-hand technique to maintain tension.
- Be aware of the ground conditions, and make sure the ground and tractor are stable enough to pull the intended load.
- Do not attempt to pull loads in excess of the rated capacity of the winch.
- Keep yourself informed of any applicable codes, regulations and standards for the job.
- Your winch may have temperature shut-off system for protection of tractor and winch. Manual override of high temperature shut-off will cause damage to tractor and winch.
- This winch is not rated for any application involved in the lifting or moving of personnel.

- Use only the lubricants listed in the Recommended Oil List. See Page 5.
- Do not weld on any part of the winch. Contact Allied Systems if weld repairs are needed.
- The hydraulic system must be kept clean and free of contamination at all times.
- Be aware of the hazards of pressurized hydraulics:
 - » Wear personal protective equipment, such as gloves and safety glasses, whenever servicing or checking a hydraulic system.
 - » Assume that all hydraulic hoses and components are pressurized. Relieve all hydraulic pressure before disconnecting any hydraulic line.
 - » Never try to stop or check for a hydraulic leak with any part of your body; use a piece of cardboard to check for hydraulic leaks.
 - » Small hydraulic hose leaks are extremely dangerous, and can inject hydraulic oil under the skin, even through gloves.
 - » Infection and gangrene are possible when hydraulic oil penetrates the skin. See a doctor immediately to prevent loss of limb or death.



Notes



Notes

General

Introduction

This Operating Manual contains basic information necessary for the operation and maintenance of the W6G winch.

How the Winch Operates

A winch is normally installed on a skidder or tractor:

- to increase the pulling power of the skidder or tractor.
- to reach into an area where a skidder or tractor cannot go.
- to lift a load partially off the ground when special attachments are installed.



WARNING

Do not use the winch as a hoist. See Safety Summary.

The winch has hydraulic clutches that are similar to a hydraulic (powershift) transmission. Most tractors and skidders have a Power Take-Off (PTO) that is used to connect the power from the engine to the winch. The SCH (Self Contained Hydraulics) indicates that the hydraulic system for control of the winch is inside of the winch case. When the PTO is operating, a hydraulic pump in the winch case takes hydraulic oil from the winch sump and sends it to the hydraulic control valve. The hydraulic control valve controls the operation of the winch. Removable covers on the winch case allow access for repairs and adjustments. The design of the winch cases permits a variation in the arrangement of PTO assemblies to fit the different tractors and skidders that use these winches.

The PTO is connected to the input assembly in the winch. When the input assembly rotates, a spur gear turns the hydraulic pump and the pinion, which turns the ring gear (bevel gear). The bevel gear is connected to an oil clutch for the **LINE-IN** (power forward) operation and another oil clutch for the **LINE-OUT** (power reverse) direction.

The power through the winch to the drum for the wire rope is controlled by a **LINE-IN** and a **LINE-OUT** clutch. When the **LINE-IN** clutch is applied, the drum rotates to pull the wire rope into the winch. When the **LINE-OUT** clutch is applied, the drum rotates to permit the wire rope to be pulled from the winch at the speed controlled by the PTO rpm.

When the control lever is in the **BRAKE-ON** position, the oil brake is automatically applied by a spring to hold the drum in its position. If the control lever is moved to apply one of the clutches, the brake is released by the same oil pressure that applies the clutch. In the event that hydraulic power is lost, the brake remains applied and the winch will not turn.

The winch has an intermediate gear assembly that provides a gear reduction and increases the available torque at the winch drum. For winches equipped with

the **FREESPOOL** option, a sliding sleeve with splines engages the drum pinion gear and the intermediate gear. When the control lever is in the **FREESPOOL** position, the sliding sleeve disengages the drum pinion gear from the intermediate gear. The gear train is disengaged from the clutch and brake shaft so that the wire rope can be pulled from the drum by hand. Only the drum and drum pinion gear rotate when the wire rope is pulled from the drum during a **FREESPOOL** operation.



CAUTION

Shifting to FREESPOOL with a suspended load on the wire rope will cause the load to fall uncontrollably.

The W6G winch has a maximum line pull capacity of 266,880 N (60,000 lbf) when there is one layer or less of wire rope on the drum.

Nameplate

Each winch is shipped from the factory with a nameplate as shown in Figure 1. The nameplate is stamped with:

- winch model
- winch serial number
- maximum bare drum line pull
- maximum wire rope diameter

DO NOT operate the winch with larger diameter wire rope. If the nameplate is missing, DO NOT operate the winch until its capacity is known.

The serial number for the winch is also stamped into the frame next to the nameplate.



Figure 1 - Nameplate

Wire Rope Selection

Each winch model can have a variety of wire rope sizes installed by the user. The maximum wire rope size is shown on the nameplate. See Figure 2 for approved wire rope sizes and drum capacities. When a larger diameter wire rope is used, the length of wire rope installed on the drum will be shorter. In some situations, the winch can create a tension in the wire rope that is greater than the strength of the wire rope. The user must be careful to select a wire rope that has enough strength and length for the job.



WARNING

During operation of the winch, the operator must know or estimate the line pull and make sure that the line pull is within the capacity of the winch and the specifications of the wire rope installed on the drum. A broken wire rope under high tension can return suddenly in the direction of the winch and cause injury and damage.



WARNING

The wire rope may disengage from the ferrule pocket if there is a load on the wire with fewer than 3 complete wraps on the drum. This will cause a loss of load and possible injury. When spooling wire rope from the drum, it is very difficult for the operator to know when nearing the end of the wire rope. It is recommended that the last 5 wraps of wire be painted a contrasting color to alert the operator that the end of the usable wire has been reached.

Wire Rope Diameter	Full Drum Capacity	2/3 Capacity
3/4 in (19 mm)	376 ft (114 m)	251 ft (76 m)
7/8 in (22 mm)	271 ft (82 m)	180 ft (54 m)
1.0 in (25 mm)*	210 ft (64 m)	140 ft (42 m)
Notes: 1. Loosely or unevenly spooled line will change capacities. 2. Use flexible wire rope with independent wire rope center. 3. Ferule size: 2.0 in dia, 2 1/4 in long. * If your winch is equipped with the optional arch, the largest wire rope diameter approved for use is 7/8 inch.		

Figure 2 - Drum Line Capacities

Oil Capacity & Recommended Oil List

The oil capacity for W6G winch is 19.5 gallons (73.8 liters).
 The type of oil used in Allied winches affects the line control. Use the following oils in the W6G winch:

Recommended Oils* - All Applications (Applications such as equipment rescue, logging, cable plow, and inching applications such as pipe setting, yo-yo, line sagging, etc.)					
Manufacturer	Oil Type	Ambient Temperature Range		Oil Temperature Range	
		°F	°C	°F	°C
Caterpillar	Multipurpose Tractor Oil (MTO)	-13 to 104	-25 to 40	-13 to 104	-25 to 40
John Deere	Hy-Gard™	-13 to 122	-25 to 50	-13 to 176	-25 to 80
ExxonMobil	Mobil Fluid 424 (Factory fill)	-13 to 122	-25 to 50	-13 to 176	-25 to 80
Chevron	1000 THF	-13 to 122	-25 to 50	-13 to 176	-25 to 80
Recommended Oils* - Low Temperature Applications (Note: ExxonMobil and John Deere Oils are recommended for Inching Applications)					
Manufacturer	Oil Type	Ambient Temperature Range		Oil Temperature Range	
		°F	°C	°F	°C
John Deere	Low Viscosity Hy-Gard	-40 to 86	-40 to 30	-40 to 150	-40 to 66
ExxonMobil	Mobil Fluid LT	-40 to 86	-40 to 30	-40 to 150	-40 to 66
Chevron	THF W	-40 to 86	-40 to 30	-40 to 150	-40 to 66
* Note: Use of a non-recommended oil may void warranty.					

Figure 3 - Recommended Oil List

W6G Winch Description

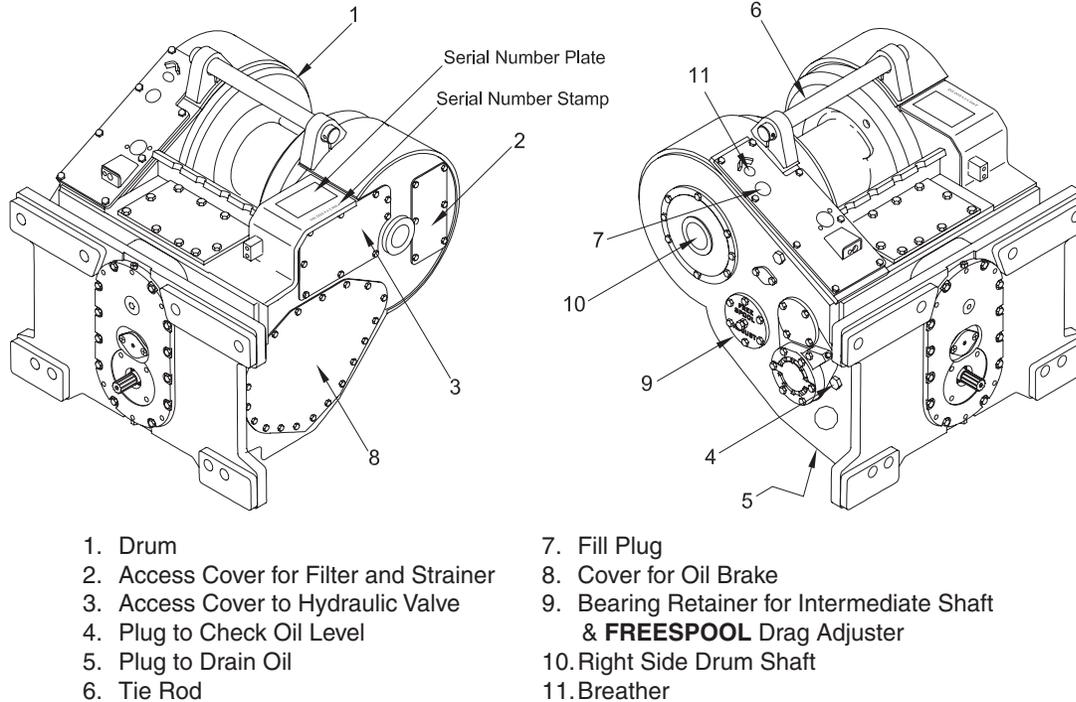


Figure 4 - W6G Towing Winch

Optional Equipment

The W6G winch may be equipped with the following options:

- integral arch
- fairlead assembly

- alternate gear ratio
- heavy duty extended drawbar
- electronic controls

NOTE: Not all optional equipment listed is available for each model of tractor

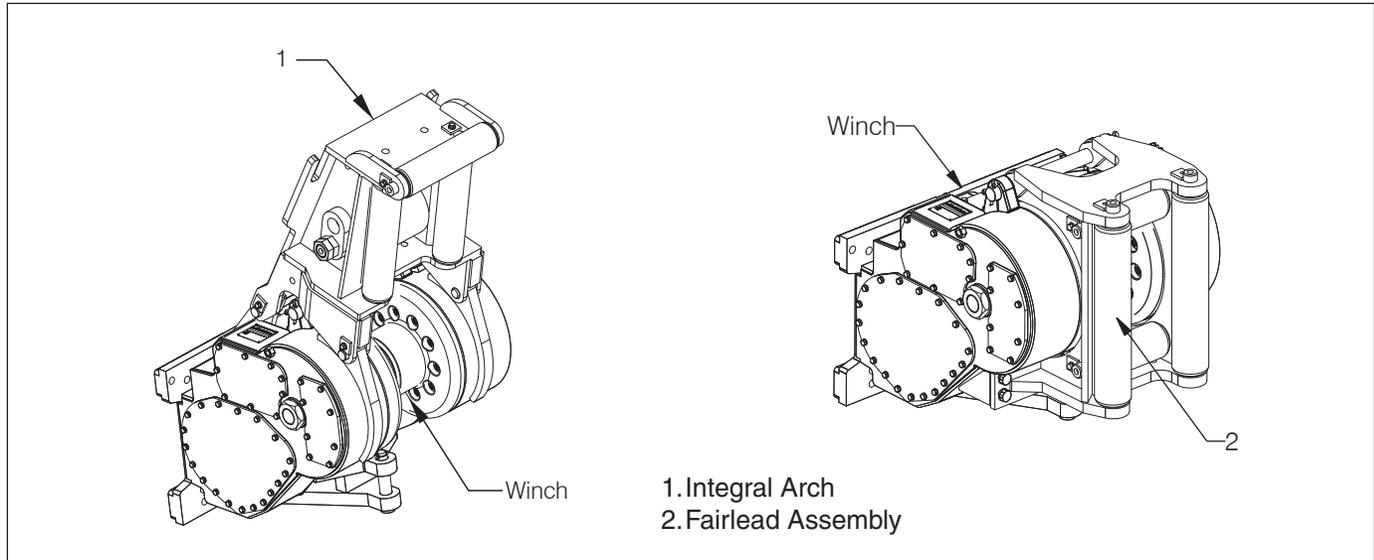


Figure 5 - W6G Towing Winch, Optional Equipment

Serial Number Codes

The nameplate with the serial number code is found on the left front corner of the winch case. A serial number indicates the following information:

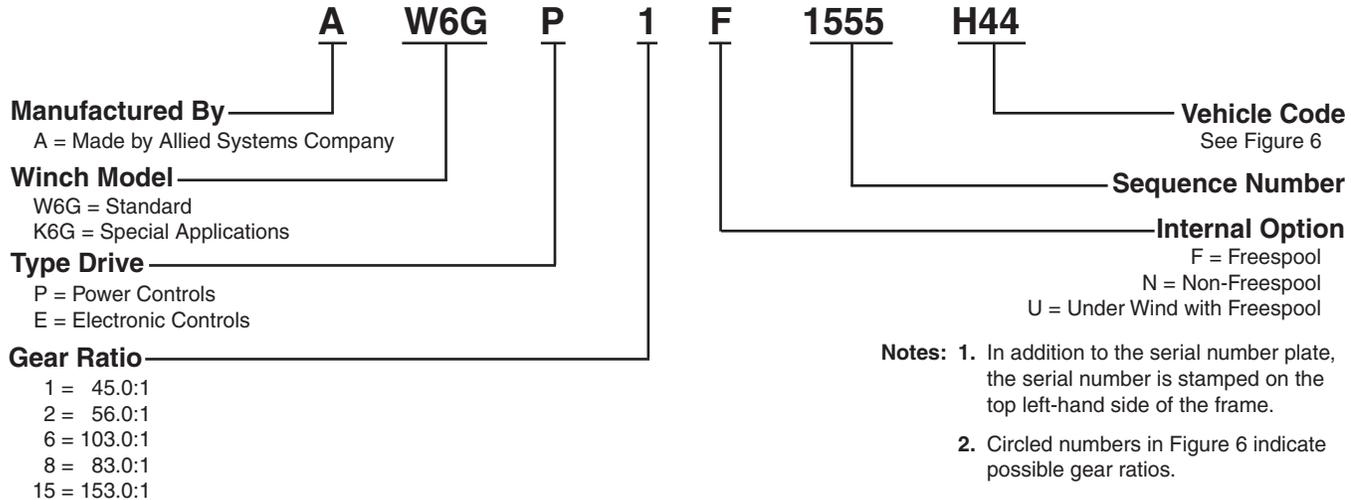


Figure 6 - Tractor Identification and Gear Ratio

Tractor Make Model and Starting Tractor Serial Number Where Applicable						
C O D E	A Fiat-Hitachi/ New Holland	C Caterpillar	E John Deere	H Dresser/ Dressta	K Komatsu	R Case
39						Quadtrac ⑥ ⑧
40						1650L ⑥ ⑧ ⑮
41			750B W/O CAB ⑥ ⑧ ⑮			
42			850B W/ CAB ⑥ ⑧ ⑮			
43		D6D/E/F PS ① ② ⑥ ⑧ ⑮	850B W/O CAB ⑥ ⑧ ⑮			

(Continued on next page)

Figure 6 - Tractor Identification and Gear Ratio

Tractor Make Model and Starting Tractor Serial Number Where Applicable						
C O D E	A Fiat-Hitachi/ New Holland	C Caterpillar	E John Deere	H Dresser/ Dressta	K Komatsu	R Case
44			750B W/ CAB ⑥ ⑧ ⑮	TD15E PS ① ② ⑥ ⑧ ⑮		
45			750C I & II ⑥ ⑧ ⑮	TD15E DD ⑥ ⑧ ⑮		
46			850C I & II ① ② ⑥ ⑧ ⑮	TD15H TIER I PS ① ② ⑥ ⑧ ⑮	D65E-12,D65EX-12/15, D65EX-15E0, D65WX-15E0 ⑥ ⑧	
47		D6N* ① ② ⑥ ⑧ ⑮		TD15H TIER II , TD15M ① ② ⑥ ⑧ ⑮	D61EX-12, D61EX-15 ⑥ ⑧	

(Continued on next page)

Figure 6 - Tractor Identification and Gear Ratio

Tractor Make Model and Starting Tractor Serial Number Where Applicable						
C O D E	A Fiat-Hitachi/ New Holland	C Caterpillar	E John Deere	H Dresser/ Dressta	K Komatsu	R Case
48	FD14E, DX/FD175/195 ① ② ⑥ ⑧ ⑮					
480		D6H PS ① ② ⑥ ⑧ ⑮				
481		D6H DD ① ⑥ ⑧ ⑮				
49	DC180 ① ② ⑥ ⑧ ⑮					1850K ① ② ⑥ ⑧ ⑮

(Continued on next page)

Figure 6 - Tractor Identification and Gear Ratio

Tractor Make Model and Starting Tractor Serial Number Where Applicable						
C O D E	A Fiat-Hitachi/ New Holland	C Caterpillar	E John Deere	H Dresser/ Dressta	K Komatsu	R Case
50		D6R PS ① ② ⑥ ⑧ ⑮				
71		D6R II & III PS; D6T ① ② ⑥ ⑧ ⑮				
73		D6G PS ① ② ⑥ ⑧ ⑮				
78		D6N** ① ② ⑥ ⑧ ⑮				
81		D6N*** ① ② ⑥ ⑧ ⑮				

(Continued on next page)

Figure 6 - Tractor Identification and Gear Ratio

Tractor Make Model and Starting Tractor Serial Number Where Applicable						
C O D E	A Fiat-Hitachi/ New Holland	C Caterpillar	E John Deere	H Dresser/ Dressta	K Komatsu	R Case
<p>* Tractors (C47) with linkage hydraulic valve controls Prior to the following serial numbers, tractor code C47 was used for D6N:</p> <p>D6N--CBJ00400 ALH00735 CCK00500 ALR00635 AKM01235 ALY01335</p> <p>** Tractors (C78) with pilot operated hydraulics After the above serial numbers, tractor codes C78 are used for D6N.</p> <p>*** Tractors (C81) with pilot operated hydraulics After the above serial numbers, tractor codes C81 (with Diff-Steer) are used for D6N.</p>						

Intentionally Blank

Operation, Power Controls

Checks Before Operation

- Check the wire rope and hook for wear or damage. Check that the periodic inspection and maintenance have been done at the recommended operating hours. (See Figure 14, Maintenance Schedule, for the W6G winch on page 46.)
- Check lever adjustment.

Checks During Operation

- Check **FREESPOOL** drag adjustment if equipped.

The Troubleshooting Chart at the end of this section can be used by the operator to identify a problem with the winch operation. A trained service person is needed for additional troubleshooting and repair that requires disassembly of parts of the winch.

Operating Procedures

The control lever assembly has two control levers and the operation is the same in all configurations. Both control levers are connected to the winch through control cables. The power control lever is connected to the spool in the control valve. This lever is used to select one of the following operations:

- **BRAKE-OFF**
- **LINE-OUT**
- **BRAKE-ON**
- **LINE-IN**

Except for the **BRAKE-OFF** position, the power control lever will return to the **BRAKE-ON** position when the control lever is released. A spring arrangement on the spool of the control valve returns the spool and control lever to the **BRAKE-ON** position. A ball and detent arrangement will hold the spool and control lever in the **BRAKE-OFF** position. The operator must pull the control lever from the **BRAKE-OFF** position.

The **BRAKE-ON** position is a neutral position. No hydraulic pressure is applied to the brake or the clutches. Springs apply the brake so that the winch drum will not rotate.

The **BRAKE-OFF** position has a detent and is a neutral position for the clutches. Hydraulic pressure is applied to release the brake. The winch will not rotate easily because of friction in the clutches, brake and gear train. Wire rope cannot be pulled from the winch by hand. The **BRAKE-OFF** position is different from the **FREESPOOL** position where the drum is disengaged from the gear train. The **BRAKE-OFF** position is used when the operator has a load on the winch wire rope. The operator can move the tractor forward without moving the load and still keep the wire rope tight.

A second control lever engages and disengages a sliding sleeve to control the **FREESPOOL** operation. The **FREESPOOL** control lever has two positions: **NORMAL OPERATION** and **FREESPOOL**. The **FREESPOOL** control lever disengages the gear train so the wire rope can be pulled from the winch by hand.

CAUTION

Engaging BRAKE-OFF or FREESPOOL with a suspended load on the wire rope will cause it to fall uncontrollably.

Operation, Power Controls

WARNING

Moving the control lever with the engine OFF and the keyswitch ON may result in accumulator discharge and brake release which will cause loss of load.

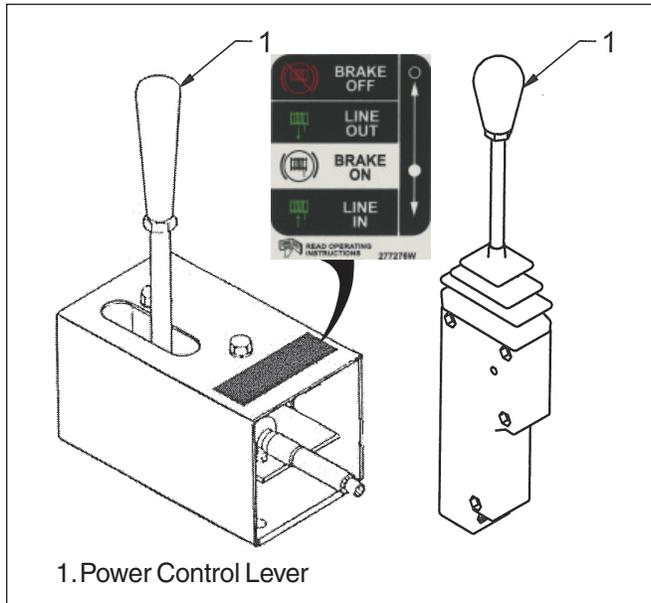


Figure 7 - W6G Winch Operator Controls_Standard

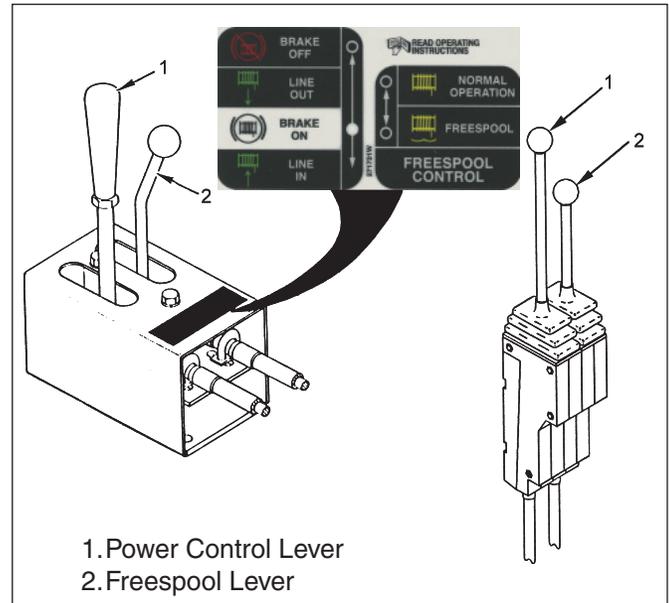


Figure 7.1 - W6G Winch Operator Controls_Freespool Option

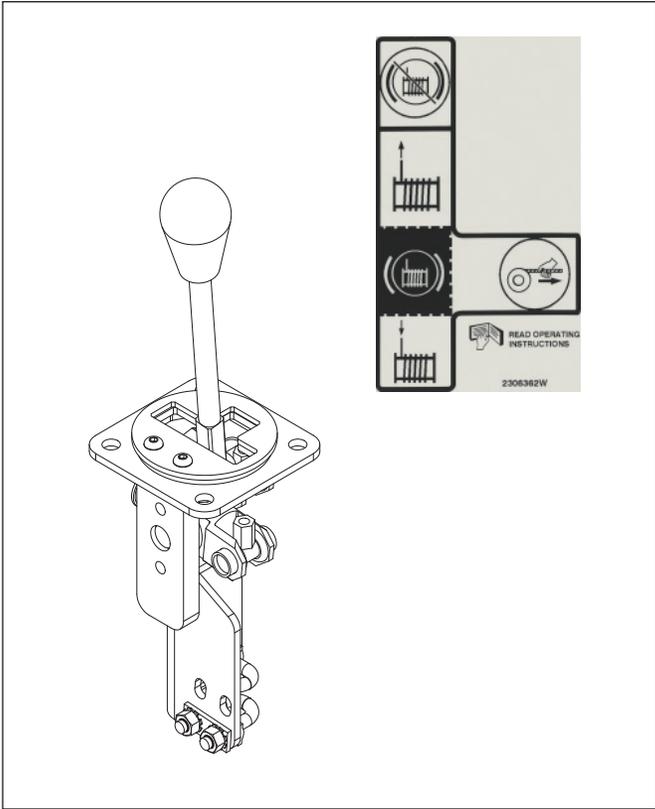


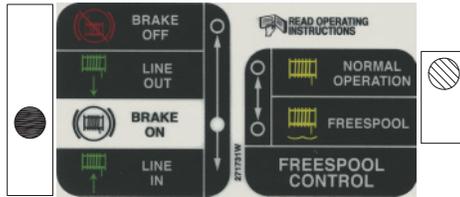
Figure 7.2 - W6G Winch Operator Controls_Dual Axis

Operation, Power Controls

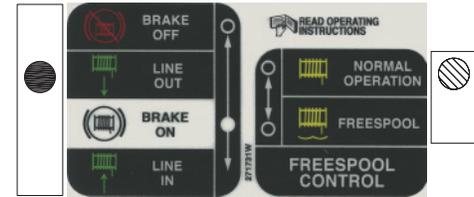
Power Operation

Note: The solid dots indicate the positions of the control levers.

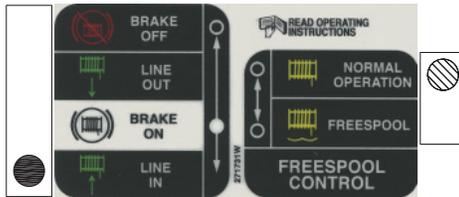
The hatched dots indicate the positions of the FREESPOOL control lever.



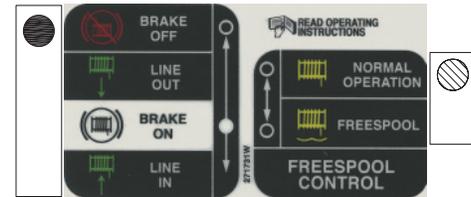
BRAKE-ON position is a neutral position. Neither clutch is applied. The brake is fully applied.



LINE-OUT position applies the **LINE-OUT** clutch and releases the brake. The winch will unwind the wire rope at a speed controlled by the PTO speed of the tractor and the weight of the load.



LINE-IN position applies the **LINE-IN** clutch and releases the brake. The winch will wind the wire rope at a speed controlled by the PTO speed of the tractor.

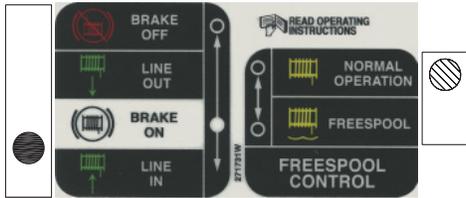


BRAKE-OFF position is a detent position. The clutches are released and the oil pressure has released the brake. This position will permit the wire rope to unwind from the winch against the friction of the clutches, brake, and gear train as the tractor moves away from the load.

Inching occurs when the power control lever is slowly moved to a position between **BRAKE-ON** and **LINE-IN** or between **BRAKE-ON** and **LINE-OUT**. **Inching** is used for a fine control of the winch speed. The normal adjustment of inching for **LINE-IN** is different from the adjustment for **LINE-OUT**. These adjustments can be modified by changing the overlap pressures of the modulator valves. This change is necessary for some customer operations. The following paragraphs describe the normal adjustments for inching.

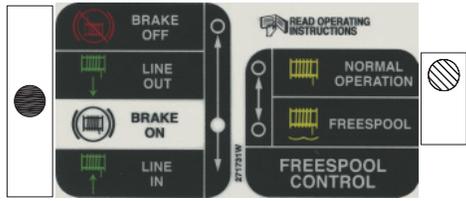
! WARNING

Excessive inching will accelerate clutch and brake wear, and cause winch overheating.



Inching (LINE-IN). This operation is used to slowly move a load toward the tractor. The control valve will cause the

oil pressure to slowly release the brake and slowly apply the **LINE-IN** clutch. As the brake is released, the clutch takes control and begins to move the load.



Inching (LINE-OUT). This operation will release the brake before the **LINE-OUT** clutch is applied. This adjustment permits the weight of the load to unwind wire rope from the winch drum against the resistance of the brake. The operator controls the resistance of the brake by the position of the power control lever. The **LINE-OUT** clutch is not applied until the operator moves the power control lever more toward the **LINE-OUT** position. When the power control lever is moved so that the **LINE-OUT** clutch is engaged, the speed that the drum unwinds is controlled by the rpm of the tractor PTO.

Determining Tractor PTO Type

Allied PTO winches are designed to allow a smooth line speed transition when starting to move a load, and for bringing a load to a stop. Depending on how the PTO is powered, they can also be used for fine positioning (also called **Inching**) on a limited basis. There are two ways that tractor PTOs are powered; engine direct, and through a torque converter.

To determine what type of PTO your tractor has, perform the following test:

1. Engage the winch with the tractor track drive in neutral.
2. While the winch drum is turning, engage the track drive in High gear and step on the brake until the tractor stops moving (tracks are stalled).
3. If the winch drum continues to rotate, the PTO is engine direct driven. If the drum stops turning, the PTO is torque converter driven.

Engine Direct Driven PTOs

Engine direct PTOs require higher RPMs to prevent engine stall, which will cause high clutch and brake temperatures during inching operation. With these types of PTO drives, inching should be limited to a short distance and time.



CAUTION

Never inch the winch with the PTO RPMs above 1200.



Torque Converter Driven PTOs

Torque converter driven PTOs allow inching without excessive clutch and brake heat generation if the correct procedure is used. This style of operation will use the torque converter in a stall or near stall condition when slowly turning the winch drum. This will allow the vehicle cooling system to absorb the heat generated, and will not cause any winch or vehicle wear.

If inching is achieved by partially moving the control lever, rather than by controlling the PTO speed, the clutches and brake will slip. This is undesirable, and will generate heat and wear.

To perform prolonged inching with a PTO winch on a tractor with a torque converter driven PTO, follow the operating procedures:

For **LINE-IN Inching** Operation:

- Decelerate the tractor engine rpm to idle.
- Move the winch control lever until the load is moving at the speed required. Whenever possible, move the lever completely into the full **LINE-IN** position to fully engage the clutch and fully release the brake. The clutches will not slip while fully engaged, minimizing heat buildup and clutch wear.
- If the load is not moving, or not moving fast enough, increase the engine RPM until the desired line speed is achieved. Line speed will be proportional to PTO rpm.

For **LINE-OUT Inching** Operation:

- Decelerate the tractor to about 1000 RPM.
- Move the winch control lever slowly into **LINE-OUT** until the load is moving at the speed required. If the lever is only at partial stroke, the clutch may be slipping. Do not operate in this position for more than a few seconds.
- When lowering a load, use full lever travel to position the load close to its destination before inching.

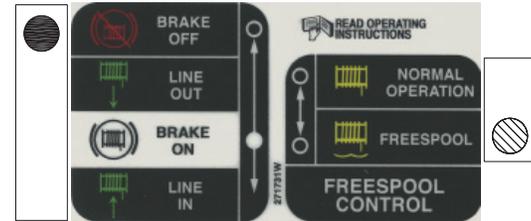
FREESPOOL Operation

WARNING

The control lever normally cannot be moved to the **FREESPOOL** position if there is a load on the wire rope. If enough force is used to disengage the gear train for the **FREESPOOL** operation, an uncontrolled release of the load will occur. Loss of the load can result in injury and damage.

The power control lever must be in the **BRAKE-ON** or **BRAKE-OFF** positions to operate the **FREESPOOL** control lever. When the **FREESPOOL** control lever is moved to the **FREESPOOL** position, the winch drum is disengaged from the gear train. The **FREESPOOL** operation permits the wire rope to be pulled from the winch drum by hand.

If the **FREESPOOL** control lever cannot be moved to engage the gear train for power operation, apply a clutch to move the gear train a small amount. This action will align the splines in the sliding sleeve so that the intermediate gear can be engaged.



FREESPOOL Drag Adjustment

The preload on the bearings of the intermediate shaft controls the resistance to rotation of the drum during the **FREESPOOL** operation. The resistance to rotation is correct when the drum can be rotated by hand, but the drum will not rotate more than one-half revolution freely.

An adjusting screw is located in the center of the bearing retainer for the intermediate shaft; please refer to figure 8. This screw can be tightened or loosened to adjust the preload on the intermediate shaft. The jam nut will maintain the **FREESPOOL** setting.

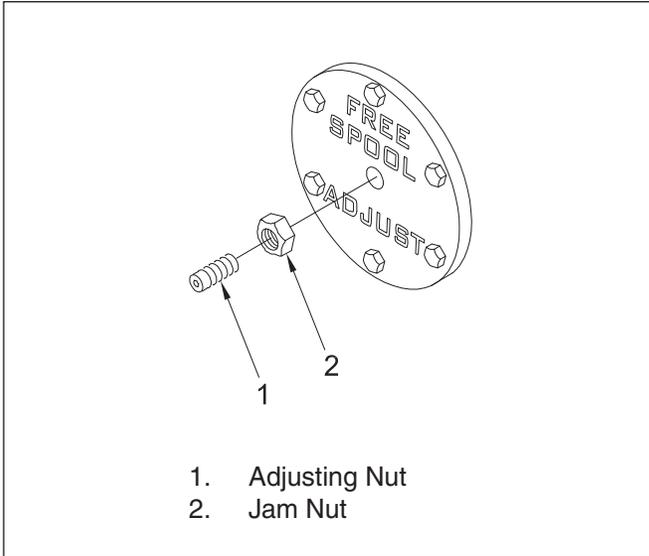


Figure 8 - FREESPOOL Adjustments

CAUTION

Setting the preload on the intermediate shaft too tight will cause bearing overload. Setting the preload too loose will allow shaft to not be parallel. Extreme care must be used when adjusting FREESPOOL drag. Determine the correct preload by starting with the preload too loose, and gradually increase the preload until the correct resistance to rotation is achieved. Increase the preload by turning the adjusting screw by a maximum of 1/6 rotation (60 degrees), and striking the housing with a hammer to make sure the bearing is sliding. Check resistance to rotation after each adjustment.

Operation, Power Controls

PROBLEM	POSSIBLE CAUSE	CORRECTION
Operation is rough or not regular.	Hydraulic oil is too cold.	Put the control lever in the BRAKE-OFF position. Run the engine at 1000 rpm to warm the oil to 80°F before operating the winch.
	Low oil level.	Add hydraulic oil to the correct level.
	Low oil pressure.	See the Service Manual for additional troubleshooting.
	Wrong oil.	Drain oil and replace with correct grade. Refer to the Recommended Oil List, Figure 3 on page 5
	Control cables need adjustment.	Check for correct adjustment. Make sure the ends of the cables are fastened correctly.
Hydraulic oil becomes too hot.	Winch is operated in the BRAKE-OFF position for long periods.	Use the BRAKE-OFF position less. When the BRAKE-OFF position is used, the hydraulic oil flows continuously through the relief valve. See the Service Manual for additional troubleshooting.
	Frequent use of the inching mode, or using the inching mode incorrectly for the type of PTO style on the tractor.	Review inching procedures in previous section of this manual.
	Low oil level.	Add oil.
	Clogged suction strainer.	Check and clean or replace the suction strainer.
	Defective or improperly adjusted oil relief valve.	See the Service Manual for additional troubleshooting.

Figure 9 - Troubleshooting Analysis Chart

(Continued on next page)

PROBLEM	POSSIBLE CAUSE	CORRECTION
Brake begins to release before clutch is applied	Brake is worn.	See the Service Manual for additional troubleshooting.
	Pressure modulator needs repair or adjustment.	
Winch brake does not apply or release correctly.	Brake is worn.	See the Service Manual for additional troubleshooting.
	Low oil pressure.	
Clutch does not apply correctly.	Worn or damaged clutch.	See the Service Manual for additional troubleshooting, checks and adjustments.
	Control valve or control cable needs adjustment.	
	Low oil pressure.	
Clutch does not apply correctly at low PTO rpm.	Accumulator not charged.	Check accumulator.
	PTO speed stalled (0 rpm).	Increase tractor rpm.
	Worn or leaking pump.	Check pump and replace if necessary.
FREESPOOL does not operate correctly.		See the Service Manual for additional troubleshooting, checks and adjustments.
Winch stalls tractor engine during winch shift when tractor RPM is low.	Not enough engine torque.	Increase engine rpm.
	Low accumulator pressure.	See the Service Manual for additional troubleshooting, checks and adjustments.

Figure 9 - Troubleshooting Analysis Chart

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Operation, Electronic Controls

Checks Before Operation

- Check the wire rope and hook for wear or damage.
- Check that the periodic inspection and maintenance have been done at the recommended operating hours. (See Figure 14, Maintenance Schedule, on page 46.)
- Turn activation switch ON, and check the winch indication light:
 - Light on means filter plugged or oil cold;
 - Light fast blink (1/2 second on and 1 second off) means system fault;
 - Light slow blink (3 second on and 3 second off) means controls not active.

Note: The winch oil should be warm (approximately 80°F) prior to operating the winch.

Checks During Operation

- Check the winch indication light:
 - Light steady on after oil warmup means some problem(s).

The Troubleshooting Chart (Figure 12 on page 39) can be used by the operator to identify a problem with the winch operation. Check light for trouble codes if the chart does not cover the problem. A trained service person is needed for additional troubleshooting and repair that requires disassembly of parts of the winch.

- Check **FREESPOOL** drag adjustment if equipped.

Operating Procedures

The electronic control assembly has one control lever. The control lever is connected to the winch through electrical wiring, an electronic control module, a solenoid actuated control valve, and an activation switch. The activation switch is a locking rocker switch installed near the control lever. When the activation switch is in the OFF position, the control lever is disabled. This prevents inadvertent winch operation if the control lever is bumped. The activation switch should be in the OFF position unless the winch is being used. This control lever is used to select one of the following operations:

- **BRAKE-OFF**
- **LINE-OUT**
- **BRAKE-ON**
- **LINE-IN**
- **FREESPOOL**

Except for the **BRAKE-OFF** and **FREESPOOL** positions, the control lever will return to the **BRAKE-ON** position when it is released. A collar and spring arrangement on the control lever returns it from the **LINE-IN** and **LINE-OUT** positions to the **BRAKE-ON** position. The operator must pull the control lever from the **BRAKE-OFF** or

FREESPOOL position.

The **BRAKE-ON** position is a neutral position. No hydraulic pressure is applied to the brake or the clutches. Springs apply the brake so that the winch drum will not rotate.

The **BRAKE-OFF** position has a detent and is a neutral position for the clutches. Hydraulic pressure is applied to release the brake. The winch will not rotate easily because of friction in the clutches, brake and gear train. Wire rope cannot be pulled from the winch by hand. The **BRAKE-OFF** position is different from the **FREESPOOL** position where the drum is disengaged from the gear train. The **BRAKE-OFF** position is used when the operator has a load on the winch wire rope. The operator can move the tractor forward without moving the load and still keep the wire rope tight.

NOTE: The filter LED illuminates briefly at startup. This is part of the normal system check. Consult the troubleshooting guide (see Figure 12 on page 38) if the light does not turn off.

NOTE: The winch will not operate at startup unless the control lever is in the BRAKE-ON position.

Operation, Electronic Controls

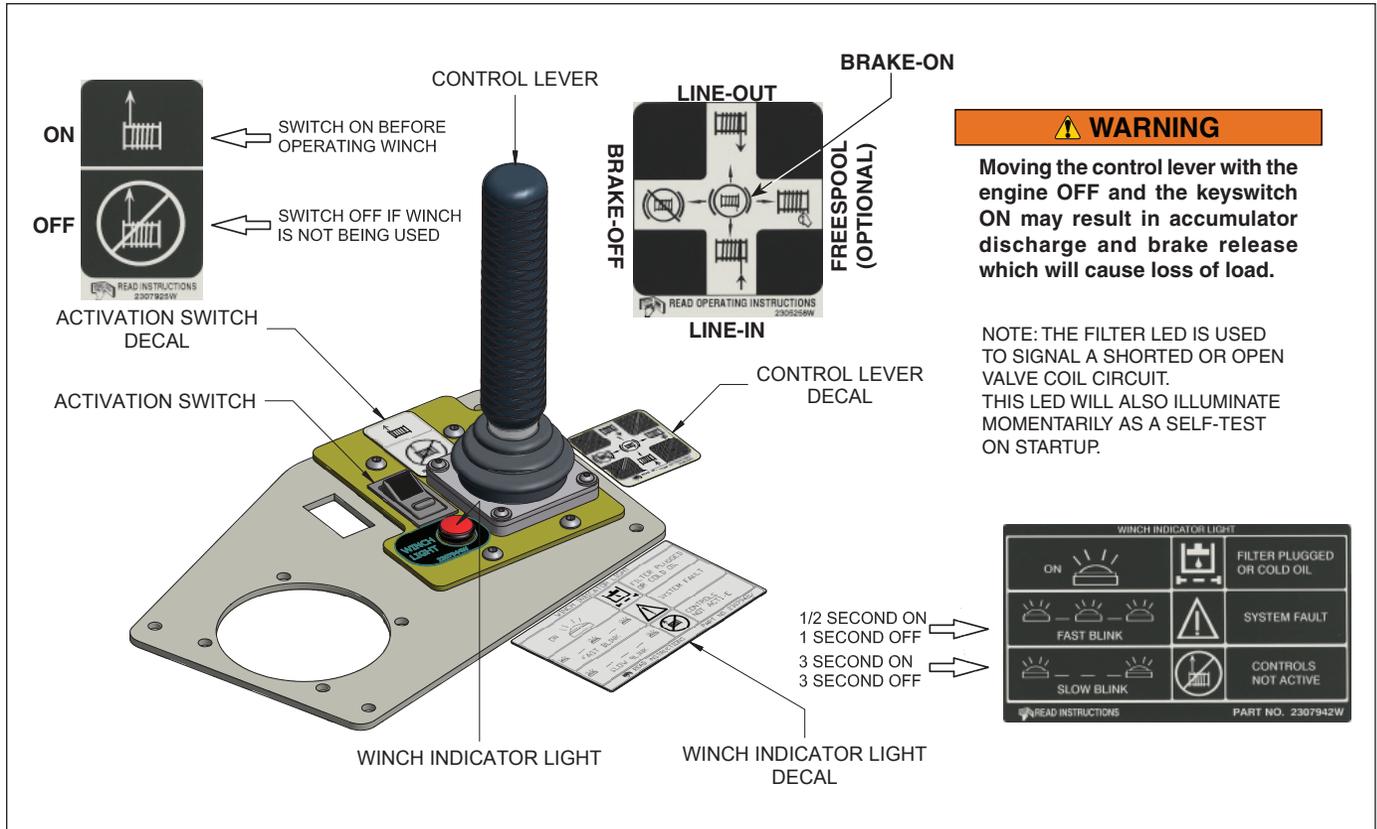


Figure 10 - W6G Towing Winch Operator Controls (Old Style)

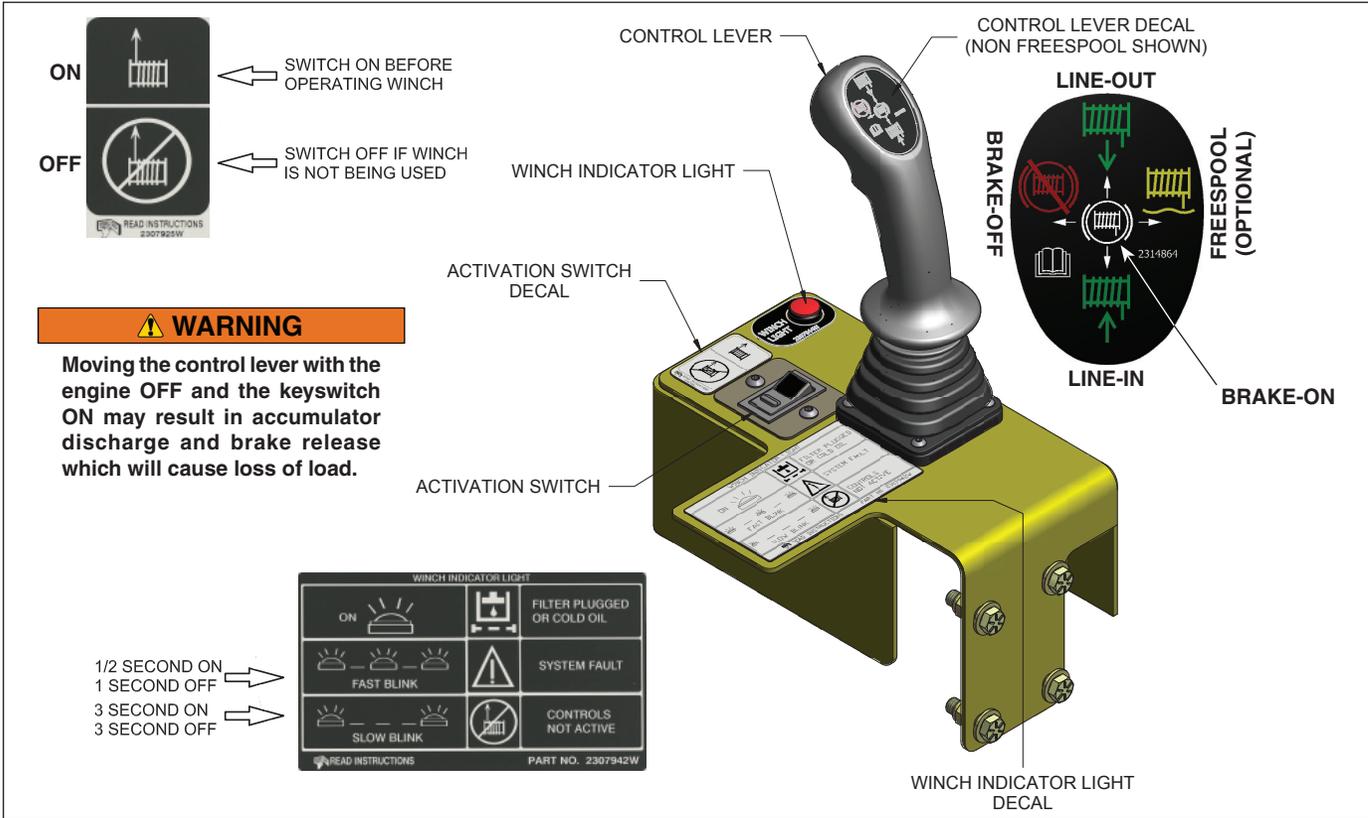


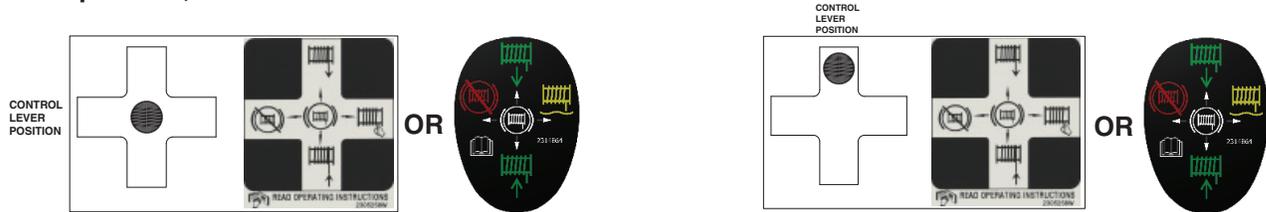
Figure 10-1 - W6G Towing Winch Operator Controls (New Style)

Operation, Electronic Controls

Power Operation

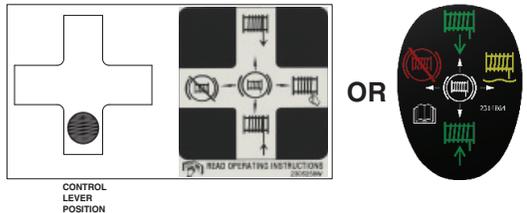
Note: The solid dots indicate the positions of the control levers.

Before operation, ensure status of activation switch.

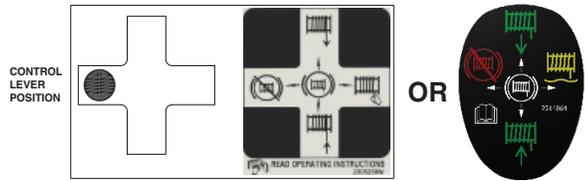


BRAKE-ON is a neutral position. Neither clutch is applied. The brake is fully applied.

LINE-OUT position applies the reverse clutch and releases the brake. The winch will unwind the wire rope at a speed controlled by the PTO rpm of the tractor and the weight of the load.



LINE-IN position applies the forward clutch and releases the brake. The winch will wind the wire rope at a speed controlled by the PTO rpm of the tractor.



BRAKE-OFF is a detent position. Oil pressure has released the brake but the wire rope cannot be pulled from the winch because of friction in the clutches, brake and gear train. **BRAKE-OFF** is used to move the tractor away from the load while keeping the wire rope tight.

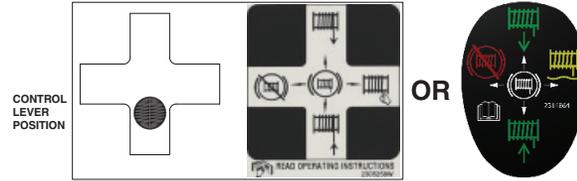


WARNING

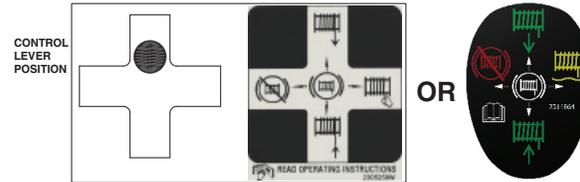
Do not use this function (BRAKE-OFF) to lower a load. Uncontrolled load movement may occur.

Inching is used for fine control of the winch speed. When the control lever is slowly moved to a position between **BRAKE-ON** and **LINE-IN** or between **BRAKE-ON** and **LINE-OUT**, inching occurs. Any adjustments require computer program changes and may be necessary for some customer operations. Contact Allied Systems Company if inching needs adjustment. The following paragraphs describe the normal procedures for inching.

NOTE: Inching will accelerate clutch and brake wear, and cause winch overheating. Inching for more than a few seconds should be followed by several minutes of cooling recovery. Operate the PTO @ at least 1000 RPM to provide adequate cooling flow.



Inching (LINE-IN). This operation is used to slowly move a load toward the tractor. The control valve will cause the oil pressure to slowly release the brake and slowly apply the forward clutch. As the brake is released, the clutch takes control and begins to move the load.



Inching (LINE-OUT). This operation will release the brake before the reverse clutch is applied. This permits the weight of the load, with assistance from the reverse clutch, to unwind wire rope from the winch drum against the resistance of the brake. The reverse clutch is completely

applied when the operator moves the control lever into the **LINE-OUT** position. When the control lever is moved so that the reverse clutch is engaged, the speed that the drum unwinds is controlled by the rpm of the tractor PTO.

Determining Tractor PTO Type

Allied PTO winches are designed to allow a smooth line speed transition when starting to move a load, and for bringing a load to a stop. Depending on how the PTO is powered, they can also be used for fine positioning (also called **Inching**) on a limited basis. There are two ways that tractor PTOs are powered; engine direct, and through a torque converter.

To determine what type of PTO your tractor has, perform the following test:

1. Engage the winch with the tractor track drive in neutral.
2. While the winch drum is turning, engage the track drive in High gear and step on the brake until the tractor stops moving (tracks are stalled).

3. If the winch drum continues to rotate, the PTO is engine direct driven. If the drum stops turning, the PTO is torque converter driven.

Engine Direct Driven PTOs

Engine direct PTOs require higher RPMs to prevent engine stall, which will cause high clutch and brake temperatures during inching operation. With these types of PTO drives, inching should be limited to a short distance and time.



Never inch the winch with the PTO RPMs above 1200.



Torque Converter Driven PTOs

Torque converter driven PTOs allow inching without excessive clutch and brake heat generation if the correct procedure is used. This style of operation will use the torque converter in a stall or near stall condition when slowly turning the winch drum. This will allow the vehicle cooling system to absorb the heat generated, and will not cause any winch or vehicle wear.

If inching is achieved by partially moving the control lever, rather than by controlling the PTO speed, the clutches and brake will slip. This is undesirable, and will generate heat and wear.

To perform prolonged inching with a PTO winch on a tractor with a torque converter driven PTO, follow the operating procedures:

For **LINE-IN Inching** Operation:

- Decelerate the tractor engine rpm to idle.
- Move the winch control lever until the load is moving at the speed required. Whenever possible, move the lever completely into the full **LINE-IN** position to fully engage the clutch and fully release the brake. The clutches will not slip while fully engaged, minimizing heat buildup and clutch wear.
- If the load is not moving, or not moving fast enough, increase the engine RPM until the desired line speed is achieved. Line speed will be proportional to PTO rpm.

For **LINE-OUT Inching** Operation:

- Decelerate the tractor to about 1000 RPM.
- Move the winch control lever slowly into **LINE-OUT** until the load is moving at the speed required. If the lever is only at partial stroke, the clutch may be slipping. Do not operate in this position for more than a few seconds.
- When lowering a load, use full lever travel to position the load close to its destination before inching.

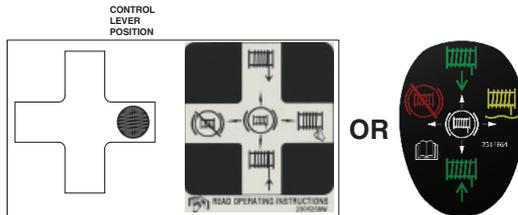
FREESPOOL Operation

WARNING

Moving the lever into FREESPOOL while there is a load on the wire rope will cause sudden loss of load which can result in injury and damage.

When the control lever is moved to the **FREESPOOL** position, hydraulic pressure moves the **FREESPOOL** shift collar and releases brake. The **FREESPOOL** operation permits the wire rope to be pulled from the winch drum by hand. The drum may rotate a small amount after the control lever is returned to the **BRAKE-ON** position.

Do not move the control lever from **FREESPOOL** to **LINE-IN** with a moving load attached to the wire rope.



FREESPOOL Drag Adjustment

The preload on the bearings of the intermediate shaft controls the resistance to rotation of the drum during the **FREESPOOL** operation. The resistance to rotation is correct when the drum can be rotated by hand, but the drum will not rotate more than one-half revolution freely.

An adjusting screw is located in the center of the bearing retainer for the intermediate shaft; please refer to figure 11. This screw can be tightened or loosened to adjust the preload on the intermediate shaft. The jam nut will maintain the **FREESPOOL** setting.

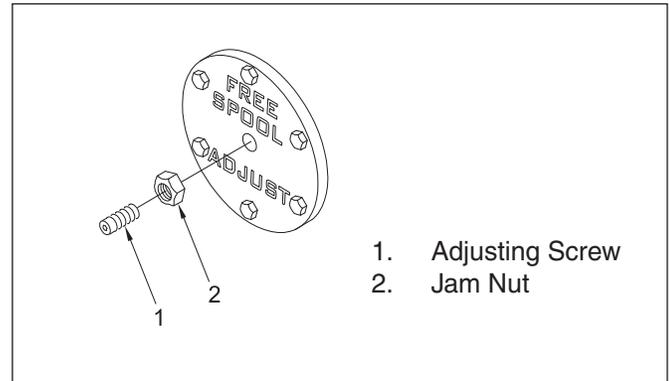


Figure 11 - FREESPOOL Adjustments



CAUTION

Setting the preload on the intermediate shaft too tight will cause bearing overload. Setting the preload too loose will allow shaft to not be parallel. Extreme care must be used when adjusting FREESPOOL drag. Determine the correct preload by starting with the preload too loose, and gradually increase the preload until the correct resistance to rotation is achieved. Increase the preload by turning the adjusting screw by a maximum of 1/6 rotation (60 degrees), and striking the housing with a hammer to make sure the bearing is sliding. Check resistance to rotation after each adjustment.

Operation, Electronic Controls

PROBLEM	POSSIBLE CAUSE	CORRECTION
Operation is rough or irregular.	Hydraulic oil is too cold.	Put the control lever in the BRAKE-OFF position. Run the engine at 1000 rpm to warm the oil before operating the winch.
	Low oil level.	Add hydraulic oil to the correct level.
	Low oil pressure.	See the Service Manual for additional troubleshooting.
	Wrong oil.	Drain oil and replace with correct grade. Refer to the approved oil list.
Hydraulic oil becomes too hot.	Winch is operated in the BRAKE-OFF position for long periods.	Use the BRAKE-OFF position less. When the BRAKE-OFF position is used, the hydraulic oil flows continuously through the relief valve. See the Service Manual for additional troubleshooting.
	Low oil level.	Add oil.
	Clogged suction strainer/filter.	Check and clean or replace the suction strainer.
	Defective or improperly adjusted oil relief valve.	See the Service Manual for additional troubleshooting.
Brake begins to release before clutch is applied.	Brake is worn.	See the Service Manual for additional troubleshooting.
Winch brake does not apply or release correctly.	Brake is worn.	See the Service Manual for additional troubleshooting.
	Low oil pressure.	

Figure 12 - Troubleshooting Analysis Chart

(Continued on next page)

PROBLEM	POSSIBLE CAUSE	CORRECTION
Clutch does not apply correctly.	Worn or damaged clutch.	See the Service Manual for additional troubleshooting, checks and adjustments.
	Control valve failure.	
	Low oil pressure.	
Clutch does not apply correctly at low PTO rpm.	Accumulator not charged.	Check accumulator.
	PTO stalled (0 rpm).	Increase tractor rpm.
Filter LED illuminated.	Filter is clogged.	Change filter and oil.
	Cold oil is causing filter bypass.	Monitor LED condition. If LED remains illuminated after normal operating temperature has been reached, change oil and filter.
	Electrical short circuit.	Check appropriate section of wiring harness.
Filter light blinking.	Control module fault or controls not activated.	Check Service Manual.
FREESPOOL does not operate correctly.		See the Service Manual for additional troubleshooting, checks and adjustments.
Winch will not freespool.	Inadequate freespool piston pressure.	Inspect FREESPOOL shaft o-rings and replace as necessary. Tighten loose fittings.
Winch will not re-engage after being in FREESPOOL .	Broken return spring.	Replace spring.

Figure 12 - Troubleshooting Analysis Chart

(Continued on next page)

Operation, Electronic Controls

PROBLEM	POSSIBLE CAUSE	CORRECTION
Control lever does not return to neutral when released.	Defective return spring, worn detent parts, or lubricant evacuation.	See the Service Manual for additional troubleshooting.
	Control lever is in detented position (BRAKE-OFF or FREESPOOL).	Move control lever out of detent.
Winch stalls tractor engine during winch shift when tractor RPM is low.	Not enough engine torque.	Increase engine rpm.
	Low accumulator pressure.	See the Service Manual for additional troubleshooting, checks and adjustments.
Winch will not operate in any function. (Continued on next page)	Control lever off-center at startup.	Return control lever to neutral position and attempt function again.
	Control module not powered.	Check fuse & replace if necessary.
	Control lever DC-DC converter malfunction.	Replace converter if the red & green LEDs are not lit.
	Control module fault.	Check status indicator on module. Red LED should <u>not</u> be illuminated. If it is, consult factory.
	Coil open or shorted.	Check module output LEDs. Flashing LED indicates open or shorted circuit. Check wiring harness continuity. Replace faulty coil. Note: A working coil will have 15 to 50Ω resistance and will be magnetized when energized.

Figure 12 - Troubleshooting Analysis Chart

(Continued on next page)

PROBLEM	POSSIBLE CAUSE	CORRECTION
Winch will not operate in any function.	Cartridge valve plugged.	Replace cartridge if pressure at appropriate gage port is not close to relief pressure with coil energized.
	Loose or worn connector.	Check and replace as needed.
	Relief pressure not being reached.	Check cooling coil & cartridge—replace faulty parts.
Noisy buzz emanating from winch.	Air in relief cartridge.	This is not a detrimental condition. Noise may be intermittent.
Control lever will not detent in BRAKE-OFF or FREESPOOL .	Detent pin, plate, or spring worn or broken.	Replace appropriate parts. Note: See procedure for control lever disassembly and reassembly in Service Manual. Lubricate detent plate with bearing grease.
Winch does not engage and tractor engine draws down in FWD or REV.	Plugged brake cartridge.	Replace cartridge.
	Faulty brake coil.	Replace coil.
	Open or shorted brake circuit.	Check wiring harness. See “winch will not operate...” above.
Winch does not engage and/or load rolls out in FWD or REV.	Plugged FWD or REV cartridge.	Replace cartridge.
	Faulty FWD or REV coil.	Replace coil.
	Open or shorted FWD/REV circuit.	Check wiring harness. See “winch will not operate...” above.

Figure 12 - Troubleshooting Analysis Chart

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Maintenance

The Maintenance Schedule is a program that includes periodic inspection and lubrication. Use the operating time

on the hour meter of the tractor to find the maintenance time for the winch.

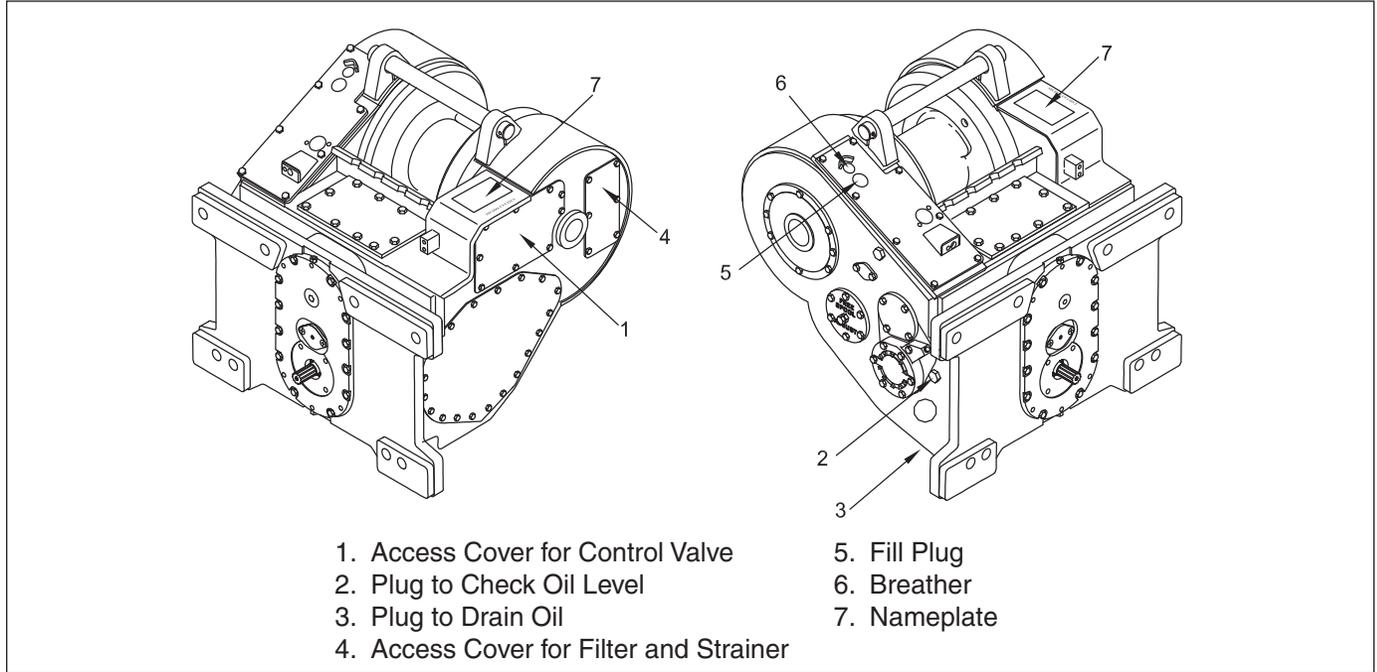


Figure 13 - W6G Winch Maintenance Points

INTERVAL	PROCEDURE OR QUANTITY	SPECIFICATION
50 hours or weekly	Check oil level at plug (item 2). Add oil as necessary through fill plug (item 5). Do not operate tractor when checking the oil level.	See Figure 3 – Recommended Oil List.
	Check winch control lever.	Refer to Control Lever Detent Force Adjustment on page 49. -- Electronic Controls only.
	Clean the breather (item 6).	Remove debris around breather.
	Lubricate the rollers on the fairlead assembly, if the winch is so equipped.	Use multi-purpose grease with 2-4% molybdenum disulfide.
	POWER CONTROLS ONLY: Lubricate the winch control lever and the FREESPOOL control lever.	Use SAE 30 on the linkage as needed. Check that the control wire rope and control housing are fastened correctly.
500 hours or every 3 months	Clean the oil suction screen and magnets.*	Use a new gasket between the cover and the suction tube.
	Clean the breather in the fill plug.	Clean the breather with solvent if needed.
	Check oil filter light, if continuously illuminated with winch warm, replace the filter.	Replace the filter.*
1000 hours or every 6 months	Change the hydraulic oil. Drain oil from plug (item 3). Clean the oil strainer. Through fill plug (item 5), add 19.5 gallons (73.8 liters) [†] of oil. Check the oil level at item 2.	See Figure 3 – Recommended Oil List.
<p>* NOTE: Clean the oil strainer screen and change the oil filter after the first 250 hours on new and rebuilt winches.</p> <p>† Amount of oil may vary slightly with tractor.</p>		

Figure 14 - Maintenance Schedule

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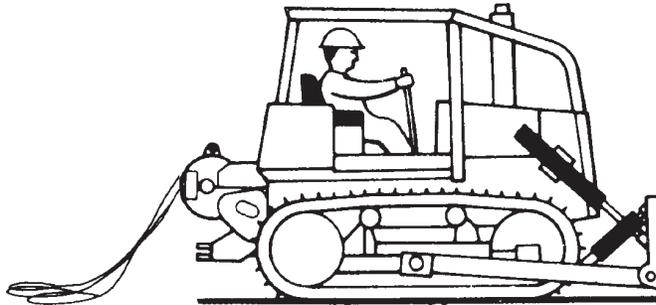
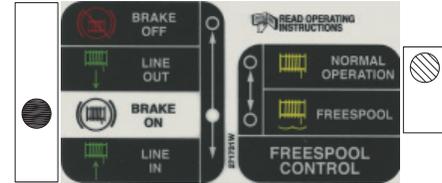
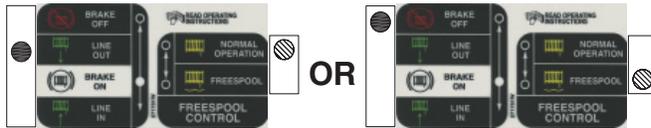
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Operating Techniques, Power Controls

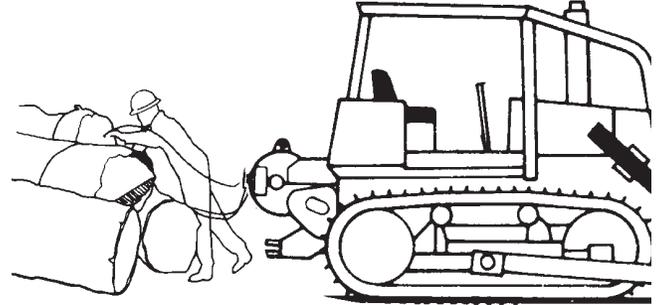
Operating Techniques, Power Controls

Tractor or Skidder Operation

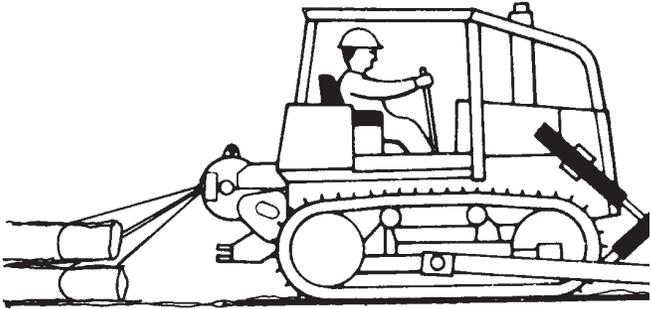
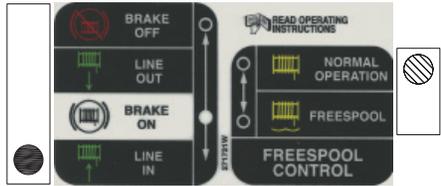
Note: The solid dots indicate the positions of the control levers.
The hatched dots indicate the positions of the FREESPOOL control lever.



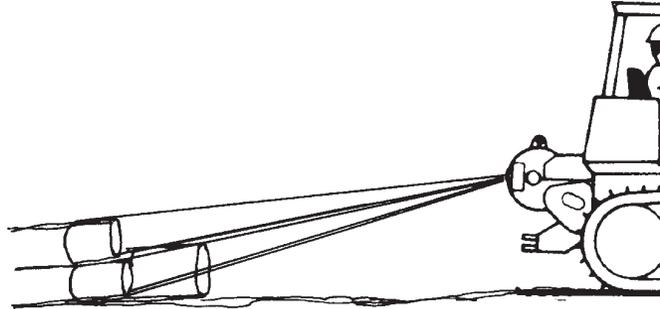
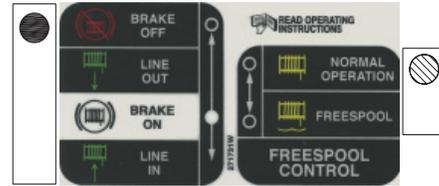
- **Step 1.** The tractor or skidder is moved to an area where a load will be connected. The operator moves the control lever to the **LINE-OUT** position or the **BRAKE ON** position and the **FREESPOOL** control lever into **FREESPOOL** position so that the wire rope can be pulled from the winch drum.



- **Step 2.** A load (logs) is connected to the wire rope. The operator moves the control level to the **BRAKE-ON** position and the **FREESPOOL** control lever to the **NORMAL OPERATION** position.

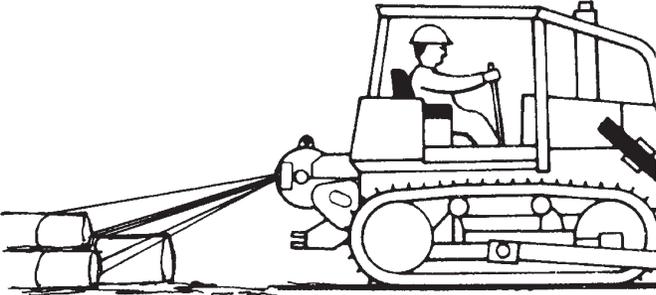
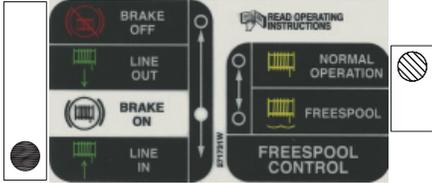


Step 3. The operator can move the control lever to the **LINE-IN** position. If the load is less than approximately 75% of the maximum line pull, the operator can begin traveling with the vehicle at the same time. The winch will wind the load toward the vehicle as it travels. If the load is nearly the capacity of the line pull, the operator must move the load close to the vehicle before beginning to travel.

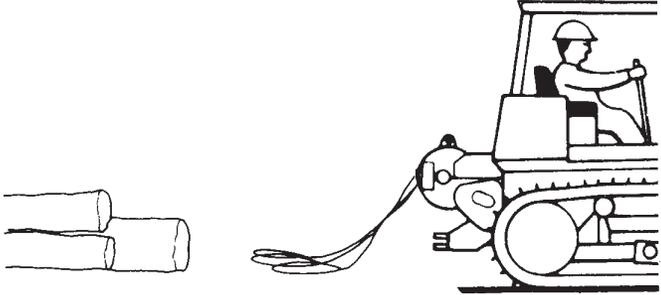
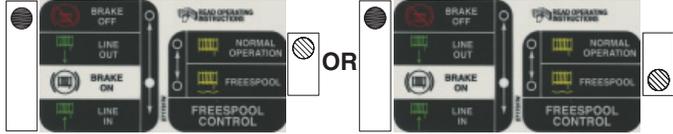


Step 4. If the tractor or skidder must travel through an area with bad traction conditions, the operator can move the control lever to the **BRAKE-OFF (DETENT)** position. This procedure will permit the vehicle to move through the bad traction area without pulling the load at the same time.

Operating Techniques, Power Controls



Step 5. When the vehicle is on firm ground, the operator can move the control lever to **LINE-IN** to pull the load toward the vehicle.



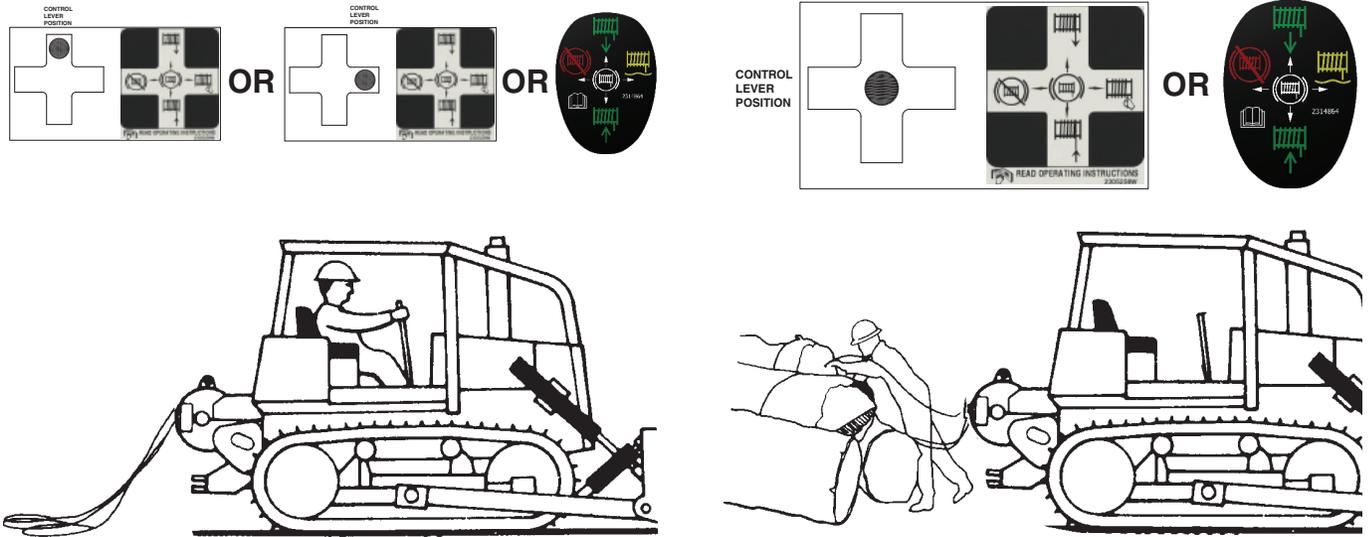
Step 6. When the operator wants to disconnect from the load, the vehicle is stopped and the control levers are moved to the **BRAKE-OFF (DETENT)** or **FREESPOOL** positions to loosen the wire rope. The wire rope is then disconnected from the load.

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Operating Techniques, Electronic Controls

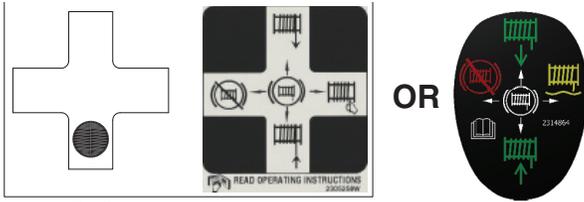
Operating Techniques, Electronic Controls

Tractor or Skidder Operation

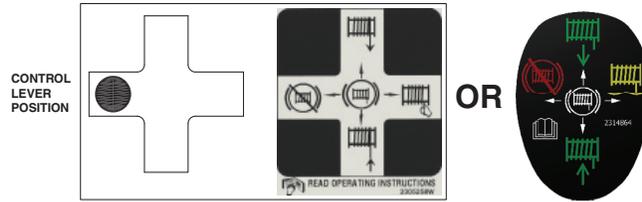


- **Step 1.** The tractor or skidder is moved to an area where a load will be connected. The operator moves the control lever to the **LINE-OUT** or the **FREESPOOL** position so that the wire rope can be pulled from the winch drum.

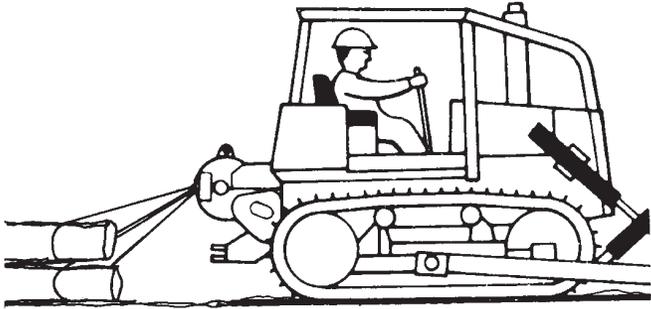
- **Step 2.** A load (logs) is connected to the wire rope. The operator moves the control lever to the **BRAKE-ON** position.



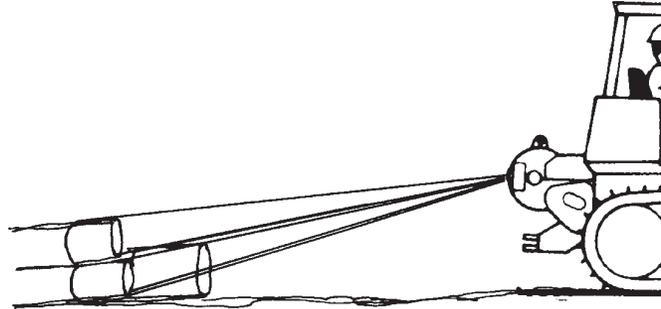
CONTROL
LEVER
POSITION



CONTROL
LEVER
POSITION

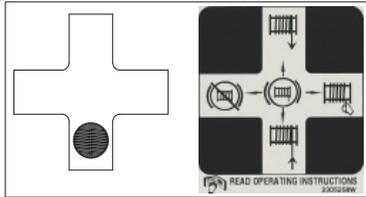


Step 3. The operator can move the control lever to the **LINE-IN** position. If the load is less than approximately 75% of the maximum line pull, the operator can begin traveling with the vehicle at the same time. The winch will wind the load toward the vehicle as it travels. If the load is nearly the capacity of the line pull, the operator must move the load close to the vehicle before beginning to travel.



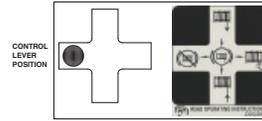
Step 4. If the tractor or skidder must travel through an area with bad traction conditions, the operator can move the control lever to the **BRAKE-OFF (DETENT)** position. This procedure will permit the vehicle to move through the bad traction area while keeping the wire rope tight, but without pulling the load at the same time.

Operating Techniques, Electronic Controls

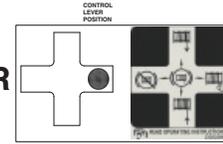


CONTROL LEVER POSITION

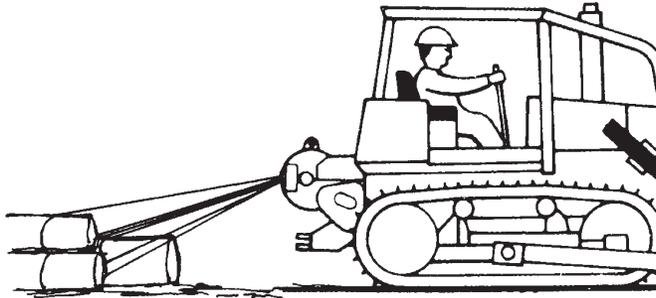
OR



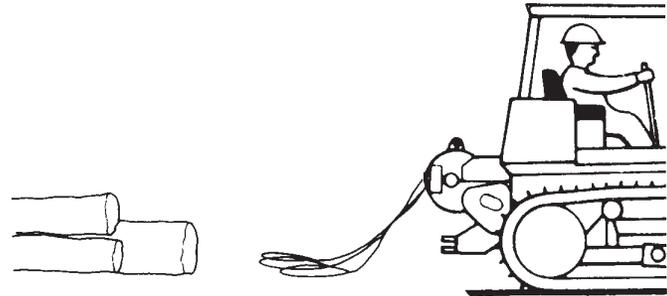
OR



OR



Step 5. When the vehicle is on firm ground, the operator can move the control lever to **LINE-IN** to pull the load toward the vehicle.



Step 6. When the operator wants to disconnect from the load, the vehicle is stopped and the control lever is moved to the **BRAKE-OFF** or **FREESPOOL** positions to loosen the wire rope. The wire rope is then disconnected from the load.

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Operating Techniques, General

How to Move a Disabled Vehicle

A. A tractor or skidder often travels in areas where traction conditions are bad. A vehicle equipped with a winch can be used to remove itself from mud or other areas where it cannot move using only the drive wheels or tracks. See Figure 18. Use the following procedure:

1. Fasten the winch wire rope to a structure, tow bar of another vehicle, or a tree that has enough strength for the line pull. The wire rope must be in a direction that is approximately parallel to the direction of travel of the vehicle.
2. Use the throttle to set the engine speed at a power level to operate both the winch and the tracks or drive wheels. (Operator experience is required, because the winch can use most of the engine power in some vehicles.)
3. Put the control lever in the **LINE-IN** position to tighten the winch wire rope. When the winch wire rope is tight, put the vehicle transmission in **REVERSE*** and engage the tracks or drive wheels. Use the power from the engine to the winch and tracks together to remove the vehicle from the bad area.

4. If the vehicle travels faster than the winch winds the wire rope, disengage the transmission until the winch wire rope is tightened again.

*** NOTE: If the tracks or drive wheels on the vehicle stop turning, the torque converter in the transmission has stalled and the winch will stop also. If this happens, put the vehicle in neutral to operate the winch.**

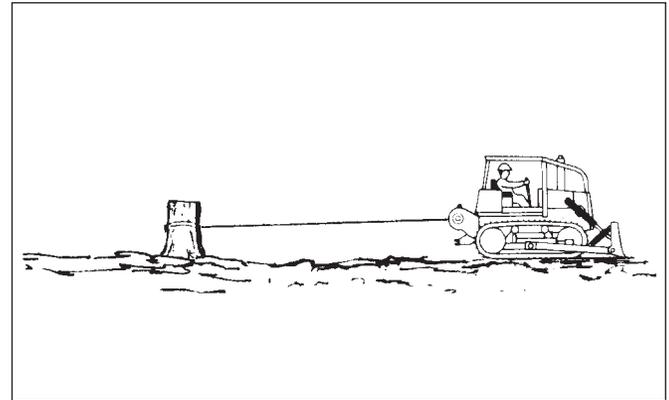


Figure 18 - Moving a Disabled Vehicle (Step A)

B. A tractor or skidder equipped with a winch can be used to pull another vehicle from mud or other areas where it cannot move using only the drive wheels or tracks. See Figure 19. Use the following procedure:



WARNING

Use extra care if traction conditions are bad or if the vehicles are on a slope. Bad traction can cause the disabled vehicle or the tractor to slide. A slope can require additional distance to stop the vehicles.

Ensure the wire rope and tow chain have the capacity to do the job. If the disabled vehicle does not have a tow pin or other equipment for towing, carefully fasten the tow chain around the axle of the disabled vehicle. Make sure the tow chain is fastened so that the chain will not injure people or damage the vehicle.

An operator must be on the disabled vehicle to operate the steering and brakes when it is towed.

1. Fasten the winch wire rope to the tow bar of the other vehicle. The wire rope must be in a direction that is approximately parallel to the direction of travel of the vehicle. Apply the brakes on the tractor or skidder. Use the throttle to set the engine speed at a power level to operate the winch. (Operator experience is required, because the winch can use most of the engine power in some vehicles.)
2. Put the control lever in the **LINE-IN** position to tighten the winch wire rope. When the winch wire rope is tight, use the power from the engine to the winch to pull the vehicle from the bad area. If the disabled vehicle moves under its own power, keep the towing wire rope tight so that the wire rope does not pass under the drive wheels or tracks of the vehicle being towed.

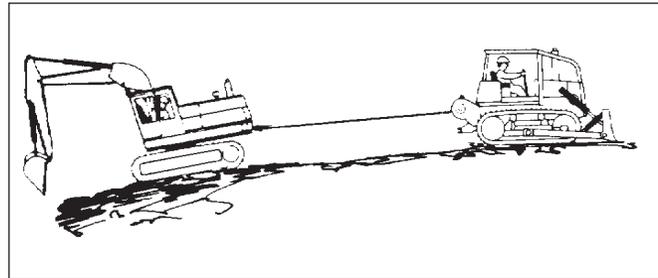


Figure 19 - Moving a Disabled Vehicle (Step B)

Operating Techniques, General

Working on a Steep Slope



WARNING

The winch and the tractor must be in good condition for the following procedures. Make sure that the required maintenance has been done on the tractor and winch. Use only a wire rope that is in good condition. Make sure the wire rope and winch have enough capacity for the load. Make sure that there is always at least 3 full wraps of wire rope on the drum at all time. A failure of the tractor, winch, or wire rope while working on a steep slope can cause death or injury and loss of equipment.

Tractor is Down the Slope (See Figure 20).

Sometimes a tractor must work on a steep slope and can use a winch to give assistance when moving on the slope. Fasten the winch wire rope to the drawbar of another tractor, a structure or a tree that has enough strength to hold the tractor on the slope.

A. Moving down the slope:

1. Set the throttle on the tractor for the required engine speed.
2. Put the tractor in **FORWARD**. At the same time, move the winch control lever to a position between **BRAKE-ON** and **LINE-OUT** (inching) to control the speed of the tractor down the slope.

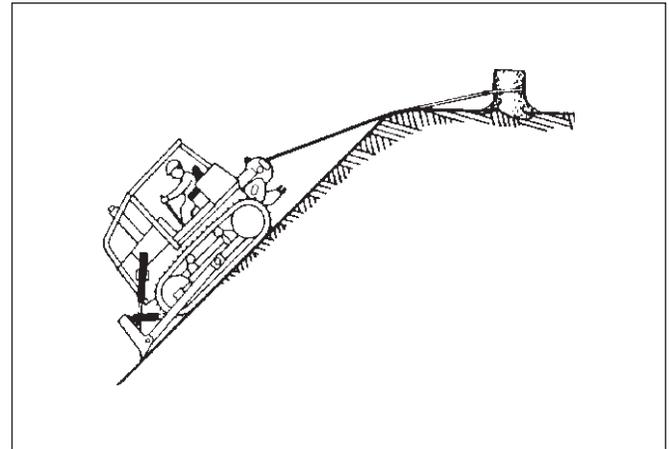


Figure 20 - Working on a Steep Slope

B. Moving up the slope:

1. Set the throttle on the tractor for the required engine speed.
2. Use the **LINE-IN** control lever to tighten the winch wire rope. When the winch wire rope is tight, put the tractor transmission in the **FIRST** speed range and **REVERSE** and engage the tracks or drive wheels. At the same time, move the control lever on the winch to **LINE-IN** position.
3. Use the steering on the tractor to keep the travel of the tractor in line with the winch wire rope.
4. Fully engage the **LINE-IN** clutch as necessary and use minimal inching to prevent additional heat and wear. Do not permit the winch wire rope to loosen and pass under the drive wheels or tracks of the tractor.

Other Equipment is Down the Slope (See Figure 21).

In this operation, the tractor and winch are on stable ground and other equipment is working on a steep slope. The winch is used to give additional control to the equipment working on the steep slope. A winch with a fairlead option is recommended for this operation if alignment of the other equipment with the winch and tractor is a problem.

Make sure the tractor and winch are on stable ground and will not slide when the load is applied. Align the tractor and winch with the load. Apply the parking brake on the tractor.

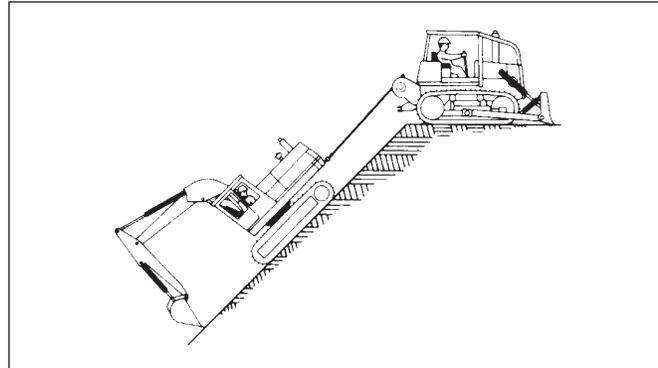


Figure 21 - Other Equipment on a Steep Slope

Operating Techniques, General

A. Lowering the equipment on the slope:

1. Set the throttle on the tractor for the required engine speed. Operator experience is required for this operation so that the load is carefully controlled.
2. Keep the winch wire rope tightened between the tractor and the equipment being lowered down the slope. Use the control lever in the **LINE-OUT** position to control the lowering of the equipment down the slope.
3. Move the control lever between **LINE-OUT** and **BRAKE-ON** if inching is required. Use minimum inching to prevent additional heat and wear.

B. Raising the equipment on the slope:

1. Set the throttle on the tractor for the required engine speed. Operator experience is required for this operation so that the load is carefully controlled.
2. Keep the winch wire rope tightened between the tractor and the equipment being raised up the slope. Use the control lever in the **LINE-IN** position to control the raising of the equipment up the slope.
3. Move the control lever between **LINE-IN** and **BRAKE-ON** if inching is required. Use minimal inching to prevent additional heat and wear.
4. Keep the equipment being raised in alignment with the winch and tractor. Do not permit the winch wire rope to loosen and pass under the drive wheels or tracks of the tractor.

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Operational Differences, Optional Equipment

Operational Differences, Optional Equipment

Integral Arch

When using an integral arch, the wire rope passes over a raised horizontal roller and between a set of smaller vertical side rollers and an upper horizontal roller. This causes the winch to pull upwards on loads. In this way the load can be lifted slightly to reduce drag due to ground contact. The side and top rollers act as fairleads to protect the wire rope from damage and from damaging the frame.

Because the line of action of the wire rope is higher than normal, the tipping moment applied to the tractor is increased, and the tractor will tip backwards at significantly lower line pulls. The operator must exercise care to not pull more than the tractor can handle stably, especially on side slopes.

Line pulls through the arch also exert higher loads on the fasteners holding the winch to the tractor. For this reason, the wire rope diameter is limited. Refer to tag, manual, or consult the factory.

Fairlead

A fairlead consists of a set of top and bottom horizontal rollers and side rollers that the wire rope is passed between. With this attachment, if the direction of line pull is not directly behind the drum, then the wire rope is pulled across one of the fairlead rollers instead of across the frame, thus protecting both the frame and the wire rope from excessive wear.

Stability of the tractor is affected somewhat by the fact that the fairlead rollers are more rearward than the drum, thus putting slightly more moment on the tractor during side pulls. The operator must take care to assure stability on slopes.



Drawbar

Do not use the drawbar as an anchor point for a multi-part line from the winch. Loads applied to the drawbar are transmitted to the bolts holding the winch to the tractor. Standard integral drawbars are designed to handle pulls of 66% of winch rated capacity; bolt on drawbars are 60%. Optional heavy duty and extended drawbars are available which increase the capacity of the drawbar and/or move the pin farther back so it is not under the winch drum.

Optional Gear Ratios

Lower speed ratios allow better operator control of line speed. They may also allow the winch to pull in excess of wire rope or winch rated capacity. They do not increase the durability or damaging load limit of the winch. Line pulls in excess of rated capacity will dramatically reduce the life of winch components.

Notes

Notes

NO MATTER HOW YOU SAY IT ...

La Prudence Paye
La Seguridad Paga
Betriebssicherheit Macht Sich Bezahlt
Passaa Olla Huolellinen
Veiligheid Voor Alles
Säkerhet Först
Essere Sicuro Paga
Segurança Paga
Sikkerhet Først
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