## 1. STRUCTURE

This service manual has been prepared as an aid to improve the quality of repairs by giving the serviceman an accurate understanding of the product and by showing him the correct way to perform repairs and make judgements. Make sure you understand the contents of this manual and use it to full effect at every opportunity.
This service manual mainly contains the necessary technical information for operations performed in a service workshop.
For ease of understanding, the manual is divided into the following sections.

### Structure and function

This group explains the structure and function of each component. It serves not only to give an understanding of the structure, but also serves as reference material for troubleshooting.

### Operational checks and troubleshooting

This group explains the system operational checks and troubleshooting charts correlating problem to remedy.

### Tests and adjustments

This group explains checks to be amide before and after performing repairs, as well as adjustments to be made at completion of the checks and repairs.

### Disassembly and assembly

This section explains the order to be followed when removing, installing, disassembling or assembling each component, as well as precautions to be taken for these operations.

The specifications contained in this shop manual are subject to change at any time and without any advance notice. Contact your Hyundai distributor for the latest information.

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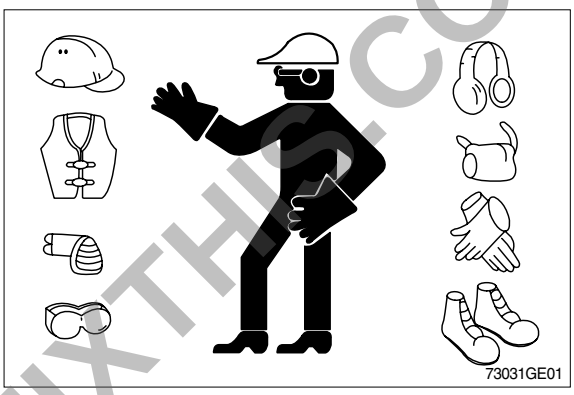
## GROUP 1 SAFETY HINTS

### FOLLOW SAFE PROCEDURE

Unsafe work practices are dangerous. Understand service procedure before doing work; Do not attempt shortcuts.

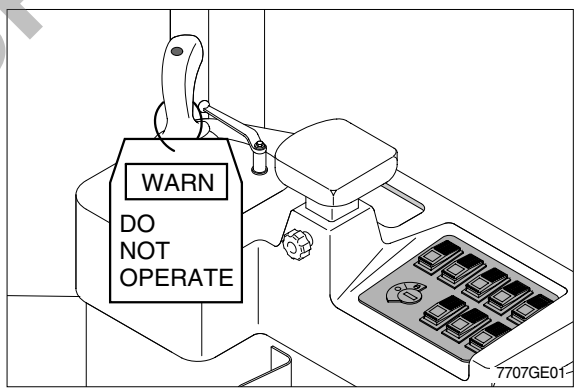
### WEAR PROTECTIVE CLOTHING

Wear close fitting clothing and safety equipment appropriate to the job.



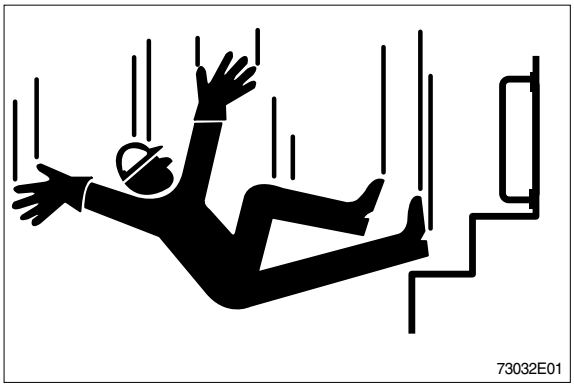

### WARN OTHERS OF SERVICE WORK

Unexpected machine movement can cause serious injury.
Before performing any work on the wheel loader, attach a 「Do Not Operate」 tag on the right side controller lever.




### USE HANDHOLDS AND STEPS

Falling is one of the major causes of personal injury.
When you get on and off the machine, always maintain a three point contact with the steps and handrails and face the machine. Do not use any controls as handholds.
Never jump on or off the machine. Never mount or dismount a moving machine.
Be careful of slippery conditions on platforms, steps, and handrails when leaving the machine.



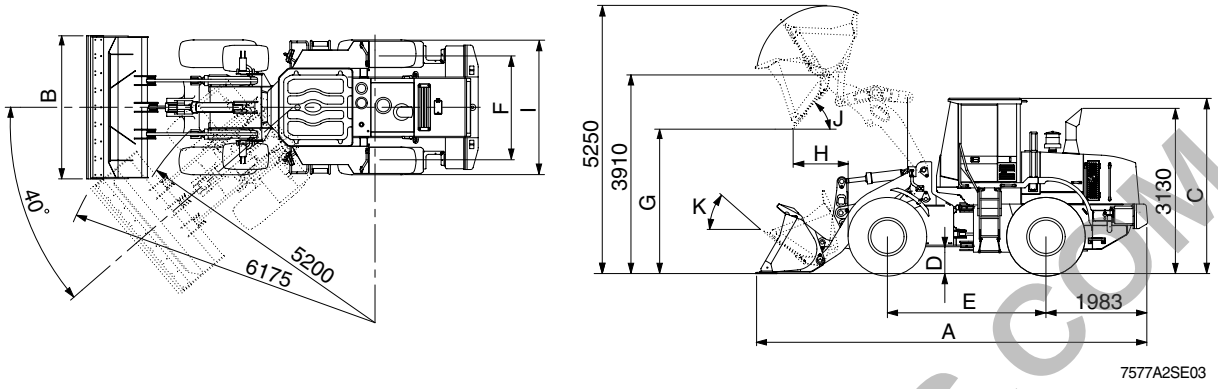

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## 2. SPECIFICATIONS

### 1) WITH BOLT-ON CUTTING EDGE TYPE BUCKET(HL757-7A)




| Description | | | Unit | Specification |
|---|---|---|---|---|
| Operating weight | | | kg(lb) | 14500(31970) |
| Bucket capacity | | Struck | $m^3(yd^3)$ | 2.3(3.0) |
| | | Heaped | | 2.7(3.5) |
| Overall length | | A | mm(ft-in) | 7450(24' 5") |
| Overall width | | B | | 2740( 9' 0") |
| Overall height | | C | | 3300(10'10") |
| Ground clearance | | D | | 410( 1' 4") |
| Wheelbase | | E | | 3030( 9'11") |
| Tread | | F | | 2050( 6' 9") |
| Dump clearance at 45° | | G | | 2860( 9' 5") |
| Dump reach(Full lift) | | H | | 1040( 3' 4") |
| Width over tires | | I | | 2580( 8' 6") |
| Dump angle | | J | Degree (°) | 47 |
| Roll back angle(Carry position) | | K | | 46 |
| Cycle time | | Lift(With load) | sec | 5.9 |
| | | Dump(With load) | | 1.2 |
| | | Lower(Empty) | | 3.0 |
| Maximum travel speed | | | km/hr(mph) | 36.0(22.4) |
| Braking distance | | | m(ft-in) | 12(39' 4") |
| Minimum turning radius(Center of outside tire) | | | | 5.2(17' 1") |
| Gradability | | | Degree (°) | 30 |
| Travel speed | Forward | First gear | km/hr(mph) | 7.0(4.4) |
| | | Second gear | | 11.5(7.2) |
| | | Third gear | | 22.9(14.3) |
| | | Fourth gear | | 36.0(22.4) |
| | Reverse | First gear | | 7.3(4.5) |
| | | Second gear | | 12.1(7.5) |
| | | Third gear | | 23.9(14.9) |

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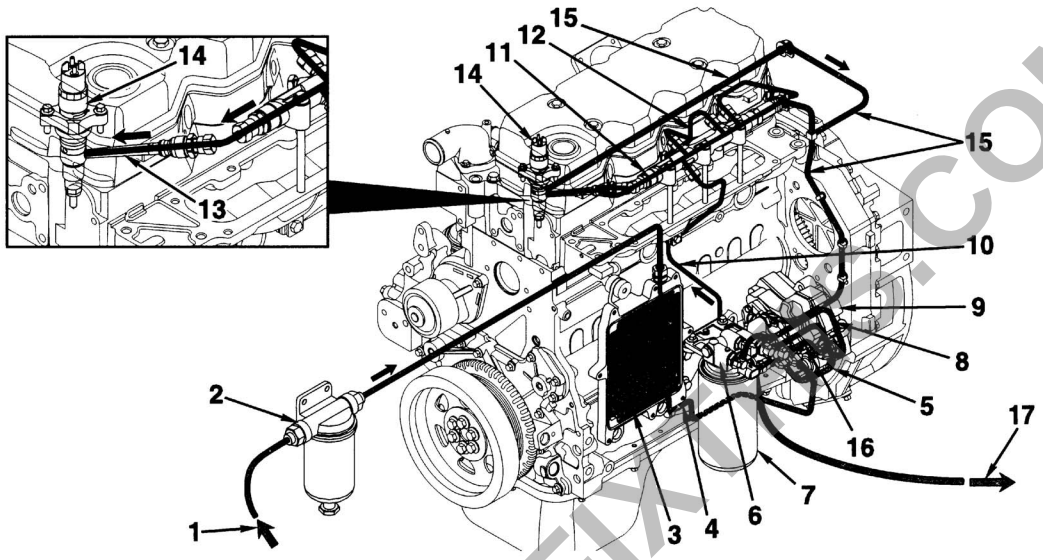


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## 2. SYSTEM DIAGRAMS

The following drawings show the flow through the engine systems.

### 1) FUEL SYSTEM




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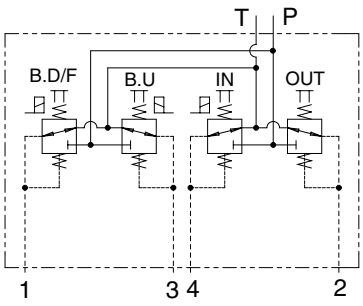
1 From fuel tank
2 Water/fuel separator(**not** mounted on engine)
3 ECM cooling plate
4 To fuel gear pump
5 To fuel filter
6 Fuel filter head
7 Fuel filter
8 To high-pressure pump
9 High-pressure pump
10 To fuel rail
11 Fuel rail
12 To injectors
13 High-pressure connector
14 Injector
15 Fuel return from injectors and fuel rail to fuel filter head
16 Fuel return from high-pressure pump to fuel filter head
17 To fuel tank

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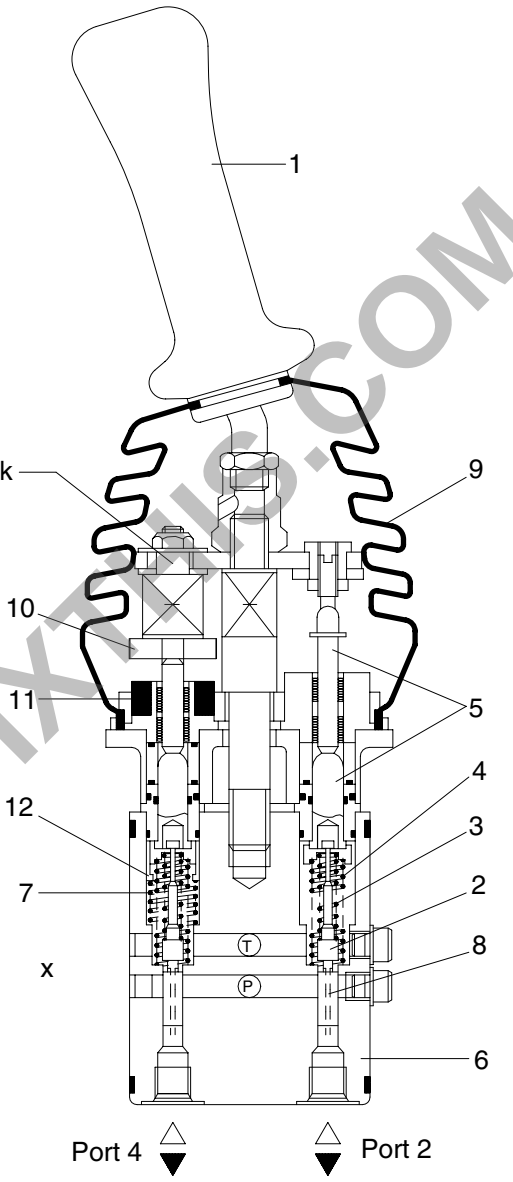


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## 2) OPERATION




HYDRAULIC CIRCUIT
(3 Electromagnetic locks)




### (1) Hydraulic functional principle

Pilot devices with end position locks operate as direct operated pressure reducing valves.

They basically comprise of control lever(1), four pressure reducing valves, housing(6) and locks.

Each pressure reducing valve comprises of a control spool(2), a control spring(3), a return spring(4) a plunger(5).

At rest, control lever(1) is held in its neutral position by return springs(4). Ports(1, 2, 3, 4) are connected to tank port T via drilling(8).

When control lever(1) is deflected, plunger(5) is pressed against return spring(4) and control spring(3).

Control spring(3) initially moves control spool(2) downwards and closes the connection between the relevant port and tank port T. At the same time the relevant port is connected to port P via drilling(8). The control phase starts as soon as control spool(2) finds its balance between the force from control spring(3) and the force, which results from the hydraulic pressure in the relevant port(ports 1, 2, 3 or 4).

Due to the interaction between control spool(2) and control spring(3) the pressure in the relevant port is proportional to the stroke of plunger(5) and hence to the position of control lever(1).

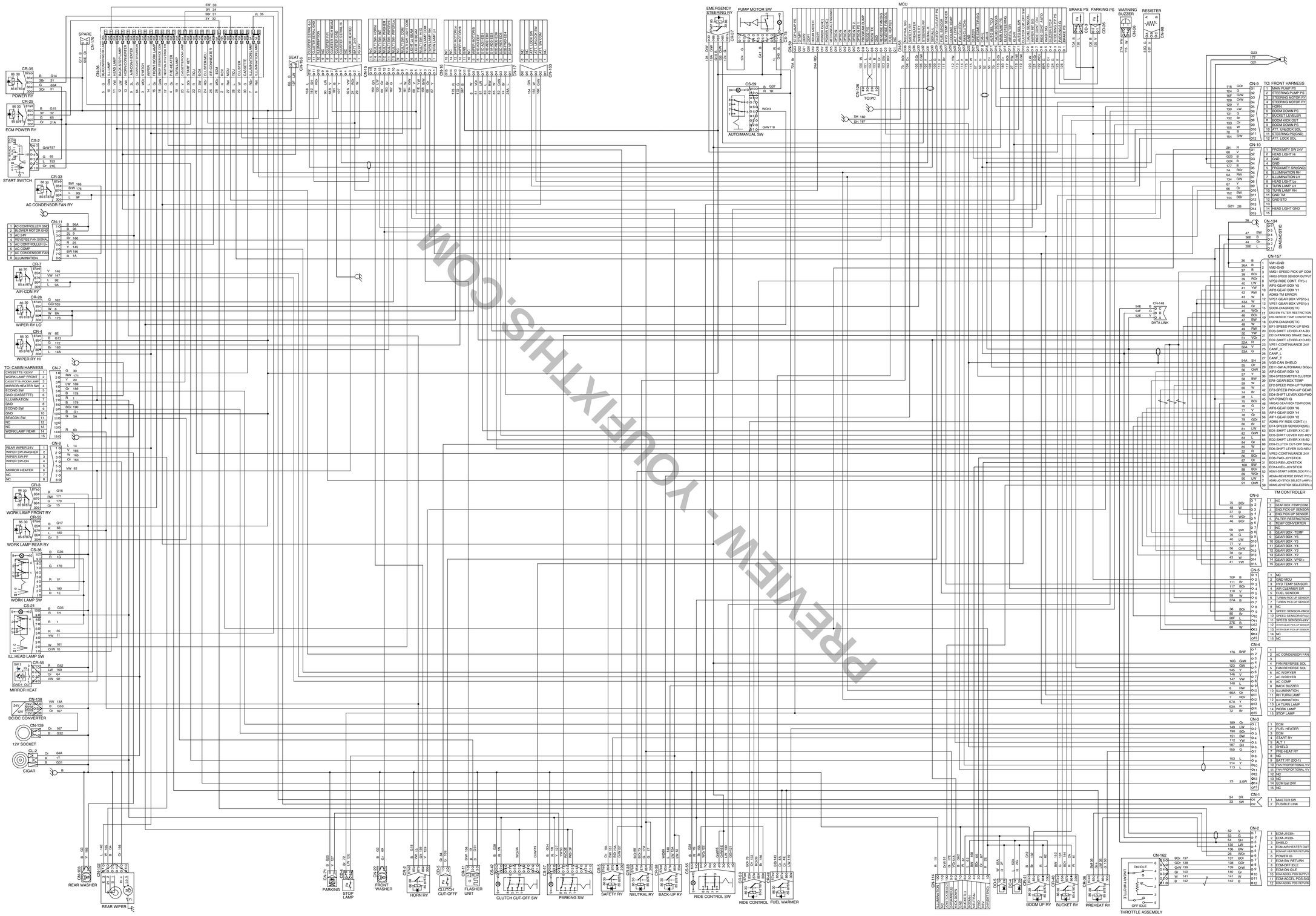
This pressure control which is dependent on the position of the control lever and the characteristics of the control spring permits the proportional hydraulic control of the main directional valves and high response valves for hydraulic pumps.

A rubber bellows(9) protects the mechanical components in the housing from contamination.

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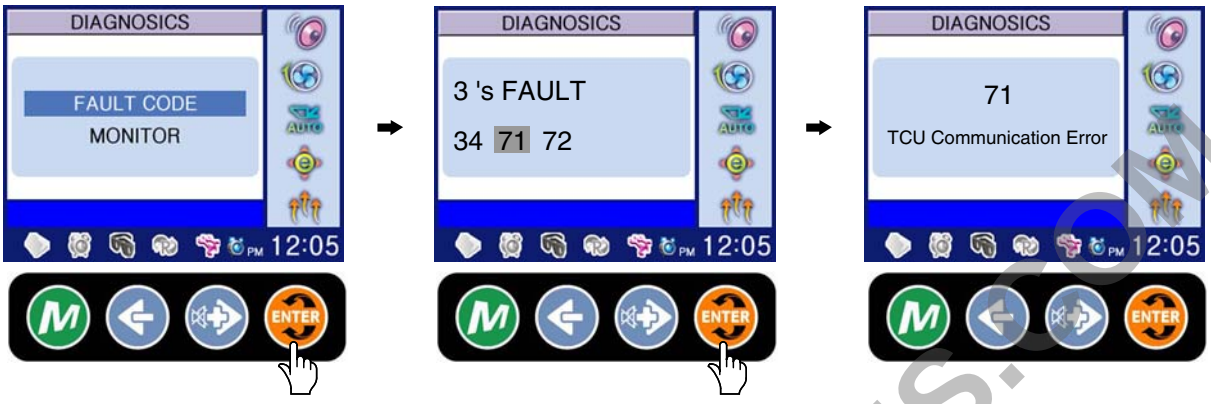

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7577AEL00

### (3) Machine fault code

When selecting the fault code menu, it shows all of the fault codes which mean abnormal conditions of present time.




7707A3CD36

※ To go out from fault explanation window, press ← button.
(Press ENTER , M to go out to main.)

※ **No error** will be indicated in case that there's no fault.

| Description | Code | Meaning | Remark |
|---|---|---|---|
| Electrical system | 010 | Power input voltage low | Below 18V |
| | 011 | Power input voltage high | Above 38V |
| | 012 | Alternator voltage low | Below 5V |
| | 013 | Alternator voltage high | Above 36V |
| | 014 | Buzzer circuit open or short to ground | |
| | 015 | Buzzer circuit short to power | |
| Hydraulic system | 020 | Hydraulic oil temperature sensor open or short to power | |
| | 021 | Hydraulic oil temperature sensor short to ground | |
| Engine system | 030 | Fuel level sensor open or short to power | |
| | 031 | Fuel level sensor short to ground | |
| | 034 | Cooling fan driving valve open or short to ground | |
| | 035 | Cooling fan driving valve short to power | |
| T/M system | 050 | Auto select switch supply power open or short to power | |
| | 051 | Auto select switch supply power short to ground | |
| | 052 | Clutch cutoff supply power open or short to power | |
| | 053 | Clutch cutoff supply power short to ground | |
| Steering system | 060 | Emergency steering relay open or short to ground | Option |
| | 061 | Emergency steering relay short to power | Option |
| Communication | 070 | MCU communication error | |
| | 071 | TCU communication error | |
| | 072 | ECM communication error | |

MCU : Machine control unit TCU : Transmission control unit ECM : Engine control module

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## 2. TROUBLESHOOTING

### 1) TRANSMISSION

※ **Diagnose malfunction charts are arranged from most probable and simplest to verify, to least likely, more difficult to verify. Remember the following steps when troubleshooting a problem :**

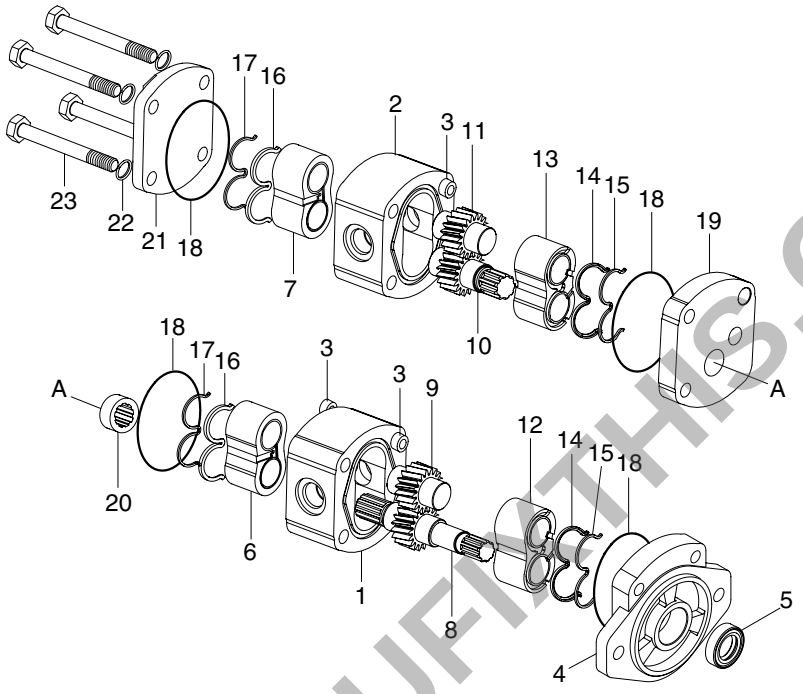
Step 1. Operational check out procedure(See group 3 in section 1.)
Step 2. Operational checks(In this group.)
Step 3. Troubleshooting
Step 4. Tests and/or adjustments(See group 3.)

| Problem | Cause | Remedy |
|---|---|---|
| **Transmission slippage** | Low oil level. | Add oil. |
| | Wrong oil grade. | Change oil. |
| | Restricted transmission pump suction screen. | Remove and clean screen. |
| | Leak in transmission control valve or gasket. | Remove valve and inspect gaskets. |
| | Low transmission pump flow due to worn pump. | Do transmission pump flow test. |
| | Weak or broken pressure regulating valve spring. | Do transmission system pressure test. |
| **Error code on display** | Something wrong in transmission. | Go to transmission error code group at page 3-32~3-51. |

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## 2) DISASSEMBLY




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※ Before disassembling ensure that the unit itself, bench and tools are thoroughly clean.

(1) Lightly mark the rear cover(21), body(2) and plate(19) to ensure reassembly in the correct position.

(2) Remove the bolts(23) and separate the brake pump unit from the fan pump using a soft faced hammer.

(3) Remove splined coupling(20).

(4) Remove the plate(19) from the body(2), free from plate using a soft faced hammer.

(5) Remove the backing ring(15), the seal element(14) and the body O-ring(18).

(6) Remove the rear cover(21) from the body(2).

(7) Remove the backing ring(17), the seal element(16) and the body O-ring(18).

※ Before removing the internal components each bushing(7, 13) must be marked to denote its location within the body. On the plain area of the bush away from the seal location, lightly mark.

(8) With the unit laying on its side grasp hold of the drive shaft(10) and pull it squarely out of the body(2) bringing the bushing(13) with it.

(9) Remove the driven gear(11) and the remaining bushing(7).



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## 5. TIGHTENING TORQUE OF MAJOR COMPONENT

| No. | | Items | Size | kgf · m | lbf · ft |
|---|---|---|---|---|---|
| 1 | Engine | Engine mounting bolt, nut(Rubber, 2EA) | M20×2.5 | 57.9 ± 8.7 | 419± 62.9 |
| 2 | | Engine mounting bolt(Bracket, 8EA) | M12×1.75 | 10.7 ± 1.6 | 77.4± 11.6 |
| 3 | | Engine mounting bolt(Flywheel housing,12EA) | M10×1.5 | 4.6 ± 0.9 | 33.3± 6.5 |
| 4 | | Radiator mounting bolt | M16×2.0 | 29.7± 4.5 | 215± 32.5 |
| 5 | | Fuel tank mounting bolt, nut | M16×2.0 | 29.7 ± 4.5 | 215± 32.5 |
| 6 | Hydraulic system | Main pump housing mounting bolt | M12×1.75 | 12.8 ± 3.0 | 92.6± 21.7 |
| 7 | | Brake pump housing mounting bolt | M10×1.5 | 6.9 ± 1.4 | 49.9± 10.1 |
| 8 | | Main control valve mounting bolt | M12×1.75 | 12.8 ± 3.0 | 92.6± 21.7 |
| 9 | | Steering unit mounting bolt | M10×1.5 | 6.9 ± 1.4 | 49.9± 10.1 |
| 10 | | Steering valve(EHPS) mounting bolt | M8×1.25 | 2.5 ± 0.5 | 18.1± 3.6 |
| 11 | | Brake valve mounting bolt | M8×1.25 | 2.5 ± 0.5 | 18.1± 3.6 |
| 12 | | Cut-off valve mounting bolt | M12×1.75 | 12.8 ± 3.0 | 92.6± 21.7 |
| 13 | | Remote control lever mounting bolt | M6×1.0 | 1.1±0.2 | 8.0± 1.4 |
| 14 | | Pilot supply unit mounting bolt | M8×1.25 | 2.5 ± 0.5 | 18.1± 3.6 |
| 15 | | Safety valve | M8×1.25 | 2.5 ± 0.5 | 8.1± 3.6 |
| 16 | | Hydraulic oil tank mounting bolt | M16×2.0 | 29.7 ± 4.5 | 215 ± 32.5 |
| 17 | Power train system | Transmission mounting bolt, nut(Rubber, 2EA) | M24×3.0 | 100 ± 15 | 723 ± 108 |
| 18 | | Transmission mounting bolt(Bracket) | M20×2.5 | 46.3 ± 7.0 | 335± 50.6 |
| 19 | | Front axle mounting bolt, nut | M24×2.0 | 100 ± 15 | 723±108 |
| 20 | | Rear axle support mounting bolt, nut | M27×2.0 | 135 ± 15 | 976±108 |
| 21 | | Tire mounting nut | M22×1.5 | 79 ± 2.5 | 571± 18.1 |
| 22 | | Drive shaft joint mounting bolt, nut | 3/8-24UNF | 6.0 ± 0.8 | 43.4± 5.8 |
| 23 | Others | Counterweight mounting bolt | M30×3.5 | 199 ± 29.9 | 1439±216 |
| 24 | | Operator's seat mounting bolt | M8×1.25 | 3.4 ± 0.8 | 24.6± 5 |
| 25 | | ROPS Cab mounting bolt(4EA) | M27×2.0 | 125 ± 15 | 904 ± 108 |

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Millimeters to Inches

1mm = 0.03937in

| | 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
|---|---|---|---|---|---|---|---|---|---|---|
| 0 | | 0.039 | 0.079 | 0.118 | 0.157 | 0.197 | 0.236 | 0.276 | 0.315 | 0.354 |
| 10 | 0.394 | 0.433 | 0.472 | 0.512 | 0.551 | 0.591 | 0.630 | 0.669 | 0.709 | 0.748 |
| 20 | 0.787 | 0.827 | 0.866 | 0.906 | 0.945 | 0.984 | 1.024 | 1.063 | 1.102 | 1.142 |
| 30 | 1.181 | 1.220 | 1.260 | 1.299 | 1.339 | 1.378 | 1.417 | 1.457 | 1.496 | 1.536 |
| 40 | 1.575 | 1.614 | 1.654 | 1.693 | 1.732 | 1.772 | 1.811 | 1.850 | 1.890 | 1.929 |
| 50 | 1.969 | 2.008 | 2.047 | 2.087 | 2.126 | 2.165 | 2.205 | 2.244 | 2.283 | 2.323 |
| 60 | 2.362 | 2.402 | 2.441 | 2.480 | 2.520 | 2.559 | 2.598 | 2.638 | 2.677 | 2.717 |
| 70 | 2.756 | 2.795 | 2.835 | 2.874 | 2.913 | 2.953 | 2.992 | 3.032 | 3.071 | 3.110 |
| 80 | 3.150 | 3.189 | 3.228 | 3.268 | 3.307 | 3.346 | 3.386 | 3.425 | 3.465 | 3.504 |
| 90 | 3.543 | 3.583 | 3.622 | 3.661 | 3.701 | 3.740 | 3.780 | 3.819 | 3.858 | 3.898 |

Kilogram to Pound

1kg = 2.2046lb

| | 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
|---|---|---|---|---|---|---|---|---|---|---|
| 0 | | 2.20 | 4.41 | 6.61 | 8.82 | 11.02 | 13.23 | 15.43 | 17.64 | 19.84 |
| 10 | 22.05 | 24.25 | 26.46 | 28.66 | 30.86 | 33.07 | 35.27 | 37.48 | 39.68 | 41.89 |
| 20 | 44.09 | 46.30 | 48.50 | 50.71 | 51.91 | 55.12 | 57.32 | 59.5. | 61.73 | 63.93 |
| 30 | 66.14 | 68.34 | 70.55 | 72.75 | 74.96 | 77.16 | 79.37 | 81.57 | 83.78 | 85.98 |
| 40 | 88.18 | 90.39 | 92.59 | 94.80 | 97.00 | 99.21 | 101.41 | 103.62 | 105.82 | 108.03 |
| 50 | 110.23 | 112.44 | 114.64 | 116.85 | 119.05 | 121.25 | 123.46 | 125.66 | 127.87 | 130.07 |
| 60 | 132.28 | 134.48 | 136.69 | 138.89 | 141.10 | 143.30 | 145.51 | 147.71 | 149.91 | 152.12 |
| 70 | 154.32 | 156.53 | 158.73 | 160.94 | 163.14 | 165.35 | 167.55 | 169.76 | 171.96 | 174.17 |
| 80 | 176.37 | 178.57 | 180.78 | 182.98 | 185.19 | 187.39 | 189.60 | 191.80 | 194.01 | 196.21 |
| 90 | 198.42 | 200.62 | 202.83 | 205.03 | 207.24 | 209.44 | 211.64 | 213.85 | 216.05 | 218.26 |

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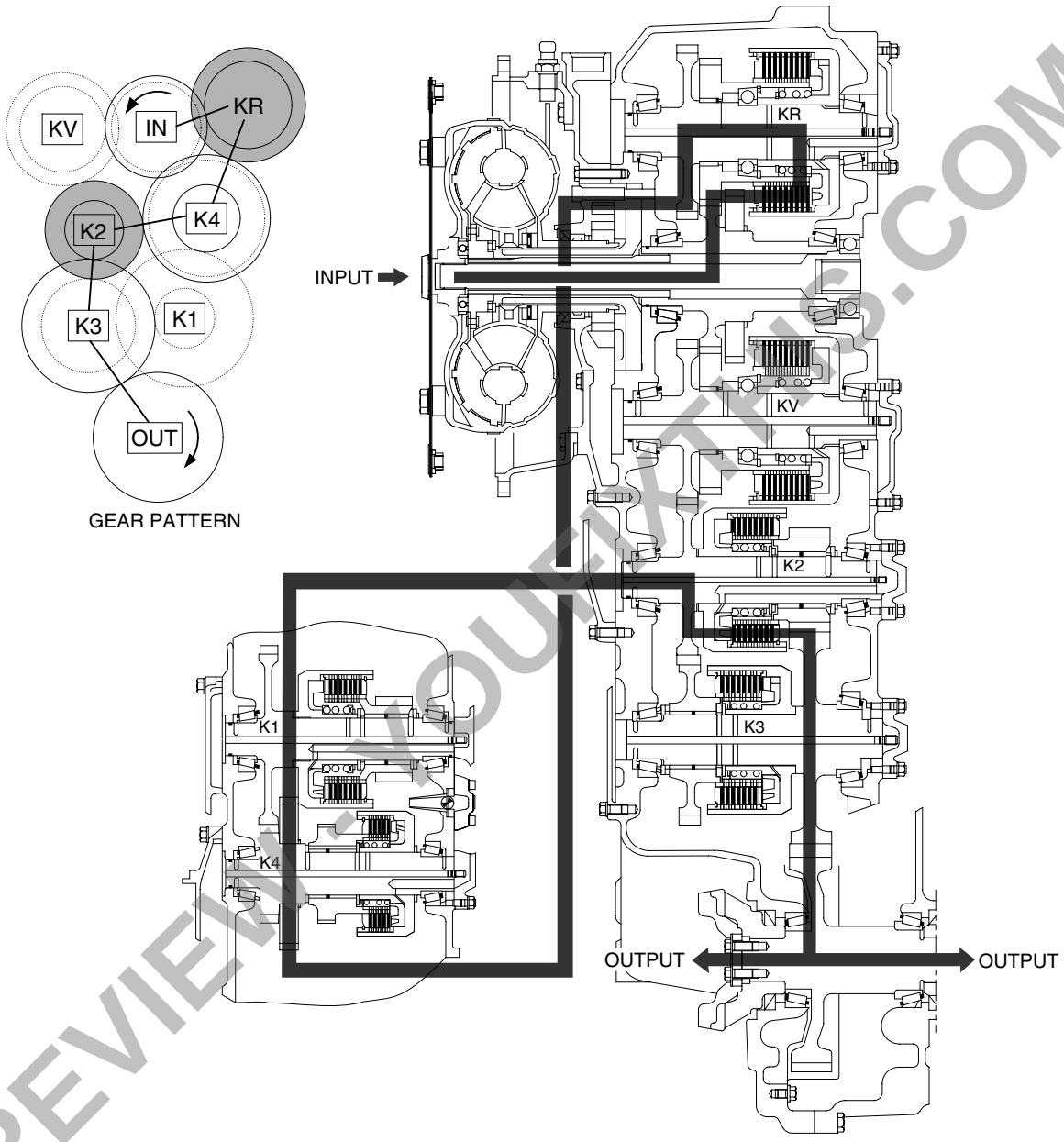


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② **Reverse 2nd**

In 2nd reverse, reverse clutch(KR) and 2nd clutch(K2) are engaged.

Reverse clutch and 2nd clutch are actuated by the hydraulic pressure applied to the clutch piston.




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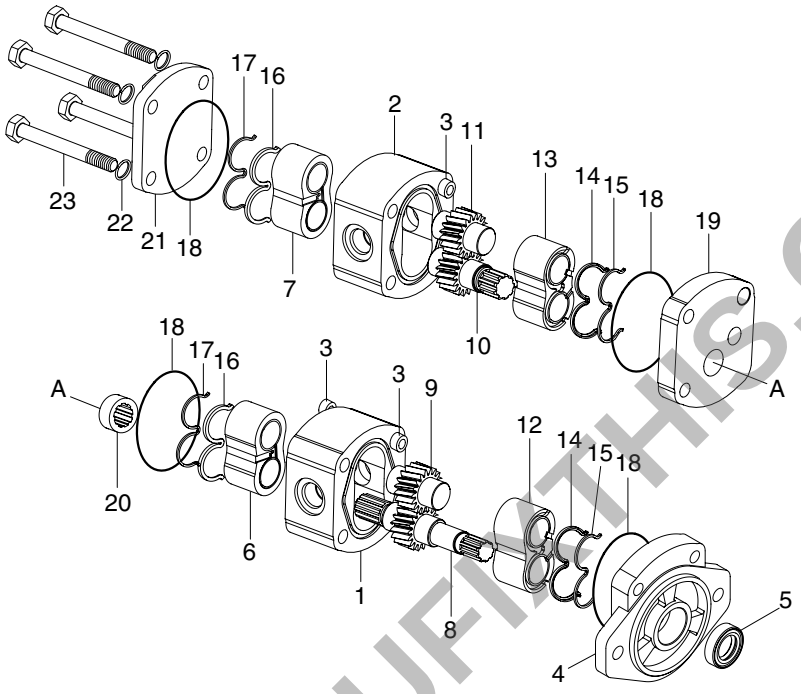
| Problem | Cause | Remedy |
|---|---|---|
| **Machine will not move** | Low oil level. | Add oil. |
| | Applied park brake. | Check parking brake fuse.<br>Check continuity to parking brake switch. |
| | No power to transmission controller. | Check transmission controller fuse. |
| | Malfunctioning parking brake solenoid valve. | Remove and inspect parking brake solenoid valve.<br>Check for power to solenoid valve. |
| | Restricted orifice of PPC valve. | Remove orifice and check for contamination and/or plugging.<br>(Do not remove valve housing for this purpose.) |
| | Excessive leakage in transmission element. | Do transmission element leakage test using system pressure. |
| | Worn clutch disks. | Repair transmission. |
| | Low or no transmission pressure. | See transmission pressure is low in this group. |
| | Service brake will not release. | Do brake pedal operational check.<br>Do service and park system drag checks. |
| | Failed torque converter. | Do torque converter stall test.<br>If engine pulldown in normal, torque converter is good. |
| | Broken shafts or gears. | Drain transmission to determine if large pieces of metal contamination are present. |
| | Broken drive shafts. | Inspect drive shafts and universal joints for external damage. Repair. |
| | Broken ring or pinion gear. | If drive shaft rotate with transmission in gear but machine does not move, a differential failure is indicated. Repair. |
| **Machine does not engage in low gear** | Malfunctioning transmission control solenoid valve. | Check solenoid valve. |
| | Stuck spool in transmission control valve. | Remove and inspect transmission control valve spools. |
| | Stuck PPC valve. | Remove end cover to inspect PPC valve.<br>Replace if necessary. |
| | Malfunctioning transmission speed sensor. | Check speed sensor. |

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## ASSEMBLY




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(8) Fit coupling(20) to the plate(19).

(9) Holding the whole unit together carefully turn it over, making sure it is supported on the spacer plate(19) not the shaft.

(10) Slide off the rear over and fit seals as in(5) and (6) above.

(11) Fit the rear cover(21), taking care not to dislodge the backup seal(16) and bolt(23) the unit together.

· Tightening torque : 4.8kgf · m(35lbf · ft)

※ Pour a small amount of oil into a port and check that the shaft can be rotated without undue force using a smooth jawed hand wrench hooked around the shaft or a suitable half coupling locked against the key.

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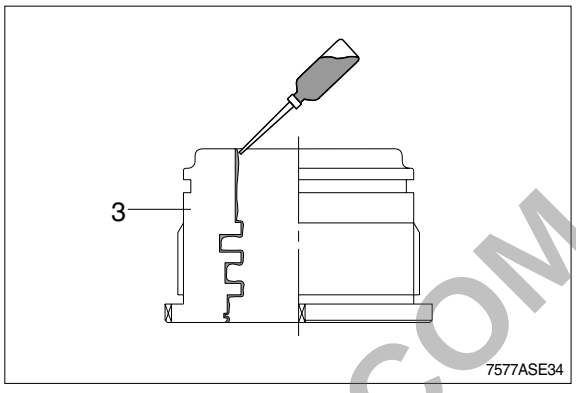
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### 4) ASSEMBLY

#### (1) Assemble gland assembly

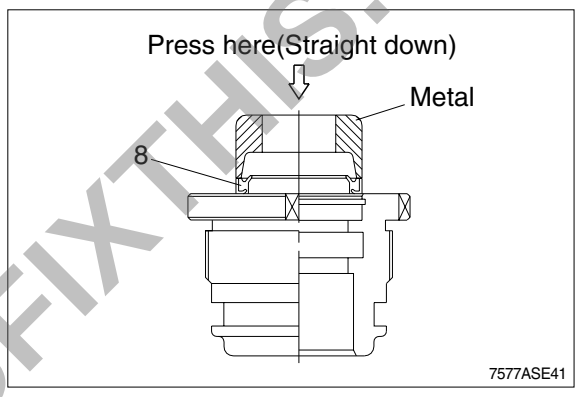
※ Check for scratches or rough surfaces if found smooth with an oil stone.

① Coat the inner face of gland(3) with hydraulic oil.




② Coat dust wiper(8) with grease and fit dust wiper(8) to the bottom of the hole of dust wiper.
At this time, press a pad metal to the metal ring of dust seal.

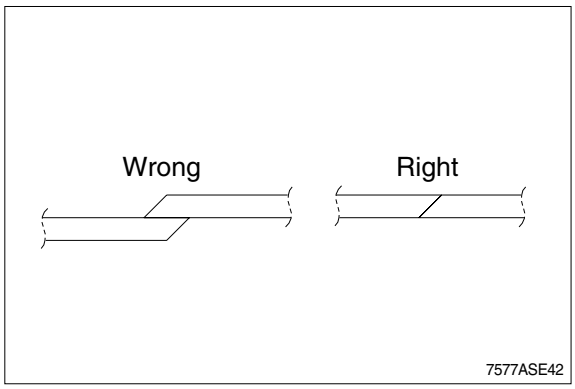
③ Fit snap ring(9) to the stop face.




④ Fit back up ring(6) and rod seal(5), and buffer ring(7) to corresponding grooves, in that order.

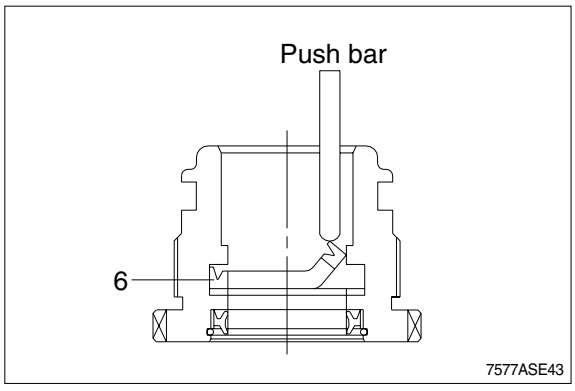
※ Coat each packing with hydraulic oil before fitting it.

※ Insert the backup ring until onside of it is inserted into groove.




※ Rod seal(5) has its own fitting direction. Therefore, confirm it before fitting them.

※ Fitting rod seal(5) up side down may damage its lip. Therefore check the correct direction that is shown in figure.




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| Problem | Cause | Remedy |
|---|---|---|
| **Hydraulic oil foams** | Low oil level.<br>Wrong oil.<br>Water in oil.<br>Loose or faulty suction lines (air leak in system). | Add recommended oil.<br>Change to recommended oil.<br>Change oil.<br>Tighten or install new lines. |
| **Remote control valve (RCV) leaking** | Leaking plunger seals. | Remove, inspect and replace plunger seals. |

※ **Followings are general precautions for the hydraulic system and equipment.**

1) Every structure has its limit of strength and durability. The relief valve is installed to limit the pressure on the hydraulic equipment and protect various parts of the wheel loader from possible damage. Therefore, never change the preset pressure of the relief valve unless absolutely necessary.

2) Since the hydraulic equipment is built with precision, the presence of only the slightest amount of dust and / or other particles in the hydraulic circuit might cause wear and/or damage, resulting in unstable functions and/or damage, resulting in unstable functions and/or unexpected accidents. Therefore, always keep hydraulic oil clean. Periodically, check the filter in the return circuit and replace the element as necessary.

3) Extract about 200cc of hydraulic oil from the tank as a sample every 6 months. If possible, have it analyzed by a specialist to confirm that the oil can still be used. Never extract the oil for sampling until the oil temperature has become the normal operating temperature. Since the replacement period varies depending on operating conditions, refer to **Operator's Manual** and change oil.

4) Should the equipment get damaged due to the presence of metal particles and/or foreign matter in the circuit drain out the hydraulic oil and carry out flushing. Also, replace the filter element and clean the hydraulic tank. Change the hydraulic oil entirely.

5) When checking the filter, if found metal particles in the element, drain out the hydraulic oil entirely, flush the whole circuit, and then fill with new oil. The presence of metal particles may indicate internal damage to the equipment. In such a case, check carefully before flushing, and repair or replace as required.

6) To add and/or change the hydraulic oil, always use recommended oil.(Refer to the list of recommended oils and lubricants at page 1-24, **Recommended lubricants**.) Never mix oil of different makes of kinds.

7) To change the hydraulic oil, use a clean vessel and funnel for pouring it into the tank. Never use cloth because it might cause the presence of lint in the circuit.

8) When removing the hydraulic equipment, be sure to put plugs or caps on hoses, tube lines and ports. Also, enter mating marks for later identification.

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## 6. ELECTRIC PARKING, DECLUTCH CIRCUIT

### 1) OPERATING FLOW

#### (1) Parking OFF

Fuse box (No.8) → Parking switch OFF → [CS-17(6)→(8)] → Parking solenoid ON (Activated) → Parking brake released (By hydraulic pressure)

Parking switch OFF → [CS-17(5)→(7)] → T/M control unit[CN-157(21)]

#### (2) Parking ON

Fuse box (No.8) → Parking switch ON → Parking solenoid [CN-71] OFF → Parking brake applied [By spring force]

#### (3) Declutch ON

Fuse box (No.8) → Clutch cut-off switch ON → Clutch cut-off switch [CS-42(5)→(1)] → MCU [CN-58(10)→(29)] → Service brake applied → Service brake pressure switch ON [CD-5] → T/M control unit [CN-157(66)] → Declutch

### 2) CHECK POINT

| Engine | Key switch | Check point | Voltage |
|---|---|---|---|
| Running | ON | ① - GND (Parking switch input)<br>② - GND (Parking switch output)<br>③ - GND (Parking switch input)<br>④ - GND (Parking switch output)<br>⑤ - GND (Parking solenoid)<br>⑥ - GND (Pressure switch clutch cut-off) | 20~25V |

※ GND : Ground

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