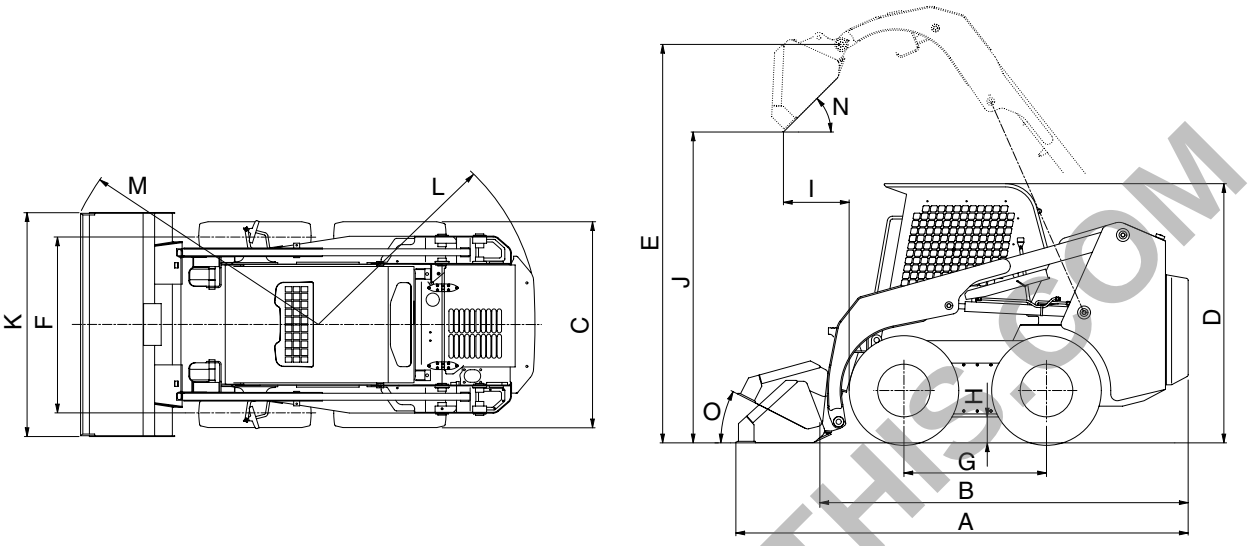
2. SPECIFICATIONS

· WITH STANDARD BUCKET AND CANOPY



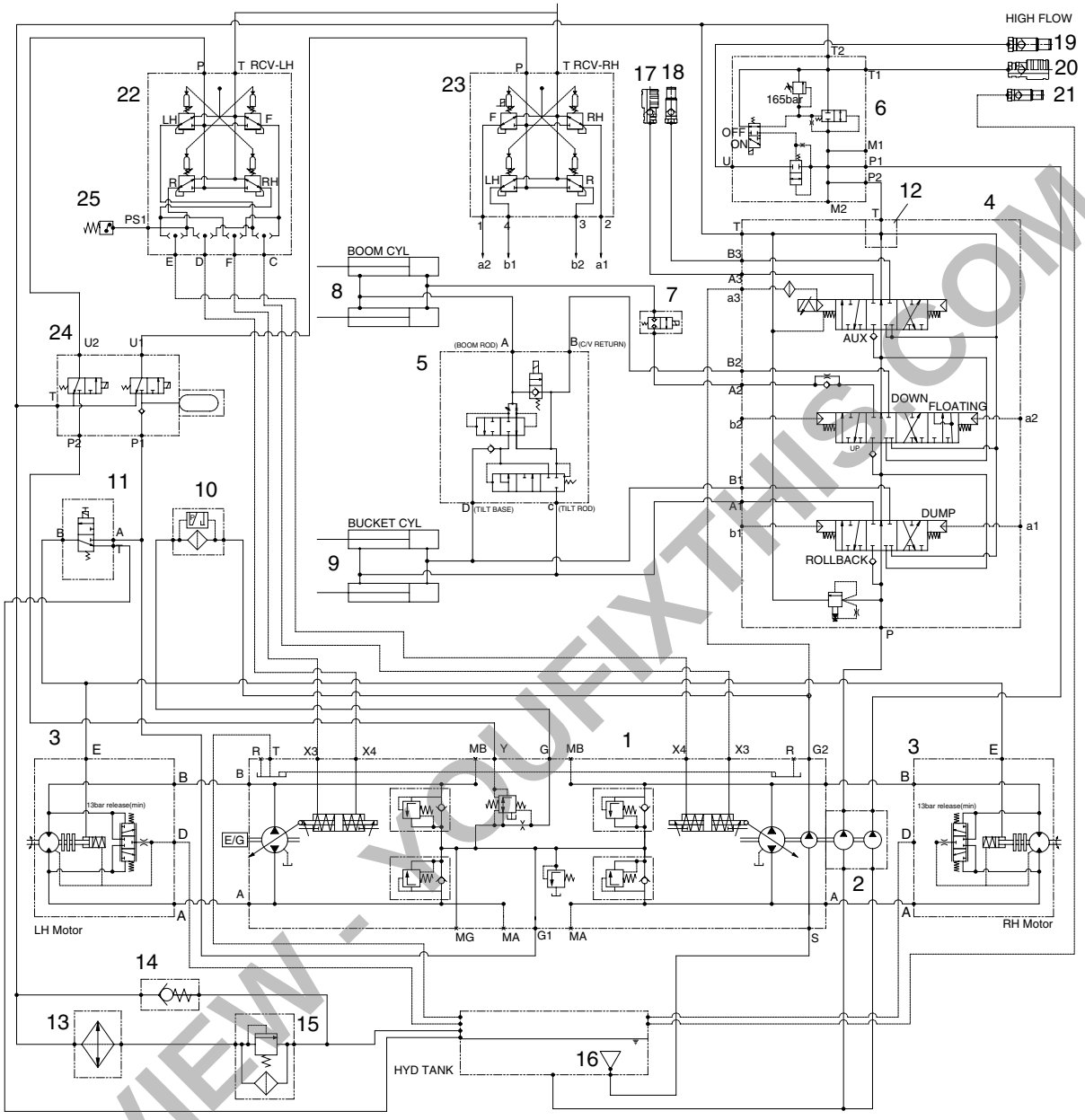
6507A2SP02

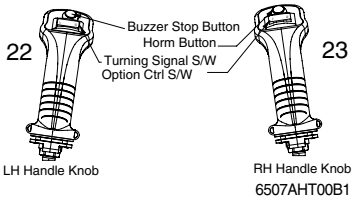
Description			Unit	Specification
Operating weight			kg(lb)	2690(5790)
Bucket capacity		Struck	$m^3(yd^3)$	0.25(0.33)
		Heaped		0.31(0.41)
Overall length		A	mm(ft-in)	3270(10' 9")
Overall length(Without bucket)		B		2625(8 ' 7")
Overall width(Except bucket)		C		1515(5' 0")
Overall height		D		1965(6' 5")
Overall height(To hinge pin)		E		2915(9' 7")
Tread		F		1255(4' 1")
Wheelbase		G		990(3' 3")
Ground clearance		H		183(0' 7 ")
Dump reach		I		550(1' 10")
Dump height		J		2240(7' 4")
Bucket width		K		1625(5' 4")
Clearance circle(Rear)		L		1560(5' 1")
Clearance circle(Front / bucket)		M		1920(6' 4")
Dump angle		N	Degree(°)	45
Roll back angle(Carry position)		O		27
Cycle time	Boom	Up	sec	3.9
		Down		2.3
	Bucket	Dump		1.9
		Roll back		1.3
Maximum travel speed			km/hr(mph)	11.1(6.9)
Minimum turning radius(Without bucket)			mm(ft-in)	1300(4' 3")
Gradeability			Degree(°)	20

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2. PILOT TYPE





6507AHT00B1

1	HST pump	10	Filter assy	19	Quick coupler (female, option)
2	Auxiliary pump	11	Parking solenoid valve	20	Quick coupler (male, option)
3	Travel motor	12	Power beyond sleeve	21	Quick coupler (male, option)
4	Main control valve	13	Oil cooler	22	Remote control valve-LH
5	Self level valve (option)	14	Check valve	23	Remote control valve-RH
6	High flow valve (option)	15	Return filter	24	Pilot lock valve
7	Safety solenoid valve	16	Suction strainer	25	Pressure switch
8	Boom cylinder	17	Quick coupler (female)		
9	Bucket cylinder	18	Quick coupler (male)		

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1. AUXILIARY PUMP(STD)

1) REMOVAL AND INSTALL



(1) Removal

⚠ If engine is running or full up pressure into hydraulic system, absolutely does not repair or tighten hose, fitting.
As hydraulic line explode, dangerous accident may occur.

① Lowered the bucket on the ground.

② Shut off engine and raise the seat bar.

③ Raise canopy and remove the front cover (1, 2).

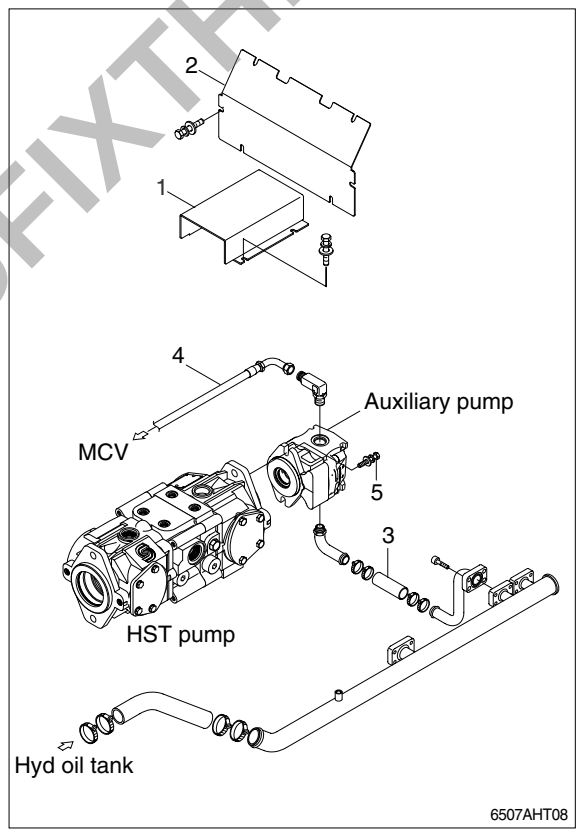
※ **For raising and lowering of the canopy, refer to page 4-14 of the operator's manual.**

④ Disassemble inlet hose(3) of auxiliary pump and oil tank.

⑤ Disassemble outlet hose(4) of auxiliary pump.

⑥ Loose two bolts(5) joined HST pump and auxiliary pump.

⑦ Disassemble auxiliary pump from HST pump.



(2) Install

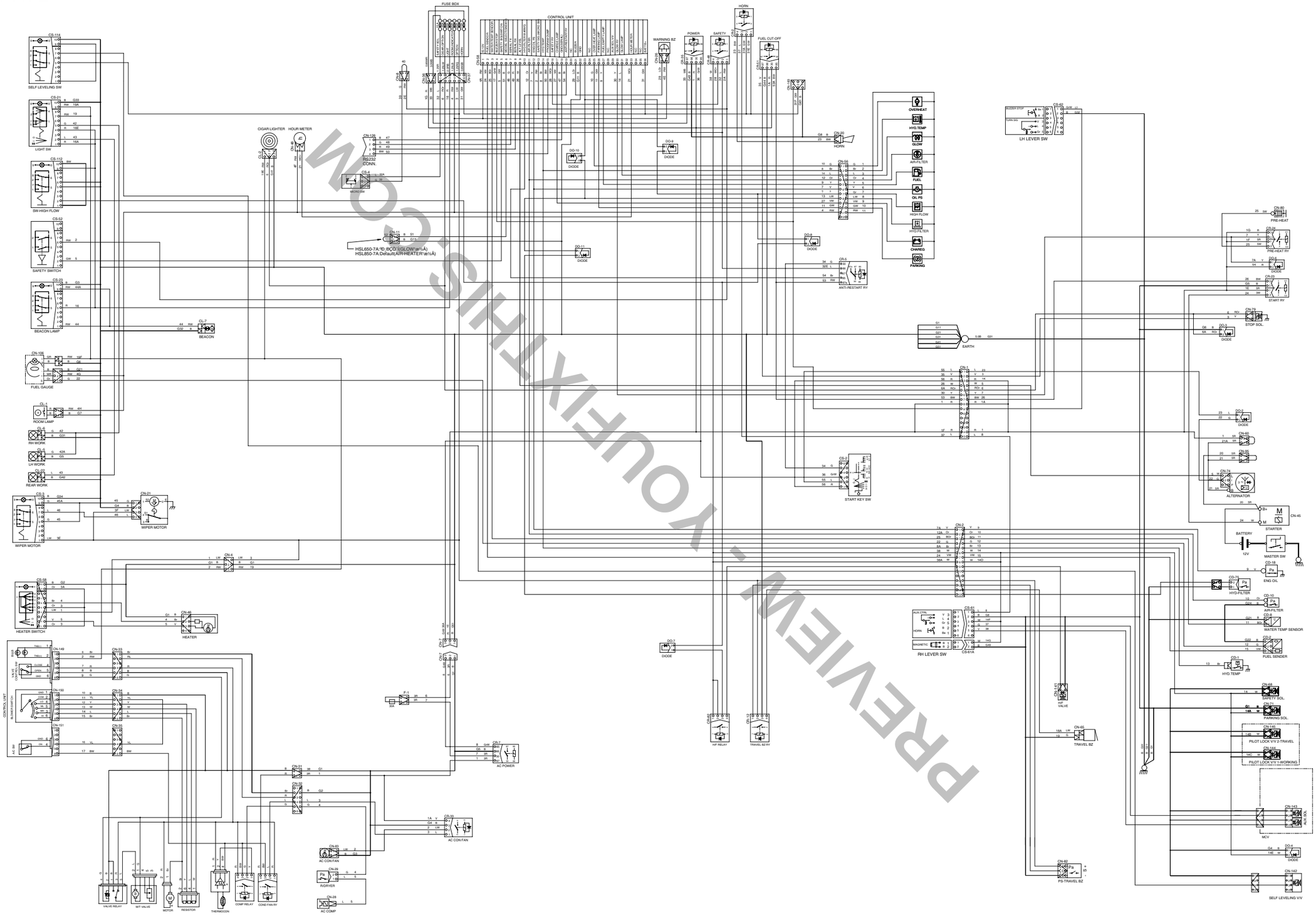
① Join auxiliary pump to HST pump, tighten with bolts(5).
· Tightening torque : 3.7~4.2 kgf · m
(26.8~30.4 lbf · ft)

② Assemble hose inlet hose(3) and outlet hose(4).

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PILOT TYPE



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GROUP 1 TRAVEL HYDRAULICS

1. TRAVEL HYDRAULICS

Trouble	Probable cause	Remedy
Loss of drive power on one side - both directions	· Reservoir low on oil	· Check for leaks. Fill reservoir
	· Disconnected steering control linkage	· Reconnect and adjust steering control linkage
	· Bolts sheared on pump neutral bracket	· Replace. Check neutral bracket for loose bolt or excessive play.
	· High pressure line failure	· Replace line. Check travel motor and control pump mounting bolts.
	· Travel motor shaft failure	· Inspect and repair defective parts. Check motor mounting bolts.
	· HST pump failure. Drive may initially appear to be lost on one side only, but after a few moments, drive will be lost on both sides	· Inspect and repair defective parts.
	· Excessive internal leakage or damage in control pumps and/or travel motor	· Inspect and repair defective unit. Flush all lines and reservoir. Replace filter, check on type of fluid used and engine rpm.
Loss of drive power on one side-one direction only	· Defective valve block relief valves	· Replace relief valves.
	· Damaged or seized travel motor shuttle valve	· Inspect and replace defective parts.
Loss of drive power-both side(No hydraulic power)	· Reservoir low on oil	· Check for leaks. Fill reservoir.
	· Universal joint between engine and pump failure	· Inspect and replace damaged parts. Check for misalignment.
	· HST pump not functioning	· Inspect and replace damaged parts.
Loss of drive power-both sides(No hydraulic power)	· Implement pump shaft failure	· Inspect and replace damaged parts.
	· Spline coupling between front and rear control pump failure	· Inspect and replace damaged parts.

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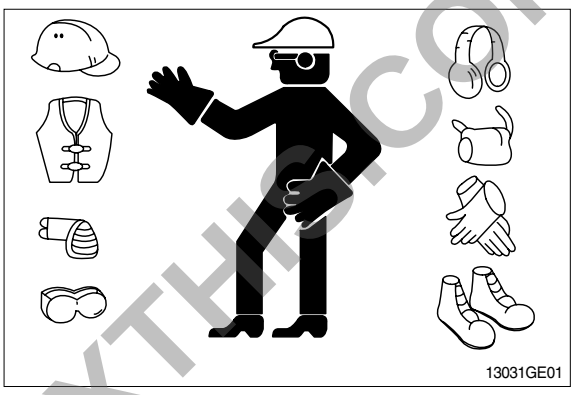
GROUP 1 SAFETY HINTS

FOLLOW SAFE PROCEDURE

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

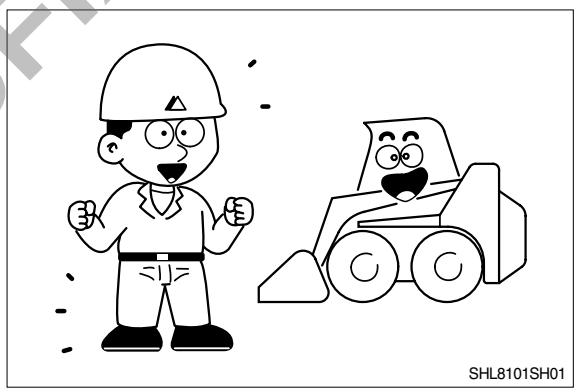
WEAR PROTECTIVE CLOTHING

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



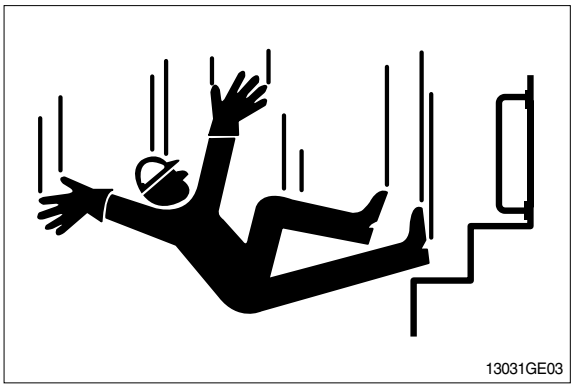
WARN OTHERS OF SERVICE WORK

Unexpected machine movement can cause serious injury.
Before performing any work on the machine, attach a 「**Do Not Operate**」 tag on the right side steering control 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.

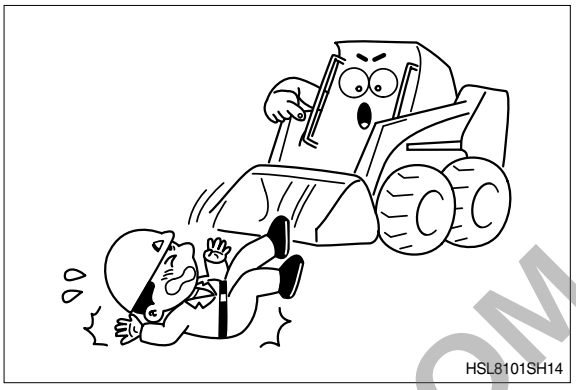


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KEEP RIDERS OFF MACHINE

Only allow the operator on the machine. Keep riders off.

Riders on machine are subject to injury such as being struck by foreign objects and being thrown off the machine. Riders also obstruct the operator's view resulting in the machine being operated in an unsafe manner.

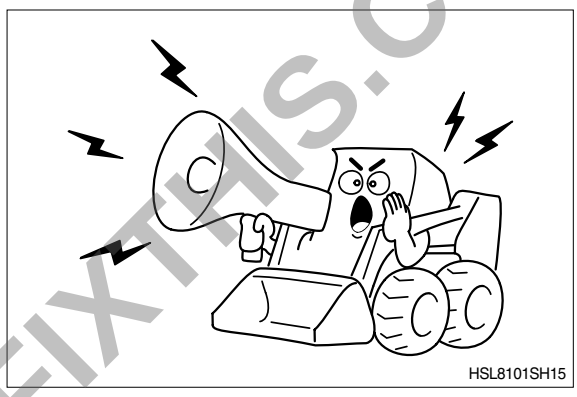

HSL8101SH14

MOVE AND OPERATE MACHINE SAFELY

Bystanders can be run over. Know the location of bystanders before moving, steering, or operating the machine.

Always keep the travel alarm in working condition. It warns people when the machine starts to move.

Use a signal person when moving, turning, or operating the machine in congested areas. Coordinate hand signals before starting the machine.


HSL8101SH15

OPERATE ONLY ON OPERATOR'S SEAT

Avoid possible injury and machine damage. Do not start engine by shorting across starter terminals.

NEVER start engine while standing on ground. Start engine only on operator's seat.

PARK MACHINE SAFELY

Before working on the machine:

- Park machine on a level surface.
- Lower bucket to the ground.
- Run engine at 1/2 speed without load for 2 minutes.
- Turn key switch to OFF to stop engine. Remove key from switch.
- Allow engine to cool.
- Raise seat bar and chock the wheels.
- Put jackstands under the rear frame.

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5) HYDROSTATIC CONTROL PUMP FLOW

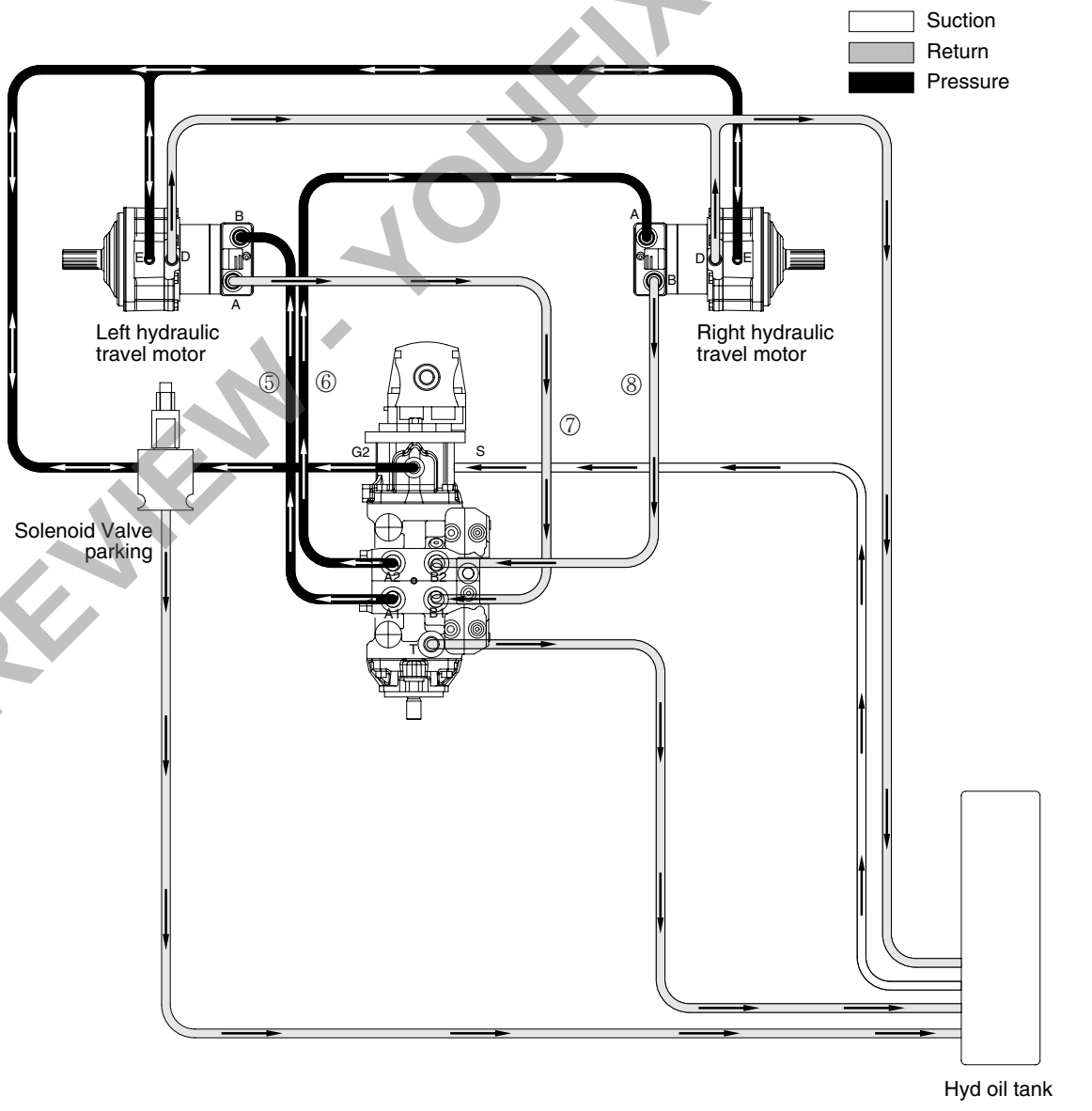
The loader must be raised and set on jack stands or blocks with all four wheels off the ground to perform the following tests.

There are four hydrostatic flow displacement tests to check the displacement of oil from the right and left hydrostatic control pumps.

Example : Oil flow shown is for testing the oil flow displacement of the right control pump in forward drive as shown in the shaded area of the travel circuit oil flow chart below. With a flow meter and a load valve installed at test location ⑥ and engine at 2700rpm under 2500psi(170bar) load ; The flow meter reading should be 27.7gpm (105lpm). You must move the right control lever forward to get flow reading.

Follow the travel circuit oil flow chart to test the oil flow displacement of the right control pump in reverse drive and the left control pump in forward and reverse drive by installing a flow meter at the other test locations ⑤,⑦,⑧. With engine at 2700±50rpm under a 2500psi(170bar) load; The flow meter reading should be 27.7gpm (105lpm). You must move the right or left travel control forward or backward as shown in the chart to get flow reading.

If the flow meter reading is approximately 22.5gpm (85lpm) or less in any of the tests, the drive pump is showing considerable wear and should be repaired or replaced.



6507AHT04B

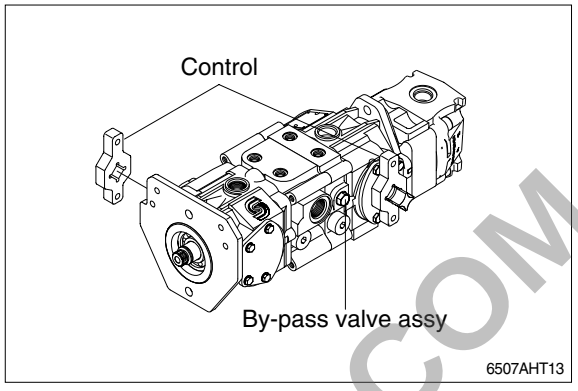
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5. CONTROLS AND OPTIONS

1) DIRECT DISPLACEMENT CONTROL

With the direct displacement control (DDC), the pump displacement and output flow, in either direction, is approximately proportional to the angular movement of the control handle. The control will return to neutral if the pump control handle is released the control centering mechanism is not sufficient to overcome external control linkage friction.

This control may have various sized orifices installed in the supply and drain passages for controlling maximum acceleration and deceleration(Control response).



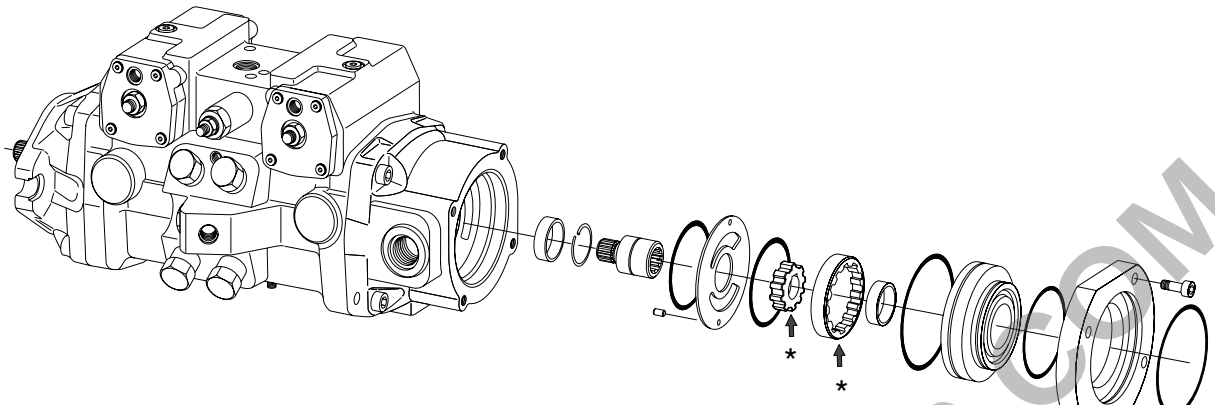
2) BY- PASS VALVE

In some applications it is desirable to bypass fluid, allowing, for example, a vehicle to be moved short distances at low speeds without running the prime mover. This is accomplished by a manually operated bypass valve installed in the pump housing. When open(Unscrewed 2 turns maximum), this valve connects both sides of the pump/motor closed circuit and allows the motor to turn. This valve must be fully closed for normal operation.

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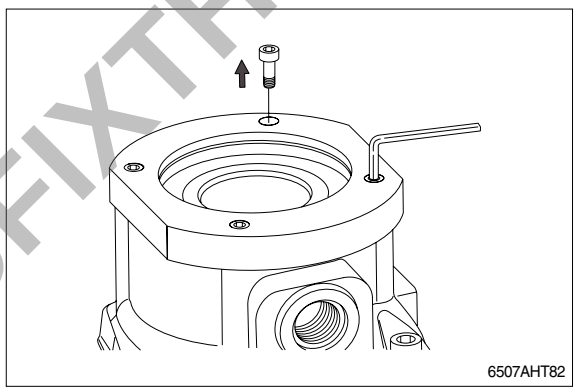
4) SEALING OF THE INNER GEAR PUMP



* : Mount the "chamfered side" towards the cover.

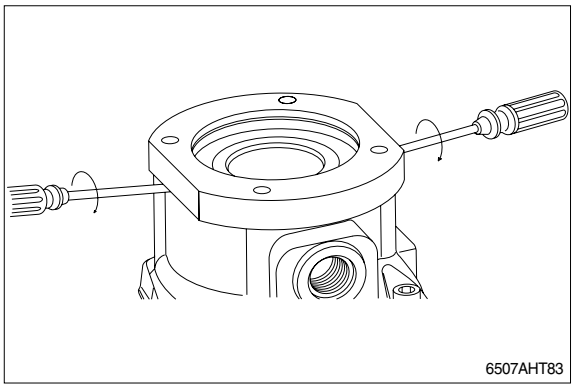
6507AHT81

(1) Remove fixing screws.



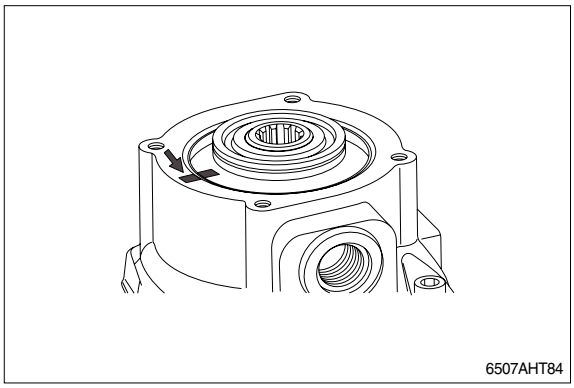
6507AHT82

(2) Pry-off cover.



6507AHT83

(3) Mark position.



6507AHT84

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(67) After installation of the shaft seal, fix it with a retainer ring (56).



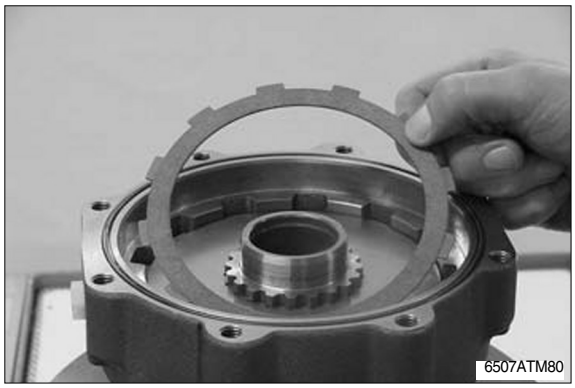
(68) Mount the four bolts (55) and tighten with 0.92±0.5 kgf · m (6.65±1.08 lbf · ft).

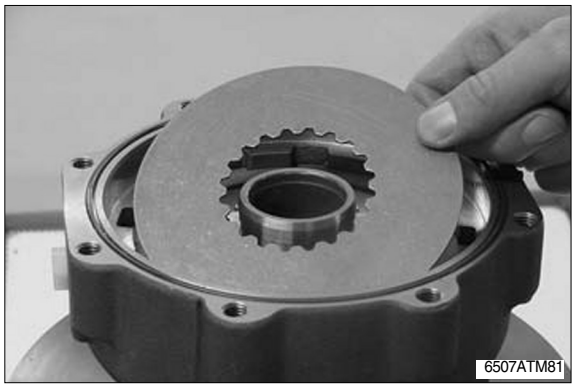


Installation of braking part

(69) Install the multiple disc brake, starting with the external multiple discs.

Install seven external (51) and six internal (50) multiple discs.



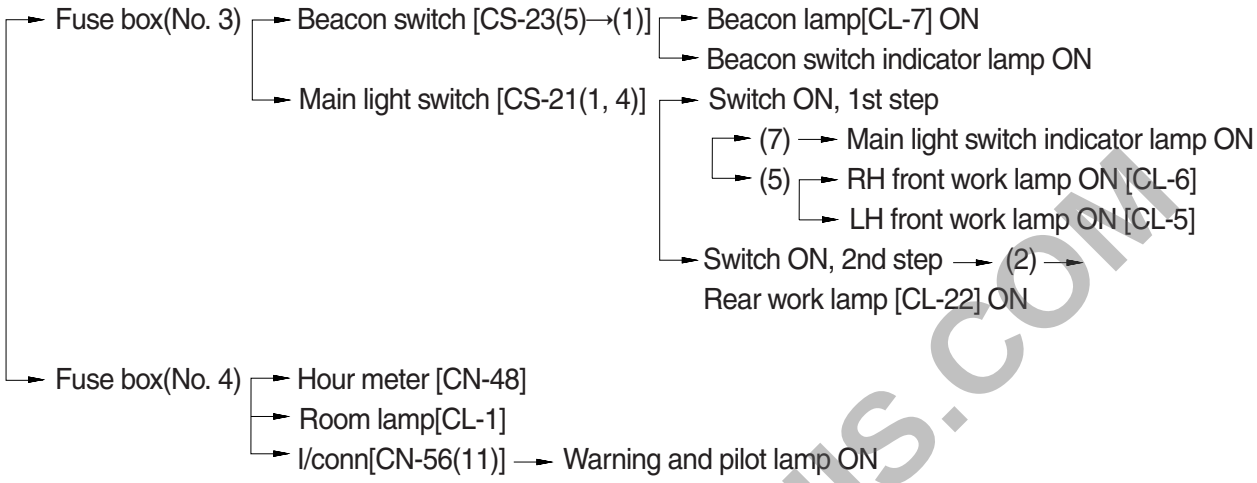


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4. LAMP CIRCUIT

1) OPERATING FLOW



2) CHECK POINT

Engine	Start switch	Disconnect switch	Check point	Voltage
Stop	ON	ON	① - GND(Fuse No.3) ② - GND(Fuse No.4) ③ - GND(Front work lamp) ④ - GND(Rear work lamp) ⑤ - GND(Switch power input) ⑥ - GND(Room lamp)	DC 10~13V

※ GND : Ground

※ The disconnect switch (Master switch) is assembled as an option.

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