Contents 1

Index . . . . . 2 - 3 - 4
General description . . . . . 5 - 6
Dimensions 7
Characteristics . . . . . 8...13
Identification 14
After-Sales Service 15
Cab control equipment . . . . . 16...21
Control panel . . . . . 22...27
Seat . . . . . 28 - 29
Cab 30
Other components . . . . . 31 - 32 - 33
Independent heating . . . . . 34 - 35
Starting and stopping engine . . . . . 36 - 37
Practical hints . . . . . 38 - 39
Safety 40
Running-in 41
Maintenance intervals . . . . . 42 - 43
Ingredients 44
Maintenance table 45
Engine . . . . . 46...57
- Engine . . . . . 47 - 48 - 49
- Feed system . . . . . 50 - 51 - 52
- Air filter . . . . . 53 - 54 - 55

Hydraulic components . . . . . 58...63
- Tank . . . . . 59 - 60
- Pump 61
- Cooler - Accumulator 62

Mechanical components . . . . . 64...68
- Reduction gear - Track tension 65
- Replacing tracks . . . . . 66 - 67

Electrical components . . . . . 69 - 70 - 71
Attachments . . . . . 72 - 73
Working ranges . . . . . 74...87
Tool set - Spare parts 88

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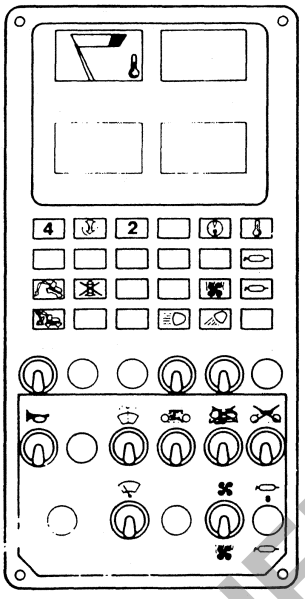
2 Index

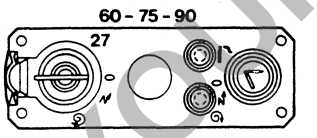
Accelerator lever 20
After-sales service 15
Air filter cartridges 53
Alternator belt 70
Alternator 70
Attachment hose connections 72
Attachment working light control. 25
Attachments, hints on using 39
Attachments. . . . . 72 - 73
Batteries . . . . . 31...69
Cab control equipment. . . . . 16...21
Cab door 30
Cab. 30
Characteristics . . . . . 8...13
Cigarette lighter 27
Clamshell mounting. 73
Clamshell swing pedal. 18
Coat hook 30
Control lever, boom and bucket 20
Control lever, dipperstick and swing. 19
Control panel . . . . . 22...27
Cooler, hydraulic 62
Cooling fins 48
Cylinder tightness check 63
Description, general . . . . . 5 - 6
Dimensions 7
Electrical components . . . . . 69 - 70 - 71
Engine running 37
Engine shutdown. 37
Engine startup 36
Engine temperature indicator. 24
Engine. . . . . 46...57
Feed system . . . . . 50 - 51 - 52
Filter, air . . . . . 53 - 54 - 55
Filter, breather plug 60
Filter, engine oil. 47
Filter, feed pump 50
Filter, fuel 50
Filters, hydraulic 60
Filters, suction. 60
Filtration, heavy duty . . . . . 53 - 54 - 55

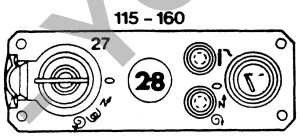
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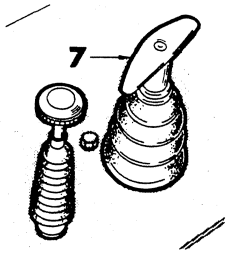
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36 Starting and stopping engine









STARTING ENGINE

- Push accelerator lever **7** a quarter of its stroke
- Turn ignition key **27** up to position " N "
  Warning lights **2** and **4** come on
  Drive in ignition key and turn it up to position " ⟲ " and release it as soon as the engine is running
- In the case of an engine equipped with a preheater **(115 - 160)** maintain ignition key in position " ⟲ " wait for warning light **28** to come on, drive in then turn key in position " ⟲ " and release it as soon as the engine is running
- As soon as the engine is running satisfactorily, reduce its speed.
- Warning lights **2, 4** and **28** are out.

With a low load, by alternatively increasing and reducing the speed, the engine will quickly reach its normal temperature.
If white smoke is given off at exhaust, reheat for a short period.
Turn ignition key and keep it in position " ⟲ ", with the engine running at very low idling speed.

STARTING IN COLD WEATHER

Before starting, preheat for at least 2 minutes.
After starting, allow the engine to run for 5 minutes without operating the excavator.

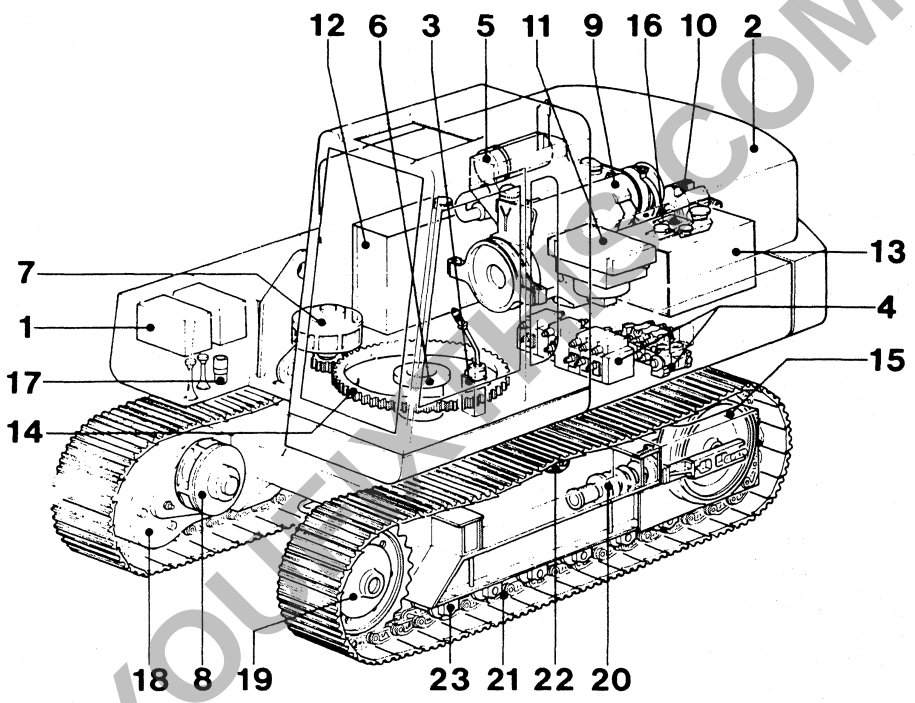
PRECAUTIONS FOR USE

Do not actuate the starter for more than 5 consecutive seconds.
When attempting to start the engine, wait for 1 minute before trying again.
Do not actuate the starter with the engine running.

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6 General description



1 Batteries
2 Upperstructure
3 Attachment and swing motion controls
4 Valve banks
5 Air filter
6 Swing joint
7 Hydraulic swing motor
8 Hydraulic track drive motor
9 Engine
10 Hydraulic pump
11 Hydraulic cooler
12 Fuel tank
13 Hydraulic fluid tank
14 Swing gear
15 Carrier frame
16 Engine/pump coupling
17 Horn compressor
18 Track drive reduction gears
19 Sprocket wheel
20 Hydraulic track tension mechanism
21 Links
22 Upper roller
23 Lower rollers

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TROUBLESHOOTING TABLE

FAILURES	POSSIBLE CAUSES	REMEDY
Contact on : no start-up	Battery discharged	Recharge or change battery
	Cables cut or terminals badly connected	Repair or clean terminals
Engine fails to start	Shut-down control not pushed back (drawback spring broken)	Repush fully (replace spring)
	Tank empty	Top up, bleed and prime fuel supply lines
	Feed pump filter clogged	Clean it
	Filter cartridge clogged (paraffin precipitation in very cold weather)	Change cartridge and bleed fuel supply lines
	Leakage or presence of air in fuel supply lines	Check and tighten all connections
Engine is hard to start	Battery capacity too weak, terminals loose or rusty	Check battery Clean terminals and lubricate them
	In winter, oil too viscous	Use suitable oil
	Insufficient fuel intake	Clean feed pump filter and change filter cartridge
	Leakage or presence of air in fuel supply lines	Check and tighten all connections
The engine does not run smoothly and does not give top power	Air filter clogged	Clean filter
	Insufficient fuel intake	Clean fuel filters
	Rocker arm clearence badly adjusted	Adjust clearance
	Valve spring broken	Refer to your Poclain serviceman
	Injector needle seized	Refer to your Poclain serviceman

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	60	75	90	115	160
. . . . .	320 bar	320 bar	320 bar	320 bar	320 bar
. . . . .	400 bar	400 bar	400 bar	400 bar	400 bar
. . . . .	81 l/min	38 to 152 l/min	47 to 188 l/min	61 to 244 l/min	46 to 276 l/min
. . . . .	100 L	120 L	165 L	220 L	300 L
. . . . .	145 L	180 L	250 L	320 L	400 L
. . . . .	42,9kW(58,3ch)	52,6kW(71,5ch)	66,2kW(90ch)	85,4kW(116ch)	92kW(125ch)
. . . . .	41500 daN	49000 daN	66000 daN	83300 daN	114700 daN
. . . . .	31900 daN	45400 daN	52900 daN	69600 daN	79400 daN
. . . . .	26200 daN	38500 daN	45400 daN	52900 daN	52900 daN
. . . . .	–	49000 daN	66000 daN	83300 daN	114700 daN
. . . . .	–	52500 daN	64000 daN	69600 daN	79400 daN
. . . . .	–	45500 daN	53000 daN	69600 daN	76400 daN
. . . . .	opt.mot.w.brake	opt.mot.w.brake	opt.mot.w.brake	opt.mot.w.brake	opt.mot.w.brake
. . . . .	F4L 912	F5L 912	F6L 912	BF6L 913	BF6L 913
. . . . .	64kW (87ch)	79,5kW (108ch)	95,7kW (130ch)	128,8kW (175ch)	128,8kW (175ch)
. . . . .	2770 cm^3	4710 cm^3	5652 cm^3	6128 cm^3	6128 cm^3
. . . . .	100 mm	100 mm	100 mm	102 mm	102 mm
. . . . .	120 mm	120 mm	120 mm	125.mm	125 mm
. . . . .	air	air	air	air	air
. . . . .	116 A/h	160 A/h	160 A/h	160 A/h	160 A/h
. . . . .	2150 rpm	2150 rpm	2150 rpm	2150 rpm	2300 rpm
. . . . .	51,5kW (70ch)	64,8kW (88ch)	77,3kW (105ch)	110,4kW (150ch)	116,2kW (158ch)
. . . . .	49,3kW (67ch)	61,8kW (84ch)	73,6kW (100ch)	106 kW (144ch)	111,8kW (152ch)
. . . . .	46,4kW (63ch)	58,1kW (79ch)	69,9kW (95ch)	95,7kW (130ch)	104,5kW (142ch)
. . . . .	9 L	12 L	17 L	17 L	17 L
. . . . .	114 L	200 L	230 L	305 L	410 L
. . . . .	10,4 L	13 L	15,6 L	21,3 L	25,4 L
. . . . .	optional	optional	optional	optional	optional

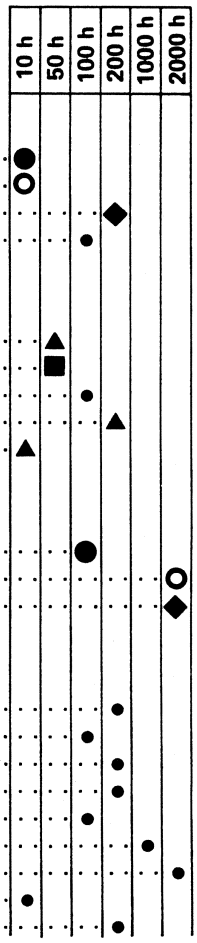
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42 Maintenance intervals

MAINTENANCE OPERATIONS ARE ESSENTIAL

The frequencies indicated are based on the assumption that the machine works 10 hours per day, 50 hours per week and 2000 hours per year.
Carry out the servicingrequired by consulting the hourmeter every day.
The hourmeter of your machine, located on the side control panel, enables you to determine when servicing operations should be carried out.
Its electric control is connected to the engine oil pressure circuit.
It accumulates hours exactly like, a clock when the engine is running.
To carry out maintenance operations, swing the upperstrucutre across the carrier frame.
When carrying out these servicing operations, tighten nuts, bolls, etc. where required.

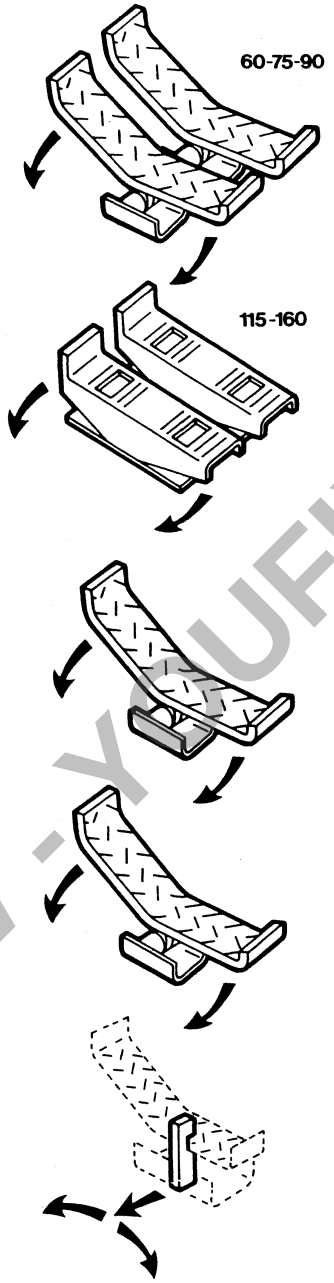


	Page
LEVEL	
Engine oil	47
Hydraulic fluid	59
Track drive reduction gears	65
Batteries	69
LUBRICATION	
Swing gear	68
Swing gear teeth	68
Horn compressor	68
Engine-pump coupling (machine 115 only)	68
Attachments	72
DRAINAGE	
Engine oil	47
Complete hydraulic circuit	62
Track drive reduction gears	65
OTHER MAINTENANCE OPERATIONS	
Replacement of engine oil filter	47
Cleaning cooling fins	48
Adjusting rocker arm play	49
Replacing fuel filter	50
Cleaning feed pump filter	50
Injectors	52
Injection pump	52
Cleaning air filter dust bowl	53 - 55
Hydraulic fluid tank suction filter	60

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18 Cab control equipment



1 TRACK DRIVE PEDALS

Toe down : the machine moves forward in a straight line.
Heel down : the machine moves backwards in a straight line.
During forward drive, the hydraulic track drive motors are behind the operator.
Each pedal is independent in relation to the other.
To change direction, either press on only one pedal, or toe down on one pedal and heel down on the other (pivoting on the spot).

2 CLAMSHELL SWING PEDAL

(OPTIONAL)

Toe down to swing the clamshell to the right.
Heel down to swing the clamshell to the left

3 JIB CYLINDER OR OFFSET BACK-HOE PEDAL

(OPTIONAL)

– Jib cylinder
Toe down : the boom draws close to the main boom
Heel down : the boom moves away from the main boom.
– Offset backhoe
Toe down : the attachment moves to the right
Heel down : the attachment moves to the left
– Locking option pedal
(special to some countries).

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