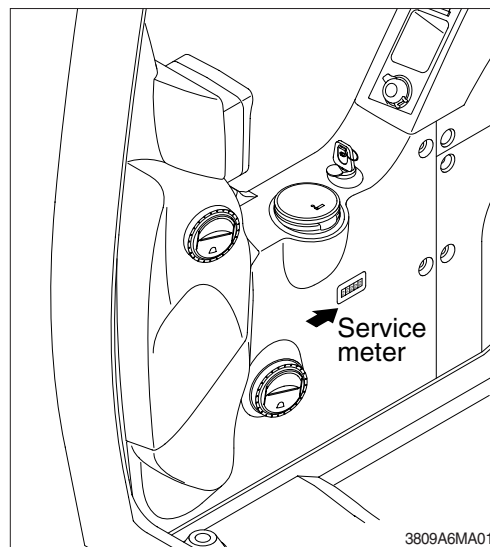


1. INSTRUCTION

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.

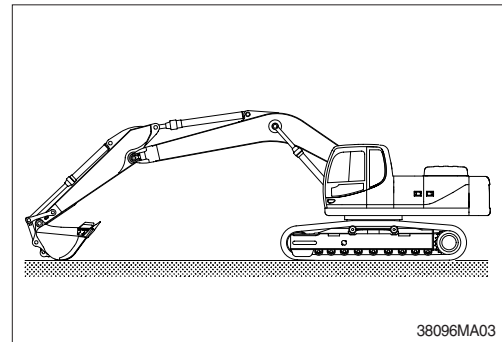
※ **Be sure to start the maintenance after fully understand the chapter 1, safety hints.**

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.

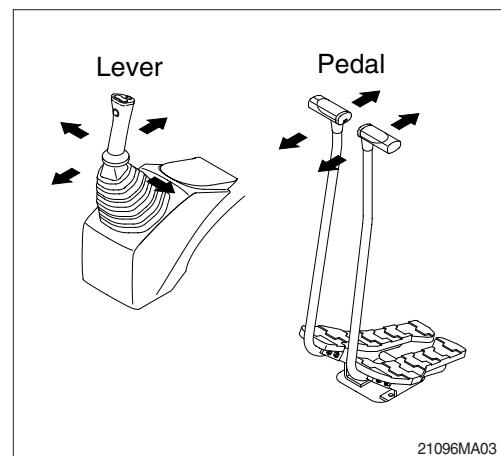
Be sure to relieve the pressure in the system before repairing hydraulic system.

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

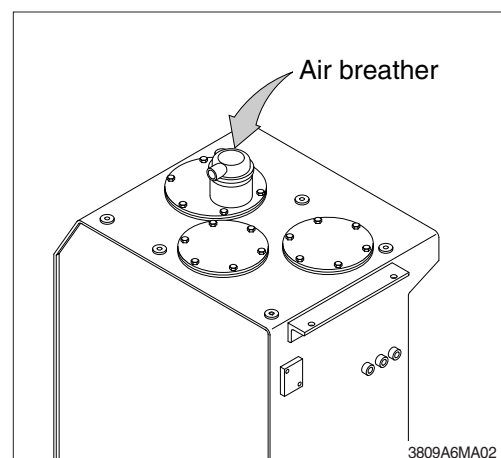


- (2) Set the safety lever completely in the release position, operate the control levers and pedals fully to the front, rear, left and right, to release the pressure in the hydraulic circuit.

※ **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.

| 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 | |

※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 | |
|------------|-------------|-------------|-------------|-------------|
| | kg · m | lb · ft | kg · m | lb · ft |
| M 6 × 1.0 | 0.85 ~ 1.25 | 6.15 ~ 9.04 | 1.14 ~ 1.74 | 8.2 ~ 12.6 |
| 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 |
| 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 | |
|------------|-------------|-------------|-------------|-------------|
| | kg · m | lb · ft | kg · m | lb · 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 (bracket-frame) | M24 × 3.0 | 90 ± 7.0 | 651 ± 51 |
| 2 | | Engine mounting bolt (engine-bracket) | M12 × 1.75 | 12.8 ± 3.0 | 92.6 ± 21.7 |
| 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 | | Main pump housing mounting bolt | M10 × 1.5 | 6.9 ± 1.4 | 49.9 ± 10.1 |
| 6 | Hydraulic system | Main pump mounting socket bolt | M20 × 2.5 | 69.5 ± 10.4 | 503 ± 75.2 |
| 7 | | Main control valve mounting bolt | M16 × 2.0 | 29.7 ± 4.5 | 215 ± 32.5 |
| 8 | | Fuel tank mounting bolt | M20 × 2.5 | 46 ± 5.1 | 333 ± 36.9 |
| 9 | | Hydraulic oil tank mounting bolt | M20 × 2.5 | 46 ± 5.0 | 333 ± 36 |
| 10 | | Turning joint mounting bolt, nut | M12 × 1.75 | 12.3 ± 1.2 | 88.9 ± 8.7 |
| 11 | Power train system | Swing motor mounting bolt | M24 × 3.0 | 97.8 ± 15 | 707 ± 108 |
| 12 | | Swing bearing upper part mounting bolt | M24 × 3.0 | 100 ± 10 | 723 ± 72.3 |
| 13 | | Swing bearing lower part mounting bolt | M24 × 3.0 | 100 ± 10 | 723 ± 72.3 |
| 14 | | Travel motor mounting bolt | M20 × 2.5 | 57.9 ± 8.7 | 419 ± 62.9 |
| 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 | M24 × 3.0 | 100 ± 10 | 723 ± 72.3 |
| 18 | | Track tension cylinder mounting bolt | M22 × 1.5 | 87.2 ± 12.5 | 631 ± 90.4 |
| 19 | | Track shoe mounting bolt, nut | M24 × 1.5 | 140 ± 14 | 1010 ± 101 |
| 20 | | Track guard mounting bolt | M24 × 3.0 | 77.4 ± 11 | 560 ± 79.6 |
| 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 CJ-4) |
| Hydraulic oil | Hyundai genuine long life hydraulic oil (ISO VG 32, VG 46, VG 68) Conventional hydraulic oil (ISO VG 15, ★cold region) |
| 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. |

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 \leq 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) |
| Engine oil pan | Engine oil | 30 (7.9) | ★SAE 5W-40 | | | | | | | |
| | | | SAE 30 | | | | | | | |
| | | | SAE 10W | | | | | | | |
| | | | SAE 10W-30 | | | | | | | |
| | | | SAE 15W-40 | | | | | | | |
| Swing drive | Gear oil | 8.0 (2.1) | ★SAE 75W-90 | | | | | | | |
| Final drive | | 12×2 (3.2×2) | SAE 80W-90 | | | | | | | |
| Hydraulic tank | Hydraulic oil | Tank : 210 (55.5) System : 410 (108.3) | ★ISO VG 15 | | | | | | | |
| | | | ISO VG 32 | | | | | | | |
| | | | ISO VG 46 | | | | | | | |
| | | | ISO VG 68 | | | | | | | |
| Fuel tank | Diesel fuel★ ¹ | 550 (145.3) | ★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★ ² | 45 (13.7) | 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 : Ultra low sulfur diesel

- sulfur content ≤ 15 ppm

★² : 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 | 6-30 |
| Hydraulic oil level | Check, Add | 6-35 |
| Engine oil level | Check, Add | 6-18 |
| Coolant level | Check, Add | 6-21 |
| Control panel & pilot lamp | Check, Clean | 6-45 |
| Prefilter | Check, Drain | 6-32 |
| Fan belt tension and damage | Check, Adjust | 6-26 |
| ★ 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 | 6-30 |
| Track tension | Check, Adjust | 6-40 |
| Swing reduction gear oil | Check, Add | 6-38 |
| Attachment pin and 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 <ul style="list-style-type: none"> • 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 |

※ **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 |
|--------------------------|---------|------|
| ★ Return filter | Replace | 6-36 |
| ★ Pilot line filter | Replace | 6-37 |
| ★ Drain filter cartridge | Replace | 6-37 |

★ **Replace 3 filters for continuous hydraulic breaker operation only.**

5) INITIAL 250 HOURS SERVICE

| Check items | Service | Page |
|-----------------------------|------------|----------|
| Engine oil | Change | 6-18, 19 |
| Engine oil filter | Replace | 6-18, 19 |
| Prefilter (water, element) | Replace | 6-31 |
| Fuel filter | Replace | 6-30 |
| Pilot line filter | Replace | 6-37 |
| Hydraulic return filter | Replace | 6-36 |
| Drain filter cartridge | Replace | 6-37 |
| Swing reduction gear oil | Change | 6-38 |
| Swing reduction gear grease | Check, Add | 6-38 |
| Travel reduction gear oil | Change | 6-39 |

6) EVERY 250 HOURS SERVICE

| Check items | Service | Page |
|--|--------------|------|
| Battery (voltage) | Check, Clean | 6-45 |
| Swing bearing grease | Lubricate | 6-38 |
| Aircon & heater fresh air filter | Check, Clean | 6-47 |
| Air breather element | Replace | 6-37 |
| Bolts & Nuts | Check, Tight | 6-8 |
| <ul style="list-style-type: none"> • 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 | 6-43 |
| <ul style="list-style-type: none"> • 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 | | |

7) EVERY 500 HOURS SERVICE

| Check items | Service | Page |
|--|--------------|-----------|
| ★Engine oil | Change | 6-18, 19 |
| ★Engine oil filter | Replace | 6-18, 19 |
| Water filter (corrosion resister) | Replace | 6-20 |
| Coolant test (DCA4 concentration) | Test, Add | 6-21-1, 2 |
| Radiator, cooler fin and charge air cooler | Check, Clean | 6-25 |
| Fuel filter element | Replace | 6-30 |
| Prefilter | Replace | 6-32 |

★ 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 | 6-38 |
| Swing reduction gear grease | Check, Add | 6-38 |
| Grease in swing gear and pinion | Change | 6-39 |
| Hydraulic oil return filter | Replace | 6-36 |
| Drain filter cartridge | Replace | 6-37 |
| Pilot line filter | Replace | 6-37 |
| Air cleaner element (primary) | Check, Clean | 6-29 |

9) EVERY 2000 HOURS SERVICE

| Check items | Service | Page |
|--|---------------------------|------------------|
| Coolant | Change | 6-21, 22, 23, 24 |
| Hydraulic tank suction strainer | Check, Clean | 6-36 |
| Hydraulic oil ^{★1} | Change | 6-35-1 |
| Crankcase breather filter | Replace | 6-33 |
| 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 4000 HOURS SERVICE

| Check items | Service | Page |
|---------------------------------------|---------|------|
| Air cleaner element (primary, safety) | Replace | 6-29 |

11) EVERY 5000 HOURS SERVICE

| Check items | Service | Page |
|---------------------------------|---------|--------|
| Hydraulic oil ^{★2} | Change | 6-35-1 |
| DPF (diesel particulate filter) | Clean | 6-33 |

^{★2} Hyundai genuine long life hydraulic oil

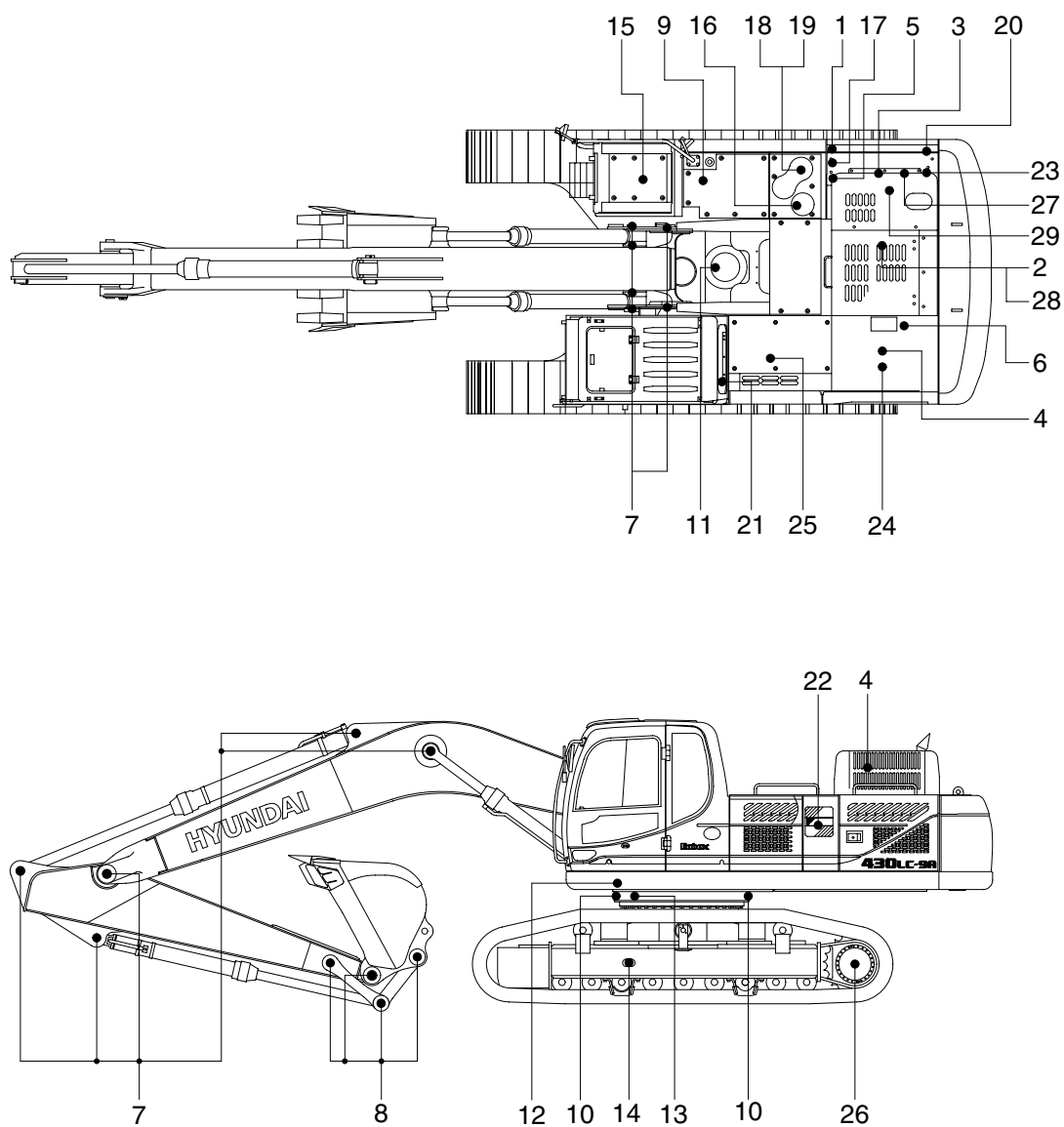
★ Change oil every 1000 hours of continuous hydraulic breaker operation.

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 | 6-30 |
| · Prefilter | Clean or Replace | 6-32 |
| · Fuel filter element | Replace | 6-30 |
| Engine lubrication system | | |
| · Engine oil | Change | 6-18, 19 |
| · Engine oil filter | Replace | 6-18, 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 |
| · Water filter (corrosion resister) | Replace | 6-20 |
| Engine air system | | |
| · Air cleaner element (primary) | Clean or Replace | 6-29 |
| · Air cleaner element (safely) | Replace | 6-29 |
| Hydraulic system | | |
| · Hydraulic oil | Add or Change | 6-35, 35-1 |
| · Return filter | Replace | 6-36 |
| · Drain line filter | Replace | 6-37 |
| · Pilot line filter | Replace | 6-37 |
| · Element of breather | Replace | 6-37 |
| · Suction strainer | Clean | 6-36 |
| Undercarriage | | |
| · Track tension | Check, Adjust | 6-40 |
| 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



4309A6MA01

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 / (U.S.gal) | Service points No. |
|--------------------|-----|--|---------------------------|------------|----------------------|--------------------|
| 10 Hours or daily | 1 | Hydraulic oil level | Check, Add | HO | 210 (55.5) | 1 |
| | 2 | Engine oil level | Check, Add | EO | 30 (7.9) | 1 |
| | 4 | Radiator coolant | Check, Add | C | 55 (14.5) | 1 |
| | 5 | Prefilter (water, element) | Check, Clean | - | - | 1 |
| | 6 | Fan belt tension and damage | Check, Adjust | - | - | 1 |
| | 9 | Fuel tank | Check, Refill | DF | 600 (158.5) | 1 |
| 50 Hours or weekly | 8 | Bucket linkage pin | Check, Add | PGL | - | 6 |
| | 9 | Fuel tank (water, sediment) | Check, Clean | - | - | 1 |
| | 11 | Swing reduction gear case | Check, Add | GO | 8.0 (2.1) | 1 |
| | 14 | Track tension | Check, Adjust | PGL | - | 2 |
| 250 Hours | 7 | Attachment pins & bushing | Check, Add | PGL | - | 11 |
| | 10 | Swing bearing grease | Check, Add | PGL | - | 2 |
| | 15 | Battery (voltage) | Check | - | - | 1 |
| | 18 | Air breather element | Replace | - | - | 1 |
| | 21 | Aircon and heater fresh air filter | Check, Clean | - | - | 1 |
| 500 Hours | 2 | Engine oil | Change | EO | 30 (7.9) | 1 |
| | 3 | Engine oil filter | Replace | - | - | 1 |
| | 5 | Prefilter | Replace | - | - | 1 |
| | 23 | Fuel filter element | Replace | - | - | 1 |
| | 24 | Radiator, charge air cooler | Check, Clean | - | - | 3 |
| | 25 | Oil cooler | Check, Clean | - | - | 1 |
| | 27 | Water filter(corrosion resister) | Replace | - | - | 1 |
| | 27 | Coolant test (DCA4 concentration) | Test, Add | DCA4 | - | 1 |
| 1000 Hours | 6 | Fan belt tensioner | Check, Replace | - | - | 1 |
| | 11 | Swing reduction gear case | Change | GO | 8.0 (2.1) | 1 |
| | 12 | Swing reduction gear grease | Change | PGL | 1.6 (0.42) | 1 |
| | 13 | Swing gear and pinion grease | Change | PGL | 11.4 kg (25.1 lb) | 1 |
| | 16 | Hydraulic oil return filter | Replace | - | - | 2 |
| | 17 | Drain filter cartridge | Replace | - | - | 1 |
| | 20 | Pilot line filter element | Replace | - | - | 1 |
| | 22 | Air cleaner element (primary) | Check, Clean | - | - | 1 |
| | 26 | Travel reduction gear case | Change | GO | 12.0 (3.2) | 2 |
| 2000 Hours | 1 | Hydraulic oil * ¹ | Change | HO | 210 (55.5) | 1 |
| | 4 | Radiator coolant | Change | C | 55 (14.5) | 1 |
| | 19 | Hydraulic oil suction strainer | Check, Clean | - | - | 1 |
| | 28 | Crankcase breather filter | Replace | - | - | 1 |
| | - | Hoses, fittings, clamps (fuel, coolant, hydraulic) | Check, Retighten, Replace | - | - | - |
| 4000 Hours | 22 | Air cleaner element (primary, safety) | Replace | - | - | 2 |
| 5000 Hours | 1 | Hydraulic oil * ² | Change | HO | 210 (55.5) | 1 |
| | 29 | DPF (diesel particulate filter) | Clean | - | - | 1 |
| As required | 21 | Aircon & heater fresh filter | Replace | - | - | 1 |
| | 21 | Aircon & heater recirculation filter | Clean, Replace | - | - | 1 |
| | 22 | Air cleaner element (primary) | Clean, Replace | - | - | 1 |
| | 22 | Air cleaner element (safety) | Replace | - | - | 1 |

*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

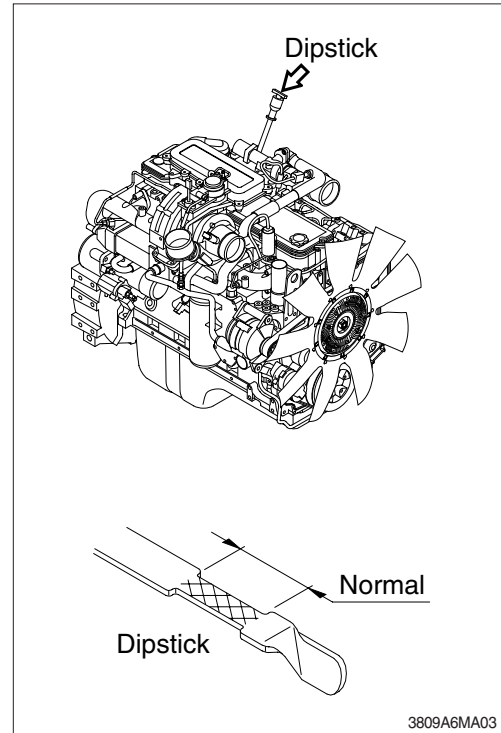
EO : Engine oil

6. SERVICE INSTRUCTION

1) CHECK ENGINE OIL LEVEL

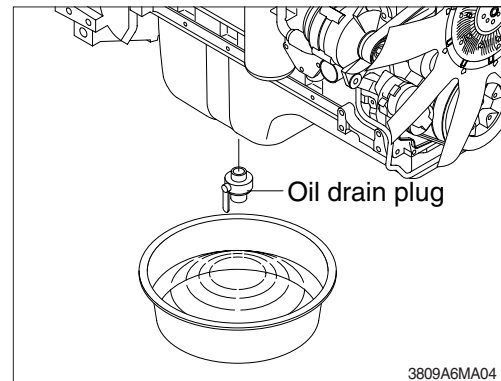
Check the oil level with the machine on a flat ground before starting engine.

- (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.

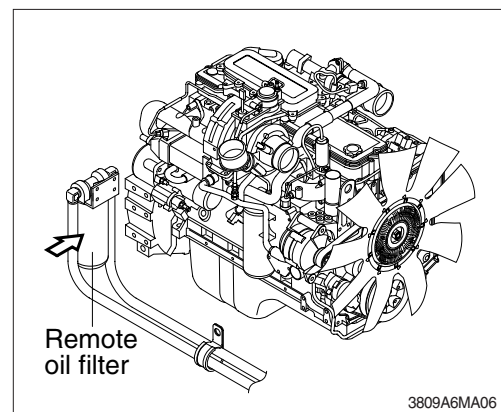


2) REPLACEMENT OF ENGINE OIL AND OIL FILTER

- (1) Warm up the engine.
- (2) Remove the plug and allow the oil to drain.
 - ※ A drain pan with a capacity of 40 liters (10.6 U.S. gallons) will be adequate.

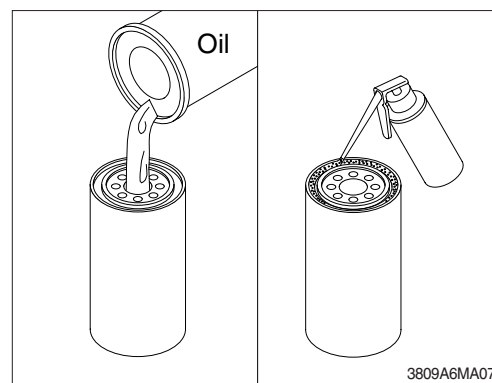


- (3) Clean around the filter head, remove the filter and clean the gasket surface.
 - Wrench size : 75 ~ 85 mm (3.0~3.3 in)
- ※ The O-ring can stick on the filter head. Make sure it is removed before installing the new filter.



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

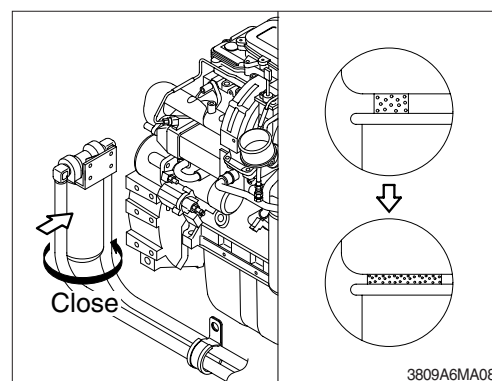
※ **Fill the filters with clean lubricating oil.**



- (5) Install the filter to the filter head.

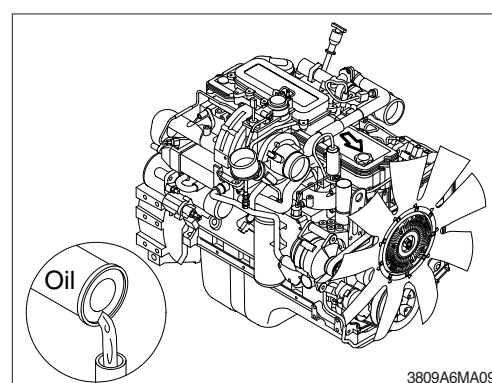
※ **Mechanical over-tightening may distort the threads or damage the filter element seal.**

- Install the filter as specified by the filter manufacturer.



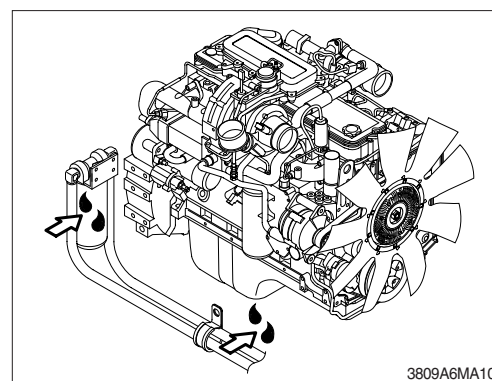
- (6) Fill the engine with clean oil to the proper level.

- Quantity : 30 l (7.9 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 15 minutes for oil to drain down before checking.

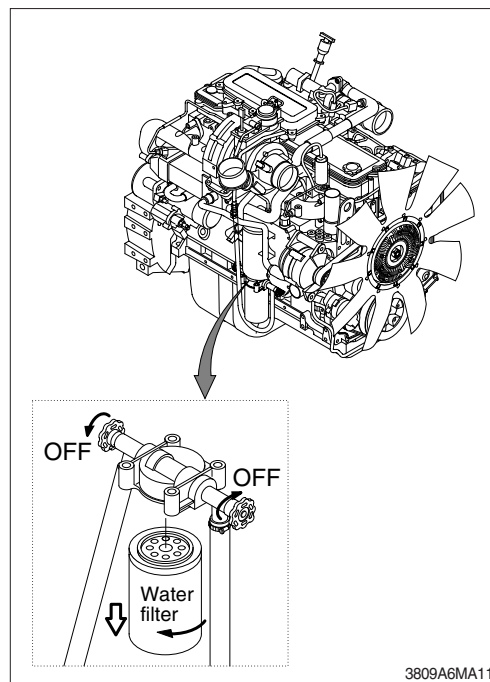


3) REPLACEMENT OF WATER FILTER (CORROSION RESISTOR)

(1) Turn the valve to the OFF position.

▲ Wait until the temperature is below 50°C (122°F) 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.

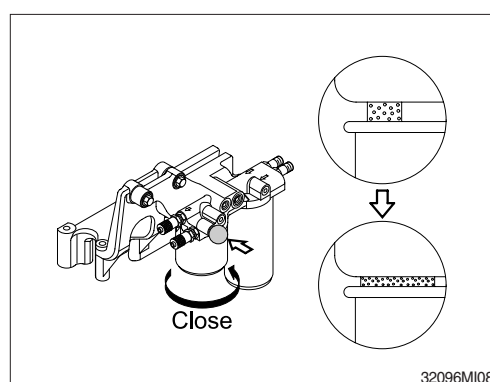
▲ Do not allow oil to get into the filter. Oil will damage the DCA.



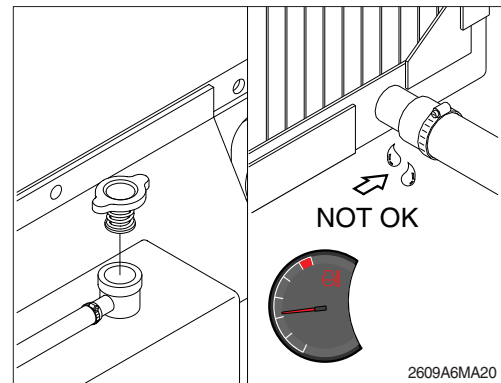
(4) Install the water filter on the filter head. Tighten the filter until the gasket contacts the filter head surface.

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.

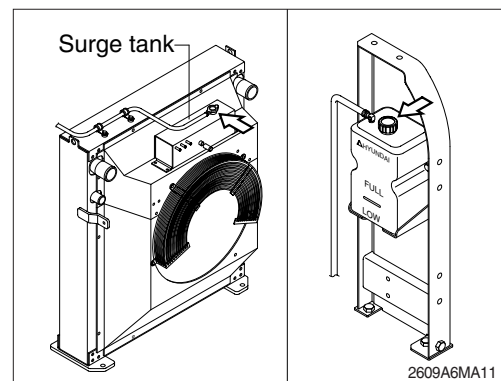


- (5) Install the surge tank cap.
- (6) Operate the engine until it reaches a temperature 80°C (176°F) and check for coolant leaks.

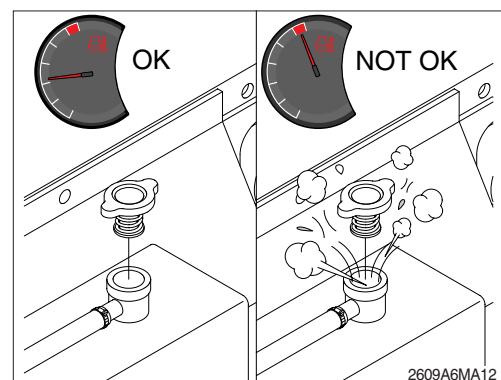


4) CHECK COOLANT

- (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 surge tank when coolant level is below LOW.
- (4) Replace gasket of radiator cap when it is damaged.



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

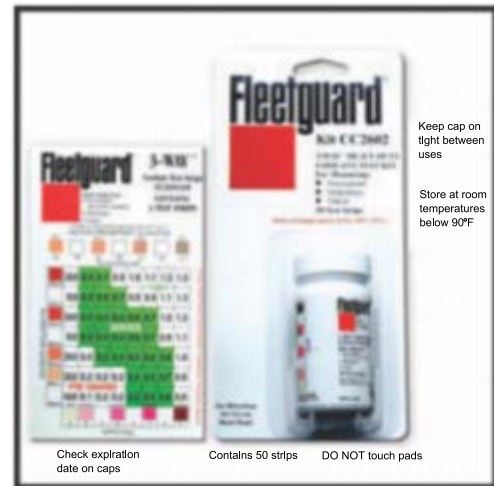


4-1) COOLANT TEST STRIPS INSTRUCTIONS

(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°C 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.

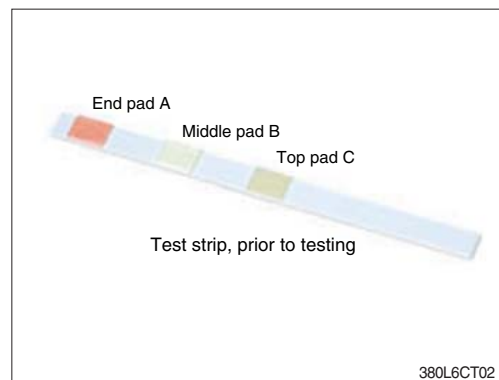


380L6CT01

(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

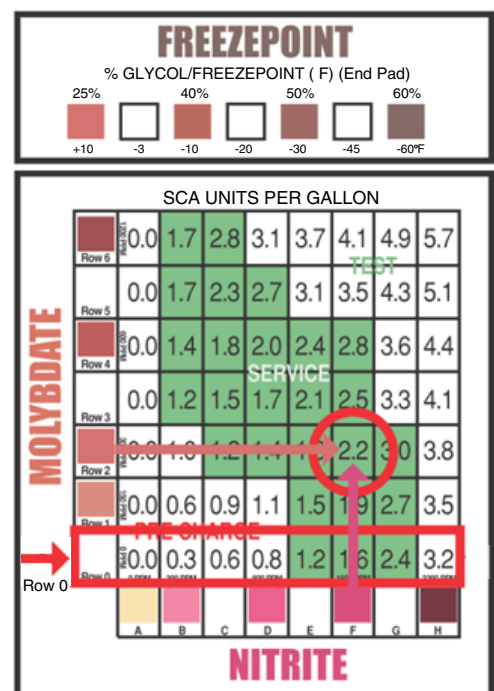
- ③ 45 seconds after dipping strip, compare results to color chart and record in the following order:

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.

| | | | | | | | |
|-----|-----|-----|-----|-----|-----|-----|-----|
| 0.0 | 1.7 | 2.8 | 3.1 | 3.7 | 4.1 | 4.9 | 5.7 |
| 0.0 | 1.7 | 2.3 | 2.7 | 3.1 | 3.5 | 4.3 | 5.1 |
| 0.0 | 1.4 | 1.8 | 2.0 | 2.4 | 2.8 | 3.6 | 4.4 |
| 0.0 | 1.2 | 1.5 | 1.7 | 2.1 | 2.5 | 3.3 | 4.1 |
| 0.0 | 1.0 | 1.2 | 1.4 | 1.8 | 2.2 | 3.0 | 3.8 |
| 0.0 | 0.6 | 0.9 | 1.1 | 1.5 | 1.9 | 2.7 | 3.5 |
| 0.0 | 0.3 | 0.6 | 0.8 | 1.2 | 1.6 | 2.4 | 3.2 |

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.

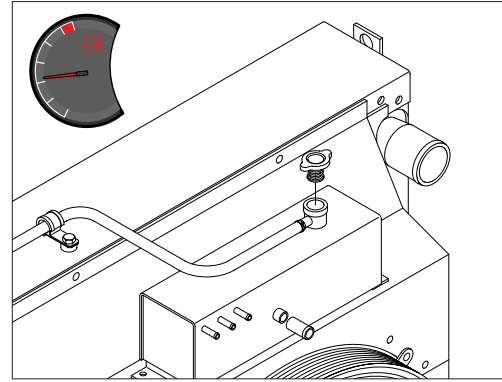
Avoid excessive contact-wash thoroughly after contact.

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.

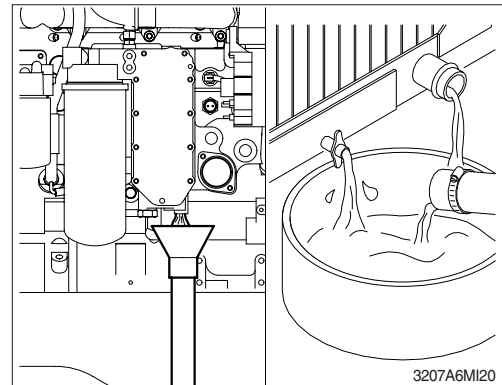
If in doubt, contact your local authorities for guidance as to proper handling of used antifreeze.



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

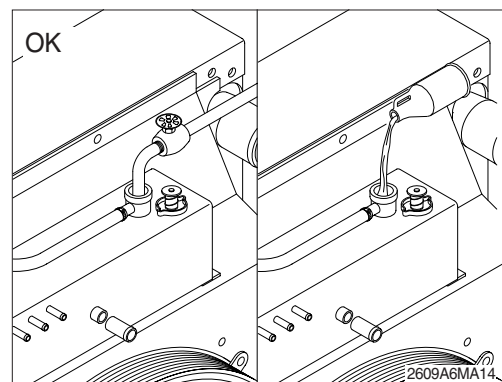
Failure to do so can cause personal injury from heated coolant spray.

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 (12 U.S. gallons) will be adequate in most applications.

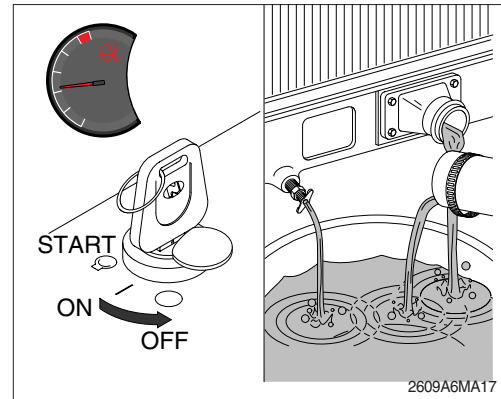


(2) Flushing of cooling system

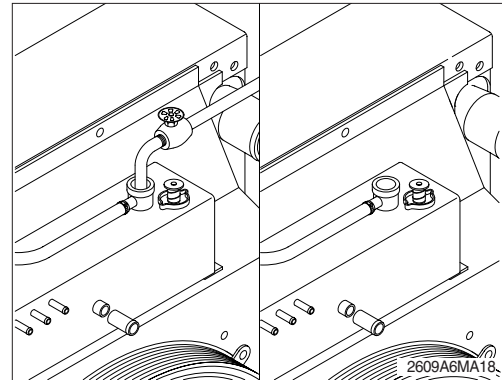
- ① Fill the system with a mixture of sodium carbonate and water (or a commercially available equivalent).
- ※ Use 0.5 kg (1.0 pound) of sodium carbonate for every 23 liters (6.0 U.S. gallons) of water.
- ※ Do not install the surge tank cap. The engine is to be operated without the cap for this process.



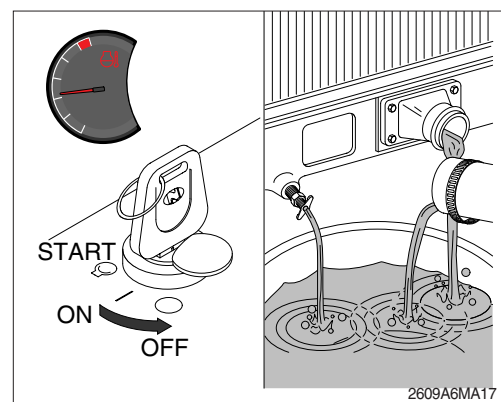
- ② Operate the engine for 5 minutes with the coolant temperature above 80 °C (176 °F) .
Shut the engine off, and drain the cooling system.



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

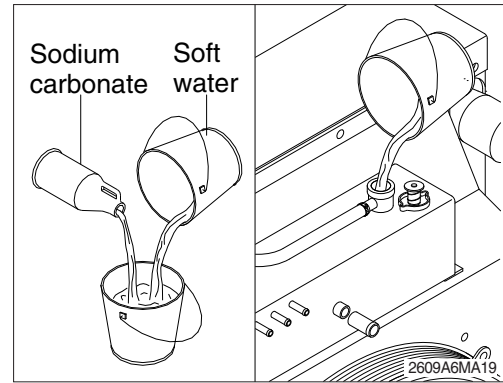


- ④ Operate the engine for 5 minutes with the coolant temperature above 80 °C (176 °F) .
Shut the engine off, and drain the cooling system.
- ※ **If the water being drained is still dirty, the system must be flushed again until the water is clean.**

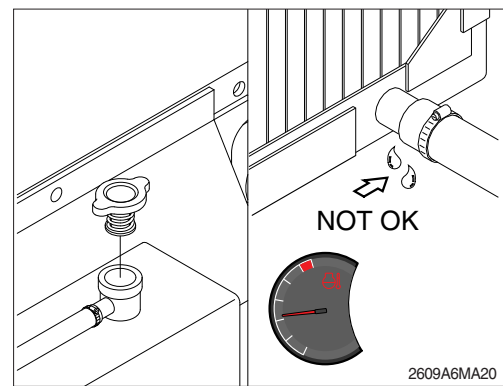


(3) Cooling system filling

- 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)
 - ※ **Never use water alone for coolant.**
This can result in damage from corrosion.
 - ※ **Do not use hard water such as river water or well water.**



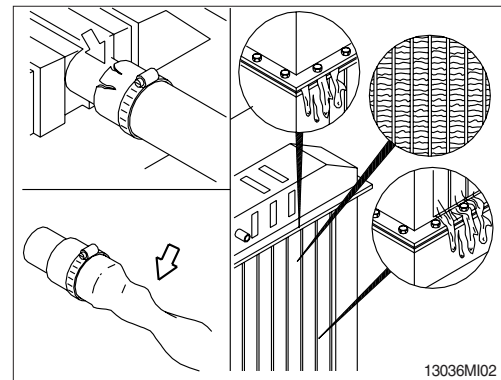
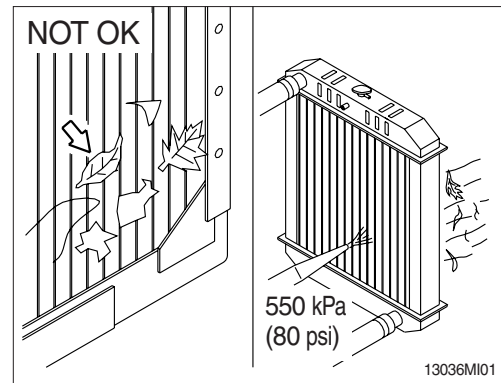
- ② Install the pressure cap. Operate the engine until it reaches a temperature 80°C (176°F) , and check for coolant leaks.
Check the coolant level again to make sure the system is full of coolant.



6) CLEAN RADIATOR AND OIL COOLER

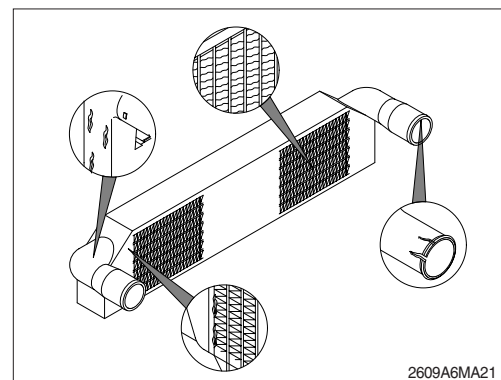
Check, and if necessary, clean and dry outside of radiator and oil cooler. After working in a dusty place, clean radiator more frequently.

- (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 leaks.



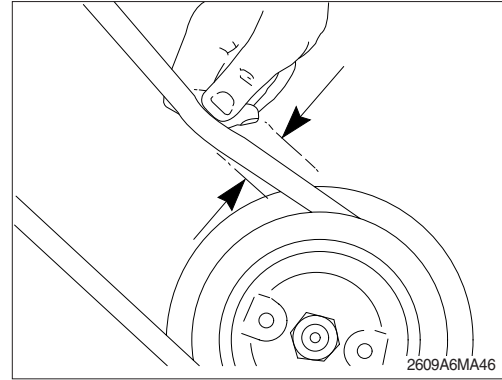
7) CHECK CHARGE AIR COOLER

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.



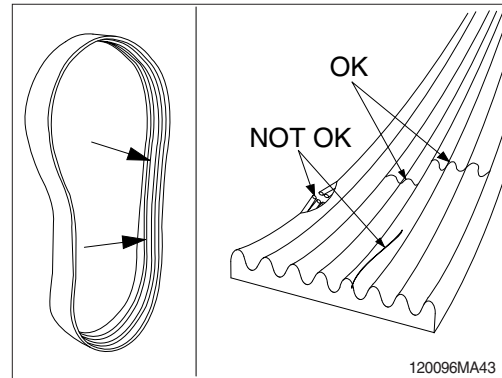
8) FAN BELT

- (1) A deflection method can be used to check belt tension by applying 36.3~54.4 kgf (80~120 lbf) force between the pulleys on V-belts. If the deflection is more than one belt thickness per foot of pulley center distance, the belt tension must be adjusted.



- (2) Inspect the fan belt for damage.

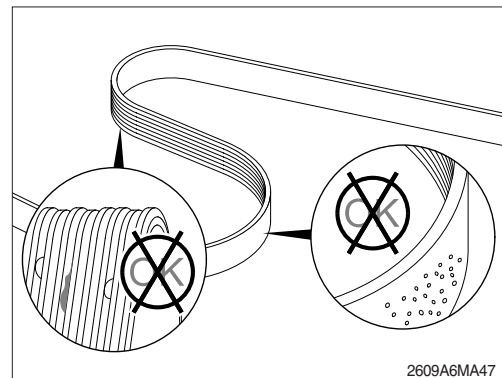
- ① Transverse (across the belt) cracks are acceptable.
- ② Longitudinal (direction of belt ribs) cracks that intersect with transverse cracks are not acceptable.



- ③ Inspect the belt

- Embedded debris
- Uneven/excessive rib wear
- Exposed belt cords
- Glazing (high heat)

- ※ If any of the above conditions are present, the belt is unacceptable for reuse and must be replaced.



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.

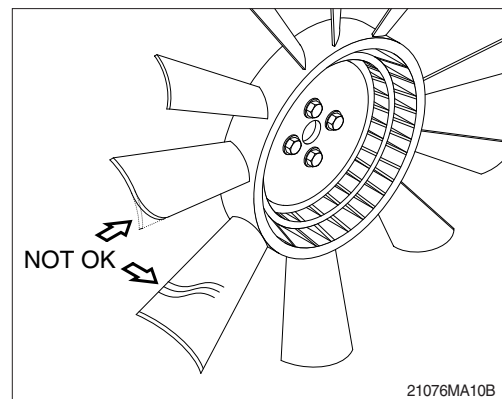
- ※ Rotate the crankshaft by using the engine barring gear.

- ※ A visual inspection of the cooling fan is required daily.

Check for cracks, loose rivets, and bent or loose blades.

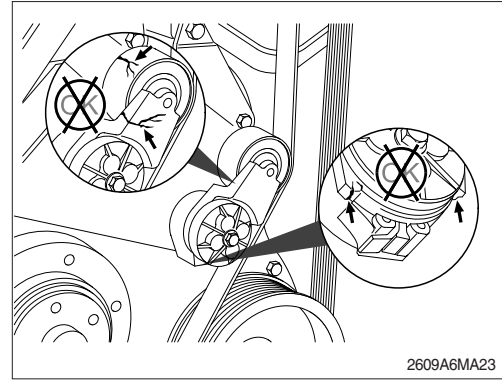
Check the fan to make sure it is securely mounted. Tighten the capscrews if necessary.

Replace any fan that is damaged.



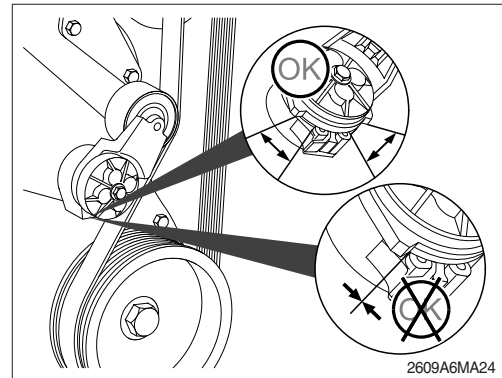
10) FAN BELT TENSIONER

- (1) With the engine stopped, check the tensioner arm, pulley, and stops for cracks. If any cracks are found, the tensioner must be replaced.



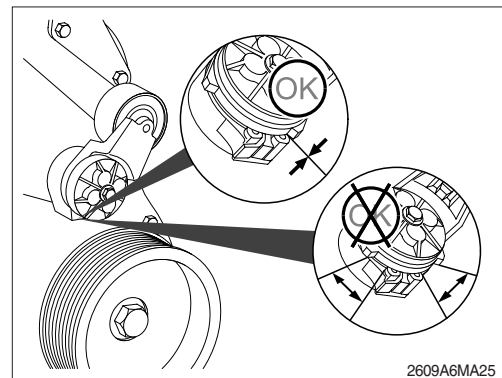
- (2) With the belt installed, verify that neither tensioner arm stop is in contact with the spring case stop.

After replacing the belt, if the tensioner arm stops are still in contact with the spring case stop, replace the tensioner.

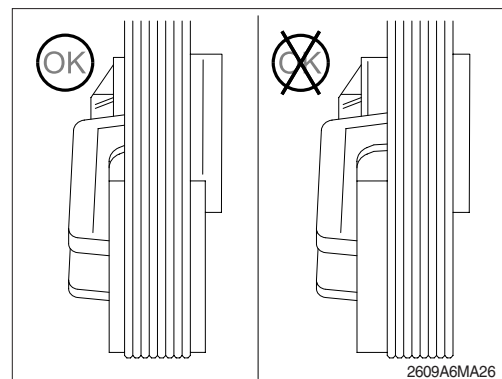


- (3) With the belt removed, verify that the tensioner arm stop is in contact with the spring case stop. If these two are not touching, the tensioner must be replaced.

※ **After replacing the belt, if the tensioner arm stop is still in contact with the spring case stop, the tensioner must be replace.**



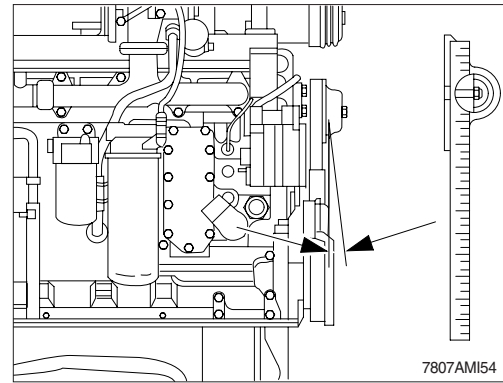
- (4) Check the location of the drive belt on the belt tensioner pulley. The belt should be centered on, or close to the middle of, the pulley. Misaligned belts, either too far forward or backward, can cause belt wear, belt roll-offs, or increase uneven tensioner bushing wear.



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

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

(6) Install the belt.



11) CLEANING OF AIR CLEANER

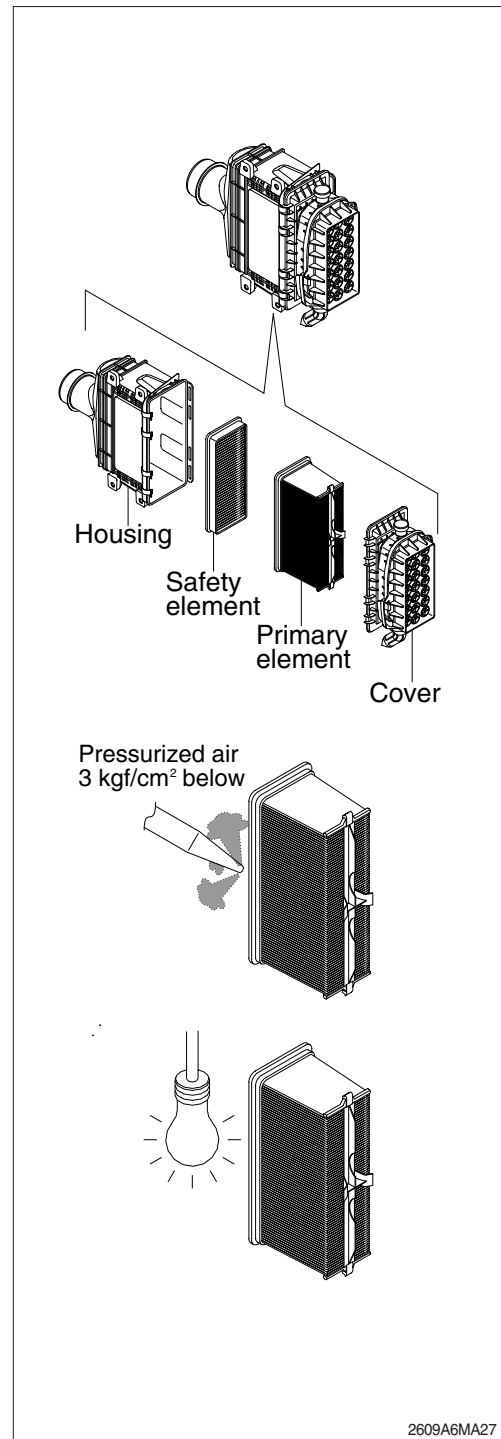
(1) Primary element

- ① Open the cover and remove the element.
- ② Wipe all contaminant and debris from inside the housing body.
- ③ Do not clean the filter element by striking or hitting the filter against any object to shake the debris from the filter element.
- ④ Clean the filter element with compressed air.
 - a. Remove dust from filter element by directing the compressed air into the opening of the air filter element.
 - b. Use 3 kg/cm² (40 psi) maximum air pressure and hold the compressed air nozzle at least 2.5 cm (1") away from the pleats while cleaning. Make sure to keep the clean side of air filter free of debris.
- ⑤ Visually inspect for damage to the filter elements and components. Use a light source to help identify any defects in the media. If any defects are observed discard the filter element and replace with a new primary filter element.
 - a. Before any type of cleaning, a visual inspection of the filter is needed. If there is any damage to the filter body, gaskets or endplates, do not clean or reuse; the filter should be discarded. Always clean filters in a clean environment, observe strict inspection procedures and repackage filters immediately after the cleaning process with appropriate materials.
 - b. Use observe proper safety precautions and dispose of waste materials in an environmentally compliant manner.
- ⑥ Re-install filter element into the air housing.
- ⑦ Replace the primary element at the fourth cleaning.

(2) Safety element

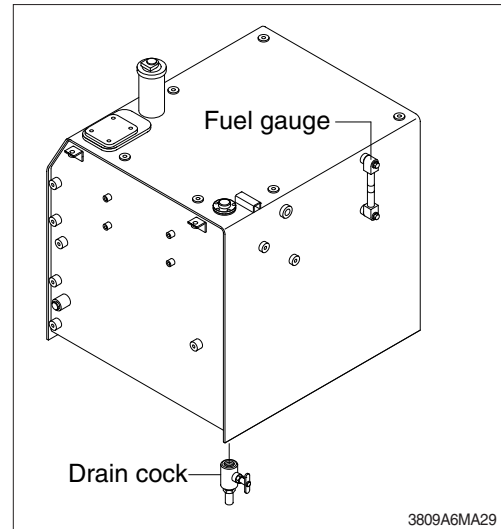
The safety filter element should never be cleaned since the safety filter is the last barrier to contaminant before it reaches engine.

The useful life of the safety filter is equivalent to that of the primary air filter only if the primary filter element is being regularly cleaned. If the primary filter element is not cleaned, the safety filter should be changed at every third primary air filter change or after one year of continuous service, whichever occurs first.



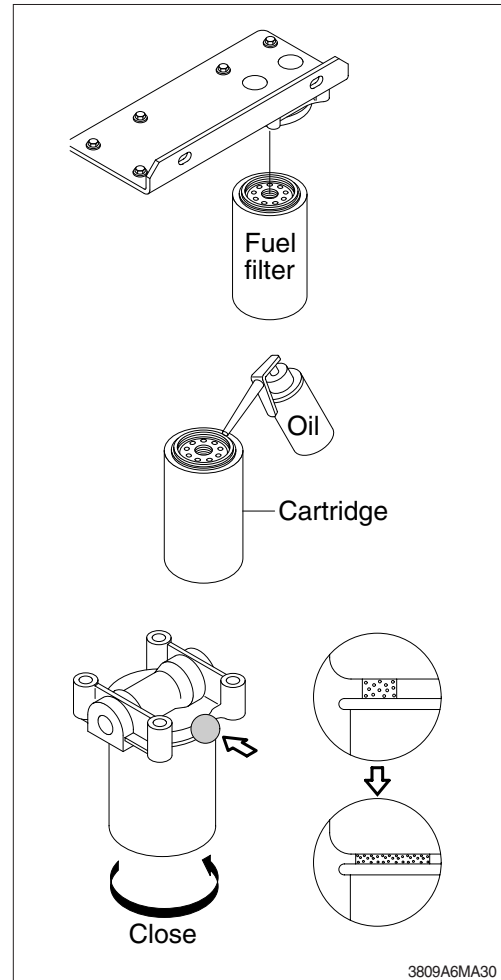
12) FUEL TANK

- (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

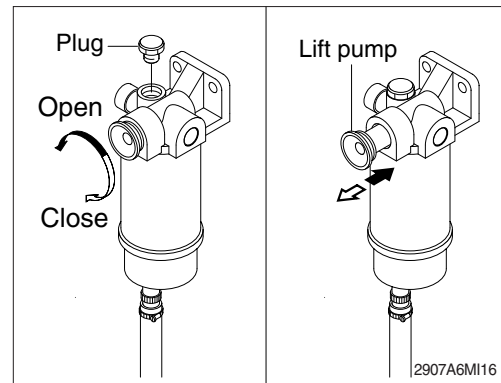
- (1) Clean around the filter head, remove the filter and clean the gasket surface.
- (2) Replace the O-ring.
 - ※ **Make sure O-ring does not stick to filter head.**
 - Remove O-ring with screwdriver if necessary.**
- (3) Apply engine oil on the gasket of new filter when mounting, and tighten 3/4 to 1 turn more after the gasket touches the filter head.
 - ※ **Mechanical overtightening can distort the threads or damage the filter element seal.**
- (4) Relieve the air after mounting.
 - ※ **Do not pre-fill an on-engine fuel filter with fuel.**
 - The system must be primed after the fuel filter is installed. Pre filling the fuel filter can result in debris entering the fuel system and damaging fuel system components.**
 - ※ **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.**



14) BLEEDING THE FUEL SYSTEM

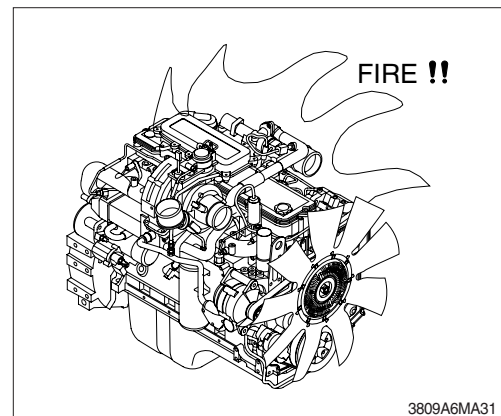
- (1) Loosen fuel supply line plug at the outlet of prefilter.
- (2) Do hand-priming the lift pump repeatedly until air bubbles comes out from fuel supply line completely.
- (3) Tighten fuel supply line to its origin position.

▲ The fuel pump, high-pressure fuel lines and fuel rail contain very high-pressure fuel. Never loosen any fittings while the engine is running. Personal injury and property damage can result. Wait at least 10 minutes after shutting down the engine before loosening any fittings in the high-pressure fuel system to allow pressure to decrease to a lower level.



15) 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.

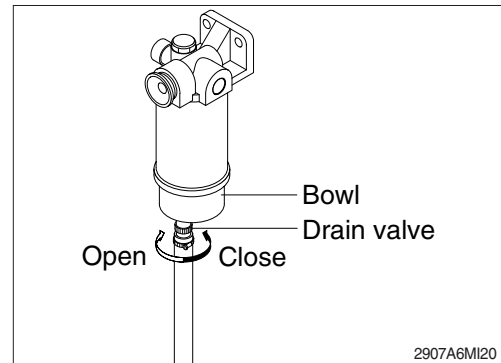


16) PREFILTER

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

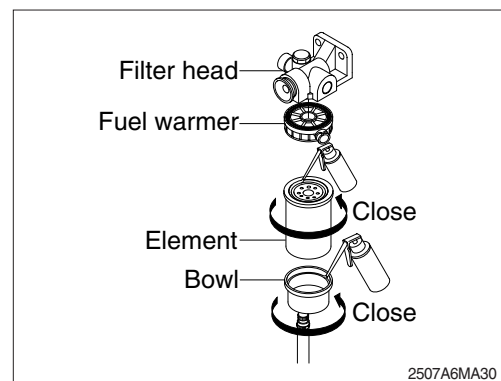
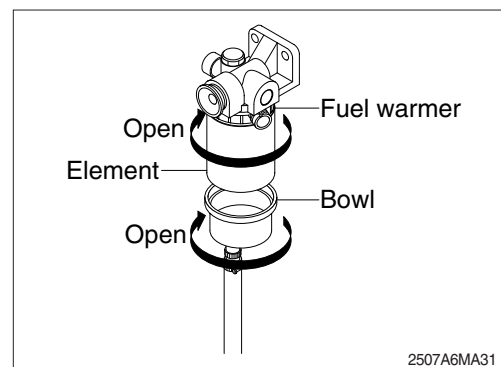
(1) Drain water

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



(2) Replace element

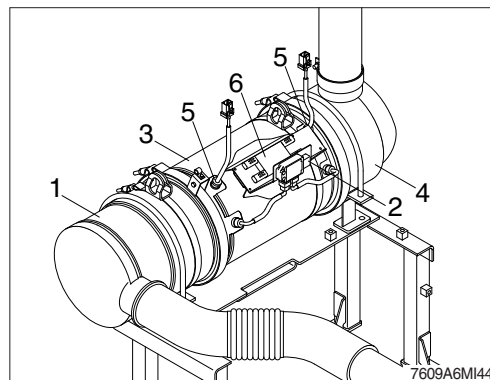
- ① Drain the unit of fuel. Follow "Drain water" instructions above.
- ② Remove element, fuel warmer and bowl from filter head.
- ※ **The bowl is reusable, do not damage or discard.**
- ③ Separate element from bowl. Clean bowl and seal gland.
- ④ Lubricate new bowl seal with clean fuel or motor oil and 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, fuel warmer and bowl to the head.



17) AFTERTREATMENT DEVICE

(1) The aftertreatment system is used to reduce particulate emissions, and is composed of six main components :

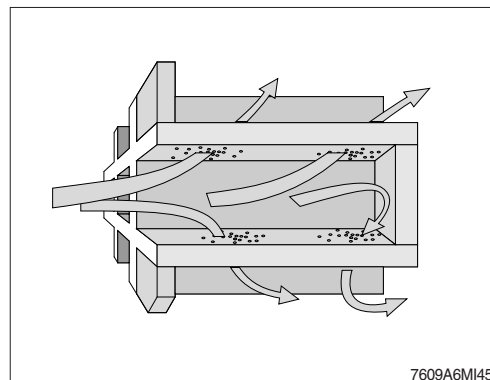
- ① Aftertreatment inlet and aftertreatment diesel oxidation catalyst.
- ② Aftertreatment diesel particulate filter differential pressure sensor.
- ③ Aftertreatment diesel particulate filter.
- ④ Aftertreatment outlet.
- ⑤ Aftertreatment exhaust gas temperature sensors.
- ⑥ Aftertreatment diesel particulate filter temperature sensor interface module.



(2) DPF (diesel particulate filter) cleaning

The diesel particulate filter can not be cleaned for maintenance purpose using conventional tools. The diesel particulate filter needs to be cleaned and checked using an approved cleaning machine at a authorized service center.

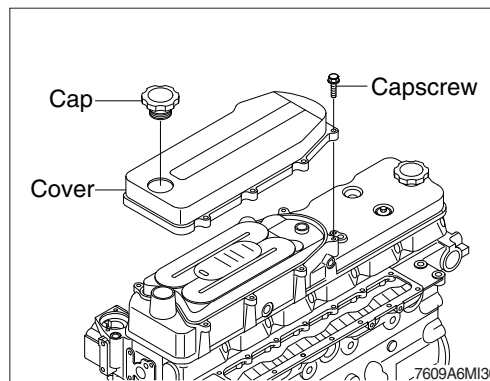
- ※ The diesel particulate filter shall be cleaned every 5000 hours.
- ※ Please contact your Hyundai service center or local dealer.



18) CRANKCASE BREATHER FILTER

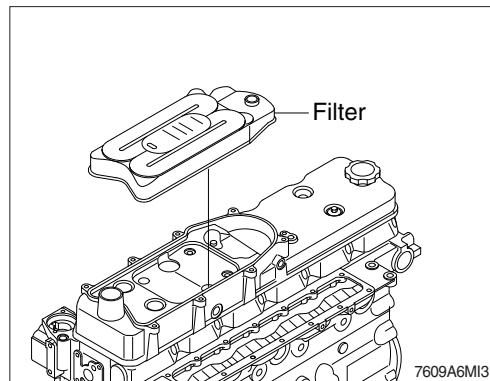
- ※ Do not use pneumatic tools to remove the breather cover capscrews. Damage to the rocker cover can result.

- (1) Remove the oil fill cap.
- (2) Remove the crankcase breather filter cover capscrews.
- (3) Remove the filter cover.

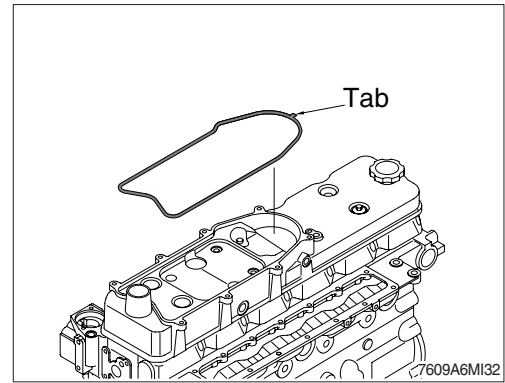


- (4) Remove the crankcase breather filter from the rocker lever cover.

- ※ Do not disturb the crankcase breather filter gasket located on the rocker lever cover.
- ※ Exposure to oil can cause the gasket to swell, which can make it difficult to install the gasket back into groove. If the gasket comes out of the groove, do not attempt to install the gasket. Replace it with a new gasket.

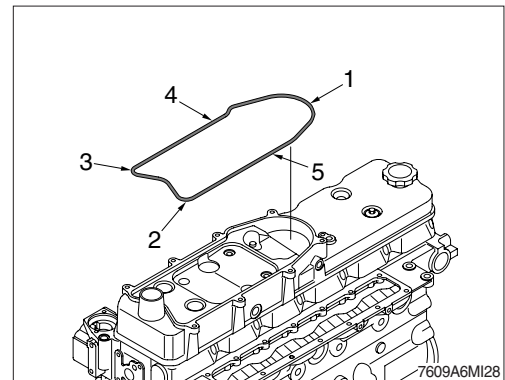


- (5) If the gasket is damaged, remove the gasket by grasping the tab on the gasket and pulling up.
- (6) Clean the crankcase breather filter mounting surface and O-ring sealing surfaces on the rocker lever cover.
- (7) Clean the crankcase breather filter cover with warm soapy water.
Inspect the cover for cracks.
Replace the cover if damage is found.



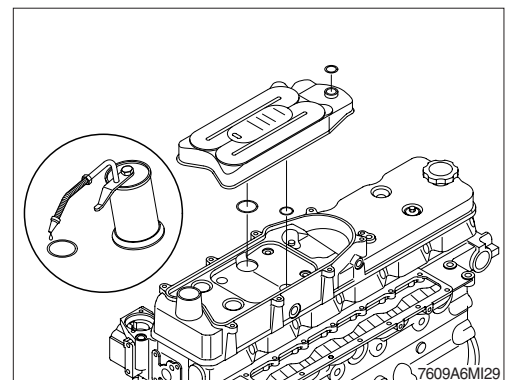
- (8) If the gasket was removed, install the gasket into the rocker lever cover groove starting with the tab end first. Then install the corners opposite the gasket tab end. Finish by pushing in the sides (see illustration).

Gently push the gasket down into the groove. Do not use a finger to trace the gasket around into the groove during installation, as this will stretch the gasket, making it difficult to fully seat into the groove.

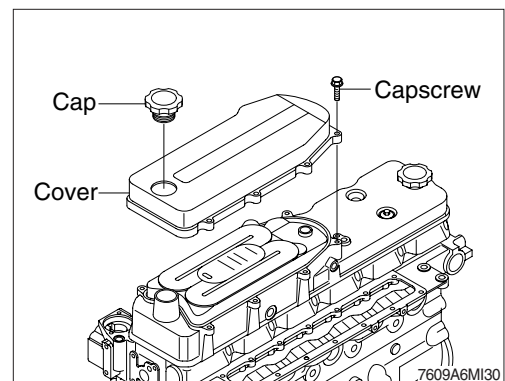


- ※ **Do not cut the gasket to make it fit into the groove, as this will result in an oil leak.**
The gasket must be fully seated around the entire perimeter of the rocker lever cover groove.

- (9) Apply clean engine oil to the O-rings on the crankcase breather filter.
Install the filter onto the rocker lever cover.



- (10) Install the crankcase breather filter cover.
Install the filter cover capscrews.
Tighten the capscrews, starting with the innermost capscrews and working outward in a circular manner.
· 0.71 kgf · m (5.16 lbf · ft)
Install the oil fill cap.

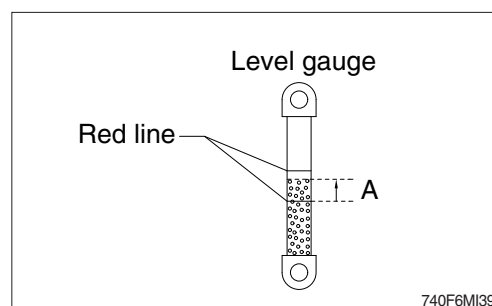
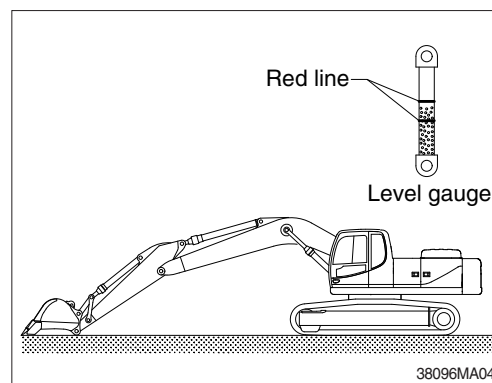


19) HYDRAULIC OIL CHECK

- (1) Position the machine as shown in the illustration on the right. Then stop engine.
- (2) Check the oil level at the level gauge of hydraulic oil tank.
- (3) The oil level is normal if the oil is between the red lines. The oil level depends on the temperature of the hydraulic oil. Refer to the height (A) in the below table to check the level gauge.

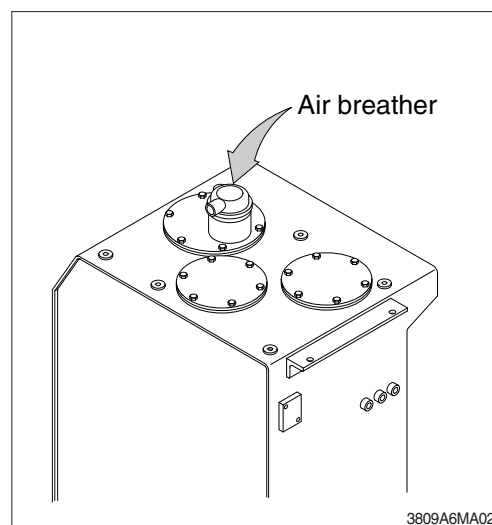
| Temperature | | Height A | |
|-------------|-----|----------|------|
| ℃ | °F | mm | inch |
| 0 | 32 | 15 | 0.6 |
| 10 | 50 | 25 | 1.0 |
| 20 | 68 | 30 | 1.2 |
| 30 | 86 | 35 | 1.4 |
| 40 | 104 | 40 | 1.6 |

- ※ Refer to page 3-17 for checking the temperature of the hydraulic oil.
- ※ Add the hydraulic oil, if necessary.



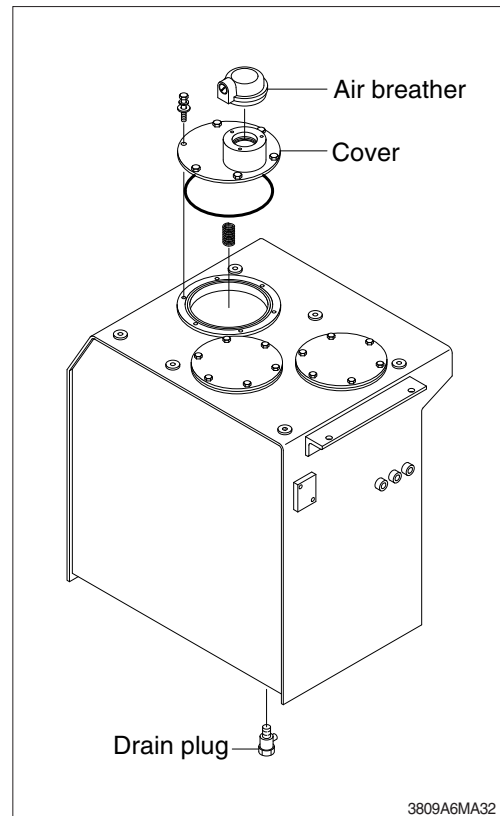
20) FILLING HYDRAULIC OIL

- (1) Stop the engine to the position of level check.
- (2) Loosen the cap and 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.
 - Tightening torque : $1.44 \pm 0.3 \text{ kgf} \cdot \text{m}$
 $(10.4 \pm 2.1 \text{ lbf} \cdot \text{ft})$
- (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.



21) CHANGE HYDRAULIC OIL

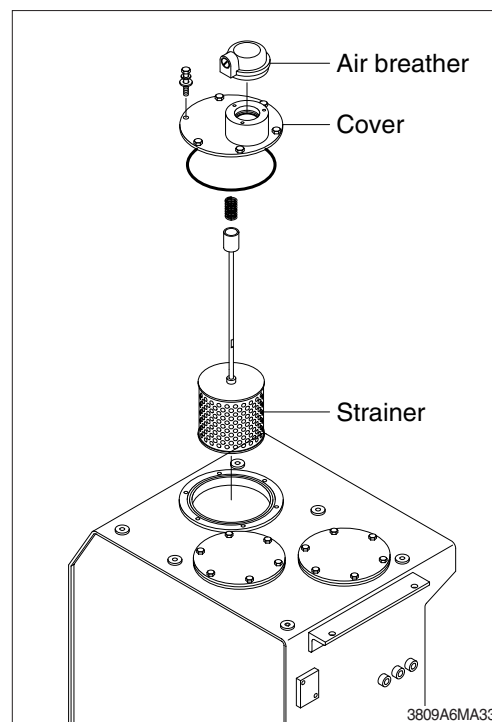
- (1) Lower the bucket on the ground pulling the arm and bucket cylinder to the maximum.
- (2) Loosen the cap and relieve the pressure in the tank by pushing the top of the air breather.
- (3) Remove the cover.
 - Tightening torque : $6.9 \pm 1.4 \text{ kgf} \cdot \text{m}$
($50 \pm 10 \text{ lbf} \cdot \text{ft}$)
- (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.



22) CLEAN SUCTION STRAINER

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

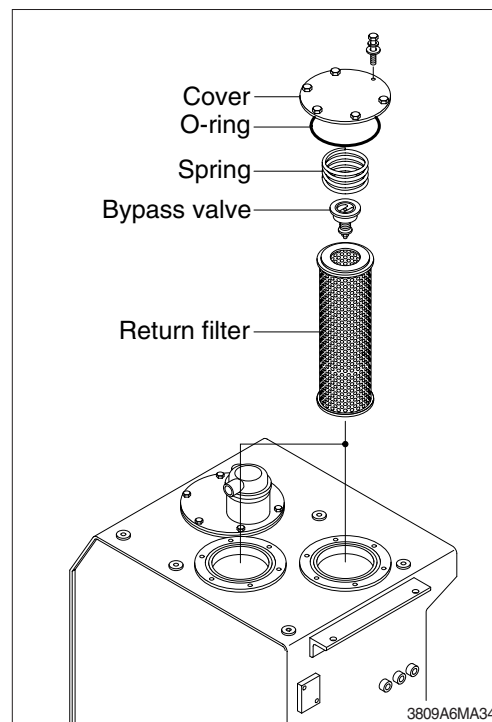
- (1) Remove the cover on the top of the oil tank.
 - Tightening torque : $6.9 \pm 1.4 \text{ kgf} \cdot \text{m}$
($50 \pm 10 \text{ lbf} \cdot \text{ft}$)
 - (2) Pull out the strainer in the tank.
 - (3) Wash the foreign material on the suction strainer with gasoline or cleaning oil.
 - (4) Replace 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.



23) REPLACEMENT OF RETURN FILTER

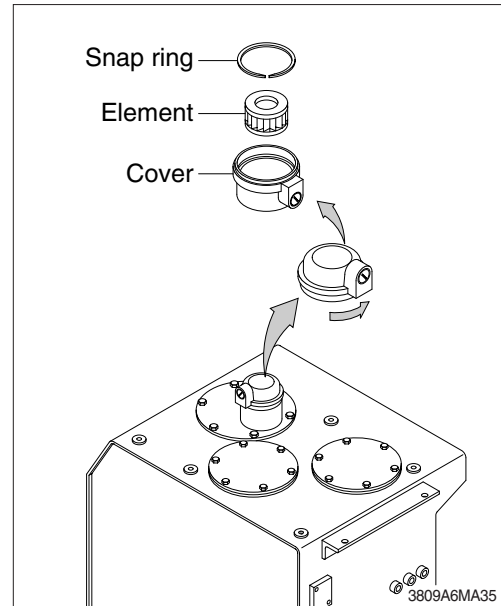
Replace as follows paying attention to the cause to be kept during the replacement.

- (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.



24) REPLACEMENT OF ELEMENT IN HYDRAULIC TANK BREATHER

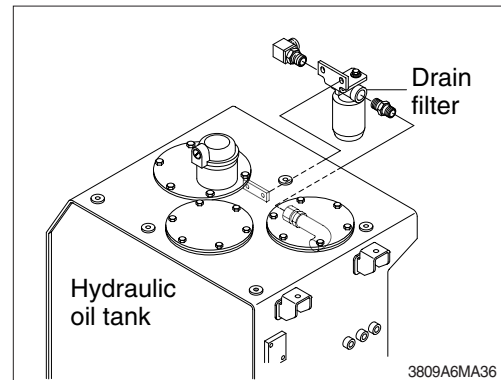
- (1) Loosen the cap and relieve the pressure in the tank by pushing the top of the air breather.
- (2) Loosen the lock nut and remove the cover.
- (3) Pull out the filter element.
- (4) Replace the filter element new one.
- (5) Reassemble by reverse order of disassembly.
 - Tightening torque : 0.2~0.3 kgf · m
(1.4~2.1 lbf · ft)



25) REPLACE OF DRAIN FILTER CARTRIDGE

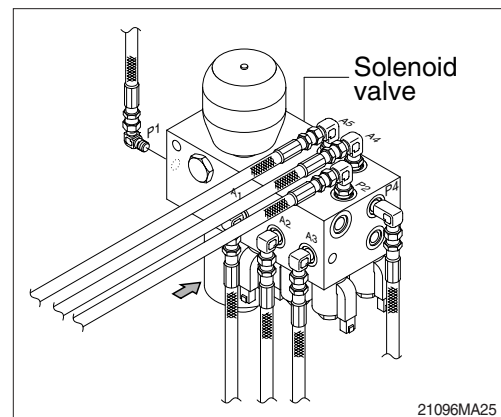
Clean the dust around filter and replace with new one after removing the cartridge.

- ※ Tighten about 2/3 turn more after the gasket of cartridge contacts seal side of filter body for mounting.
- ※ Change cartridge after initial 250 hours of operation. Thereafter, change cartridge every 1000 hours.



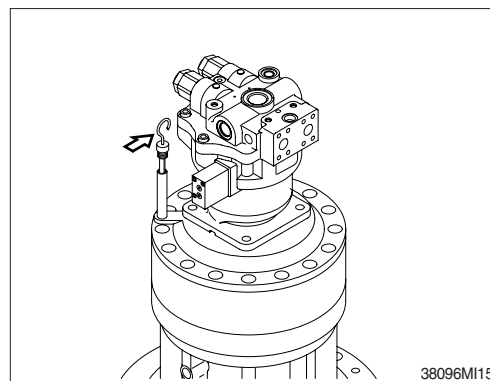
26) REPLACE OF PILOT LINE FILTER

- (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.



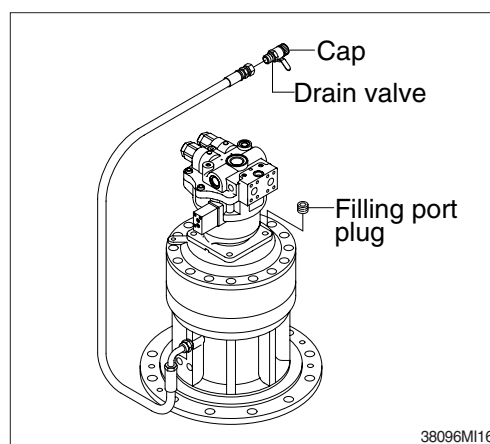
27) CHECK THE SWING REDUCTION GEAR OIL

- (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.



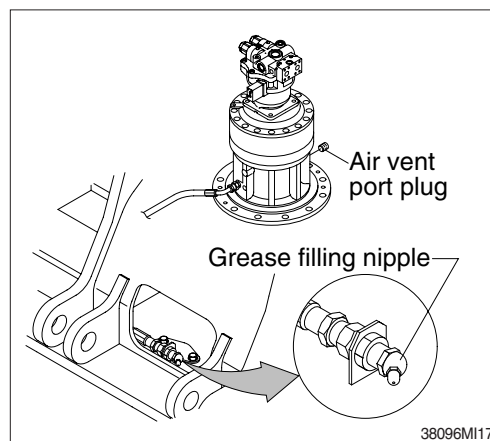
28) CHANGE SWING REDUCTION GEAR OIL

- (1) Raise the temperature of oil by swinging the machine before replace the oil and park the machine on the flat ground.
- (2) Prepare a proper container.
- (3) Open the cap and loosen the drain valve.
- (4) Clean around the valve and close the drain valve and cap.
Fill proper amount of recommended oil.
· Amount of oil : 8.0 ℓ (2.1 U.S.gal)



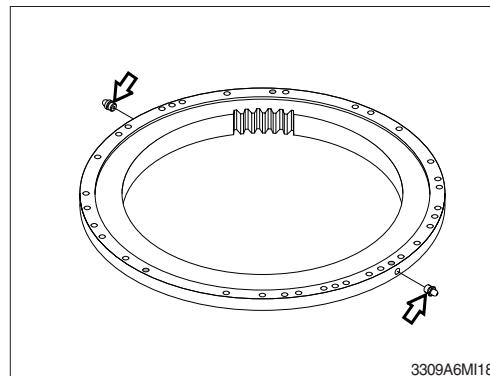
29) LUBRICATE BEARING OF OUTPUT SHAFT IN REDUCTION GEAR

- (1) Remove air vent plug.
- (2) Lubricate NLGI No.2 with grease gun until comes out new grease from air vent port.
· Amount of oil : 1.6 kg (0.42 lb)



30) LUBRICATE SWING BEARING

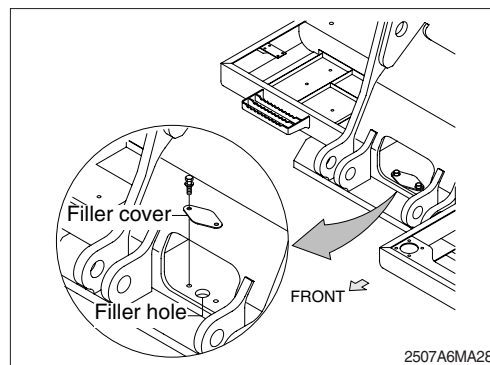
- (1) Grease at 2 fitting.
- ※ Lubricate every 250 hours.



31) SWING GEAR AND PINION

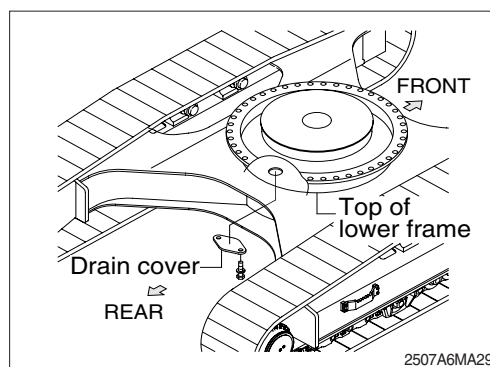
(1) Drain old grease

- 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.



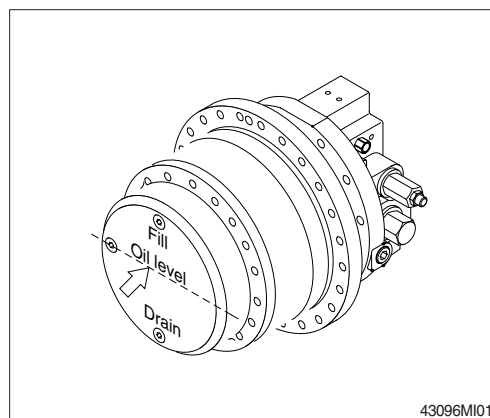
(2) Refill new grease

- ① Install drain cover.
- ② Fill with new grease.
- ③ Install filler cover.
 - Capacity : 11.4 kg (25.1 lb)



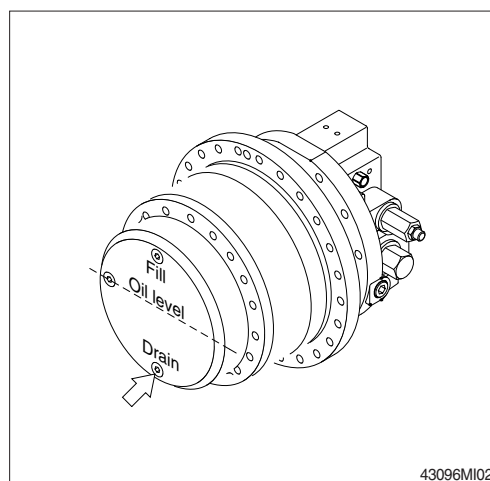
32) CHECK THE TRAVEL REDUCTION GEAR OIL

- (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 : 12.0 ℓ (3.2 U.S.gal)



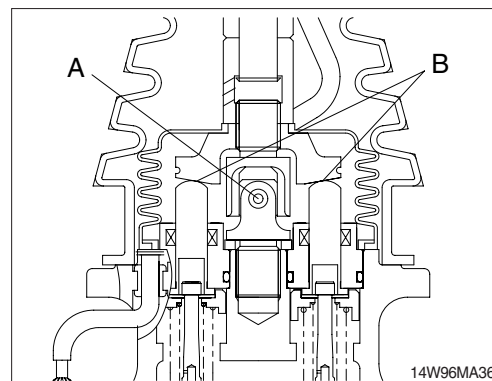
33) CHANGE OF THE TRAVEL REDUCTION GEAR OIL

- (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.



34) LUBRICATE RCV LEVER

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



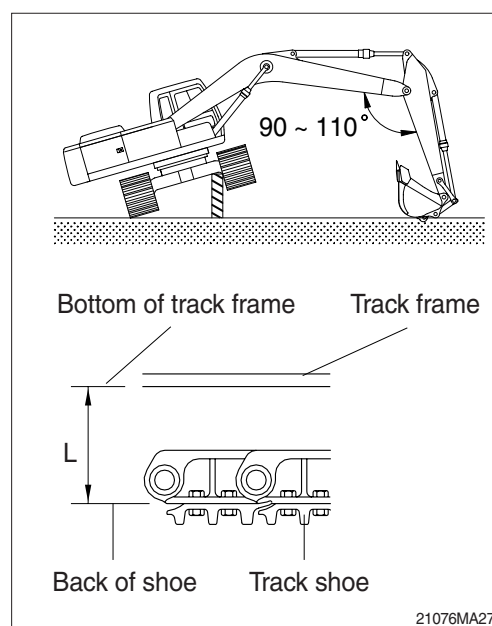
35) ADJUSTMENT OF TRACK TENSION

※ 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.
 - (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.

▲ 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.

| Working condition | Length (L) | |
|--------------------|--------------|-------------|
| | mm | inch |
| General | 390~420 mm | 15.4~16.5" |
| Swamp | 420~460 mm | 16.5~18.1" |
| Sand, Mud, pebbles | About 460 mm | About 18.1" |

36) 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.

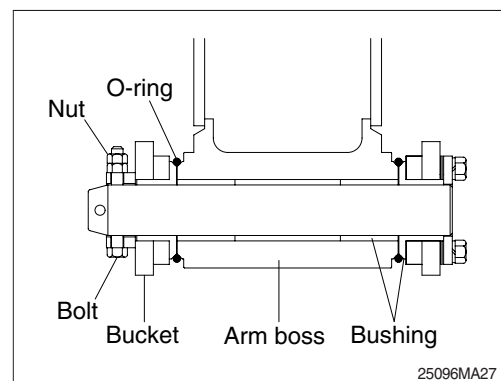
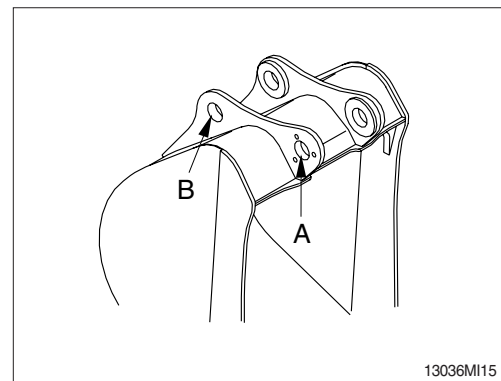
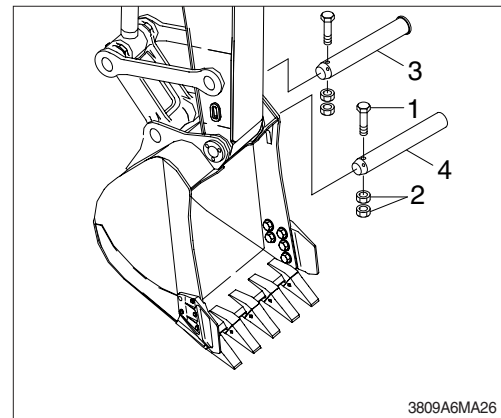
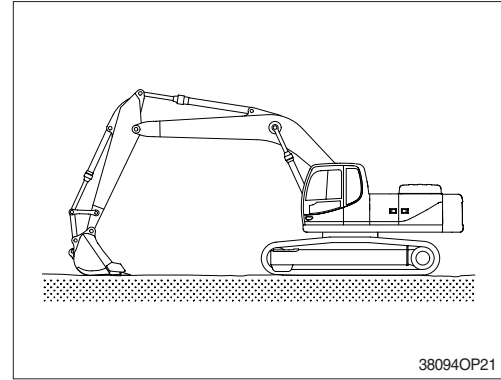
※ If the bucket is lowered strongly to the ground, the resistance will be increased and it will be difficult to remove the pins.

※ 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.

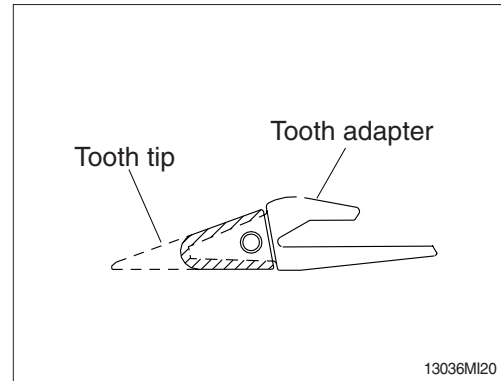
(5) Install the stopper bolt (1) and nuts (2) for each pin, then grease the pin.



37) 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.

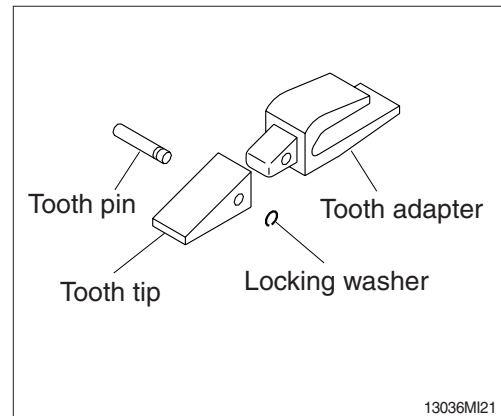


(2) Instructions for replacement

- 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.



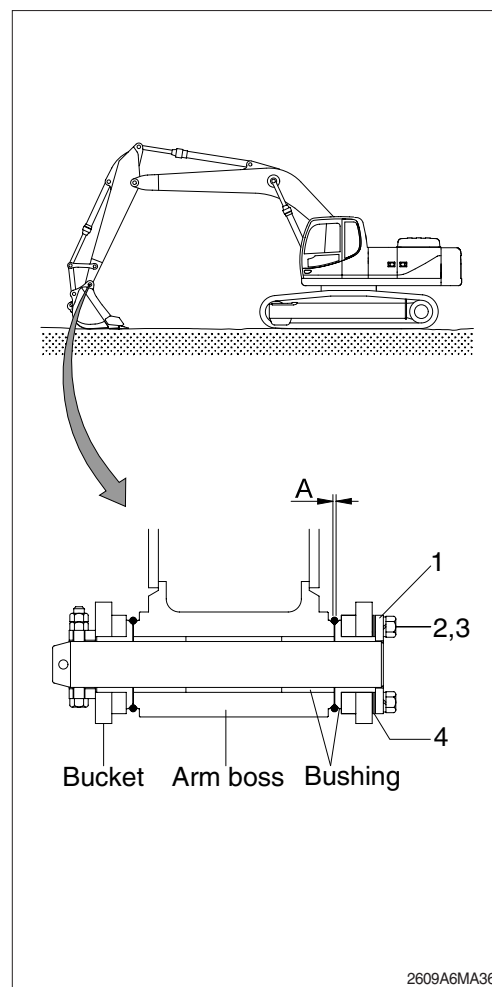
38) ADJUSTMENT OF BUCKET CLEARANCE

- (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 : $29.6 \pm 3.2 \text{ kgf} \cdot \text{m}$
($214.0 \pm 23.1 \text{ lbf} \cdot \text{ft}$)
 - Normal clearance : $0.5 \sim 1.0 \text{ mm}$
($0.02 \sim 0.04 \text{ in}$)

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



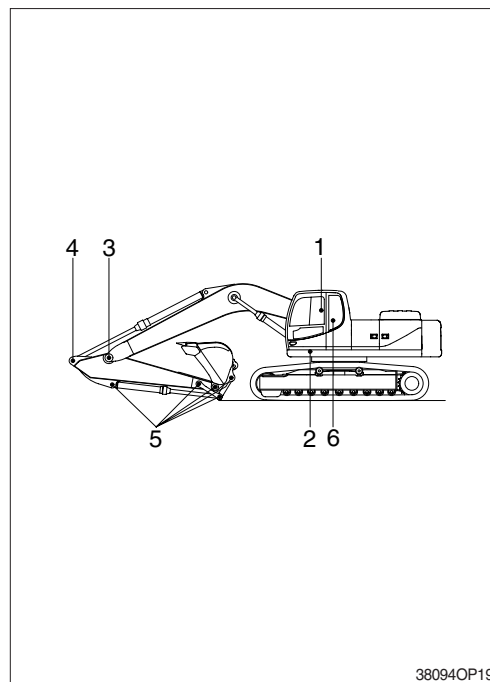
39) LUBRICATE PIN AND BUSHING

(1) Lubricate to each pin of working device

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

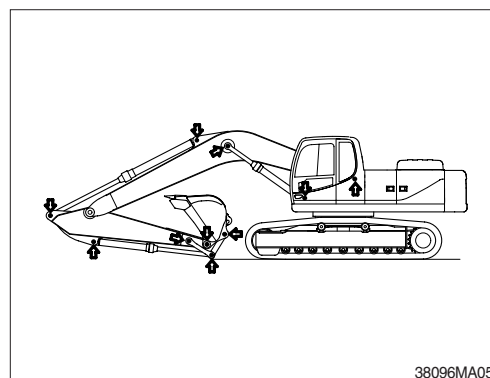
| No. | Description | Qty |
|-----|-------------------------------------|-----|
| 1 | Lubrication manifold at boom | 5 |
| 2 | Boom cylinder pin | 2 |
| 3 | Boom and arm connection pin | 1 |
| 4 | Arm cylinder pin (rod side) | 1 |
| 5 | Bucket cylinder pin (head, rod) | 2 |
| | Bucket link (control rod) | 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.**



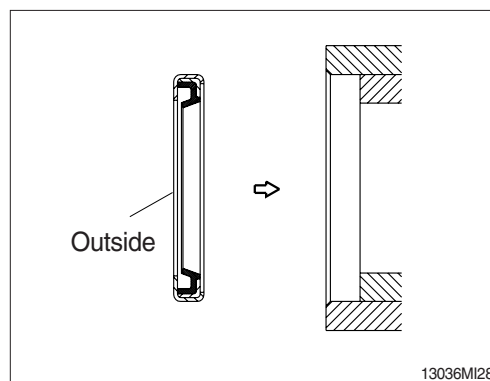
(2) Dust seals are mounted on the rotating part of working device to extend the lubricating interval.

※ **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.**

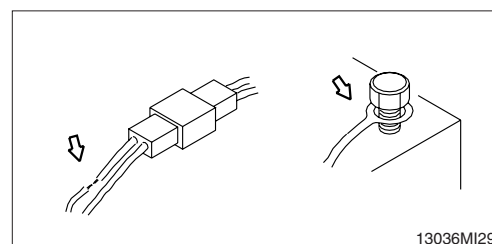
※ **Assemble the seal same direction with picture and use with plastic hammer when replace.**



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.

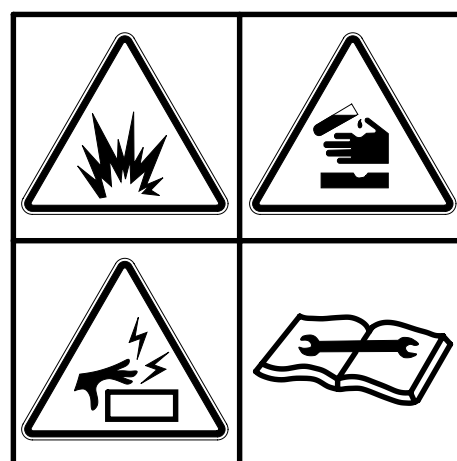
⚠ **Battery gas can explode. Keep sparks and flames away from batteries.**

⚠ **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

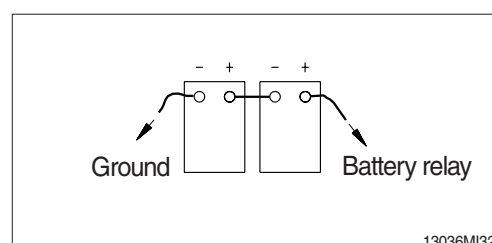
Never discard a battery.

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

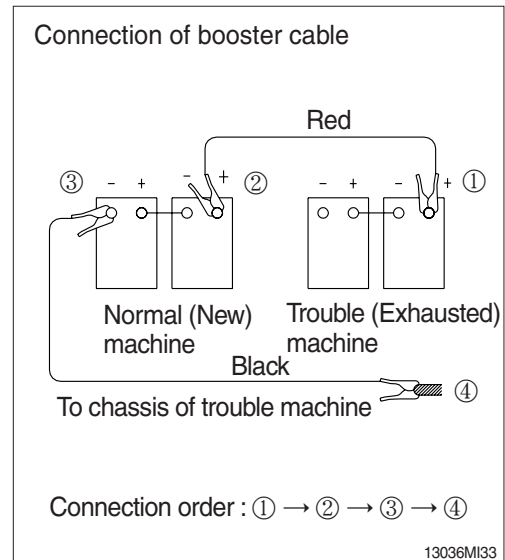
Keep following order when you are going to start engine using booster cable.

(1) Connection of booster cable

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

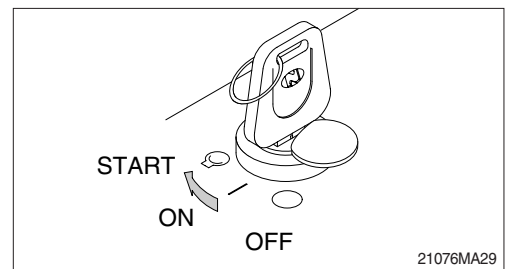
- ① Make sure that the starting switches of the normal machine and trouble machine are both at the OFF position.
- ② Connect the red terminal of booster cable to the battery (+) terminal between exhausted and new battery.
- ③ Connect the black terminal of the booster cable between new battery (-) terminal 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

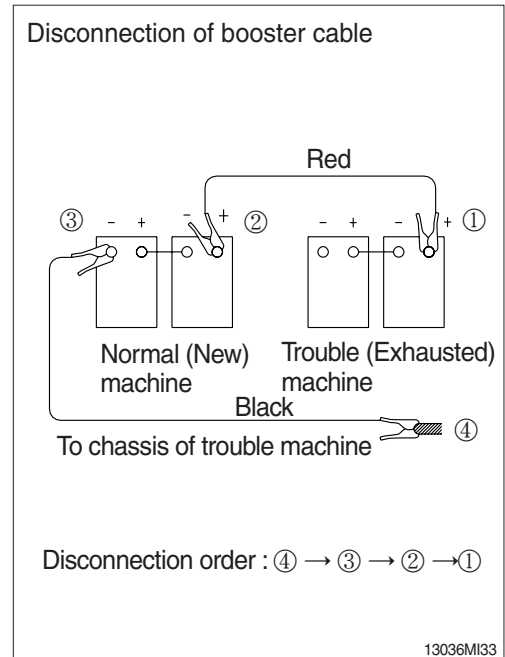
- ① Take off the booster cable (black).
- ② Take off the booster cable (red) connected to the (+) terminal.
- ③ Run engine with high idle until charging the exhausted battery by alternator, fully.

▲ **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

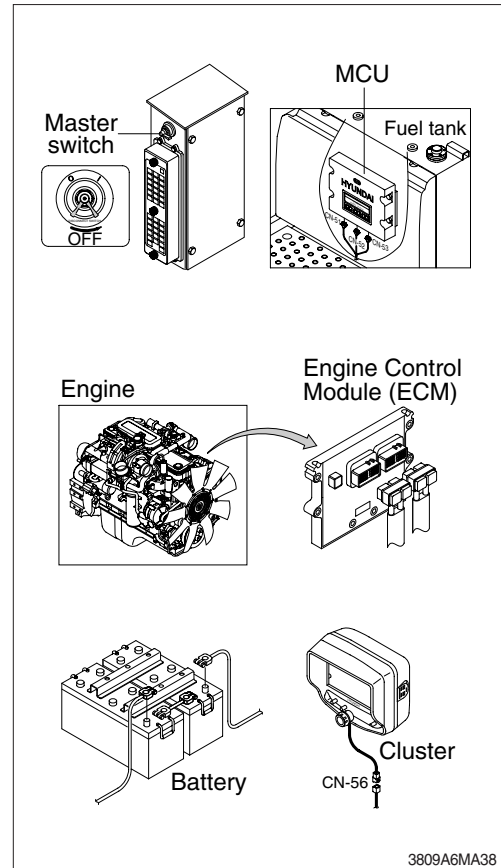
Before start to welding, follow the below procedure.

- 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.

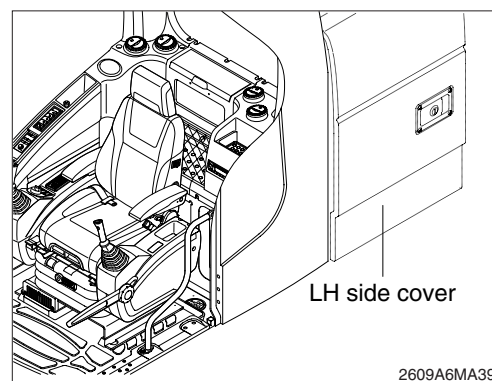


8. AIR CONDITIONER AND HEATER

1) CLEAN AND REPLACE OF FRESH AIR FILTER

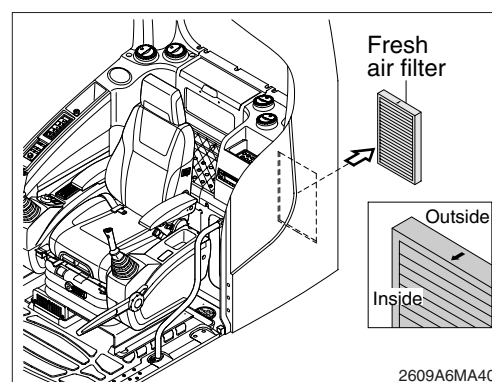
※ **Always stop the engine before servicing.**

(1) Open the LH side cover.



(2) Remove the fresh air filter.

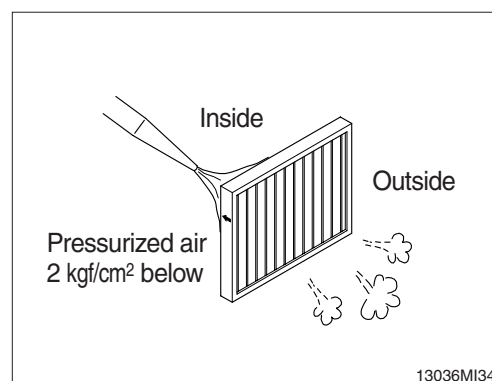
※ **When installing a filter, be careful not to change the filter direction.**



(3) Clean the filter using a pressurized air (below 2 kgf/cm², 28 psi).

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

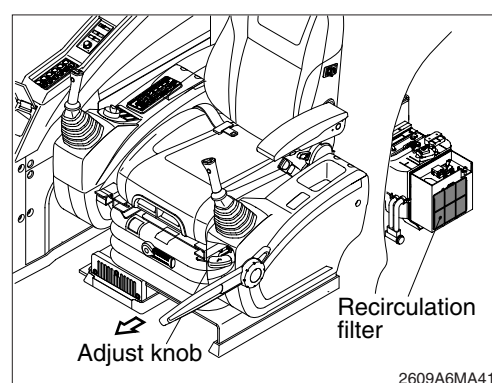
(4) **Inspect the filter after cleaning. If it is damaged or badly contaminated, use a new filter.**



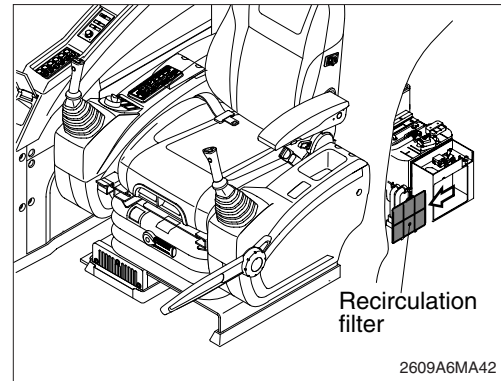
2) CLEAN AND REPLACE OF RECIRCULATION FILTER

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

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



- (2) Remove recirculation filter.

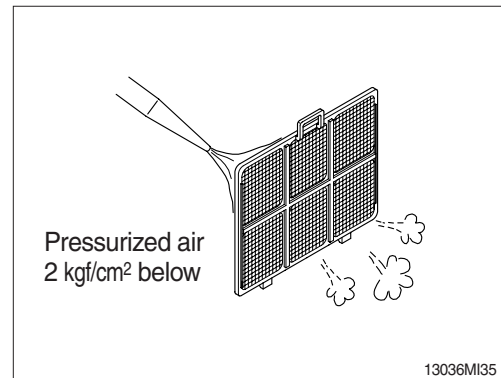


- (3) Clean the recirculation filter using a pressurized air (below 2 kgf/cm², 28 psi) or washing with water.

△ 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