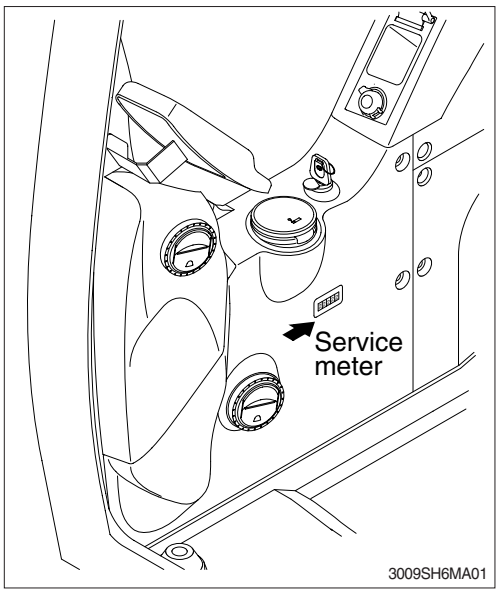
1. INSTRUCTION

1) INTERVAL OF MAINTENANCE

(1) You may inspect and service the machine by the period as described at page 6-11 based on hour meter at control panel.

(2) Shorten the interval of inspect and service depending on site condition. (such as dusty area, quarry, sea shore and etc.)

(3) Practice the entire related details at the same time when the service interval is doubled.
For example, in case of 100hours, carry out all the maintenance 「Each 100hours, each 50 hours and daily service」 at the same time.



2) PRECAUTION

(1) Start to maintenance after you have the full knowledge of machine.

(2) The monitor installed on this machine does not entirely guarantee the condition of the machine.
Daily inspection should be performed according to clause 4, maintenance check list.

(3) Engine and hydraulic components have been preset in the factory.
Do not allow unauthorized personnel to reset them.

(4) Ask to your local dealer or Hyundai for the maintenance advice if unknown.

(5) Drain the used oil and coolant in a container and handle according to the method of handling for industrial waste to meet with regulations of each province or country.

3) PROPER MAINTENANCE

(1) Replace and repair of parts

It is required to replace the wearable and consumable parts such as bucket tooth, side cutter, filter and etc., regularly.

Replace damaged or worn parts at proper time to keep the performance of machine.

(2) Use genuine parts.

(3) Use the recommended oil.

(4) Remove the dust or water around the inlet of oil tank before supplying oil.

(5) Drain oil when the temperature of oil is warm.

(6) Do not repair anything while operating the engine.

Stop the engine when you fill the oil.

(7) Relieve hydraulic system of the pressure before repairing the hydraulic system.

(8) Confirm if the cluster is in the normal condition after completion of service.

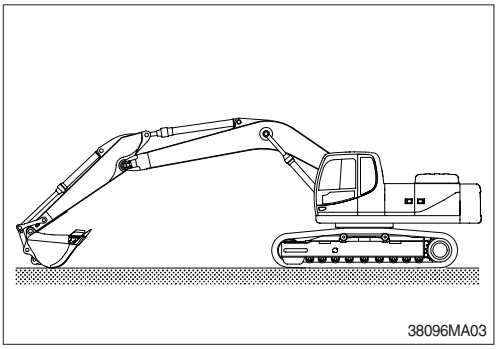
(9) For more detail information of maintenance, please contact local Hyundai dealer.

※ **Be sure to start the maintenance after fully understand the chapter 1, safety hints.**

4) RELIEVING THE PRESSURE IN THE HYDRAULIC SYSTEM

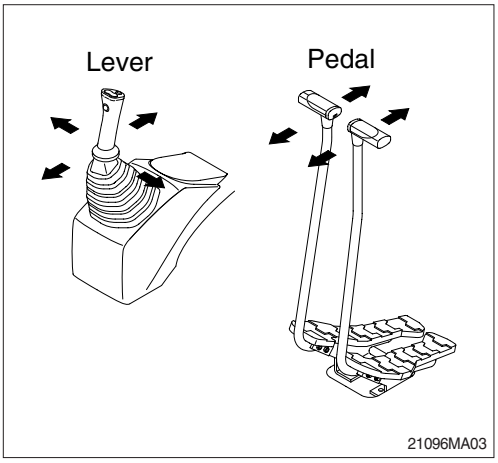
※ **Spouting of oil can cause the accident when loosening the cap or hose right after the operating of machine as the machine or oil is on the high pressure on the condition.**
Be sure to relieve the pressure in the system before repairing hydraulic system.

(1) Place machine in parking position, and stop the engine.

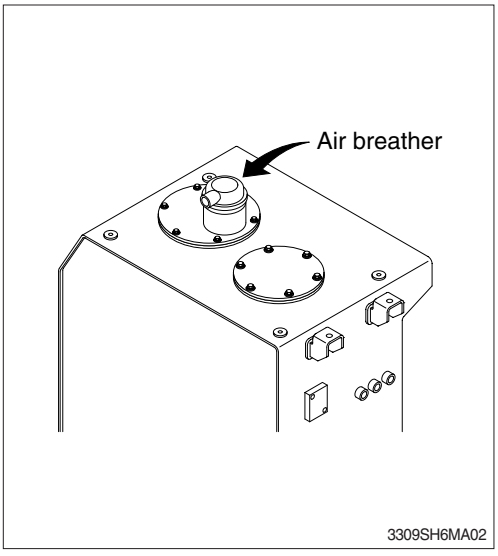


(2) Set the safety lever completely in the release position, operate the control levers and pedals fully to the front, rear, left and right, to release the pressure in the hydraulic circuit.

※ **This does not completely release the pressure, so when serving hydraulic component, loosen the connections slowly and do not stand in the direction where the oil spurt out.**



(3) Loosen the cap and relieve the pressure in the tank by pushing the top of the air breather.



5) PRECAUTION WHEN INSTALLING HYDRAULIC HOSES OR PIPES

(1) Be particularly careful that the joint of hose, pipe and functioning item are not damaged. Avoid contamination.

(2) Assemble after cleaning the hose, pipe and joint of functioning item.

(3) Use genuine parts.

(4) Do not assemble the hose in the condition of twisted or sharp radius.

(5) Keep the specified tighten torque.

6) PERIODICAL REPLACEMENT OF SAFETY PARTS

(1) It is desirable to do periodic maintenance the machine for using the machine safely for a long time.
However, recommend to replace regularly the parts related safety not only safety but maintain satisfied performance.

(2) These parts can cause the disaster of life and material as the quality changes by passing time and it is worn, diluted, and gets fatigued by using repeatedly.
These are the parts which the operator can not judge the remained lifetime of them by visual inspection.

(3) Repair or replace if an abnormality of these parts is found even before the recommended replacement interval.

<table>
<tr><th colspan="3">Periodical replacement of safety parts</th><th>Interval</th></tr>
<tr><td colspan="2" rowspan="2">Engine</td><td>Fuel hose (tank-engine)</td><td rowspan="2">Every
2 years</td></tr>
<tr><td>Heater hose
(heater-engine)</td></tr>
<tr><td rowspan="6">Hydraulic system</td><td rowspan="3">Main circuit</td><td>Pump suction hose</td><td rowspan="3">Every
2 years</td></tr>
<tr><td>Pump delivery hose</td></tr>
<tr><td>Swing hose</td></tr>
<tr><td rowspan="3">Working device</td><td>Boom cylinder line hose</td><td rowspan="3">Every
2 years</td></tr>
<tr><td>Arm cylinder line hose</td></tr>
<tr><td>Bucket cylinder line hose</td></tr>
</table>

※ 1. Replace O-ring and gasket at the same time when replacing the hose.

2. Replace clamp at the same time if the hose clamp is cracked when checking and replacing the hose.

2. TIGHTENING TORQUE

Use following table for unspecified torque.

1) BOLT AND NUT

(1) Coarse thread

Bolt size	8T		10T	
	kgf · m	lbf · ft	kgf · m	lbf · ft
M 6 × 1.0	0.9 ~ 1.3	6.5 ~ 9.4	1.1 ~ 1.7	8.0 ~ 12.3
M 8 × 1.25	2.0 ~ 3.0	14.5 ~ 21.7	2.7 ~ 4.1	19.5 ~ 29.7
M10 × 1.5	4.0 ~ 6.0	28.9 ~ 43.4	5.5 ~ 8.3	39.8 ~ 60.0
M12 × 1.75	7.4 ~ 11.2	53.5 ~ 81.0	9.8 ~ 15.8	70.9 ~ 114
M14 × 2.0	12.2 ~ 16.6	88.2 ~ 120	16.7 ~ 22.5	121 ~ 163
M16 × 2.0	18.6 ~ 25.2	135 ~ 182	25.2 ~ 34.2	182 ~ 247
M18 × 2.5	25.8 ~ 35.0	187 ~ 253	35.1 ~ 47.5	254 ~ 344
M20 × 2.5	36.2 ~ 49.0	262 ~ 354	49.2 ~ 66.6	356 ~ 482
M22 × 2.5	48.3 ~ 63.3	349 ~ 458	65.8 ~ 98.0	476 ~ 709
M24 × 3.0	62.5 ~ 84.5	452 ~ 611	85.0 ~ 115	615 ~ 832
M30 × 3.5	124 ~ 168	898 ~ 1214	169 ~ 229	1223 ~ 1656
M36 × 4.0	174 ~ 236	1261 ~ 1704	250 ~ 310	1808 ~ 2242

(2) Fine thread

Bolt size	8T		10T	
	kgf · m	lbf · ft	kgf · m	lbf · ft
M 8 × 1.0	2.2 ~ 3.4	15.9 ~ 24.6	3.0 ~ 4.4	21.7 ~ 31.8
M10 × 1.25	4.5 ~ 6.7	32.5 ~ 48.5	5.9 ~ 8.9	42.7 ~ 64.4
M12 × 1.25	7.8 ~ 11.6	56.4 ~ 83.9	10.6 ~ 16.0	76.7 ~ 116
M14 × 1.5	13.3 ~ 18.1	96.2 ~ 131	17.9 ~ 24.1	130 ~ 174
M16 × 1.5	19.9 ~ 26.9	144 ~ 195	26.6 ~ 36.0	192 ~ 260
M18 × 1.5	28.6 ~ 43.6	207 ~ 315	38.4 ~ 52.0	278 ~ 376
M20 × 1.5	40.0 ~ 54.0	289 ~ 391	53.4 ~ 72.2	386 ~ 522
M22 × 1.5	52.7 ~ 71.3	381 ~ 516	70.7 ~ 95.7	511 ~ 692
M24 × 2.0	67.9 ~ 91.9	491 ~ 665	90.9 ~ 123	658 ~ 890
M30 × 2.0	137 ~ 185	990 ~ 1339	182 ~ 248	1314 ~ 1796
M36 × 3.0	192 ~ 260	1390 ~ 1880	262 ~ 354	1894 ~ 2562

2) PIPE AND HOSE (FLARE type)

Thread size (PF)	Width across flat (mm)	kgf · m	lbf · ft
1/4"	19	4	28.9
3/8"	22	5	36.2
1/2"	27	9.5	68.7
3/4"	36	18	130.2
1"	41	21	151.9
1-1/4"	50	35	253.2

3) PIPE AND HOSE (ORFS type)

Thread size (UNF)	Width across flat (mm)	kgf · m	lbf · ft
9/16-18	19	4	28.9
11/16-16	22	5	36.2
13/16-16	27	9.5	68.7
1-3/16-12	36	18	130.2
1-7/16-12	41	21	151.9
1-11/16-12	50	35	253.2

4) FITTING

Thread size	Width across flat (mm)	kgf · m	lbf · ft
1/4"	19	4	28.9
3/8"	22	5	36.2
1/2"	27	9.5	68.7
3/4"	36	18	130.2
1"	41	21	151.9
1-1/4"	50	35	253.2

4) TIGHTENING TORQUE OF MAJOR COMPONENT

No.	Descriptions		Bolt size	Torque	
				kgf · m	lbf · ft
1	Engine	Engine mounting bolt (engine-bracket)	M12 × 1.75	10 ± 1.0	72.3 ± 7.2
2		Engine mounting bolt (bracket-frame)	M24 × 3.0	90 ± 7.0	651 ± 51
3		Radiator mounting bolt	M16 × 2.0	29.7 ± 4.5	215 ± 32.5
4		Coupling mounting socket bolt	M20 × 2.5	46.5 ±2.5	336 ±18.1
5		Fuel tank mounting bolt	M20 × 2.5	57.9 ± 8.7	419 ± 62.9
6	Hydraulic system	Main pump housing mounting bolt	M10 × 1.5	6.9 ± 0.3	49.9 ± 2.2
7		Main pump mounting socket bolt	M20 × 2.5	42 ± 4.5	304 ± 32.5
8		Main control valve mounting nut	M12 × 1.75	12.3 ± 1.3	89.0 ± 9.4
9		Hydraulic oil tank mounting bolt	M20 × 2.5	57.9 ± 8.7	419 ± 62.9
10		Turning joint mounting bolt, nut	M12 × 1.75	12.3 ± 1.3	89.0 ± 9.4
11	Power train system	Swing motor mounting bolt	M20 × 2.5	57.9 ± 8.7	419 ± 62.9
12		Swing bearing upper part mounting bolt	M24 × 3.0	97.8 ± 10	707 ± 72.3
13		Swing bearing lower part mounting bolt	M24 × 3.0	97.8 ± 10	707 ± 72.3
14		Travel motor mounting bolt	M24 × 3.0	84 ± 8.0	608 ± 57.8
15		Sprocket mounting bolt	M20 × 2.5	57.9 ± 6.0	419 ± 43.4
16	Under carriage	Carrier roller mounting bolt, nut	M16 × 2.0	29.7± 3.0	215 ± 21.7
17		Track roller mounting bolt	M20 × 2.5	57.9 ± 6.0	419 ± 43.4
18		Track tension cylinder mounting bolt	M12 × 1.25	15 ± 5.0	108 ± 36
19		Track shoe mounting bolt, nut	M22 × 1.5	115 ± 5.0	831 ± 36
20		Track guard mounting bolt	M20 × 2.5	46 ± 5	333 ± 36
21	Others	Counterweight mounting bolt	M36 × 3.0	337 ± 33	2440 ± 72.3
22		Cab mounting bolt	M12 × 1.75	12.8 ± 3.0	92.6 ± 21.7
23		Operator's seat mounting bolt	M 8 × 1.25	4.05 ± 0.8	29.3 ± 5.8

※ For tightening torque of engine and hydraulic components, see engine maintenance guide and service manual.

3. FUEL, COOLANT AND LUBRICANTS

1) NEW MACHINE

New machine used and filled with following lubricants.

Description	Specification
Engine oil	SAE 10W-30 (API CH-4), ★SAE 5W-40 (API CH-4)
Hydraulic oil	Hyundai genuine long life hydraulic oil (ISO VG 32, VG 46, VG 68) Conventional hydraulic oil (ISO VG 15★)
Swing and travel reduction gear	SAE 80W-90 (API GL-5)
Grease	Lithium base grease NLGI No. 2
Fuel	ASTM D975-No. 2
Coolant (DCA4)	ASTM D6210 Mixture of 50% ethylene glycol base antifreeze and 50% water. Mixture of 60% ethylene glycol base antifreeze and 40% water.★

SAE : Society of Automotive Engineers
API : American Petroleum Institute
ISO : International Organization for Standardization
NLGI : National Lubricating Grease Institute
ASTM : American Society of Testing and Material
DCA4 : Brand name of Chemical Additive
manufactured by the Cummins Fleetguard Co

Ultra low sulfur diesel
- sulfur content ≤ 15 ppm

★Cold region
Russia, CIS, Mongolia

2) RECOMMENDED OILS

Use only oils listed below. Do not mix different brand oil.
Please use HYUNDAI genuine oil and grease.

Service point	Kind of fluid	Capacity ℓ (U.S. gal)	Ambient temperature °C(°F) -50 (-58) -30 (-22) -20 (-4) -10 (14) 0 (32) 10 (50) 20 (68) 30 (86) 40 (104)
Engine oil pan	Engine oil	28 (7.4)	★SAE 5W-40 SAE 30 SAE 10W SAE 10W-30 SAE 15W-40
Swing drive	Gear oil	Type 1 11.0 (2.9)	★SAE 75W-90
		Type 2, 3 6.0 (1.59)	
Final drive		8.0×2 (2.1×2)	SAE 80W-90
Hydraulic tank	Hydraulic oil	Tank: 190 (50) System: 330 (87)	★ISO VG 15 ISO VG 32 ISO VG 46 ISO VG 68
Fuel tank	Diesel fuel	500 (132)	★ASTM D975 NO.1 ASTM D975 NO.2
Fitting (grease nipple)	Grease	As required	★NLGI NO.1 NLGI NO.2
Radiator (reservoir tank)	Mixture of antifreeze and soft water★1	40 (10.56)	Ethylene glycol base permanent type (50 : 50) ★Ethylene glycol base permanent type (60 : 40)

SAE : Society of Automotive Engineers
API : American Petroleum Institute
ISO : International Organization for Standardization
NLGI : National Lubricating Grease Institute
ASTM : American Society of Testing and Material

★ : Cold region
Russia, CIS, Mongolia

★1 : Soft water
City water or distilled water

4. MAINTENANCE CHECK LIST

1) DAILY SERVICE BEFORE STARTING

Check items	Service	Page
Visual check		
Fuel tank	Check, Refill	6-29
Hydraulic oil level	Check, Add	6-34
Engine oil level	Check, Add	6-18
Coolant level	Check, Add	6-21
Control panel & pilot lamp	Check, Clean	6-45
Prefilter	Check, Clean	6-33
Fan belt tension	Check, Adjust	6-27
★ Attachment pin and bushing	Lubricate	6-44
· Boom cylinder tube end		
· Boom foot		
· Boom cylinder rod end		
· Arm cylinder tube end		
· Arm cylinder rod end		
· Boom + Arm connecting		
· Bucket cylinder tube end		

★ Lubricate every 10 hours or daily for initial 100 hours.

2) EVERY 50 HOURS SERVICE

Check items	Service	Page
Fuel tank (water, sediment)	Drain	6-29
Track tension	Check, Adjust	6-39
Swing reduction gear oil	Check, Add	6-37
Bucket linkage pin & bushing	Lubricate	6-44
· Bucket cylinder rod end		
· Bucket + Arm connecting		
· Bucket control link + Arm		
· Bucket control rod		

3) INITIAL 50 HOURS SERVICE

Check items	Service	Page
Bolts & Nuts · Sprocket mounting bolts · Travel motor mounting bolts · Swing motor mounting bolts · Swing bearing mounting bolts · Engine mounting bolts · Counterweight mounting bolts · Turning joint locating bolts · Track shoe mounting bolts and nuts · Hydraulic pump mounting bolts	Check, Tight	6-8

4) EVERY 200 HOURS SERVICE

Check items	Service	Page
★ Return filter	Replace	6-36
★ Pilot line filter	Replace	6-37
★ Element in hydraulic tank breather	Replace	6-36
★ Drain filter cartridge	Replace	6-36

★ Replace 4 filters for continuous hydraulic breaker operation only.

5) INITIAL 250 HOURS SERVICE

Check items	Service	Page
Engine oil	Change	6-18
Engine oil filter	Replace	6-19
Prefilter (water, element)	Replace	6-33
Fuel filter	Replace	6-30
Pilot line filter	Replace	6-37
Hydraulic return filter	Replace	6-36
Drain filter cartridge	Replace	6-36
Swing reduction gear oil	Change	6-37
Swing reduction gear grease	Check, Add	6-37
Travel reduction gear oil	Change	6-39

6) EVERY 250 HOURS SERVICE

Check items	Service	Page
★Engine oil	Replace	6-18
★Engine oil filter	Replace	6-18, 19
★Fuel filter element	Replace	6-30
★Prefilter	Change	6-33
Battery electrolyte	Check, Clean	6-45
Swing bearing grease	Lubricate	6-38
Aircon & heater fresh air filter	Check	6-48
Bolts & Nuts	Check, Tight	6-8
· Sprocket mounting bolts		
· Travel motor mounting bolts		
· Swing motor mounting bolts		
· Swing bearing mounting bolts		
· Engine mounting bolts		
· Counterweight mounting bolts		
· Turning joint locating bolts		
· Track shoe mounting bolts and nuts		
· Hydraulic pump mounting bolts		
Attachment pin and bushing	Lubricate	6-44
· Boom cylinder tube end		
· Boom foot		
· Boom cylinder rod end		
· Arm cylinder tube end		
· Arm cylinder rod end		
· Boom + Arm connecting		
· Bucket cylinder tube end		

★ When using a biodiesel fuel

7) EVERY 500 HOURS SERVICE

Check items	Service	Page
★Engine oil	Replace	6-18
★Engine oil filter	Replace	6-18, 19
Corrosion register	Replace	6-20
Coolant test (DCA4 concentration)	Test, Add	6-21-1, 2
Radiator, cooler fin and charge air cooler	Check, Clean	6-25
☆Air cleaner element (primary)	Check, Clean	6-29
Fuel filter element	Replace	6-30
Prefilter	Change	6-33

☆ Clean the primary element only after 500 hours operation or when the air cleaner warning lamp blinks. Replace primary element and safety element after 4 times cleanings of primary element.

★ If you use high sulfur containing fuel above than 0.5% or use low grade of engine oil reduce change interval.

8) EVERY 1000 HOURS SERVICE

Check items	Service	Page
Travel motor reduction gear oil	Change	6-39
Swing reduction gear oil	Change	6-37
Swing reduction gear grease	Check, Add	6-37
Air breather element	Replace	6-36
Hydraulic oil return filter	Replace	6-36
Drain filter cartridge	Replace	6-36
Pilot line filter	Replace	6-37
Grease in swing gear and pinion	Change	6-38
Overhead set (shop inspection)	Adjust	6-44-1

9) EVERY 2000 HOURS SERVICE

Check items	Service	Page
Coolant	Change	6-21, 22, 23, 24
Hydraulic oil ★1	Change	6-35
Hydraulic tank suction strainer	Check, Clean	6-35
Hoses, fittings, clamps (fuel, coolant, hydraulic)	Check, Retighten, Replace	-

★1 Conventional hydraulic oil

★ **Change oil every 600 hours of continuous hydraulic breaker operation.**

10) EVERY 5000 HOURS SERVICE

Check items	Service	Page
Hydraulic oil ★2	Change	6-35

★2 Hyundai genuine long life hydraulic oil

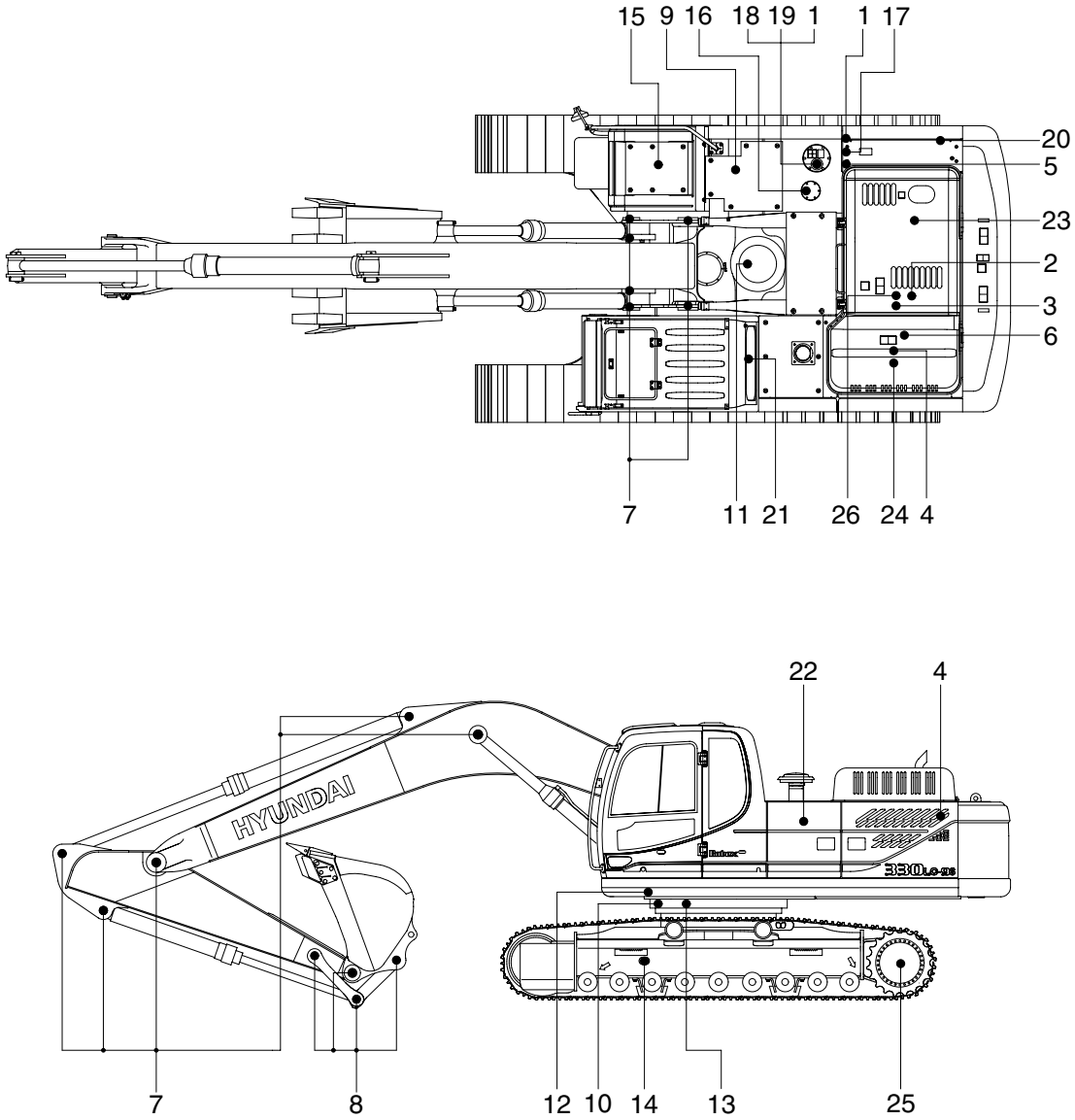
★ **Change oil every 1000 hours of continuous hydraulic breaker operation.**

11) WHEN REQUIRED

Whenever you have trouble in the machine, you must perform the service of related items, system by system.

Check items	Service	Page
Fuel system		
· Fuel tank	Drain or Clean	6-29
· Prefilter	Clean or Replace	6-33
· Fuel filter element	Replace	6-30
Engine lubrication system		
· Engine oil	Change	6-18
· Engine oil filter	Replace	6-19
Engine cooling system		
· Coolant	Add or Change	6-21, 22, 23, 24
· Radiator	Clean or Flush	6-21, 22, 23, 24
· Charge air cooler	Check	6-25
Engine air system		
· Air cleaner element	Replace	6-29
Hydraulic system		
· Hydraulic oil	Add or Change	6-35
· Return filter	Replace	6-36
· Drain line filter	Replace	6-36
· Pilot line filter	Replace	6-37
· Element of breather	Replace	6-36
· Suction strainer	Clean	6-35
Under carriage		
· Track tension	Check, Adjust	6-39
Bucket		
· Tooth	Replace	6-42
· Side cutter	Replace	6-42
· Linkage	Adjust	6-41
· Bucket assy	Replace	6-41
Air conditioner and heater		
· Fresh air filter	Clean, Replace	6-48
· Recirculation filter	Clean	6-49

5. MAINTENANCE CHART



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Caution

1. Service intervals are based on the hour meter reading.
2. The number of each item shows the lubrication point on the machine.
3. Stop engine while filling oil, and use no open flames.

Service interval	No.	Description	Service action	Oil symbol	Capacity ℓ (U.S.gal)	Service points No.
10 Hours or daily	1	Hydraulic oil level	Check, Add	HO	190 (50)	1
	2	Engine oil level	Check, Add	EO	28 (7.4)	1
	4	Radiator coolant	Check, Add	C	40 (10.56)	1
	5	Prefilter (water, element)	Check, Clean	-	-	1
	6	Fan belt tension and damage	Check, Adjust	-	-	1
50 Hours or weekly	8	Bucket linkage pin & bushing	Check, Add	PGL	-	6
	9	Fuel tank (water, sediment)	Check, Clean	-	-	1
	11	Swing reduction gear case	Check, Add	GO	type 1 : 11 (2.9) type 2,3 : 6 (1.59)	1
	14	Track tension	Check, Adjust	PGL	-	2
250 Hours	2	Engine oil ★	Change	EO	28 (7.4)	1
	3	Engine oil filter ★	Replace	-	-	1
	5	Prefilter ★	Replace	-	-	1
	7	Attachment pins & bushing	Check, Add	PGL	-	11
	10	Swing bearing grease	Check, Add	PGL	-	2
	15	Battery	Check, Clean	-	-	1
	21	Aircon and heater fresh air filter	Check, Clean	-	-	1
	23	Fuel filter element ★	Replace	-	-	1
500 Hours	2	Engine oil	Change	EO	28 (7.4)	1
	3	Engine oil filter	Replace	-	-	1
	5	Prefilter	Replace	-	-	1
	22	Air cleaner element (primary)	Check, Clean	-	-	1
	23	Fuel filter element	Replace	-	-	1
	24	Radiator, oil cooler, charge air cooler	Check, Clean	-	-	3
	26	Corrosion register	Replace	-	-	1
	26	Coolant test (DCA4 concentration)	Test, Add	DCA4	-	1
1000 Hours	2	Overhead set (shop inspection)	Adjust	-	-	1
	11	Swing reduction gear case	Change	GO	type 1 : 11 (2.9) type 2,3 : 6 (1.59)	1
	12	Swing reduction gear grease	Check, Add	PGL	1.8 (0.5)	1
	13	Swing gear and pinion grease	Change	PGL	11.5 kg (25.4 lb)	1
	16	Hydraulic oil return filter	Replace	-	-	1
	17	Drain filter cartridge	Replace	-	-	1
	18	Air breather element	Replace	-	-	1
	20	Pilot line filter element	Replace	-	-	1
	25	Travel reduction gear case	Change	GO	8.0 (2.1)	2

★ When using a biodiesel fuel ★1 Conventional hydraulic oil ★2 Hyundai genuine long life hydraulic oil

※ Oil symbol

Please refer to the recommended lubricants for specification.

DF : Diesel fuel GO : Gear oil HO : Hydraulic oil

C : Coolant PGL : Grease EO : Engine oil

Service interval	No.	Description	Service action	Oil symbol	Capacity ℓ (U.S.gal)	Service points No.
2000 Hours	1	Hydraulic oil ★1	Change	HO	190 (50)	1
	4	Radiator coolant	Change	C	40 (10.56)	1
	19	Hydraulic oil suction strainer	Check, Clean	-	-	1
	-	Hoses, fittings, clamps (fuel, coolant, hydraulic)	Check, Retighten, Replace	-	-	-
5000 Hours	1	Hydraulic oil ★2	Change	HO	190 (50)	1
As required	21	Aircon & heater fresh filter	Replace	-	-	1
	22	Aircon & heater recirculation filter	Clean, Replace	-	-	1
	22	Air cleaner element (primary, safety)	Replace	-	-	2

★1 Conventional hydraulic oil ★2 Hyundai genuine long life hydraulic oil

※ Oil symbol

Please refer to the recommended lubricants for specification.

DF : Diesel fuel GO : Gear oil HO : Hydraulic oil

C : Coolant PGL : Grease EO : Engine oil

1) CHECK ENGINE OIL LEVEL

Check the oil level with the machine on a flat ground before starting engine.

(1) Pull out the dipstick and wipe with a clean cloth.

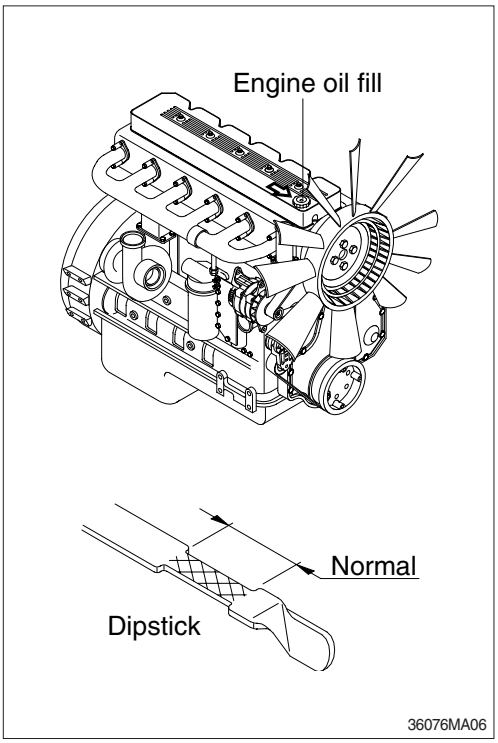
(2) Check the oil level by inserting the dipstick completely into the hole and pulling out again.

(3) **If oil level is LOW, add oil and then check again.**

※ **If the oil is contaminated or diluted, change the oil regardless of the regular change interval.**

※ **Check oil level after engine has been stopped for 15 minutes.**

⚠ **Do not operate unless the oil level is in the normal range.**

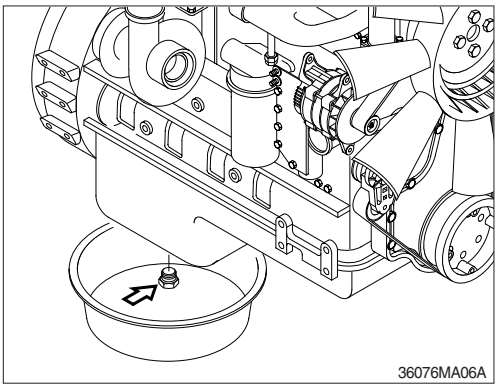


2) REPLACEMENT OF ENGINE OIL AND OIL FILTER

(1) Warm up the engine.

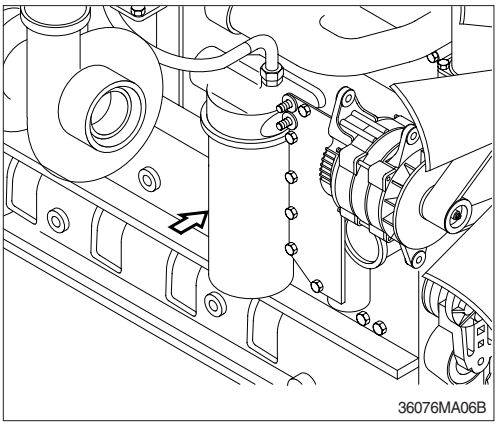
(2) Remove the plug and allow the oil to drain.
- Wrench size : 17 mm

※ **A drain pan with a capacity of 28 liters (7.4U.S. gallons) will be adequate.**



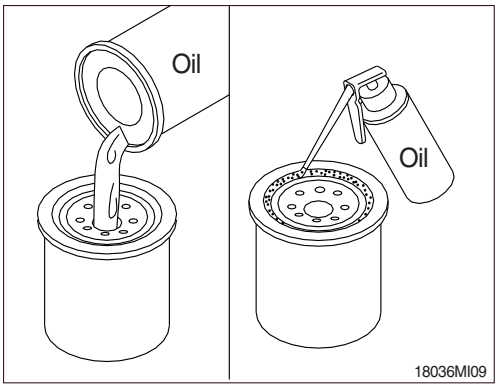
(3) Clean around the filter head, remove the filter and clean the gasket surface.
- Wrench size : 75 ~ 85 mm (3.0~3.3 in)

※ **The o-ring can stick on the filter head. Make sure it is removed before installing the new filter.**



(4) Apply a light film of lubricating oil to the gasket sealing surface before installing the filters.

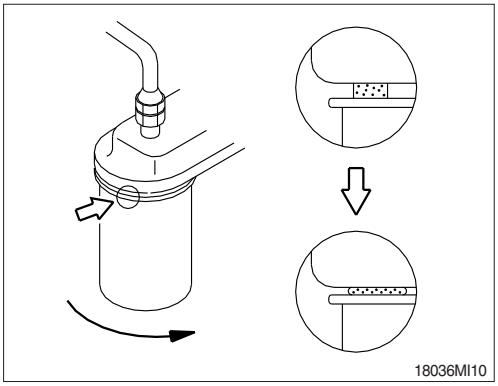
※ **Fill the filters with clean lubricating oil.**



(5) Install the filter to the filter head.

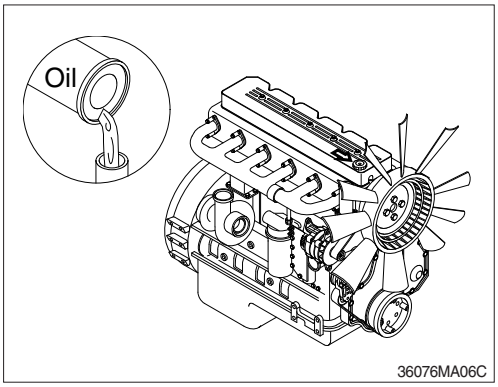
※ **Mechanical over-tightening may distort the threads or damage the filter element seal.**

· Install the filter as specified by the filter manufacturer.

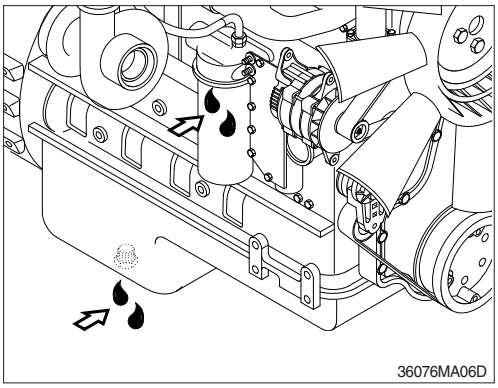


(6) Fill the engine with clean oil to the proper level.

· Quantity : 28 ℓ (7.4 U.S.gallons)

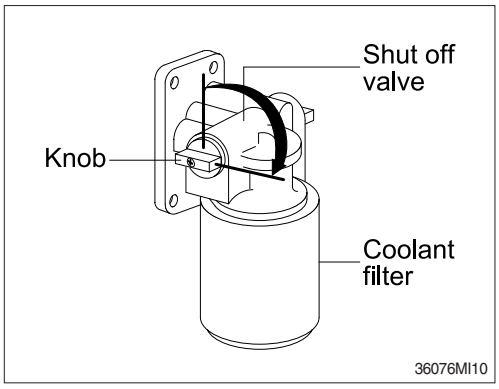


(7) Operate the engine at low idle and inspect for leaks at the filters and the drain plug.
Shut the engine off and check the oil level with the dipstick. Allow 15minutes for oil to drain down before checking.



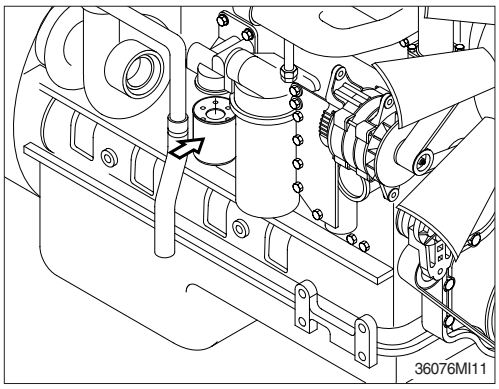
3) REPLACEMENT OF WATER FILTER (CORROSION RESISTER)

(1) Turn the shut off valve to the OFF position by rotating the knob from vertical to horizontal as figure.



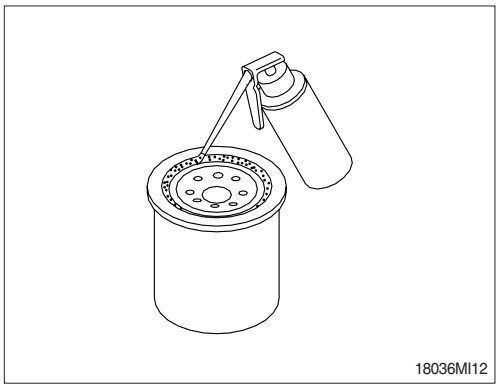
⚠ Wait until the temperature is below 50˚C (122˚C) before removing the radiator cap. Remove the coolant system radiator cap and close the shutoff valve before removing the water filter. Failure to do so can result in personal injury from heated coolant spray.

(2) Remove and discard the water filter.
Clean the gasket surface.



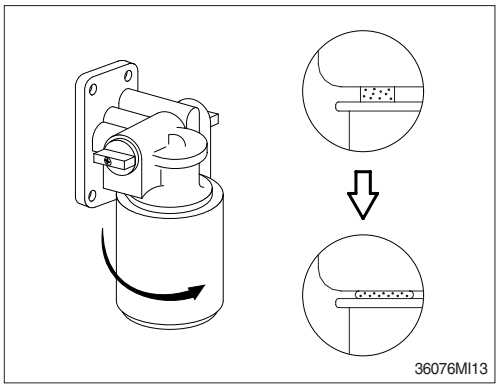
(3) Apply a thin film of lubricating oil to the gasket sealing surface before installing the new water filter.

⚠ Do not allow oil to get into the filter. Oil will damage the DCA.



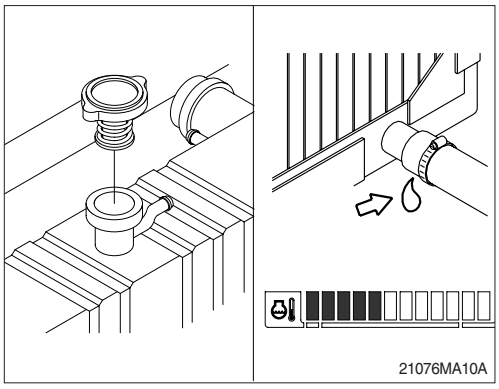
(4) Install the water filter on the filter head. Tighten the filter until the gasket contacts the filter head surface.
Tighten the water filter an additional 1/2 to 3/4 of a turn or as specified by the filter manufacturer.

⚠ Mechanical overtightening can distort the threads or damage the filter head.



(5) Install the radiator cap.

(6) Operate the engine until it reaches a temperature 80˚C (176˚F) and check for coolant leaks.



4) CHECK COOLANT

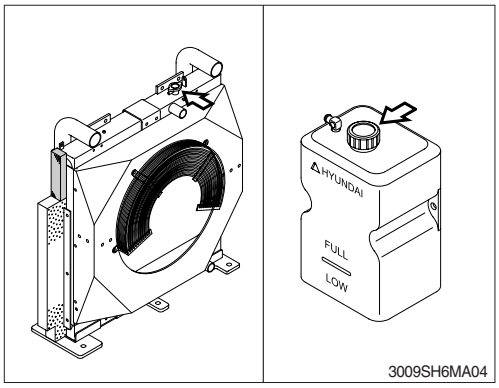
(1) Check if the level of coolant in reservoir tank is between FULL and LOW.

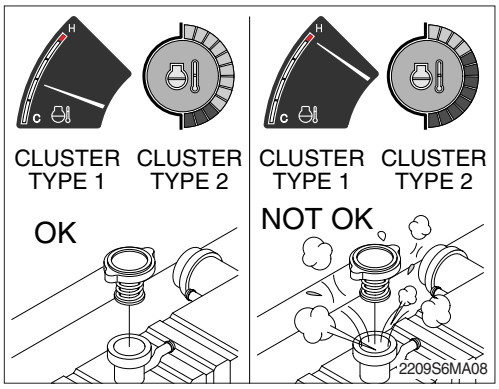
(2) Add the mixture of antifreeze and water after removing the cap of the reservoir tank if coolant is not sufficient.

(3) Be sure to add the coolant by opening the cap of raditor when coolant level is below LOW.

(4) Replace gasket of radiator cap when it is damaged.

⚠ Hot coolant can spray out if radiator cap is removed while engine is hot. Remove the cap after the engine has cooled down.





4-1) COOLANT TEST STRIPS INSTRUCTIONS

(1) Pre-test instruction

Recommended testing frequency - at every coolant filter change interval.

① Collect coolant sample from the radiator drain valve.
- Do not collect from the coolant recovery or overflow system
- Coolant must be between 10~54℃ when tested
- Room temperature is best.

② For accurate results, test must be completed within 75 seconds.
- Follow recommended test times. Use a stopwatch.

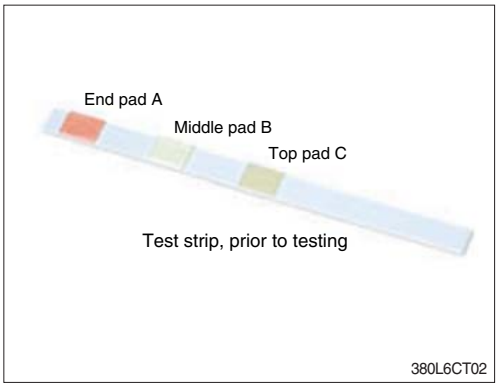
③ Record and track results.

380L6CT01

(2) Test instruction

① Remove one strip from bottle and replace cap immediately.
Do not touch the pads on the end of the strip. Discard kit if nitrite test pads of unused strips have turned brown.

② Dip strip for 1 second in coolant sample, remove, and shake strip briskly to remove excess liquid.



380L6CT02

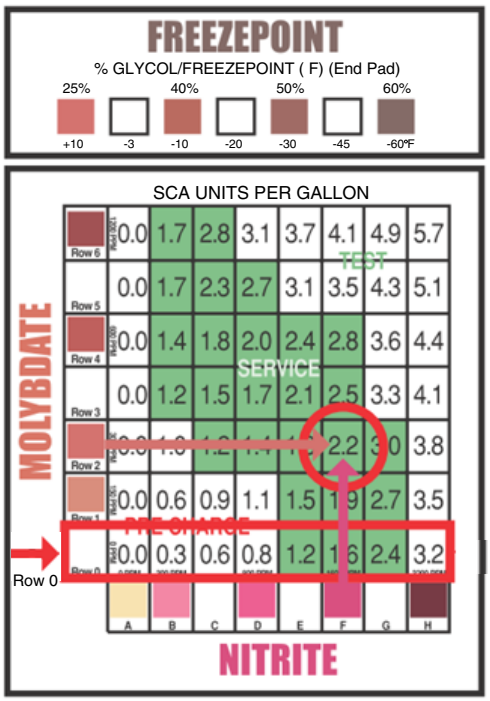
③ 45 seconds after dipping strip, compare results to color chart and record in the following order:

for DCA4:

④ All three readings must be completed no later than 75 seconds after dipping strip.

⑤ If uncertain about the color match, pick the low numbered block.
ex.) If nitrite color is not F, use column E.

⑥ Determine where the molybdate level intersect the nitrite level on the chart. The amount of SCA units per gallon in the cooling system is given where the molybdate row intersect the nitrite column.



380L6CT03

(3) Maintenance actions based on results

① Above normal

ABOVE NORMAL - Do not replace the coolant filter or add DCA4 liquid until additive concentration falls below 3 units per gallon.

- Test at every subsequent coolant filter change interval.

② Normal

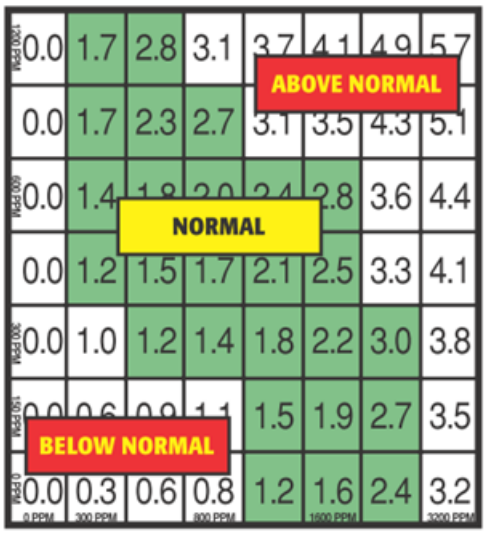
NORMAL - Continue to replace the coolant filter at your normal interval.

③ Below normal

BELOW NORMAL - Replace the coolant filter and add 1 pint of additive per each 4 gallons of coolant.

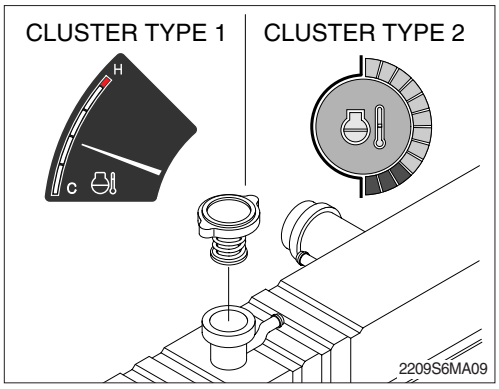
- Replace the coolant filter and add 40 cc of additive per each 1 liter of coolant.

※ If you need part number of Test kit or DCA4, please see Parts Manual.



380L6CT04

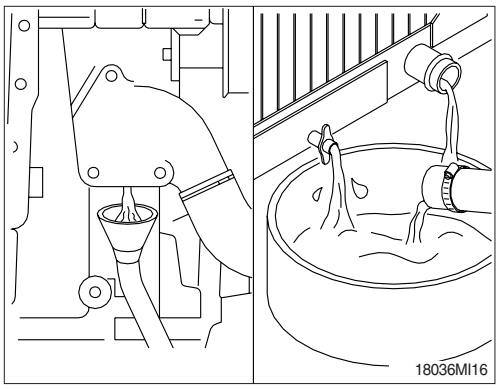
5) FLUSHING AND REFILLING OF RADIATOR



(1) Change coolant

⚠ Avoid prolonged and repeated skin contact with used antifreeze. Such prolonged repeated contact can cause skin disorders or other bodily injury.
Avoid excessive contact-wash thoroughly after contact.
Keep out of reach of children.

※ Protect the environment : Handling and disposal of used antifreeze can be subject to federal, state, and local law regulation.
Use authorized waste disposal facilities, including civic amenity sites and garages providing authorized facilities for the receipt of used antifreeze.
If in doubt, contact your local authorities for guidance as to proper handling of used antifreeze.



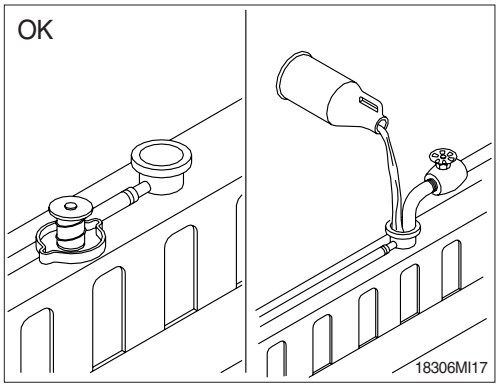
⚠ Wait until the temperature is below 50˚C (122˚F) before removing the coolant system pressure cap.
Failure to do so can cause personal injury from heated coolant spray.
Drain the cooling system by opening the drain valve on the radiator and removing the plug in the bottom of the water inlet. A drain pan with a capacity of 45 liters (12U.S.gallons) will be adequate in most applications.

(2) Flushing of cooling system

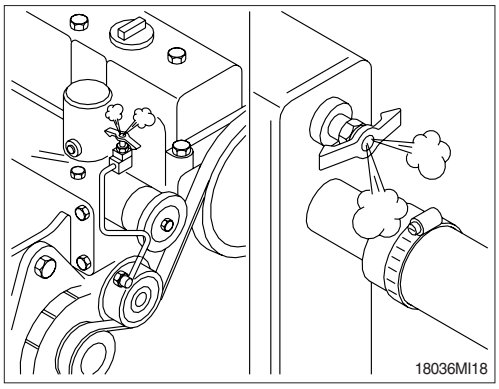
① Fill the system with a mixture of sodium carbonate and water(or a commercially available equivalent).

※ Use 0.5 kg (1.0 pound) of sodium carbonate for every 23 liters (6.0 U.S. gallons) of water.

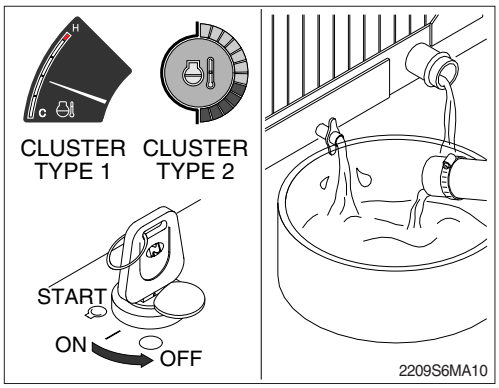
※ Do not install the radiator cap. The engine is to be operated without the cap for this process.



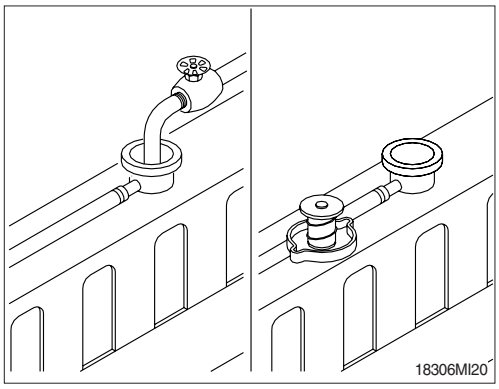
※ **During filling, air must be vented from the engine coolant passages. Open the engine venting petcock.**
The system must be filled slowly to prevent air locks. Wait 2 to 3 minutes to allow air to be vented, then add mixture to bring the level to the top.



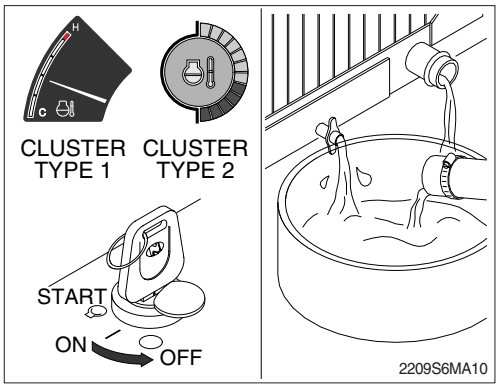
② Operate the engine for 5 minutes with the coolant temperature above 80˚C (176˚F).
Shut the engine off, and drain the cooling system.



③ Fill the cooling system with clean water.
※ **Be sure to vent the engine and aftercooler for complete filling.**
※ **Do not install the radiator cap or the new coolant filter.**



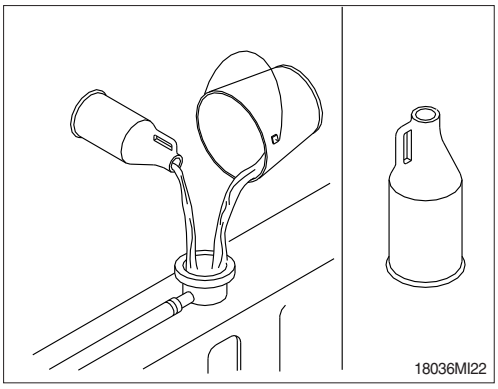
④ Operate the engine for 5 minutes with the coolant temperature above 80˚C (176˚F).
Shut the engine off, and drain the cooling system.
※ **If the water being drained is still dirty, the system must be flushed again until the water is clean.**



(3) Cooling system filling

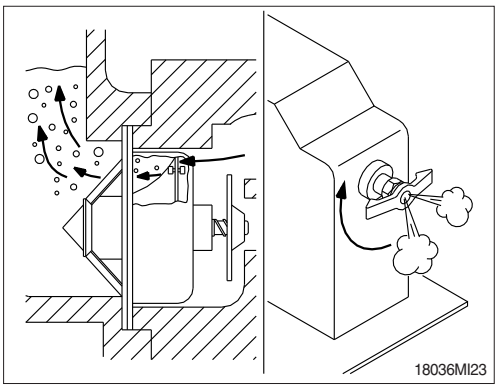
① Use a mixture of 50 percent soft water and 50 percent ethylene glycol antifreeze to fill the cooling system. Refer to the page 6-10.
Coolant capacity(engine only) : 10.4 ℓ (2.7 U.S. gallons)

※ **Do not use hard water such as river water or well water.**

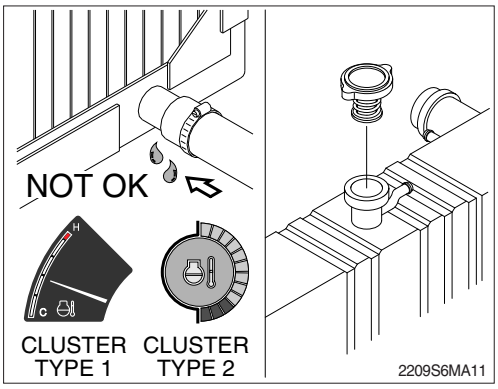


② The system has a maximum fill rate of 19 liters (5.0 U.S. gallons)
Do not exceed this fill rate.

※ **The system must be filled slowly to prevent air locks.**
During filling, air must be vented from the engine coolant passage.
Be sure to open the petcock.
Then add mixture to bring the level to the top.



③ Install the pressure cap. Operate the engine until it reaches a temperature 80°C (176°F), and check for coolant leaks.
Check the coolant level again to make sure the system is full of coolant.

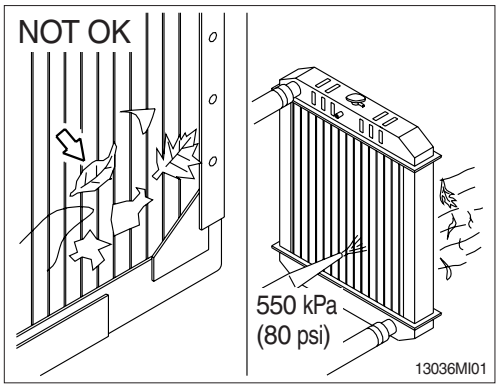


6) CLEAN RADIATOR AND OIL COOLER

Check, and if necessary, clean and dry outside of radiator and oil cooler. After working in a dusty place, clean radiator more frequently.

(1) Visually inspect the radiator for clogged radiator fins.

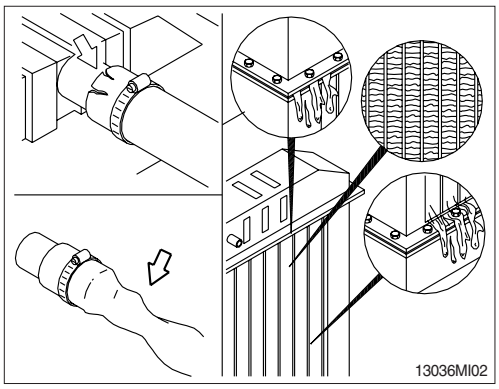
(2) Use 550 kPa (80 psi) air pressure to blow the dirt and debris from the fins.
Blow the air in the opposite direction of the fan air flow.



(3) Visually inspect the radiator for bent or broken fins.

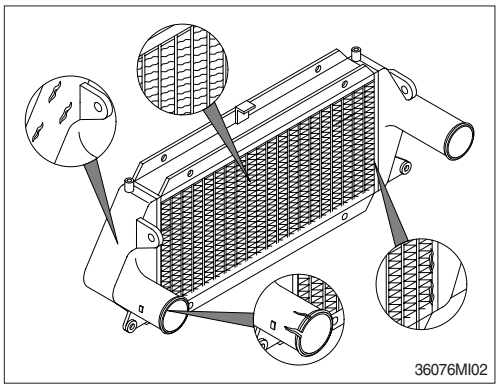
※ **If the radiator must be replaced due to bent or broken fins which can cause the engine to overheat, refer to the manufacturer's replacement procedures.**

(4) Visually inspect the radiator for core and gasket leaks.



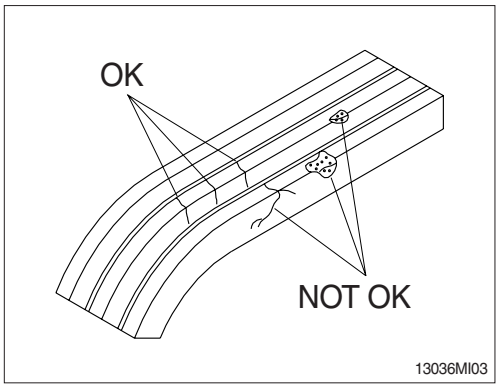
7) CHECK CHARGE AIR COOLER

Inspect the charge air cooler for dirt and debris blocking the fins. Check for cracks, holes, or other damage. If damage is found, please contact Hyundai distributor.

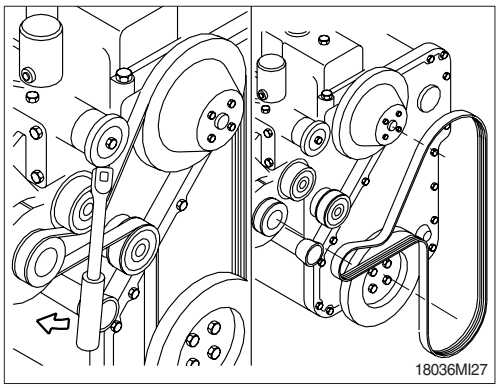


8) FAN BELT TENSION

(1) Inspect the drive for damage.



(2) Inspect the drive belt and fan hub.

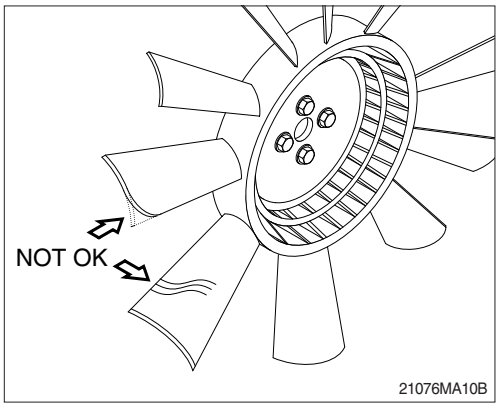


9) INSPECTION OF COOLING FAN

⚠ Personal injury can result from a fan blade failure. Never pull or pry on the fan. This can damage the fan blade and cause fan failure.

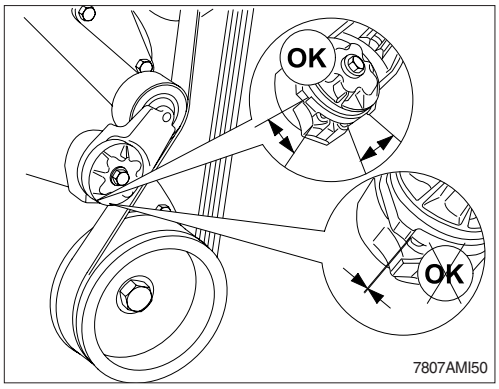
※ Rotate the crankshaft by using the engine barring gear.

※ A visual inspection of the cooling fan is required daily.
Check for cracks, loose rivets, and bent or loose blades.
Check the fan to make sure it is securely mounted. Tighten the capscrews if necessary.
Replace any fan that is damaged.

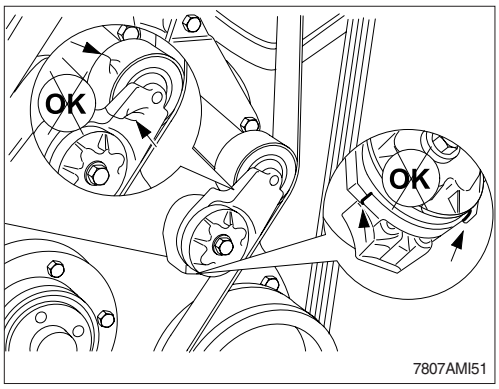


10) BELT TENSIONER, AUTOMATIC Adjustment

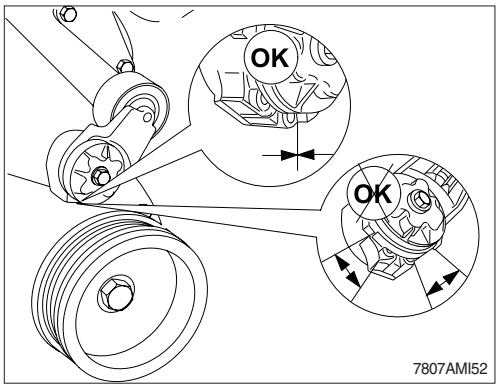
(1) Every 1000hours, or 1 year, whichever occurs first, inspect the automatic belt tensioner.
With the engine turned off, check that neither the top nor bottom tensioner arm stop is touching the cast boss on the tensioner body. If either of the stops is touching a boss, the alternator belt must be replaced. Check to make sure the correct belt part number is being used it either condition exists.



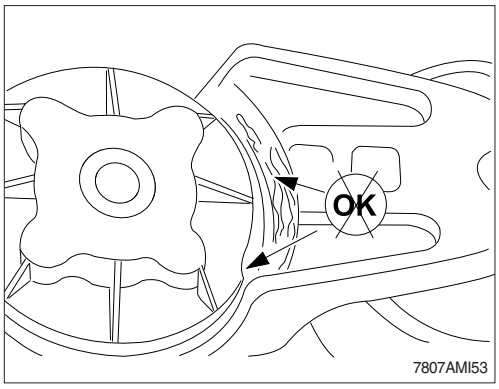
(2) Check the tensioner pulley and body for cracks. If any cracks are noticed, the tensioner must be replaced. Refer to a Cummins Authorized Repair facility. Check the tensioner for dirt buildup. If this condition exists, the tensioner must be removed and steam-cleaned.



(3) Check that the bottom tensioner arm stop is in contact with the bottom tensioner arm stop boss on the tensioner body. If these two are not touching, the tensioner must be replaced.



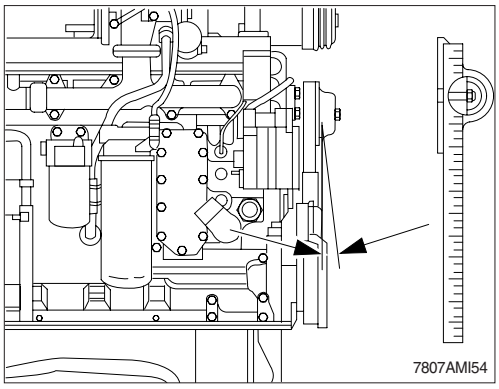
(4) Inspect the tensioner for evidence of the pivoting tensioner arm contacting the stationary circular base. If there is evidence of thess two areas touching, the pivot tube bushing has failed and the tensioner must be replaced.



(5) A worn tensioner that has play in it or a belt that "walks" off its pulley possibly indicates pulley misalignment.

※ **Maximum pulley mislignment is three degrees. This measurement can be taken with a straightedge and an inclinometer.**

(6) Install the belt.



10) CLEANING OF AIR CLEANER

(1) Primary element

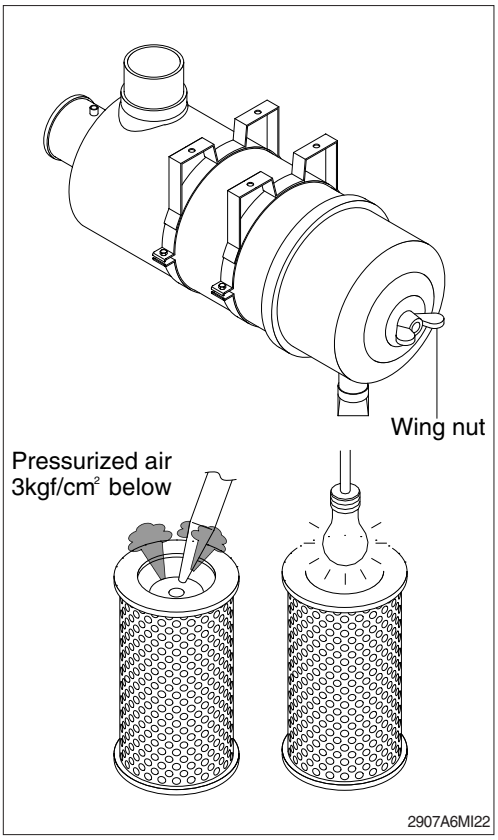
① Loosen the clamps and remove the element.
② Clean the inside of the body.
③ Clean the element with pressurized air.
- Remove the dust inside of the element by the pressurized air (below 3 kgf/cm², 40 psi) forward and backward equally.

④ Inspect for cracks or damage of element by putting a light bulb inside of the element.
⑤ Insert element and tighten wing nut.

※ **Replace the primary element after 4 times cleanings.**

(2) Safety element

※ **Replace the safety element only when the primary element is cleaned for the 4 times.**
※ **Always replace the safety element. Never attempt to reuse the safety element by cleaning the element.**



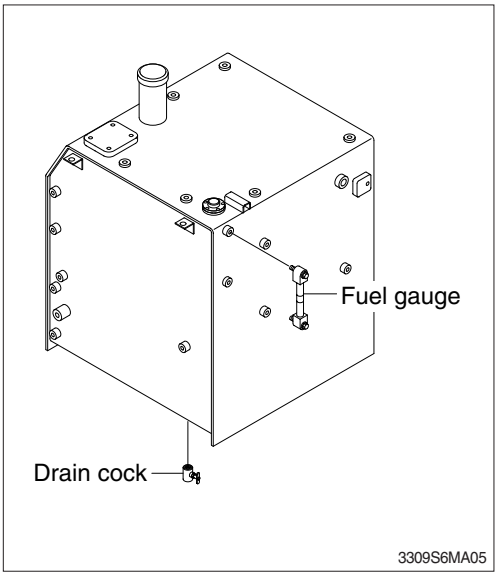
12) FUEL TANK

(1) Fill fuel fully when system the operation to minimize water condensation, and check it with fuel gauge before starting the machine.

(2) Drain the water and sediment in the fuel tank by opening the drain cock.

※ **Be sure to LOCK the cap of fuel tank.**
※ **Remove the strainer of the fuel tank and clean it if contaminated.**

⚠ **Stop the engine when refueling.**
All lights and flames shall be kept at a safe distance while refueling.



13) REPLACEMENT OF FUEL FILTER

(1) Clean around the filter head, remove the filter and clean the gasket surface.
 · Wrench size : 90~95 mm (3.5~3.8 in)

(2) Replace the O-ring.

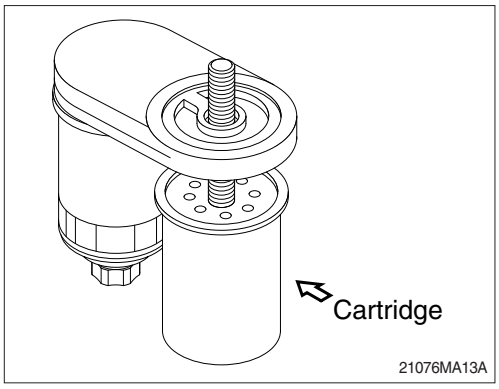
(3) Fully fill fuel in the new filter.

(4) Apply engine oil on the gasket of new filter when mounting, and tighten 3/4 to 1 turn more after the gasket touches the filter head.

(5) Relieve the air after mounting.

※ **Check for fuel leakage after the engine starts.**

※ **If air is in the fuel system, the engine will not start, Start engine after bleeding the air according to the method of bleeding air.**



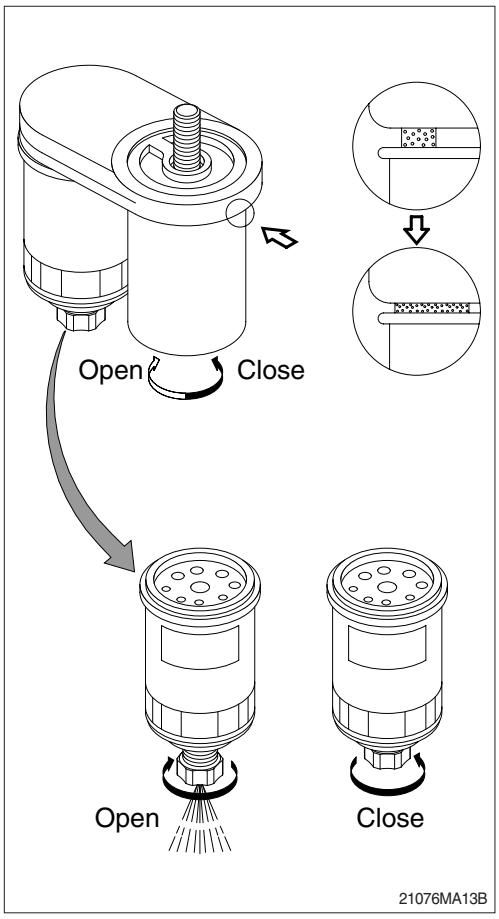
FUEL WATER SEPARATOR

- Drain the water and sediment from the separator daily.
- Shut off the engine.
- Use your hand to open the drain valve.
- Turn the valve counterclockwise 4 complete turns until the valve drops down 1".
- Drain the filter sump of water until clear fuel is visible.

※ **Do not overtighten the valve. Overtightening can damage the threads.**

- Push the valve up and turn the valve clockwise to close the drain valve.

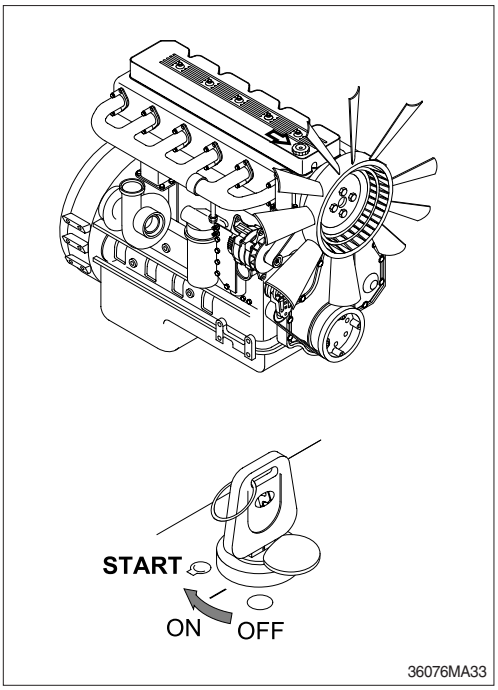
※ **If more then 2 ozs is drained, refilling of the filter is required to prevent hard starting. Refer to low pressure lines and fuel filter venting clause 12)-(2).**



14) BLEEDING THE FUEL SYSTEM

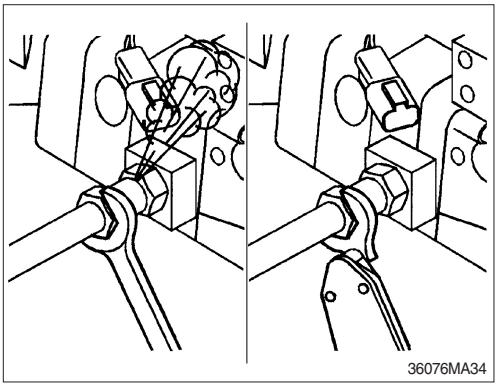
(1) Air in fuel

① The air bleed fitting on the fuel system creates a self bleeding system during replacement of the supply side components. High pressure fuel line removal and replacement will not require external bleeding to start the engine. The fuel pump will create high fuel pressure during cranking and purge the air in the high pressure side through the injectors.

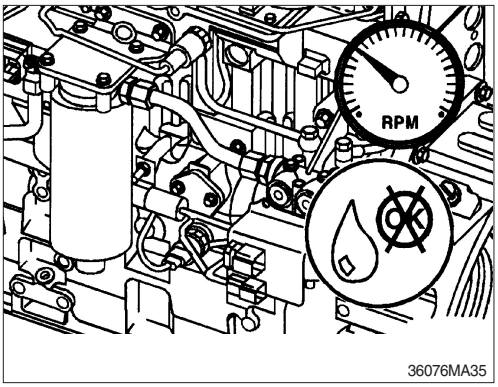


※ **If an excessive amount of air has entered the system, the system will need to be bled.**

② Loosen the fuel supply line at the pump. Run the electric fuel lift pump until the air has been bled. When all the air has been bled, tighten the fitting.

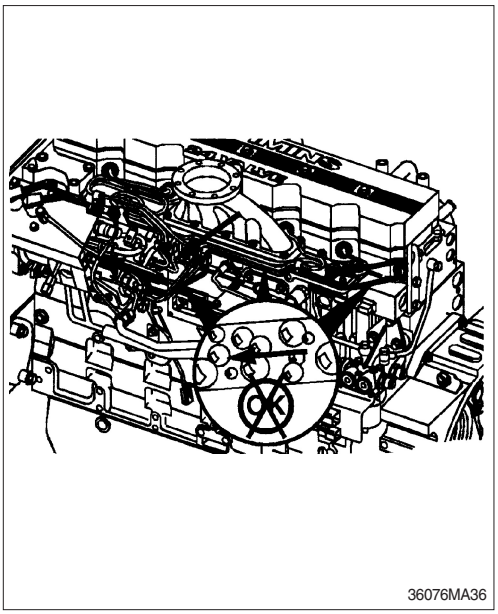


③ Supply line leaks from the lift pump to the fuel pump can be located by operating the lift pump or keyswitch cycling, to build pressure in the fuel lines. Inspect all lines and connections, as well as the fuel filter assembly, for an external fuel leak.



④ A stuck open injector can also blow combustion gas back into the pump and cause air to be present in the overflow.
If the engine seems to be misfiring or running rough, break all the injector supply lines loose at the pump end. Crank the engine and observe the lines. If combustion gas seems to be blowing back through the line, the injector is stuck open.

※ **Use two wrenches when loosening the lines at the fuel pump, one to hold the delivery valve and one to loosen the line.**
- Wrench size : 19 mm
- Tightening torque : 2.45 kgf·m (18 lbf·ft)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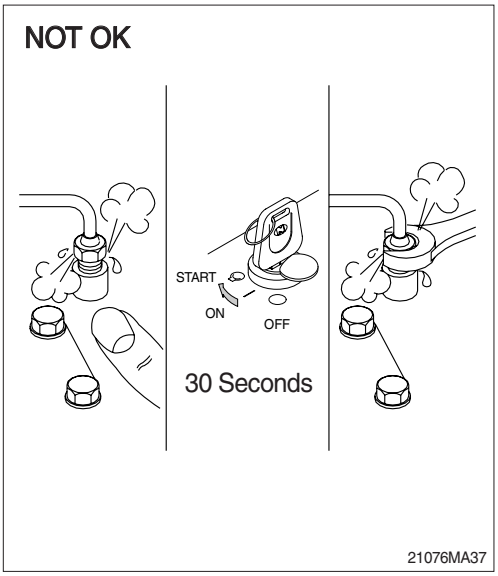
(2) Venting the high pressure lines

⚠ **The pressure of the fuel in the line is sufficient to penetrate the skin and cause serious bodily harm.**

① Loosen the fittings at the cylinder head and crank the engine to allow entrapped air to bleed from the line. Tighten the fittings.
- Wrench size :19mm
- Torque : 3.9 kgf·m (28 lbf·ft)

② Start the engine and vent one line at a time until the engine runs smoothly.

⚠ **Do not bleed a hot engine as this can cause fuel to spill onto a hot exhaust manifold, creating a danger of fire.**



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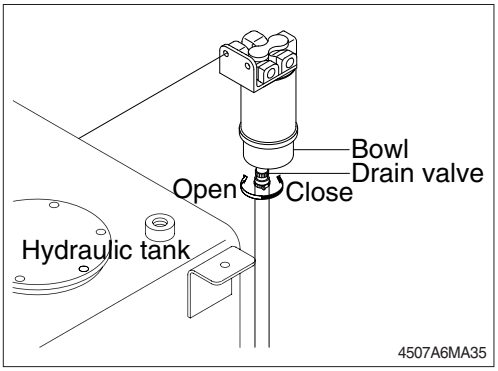
15) PREFILTER

※ **Inspect or drain the collection bowl of water daily and replace the element every 500 hours.**

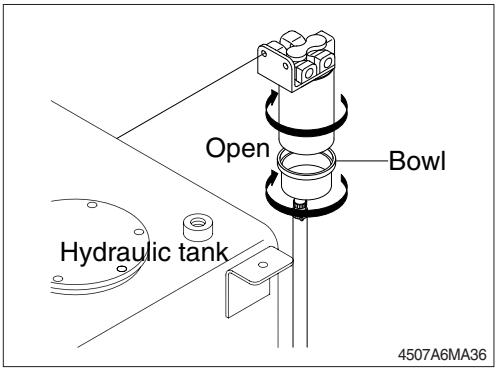
(1) Drain water

① Open bowl drain valve to evacuate water.
② Close drain valve.

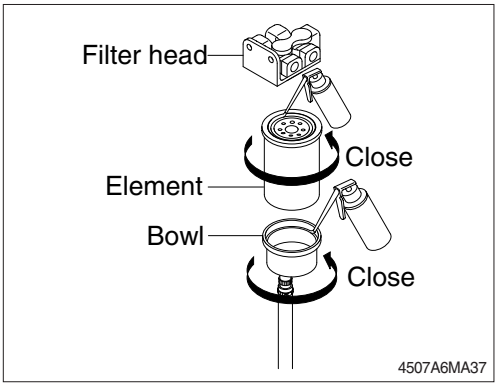


(2) Replace element

① Drain the unit of fuel. Follow "Drain water" instructions above.
② Remove element and bowl from filter head.
※ **The bowl is reusable, do not damage or discard.**
③ Separate element from bowl. Clean bowl and seal gland.

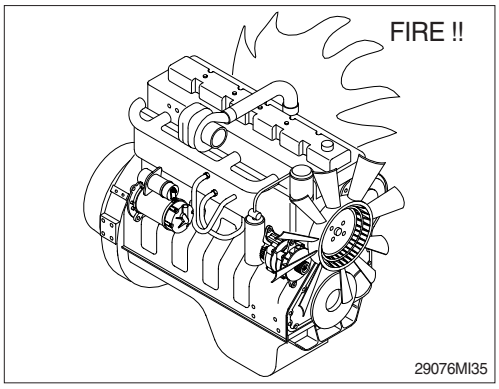


④ Lubricate new bowl seal with clean fuel or motor oil and place in bowl gland.
⑤ Attach bowl to new element firmly by hand.
⑥ Lubricate new element seal and place in element top gland.
⑦ Attach the element and bowl to the head.



16) LEAKAGE OF FUEL

⚠ **Be careful and clean the fuel hose, injection pump, fuel filter and other connections as the leakage from these part can cause fire.**

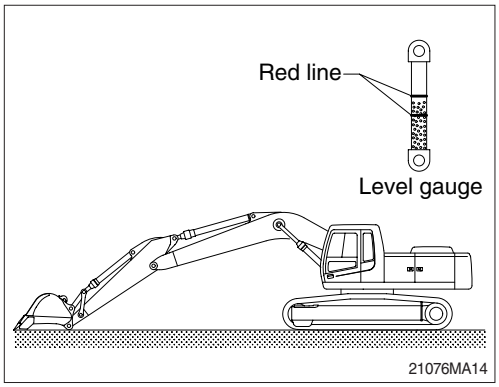


17) HYDRAULIC OIL CHECK

(1) Stop the engine after retract the arm and bucket cylinders, then lower the boom and set the bucket on the ground at a flat location as in the illustration.

(2) Check the oil level at the level gauge of hydraulic oil tank.

(3) The oil level is normal if between the red lines.



18) FILLING HYDRAULIC OIL

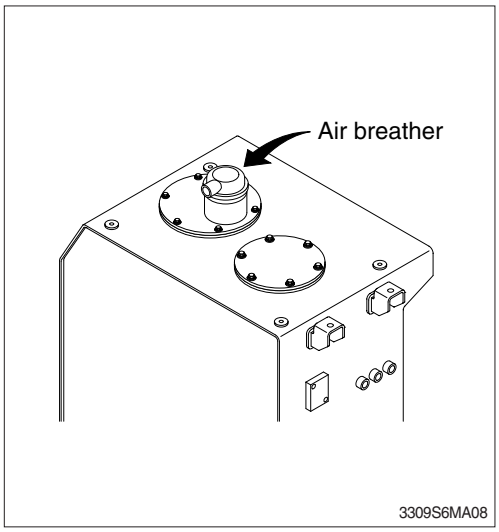
(1) Stop the engine to the position of level check.

(2) Relieve the pressure in the tank by pushing the top of the air breather.

(3) Remove the breather on the top of oil tank and fill the oil to the specified level.

(4) Start engine after filling and operate the work equipment several times.

(5) Check the oil level at the level check position after engine stops.



19) CHANGE HYDRAULIC OIL

(1) Lower the bucket on the ground pulling the arm and bucket cylinder to the maximum.

(2) Relieve the pressure in the tank by pushing the top of the air breather.

(3) Remove the cover.
- Tightening torque : 6.9±1.4 kgf · m (50±10 lbf · ft)

(4) Prepare a suitable container.

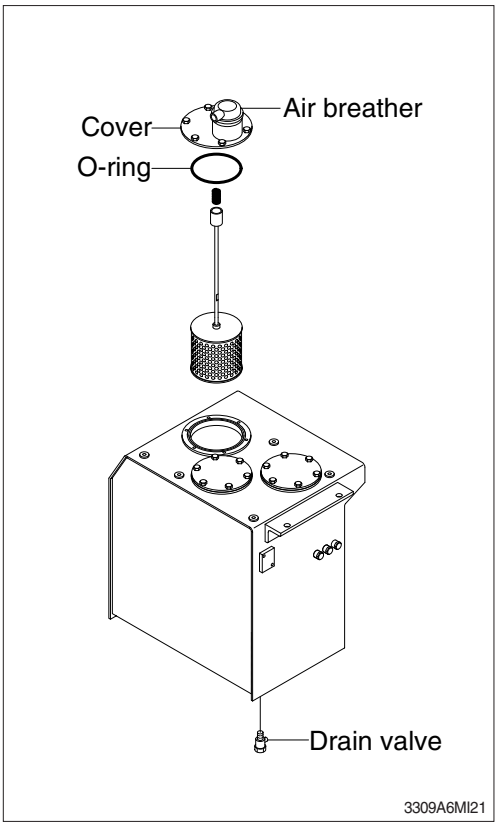
(5) To drain the oil loosen the drain plug at the bottom of the oil tank.

(6) Fill proper amount of recommended oil.

(7) Put the breather in the right position.

(8) Bleed air hydraulic pump loosen the air breather at top of hydraulic pump assembly.

(9) Start engine and run continually. Release the air by full stroke of each control lever.



20) CLEAN SUCTION STRAINER

Clean suction strainer as follows paying attention to the cause to be kept during oil filling.

(1) Remove the cover.
- Tightening torque : 6.9±1.4 kgf · m (50±10 lbf · ft)

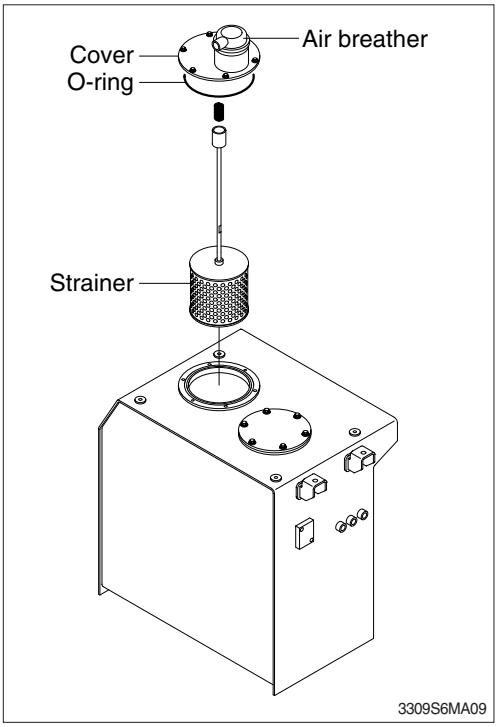
(2) Pull out the strainer in the tank.

(3) Wash the foreign material on the suction strainer with gasoline or cleaning oil.

(4) Replace the suction strainer if it is damaged.

(5) Assemble with reverse order of disassembly. Be sure to install a new O-ring and reinsert in the oil tank.

※ **Loosen the bolt slowly at the cover can be spring out by the spring when removing it.**



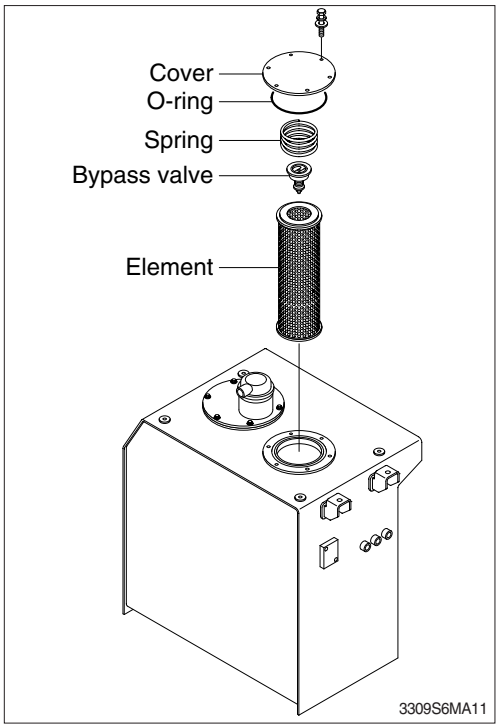
21) REPLACEMENT OF RETURN FILTER

Replace as follows paying attention to the cause to be kept during the replacement.

(1) Remove the cover.
- Tightening torque : 6.9±1.4 kgf · m (50±10 lbf · ft)

(2) Remove the spring, by-pass valve, and return filter in the tank.

(3) Replace the element with new one.



22) REPLACEMENT OF ELEMENT IN HYDRAULIC TANK BREATHER

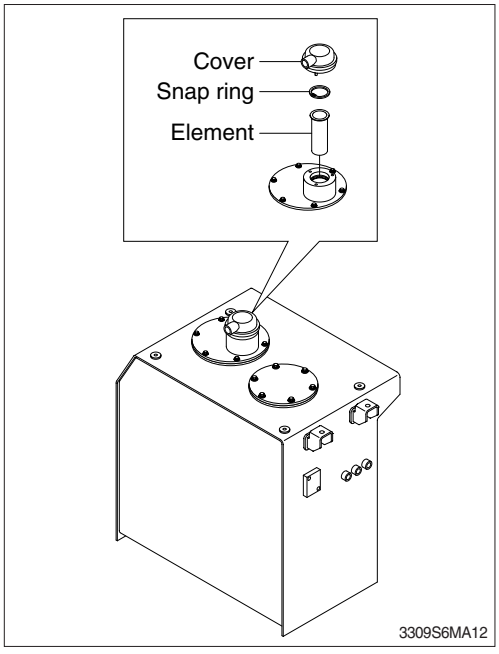
(1) Relieve the pressure in the tank by pushing the top of the air breather.

(2) Remove the cover.

(3) Remove the snap ring and pull out the filter element.

(4) Replace the filter element new one.

(5) Reassemble by reverse order of disassembly.
- Tightening torque : 0.2~0.3 kgf · m (1.4~2.1 lbf · ft)

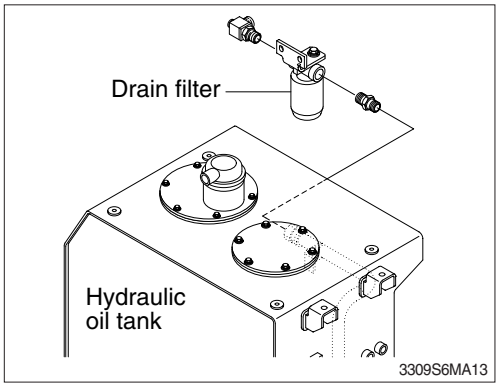


23) REPLACE OF DRAIN FILTER CARTRIDGE

Clean the dust around filter and replace with new one after removing the cartridge.

※ **Tighten about 2/3 turn more after the gasket of cartridge contacts seal side of filter body for mounting.**

※ **Change cartridge after initial 50 hours of operation. Thereafter, change cartridge every 1000 hours.**



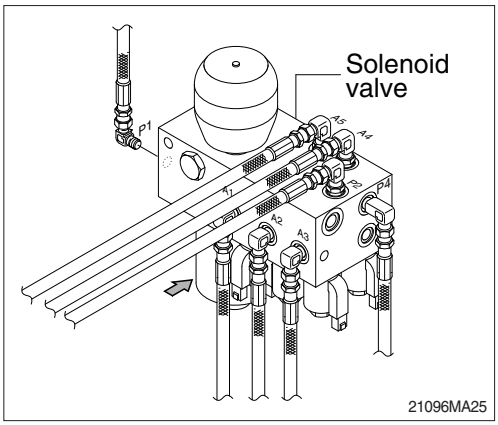
24) REPLACE OF PILOT LINE FILTER

(1) Loosen the nut positioned on the filter body.

(2) Pull out the filter element and clean filter housing.

(3) Install the new element and tighten using specified torque.

※ **Change cartridge after initial 250 hours of operation. Thereafter, change cartridge every 1000 hours.**

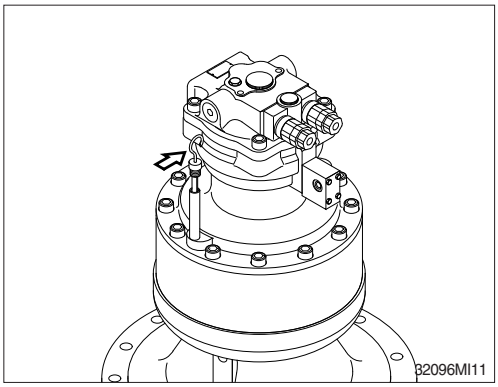


25) CHECK THE SWING REDUCTION GEAR OIL

(1) Pull out the dipstick and clean it.

(2) Insert it again.

(3) Pull out one more time to check the oil level and fill the oil if the level is not sufficient.



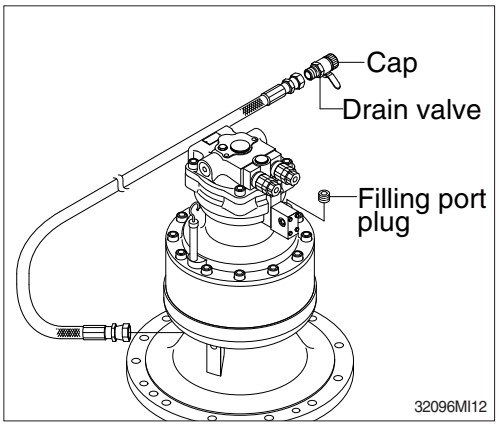
26) CHANGE SWING REDUCTION GEAR OIL

(1) Raise the temperature of oil by swinging the machine before replace the oil and park the machine on the flat ground.

(2) Loosen the plug of the drain port.

(3) Drain into a proper container.

(4) Wash the drain plug and reinstall it with sealing tape.
Fill proper amount of recommended oil.
· Amount of oil - Type 1 : 11.0 ℓ (2.9 U.S.gal)
- Type 2,3 : 6.0 ℓ (1.59 U.S.gal)



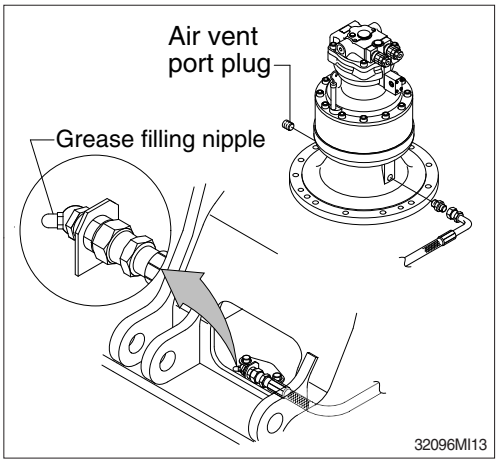
27) LUBRICATE BEARING OF OUTPUT SHAFT IN REDUCTION GEAR

(1) Remove air vent plug.

(2) Remove grease fill plug and install grease filling hose and nipple at that place.

(3) Lubricate NLGI No.2 with grease gun until comes out new grease from air vent port.
· Amount of oil : 1.8 ℓ (0.5 U.S.gal)

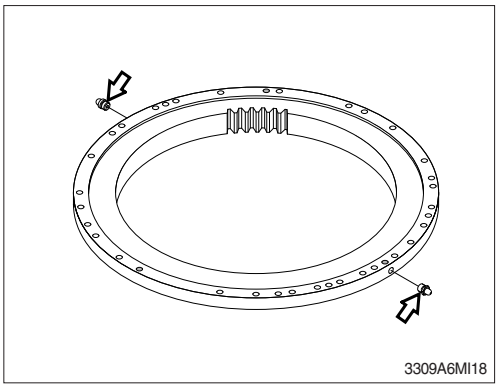
(4) Wash the air vent plug and reinstall it with sealing tape.



28) LUBRICATE SWING BEARING

(1) Grease at 2 fitting.

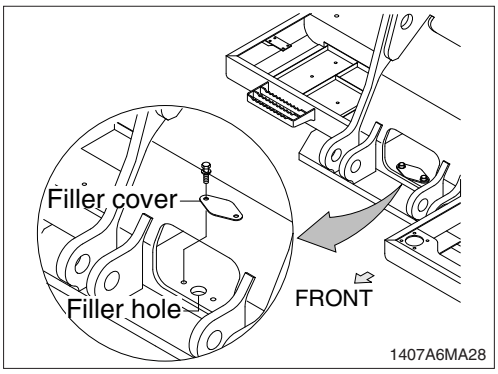
※ **Lubricate every 250 hours.**



29) SWING GEAR AND PINION

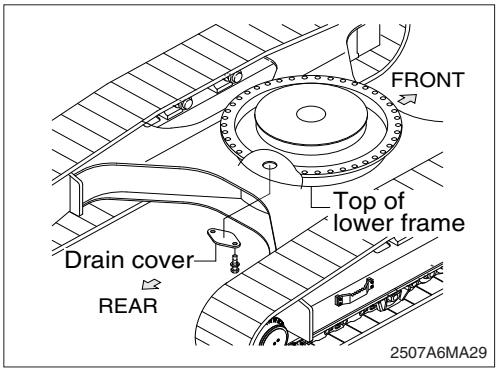
(1) Drain old grease

① Remove under cover of lower frame.
② Remove drain cover of lower frame.
③ Remove filler cover of upper frame.
④ Operate full turn (360˚) of swing several times.



(2) Refill new grease

① Install drain cover.
② Fill with new grease.
③ Install filler cover.
· Capacity : 11.4 kg (25.4 lb)

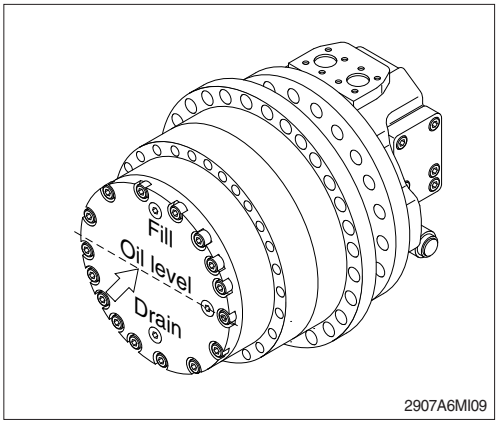


30) CHECK THE TRAVEL REDUCTION GEAR OIL

(1) Operate the machine to the position of drain plug down to the flat ground.

(2) Loosen the level plug and check the oil level.
If the level is at the hole of the plug, it is normal.
Fill the oil if it is not sufficient.

· Amount of oil : 8.0 ℓ (2.1 U.S.gal)



31) CHANGE OF THE TRAVEL REDUCTION GEAR OIL

(1) Raise the temperature of the oil by traveling machine first.

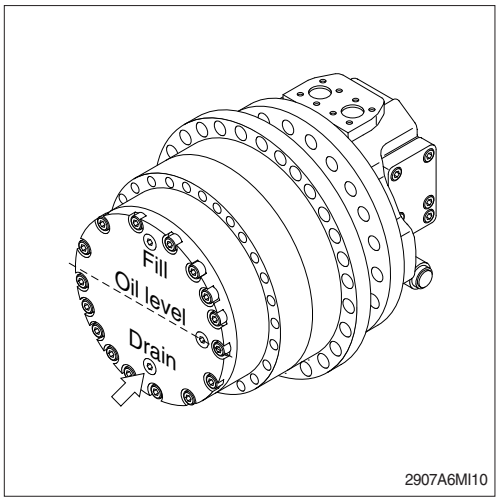
(2) Stop when the position of the drain plug is down.

(3) Loosen the level plug and then the drain plug.

(4) Drain the oil to adequate container.

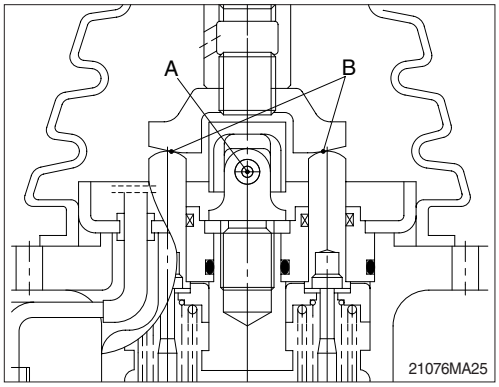
(5) Tighten the drain plug and fill specified amount of oil at filling port.

(6) Tighten the level plug and travel slowly to check if there is any leakage of oil.



32) LUBRICATE RCV LEVER

Remove the bellows and with a grease gun grease the joint part (A) and sliding parts (B).



33) ADJUSTMENT OF TRACK TENSION

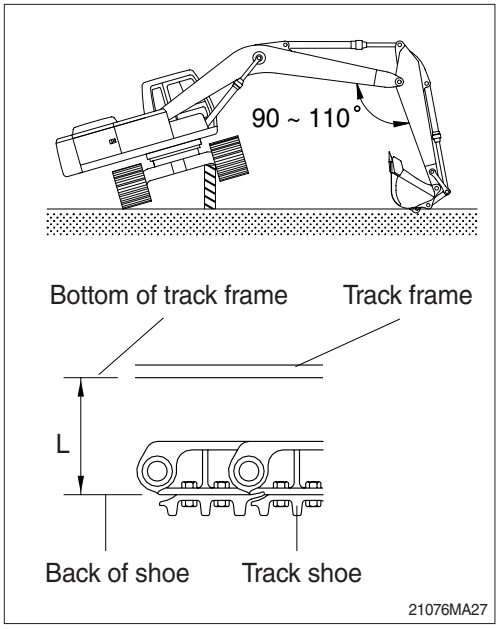
※ **It is important to adjust the tension of track properly to extend the lifetime of track and traveling device.**

※ **The wear of pins and bushings on the under-carriage will vary with the working conditions and soil properties.**
It is thus necessary to continually inspect the track tension so as to maintain the standard tension on it.

(1) Raise the chassis with the boom and arm.

(2) Measure the distance between bottom of track frame on track center and track of shoe.

※ **Remove mud with rotating the track before measuring.**



(3) If the tension is tight, drain the grease in the grease nipple and if the tension is loose, charge the grease.

⚠ **Personal injury or death can result from grease under pressure.**

⚠ **Unscrew the grease nipple after release the tension by pushing the poppet only when necessarily required.**

Grease leaking hole is not existing. So, while unscrew the grease nipple, grease is not leaking until the grease nipple is completely coming out. If the tension is not released in advance, the grease nipple can be suddenly popped out by pressurized grease.

※ **When the grease is drained, move the track to the forward and backward slightly.**

If the track tension is loose even after the grease is charged to the maximum, change the pins and bushings as there are worn seriously.

Length (L)	
360~390 mm	14.2~15.5"

34) REPLACEMENT OF BUCKET

⚠ **When knocking the pin in with a hammer, metal particles may fly and cause serious injury, particularly if they get into your eyes. When carrying out this operation, always wear goggles, helmet, gloves, and other protective equipment.**

※ **When the bucket is removed, place it in a stable condition.**

※ **When performing joint work, make sure signals to each other and work carefully for safety's sake.**

(1) Lower the bucket on the ground as the picture shown in the right.

(2) Lock the safety lever to the LOCK position and stop the engine.

(3) Remove the stopper bolts (1) and nuts (2), then remove pins (3, 4) and remove the bucket.

※ **When removing the pins, place the bucket so that it is in light contact with the ground.**

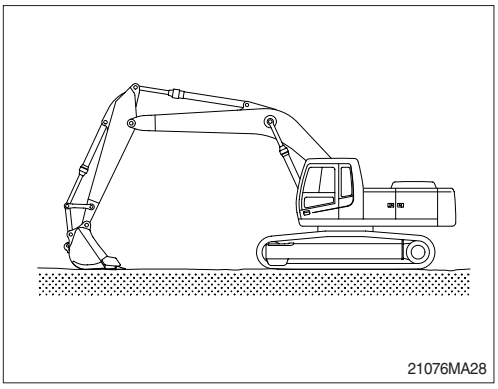
※ **If the bucket is lowered strongly to the ground, the resistance will be increased and it will be difficult to remove the pins.**

※ **After remove the pins, make sure that they do not become contaminated with sand or mud and that the seals of bushing on both sides do not become damaged.**

(4) Align the arm with holes (A) and the link with holes (B), then coat with grease and install pins(3, 4)

※ **When installing the bucket, the O-rings are easily damaged, so fit the O-rings on the boss of the bucket as shown in the picture. After knocking the pin, move the O-ring down to the regular groove.**

(5) Install the stopper bolt (1) and nuts (2) for each pin, then grease the pin.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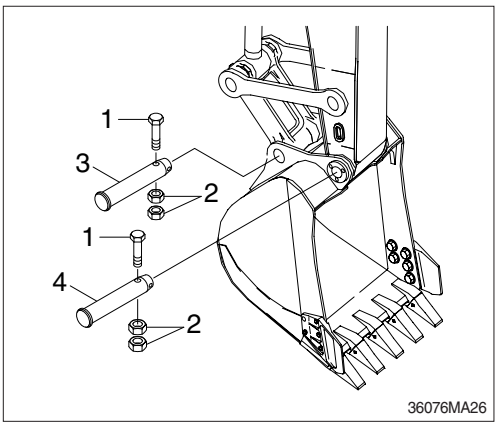

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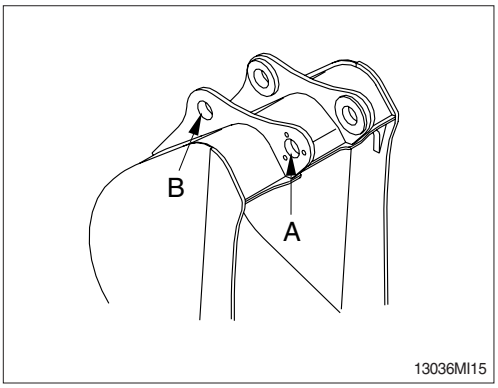

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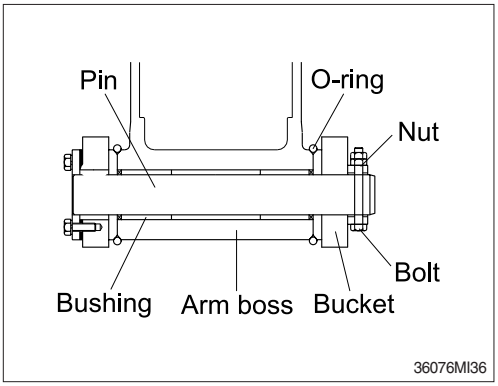

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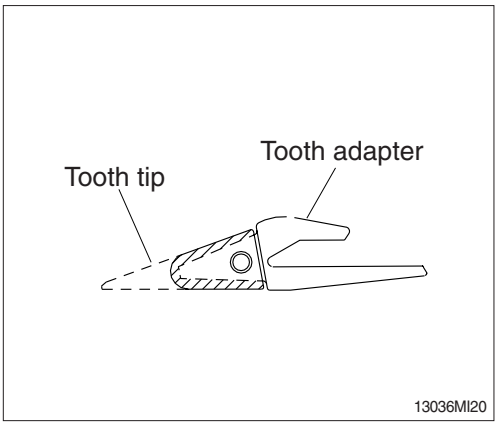
35) REPLACEMENT OF BUCKET TOOTH

(1) Timing of replacement

① Check wearing condition as shown in the illustration and replace tooth tip before adapter starts to wear.

② If excessive use, tooth adapter has worn out, replacement may become impossible.



(2) Instructions for replacement

① Pull out pin by striking pin with punch or hammer, avoiding damage to locking washer.

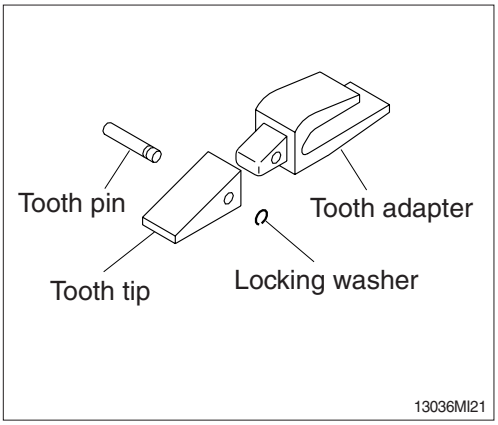
② Remove dust and mud from surface of tooth adapter by using knife.

③ Place locking washer in its proper place, and fit tooth tip to adapter.

④ Insert pin until locking washer is positioned at tooth pin groove.

⚠ Personal injury can result from bucket falling.

⚠ Block the bucket before changing tooth tips or side cutters.



36) ADJUSTMENT OF BUCKET CLEARANCE

(1) Lower the bucket on the ground as the picture shown in the right.

(2) Swing to the left and keep the arm boss to be contact to the bucket left.

(3) Lock the safety lever to the LOCK position and stop the engine.

(4) Measure the clearance (A) between bucket and arm boss. This is the total clearance.

(5) Adjusting

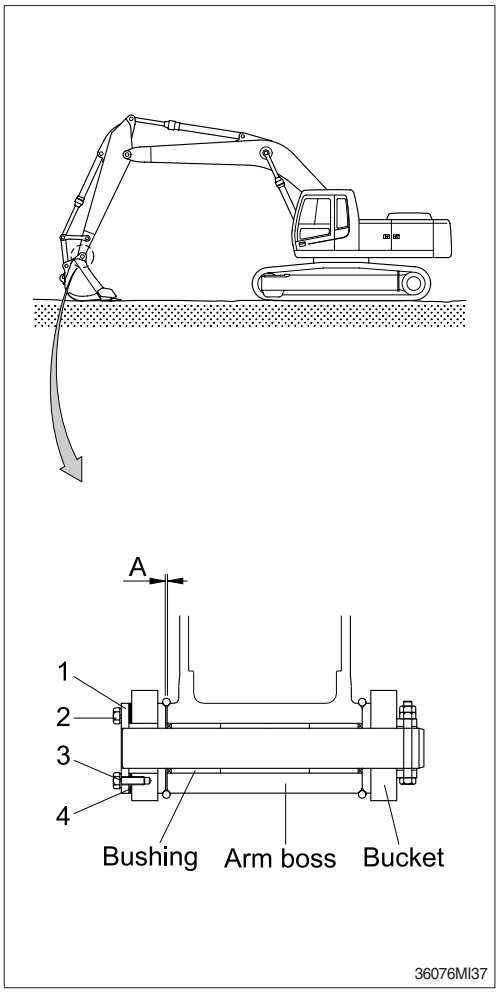
① Loosen bolt (2), and remove washer (3), plate (1) and shim (4).

② Remove the shim equivalent value with measuring value.

③ Assemble the parts in the reverse order of removal.

- Tightening torque : 29.6±3.2 kgf · m (214.0±23.1 lbf · ft)
- Normal clearance : 0.5 ~ 1.0 mm (0.02 ~ 0.04 in)

※ **If the bucket is not adjusted correctly, noise and vibration created during operation, and damaged O-ring, pin and bushing quickly.**

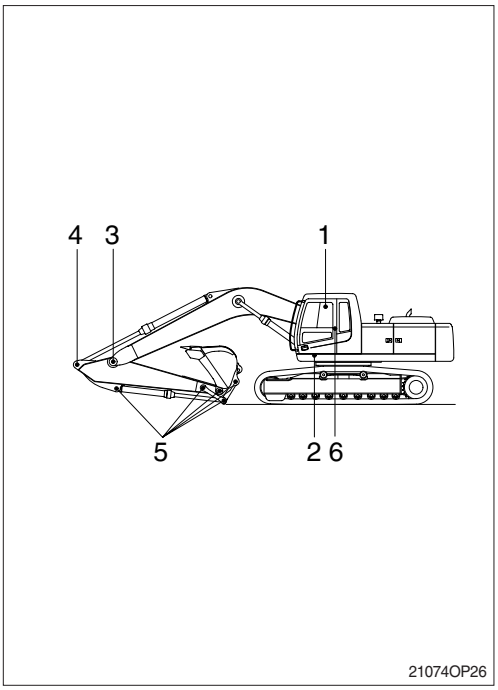


37) LUBRICATE PIN AND BUSHING

(1) Lubricate to each pin of working device

Lubricate the grease to the grease nipple according to the lubricating interval.

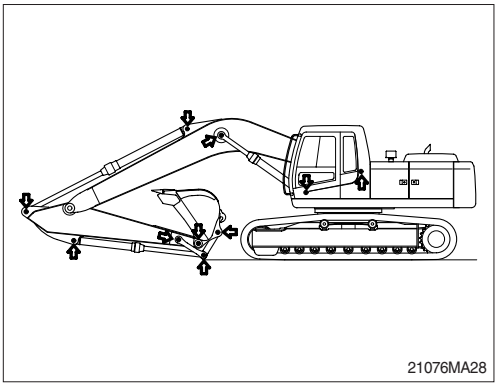
No.	Description	Qty
1	Lubrication manifold at boom	5
2	Boom cylinder pin	2
3	Boom and arm connection pin	1
4	Arm cylinder pin (Rod side)	1
5	Bucket cylinder pin (Head, rod)	2
	Bucket link (Control rod)	3
	Arm and control link connection pin	1
	Arm and bucket connection pin	1
6	Boom rear bearing center	1



※ **Shorten lubricating interval when working in the water or dusty place.**

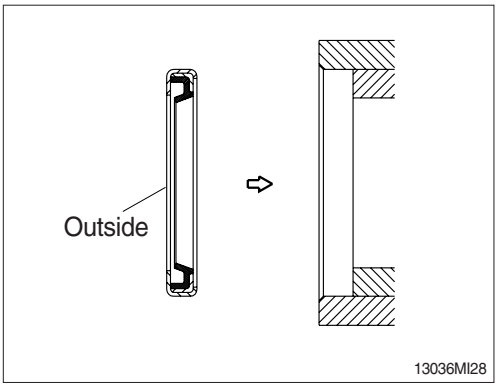
(2) Dust seals are mounted on the rotating part of working device to extend the lubricating interval.

※ **Mount the lip to be faced outside when replace the dust seal.**



※ **If it is assembled in wrong direction, it will cause fast wear of pin and bushing, and create noise and vibration during operation.**

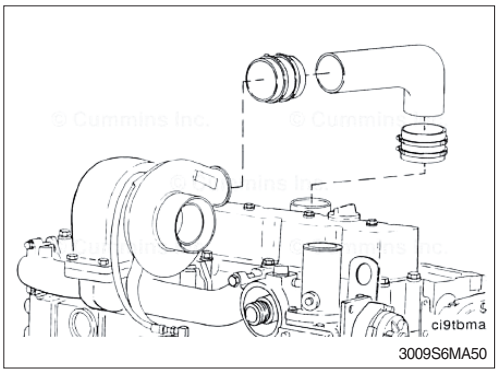
※ **Assemble the seal same direction with picture and use with plastic hammer when replace.**



38) OVERHEAD SET ADJUSTMENT

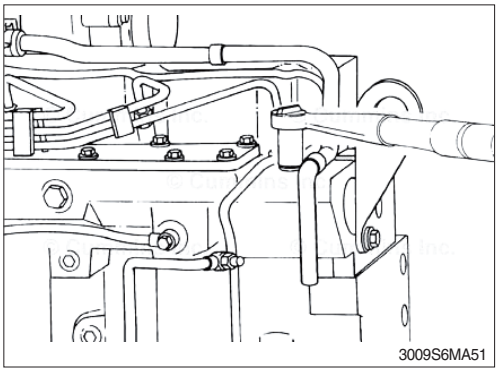
This procedures are performed at the repair shop.

(1) Remove the air crossover tube from the engine if equipped.

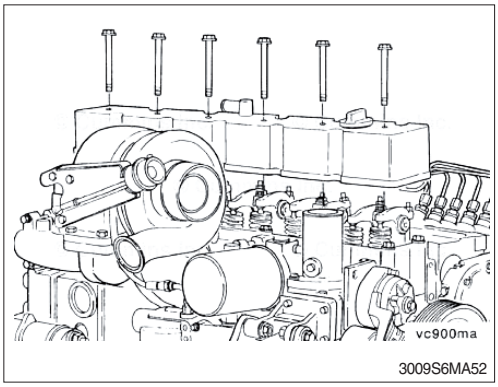


3009S6MA50

(2) Disconnect the support clamps, hose clamp and wastegate sensing line. Remove the crankcase vent tube and any other parts that would prevent removal of the valve cover.


3009S6MA51

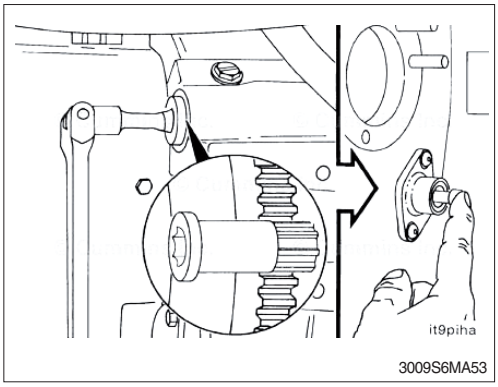
(3) Remove valve cover.



3009S6MA52

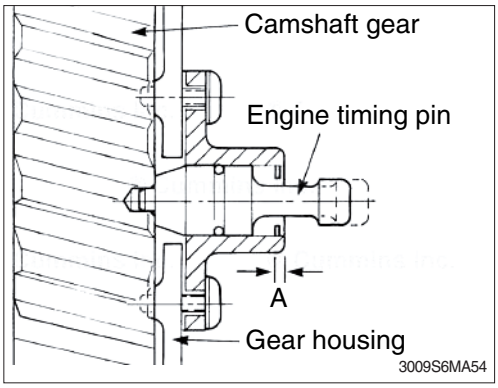
(4) Locate top dead center for cylinder number 1 by rotating the crankshaft slowly while pressing on the engine timing pin.

(5) The barring gear inserts into the flywheel housing and engages the flywheel ring gear. The engine can then be rotated by hand using a 127 mm (1/2 in) ratchet or breaker bar.

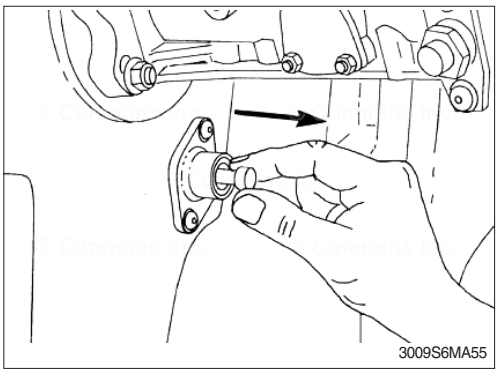


3009S6MA53

(6) When the engine timing pin center engages the hole in the camshaft gear, cylinder number 1 is at top dead center on the compression stroke.

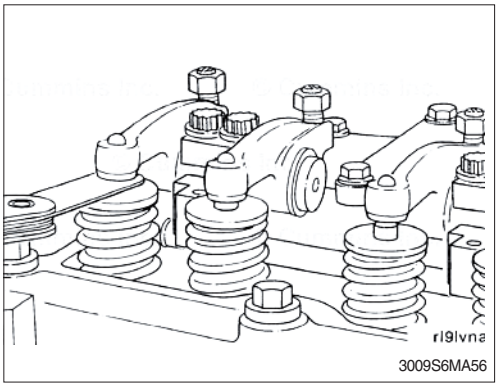


※ **Be sure to disengage the engine timing pin after locating top dead center to prevent damage to the engine timing pin.**



(7) Check/set valves with engine cold-below 60℃ (140°F).
- Intake clearance : 0.30 mm (0.012 in)
- Exhaust clearance : 0.61 mm (0.024 in)

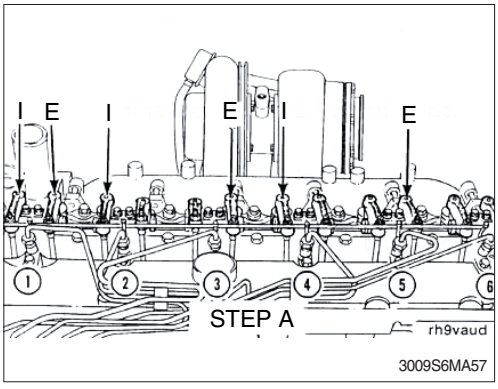
※ **The clearance is correct when some resistance is "felt" when the feeler gauge is slipped between the valve stem and the rocker lever.**



(8) Locate top dead center for cylinder number 1.

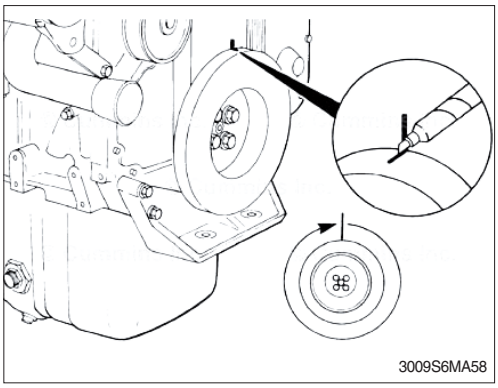
(9) Check/adjust the valves indicated for STEP A (I=intake, E=exhaust).

(10) After tightening the rocker lever locknut, check the valve clearance to make sure the valve clearance has not changed.
- Tightening torque : 2.45 kgf·m (18 lbf·ft)



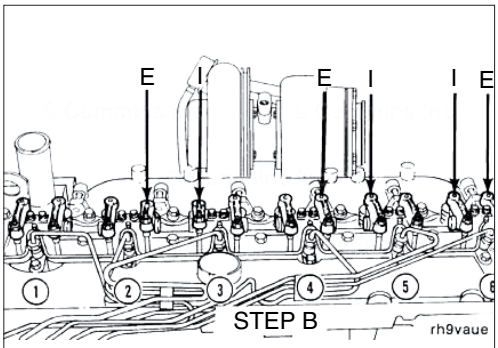
※ **Be sure the engine timing pin disengage to prevent damage to the engine timing pin.**

(11) Mark vibration damper and rotate the crankshaft 360 degrees.


3009S6MA58

(12) Set the valves indicated for STEP B.

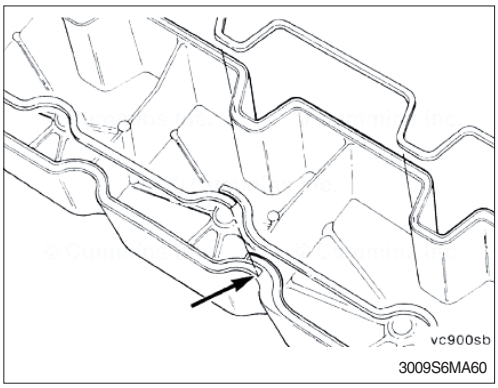
(13) After tightening the rocker lever locknut, check the valve clearance to make sure the valve clearance has not changed.
· Tightening torque : 2.45 kgf·m (18 lbf·ft)



3009S6MA59

※ **If the seal is not damaged, it can be used again. If the seal is damaged, install a new seal.**

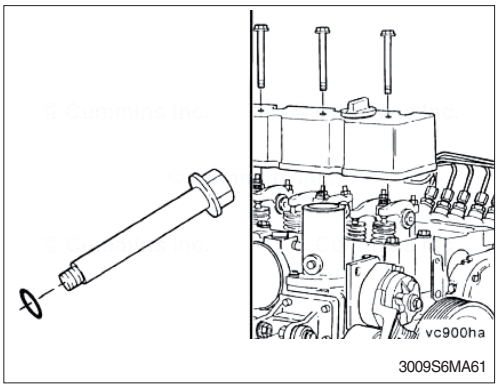
(14) Install the rubber seal into the groove in the valve cover.
Start the installation at the overlap area shown in the illustration. Do not stretch the rubber seal.
If the seal has more overlap than shown in the illustration, trim the length to provide the correct overlap.



3009S6MA60

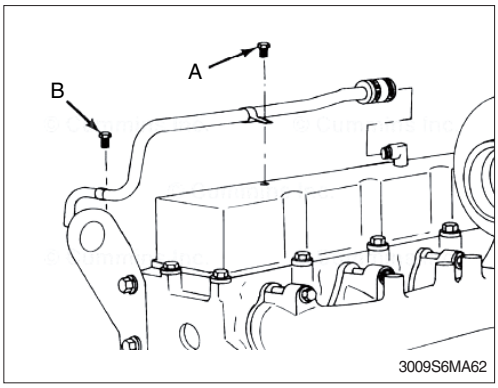
(15) Install new sealing O-rings on the capscrews.

(16) Install the valve cover and wastegate sensing tube.
· Tightening torque : 2.45 kgf·m (18 lbf·ft)

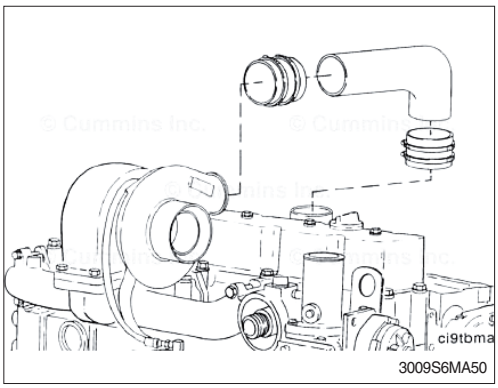


3009S6MA61

(17) Install the crankcase vent tube, and secure with the support clamps and hose clamp.
· Tightening torque
- A = 2.45 kgf·m (18 lbf·ft)
- B = 4.38 kgf·m (31.7 lbf·ft)



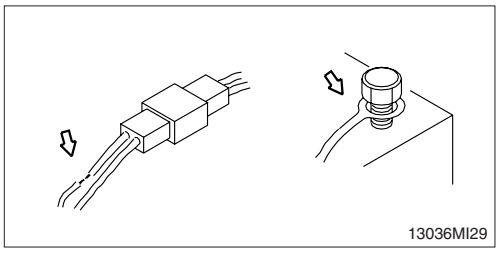
(18) Install the air crossover tube and any other parts previously removed to gain access to the valve cover.



7. ELECTRICAL SYSTEM

1) WIRING, GAUGES

Check regularly and repair loose or malfunctioning gauges when found.



2) BATTERY

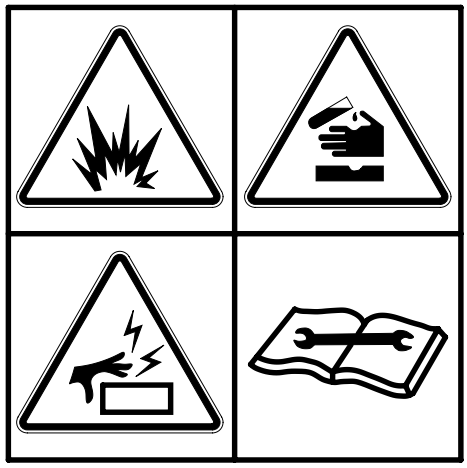
(1) Clean

① Wash the terminal with hot water if it is contaminated, and apply grease to the terminals after washing.

⚠ Battery gas can explode. Keep sparks and flames away from batteries.

⚠ Always wear protective glasses when working with batteries.

⚠ Do not stain clothes or skin with electrolyte as it is acid.
Be careful not to get the electrolyte in eyes. Wash with clean water and go to the doctor if it enters the eyes.



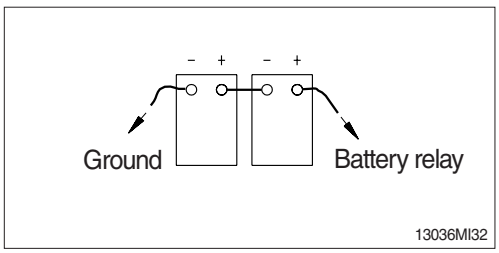
(2) Recycle

Never discard a battery.
Always return used batteries to one of the following locations.

- A battery supplier
- An authorized battery collection facility
- Recycling facility

(3) Method of removing the battery cable

Remove the cable from the ground connection first (⊖ terminal side) and reconnect it last when reassembling.



3) STARTING THE ENGINE WITH A BOOSTER CABLE

Keep following order when you are going to start engine using booster cable.

(1) Connection of booster cable

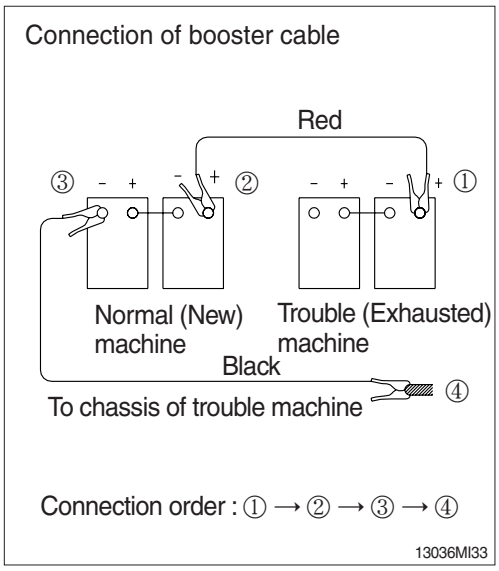
※ **Use the same capacity of battery for starting.**

① Make sure that the starting switches of the normal machine and trouble machine are both at the OFF position.

② Connect the red terminal of booster cable to the battery (+) terminal between exhausted and new battery.

③ Connect the black terminal of the booster cable between new battery (-) terminal and chassis of trouble machine.

※ **Keep firmly all connection, the spark will be caused when connecting finally.**

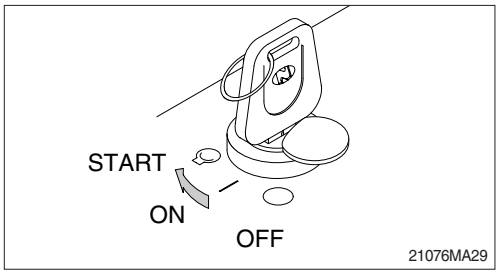


(2) Starting the engine

① Starting the engine of the normal machine and keep it to run at high idle.

② Start engine of the trouble machine with starting switch.

③ If you can not start it by one time, restart the engine after 2 minutes.



(3) Taking off the booster cable

① Take off the booster cable (black).

② Take off the booster cable (red) connected to the (+) terminal.

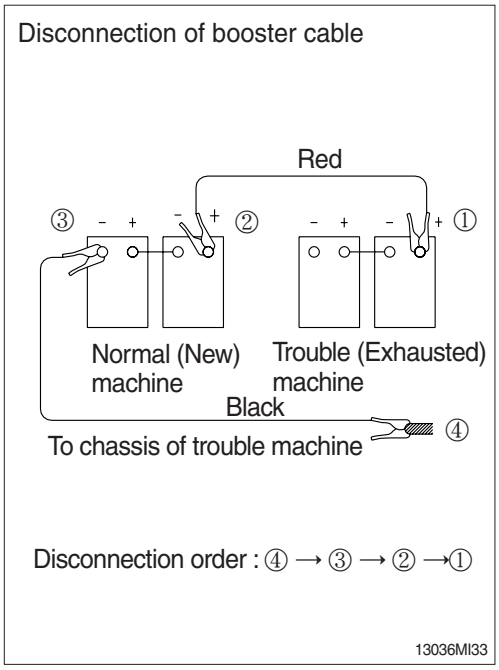
③ Run engine with high idle until charging the exhausted battery by alternator, fully.

⚠ **Explosive gas is generated while using the battery or charging it. Keep away flame and be careful not to cause the spark.**

※ **Charge the battery in the well ventilated place.**

※ **Place the machine on the earth or concrete. Avoid charging the machine on the steel plate.**

※ **Do not connect (+) terminal and (-) terminal when connecting booster cable because it will be shorted.**



(4) Welding repair

Before start to welding, follow the below procedure.

① Shut off the engine and remove the starting switch.

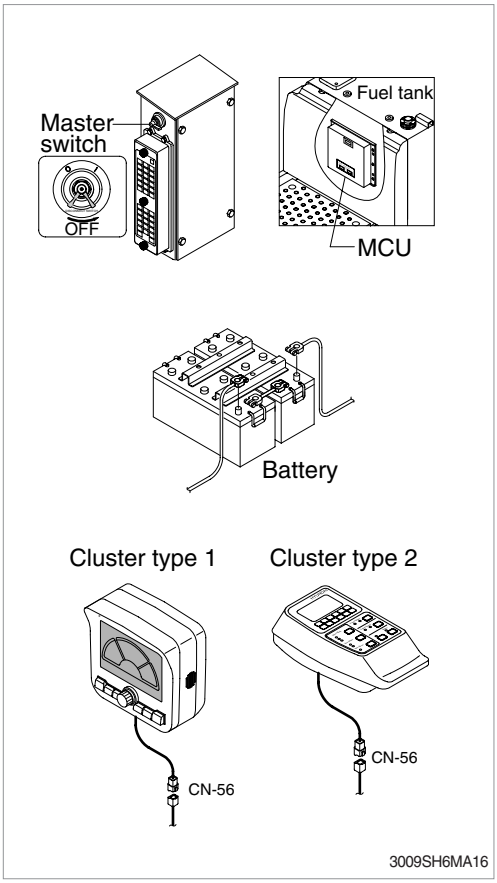
② Disconnect ground cable from battery by master switch.

③ Before carrying out any electric welding on the machine, the battery cables should be disconnected and the connectors pulled out of the electronic control units (MCU, cluster etc).

④ Connect the earth (ground) lead of the welding equipment as close to the welding point as possible.

※ **Do not weld or flame cut on pipes or tubes that contain flammable fluids. Clean them thoroughly with nonflammable solvent before welding or flame cutting on them.**

⚠ **Do not attempt to welding work before carry out the above.**
If not, it will caused serious damage at electric system.

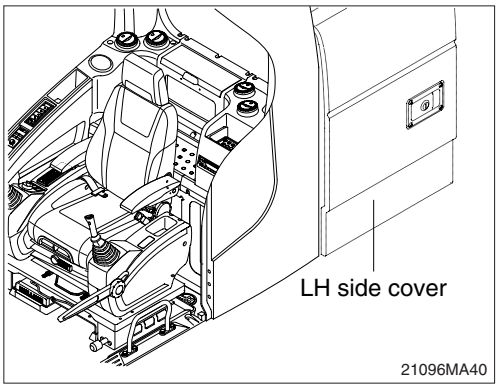


8. AIR CONDITIONER AND HEATER

1) CLEAN AND REPLACE OF FRESH AIR FILTER

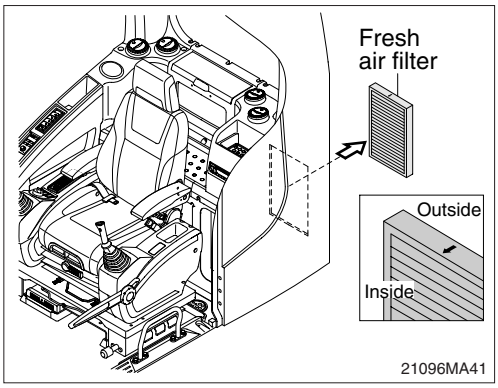
※ **Always stop the engine before servicing.**

(1) Open the LH side cover.



(2) Remove the fresh air filter.

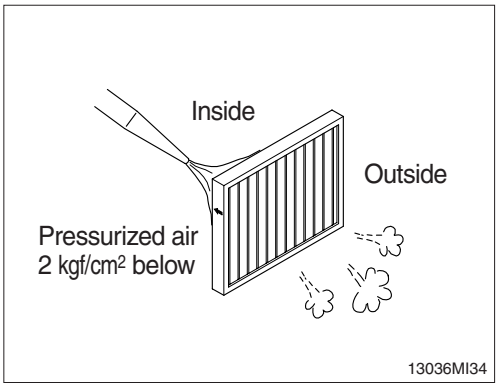
※ **When installing a filter, be careful not to change the filter direction.**



(3) Clean the filter using a pressurized air (below 2 kgf/cm^2, 28 psi).

△ **When using pressurized air, be sure to wear safety glasses.**

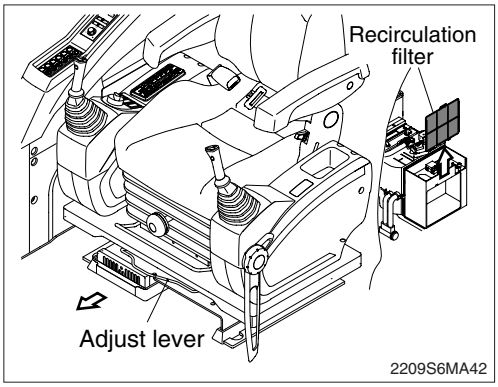
(4) **Inspect the filter after cleaning. If it is damaged or badly contaminated, use a new filter.**



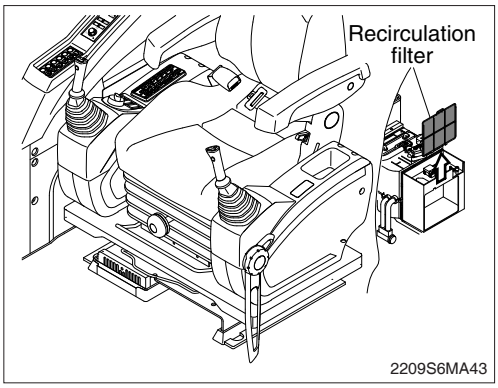
2) CLEAN AND REPLACE OF RECIRCULATION FILTER

※ **Always stop the engine before servicing.**

(1) Move seat and console box to arrow direction using the adjust lever.



(2) Remove recirculation filter.

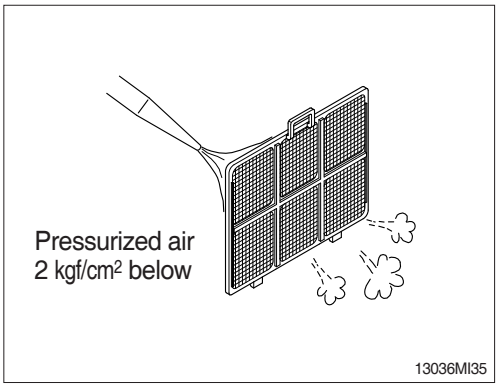


(3) Clean the recirculation filter using a pressurized air (below 2 kgf/cm², 28 psi) or washing with water.

△ **When using pressurized air, be sure to wear safety glasses.**

※ **Dry off after washing with water.**

(4) Inspect the filter after cleaning. If it is damaged or badly contaminated, use a new filter.



3) PRECAUTIONS FOR USING AIR CONDITIONER

(1) When using the air conditioner for a long time, open the window once every one hour.

(2) Be careful not to overcool the cab.

(3) The cab is properly cooled if the operator feels cool when entering there from outside (about 5˚C lower than the outside temperature).

(4) When cooling, change air occasionally.

4) CHECK DURING SEASON

Ask the service center for replenishment of refrigerant or other maintenance service so that the cooling performance is not damaged.

5) CHECK DURING OFF-SEASON

Operate the air conditioner 2 or 3 times a month (each for a few minutes) to avoid loss of oil film in the compressor.

6) REFRIGERANT (R134-a) AMOUNT : 800 ± 20 g

7) COMPRESSOR LUBRICANT OIL (SYNTHETIC OIL) : 265mL