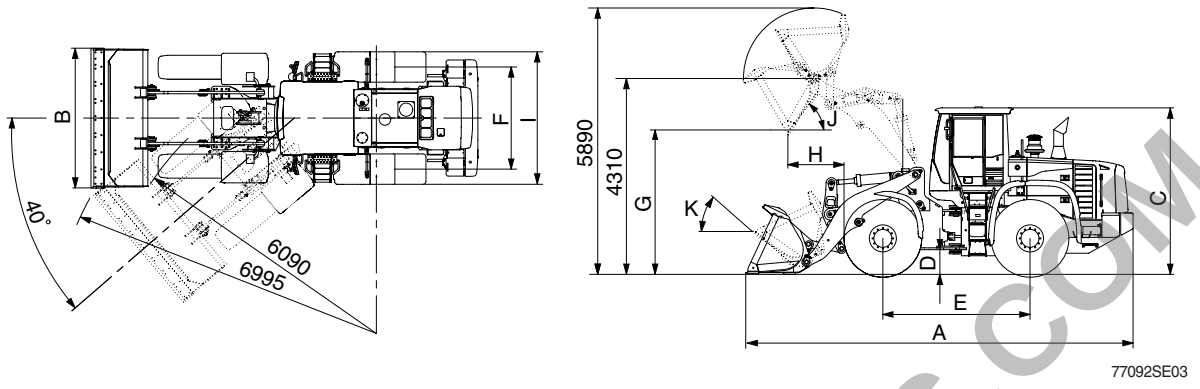
2. SPECIFICATIONS

1) WITH BOLT-ON CUTTING EDGE TYPE BUCKET (HL770-9)



77092SE03

Description			Unit	Specification
Operating weight			kg (lb)	23100 (50930)
Bucket capacity		Struck	m^3 (yd^3)	3.6 (4.7)
		Heaped		4.2 (5.5)
Overall length		A	mm (ft-in)	8700 (28' 7")
Overall width		B		3100 (10' 2")
Overall height		C		3560 (11' 8")
Ground clearance		D		480 (1' 7")
Wheelbase		E		3500 (11' 6")
Tread		F		2300 (7' 7")
Dump clearance at 45˚		G		3090 (10' 2")
Dump reach (full lift)		H		1295 (4' 3")
Width over tires		I		2975 (9' 9")
Dump angle		J	degree (˚)	48
Roll back angle (carry position)		K		49
Cycle time		Lift (with load)	sec	5.4
		Dump (with load)		1.3
		Lower (empty)		2.8
Maximum travel speed			km/hr (mph)	41.0 (25.5)
Braking distance			m (ft-in)	12 (39' 4")
Minimum turning radius (center of outside tire)				6.09 (20' 0")
Gradeability			degree (˚)	30
Travel speed	Forward	First gear	km/hr (mph)	6.9 (4.3)
		Second gear		12.3 (7.7)
		Third gear		26.9 (16.8)
		Fourth gear		41.0 (25.5)
	Reverse	First gear		6.9 (4.3)
		Second gear		12.3 (7.7)
		Third gear		26.9 (16.8)

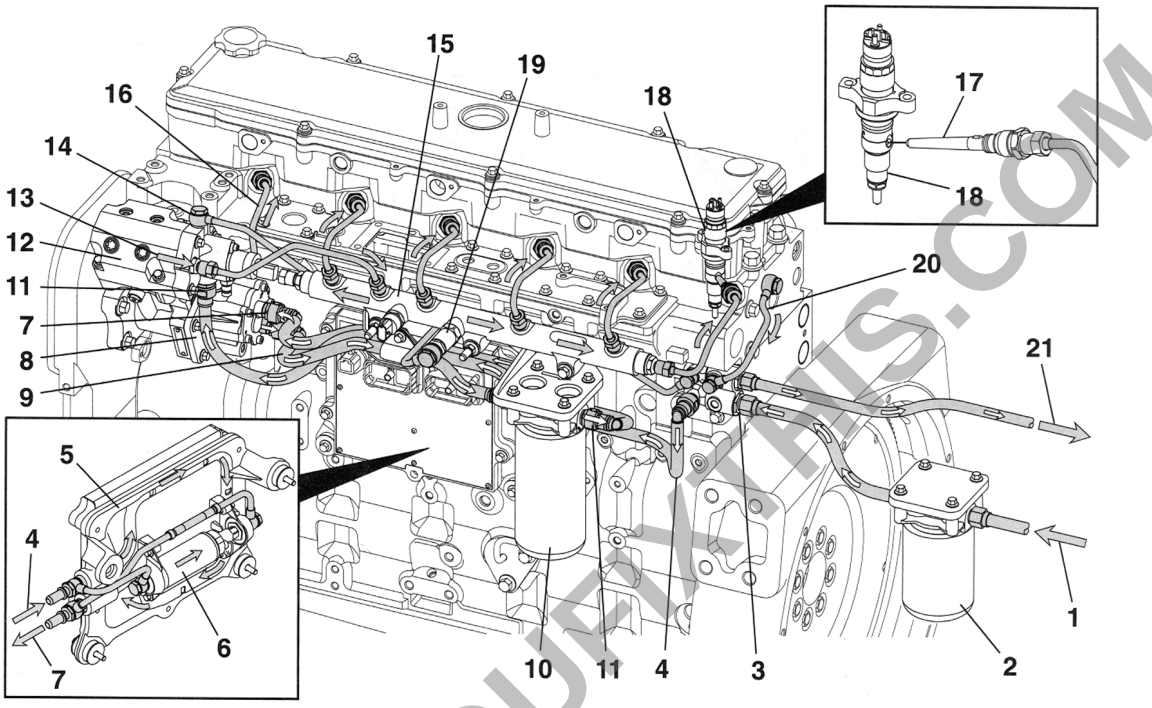
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2. SYSTEM DIAGRAMS

The following drawings show the flow through the engine systems.

1) FUEL SYSTEM (Common rail fuel system)



7707AEG02

1 Fuel from fuel tank
2 Fuel filter and water separator
3 Fuel supply connection
4 Fuel supply to ECM mounted fuel lift pump
5 ECM cooling plate
6 ECM mounted fuel lift pump
7 Fuel outlet from ECM mounted fuel lift pump
8 Fuel gear pump
9 Fuel from gear pump to fuel filter
10 Primary fuel filter
11 Fuel inlet to fuel pump actuator
12 High-pressure fuel pump
13 Fuel outlet from high-pressure pump
14 High-pressure pump drain flow connection
15 Fuel rail
16 High-pressure injector supply lines
17 High-pressure fuel connector
18 Fuel injector
19 Fuel pressure relief valve
20 Fuel injector drain flow line
21 Fuel return to fuel tank

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4. FAULT CODE

1) MACHINE FAULT CODE

HCESPN	FMI	Description
101	3	Hydraulic oil temperature sensor circuit - Voltage above normal, or shorted to high source (or open circuit)
	4	Hydraulic oil temperature sensor circuit - Voltage below normal, or shorted to low source
145	5	Engine cooling fan EPPR valve circuit - Current below normal, or open circuit
	6	Engine cooling fan EPPR valve bircuit - Current above normal
172	4	Boom up lever detent solenoid circuit - Voltage below normal, or shorted to low source (or open circuit)
	6	Boom up lever detent solenoid circuit - Current above normal
173	4	Boom down lever detent solenoid circuit - Voltage below normal, or shorted to low source (or open circuit)
	6	Boom down lever detent solenoid circuit - Current above normal
174	4	Bucket lever detent solenoid circuit - Voltage below normal, or shorted to low source (or open circuit)
	6	Bucket lever detent solenoid circuit - Current above normal
181	4	Engine cooling fan reverse solenoid circuit - Voltage below normal, or shorted to low source (or open circuit)
	6	Engine cooling fan reverse solenoid circuit - Current above normal
183	4	Engine cooling fan reverse driving status signal circuit - Voltage below normal, or shorted to low source (or open circuit)
	6	Engine cooling fan reverse driving status signal circuit - Current above normal
187	4	Emergency steering pump relay circuit - Voltage below normal, or shorted to low source (or open circuit)
	6	Emergency steering pump relay circuit – Current above normal
202	0	Steering main pump pressure sensor data above normal range (or open circuit)
	1	Steering main pump pressure sensor data below normal range
	2	Steering main pump pressure sensor data error
	4	Steering main pump pressure sensor circuit - Voltage below normal, or shorted to low source
203	0	Emergency steering pump pressure sensor data above normal range (or open circuit)
	1	Emergency steering pump pressure sensor data below normal range
	2	Emergency steering pump pressure sensor data error
	4	Emergency steering pump pressure sensor circuit - Voltage below normal, or shorted to low source
204	0	Boom cylinder pressure sensor data above normal range (or open circuit)
	1	Boom cylinder pressure sensor data below normal range
	2	Boom cylinder pressure sensor data error
	4	Boom cylinder pressure sensor circuit - Voltage below normal, or shorted to low source
205	0	Bucket cylinder pressure sensor data above normal range (or open circuit)
	1	Bucket cylinder pressure sensor data below normal tange
	2	Bucket cylinder pressure sensor data error
	4	Bucket cylinder pressure sensor circuit - Voltage below normal, or shorted to low source

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1. CONTROL VALVE

1) DISASSEMBLY

(1) Loosen the cap screws and take off the gear shift housing.

※ Special tool
Socket spanner TX-27 5873 042 002

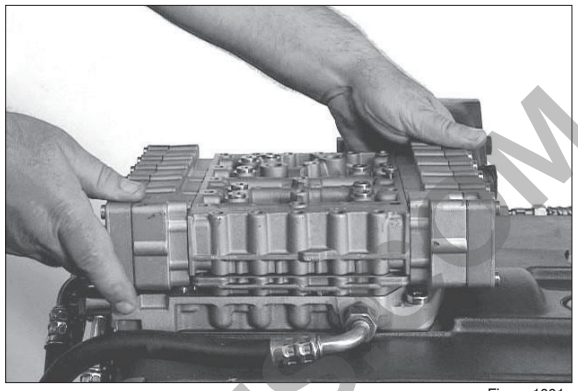


Figure 1001

(2) Separate the hose lines from the duct plate. Loosen the cap screws as well as the gasket from the transmission housing.

※ Special tool
Socket spanner TX-40 5873 042 004

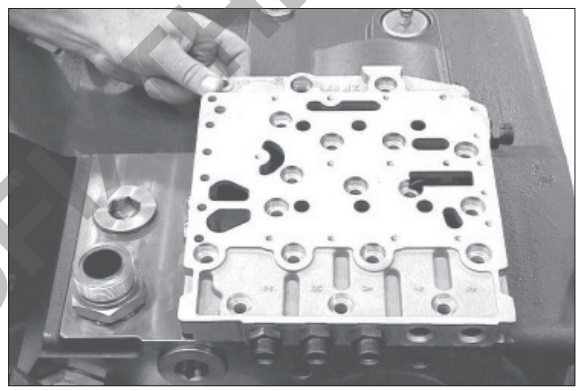


Figure 1002

(3) Mark the installation position of the wiring harness to the valve block.

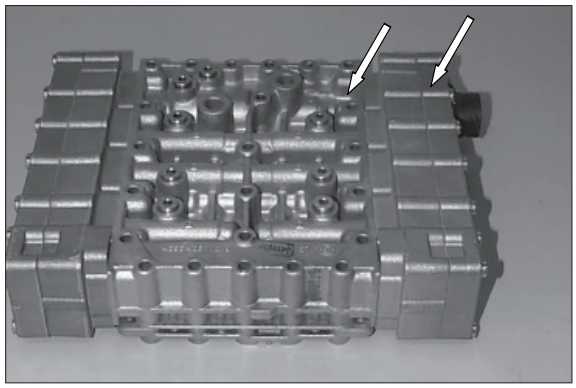


Figure 1003

(4) Loosen the cap screws.
Separate duct plate and intermediate plate from the valve block.

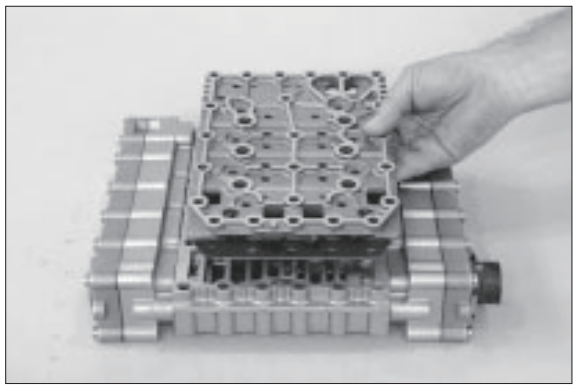


Figure 1004

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5. TIGHTENING TORQUE OF MAJOR COMPONENT

No.	Descriptions		Bolt size	Torque	
				kgf · m	lbf · ft
1	Engine	Engine mounting bolt, nut (rubber, 2EA)	M24×3.0	100±15	723±108
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±0.7	33.3±5.1
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	M14×2.0	19.6±2.9	142±21.0
7		Fan & brake pump housing mounting bolt	M10×1.5	6.9±1.4	50±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	50±10.1
10		Flow amplifier mounting bolt	M10×1.5	6.9±1.4	50±10.1
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	89±21.7
13		Remote control lever mounting bolt	M6×1.0	1.1±0.2	8.0±1.4
14		Stop valve	M10×1.5	6.9±1.4	50±10.1
15		Safety valve	M10×1.5	6.9±1.4	50±10.1
16		Hydraulic oil tank mounting bolt	M20×2.5	57.9	419
17	Power train system	Transmission bolt, nut (rubber, 4EA)	M24×3.0	100±15	723±108
18		Transmission bolt (bracket, engine side)	M16×2.0	19.4±3.0	140±21.7
19		Transmission bolt (bracket, T/M side)	M20×2.5	46.3±7.0	335±50.6
20		Front axle mounting bolt, nut	M33×2.0	199±29	1439±216
21		Rear axle support mounting bolt, nut	M36×3.0	308±46.2	2228±334
22		Tire mounting nut	M22×1.5	79±2.5	571±18
23	Others	Drive shaft joint mounting bolt, nut	1/2-20UNF	15±2.0	108±14.5
24		Counterweight mounting bolt	M30×3.5	199±30	1439±217
25		Additional counterweight mounting bolt	M24×3.0	100±15	723±108
26		Operator's seat mounting bolt	M8×1.25	3.4±0.8	24.6±5
27		ROPS Cab mounting bolt (4EA)	M20×2.5	58±8.7	419±63

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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 :**

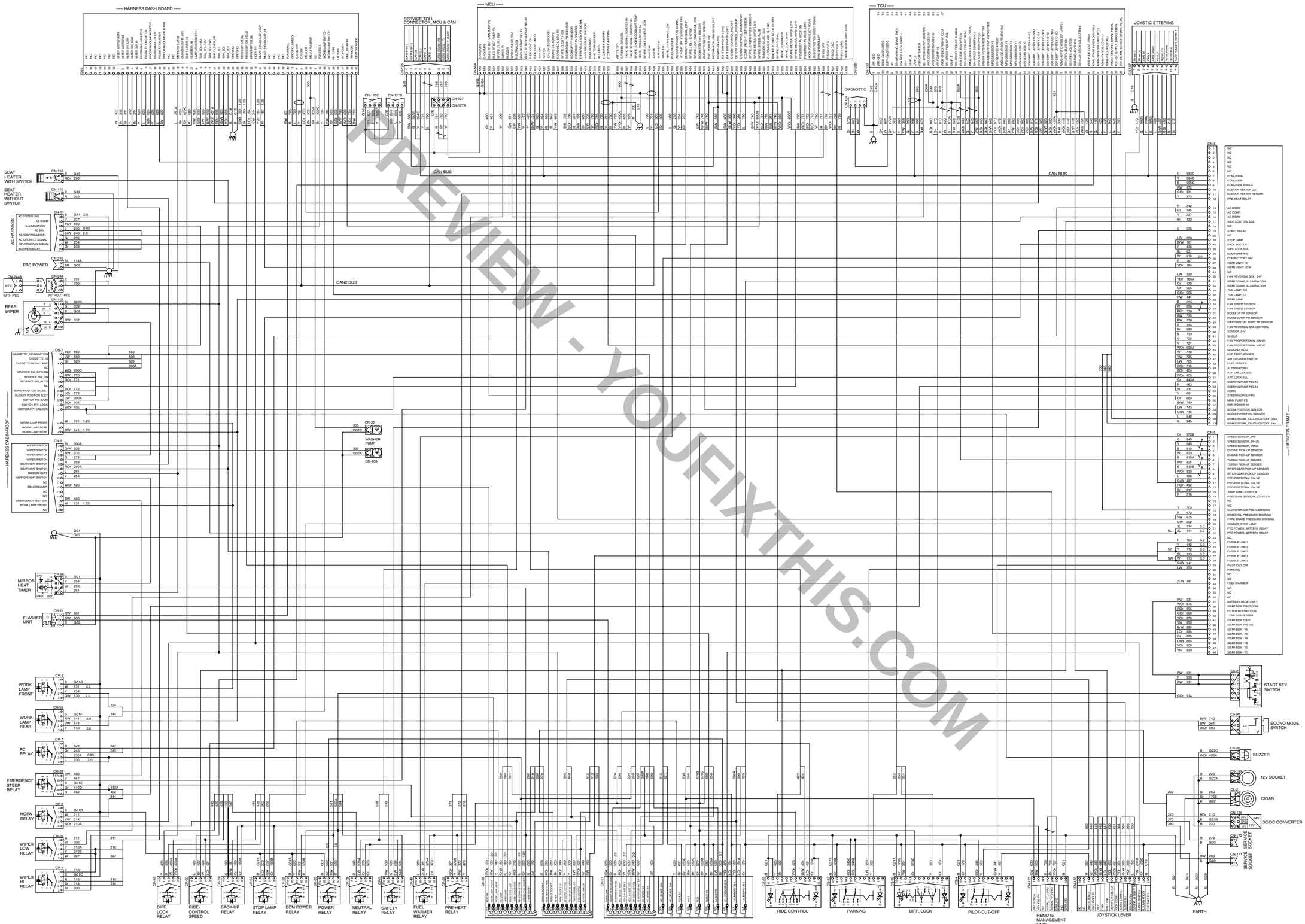
Step 1. Operational check out procedure (See group 3 in section 1.)
Step 2. Operational checks (In this group.)
Step 3. Troubleshooting
Step 4. Tests and/or adjustments (See group 3.)

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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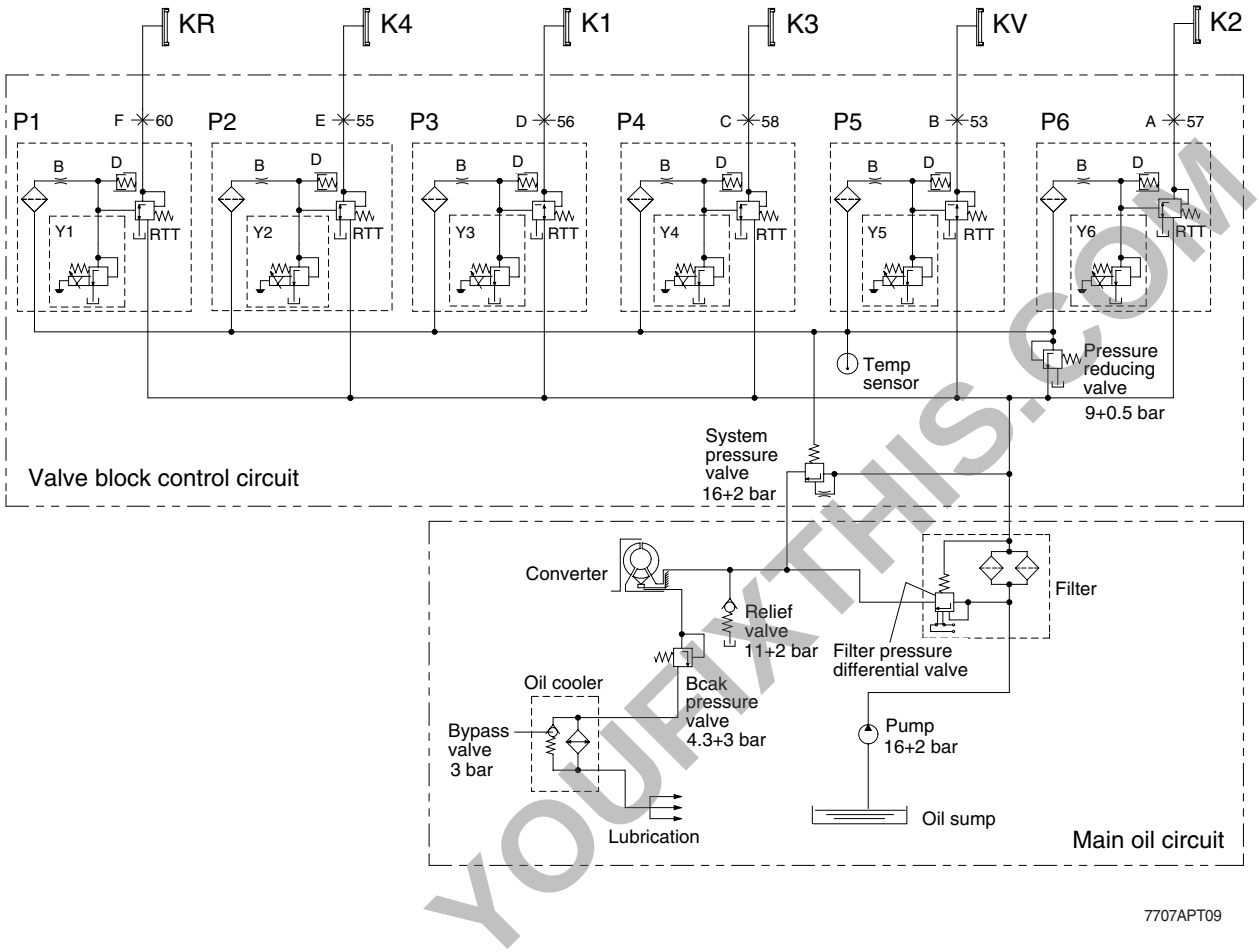
GROUP 2 ELECTRICAL CIRCUIT



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HYDRAULIC CIRCUIT



NFS	Follow-on slide	P3	Proportional valve clutch K1
D	Oscillation damper	P4	Proportional valve clutch K3
B	Orifice	P5	Proportional valve clutch KV
P1	Proportional valve clutch KR	P6	Proportional valve clutch K2
P2	Proportional valve clutch K4	Y1~Y6	Pressure regulator valve with filter

Speed	Forward				Reverse			Neutral	Engaged clutch	Positions on the valve block	Current No. of the measuring points
	1	2	3	4	1	2	3				
Y1					X	X	X		KR	F	55
Y2				X					K4	E	60
Y3	X				X				K1	D	56
Y4			X	X			X		K3	C	58
Y5	X	X	X						KV	B	53
Y6		X				X			K2	A	57
Engaged clutch	K1,KV	KV,K2	KV,K3	K4,K3	KR,K1	KR,K2	KR, K3		-	-	-

X : Pressure regulator under voltage

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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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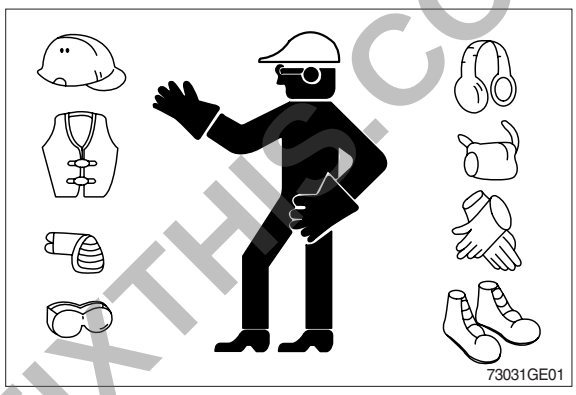
GROUP 1 SAFETY HINTS

FOLLOW SAFE PROCEDURE

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

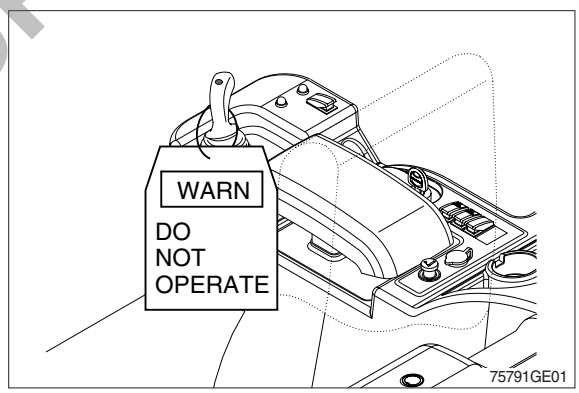
WEAR PROTECTIVE CLOTHING

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



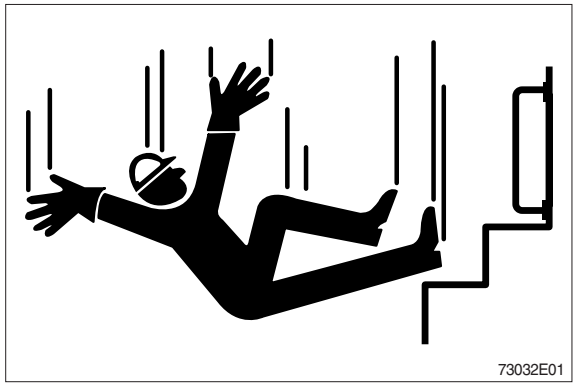
WARN OTHERS OF SERVICE WORK

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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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

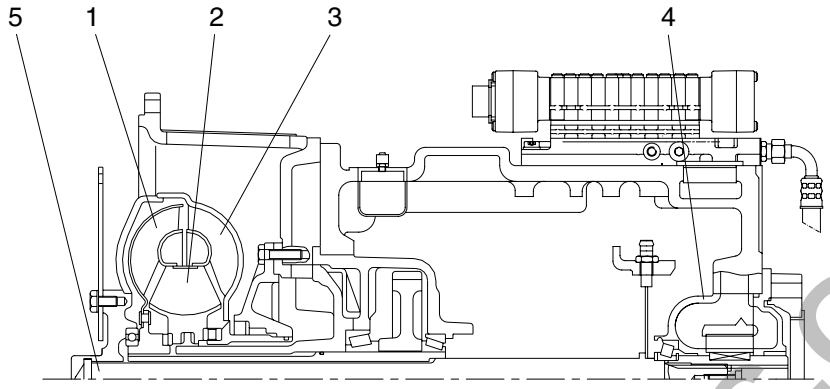
1kg = 2.2046lb

	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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2. TORQUE CONVERTER



7704PT03

1	Pump	3	Turbine	5	Input shaft
2	Stator	4	Transmission pump		

The converter is working according to the Trilok-system, i.e. it assumes at high turbine speed the characteristics, and with it the favorable efficiency of a fluid clutch.
The converter will be defined according to the engine power so that the most favorable operating conditions for each installation case are given.

The Torque converter is composed of 3 main components :
Pump wheel - turbine wheel - stator (reaction member)

These 3 impeller wheels are arranged in such a ring-shape system that the fluid is streaming through the circuit components in the indicated order.

Pressure oil is constantly streaming out of the transmission pump through the converter. In this way, the converter can fulfill its task to multiply the torque of the engine, and at the same time, the heat created in the converter is dissipated through the escaping oil.
The oil, escaping out of the pump wheel, enters the turbine wheel and is there inversed in the direction of flow.

According to the rate of inversion, the turbine wheel and with it also the output shaft, receive a more or less high reaction moment. The stator (reaction member), following the turbine, has the task to inverse again the oil which is escaping out of the turbine and to delivery it under the suitable discharge direction to the pump wheel.
Due to the inversion, the stator receives a reaction moment.
The relation turbine moment/pump moment is called torque conversion. This is the higher the greater the speed difference of pump wheel and turbine wheel will be.

Therefore, the maximum conversion is created at standing turbine wheel.
With increasing output speed, the torque conversion is decreasing. The adoption of the output speed to a certain required output moment is infinitely variable and automatically achieved by the torque converter.

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Fault code (Hex)	Meaning of the fault code possible reason for fault detection	Reaction of the TCU	Possible steps to repair
C3	Overtemp converter output TCU measured a oil temperature at the converter output that is the allowed threshold	No reaction OP mode : Normal	· Cool down machine · Check oil level · Check temperature sensor
C4	S.C. to ground at joystick status indicator TCU detected a wrong voltage at the output pin, that looks like a S.C. to vehicle ground · Cable is defective and is contacted to vehicle ground · Joystick status indicator has an internal defect · Connector pin is contacted to vehicle ground	No reaction OP mode : Normal	· Check the cable from TCU to joystick status indicator · Check the connectors from joystick status indicator to TCU · Check the resistance* of joystick status indicator * See page 3-52
C5	S.C. to battery voltage at joystick status indicator TCU detected a wrong voltage at the output pin, that looks like a S.C. to battery voltage · Cable is defective and is contacted to battery voltage · Joystick status indicator has an internal defect · Connector pin is contacted to battery voltage	No reaction OP mode : Normal	· Check the cable from TCU to joystick status indicator · Check the connectors from joystick status indicator to TCU · Check the resistance* of joystick status indicator * See page 3-52
C6	O.C. at joystick status indicator TCU detected a wrong voltage at the output pin, that looks like a O.C. for this output pin · Cable is defective and has no connection to TCU · Joystick status indicator has an internal defect · Connector pin has no connection to TCU	No reaction OP mode : Normal	· Check the cable from TCU to joystick status indicator · Check the connectors from joystick status indicator to TCU · Check the resistance* of joystick status indicator * See page 3-52

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(9) Remove the ring.

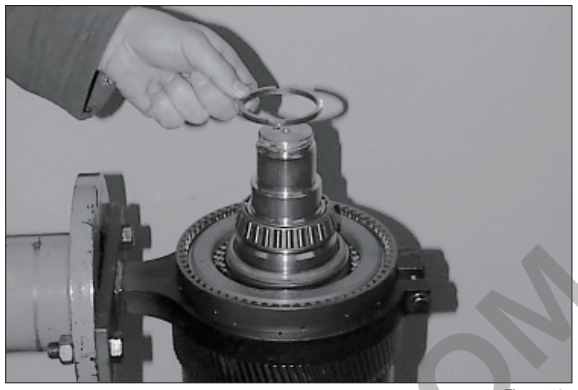


Figure 70

(10) Pull off the taper roller bearing.

※ Special tool
Three-armed puller 5870 971 002

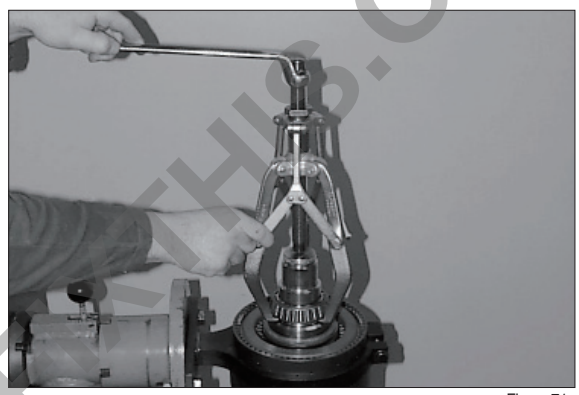


Figure 71

(11) Squeeze out the snap ring.
Remove the end shim and the disc set K4.

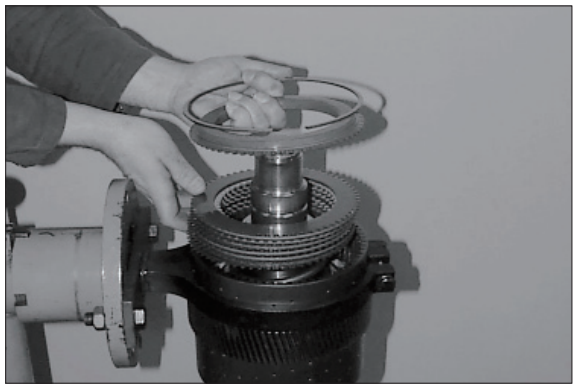


Figure 72

(12) Preload the compression spring by means of fixture (S).
Squeeze out the snap ring and the released single components.
Remove the opposite single components (K3 side) analogously.

※ Special tool
Pressure piece 5870 345 072

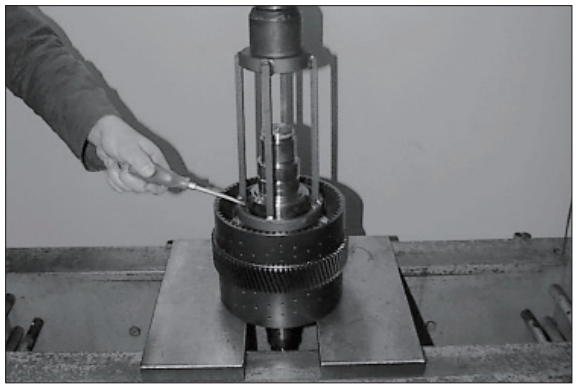


Figure 73

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Installation of layshaft gear, multi-disc clutches and output gear

(1) Opposite figure shows the single components of the layshaft gear bearing.

1 Bearing inner ring (2EA)
2 Ring
3 Layshaft gear

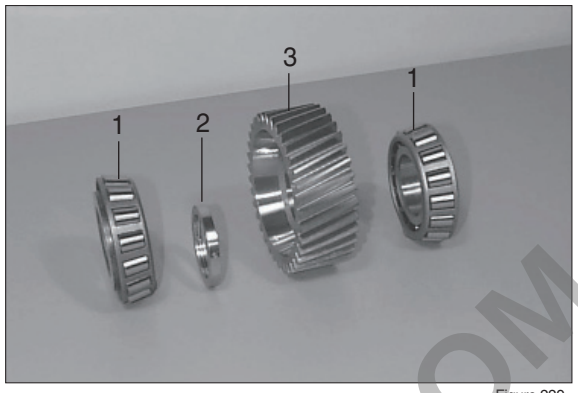
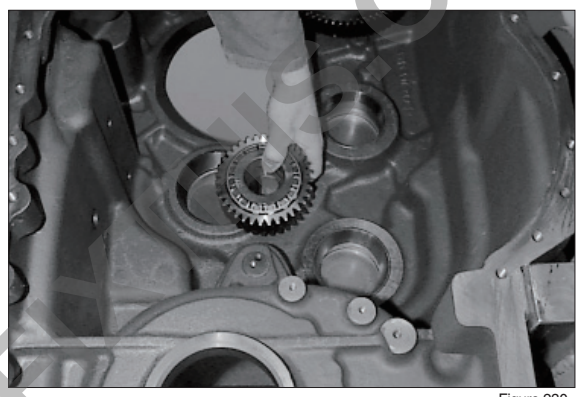


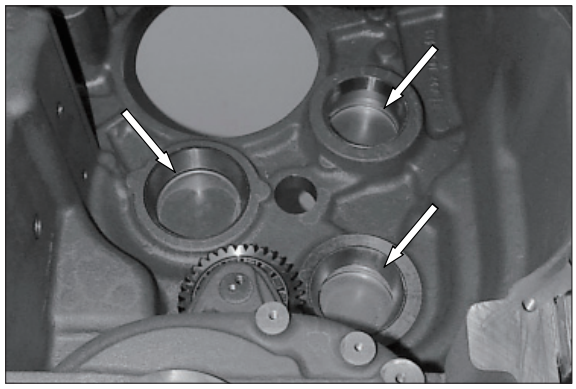
Figure 229

(2) Position layshaft gear (assy) in the housing.

※ Only when the clutches are installed, the idler shaft can be mounted.

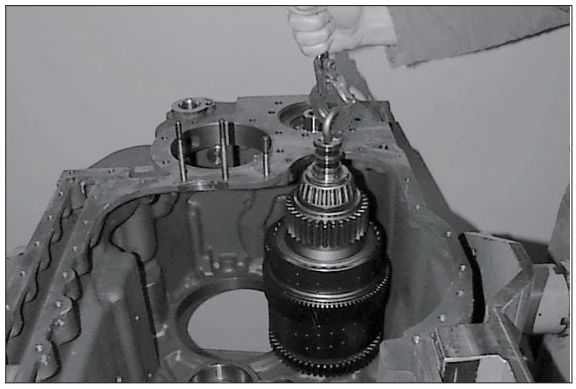

Figure 230

(3) Insert the bearing outer rings KV/K1, KR/K2 and K3/K4 into the housing bores until contact, see arrows.


Figure 231

(4) Position clutch KV/K1 by means of lifting tackle.

※ Special tool
Eyebolts assortment 5870 204 002


Figure 232

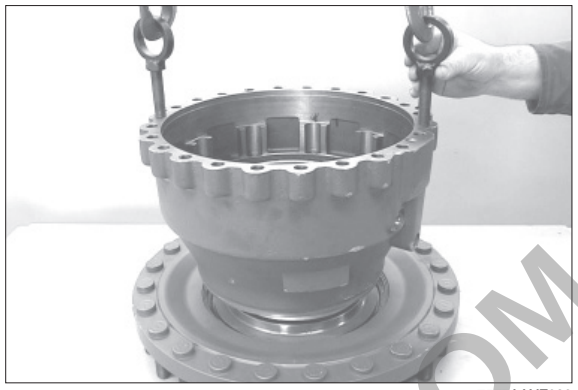
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(30) Lift brake housing with lifting tackle from the output shaft.

※ Special tool

Lifting chain	5870 281 047
Eye bolts	5870 204 071



7577AAXF032

(31) If necessary drive both bearing outer rings out of the bearing bores in the brake housing.



7577AAXF033

(32) Press shaft seal out of the brake housing.

※ Special tool

Pry bar set	5870 345 065

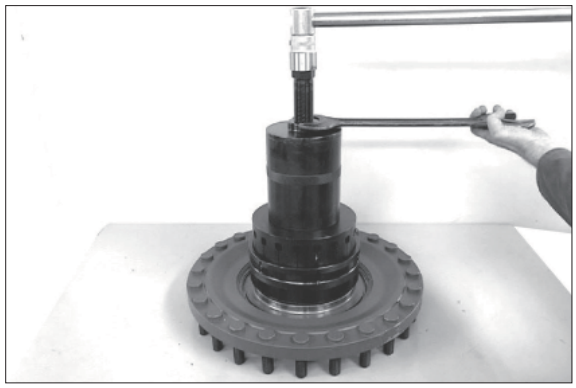


7577AAXF034

(33) Pull bearing inner ring from the output shaft.

※ Special tool

Rapid grip	5873 014 011
Basic set	5873 004 001

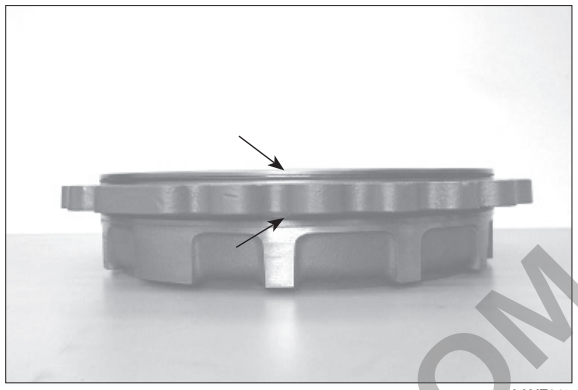


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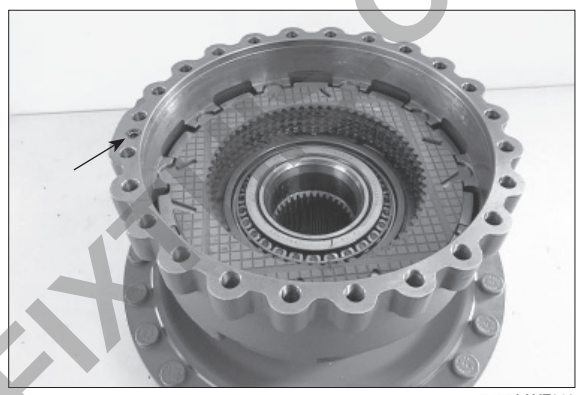
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(16) Remove O-rings (see arrows) from the annular grooves of the ring gear.



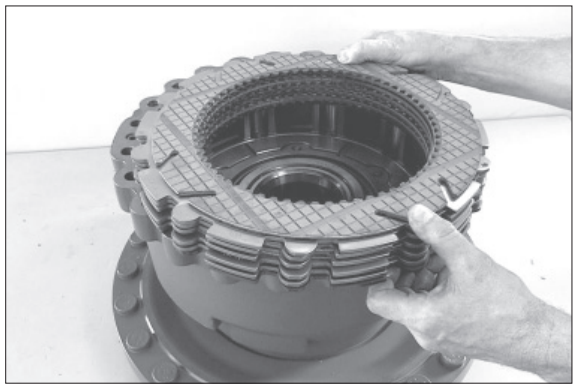
7577AAXF017

(17) Remove O-ring (see arrow) from the recess of the brake housing.



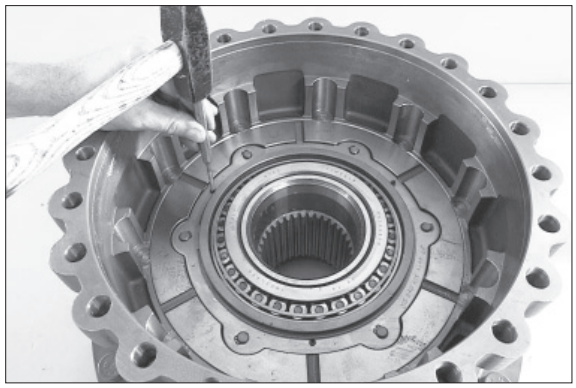
7577AAXF018

(18) Take the disc pack out of the brake housing.



7577AAXF019

(19) Install slotted pins (6EA) in the support shim until they are flush-mounted.

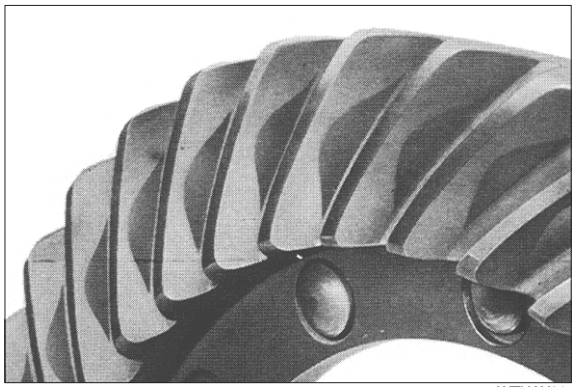


7577AAXF020

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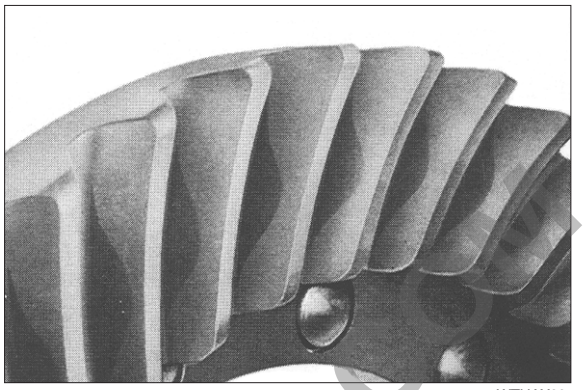
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Incorrect pattern, low contact



WTHAX21

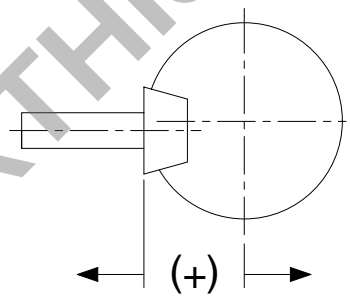
Concave side



WTHAX22

Convex side

- Add the distance (+)



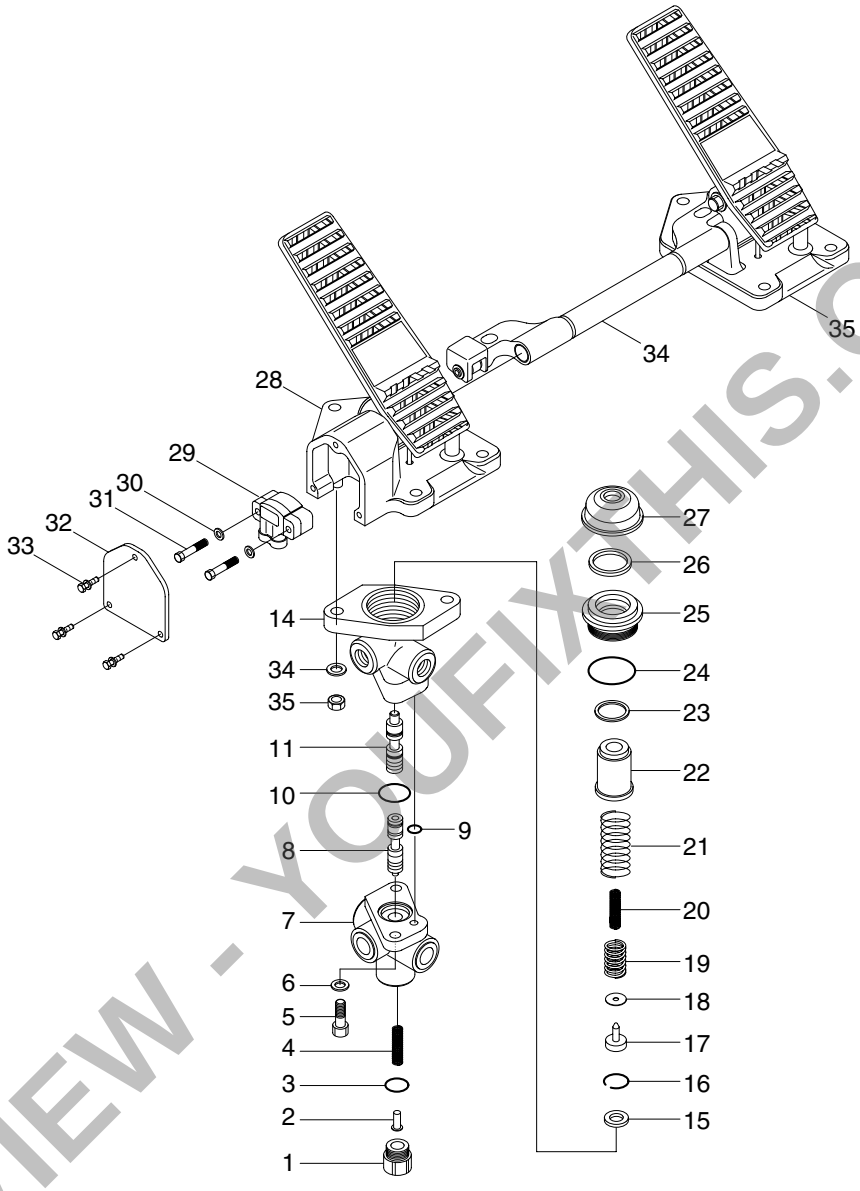
WTHAX23

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2. BRAKE VALVE

1) STRUCTURE



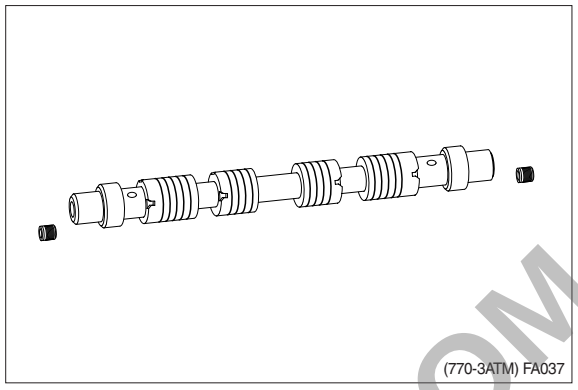
75794BS07

1	Plug	15	Spacer	27	Boot
2	Retainer	16	Retaining ring	28	Left pedal and base assy
3	O-ring	17	Retainer	29	Sensor
4	Spring	18	Shim	30	Washer
5	Cap screw	19	Spring	31	Cap screw
6	Washer	20	Spring	32	Cover
7	Housing	21	Spring	33	Screw
8	Lower spool	22	Piston	34	Lever assy (option)
9	O-ring	23	Quad ring	35	Right pedal and base assy (option)
10	O-ring	24	O-ring		
11	Upper spool	25	Retainer		
14	Housing	26	Cup		

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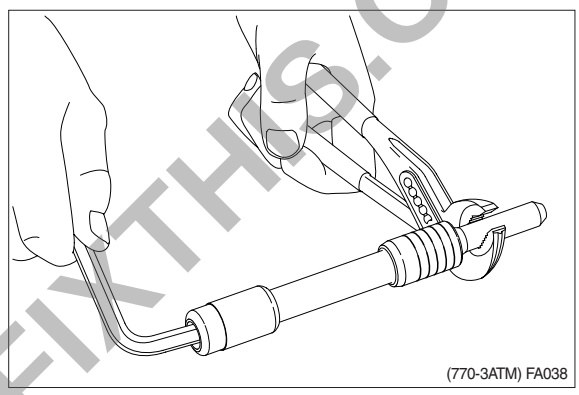
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② Directional spool shown disassembled.

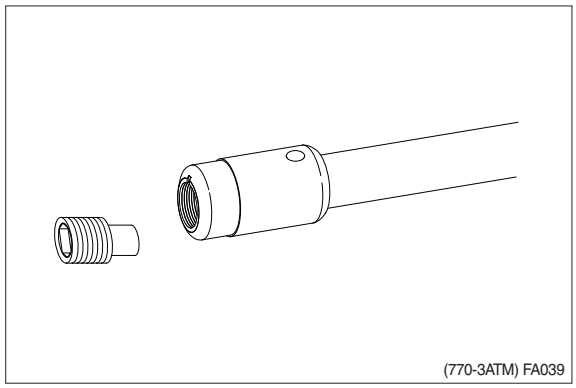

(770-3ATM) FA037

(11) Disassembly of priority valve spool

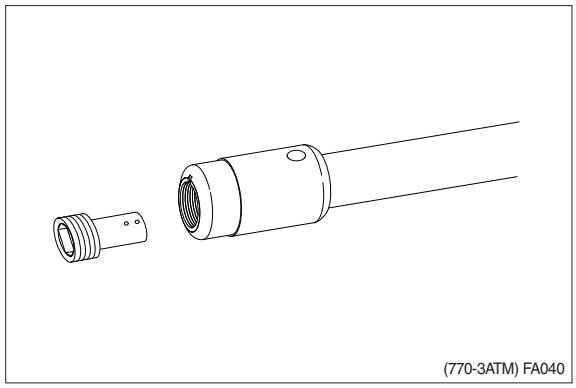
① Unscrew plug or throttle check valve with 8 ㎜ hexagon key.


(770-3ATM) FA038

② Priority valve spool with plug for external PP shown disassembled.


(770-3ATM) FA039

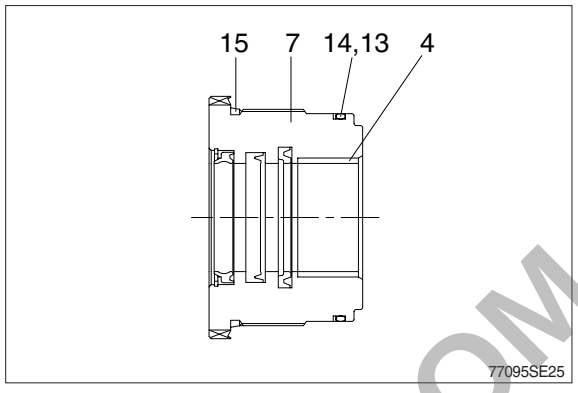
③ Priority valve spool with throttle check valve for internal PP shown disassembled.


(770-3ATM) FA040

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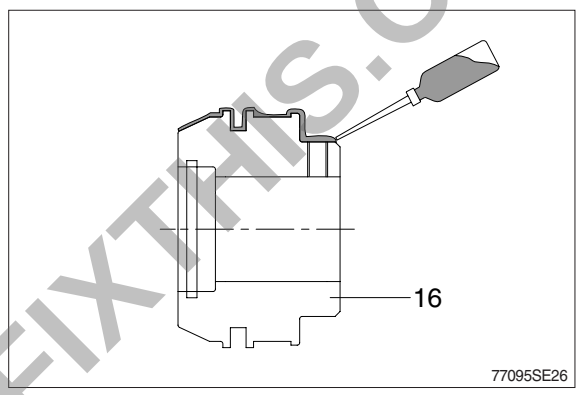
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⑤ Fit back up ring (14) to gland (7).
※ Put the back up ring in the warm water of 30~50˚C.
⑥ Fit O-ring (13, 15) to gland (7).
⑦ Fit bushing (8) to gland (7).

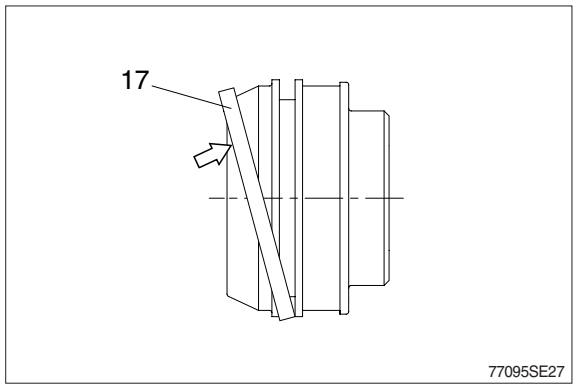


(2) Assemble piston assembly

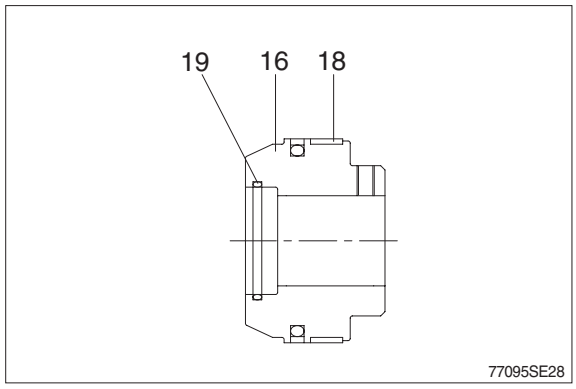
※ Check for scratches or rough surfaces.
① If found smooth with an oil stone.
Coat the outer face of piston (16) with hydraulic oil.



② Fit piston seal (17) to piston.
※ Put the piston seal in the warm water of 60~100˚C for more than 5 minutes.
※ After assembling the piston seal, press its outer diameter to fit in.



③ Fit wear ring (18) to piston (16).
④ Fit O-ring (19) to piston (16).



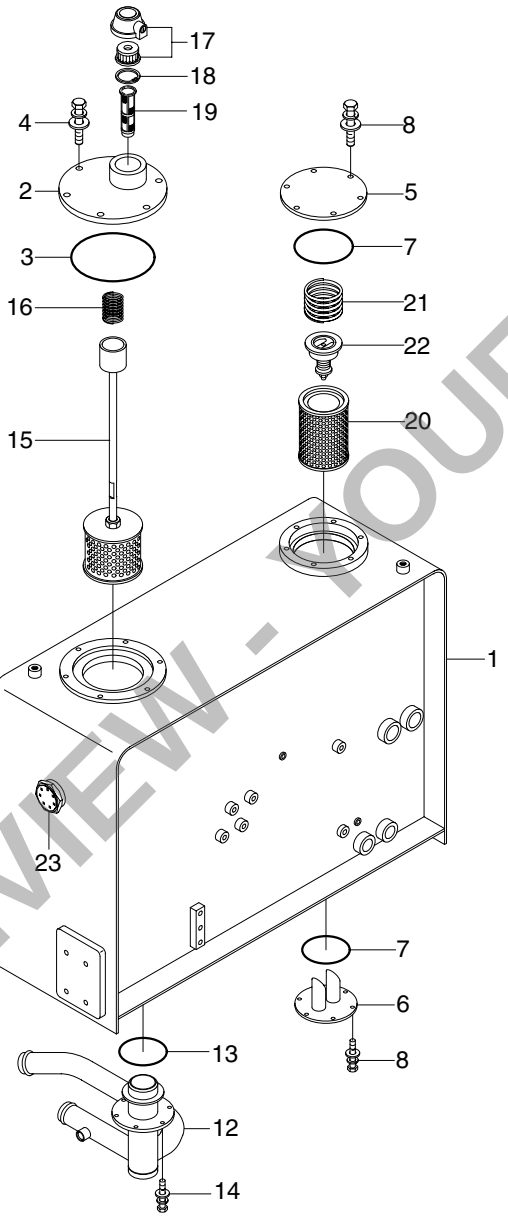
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9. HYDRAULIC OIL TANK

1) STRUCTURE

- The oil from the hydraulic tank is sent from the pump through main control valve to the cylinders. In the return circuit, the oil from various parts merges.
- A part of oil is cooled in the oil cooler, passes through the hydraulic filter and returns to the hydraulic tank (1).
- If the hydraulic return oil filter becomes clogged, return filter bypass valve (22) acts to allow the oil to return directly to the hydraulic tank (1). This prevents damage to the hydraulic filter (20). The bypass valve (22) is also actuated when negative pressure is generated in the circuit.



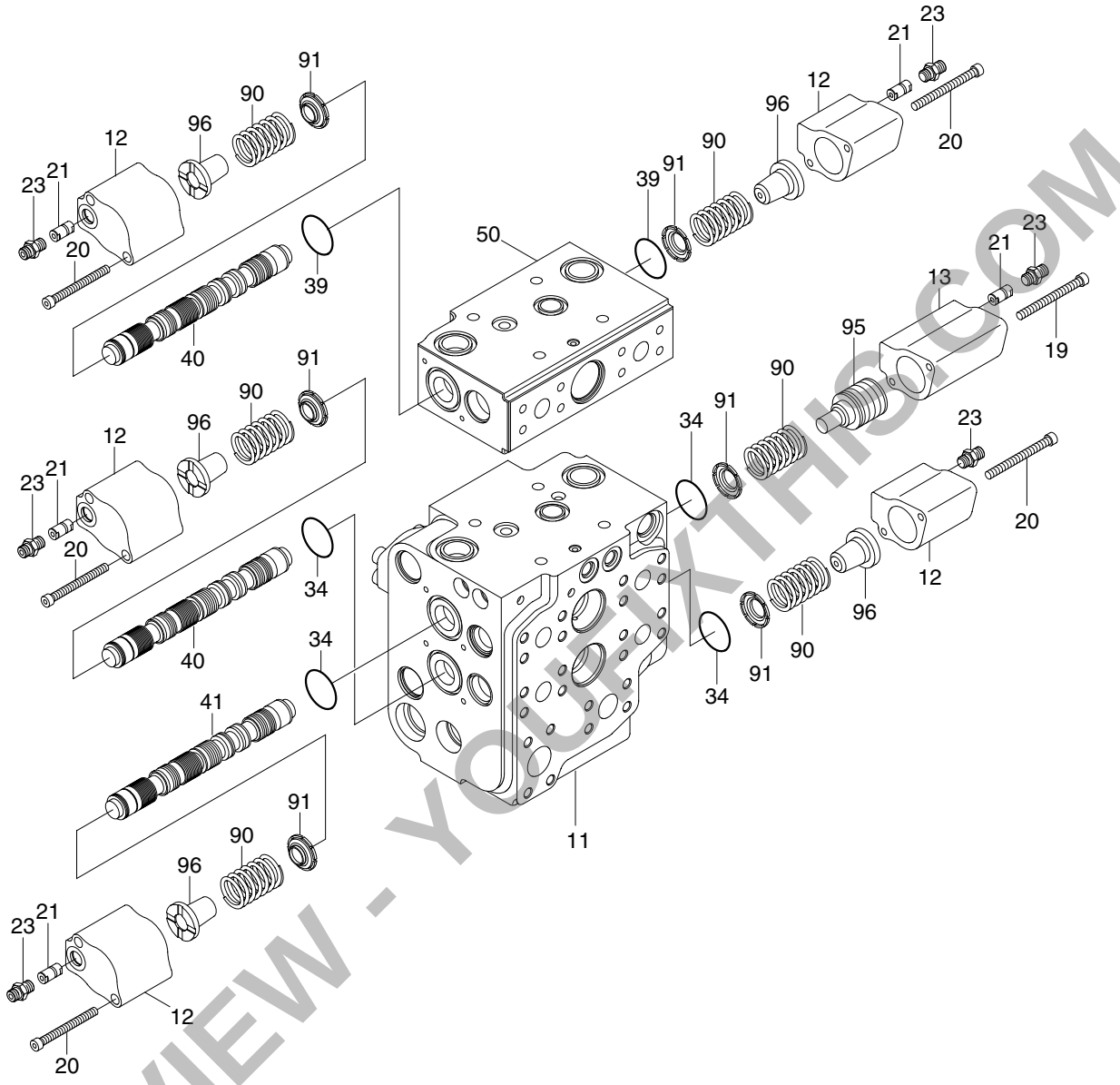
77096WE21

1	Hydraulic tank
2	Cover
3	O-ring
4	Bolt
5	Cover
6	Cover
7	O-ring
8	Bolt
12	Suction pipe
13	O-ring
14	Bolt
15	Strainer
16	Spring
17	Air breather
18	Retaining ring
19	Strainer
20	Return filter
21	Spring
22	Bypass valve
23	Sight gauge

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STRUCTURE (2/2)



76096WE14

11	Housing	21	Throttle check valve	50	Housing
12	Cover	23	Threaded steel pipe fitting	90	Compression spring
13	Cover	34	O-ring	91	Spring retainer
14	Cover	39	O-ring	95	Spring retainer
19	Bolt	40	Spool	96	Spring retainer
20	Bolt	41	Spool		

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③ Record monitoring



75793CD25 75793CD25A 75793CD25C



75793CD25D

· **Hour meter**

- **Total** : total hour meter
  To show the item in the main display, select "ON" and press ↵ (this item could not reset).
- **Latest** : the latest hour meter after reset.
  To show the item in the main display, select "ON" and press ↵.
  To reset the latest hour meter, select "initializing" and press ↵.



75793CD25F 75793CD25H



75793CD25J

· **ODO meter**

- **Total** : total hour meter
  To show the item in the main display, select "ON" and press ↵ (this item could not reset).
- **Latest** : the latest hour meter after reset.
  To show the item in the main display, select "ON" and press ↵.
  To reset the latest odometer, select "initializing" and press ↵.

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