## Starting Engine

Follow the steps below to start the engine without depressing accelerator pedal (3).

1. Check that both forward/reverse lever (8) and forward/ reverse switch (9) are in the neutral (N) position and neutral lever lock (10) is in the LOCK position.
2. Check that parking brake switch (1) is ON.
3. Turn the key switch (2) ON.
4. Check indicator bulbs

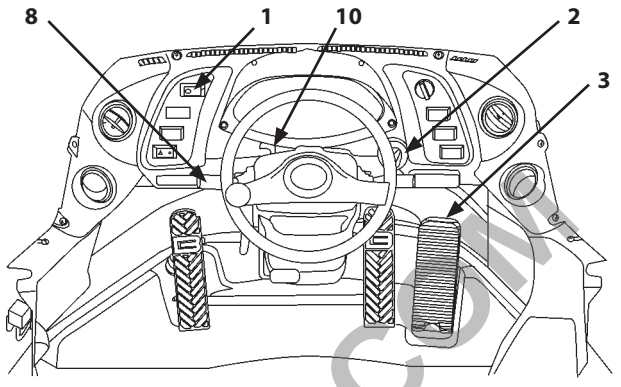
   When key switch (2) is turned ON, all indicators and the warning lights come and stay ON for 2 seconds. Then, they go OFF afterward. Any indicator and/or warning light that fails to light at this time is a burned bulb.

   However, the indicators for brake oil pressure (4) (when the brake pressure is low) and discharge warning indicator (5) will continue to stay ON, and it will go OFF only after the engine is started.

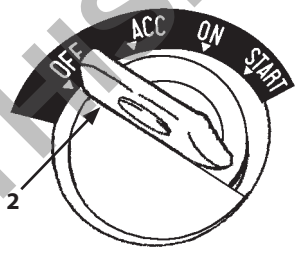
   Preheating will automatically start with the key switch ON. The preheat indicator (6) will automatically come ON.

**IMPORTANT: When the machine is equipped with the secondary steering, ensure that low steering oil pressure indicator (11) is lit. If it is not lit, the secondary steering device has a malfunction. Contact your authorized authorized dealer for machine inspection. Low steering oil pressure indicator (11) goes off after the engine starts.**

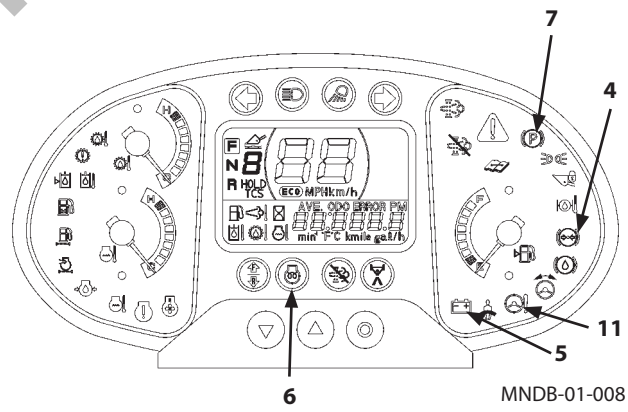
5. Check that parking brake indicator (7) and low steering oil pressure indicator (11) are ON. When the preheat lamp goes OFF (the engine has preheated), sound the horn to clear any personnel away from the area surrounding the machine.



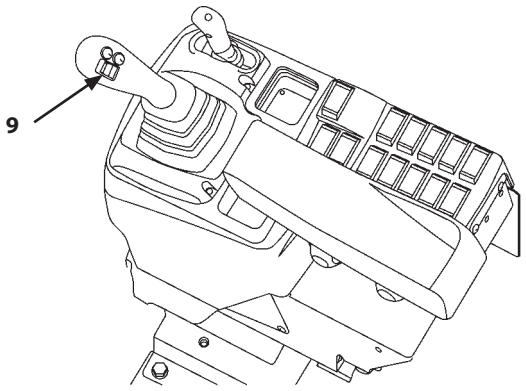

MNDB-01-001




MNDB-01-053




MNDB-01-008




MNDB-01-005

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## Correct Maintenance and Inspection Procedures

Learn how to service your machine correctly. Follow the correct maintenance and inspection procedures shown in this manual.



SA-005

Inspect machine daily before starting.

- Check controls and instruments.
- Check coolant, fuel and oil levels.
- Check for leaks, kinked, frayed or damaged hoses and lines.
- Walk around machine checking general appearance, noise, heat, etc.
- Check for loose or missing parts.

If there is any problem with your machine, repair it before operating or contact your authorized dealer.

**IMPORTANT:**

- **Use only recommended fuel and lubricants.**
- **Be sure to use only genuine Kawasaki parts. Failure to do so may result in serious injury or death and/or machine breakdown.**
- **Failure to use recommended fuel, lubricants, and genuine Kawasaki parts will result in loss of Kawasaki product warranty.**
- **Never adjust engine governor.**
  **Never adjust hydraulic system relief valve.**
- **Protect electrical parts from water and steam.**
- **Never spray high pressure water or steam to the transmission oil filler port and vicinity of the axle air breather.**
- **Never disassemble electrical components such as main controller, sensors, etc.**
- **Never adjust parts of engine fuel system.**
  **Never adjust hydraulic equipment.**
- **Using bad quality fuel, drainage agent, fuel additives, gasoline, kerosene or alcohol refueled or mixed with specified fuel may deteriorate performance of fuel filters and cause sliding problem at lubricated contacts in the injector. It also affects the engine and exhaust filter parts, leading to malfunction.**
- **Use Kawasaki genuine high performance filter.**

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## Troubleshooting

If any machine trouble has occurred, immediately repair it. Make certain the cause of the trouble and take necessary measures to prevent the reoccurrence of the same trouble. In case troubleshooting is difficult, or measures marked with * must be taken, consult the nearest authorized dealer. Never attempt to adjust, disassemble, or repair the hydraulic and/or electrical/electronic parts/components.

### 1. Engine

Consult the nearest authorized dealer for the engine troubleshooting.

### 2. Engine Auxiliaries

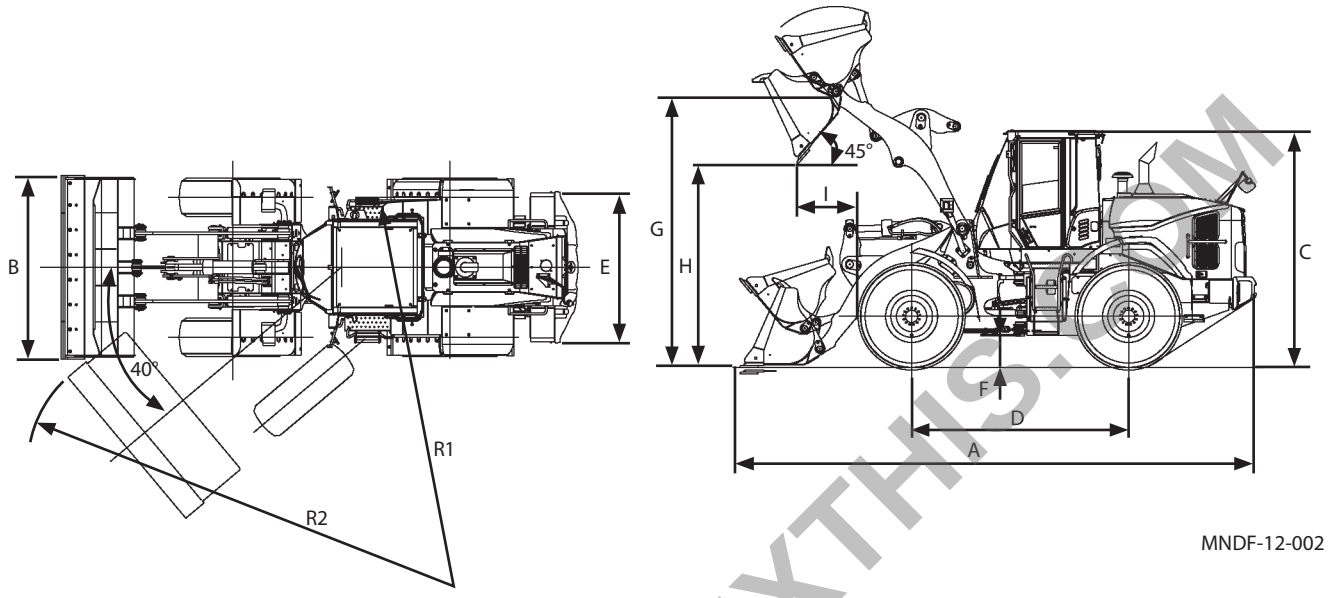
| Problem | Cause | Solution |
|---|---|---|
| **Batteries will not charge.** | Broken battery separator | Replace |
| | Faulty regulator | * Adjust and replace |
| | Faulty ground line | * Repair |
| | Faulty alternator | * Repair and replace |
| **Batteries discharge quickly after being charged.** | Shorted cable | * Repair and replace |
| | Shorted battery separator | * Repair and replace |
| | Increased sediment in battery | * Clean |
| **Coolant temperature is too high.** | Low coolant level | Add |
| | Abnormal fan operation | Adjust or repair |
| | Damaged rubber hose | * Replace |
| | Faulty thermostat | * Replace |
| | Faulty coolant temperature gauge | * Replace |
| | Cooling system passages dirty | Flush cooling system |
| | Radiator core or oil cooler core plugged | Clean radiator and oil cooler |
| | Radiator screen plugged | Clean screen |

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## Specifications




MNDF-12-002

| Model | - | 62Z7 | 67Z7 |
|---|---|---|---|
| Bucket Capacity: heaped | $m^3$ ($Y^3$) | *2.1 (2.75) | *2.4 (3.14) |
| Operating Weight | kg (lb) | 11060 (24383) | 11980 (26411) |
| Tipping Load (Full Turn) | kg (lb) | 7900 (17417) | 8880 (19577) |
| Engine | | ISUZU 4HK1 | ISUZU 4HK1 |
| A: Overall Length | mm (in) | 7135 (281) | 7430 (292.5) |
| B: Overall Width (Bucket) | mm (in) | 2560 (100.8) | 2560 (100.8) |
| C: Overall Height | mm (in) | 3265 (128.5) | 3265 (128.5) |
| D: Wheel Base | mm (in) | 3000 (118) | 3000 (118) |
| E: Tread | mm (in) | 1930 (76) | 1930 (76) |
| F: Ground Clearance | mm (in) | 430 (17) | 430 (17) |
| G: Bucket Hinge Height | mm (in) | 3805 (150) | 3835 (151) |
| H: Dumping Clearance (45 °) | mm (in) | 2810 (110.6) | 2800 (110.2) |
| I: Dumping Reach (45 °) | mm (in) | 840 (33.1) | 960 (37.8) |
| R1: Minimum Rotation Radius | mm (in) | 5085 (200) | 5085 (200) |
| R2: Minimum Rotation Radius | mm (in) | 5900 (232.3) | 5950 (234.3) |
| Travel Speed Forward/Reverse | km/h (mph) | 39 (24.2)/39 (24.2) | 39 (24.2)/39 (24.2) |
| Transmission Speeds (F/R) | - | 4/4 | 4/4 |
| Articulation Angle (Left/Right) deg | ( ° ) | 40 | 40 |
| Tire Size | - | 20.5-25-12PR (L2) | 20.5-25-12PR (L2) |

*NOTE:*

- ** BOC (Bolt-On Cutting Edge)*
- *These specifications are subject to change without notice.*

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## Hydraulic Type Quick Coupler Operation

**62Z7, 67Z7**

A quick coupler is a system by which a front attachment work tool such as a bucket can be easily replaced with other type of a work tool.

**WARNING: During replacement work, keep personnel away from the machine. Removal and installation of pins can be achieved from the operator's seat.**

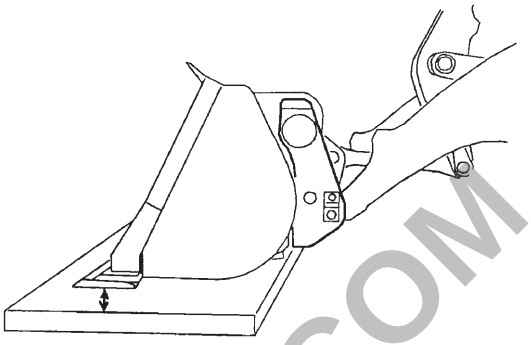
**Removal:**

Before removing a work tool, disconnect hydraulic hoses from the attachment cylinders other than disconnecting hydraulic hoses from the bucket and lift arm cylinders. (Refer to page 13-5 for information on hydraulic hose connection and disconnection.) Put the bucket (attachment) to be removed on a support such as a pallet if available.

1. Horizontally lift the bucket by approx. 20 cm (8 in) above the pallet.

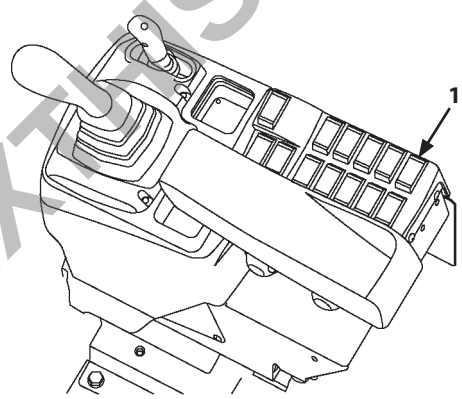
**WARNING: Before leaving the machine apply the parking brake.**

2. Operate the quick coupler cylinder with hydraulic coupler switch (1) to remove pin (4).
3. While pulling to slide lock switch (2), continue to press switch removal position (3) to remove the coupler cylinder pin (4).
4. To allow the quick coupler pin to be removed, position the bucket (attachment) as closely to the rear of the pallet as possible.
5. While slowly lowering the lift arm, slightly tilt the bucket forward by operating the bucket cylinder to allow the bucket to come off the quick coupler.

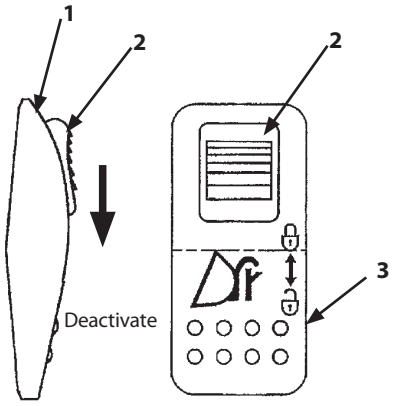


Horizontally lift the bucket

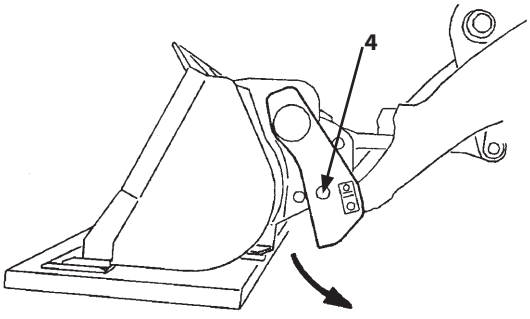
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M4GB-01-175




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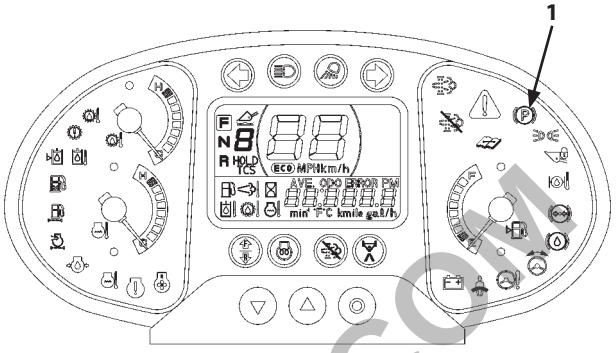


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## Starting to Move

**WARNING: Start to move the machine only after checking that no personnel and/or obstacles are present around the machine.**

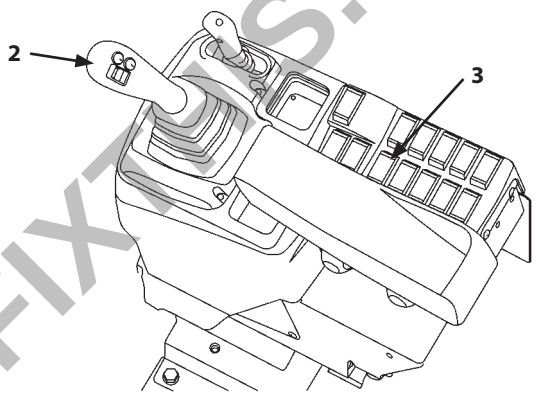
**Never turn ride control switch (3) (option) to ON position when traveling the machine or raising the bucket. Before turning the ride control switch (3) ON, stop the machine and confirm the safety around the bucket. Avoid turning ride control switch (3) to ON position while traveling the machine. Failure to do so may automatically move the lift arm up or down.**




MNDB-01-008

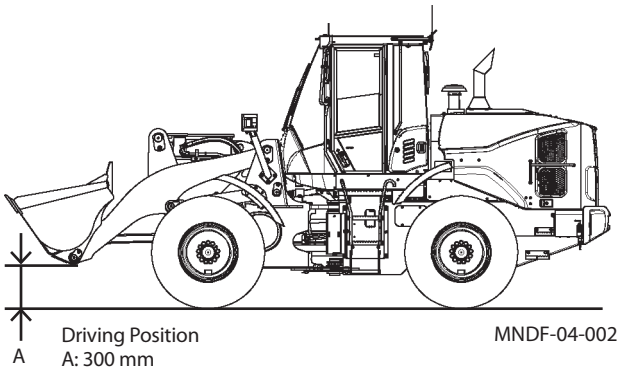
Refer to page 1-76 for detailed information of ride control switch (3).

1. Check that none of the warning indicators except parking brake indicator (1) on the monitor panel is ON.




MNDB-01-005

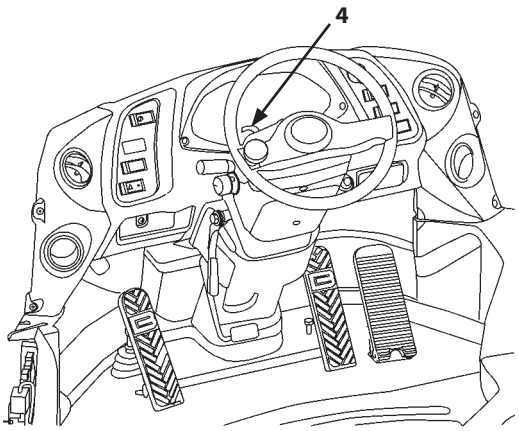
2. Set the front attachment in the driving position by operating control lever (2).




Driving Position
A: 300 mm

MNDF-04-002

3. Turn neutral lever lock (4) to the UNLOCK ( ) position.



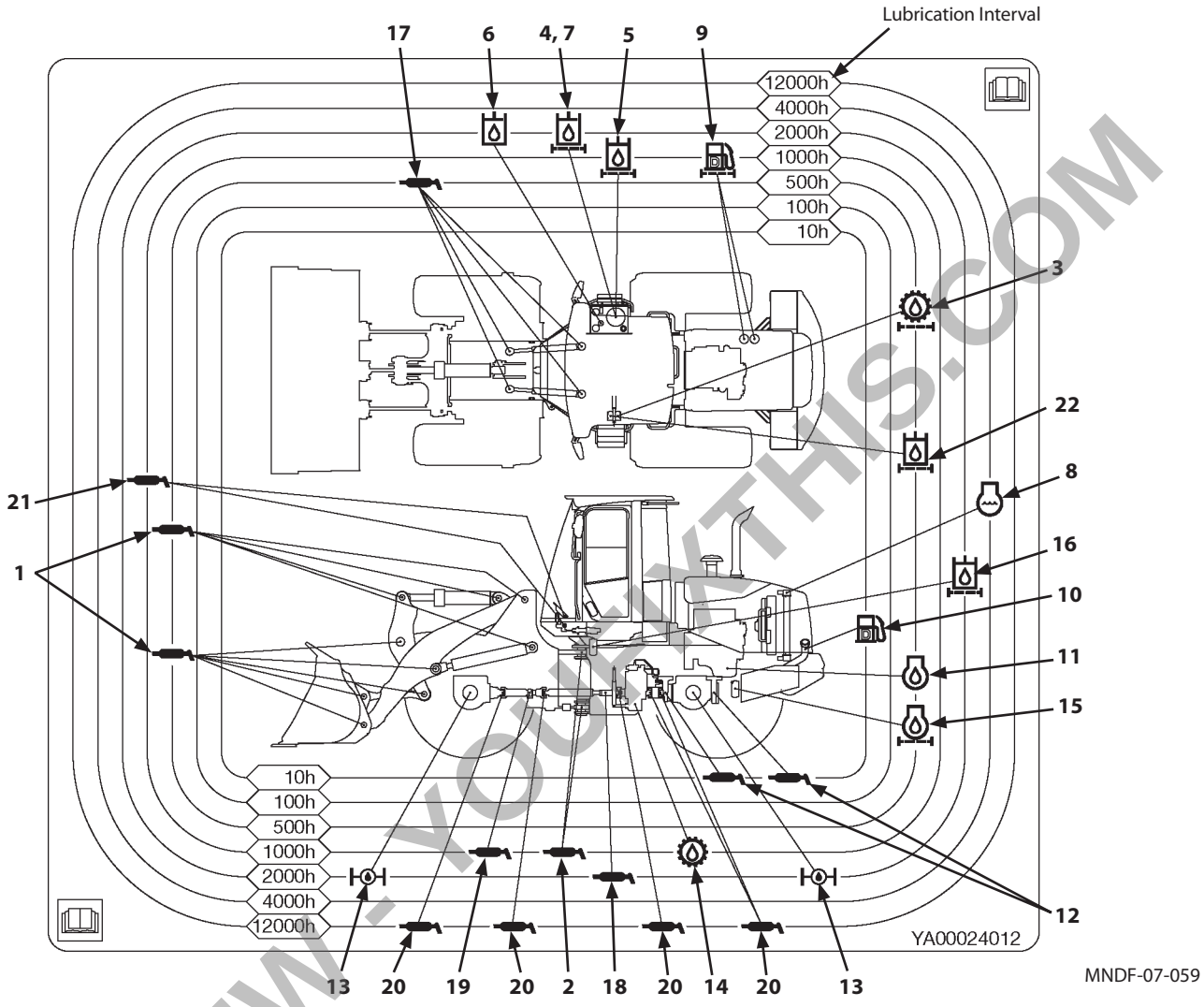

MNDB-01-002

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- Maintenance Guide Table




| | Item | Page | | Item | Page |
|---|---|---|---|---|---|
| 1 | Grease (Front Joint Pins) | 7-22, 23 | 12 | Grease (Axle Support Pin) | 7-25 |
| 2 | Grease (Center Hinge Pins) | 7-24 | 13 | Axle Gear Oil (Final drive, Differential gear) | 7-36 |
| 3 | Transmission Oil Filter | 7-35 | 14 | Transmission Oil and Strainer | 7-33 |
| 4 | Hydraulic Oil Filter (Suction) | 7-44 | 15 | Engine Oil Filter | 7-31 |
| 5 | Hydraulic Oil Filter (Hydraulic Tank) | 7-47 | 16 | Hydraulic Oil Filter (Pilot) | 7-45 |
| 6 | Air Breather Element (Hydraulic Tank) | 7-50 | 17 | Grease (Steering Cylinder Pin) | 7-24 |
| 7 | Hydraulic Oil | 7-42 | 18 | Grease (Propeller Shaft Spline) | 7-26 |
| 8 | Coolant (Long-Life Coolant) | 7-75 | 19 | Grease (Propeller Shaft Center Support) | 7-26 |
| 9 | Fuel Main Filter, Fuel Pre-Filter | 7-65, 66 | 20 | Grease (Propeller Shaft Universal) | 7-26 |
| 10 | Fuel Oil (Diesel Fuel) | 7-58 | 21 | Grease (Brake Pedal) | 7-27 |
| 11 | Engine Oil | 7-29 | 22 | HST Charge Filter | 7-49 |

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**3. Engine does not Start.**

| Symptom | Cause | Solution |
|---|---|---|
| **The starter does not turn.** | Reduced battery voltage | Charge the batteries. Replace. |
| | High resistance in the starter circuit | * Clean and/or retighten the battery terminals and starter terminals |
| | Faulty key switch | * Replace |
| | Damaged wire harness | * Repair or replace |
| | Faulty battery relay | * Replace |
| | Blown slow blow fuse link | * Replace |
| | The forward/reverse selector lever is in either the forward or reverse position. | Return to neutral. |
| | Faulty starter | * Repair or replace |
| | Battery disconnect switch is OFF. | Turn the switch to ON position. |
| **Although the starter turns, the engine does not start.** | Use of poor quality fuel, insufficient fuel, lack of fuel | Change fuel. Refill tank with good quality fuel. |
| | Faulty glow plug | * Replace glow plug |
| | Air mixed in the fuel supply line | Bleed air |
| | Faulty injection pump or nozzle | * Repair or replace |
| | Reduced compression pressure | * Repair or replace |
| **Engine speed does not increase.** | The accelerator pedal function is abnormal. | Replace the accelerator pedal or parts. |
| **Although the engine cranks, running speed is low and easy to stall.** | Deteriorated engine oil | Change engine oil |
| | Contaminated injection nozzle | * Replace |
| | Clogged fuel filter | Replace |
| | Clogged feed pump strainer | Clean |
| | Air mixed in the fuel supply line | Bleed air |
| | Poor fuel quality | Replace |

**4. Control Lever**

| Symptom | Cause | Solution |
|---|---|---|
| **Hard to move** | Rusted joint | * Lubricate or repair |
| | Worn pusher | * Replace |
| **Does not move smoothly** | Worn pusher | * Repair or replace |
| | Faulty pilot valve | * Replace |
| **Does not return to neutral** | Faulty pilot valve | * Replace |
| **The lever is tilted in the neutral position due to increase in play** | Worn joint | * Repair or replace |
| | Faulty pilot valve | * Replace |
| **The lever is not held with magnetic detent.** | Faulty magnetic solenoid | * Replace |
| | Faulty sensor | * Replace |

*NOTE: * Consult your nearest authorized dealer.*

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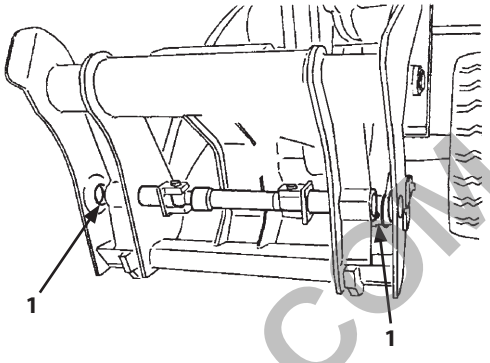
**Installation**

**WARNING: Complete installation work only after checking that both right and left coupler pins (1) have been correctly installed.**

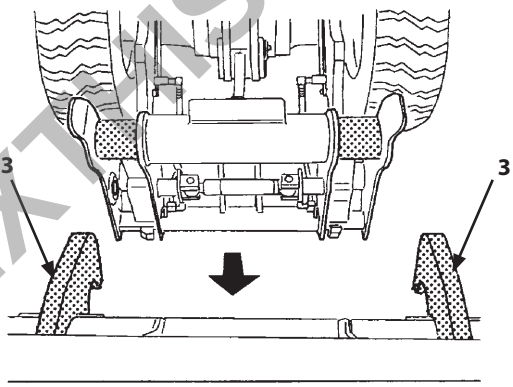
**WARNING: Before leaving the machine apply the parking brake.**

1. After checking that coupler pin (1) is removed, slowly bring the machine close to bucket (attachment) hook (3) and install the quick coupler to the hook.
2. Slightly raise lift arm (4). Slowly tilt the bucket (attachment) backward by operating the bucket cylinder until stopper (5) comes in contact with the coupler.
3. While pulling to slide lock switch, continue to press switch installation position to install coupler cylinder pin (1).

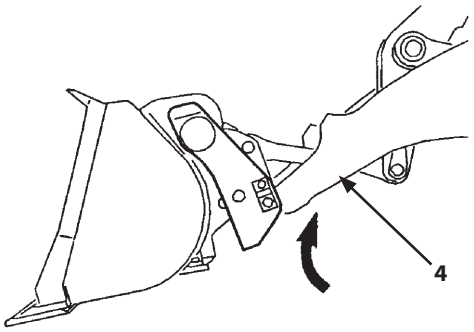
*NOTE: In case the newly installed attachment uses an additional hydraulic cylinder other than the bucket and/or lift arm being already installed, connect the hydraulic hoses to the additional cylinder in advance.*



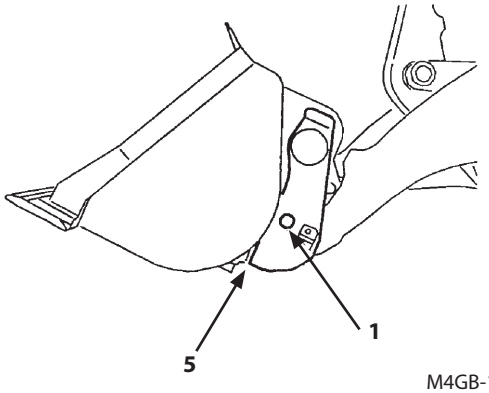

M4GB-13-003




M4GB-13-004




M4GB-13-005




M4GB-13-006

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# CONTENTS


**ENGINE EMISSION CONTROL LABEL** ..... 1

**MACHINE NUMBERS** ..... 3

**SAFETY** ..... S-1
Recognize Safety Information ..... S-1
Understand Signal Words ..... S-1
Follow Safety Instructions ..... S-2
Prepare for Emergencies ..... S-3
Wear Protective Clothing ..... S-3
Protect Against Noise ..... S-4
Inspect Machine ..... S-4
General Precautions for Cab ..... S-5
Use Handrails and Steps ..... S-6
Never Ride Attachment ..... S-6
Adjust Operator's Seat ..... S-6
Ensure Safety Before Rising from or Leaving Operator's Seat ..... S-7
Fasten Your Seat Belt ..... S-7
Move and Operate Machine Safely ..... S-8
Handle Starting Aids Safely ..... S-8
Operate Only from Operator's Seat ..... S-9
Jump Starting ..... S-9
Investigate Job Site Beforehand ..... S-10
Equipment of Head Guard, ROPS, FOPS ..... S-11
Provide Signals for Jobs Involving Multiple Machines ..... S-11
Keep Riders Off Machine ..... S-12
Drive Safely ..... S-12
Drive Machine Safely (Work Site) ..... S-13
Drive Safely with Bucket Loaded ..... S-14
Drive on Snow Safely ..... S-14
Travel on Public Roads Safely ..... S-15
Avoid Injury from Rollaway Accidents ..... S-15
Avoid Accidents from Backing Up and Turning ..... S-16
Avoid Positioning Bucket or Attachment Over Anyone ..... S-17
Avoid Tipping ..... S-17
Never Undercut a High Bank ..... S-18
Dig with Caution ..... S-18
Perform Truck Loading Safely ..... S-18
Avoid Power Lines ..... S-19
Precautions for Operation ..... S-19
Precautions for Lightning ..... S-19
Object Handling ..... S-20
Protect Against Flying Debris ..... S-20
Park Machine Safely ..... S-21
Store Attachments Safely ..... S-21
Transport Safely ..... S-22
Handle Fluids Safely–Avoid Fires ..... S-23
Practice Safe Maintenance ..... S-24
Warn Others of Service Work ..... S-25
Support Machine Properly ..... S-25
Stay Clear of Moving Parts ..... S-26
Support Maintenance Properly ..... S-26
Prevent Parts from Flying ..... S-27
Prevent Burns ..... S-27
Replace Rubber Hoses Periodically ..... S-28
Avoid High-Pressure Fluids ..... S-28
Prevent Fires ..... S-29
Evacuating in Case of Fire ..... S-31
Beware of Exhaust Fumes ..... S-31
Precautions for Welding and Grinding ..... S-31
Avoid Heating Near Pressurized Fluid Lines ..... S-32
Avoid Applying Heat to Lines Containing Flammable Fluids ..... S-32
Precautions for Handling Accumulator and Gas Damper ..... S-32
Remove Paint Before Welding or Heating ..... S-33
Beware of Asbestos and Silicon Dust and Other Contamination ..... S-33
Prevent Battery Explosions ..... S-34
Service Air Conditioning System Safely ..... S-34
Handle Chemical Products Safely ..... S-35
Dispose of Waste Properly ..... S-35
Notes for Exhaust Filter ..... S-36
Precautions for Communication Terminal ..... S-36
Precaution for Communication Terminal Equipment (Option) ..... S-37

**SAFETY LABELS** ..... S-39

**COMPONENTS NAME** ..... 1-1
Components Name ..... 1-1

**GETTING ON/OFF THE MACHINE** ..... 1-3
Getting ON/OFF the Machine ..... 1-3

**OPERATOR'S STATION** ..... 1-4
Exhaust Filter ..... 1-4
Diesel Particulate Filter ..... 1-5
Description of DPF functions ..... 1-5
Automatic regeneration ..... 1-6
Cab Features ..... 1-7
Front Console ..... 1-8
Right Console ..... 1-9
Multi-Function Joystick Type ..... 1-9
Right Console ..... 1-10
Fingertip Control Type ..... 1-10
Monitor Panel ..... 1-11
Service Indicator ..... 1-12
Parking Brake Indicator (Red) ..... 1-13
Brake Oil Low Pressure Indicator (Red) ..... 1-13
Hydraulic Oil Level Indicator (Red) ..... 1-13
Low Steering Oil Pressure Indicator (Red) ..... 1-14
HST Warning Indicator (Red) ..... 1-14
Discharge Warning Indicator (Red) ..... 1-14
Engine Warning Indicator (Red) ..... 1-15
Overheat Indicator (Red) ..... 1-15
Engine Oil Low Pressure Indicator (Red) ..... 1-15
Exhaust Filter Warning Indicator ..... 1-16
Exhaust Filter Warning (Blinking Red) ..... 1-16
Exhaust Filter Regeneration Request (Blinking Yellow) ..... 1-16
Exhaust Filter Regeneration Request (Lighting Yellow) ..... 1-16


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# INDEX


1st Speed Select Switch ..... 1-60
24 VDC Electrical Power Supply ..... 1-84

**A**

Accelerator Pedal ..... 1-58
  Troubleshooting ..... 11-4
Accelerator Pedal Operation, Check ..... 7-105
Accumulator Damage, Function, Check ..... 7-88
Accumulator Gas Leakage, Looseness, Check ..... 7-88
Adjust Drive Belt Tension ..... 7-74
Adjust Operator's Seat ..... S-6
Adjusting Operator's Seat (Air Suspension Type Seat) ..... 1-94
Adjustment of Bucket Auto Leveler ..... 5-9
Adjustment of Dual Lift Arm Auto Leveler (67TM7) ..... 5-8
Adjustment of Loader Front ..... 5-7
Air Bleeding by Priming Pump ..... 7-64
Air Breather Element, Hydraulic, Replace ..... 7-50
Air Breather, Axle Housing, Clean ..... 7-38
Air Cleaner ..... 7-71
Air Cleaner Element, Clean and Replace ..... 7-71
Air Conditioner ..... 7-95
  Check ..... 7-99
Air Conditioner Circulation Air Filters, Clean, Replace ..... 7-95
Air Conditioner Condenser, Check ..... 7-100
Air Conditioner Fan Belt, Check ..... 7-100
Air Conditioner Fresh Air Filters, Clean, Replace ..... 7-95
Air Conditioner Maintenance, Off-Season ..... 1-93
Air Conditioner Piping, Check ..... 7-99
Air Filter Restriction Indicator (Red) ..... 1-17
Air Pressure, Tire, Check ..... 7-90
Alternator, Check and Clean ..... 7-108
Armrest Adjust Handle ..... 1-68
Articulation Lock ..... 7-9
Articulation Lock Bar ..... 1-109
Ash Tray ..... 1-85
AUTO, Fan Reverse Rotation ..... 1-80
AUTO, Ride Control ..... 1-78
AUTO, Ride Control Switch (Option) ..... 5-6
Auto Air Conditioner ..... 1-86
  Components Name ..... 1-87
  Controller Part Name and Function ..... 1-88
  Cool Head/Warm Feet Operation ..... 1-92
  Defroster Operation ..... 1-92
  Feature ..... 1-86
  For Rapid Cooling ..... 1-93
  Mode/Temperature Control Switch ..... 1-89
  When Windows Become Clouded ..... 1-92
Auto Idling Stop ..... 5-11
Auto Idling Stop Operating Condition ..... 5-12
Auto Idling Stop Switch ..... 1-60
Automatic Regeneration (Auto-Regeneration) ..... 1-6, 1-75
Avoid Accidents from Backing Up and Turning ..... S-16
Avoid Applying Heat to Lines Containing Flammable Fluids ..... S-32
Avoid Heating Near Pressurized Fluid Lines ..... S-32
Avoid High-Pressure Fluids ..... S-28
Avoid Injury from Rollaway Accidents ..... S-15
Avoid Operation with Loads on Only One Side ..... 5-14
Avoid Overloading ..... 5-14
Avoid Positioning Bucket or Attachment Over Anyone ..... S-17
Avoid Power Lines ..... S-19
Avoid Rapid Steering Changes and/or Sudden Braking ..... 5-14
Avoid Tipping ..... S-17
Axle Housing Air Breather, Clean ..... 7-38
Axle Oil Change Interval Hour Meter ..... 1-44
Axle Oil
  Change ..... 7-37
  Check ..... 7-36
  Recommended ..... 7-20
Axle Support Mounting Bolts, Retighten ..... 7-108

**B**

Batteries ..... 7-78
  Replace ..... 7-82
Battery Disconnect Switch ..... 1-107
  Switch Operation ..... 1-108
Before Operation ..... 5-13
Belt Tension Adjustment Procedure ..... 7-100
Beware of Asbestos and Silicon Dust and Other Contamination ..... S-33
Beware of Exhaust Fumes ..... S-31
Bleed Air from the
  Fuel System ..... 7-63
  Hydraulic Circuit. ..... 7-43
  Hydraulic System. ..... 7-43
Brake Disks (Service and Parking), Check ..... 7-89
Brake Interlocking Performance, Check ..... 7-86
Brake Oil Low Pressure Indicator (Red) ..... 1-13
Brake Pedal Stroke, Check Play in ..... 7-86
Brake Performance, Check ..... 7-86
Brake System ..... 7-86
Brake/Inching Pedal ..... 1-58
Break-in Operation for New Machine ..... 2-1
Bucket Auto Leveler, Adjustment of ..... 5-9
Bucket Teeth, Check ..... 7-102

**C**

Cab Door ..... 1-104
Cab Door Release Lever ..... 1-106
Cab Features ..... 1-7
Change
  Axle Oil ..... 7-37
  Coolant ..... 7-75
  Engine Oil ..... 7-29
  Hydraulic Oil ..... 7-42
  Transmission Oil ..... 7-33
Changing Forward/Reverse Drive Direction ..... 4-5
Check
  Accelerator Pedal Operation ..... 7-105
  Accumulator Damage, Function, Gas Leakage, Looseness ..... 7-88
  Air Conditioner ..... 7-99
  Conditioner Condenser ..... 7-100
  Air Conditioner Fan Belt ..... 7-100


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## Recognize Safety Information

- These are the **SAFETY ALERT SYMBOLS**.
  - When you see these symbols on your machine or in this manual, be alert to the potential for personal injury.
  - Follow recommended precautions and safe operating practices.



SA-688

## Understand Signal Words

- On machine safety signs, signal words designating the degree or level of hazard - DANGER, WARNING, or CAUTION - are used with the safety alert symbol.
  - **DANGER** indicates an imminently hazardous situation which, if not avoided, will result in death or serious injury.
  - **WARNING** indicates a potentially hazardous situation which, if not avoided, could result in death or serious injury.
  - **CAUTION** indicates a potentially hazardous situation which, if not avoided, may result in minor or moderate injury.
  - **DANGER or WARNING safety signs** signs are located near specific hazards. General precautions are listed on **CAUTION safety signs**.
  - Some safety signs do not use any of the designated signal words above after the safety alert symbol are occasionally used on this machine.
- To avoid confusing machine protection with personal safety messages, a signal word **IMPORTANT** indicates a situation which, if not avoided, could result in damage to the machine.
- ***NOTE*** indicates an additional explanation for an element of information.




SA-1223

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# INDEX


ENGINE EMISSION CONTROL LABEL
MACHINE NUMBERS
SAFETY
SAFETY LABELS
COMPONENTS NAME
GETTING ON/OFF THE MACHINE
OPERATOR'S STATION
BREAK-IN
OPERATING THE ENGINE
MOVING THE MACHINE
OPERATING THE MACHINE
TRANSPORTING
MAINTENANCE
MAINTENANCE UNDER SPECIAL ENVIRONMENTAL CONDITIONS
STORAGE
TROUBLESHOOTING
SPECIFICATIONS
OPTIONAL ATTACHMENTS
INDEX


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## Automatic regeneration

An automatic regeneration (Auto-regeneration) mode is designed to automatically clean this filter when the filter needs to be cleaned. (Auto-regeneration can start typically 8 hours after the previous regeneration.) Auto-regeneration is performed at random times depending on the machine condition. Auto-regeneration may start during normal machine operation, and the machine can be operated as normal (refer to 1-74).

Auto-regeneration may be "terminated" early (inhibited) when in the presence of flammable materials, such as flammable airborne debris, wood dust, grain dust, dried leaf debris, or other flammable risks.

However, when "early termination" (inhibiting regeneration) happens often, the system will sense this and eventually call for a manual regeneration, as needed by the exhaust filtration system. The regeneration request symbol will show, indicating that manual regeneration is required. Refer to page 1-75 for further information.

During auto-regeneration, if the operator does not move the machine controls, engine rpm's ($min^{-1}$) may increase to build heat for the regeneration process. This is not a malfunction.

- *Do not stop the engine during regeneration unless it is absolutely necessary to do so.*

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## Exhaust Filter Regeneration Switch

Exhaust filter regeneration switch (1) is a three-position switch. It selects auto-regeneration, manual regeneration and regeneration inhibited of the exhaust filter.

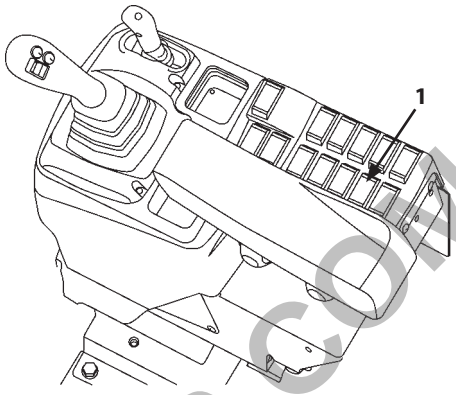
Manual Regeneration (2) : If side (2) is pressed, the manual regeneration is performed when the exhaust filter regeneration request is displayed.

Auto Regeneration (3) : If the switch is in neutral position (flat), the exhaust filter auto regeneration is performed when the PM accumulation exceeds specified amount.

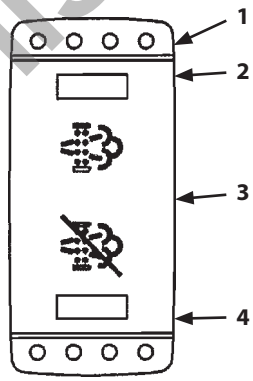
Regeneration Inhibited (4) : If side (4) is pressed, exhaust filter regeneration cannot be performed.

*NOTE: Refer to the following pages for the details of exhaust filter regeneration.*

**IMPORTANT: Set the exhaust filter regeneration to "inhibited" while operating in a flammable environment.**




MNDB-01-005



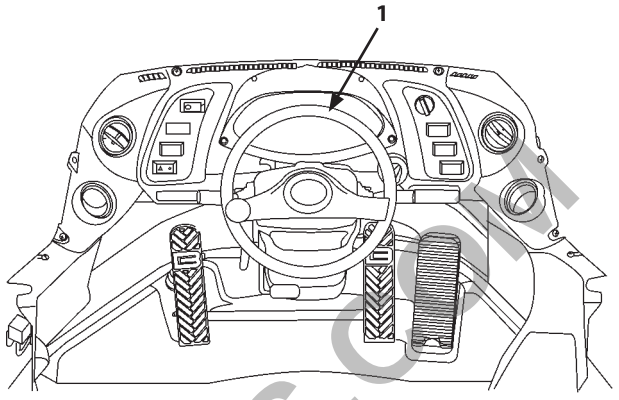

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## Steering Wheel




MNDB-01-001

**WARNING:**

- **Avoid quick steering while driving the machine at high speeds, while driving on a steep slope, or while raising the lift arms. Failure to do so may cause the machine to turn over.**
- **Never attempt to stop the engine while steering the machine. If the engine is stopped, steering wheel (1) will lock and the parking brake will be applied so that steering will be impossible. Never stop the engine while traveling the machine.**
- **Never steer while raising the lift arm high as it is extremely dangerous and may cause the machine to turnover.**

**IMPORTANT: When steering wheel (1) is fully turned, the front and the rear chassis come in contact with the stoppers so that steering wheel (1) does not rotate further. If steering wheel (1) is forcibly turned further, the engine may stall or malfunction of the steering system may result.**

Turn steering wheel (1) toward the direction you intend to steer the machine during operation.

*NOTE: This machine has an articulated frame. The front and rear chassis are coupled by connection pins (center pins) so that the rear wheels follow the tracks of the front wheels.*

*Turn steering wheel (1) slowly so as to follow the motion of the machine.*

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## Kind of Oils

**Recommended Grease**

| Application / Manufacturer | Front Joint Pin, etc. |
|---|---|
| | -20 to 45 °C (-4 to 113 °F) |
| British Petroleum | BP Energrease LS-EP2 |
| Caltex Oil | Multifax EP2 |
| Idemitsu Kosan | Daphne Eponex SR2 |
| Exxon Mobil Oil | Mobilgrease XHP222 Special |
| Nippon OIL | Epinoc Grease AP2 |
| Shell OIL | Shell Alvania EP2 |
| JAPAN ENERGY | JOMO Lisonix Grease EP2 |

*NOTE: Be sure to use a lithium-based grease for universal joints and a propeller shaft spline. If other types of chassis grease are used, premature wear and/or a noise emission may result.*

*Use multipurpose-type EP/MOLY grease for most applications.*

*NLGI No. 2 grease is suitable for most temperatures. Use NLGI No. 1 or No. 0 grease for extremely low temperature.*

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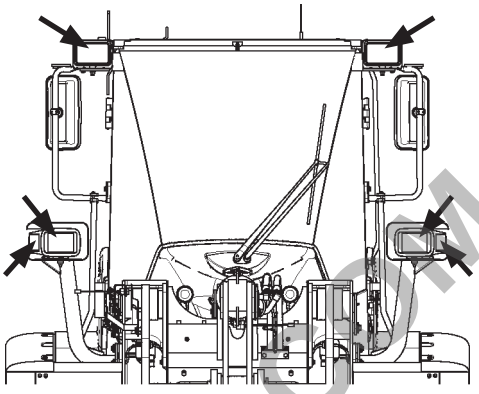


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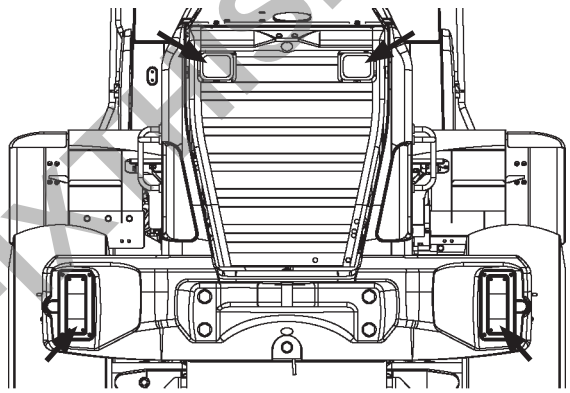
**3** **Check Lights**
**--- every 10 hours (daily)**

**CAUTION: If any burned-out light is found, immediately replace it with a new one.**

Visually check all lights that they normally light and/or flash from the front and rear sides of the machine.



MNDF-07-029

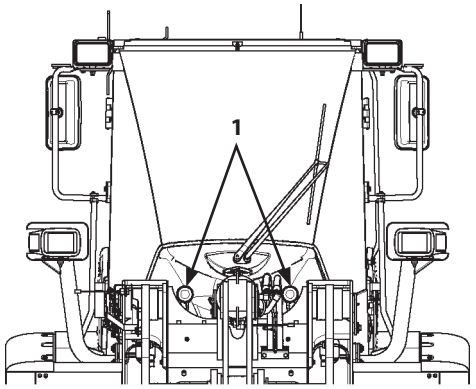


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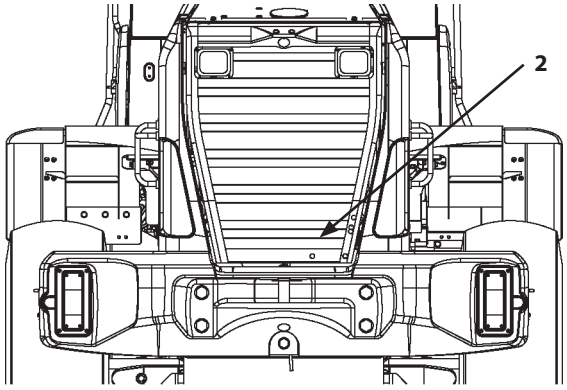
**4** **Check Horn and Reverse Buzzer**
**--- every 10 hours (daily)**

**WARNING: Before checking the horn and/or the backup alarm, always apply the parking brake and clear the machine area of other personnel.**

The horn switch button is located at the steering wheel center and on the right console. In case the machine is equipped with a multi-function joystick lever, the horn switch is located on the multi-function joystick lever.
Horn (1) is located on the front chassis.
Reverse buzzer (2) is located at the left side of the rear grille.
Check that reverse buzzer (2) correctly sounds by operating either the forward/reverse lever or the forward/reverse switch to the reverse drive side.




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MNDF-01-027

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