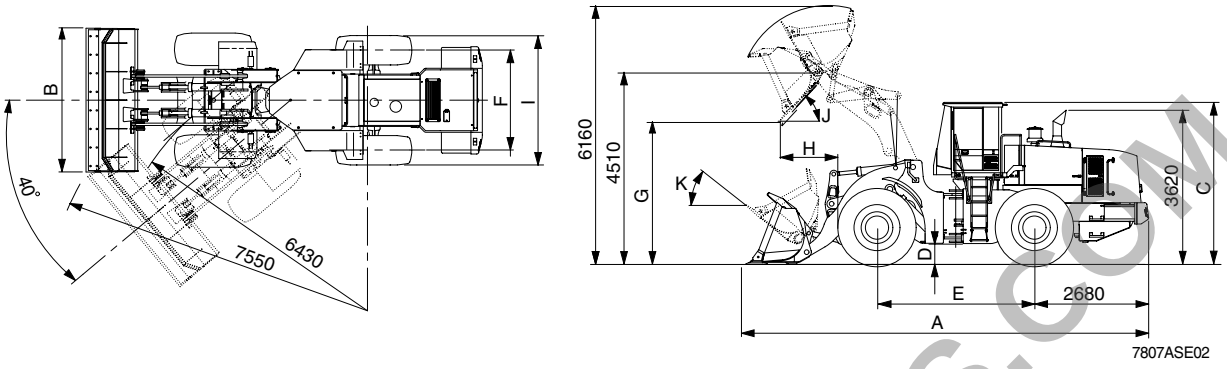
2. SPECIFICATIONS

1) WITHOUT TOOTH AND CUTTING EDGE TYPE BUCKET



Description			Unit	Specification
Operating weight			kg(lb)	29300(64600)
Bucket capacity		Struck	$m^3(yd^3)$	4.1(5.4)
		Heaped		4.8(6.3)
Overall length		A	mm(ft-in)	9325(30' 7")
Overall width		B		3450(11' 4")
Overall height		C		3805(12' 6")
Ground clearance		D		475(1' 7")
Wheelbase		E		3700(12' 2")
Tread		F		2440(8' 0")
Dump clearance at 45°		G		3385(11' 1")
Dump reach at 45°		H		1330(4' 4")
Width over tires		I		3220(10' 7")
Dump angle		J	Degree (°)	47
Roll back angle(Carry position)		K		48
Cycle time		Lift(With load)	sec	6.4
		Dump(With load)		1.4
		Lower(Empty)		3
Maximum travel speed			km/hr(mph)	33.9(21.1)
Braking distance			m(ft-in)	12(39' 4")
Minimum turning radius(Center of outside tire)				6.43(21' 1")
Gradeability			Degree (°)	30
Travel speed	Forward	First gear	km/hr(mph)	6.2(3.9)
		Second gear		11.4(7.1)
		Third gear		17.5(10.9)
		Fourth gear		33.9(21.1)
	Reverse	First gear		6.2(3.9)
		Second gear		11.4(7.1)
		Third gear		23.6(14.7)

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5. TIGHTENING TORQUE

The torques given are standard figures. Any figures specifically described in this manual has priority.

1) BOLT AND NUT

(1) Coarse thread

Bolt size	8T		10T	
	kgf · m	lbf · ft	kgf · m	lbf · 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	2.73 ~ 4.12	19.7 ~ 29.8
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 ~ 79.5	9.8 ~ 15.8	71 ~ 114
M14 × 2.0	12.2 ~ 16.6	88.2 ~ 120	16.7 ~ 22.5	121 ~ 167
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 ~ 343
M20 × 2.5	36.2 ~ 49.0	262 ~ 354	49.2 ~ 66.6	356 ~ 482
M22 × 2.5	48.3 ~ 63.3	350 ~ 457	65.8 ~ 98.0	476 ~ 709
M24 × 3.0	62.5 ~ 84.5	452 ~ 611	85.0 ~ 115	615 ~ 832
M30 × 3.5	124 ~ 168	898 ~ 1214	169 ~ 229	1223 ~ 1655
M36 × 4.0	174 ~ 236	1261 ~ 1703	250 ~ 310	1808 ~ 2242

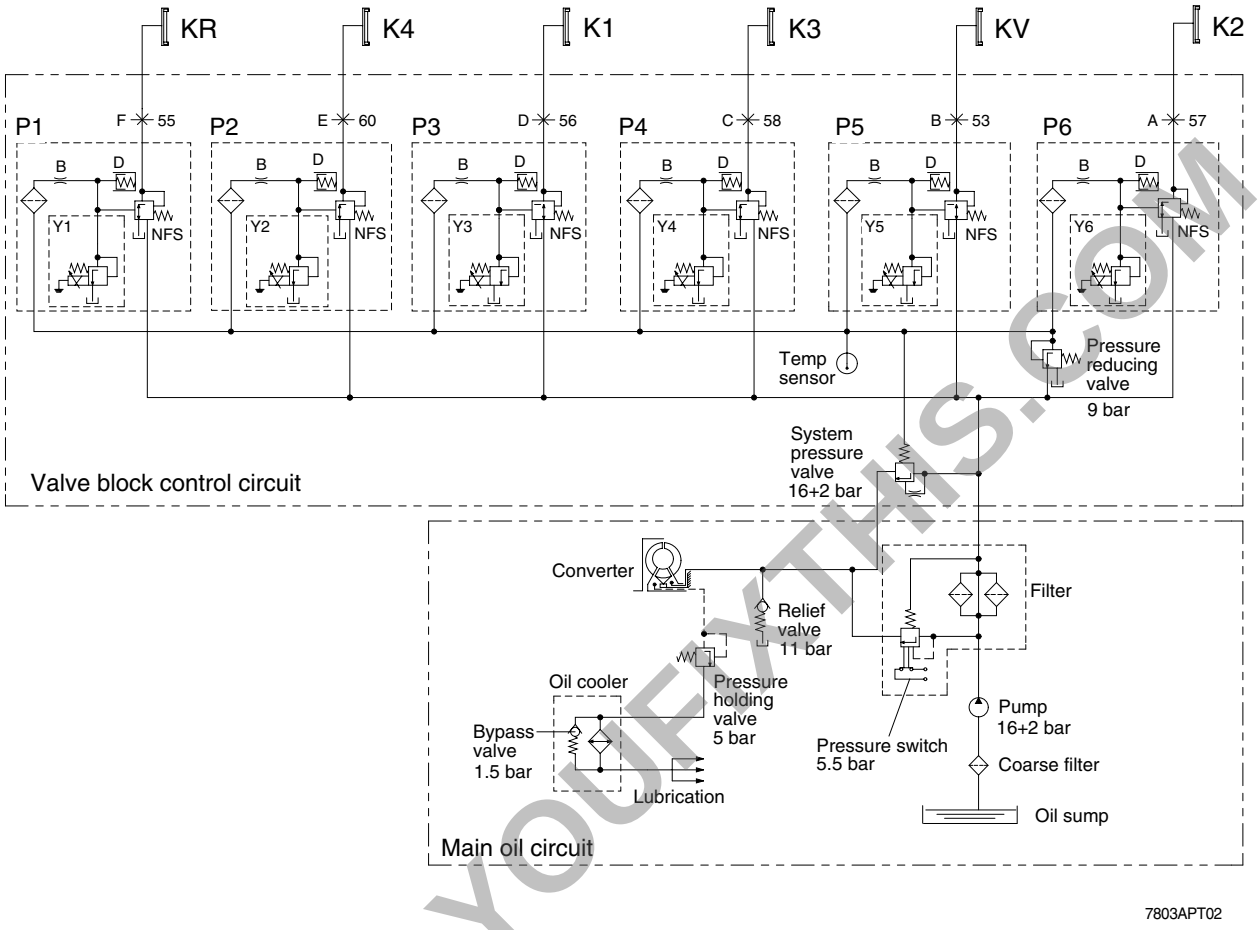
(2) Fine thread

Bolt size	8T		10T	
	kgf · m	lbf · ft	kgf · m	lbf · ft
M 8 × 1.0	2.17 ~ 3.37	15.7 ~ 24.3	3.04 ~ 4.44	22.0 ~ 32.0
M10 × 1.25	4.46 ~ 6.66	32.3 ~ 48.2	5.93 ~ 8.93	42.9 ~ 64.6
M12 × 1.25	7.78 ~ 11.58	76.3 ~ 83.7	10.6 ~ 16.0	76.6 ~ 115
M14 × 1.5	13.3 ~ 18.1	96.2 ~ 130	17.9 ~ 24.1	130 ~ 174
M16 × 1.5	19.9 ~ 26.9	144 ~ 194	26.6 ~ 36.0	193 ~ 260
M18 × 1.5	28.6 ~ 43.6	207 ~ 315	38.4 ~ 52.0	278 ~ 376
M20 × 1.5	40.0 ~ 54.0	289 ~ 390	53.4 ~ 72.2	386 ~ 522
M22 × 1.5	52.7 ~ 71.3	381 ~ 515	70.7 ~ 95.7	512 ~ 692
M24 × 2.0	67.9 ~ 91.9	491 ~ 664	90.9 ~ 123	658 ~ 890
M30 × 2.0	137 ~ 185	990 ~ 1338	182 ~ 248	1314 ~ 1795
M36 × 3.0	192 ~ 260	1389 ~ 1879	262 ~ 354	1893 ~ 2561

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HYDRAULIC CIRCUIT



NFS	Follow-on slide	P3	Proportional valve-clutch K1
D	Vibration 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

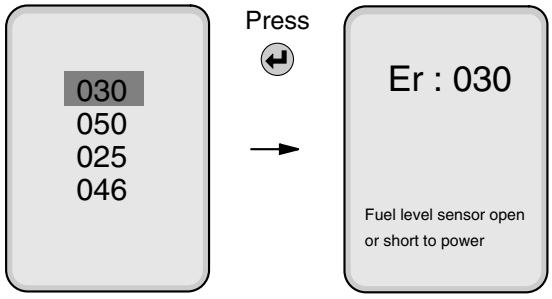
Pressure regulator active	Speed							Neutral	Engaged clutch	Positions on the valve block	No. of the measuring points
	Forward				Reverse						
	1	2	3	4	1	2	3				
Y1					X	X	X		KR	F	60
Y2				X					K4	E	55
Y3	X				X				K1	D	56
Y4			X	X			X		K3	C	58
Y5	X	X	X						KV	B	53
Y6		X				X			K2	A	57
Engaged clutch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

X : Pressure regulator under voltage

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(3) Machine fault code

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



77073CD60

※ To go out from fault explanation window, press(▲) button.
(Press(↵) ,(M) to go out to first menu.)

※ **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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1. ELECTRO-HYDRAULIC CONTROL UNIT

1) DISASSEMBLY

(1) Loosen socket head screws and remove selector housing.

※ Special tool
Box spanner TX-27 5873 042 002



Figure 1

(2) Separate hose lines from the intermediate plate. Loosen socket head screws and separate intermediate plate as well as gaskets and intermediate sheet from gearbox housing.

※ Special tool
Box spanner TX-40 5873 042 004

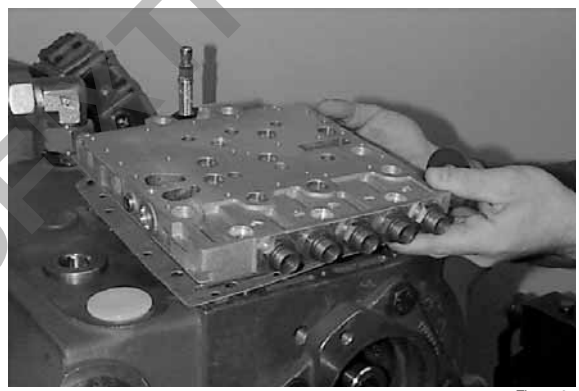


Figure 2

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

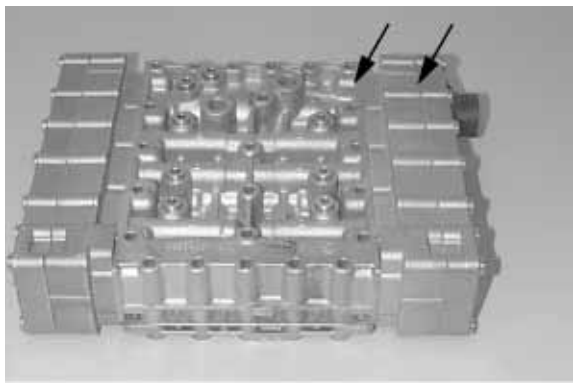
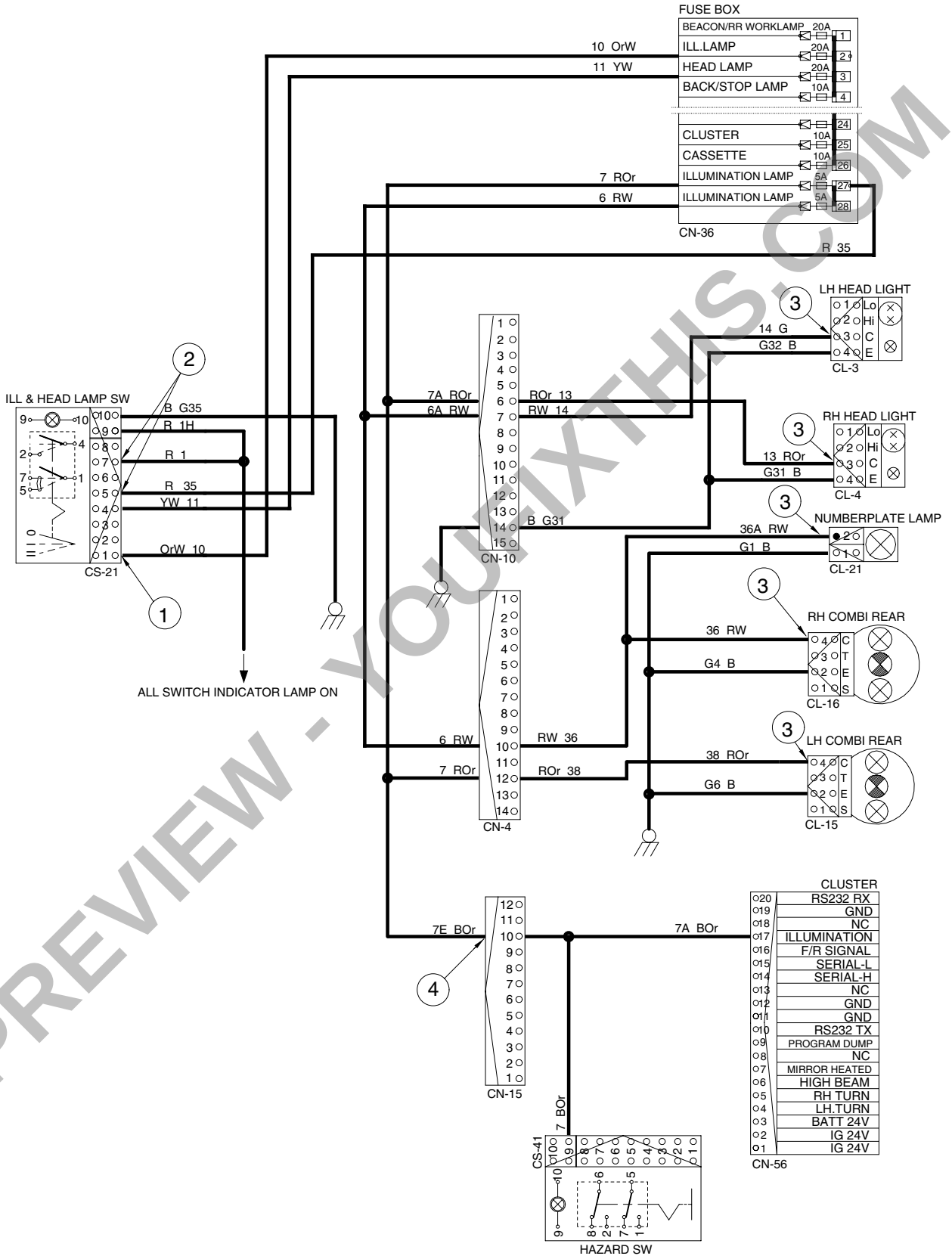


Figure 3

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ILLUMINATION CIRCUIT



7807AEL03

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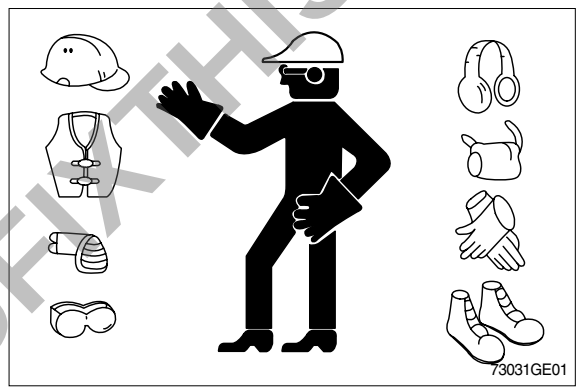
GROUP 1 SAFETY HINTS

FOLLOW SAFE PROCEDURE

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

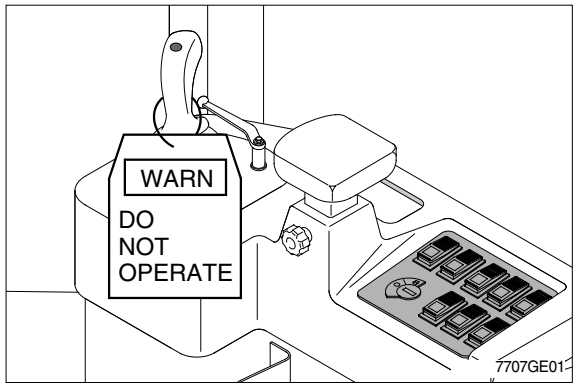
WEAR PROTECTIVE CLOTHING

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



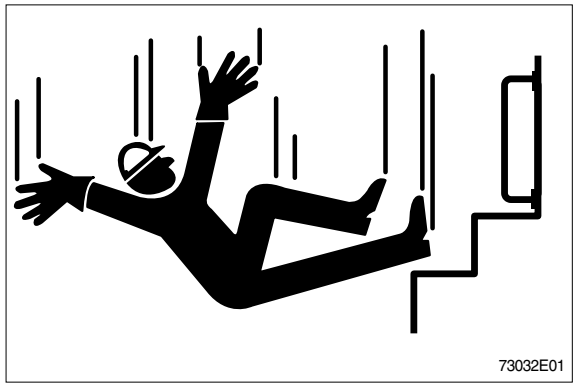
WARN OTHERS OF SERVICE WORK

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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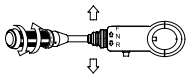
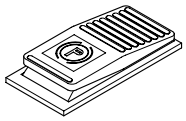
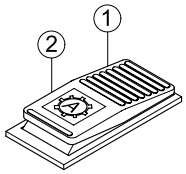
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Fault code (Hex)	Meaning of the fault code possible reason for fault detection	Reaction of the TCU	Possible steps to repair	Remarks
71	**S.C. to battery voltage at clutch K1** The measured resistance value of the valve is out of limit, the voltage at K1 valve is too high Cable/connector is defective and has contact to battery voltage Cable/connector is defective and has contact to another regulator output of the TCU Regulator has an internal defect	TCU shifts to neutral OP mode : Limp home If failure at another clutch is pending TCU shifts to neutral OP mode : TCU shutdown	Check the cable from TCU to the gearbox Check the connectors from TCU to the gearbox Check the regulator resistance* Check internal wire harness of the gearbox	* See Chapter (8)
72	**S.C. to ground at clutch K1** The measured resistance value of the valve is out of limit, the voltage at K1 valve is too low Cable/connector is defective and has contact to vehicle ground Regulator has an internal defect	TCU shifts to neutral OP mode : Limp home If failure at another clutch is pending TCU shifts to neutral OP mode : TCU shutdown	Check the cable from TCU to the gearbox Check the connectors from gearbox to TCU Check the regulator resistance* Check internal wire harness of the gearbox	* See Chapter (8)
73	**O.C. at clutch K1** The measured resistance value of the valve is out of limit Cable/connector is defective and has no contact to TCU Regulator has an internal defect	TCU shifts to neutral OP mode : Limp home If failure at another clutch is pending TCU shifts to neutral OP mode : TCU shutdown	Check the cable from TCU to the gearbox Check the connectors from gearbox to TCU Check the regulator resistance* Check internal wire harness of the gearbox	* See Chapter (8)
74	**S.C. to battery voltage at clutch K2** The measured resistance value of the valve is out of limit, the voltage at K2 valve is too high Cable/connector is defective and has contact to battery voltage Cable/connector is defective and has contact to another regulator output of the TCU Regulator has an internal defect	TCU shifts to neutral OP mode : Limp home If failure at another clutch is pending TCU shifts to neutral OP mode : TCU shutdown	Check the cable from TCU to the gearbox Check the connectors from gearbox to TCU Check the regulator resistance* Check internal wire harness of the gearbox	* See Chapter (8)

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Item	Description	Service action
Transmission noise check Engine running.	 Run engine at approximately 1600rpm. Drive unit with transmission in each forward and reverse speed. **LISTEN** : Transmission must not make excessive noise in any range. Engine rpm must not "lug down" as unit is shifted between gears.	**OK** Check completed. **NOT OK** Go to transmission makes excessive noise group 3.
Transmission "quick shift" check Engine running.	 Release parking brake and select full automatic switch to manual mode①. Shift to 2nd forward.  Drive machine at approximately 5km/h and press gear selector lever kick down switch or RCV lever switch once. **LOOK/FEEL** : Transmission must shift to and remain in 1st gear.  Press gear selector lever kick down switch once. **LOOK/FEEL** : Transmission must shift back to 2nd gear. Shift to (3rd or 4th) gear and press gear selector lever kick down switch once. **LOOK/FEEL** : Transmission must not shift down. Select full automatic switch to automatic mode②. Drive machine at approximately 90% speed of max speed in each gear(2nd or 3rd or 4th). Shift to(2nd or 3rd or 4th) gear in each forward and reverse speed and press gear selector kick down lever switch or RCV lever switch once. **LOOK/FEEL** : Transmission must shift to lower(1st or 2nd or 3rd) gear respectively. Press gear selector lever kick down switch or RCV lever switch once again.	**OK** Check completed. **NOT OK** Check connector at base of control valve. **IF OK** Go to transmission controller circuit in group 1.

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(27) Insert O-ring(Arrow) into the annular groove of the converter bell.



Figure 99

(28) Place the complete retarder on the converter bell until contact is obtained, using lifting device, and fasten it by means of hexagon head screws.

※ Pay attention to the radial installation position of the retarder.

· Torque limit(M12/8.8): 8.06kgf · m
(58.3lbf · ft)

※ Special tool
Set of eye bolts 5870 204 002



Figure 100

(29) Fasten rotor and flange shaft on the converter, using hexagon head screws.

※ Tighten hexagon head screws uniformly (180° displaced) as well as secure them with Loctite(Type No. 243).

· Torque limit(M10/8.8): 4.69kgf · m
(33.9lbf · ft)

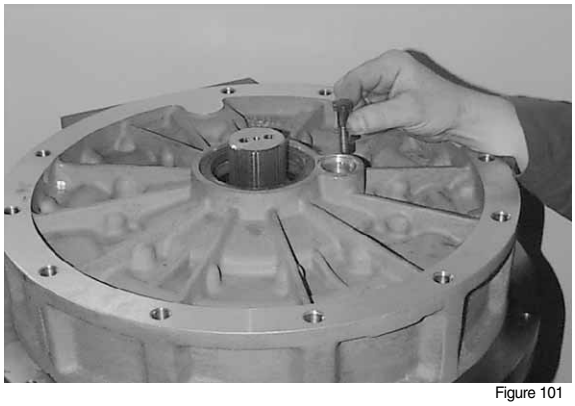


Figure 101

(30) Equip screw plug with new O-ring and install it.

· Torque limit (M30 × 1.5): 9.18kgf · m
(66.4lbf · ft)



Figure 102

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Preassemble and install Spur gear K4 (Figure 252 ~ 257) :

(4) The Figure on the right shows the components of spur gear K4.

1 Bearing inner race
2 Bearing outer race
3 Shim(optional, empirical value s = 5.4㎜)
4 Spur gear

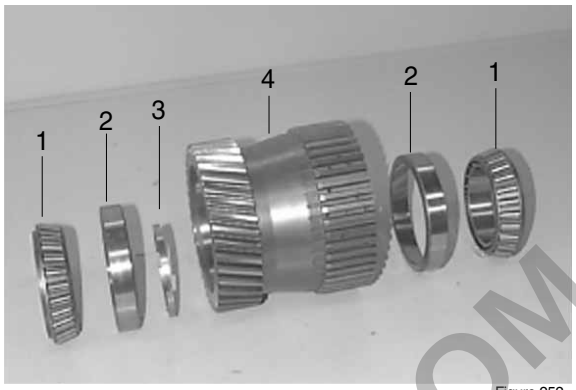
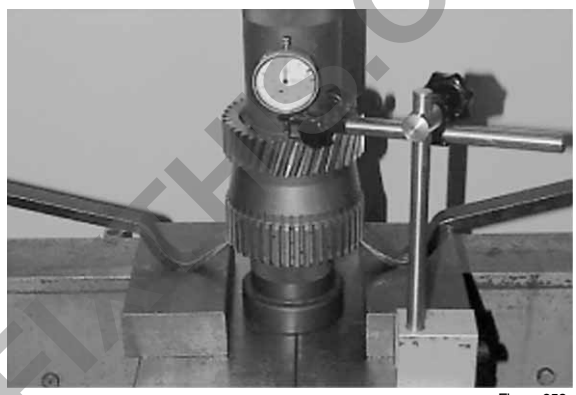


Figure 252

(5) Check Axial play - Spur gear bearing 0.0 ~ 0.05mm
Install components, according to Figure 252. Preload tapered roller bearing with about 5ton, and determine axial play with dial indicator.

※ In case of deviations from the required axial play, correct with corresponding shim (Item 3/Figure 252).


Figure 253

(6) Heat bearing inner race and line it up until contact is obtained.


Figure 254

(7) Line up the determined shim(see Figure 252 and 253), with the oil groove showing upward.


Figure 255

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※ The assembly of the shim as well as of the countershaft axle can be performed only after the installation of the clutches.

(4) Position countershaft gear(along with bearing inner races), see Figure 370.



Figure 370

(5) Insert bearing outer races KV/K1, KR/K2 and K3/K4 into the housing bores until contact is obtained, see Arrows.

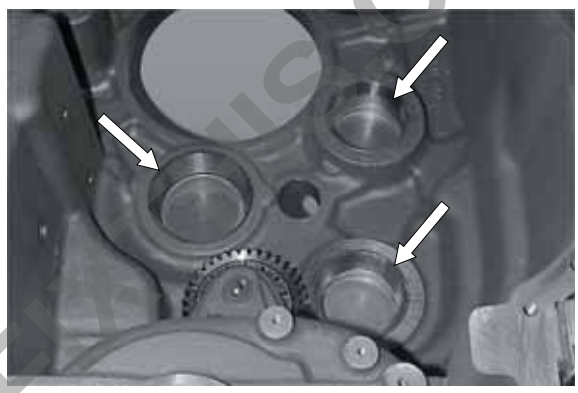


Figure 371

(6) Position clutch KV/K1, using lifting device.

※ Special tool
Set of eye bolts 5870 204 002



Figure 372

(7) Position clutch KR/K2.



Figure 373

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(11) Supercool oil feed flange, (about -80°C) and make shim s= 1.05㎜ (see page 3-197) adhere with assembly grease in the bearing bore.



Figure 508

(12) Introduce supercoiled oil feed flange until contact is obtained.

※ Pay attention to the radial installation position.

※ Use protective gloves.

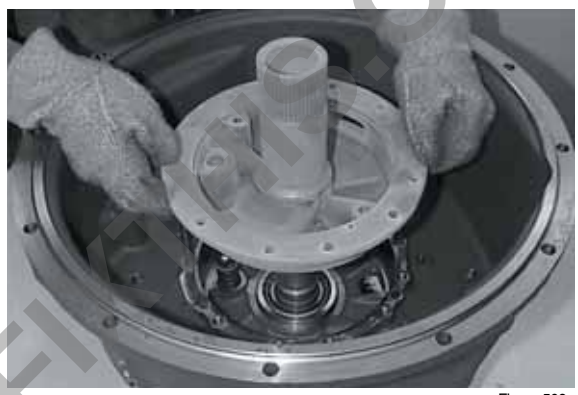


Figure 509

(13) Mount flat gasket(Arrow) and install bearing cover.

※ Pay attention to the radial installation position.

· Torque limit(M10/8.8):4.70kgf · m(33.9lbf · ft)



Figure 510

(14) Wet thread of the screw-in sleeves (1 and 2) with Loctite (Type No. 262) and install the two screw-in sleeves.
Equip screw plugs(3 and 4) with new O-rings and install them.

· Torque limit(10 × 1):2.55kgf · m(18.4lbf · ft)
· Torque limit(M14 × 1.5):3.57kgf · m(25.8lbf · ft)

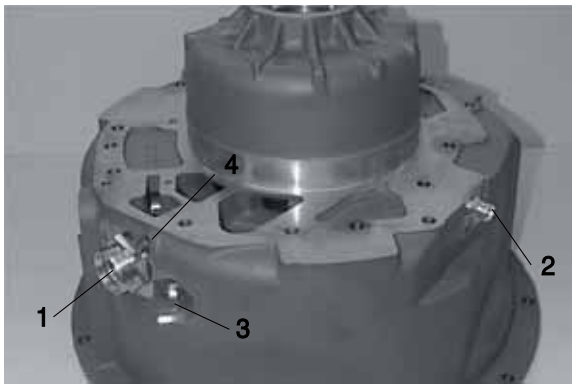


Figure 511

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Install adjusting pieces(3) and fasten the two bearing caps provisionally.
Install stop washer(2) and measuring pin(1) and introduce measuring shaft(4) (See draft).

CK-Drive

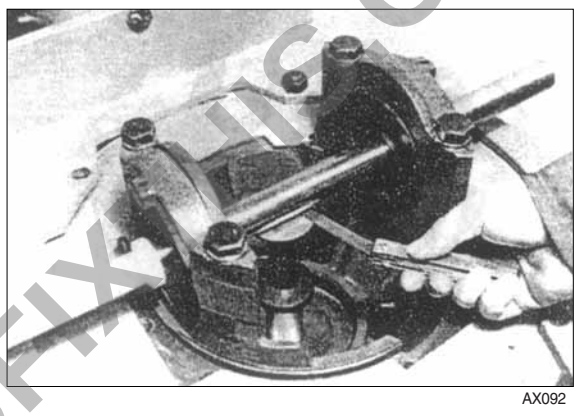
1 = Measuring pin
2 = Stop washer
3 = Adjusting piece
4 = Measuring shaft

① Determine gap(Dimension b) between measuring pin and measuring shaft with feeler gauge.

Dimension b e.g. 0.70mm

EXAMPLE Ⅰ

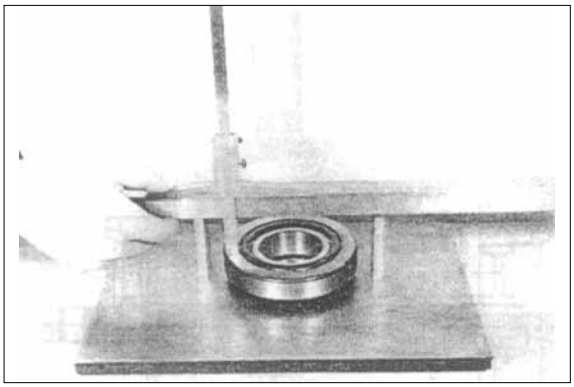
Dimension a(=measuring piston) 166.80mm
Dimension b +0.70mm
Dimension c (1/2 ø measuring shaft) +15.00mm
gives Dimension X 182.50mm



AX092

② Measure bearing width.

Bearing width e.g. 33.50mm



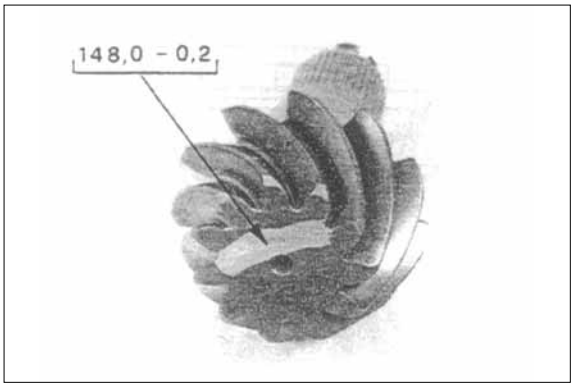
AX093

③ Read pinion dimension.

Pinion dimension e.g. $148.0_{-0.2}$
147.80mm

EXAMPLE Ⅱ

Bearing width	33.50mm
Pinion dimension	+147.80mm
gives dimension X1	181.30mm

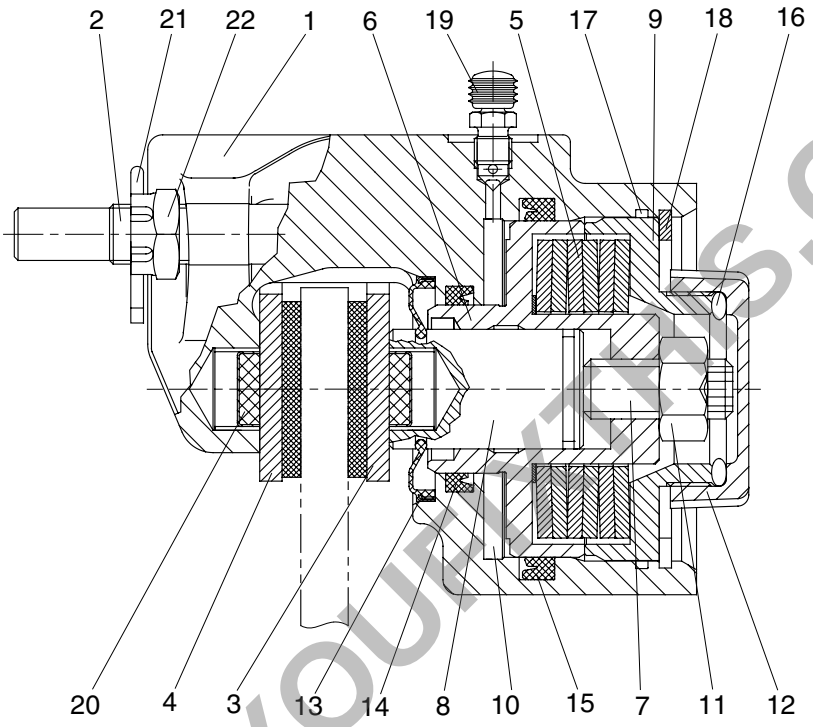


AX094

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8. PARKING BRAKE



7807APB01

1	Housing	9	Pressure ring	17	Seals
2	Guide bolt	10	U-ring	18	Circlip
3	Brake pads	11	Lock nut	19	Bleeding valve
4	Brake pads	12	Screw cap	20	Clearance ring
5	Cup springs	13	Dust protection cap	21	Locking splint
6	Piston	14	Seal rings	22	Castellated nut
7	Adjusting screw	15	Seal rings		
8	Pressure bolt	16	O-ring		

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Problem	Cause	Remedy
Erratic steering	Air in oil	Check for foamy oil.
	Low oil level	Add recommended oil.
	Sticking priority valve spool	Remove and inspect spool.
	Loose cylinder piston	Remove rod to inspect piston.
	Damaged steering unit	Remove and inspect.
Spongy or soft steering	Air in oil	Check for foamy oil.
	Low oil level	Add recommended oil.
Free play at steering wheel	Loose steering wheel nut	Tighten.
	Worn or damaged splines on steering column or unit	Inspect.
Steering unit binding or steering wheel does not immediately return to neutral when released	Binding in steering column or misalignment of column	Inspect.
	High return pressure	Check for a pinched or damaged return line.
	Contamination in steering unit	Inspect hydraulic filter for contamination. Repair cause of contamination. Flush hydraulic system.
	Large particles of contamination in steering unit	Inspect hydraulic filter for contamination. Repair cause of contamination. Flush hydraulic system.
Steering unit locks up	★ Thermal shock	Do priority valve LS port flow test in group 5. This oil flow provides a warm -up flow to steering unit when not using the steering.
	Worn or damaged steering unit	Repair or replace steering unit.
Abrupt steering wheel oscillation	Improperly timed gerotor gear in steering unit	Time gerotor gear.
Steering wheel turns by itself	Lines connected to wrong port	Reconnect lines.
Vibration in steering system or hoses jump	High priority valve setting	Do priority valve pressure test in group 3.

★ Thermal stock is caused by a large temperature differential(Approx. 30°C, 50°F) between the steering valve and hydraulic oil. If the steering is not operated for a long period of time and the orifice in the bottom of the priority valve spool is plugged, the steering valve may bind up when the steering is operated if the hydraulic oil is hot enough.

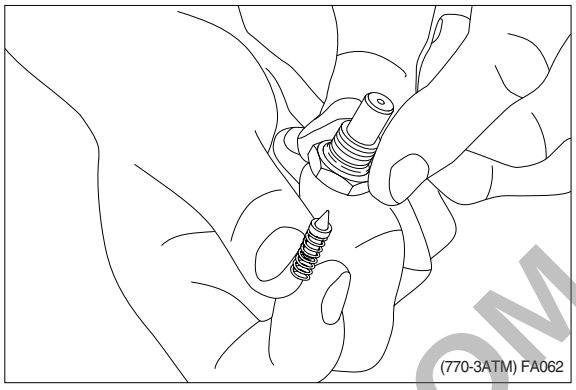
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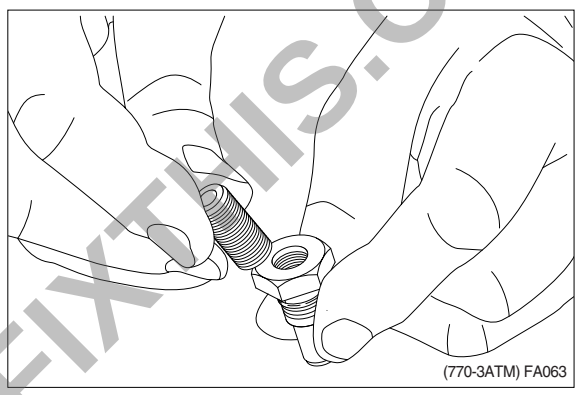
4) ASSEMBLY

(1) Assembly of shock valve / suction valve

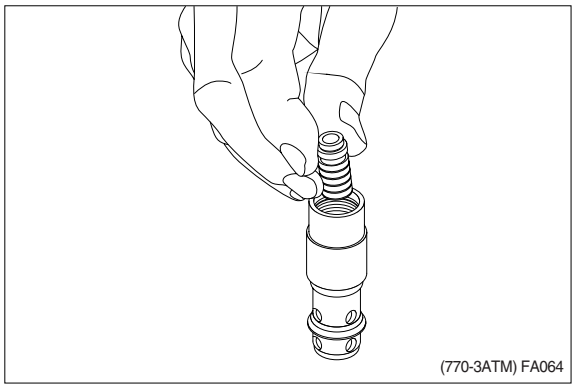
① Guide spring with cone into housing.


(770-3ATM) FA062

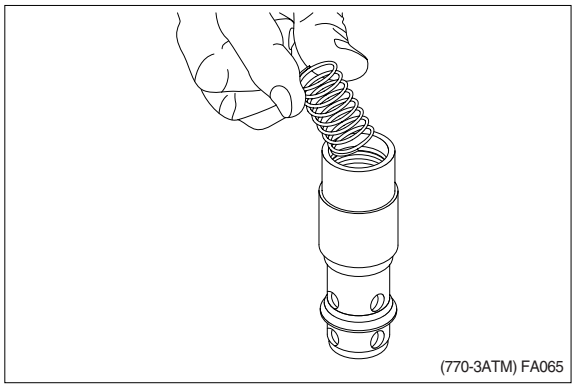
② Fit adjustment screw.


(770-3ATM) FA063

③ Fit spool.


(770-3ATM) FA064

④ Fit spring.

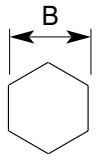

(770-3ATM) FA065

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2) TOOLS AND TIGHTENING TORQUE

(1) Tools

Tool name	B	Remark
L-wrench	5	
Spanner	17	
	70	
Wrench	For gland	
(-) Driver	Small and large sizes	
Torque wrench	Capable of tightening with the specified torques	

(2) Tightening torque

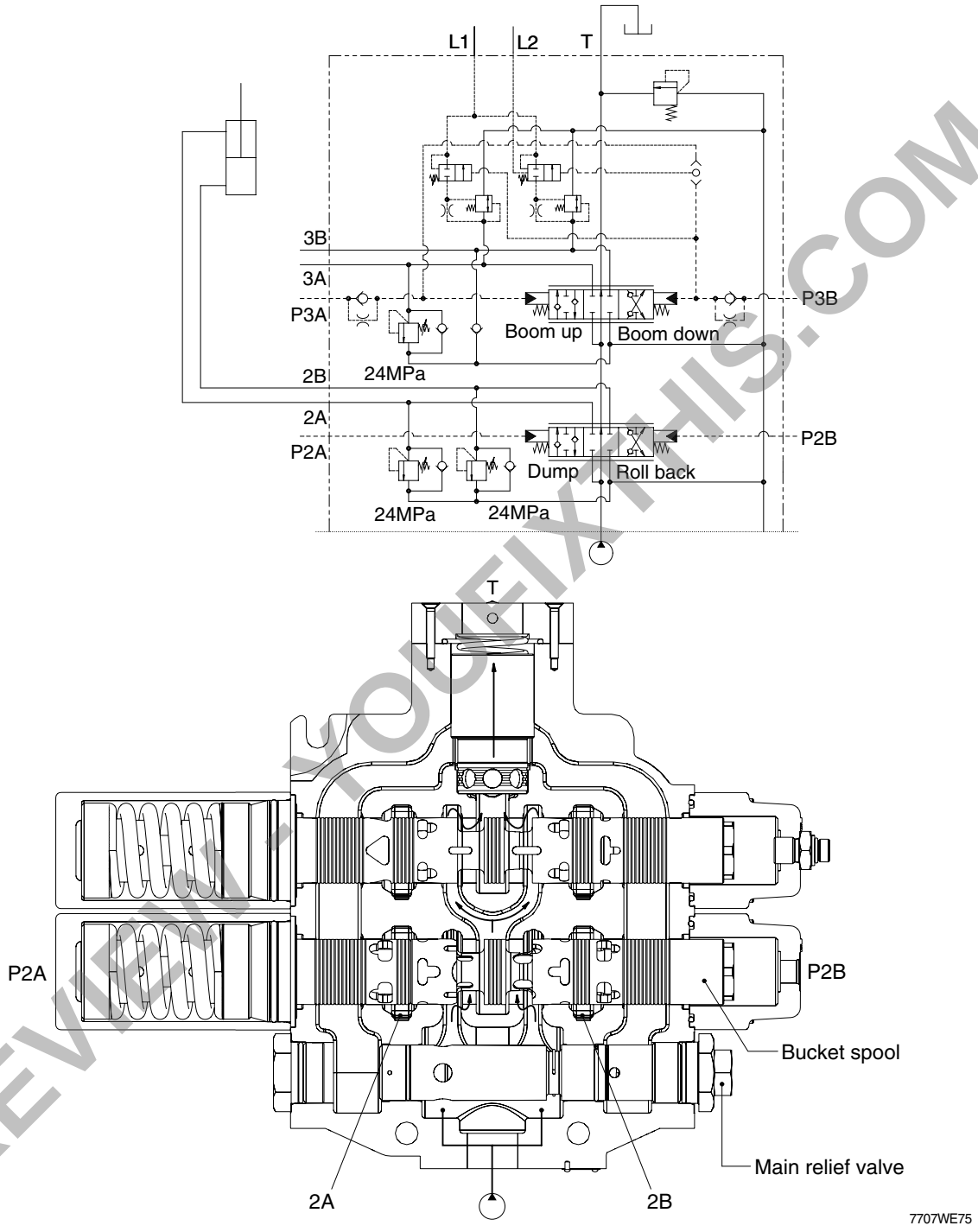
Part name	Item	Size	Torque	
			kgf · m	lbf · ft
Gland	3	M115×3	60±10	434±72
Piston	13	M 45×2	75±8	542±58
Piston nut	18	M 45×2	100±10	723±72
Set screw	19	M 10×1.5	5.4±0.5	39±3.6
Bolt	23	M 10×1.5	5.4±0.5	39±3.6
Nut	25	M 10×1.5	3.2±0.3	23±2.2

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3) BUCKET SECTION OPERATION

(1) Spool in neutral



If the remote control valve is not operated, the oil supplied from the pump port passage through the neutral passage to the low pressure passage at the outlet section, and then return to the tank port.

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11. PILOT OIL SUPPLY UNIT PRESSURE TEST

- **SPECIFICATION**

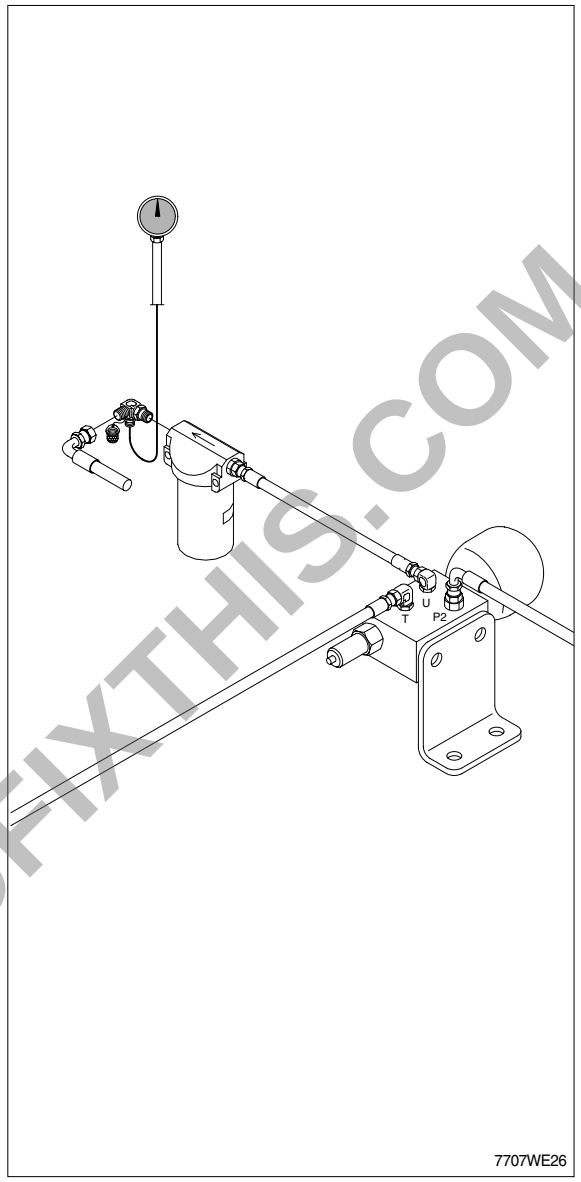
  Oil temperature 45±5°C(113±9°F)
  Engine speed Low idle and stop
  Pilot pressure setting
  30~35bar(430~500psi)
  Relief valve setting pressure 45bar
- Accumulator precharging pressure 16bar

GAUGE AND TOOL

Gauge 0~7MPa(0~70bar, 0~1000psi)

The pilot supply unit consist of the pressure reducing valve, the relief valve and an accumulator. This regulates pressure to the pilot control circuit.

1) Connect gauge to test port on the screw coupling.
2) Install temperature reader(See temperature reader installation procedure in this group).
3) Heat hydraulic oil to specification(See hydraulic oil warm up procedure in this group).
4) Run engine at low idle for 1 minute and stop engine, wait for 5 minutes. Then start measuring.
5) If pressure in not within specifications, replace valve.



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3. WORK LIGHT SWITCH

1) OPERATING FLOW

※ Illumination switch : ON position

(1) Work lamp switch ON (1st step)

ILL & head lamp switch [CS-21(7)] → Work lamp switch indicate lamp ON
→ Work lamp switch [CS-36(1)→(7)] →
Front work lamp relay[CR-3(30)→(87)] → I/conn [CN-7(2)]
→ RH Front work lamp ON [CL-5(2)]
→ LH Front work lamp ON [CL-6(2)]

(2) Work lamp switch (2nd step)

Work lamp switch [CS-36(4)→(2)] → Rear work lamp relay [CR-55(30)→(87)] →
I/conn [CN-4(14)] → LH Rear work lamp ON [CL-22(2)]
→ RH Rear work lamp ON [CN-23(2)]

2) CHECK POINT

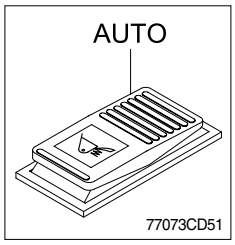
Engine	Key switch	Check point	Voltage
OFF	ON	① - GND (Work lamp power input) ② - GND (Work lamp power output) ③ - GND (Front work lamp) ④ - GND (Rear work lamp)	20~25V

※ GND : Ground

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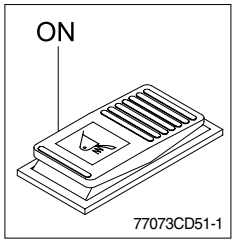
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11) RIDE CONTROL SWITCH (Option)



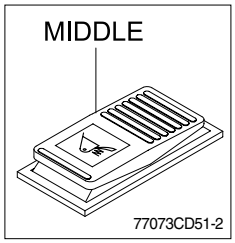
(1) AUTO position

Push in the top of the ride control switch in order to turn on the automatic ride control. The automatic ride control automatically turns on when the travel speed exceeds a preset speed of approximately 9.5km/h. The automatic ride control automatically shuts off during low speed 8km/h travel mode.



(2) ON position

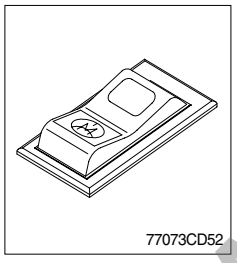
Push in the bottom of the ride control switch in order to turn on the system for ride control regardless speed. The ride control will smooth the ride of the machine during travel.



(3) MIDDLE position

Push the ride control switch to the middle position in order to turn off the system for the ride control.

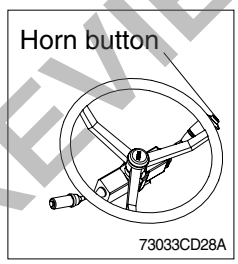
12) PUMP MOTOR SWITCH (option)



(1) The emergency steering system can be manually tested. Push the pump motor switch in order to determine if the emergency steering and the emergency steering lamp are functional.

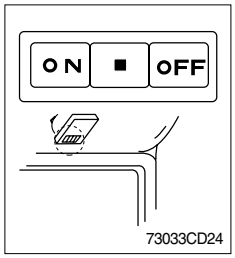
(2) When the switch is pushed, the emergency steering pump motor will run. The emergency steering lamp will light. If the emergency steering lamp does not light, do not operate the machine.

13) HORN BUTTON



(1) If you press the button on the top of the multifunction switch, the horn will sound.

14) CAB LAMP SWITCH



(1) This switch turns ON the cab room lamp.

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