

## 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 cluster.
- (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.

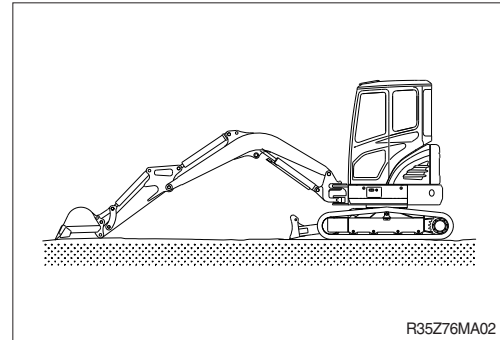
(9) For more detail information of maintenance, please contact local Hyundai dealer.

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

#### 4) RELIEVING THE PRESSURE IN THE HYDRAULIC SYSTEM

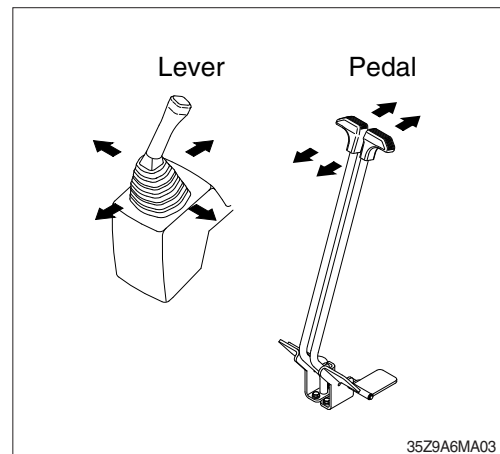
- ※ Spouting of oil can cause the accident when loosening the cap or hose right after the operating of machine as the machine or oil is on the high pressure on the condition.  
Be sure to relieve the pressure in the system before repairing hydraulic system.

- (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.**



#### 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.

| Periodical replacement of safety parts |                |                               | Interval      |
|--|----------------|-------------------------------|---------------|
| Engine                                 |                | Fuel hose (tank-engine)       | Every 2 years |
|  |                | Heater hose (heater-engine)   |               |
| Hydraulic system                       | Main circuit   | Pump suction hose             | Every 2 years |
|  |                | Pump delivery hose            |               |
|  |                | Swing hose                    |               |
|  | Working device | Boom cylinder line hose       | Every 2 years |
|  |                | Arm cylinder line hose        |               |
|  |                | Bucket cylinder line hose     |               |
|  |                | Dozer cylinder line hose      |               |
|  |                | Boom swing cylinder line hose |               |

※ 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 × 3.0  | 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 × 1.2  | 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      |
| 1"               | 41                     | 21      | 152      |
| 1-1/4"           | 50                     | 35      | 253      |

**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      |
| 1-7/16-12         | 41                     | 21      | 152      |
| 1-11/16-12        | 50                     | 35      | 253      |

**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      |
| 1"          | 41                     | 21      | 152      |
| 1-1/4"      | 50                     | 35      | 253      |

#### 4) TIGHTENING TORQUE OF MAJOR COMPONENT

| No. | Descriptions       |                                       | Bolt size  | Torque   |           |
|-----|--------------------|---------------------------------------|------------|----------|-----------|
|     |                    |                                       |            | kgf · m  | lbf · ft  |
| 1   | Engine             | Engine mounting bolt (Engine-Bracket) | M10 × 1.5  | 6.9±1.4  | 50±10.0   |
| 2   |                    | Engine mounting bolt (Bracket-Frame)  | M12 × 1.75 | 12.8±3.0 | 93±22.0   |
| 3   |                    | Radiator mounting bolt, nut           | M10 × 1.5  | 6.9±1.4  | 50±10.0   |
| 4   |                    | Coupling mounting bolt                | M12 × 1.75 | 9.3±0.5  | 67.1±3.6  |
| 5   | Hydraulic system   | Main pump mounting bolt               | M12 × 1.75 | 9.5±1.9  | 69±14.0   |
| 6   |                    | Main control valve mounting bolt      | M10 × 1.5  | 6.9±1.4  | 50±10.0   |
| 7   |                    | Fuel tank mounting bolt               | M12 × 1.75 | 12.8±3.0 | 93±22.0   |
| 8   |                    | Hydraulic oil tank mounting bolt      | M12 × 1.75 | 12.8±3.0 | 93±22.0   |
| 9   |                    | Turning joint mounting bolt, nut      | M10 × 1.5  | 6.9±1.4  | 50±10.0   |
| 10  |                    | Swing motor mounting bolt             | M14 × 2.0  | 19.6±2.9 | 142±21.0  |
| 11  | Power train system | Swing bearing upper mounting bolt     | M12 × 1.75 | 13.3±2.0 | 96.2±14.5 |
| 12  |                    | Swing bearing lower mounting bolt     | M12 × 1.75 | 12.8±2.0 | 93±14.5   |
| 13  |                    | Travel motor mounting bolt            | M12 × 1.75 | 13.8±1.0 | 100±7.2   |
| 14  |                    | Sprocket mounting bolt                | M12 × 1.75 | 12.3±1.2 | 89±8.7    |
| 15  | Under carriage     | Carrier roller mounting bolt, nut     | M12 × 1.75 | 12.3±1.2 | 89±8.7    |
| 16  |                    | Track roller mounting bolt            | M18 × 2.0  | 41.3±4.0 | 299±28.9  |
| 17  | Others             | Counterweight mounting bolt           | M20 × 2.5  | 57.9±8.7 | 419±62.9  |
| 18  |                    | Cab mounting bolt, nut                | M12 × 1.75 | 13.0     | 94.0      |
| 19  |                    | Operator's seat mounting bolt         | M 8 × 1.25 | 2.5±0.5  | 18.1±3.6  |

### 3. FUEL, COOLANT AND LUBRICANTS

#### 1) NEW MACHINE

New machine used and filled with following lubricants.

| Description           | Specification  |
|-----------------------|--|
| Engine oil            | SAE 15W-40 (API CI-4)  |
| Hydraulic oil         | Hyundai genuine long life hydraulic oil (ISO VG 46, VG 68)<br>Conventional hydraulic oil (ISO VG 15, ★: Cold region) |
| Travel reduction gear | SAE 85W-140 (API GL-5)   |
| Grease                | Lithium base grease NLGI No. 2   |
| Fuel                  | ASTM D975-No. 2, ★ <sup>1</sup> : Ultra low sulfur diesel  |
| Coolant               | Mixture of 50% ethylene glycol base antifreeze and 50% 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

★ : Cold region

Russia, CIS, Mongolia

★<sup>1</sup> : Ultra low sulfur diesel

- sulfur content ≤ 15 ppm



## 2) RECOMMENDED OILS

Use only oils listed below or equivalent.

Do not mix different brand oil.

| Service point                | Kind of fluid                                      | Capacity<br>ℓ<br>(U.S. gal)               | Ambient temperature °C ( °F)                   |              |             |             |           |            |            |            |             |
|------------------------------|--|---|--|--------------|-------------|-------------|-----------|------------|------------|------------|-------------|
|                              |  |   | -50<br>(-58)                                   | -30<br>(-22) | -20<br>(-4) | -10<br>(14) | 0<br>(32) | 10<br>(50) | 20<br>(68) | 30<br>(86) | 40<br>(104) |
| Engine oil pan               | Engine oil   | 6.7 (1.8)                                 | ★SAE 5W-40                                     |              |             |             |           |            |            |            |             |
|                              |  |   | SAE 30   |              |             |             |           |            |            |            |             |
|                              |  |   | SAE 10W  |              |             |             |           |            |            |            |             |
|                              |  |   | SAE 10W-30                                     |              |             |             |           |            |            |            |             |
|                              |  |   | SAE 15W-40                                     |              |             |             |           |            |            |            |             |
| Final drive                  | Gear oil   | 0.5×2<br>(0.13×2)                         | ★SAE 75W-90                                    |              |             |             |           |            |            |            |             |
|                              |  |   | SAE 85W-140                                    |              |             |             |           |            |            |            |             |
| Hydraulic tank               | Hydraulic oil                                      | Tank:<br>37 (9.8)<br>System:<br>60 (15.9) | ★ISO VG 15                                     |              |             |             |           |            |            |            |             |
|                              |  |   | ISO VG 46                                      |              |             |             |           |            |            |            |             |
|                              |  |   | ISO VG 68                                      |              |             |             |           |            |            |            |             |
| Fuel tank                    | Diesel fuel★ <sup>1</sup>                          | 40 (10.5)                                 | ★ASTM D975 NO.1                                |              |             |             |           |            |            |            |             |
|                              |  |   | ASTM D975 NO.2                                 |              |             |             |           |            |            |            |             |
| Fitting<br>(grease nipple)   | Grease   | As required                               | ★NLGI NO.1                                     |              |             |             |           |            |            |            |             |
|                              |  |   | NLGI NO.2                                      |              |             |             |           |            |            |            |             |
| Radiator<br>(reservoir tank) | Mixture of antifreeze and soft water★ <sup>2</sup> | 5.5 (1.5)                                 | 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

★<sup>1</sup> : Ultra low sulfur diesel

- sulfur content ≤ 15 ppm

★<sup>2</sup> : 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 | 6-24 |
| Hydraulic oil level           | Check, Add    | 6-26 |
| Engine oil level              | Check, Add    | 6-17 |
| Coolant level                 | Check, Add    | 6-19 |
| Control panel & pilot lamp    | Check, Clean  | 6-34 |
| Water separator               | Check, Drain  | 6-24 |
| Fan belt tension and damage   | Check, Adjust | 6-22 |
| ★ Attachment pins and bushing | Lubricate     | 6-33 |
| · Boom cylinder head and rod  |               |      |
| · Boom connecting             |               |      |
| · Arm cylinder head and rod   |               |      |
| · Boom + Arm connecting       |               |      |
| · Bucket cylinder head 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         | 6-24 |
| Track tension                              | Check, Adjust | 6-30 |
| Swing gear and pinion                      | Lubricate     | 6-28 |
| Bucket linkage and pin                     | Lubricate     | 6-33 |
| · Bucket cylinder rod end                  |               |      |
| · Arm + Bucket connecting                  |               |      |
| · Arm + Bucket control link                |               |      |
| · Bucket control rod                       |               |      |
| · Boom swing post + Upper frame connecting |               |      |
| · Boom swing cylinder head and rod         |               |      |
| · Dozer blade + Lower frame connecting     |               |      |
| · Dozer blade cylinder head and rod        |               |      |

### 3) INITIAL 50 HOURS SERVICE

| Check items                          | Service      | Page |
|--------------------------------------|--------------|------|
| Boom swing cylinder                  | Lubricate    | 6-28 |
| Attachment pins and bushing          | Lubricate    | 6-33 |
| · Boom cylinder head and rod         |              |      |
| · Boom connecting                    |              |      |
| · Arm cylinder head and rod          |              |      |
| · Boom + Arm connecting              |              |      |
| · Bucket cylinder head end           |              |      |
| Bolts & Nuts                         | Check, Tight | 6-7  |
| · 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      |              |      |

※ **Service the above items only for the new machine, and thereafter keep the normal service interval.**

### 4) EVERY 200 HOURS SERVICE

| Check items                   | Service | Page |
|-------------------------------|---------|------|
| ★ Hydraulic oil return filter | Replace | 6-27 |
| ★ Pilot line filter element   | Replace | 6-28 |

★ **Replace 2 filters for continuous hydraulic breaker operation only.**

## 5) EVERY 250 HOURS SERVICE

| Check items                          | Service      | Page |
|--------------------------------------|--------------|------|
| Battery (voltage)                    | Check, Clean | 6-34 |
| Boom swing cylinder                  | Lubricate    | 6-28 |
| Swing bearing                        | Lubricate    | 6-28 |
| Attachment pins and bushing          | Lubricate    | 6-33 |
| · Boom cylinder head and rod         |              |      |
| · Boom connecting                    |              |      |
| · Arm cylinder head and rod          |              |      |
| · Boom + Arm connecting              |              |      |
| · Bucket cylinder head end           |              |      |
| Bolts & Nuts                         | Check, Tight | 6-7  |
| · 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      |              |      |

## 6) INITIAL 250 HOURS SERVICE

| Check items                 | Service | Page     |
|-----------------------------|---------|----------|
| Engine oil                  | Change  | 6-17, 18 |
| Engine oil filter           | Replace | 6-17, 18 |
| Fuel filter element         | Replace | 6-25     |
| Hydraulic oil return filter | Replace | 6-27     |
| Pilot line filter element   | Replace | 6-28     |
| Travel reduction gear oil   | Change  | 6-29     |

## 7) EVERY 500 HOURS SERVICE

| Check items                     | Service        | Page     |
|---------------------------------|----------------|----------|
| Engine oil                      | Change         | 6-17, 18 |
| Engine oil filter               | Replace        | 6-17, 18 |
| Radiator and cooler fin         | Check, Clean   | 6-22     |
| ☆ Air cleaner element (primary) | Inspect, Clean | 6-23     |
| Fuel filter element             | Replace        | 6-25     |

☆ **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.**

## 8) EVERY 1000 HOURS SERVICE

| Check items                 | Service | Page |
|-----------------------------|---------|------|
| Hydraulic oil return filter | Replace | 6-27 |
| Pilot line filter element   | Replace | 6-28 |
| Travel reduction gear oil   | Change  | 6-29 |

## 9) EVERY 2000 HOURS SERVICE

| Check items  | Service                   | Page             |
|--|---------------------------|------------------|
| Coolant <sup>★1</sup>                              | Change                    | 6-19, 20, 21, 22 |
| Hydraulic oil <sup>★1</sup>                        | Change                    | 6-26             |
| Hydraulic tank suction strainer                    | Check, Clean              | 6-27             |
| RCV lever  | Check, Lubricate          | 6-29             |
| Hoses, fittings, clamps (fuel, coolant, hydraulic) | Check, Retighten, Replace | -                |

<sup>★1</sup> Conventional

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

## 10) EVERY 5000 HOURS SERVICE

| Check items                 | Service | Page |
|-----------------------------|---------|------|
| Hydraulic oil <sup>★2</sup> | Change  | 6-26 |

<sup>★2</sup> Hyundai genuine long life

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

## 11) EVERY 6000 HOURS SERVICE

| Check items           | Service | Page             |
|-----------------------|---------|------------------|
| Coolant <sup>★2</sup> | Change  | 6-19, 20, 21, 22 |

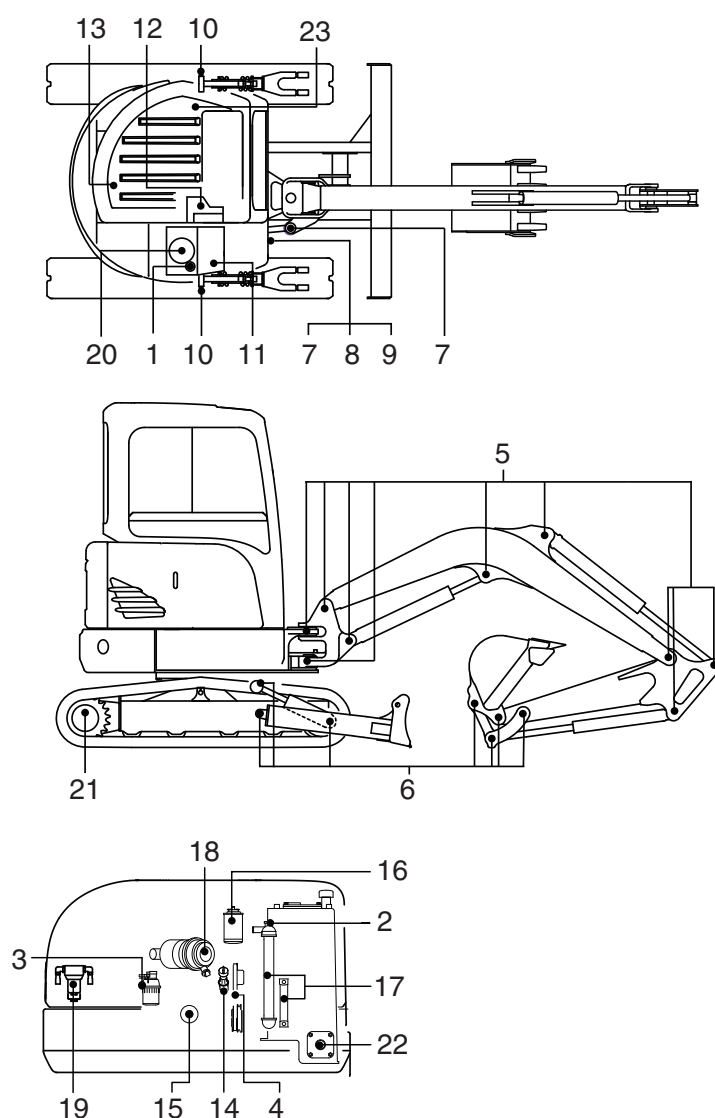
<sup>★2</sup> Hyundai genuine long life

## 12) 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   | 6-24             |
| · Water separator                          | Drain or Replace | 6-24             |
| · Fuel filter element                      | Replace          | 6-25             |
| Engine lubrication system                  |                  |                  |
| · Engine oil                               | Change           | 6-17, 18         |
| · Engine oil filter                        | Replace          | 6-17, 18         |
| Engine cooling system                      |                  |                  |
| · Coolant                                  | Add or Change    | 6-19, 20, 21, 22 |
| · Radiator                                 | Clean or Flush   | 6-19, 20, 21, 22 |
| Engine air system                          |                  |                  |
| · Air cleaner element (primary and safety) | Replace          | 6-23             |
| Hydraulic system                           |                  |                  |
| · Hydraulic oil                            | Add or Change    | 6-26             |
| · Hydraulic oil return filter              | Replace          | 6-27             |
| · Pilot line filter element                | Replace          | 6-28             |
| · Suction strainer                         | Clean            | 6-27             |
| · RCV lever                                | Lubricate        | 6-29             |
| Under carriage                             | Check, Adjust    | 6-30             |
| · Track tension                            |                  |                  |
| Bucket                                     | Replace          | 6-32             |
| · Tooth                                    | Replace          | 6-31             |
| · Side cutter                              | Adjust           | 6-31             |
| · Linkage                                  | Replace          | 6-31             |
| · Bucket assy                              |                  |                  |
| Air conditioner and heater                 | Clean            | 6-37             |
| · Heater filter                            |                  |                  |

## 5. MAINTENANCE CHART



< ENGINE ROOM >

R35Z96MA30

### 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.
4. For other details, refer to the service manual.

| 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         | 37 (9.8)             | 1                  |
|                    | 2   | Radiator coolant                                   | Check, Add                | C          | 5.5 (1.5)            | 1                  |
|                    | 3   | Water separator                                    | Check, Drain              | -          | -                    | 1                  |
|                    | 4   | Fan belt tension and damage                        | Check, Adjust             | -          | -                    | 1                  |
|                    | 14  | Engine oil level                                   | Check, Add                | EO         | 6.7 (1.8)            | 1                  |
| 50 Hours or weekly | 6   | Bucket linkage and blade pins                      | Add, Lubricate            | PGL        | -                    | 9                  |
|                    |     | Bucket linkage and angle blade pins                | Add, Lubricate            | PGL        | -                    | 12                 |
|                    | 9   | Swing gear and pinion                              | Add, Lubricate            | PGL        | -                    | 1                  |
|                    | 10  | Track tension                                      | Check, Adjust             | PGL        | -                    | 2                  |
|                    | 11  | Fuel tank (water, sediment)                        | Check, Clean              | -          | -                    | 1                  |
| 250 Hours          | 5   | Attachment pins                                    | Check, Add                | PGL        | -                    | 9                  |
|                    | 7   | Boon swing cylinder                                | Add, Lubricate            | PGL        | -                    | 2                  |
|                    | 8   | Swing bearing                                      | Add, Lubricate            | PGL        | -                    | 1                  |
|                    | 13  | Battery (voltage)                                  | Check                     | -          | -                    | 1                  |
| 500 Hours          | 14  | Engine oil   | Change                    | EO         | 6.7 (1.8)            | 1                  |
|                    | 15  | Engine oil filter                                  | Replace                   | -          | -                    | 1                  |
|                    | 16  | Fuel filter element                                | Replace                   | -          | -                    | 1                  |
|                    | 17  | Radiator and cooler fin                            | Check, Clean              | -          | -                    | 2                  |
|                    | 18  | Air cleaner element (primary)                      | Clean                     | -          | -                    | 1                  |
| 1000 Hours         | 19  | Pilot line filter element                          | Replace                   | -          | -                    | 1                  |
|                    | 20  | Hydraulic oil return filter                        | Replace                   | -          | -                    | 1                  |
|                    | 21  | Travel reduction gear case                         | Change                    | GO         | 0.5 (0.13)           | 2                  |
| 2000 Hours         | 1   | Hydraulic oil* <sup>1</sup>                        | Change                    | HO         | 37 (9.8)             | 1                  |
|                    | 2   | Radiator coolant* <sup>1</sup>                     | Change                    | C          | 5.5 (1.5)            | 1                  |
|                    | 22  | Hydraulic oil suction strainer                     | Check, Clean              | -          | -                    | 1                  |
|                    | 23  | RCV lever  | Check, Lubricate          | PGL        | -                    | 2                  |
|                    | -   | Hoses, fittings, clamps (fuel, coolant, hydraulic) | Check, Retighten, Replace | -          | -                    | -                  |
| 5000 Hours         | 1   | Hydraulic oil* <sup>2</sup>                        | Change                    | HO         | 37 (9.8)             | 1                  |
| 6000 Hours         | 2   | Radiator coolant* <sup>2</sup>                     | Change                    | C          | 5.5 (1.5)            | 1                  |
| As required        | 12  | Heater filter                                      | Replace                   | -          | -                    | 1                  |
|                    | 18  | Air cleaner element (primary/safety)               | Replace                   | -          | -                    | 2                  |

\*<sup>1</sup> Conventional hydraulic oil

\*<sup>2</sup> 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

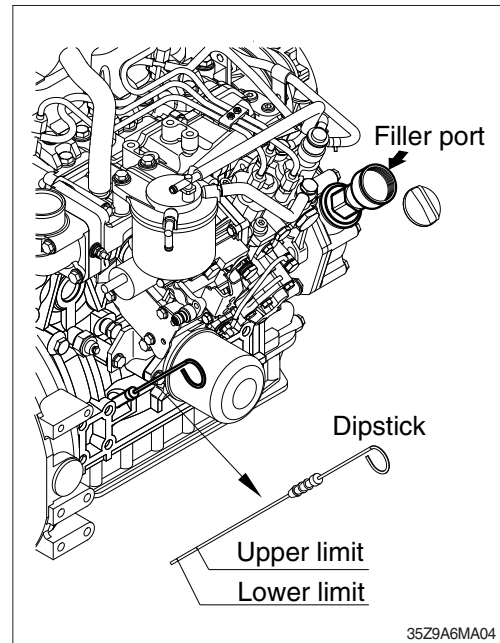


## 6. SERVICE INSTRUCTION

### 1) CHECK ENGINE OIL LEVEL

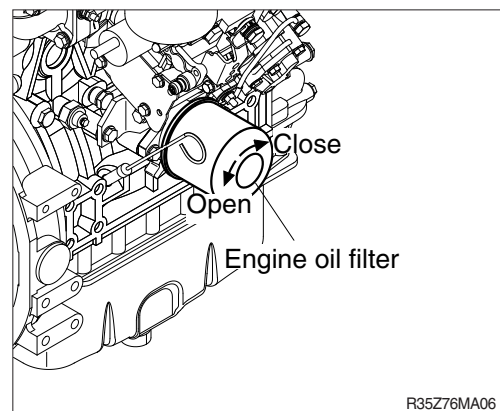
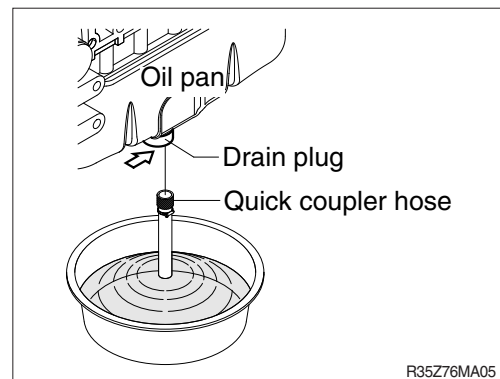
Check the oil level with the machine on a flat ground before starting engine.

- (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.

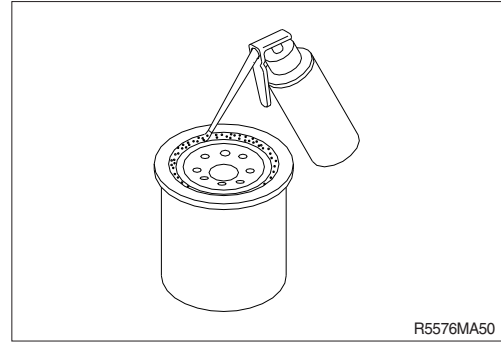


### 2) REPLACEMENT OF ENGINE OIL AND OIL FILTER

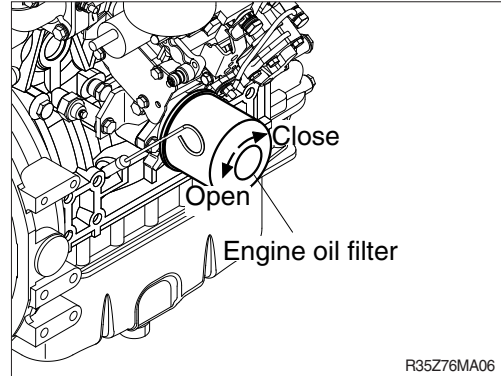
- (1) Warm up the engine.
  - (2) Remove the cover of drain plug and connect the quick coupler hose.
- ※ A drain pan with a capacity of 6.7 liters (1.8 U.S. gallons) will be adequate.
- (3) Clean around the filter head, remove the filter with a filter wrench and clean the gasket surface.



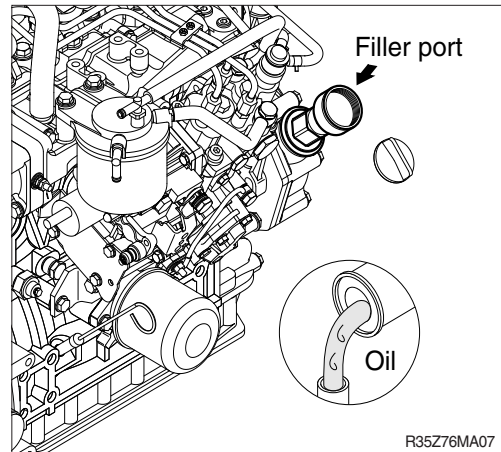
- (4) Apply a light film of lubricating oil to the gasket sealing surface before installing the filters.



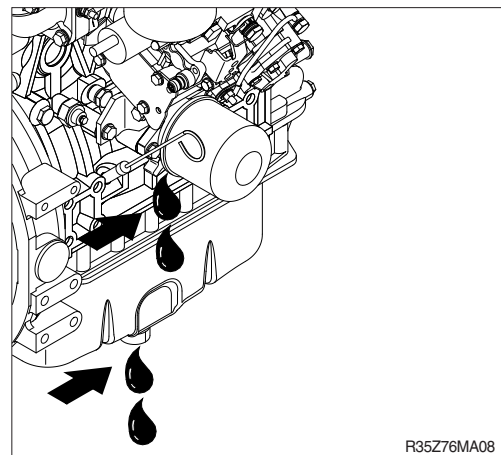
- (5) Install the filter to the filter head.  
Remove the quick coupler hose.
- ※ **Mechanical over-tightening may distort the threads or damage the filter element seal.**
- Install the filter as specified by the filter manufacturer.



- (6) Fill the engine with clean oil to the proper level.  
· Quantity : 6.7 l (1.8 U.S.gallons)

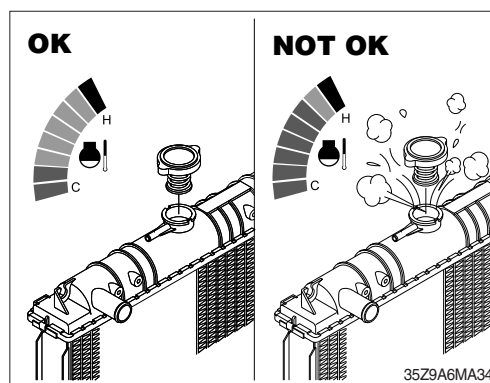
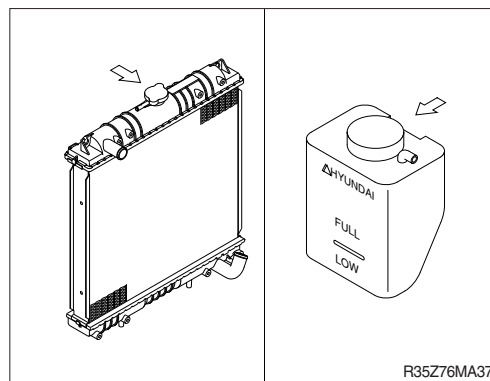


- (7) Operate the engine at low idle and inspect for leaks at the filters and the drain plug.  
Shut the engine off and check the oil level with the dipstick. Allow 15minutes for oil to drain down before checking.



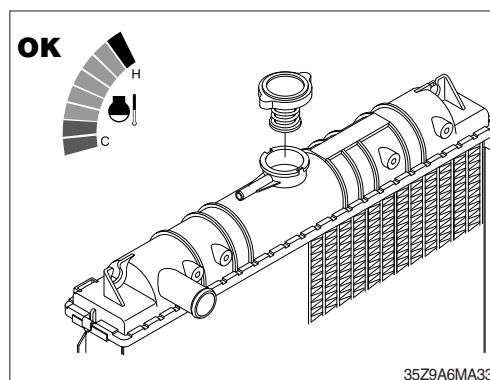
### 3) CHECK COOLANT

- (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 radiator 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) 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.

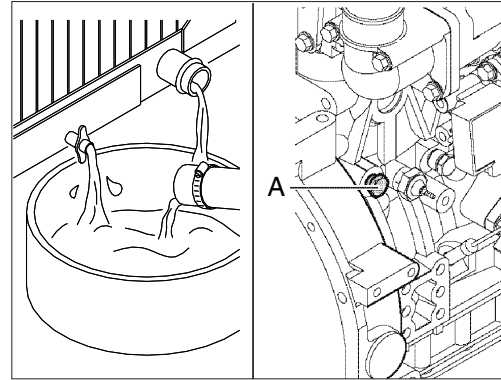


- ▲ Wait until the temperature is below 50 °C (122 °F) before removing the coolant system pressure cap.

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 (A) from the engine block.

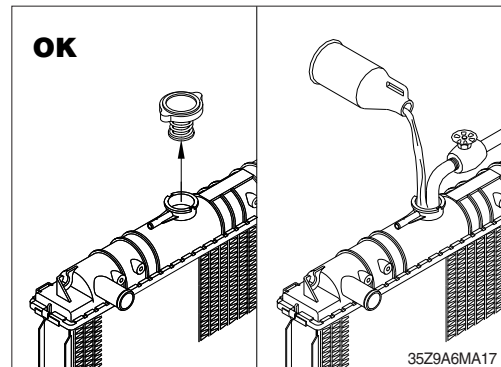
A drain pan with a capacity of 20 liters (5U.S.gallons) will be adequate in most applications.



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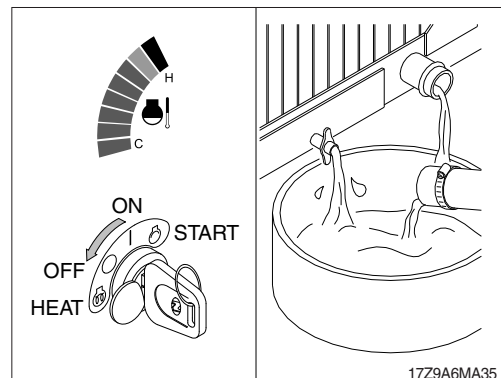
## (2) Flushing of cooling system

- 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.



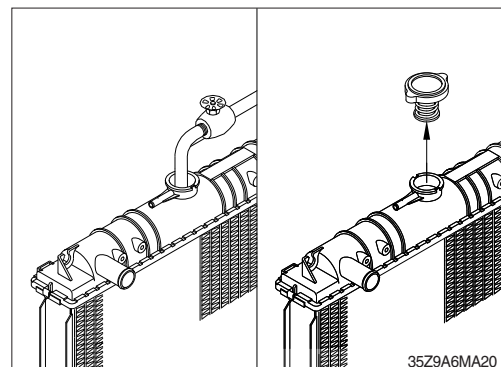
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- ② Operate the engine for 5 minutes with the coolant temperature above 80 °C (176 °F). Shut the engine off, and drain the cooling system.



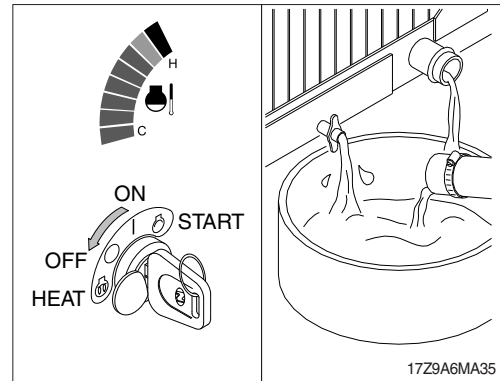
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- ③ Fill the cooling system with clean water.
  - ※ Be sure to vent the engine and aftercooler for complete filling.
  - ※ Do not install the radiator cap or the new coolant filter.



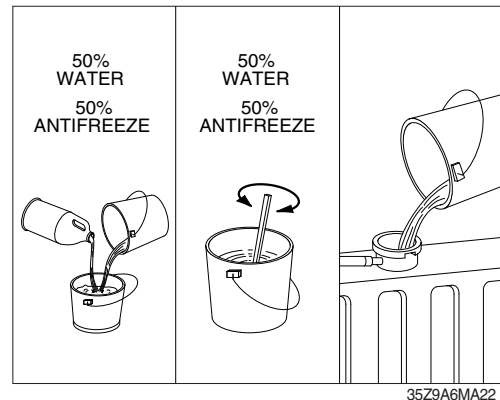
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- ④ Operate the engine for 5 minutes with the coolant temperature above 80 °C (176 °F) . Shut the engine off, and drain the cooling system.
- ※ If the water being drained is still dirty, the system must be flushed again until the water is clean.

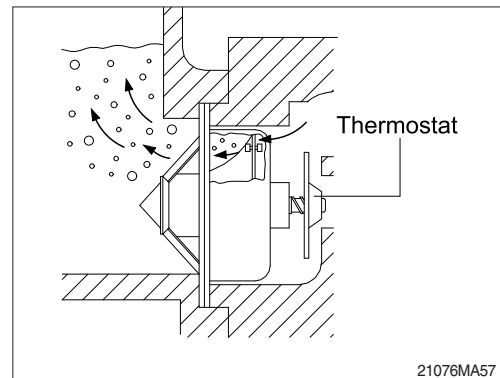


### (3) Cooling system filling

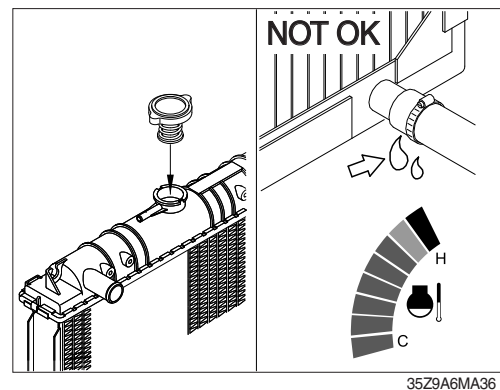
- ① Use a mixture of 50 percent soft water and 50 percent ethylene glycol antifreeze to fill the cooling system. Refer to the page 6-9.
- Coolant capacity (engine only) : 2 l  
(0.5 U.S. gallons)
- ※ Use the correct amount of DCA4 corrosion inhibitor to protect the cooling system.
- ※ Do not use hard water such as river water or well water.



- ② The system has a maximum fill rate of 14 liters (3.5 U.S. gallons) per minute. 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.



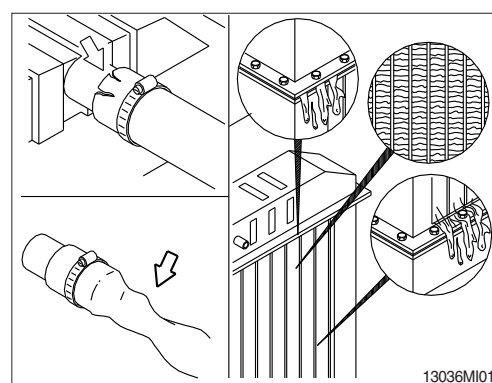
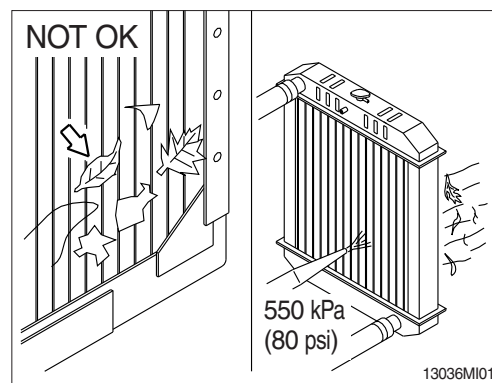
- ③ Install the pressure cap. Operate the engine until it reaches a temperature 80 °C (176 °F), and check for coolant leaks. Check the coolant level again to make sure the system is full of coolant.



## 5) 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.

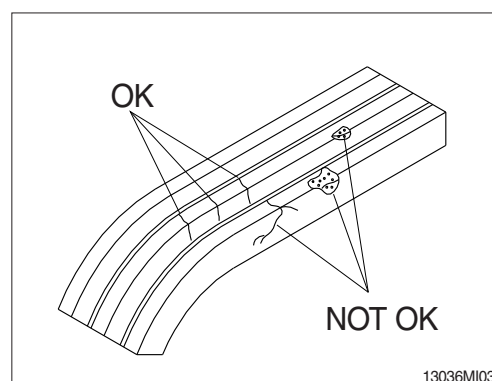
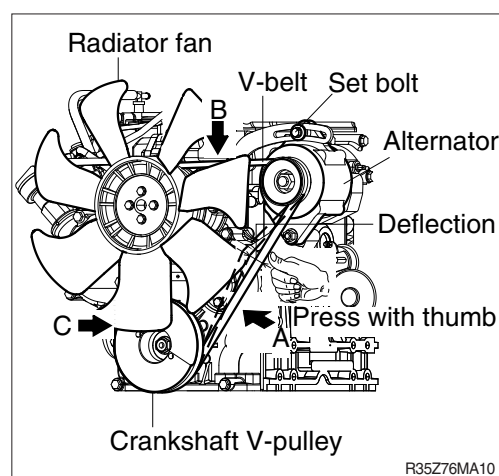


## 6) FAN BELT TENSION

- (1) Measure the belt deflection at the longest span of the belt.  
· Deflection

| Item      | A     | B    | C    |
|-----------|-------|------|------|
| Used belt | 10~14 | 7~10 | 9~13 |
| New belt  | 8~12  | 5~8  | 7~11 |

- (2) If necessary, adjust the V-belt tension. Loosen the set bolt and the other related bolts and/or nuts, then move the alternator with a pry bar to tighten the V-belt to the desired tension. Then tighten the set bolts and/or nuts.
- (3) Inspect the drive for damage.





## 7) 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.

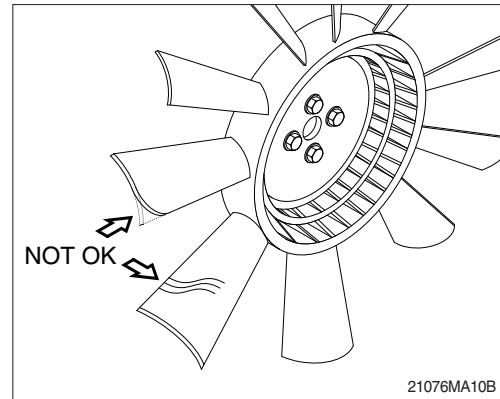
※ Rotate the crankshaft by using the engine barring gear.

※ 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.



## 8) CLEANING OF AIR CLEANER

### (1) Primary element

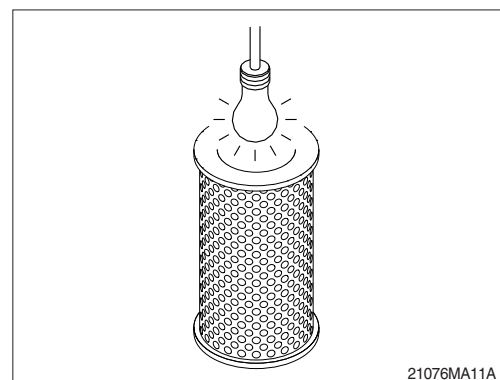
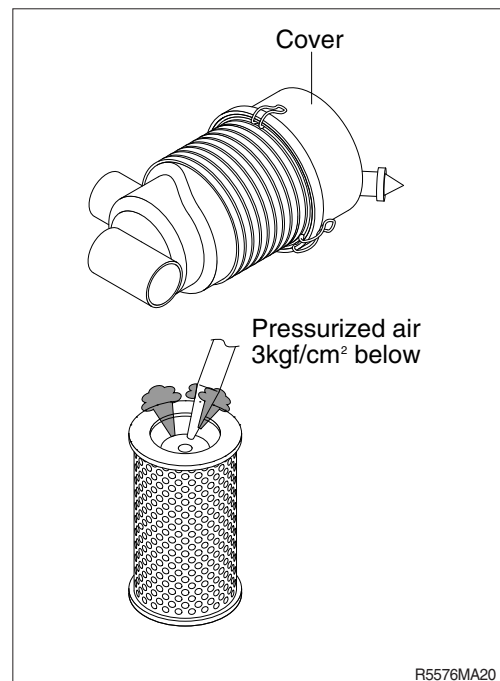
- ① Open cover and remove the element.
- ② Clean the inside of the body.
- ③ Clean the element with pressurized air.
  - Remove the dust inside of the element by the pressurized air (below 3 kgf/cm<sup>2</sup>, 40 psi) forward and backward equally.
- ④ Inspect for cracks or damage of element by putting a light bulb inside of the element.
- ⑤ Insert element and close cover.

※ Replace the primary element after 4 times cleanings.

### (2) Safety element

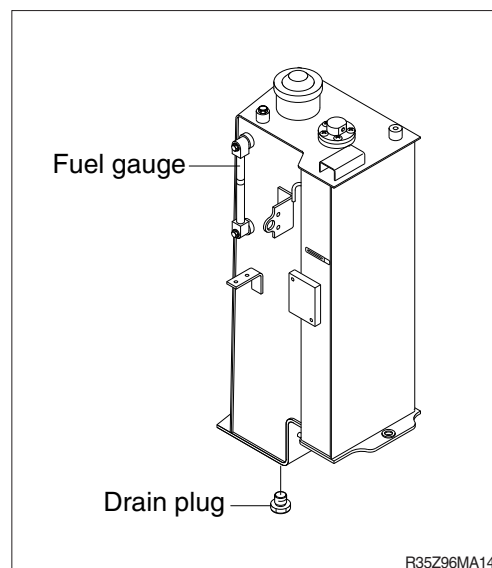
※ Replace the safety element only when the primary element is cleaned for the 4 times.

※ Always replace the safety element. Never attempt to reuse the safety element by cleaning the element.



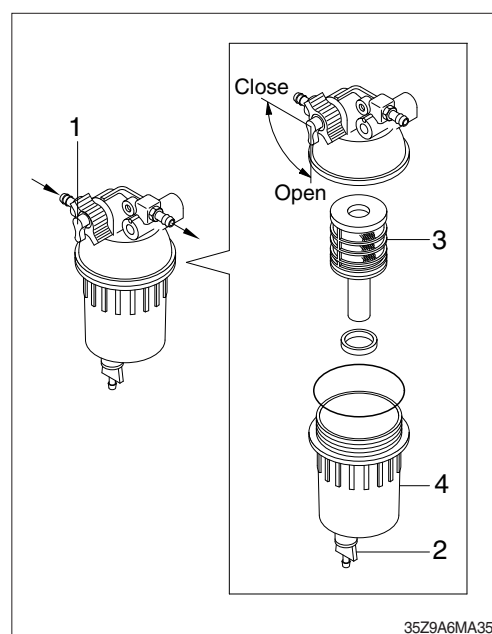
## 9) FUEL TANK

- (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 plug.
    - ※ **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.



## 10) WATER SEPARATOR

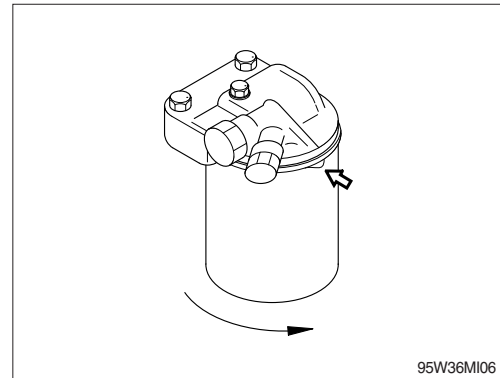
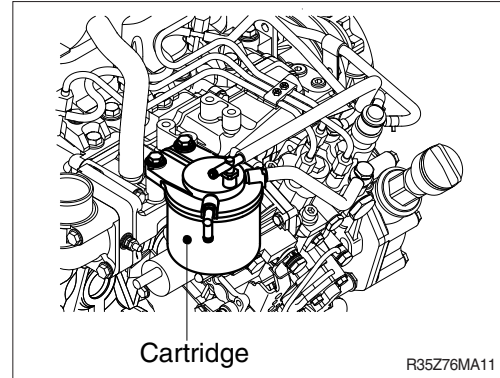
- (1) Prepare a waste oil container.
  - (2) Close the fuel cock (1).
  - (3) Loosen the drain cock (2) at bottom of the water separator and drain off any water collected inside.
  - (4) Hand-tighten the drain cock (0.1~0.2 kgf · m) and open the fuel cock (1).
  - (5) Be sure to prime the diesel fuel system when you are finished. Refer to the page 6-25.
- ※ **Wash the element (3) and inside cup (4) with clean fuel oil.**
  - ※ **Replace the element with a new one if any damaged.**





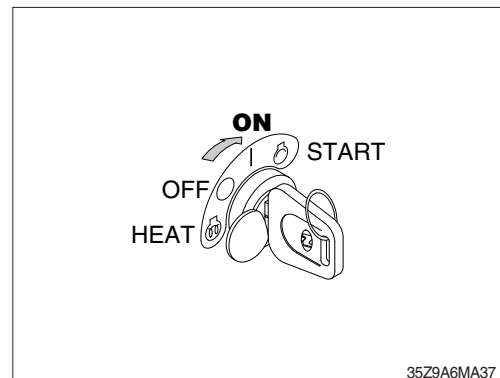
## 11) REPLACING THE FUEL FILTER

- (1) Stop the engine and allow it to cool.
  - (2) Close the fuel cock of the water separator.
  - (3) Clean around the filter head, remove the filter with a filter wrench and clean the gasket surface.
  - (4) Apply a small amount of fuel to the O-ring of new cartridge.
  - (5) Install new cartridge by hand.
- ※ **Do not add fuel to the new cartridge. Invisible particles of dirt which might get inside the injection pump can damage its finely finished parts.**
  - (6) Open the fuel cock of the water separator.
  - (7) Prime the fuel system.
  - ※ **Check for fuel leakage after the engine starts.**
  - ※ **If air is in the fuel system, the engine will not start. Start engine after priming according to the method of priming the fuel system.**



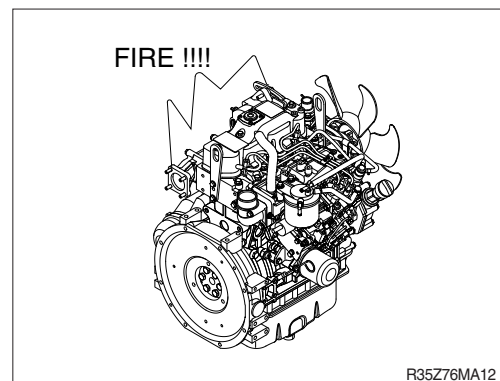
## 12) PRIMING THE FUEL SYSTEM

- (1) Turn the start switch to the ON position for 10 to 15 seconds. This will allow the electric fuel pump to prime the fuel system.
- (2) Never use the starter motor to crank the engine in order to prime the fuel system. This may cause the starter motor to overheat and damage the coils, pinion and/or ring gear.



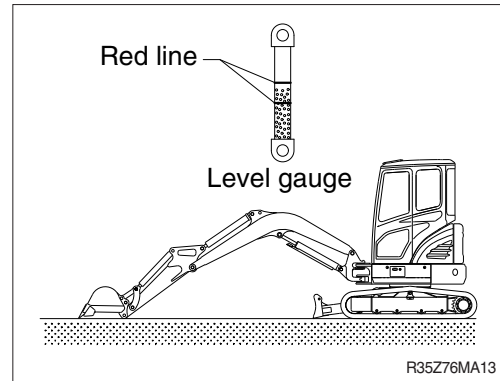
## 13) LEAKAGE OF FUEL

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



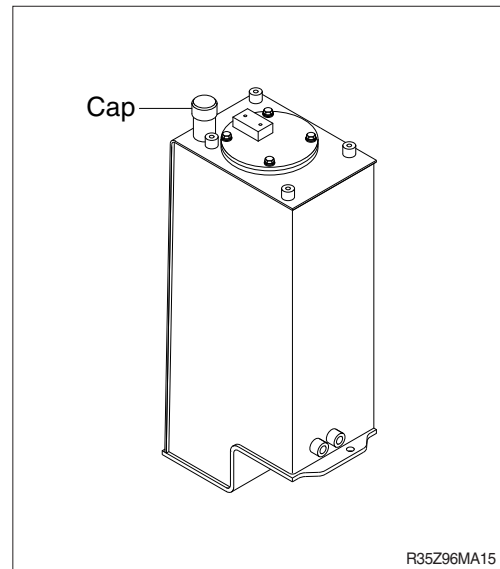
#### 14) HYDRAULIC OIL CHECK

- (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.



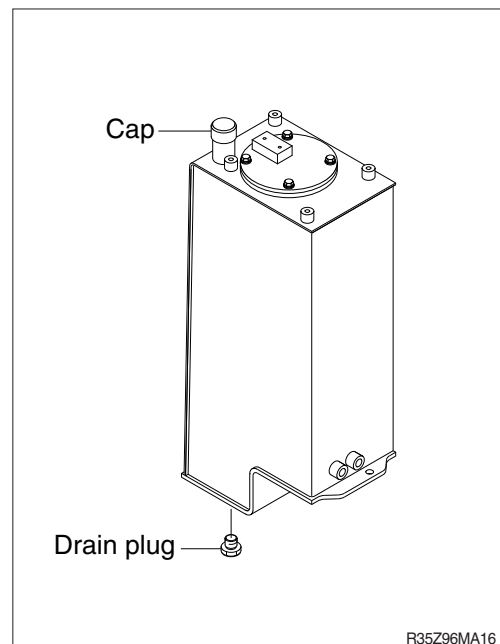
#### 15) FILLING HYDRAULIC OIL

- (1) Stop the engine to the position of level check.
- (2) Loosen the cap.
- (3) 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.



#### 16) CHANGE HYDRAULIC OIL

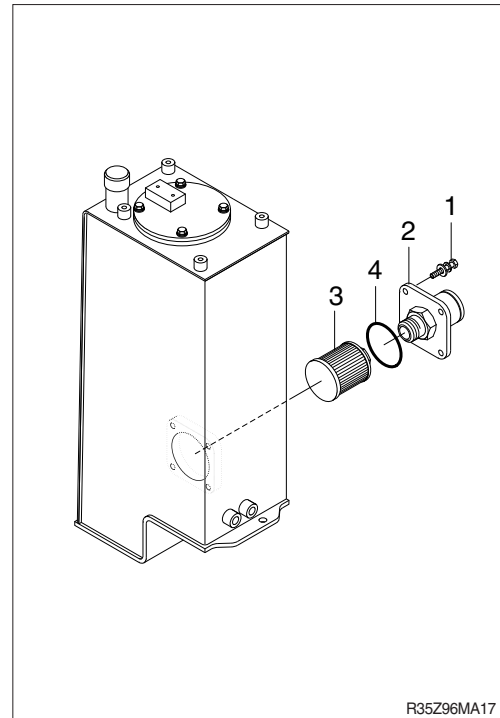
- (1) Lower the bucket on the ground pulling the arm and bucket cylinder to the maximum.
- (2) Loosen the cap.
- (3) Prepare a suitable container.
- (4) To drain the oil loosen the drain plug at the bottom of the oil tank.
- (5) Fill proper amount of recommended oil.
- (6) Put the cap.
- (7) Bleed air hydraulic pump loosen the air breather at top of hydraulic pump assembly.
- (8) Start engine and run continually. Release the air by full stroke of each control lever.



### 17) CLEAN SUCTION STRAINER

When changing hydraulic oil, remove the suction strainer and clean it.

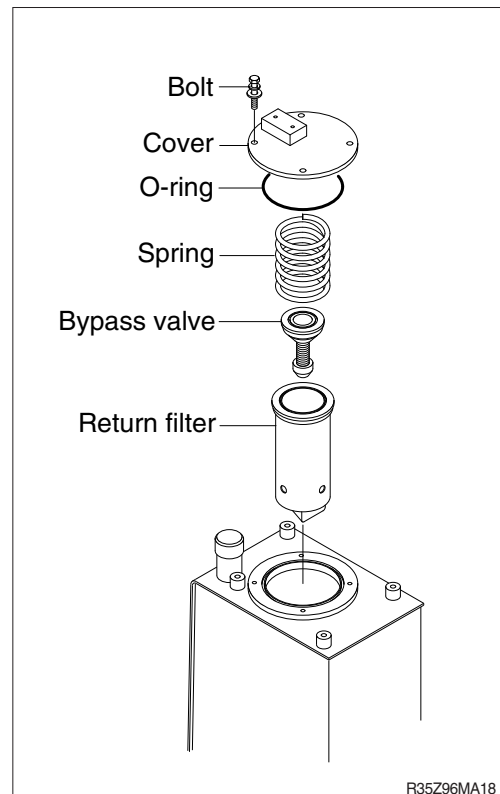
- (1) Remove the bolt (1) and suction cover (2)
    - Tightening torque :  $6.9 \pm 1.4 \text{ kgf} \cdot \text{m}$   
( $50 \pm 10 \text{ lbf} \cdot \text{ft}$ )
  - (2) Remove the suction strainer (3) from suction cover (2)
  - (3) Wash the foreign material on the suction strainer with gasoline or 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 (4) and reinsert in the oil tank.
- ※ **Do not remove the bolt(1) from hydraulic tank before the hydraulic tank was empty.**



### 18) REPLACEMENT OF RETURN FILTER

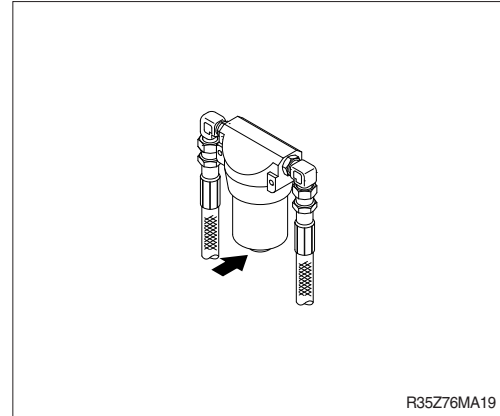
Replace as follows paying attention to the cause to be kept during the replacement.

- (1) Remove the cover.
  - Tightening torque :  $6.9 \pm 1.4 \text{ kgf} \cdot \text{m}$   
( $50 \pm 10 \text{ lbf} \cdot \text{ft}$ )
- (2) Remove the spring, by-pass valve, and return filter in the tank.
- (3) Replace the element with new one.



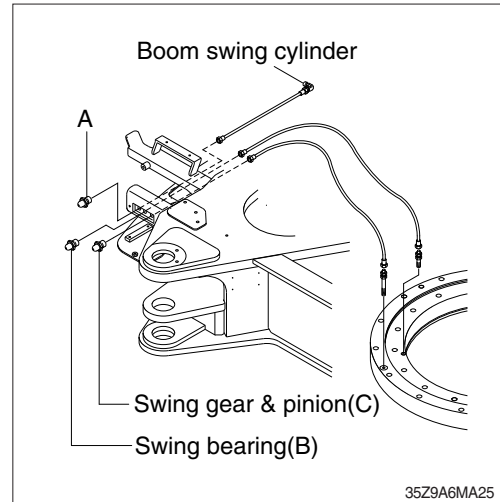
### 19) REPLACE OF PILOT LINE FILTER

- (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.**



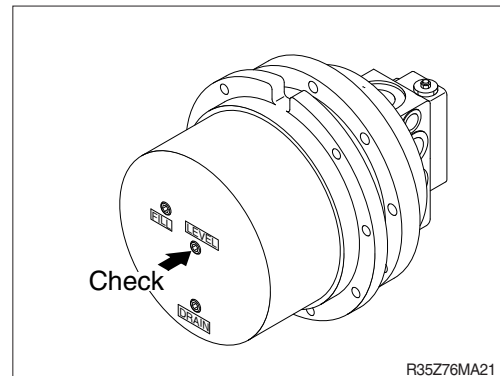
### 20) LUBRICATE BOOM SWING CYLINDER, SWING BEARING, SWING GEAR & PINION

- (1) Grease at 3 fittings.  
A : Lubricate every 250 hours.  
B : Lubricate every 250 hours.  
C : Lubricate every 50 hours.



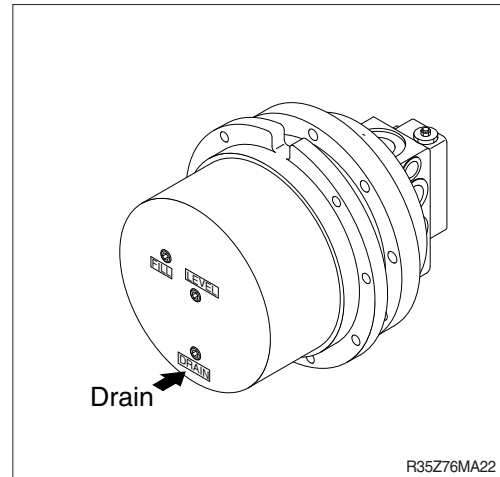
### 21) CHECK THE TRAVEL REDUCTION GEAR OIL

- (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 : 0.5 l (0.1 U.S.gal)



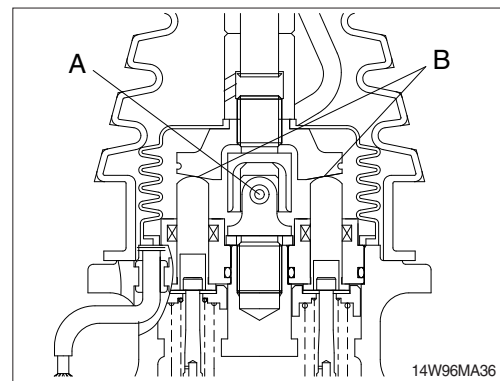
## 22) CHANGE OF THE TRAVEL REDUCTION GEAR OIL

- (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.



## 23) LUBRICATE RCV LEVER

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



## 24) 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 undercarriage 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.

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

(2) **Rubber track :**

Measure the distance between bottom of lower roller in the center and rubber track.

Put in grease until 5~10mm and check again after lower roller puts spin twice or three times.

(3) **Steel track :**

Measure the distance between bottom of lower roller in the center and steel track.

Put in grease until 10~15mm and check again after lower roller puts spin twice or three times.

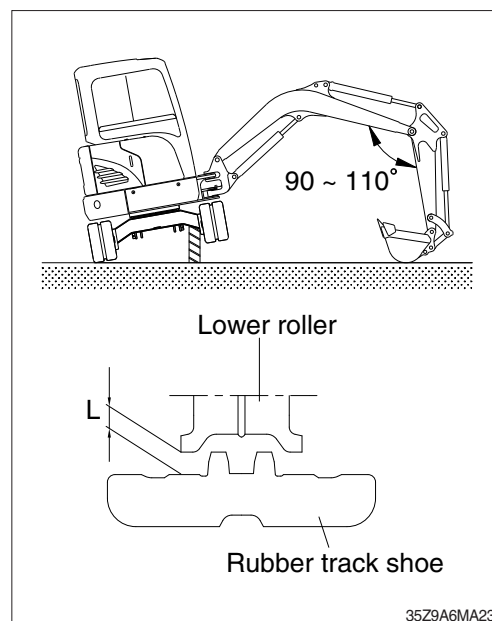
(4) If the tension is tight, drain the grease in the grease nipple and if the tension is loose, charge the grease.

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

▲ **When loosening the grease nipple, do not loosen more than one turn as there is a danger of a spring coming out of the nipple because of the high pressure inside.**

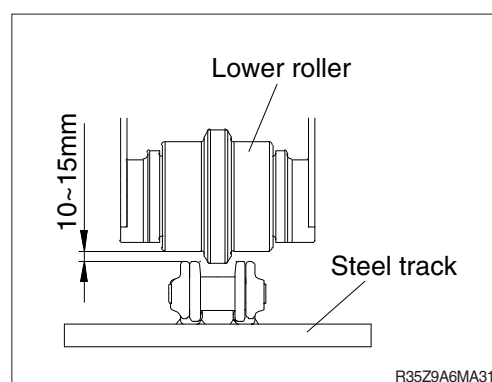
- ※ **When the grease is drained, move the track to the forward and backward slightly.**

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.



**Rubber track**

| Length (L) |          |
|------------|----------|
| 5~10 mm    | 0.2~0.4" |



**Steel track**

## 25) 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.

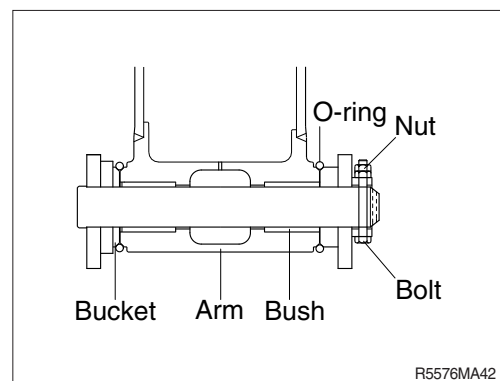
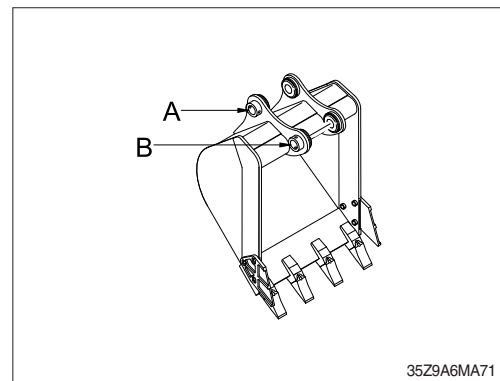
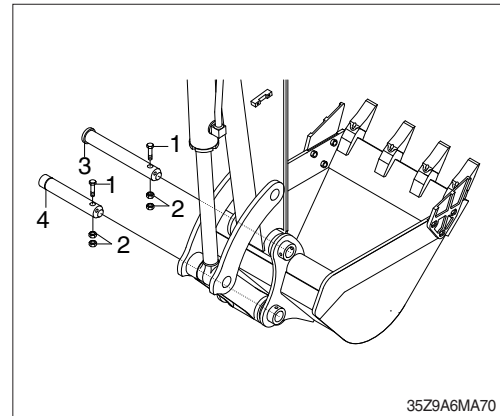
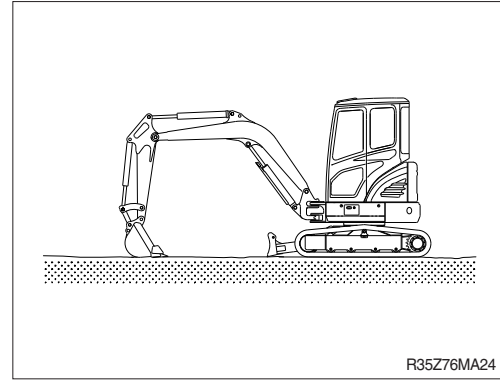
※ After remove the pins, make sure that they do not become contaminated with sand or mud and that the seals of bushing on both sides do not become damaged.

(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.

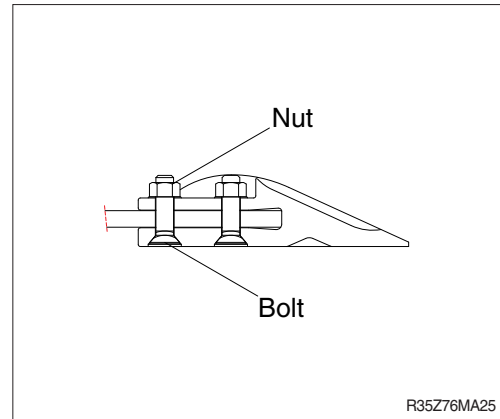


## 26) REPLACEMENT OF BUCKET TOOTH

- (1) Loosen the bolts and nuts.
- (2) Remove dust and mud from surface of bucket by using knife.
- (3) Fit news tooth to bucket.
- (4) Fasten bolts and nuts.

**▲ Personal injury can result from bucket falling.**

**▲ Block the bucket before changing tooth tips or side cutters.**





## 27) 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 upper frame  | 3   |
| 2   | Boom connection pin                  | 2   |
| 3   | Boom cylinder (head and rod side)    | 2   |
| 4   | Arm cylinder pin (head and rod side) | 2   |
| 5   | Boom and arm connection pin          | 1   |
| 6   | Bucket cylinder pin (head and rod)   | 2   |
|     | Bucket link (control rod)            | 1   |
|     | Arm and bucket connection pin        | 1   |
|     | Arm and control link connection pin  | 1   |
| 7   | Dozer connection pin                 | 2   |
|     | Dozer cylinder pin                   | 2   |
|     | Angle dozer connection pin (opt)     | 3   |
|     | Angle dozer cylinder pin (opt)       | 4   |
| 8   | Boom swing post                      | 2   |
| 9   | Boom swing cylinder                  | 2   |

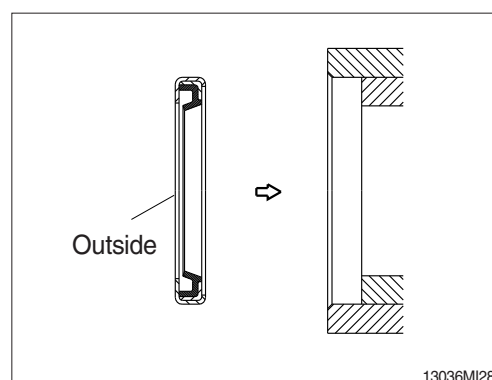
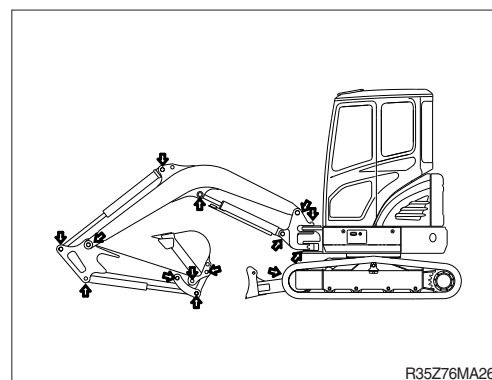
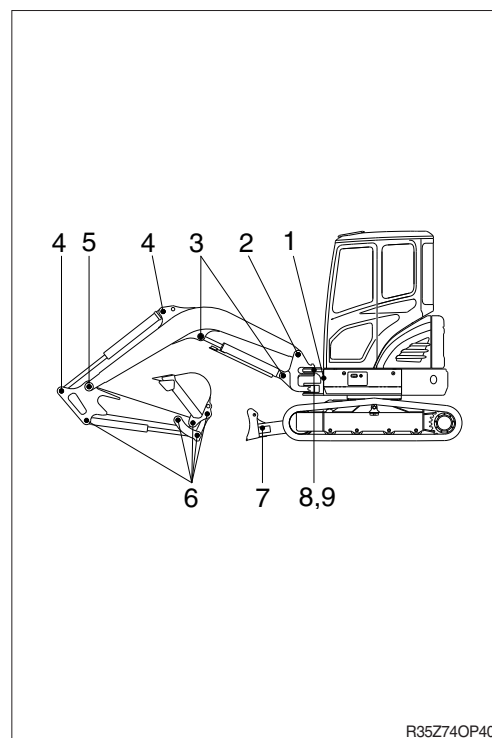
※ Shorten lubricating interval when working in the water or dusty place.

(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.

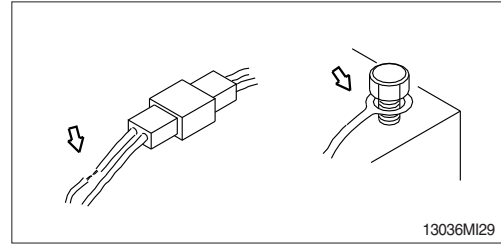
※ Assemble the seal same direction with picture and use with plastic hammer when replace.



## 7. ELECTRICAL SYSTEM

### 1) WIRING, GAUGES

Check regularly and repair loose or malfunctioning gauges when found.



### 2) BATTERY

#### (1) Clean

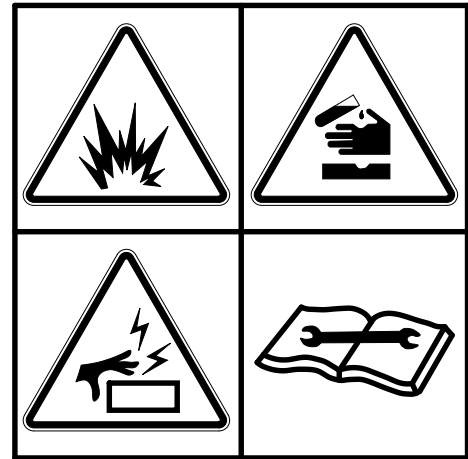
① Wash the terminal with hot water if it is contaminated, and apply grease to the terminals after washing.

⚠ **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.**



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#### (2) Recycle

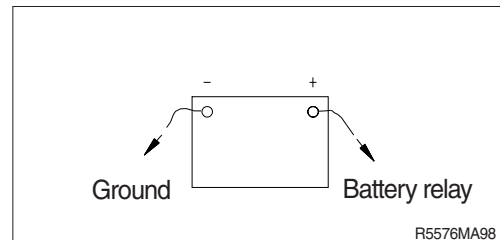
Never discard a battery.

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.

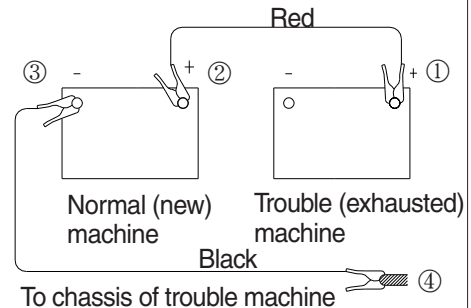
#### (1) Connection of booster cable

※ 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.

#### Connection of booster cable



Connection order : ① → ② → ③ → ④

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#### (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.

START

ON

OFF

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#### (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.

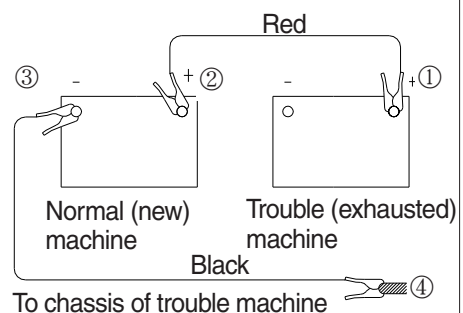
▲ Explosive gas is generated while using the battery or charging it. Keep away flame and be careful not to cause the spark.

※ 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.

#### Disconnection of booster cable



Disconnection order : ④ → ③ → ② → ①

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#### (4) Welding repair

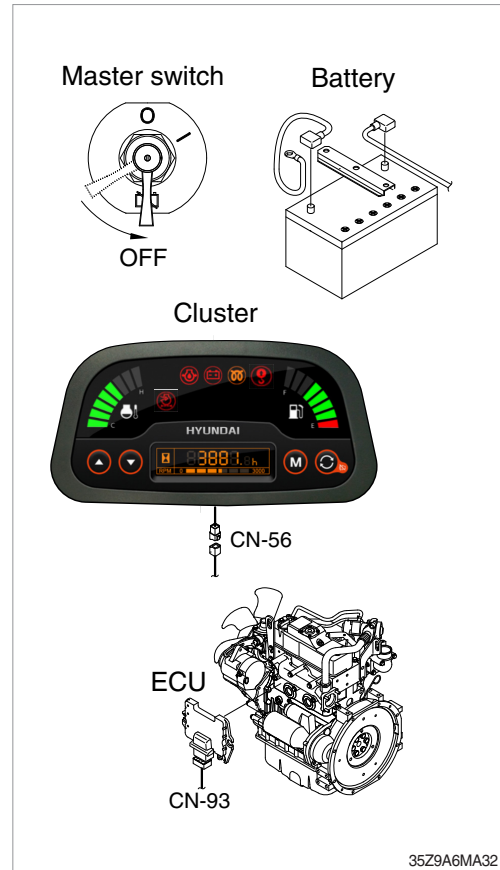
Before start to welding, follow the below procedure.

- 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 (ECU, 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.

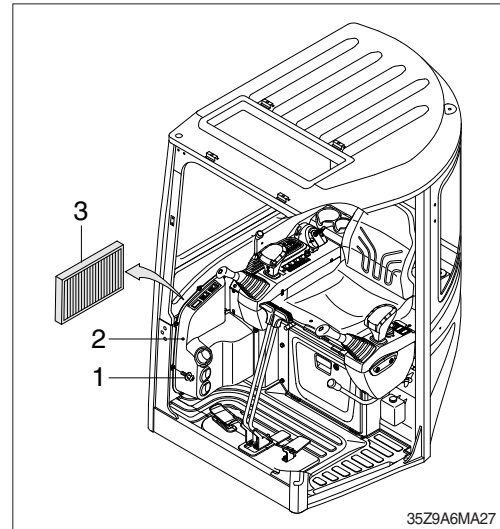


## 8. AIR CONDITIONER AND HEATER

### 1) CLEAN AND REPLACE OF THE HEATER FILTER

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

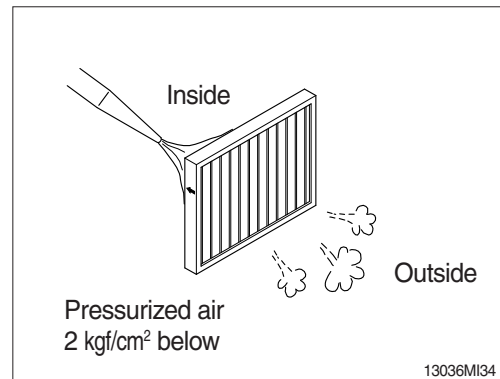
- (1) Remove the screw (1) and heater cover (2) on the right side of cabin.
- (2) Remove the heater filter (3).



- (4) Clean the filter using a pressurized air (below 2 kgf/cm<sup>2</sup>, 28 psi).

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

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



## 2) 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.

## 3) CHECK DURING SEASON

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

## 4) 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.

## 5) REFRIGERANT

### (1) Equipment contains fluorinated greenhouse gas.

| Model   | Type     | Quantity         | GWP                     |
|---------|----------|------------------|-------------------------|
| R35Z-9A | HFC-134a | 0.6 kg (1.32 lb) | 858 CO <sub>2</sub> eq. |

#### ※ GWP

Global warming potential (GWP) is a measure of how much heat a gas traps in the atmosphere relative to that of carbon dioxide (CO<sub>2</sub>). GWP is calculated in terms of the 100-year warming potential of 1 kg of a greenhouse gas relative to 1 kg of CO<sub>2</sub>.

### (2) Environmental precautions

The air conditioning system of the machine is filled with HFC-134a refrigerant at the factory. HFC-134a refrigerant is a fluorinated greenhouse gas and contributes to global warming. Do not release refrigerant into the environment.

### (3) Safety precautions

Work on the air conditioning system must only be performed by a qualified service technician. Do not attempt to perform work on the air conditioning system. Wear safety goggles, chemical resistant gloves and appropriate personal protective equipment to protect bare skin when there is a risk of contact with refrigerant.

### (4) Action in case of exposure

- ① Eye contact / Limited skin contact  
Rinse with warm water and apply a light bandage. Seek medical attention immediately.
- ② Extensive skin contact  
Rinse with warm water and carefully heat the area with warm water or warm clothing. Seek medical attention immediately.
- ③ Inhalation  
Leave the area and find fresh air. Seek medical attention immediately.