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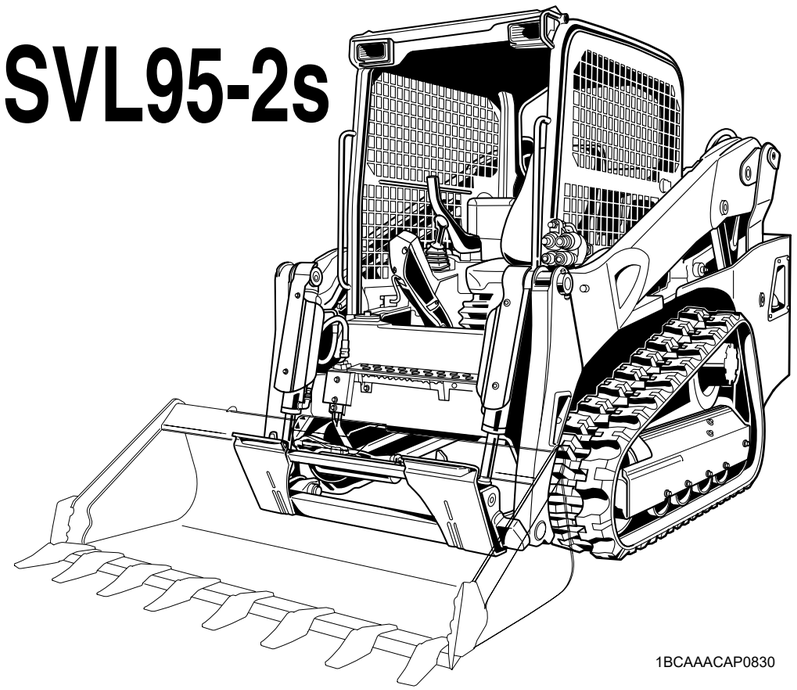
English (Australia)
Code No. V0632-5812-1

SVL95-2s

OPERATOR'S MANUAL

KUBOTA CTL Compact Track Loader

MODEL **SVL95-2s**



1BCAAACAP0830

READ AND SAVE THIS MANUAL

PRINTED IN JAPAN

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Kubota

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⚠ SAFE OPERATION

Careful operation is your best insurance against an accident.

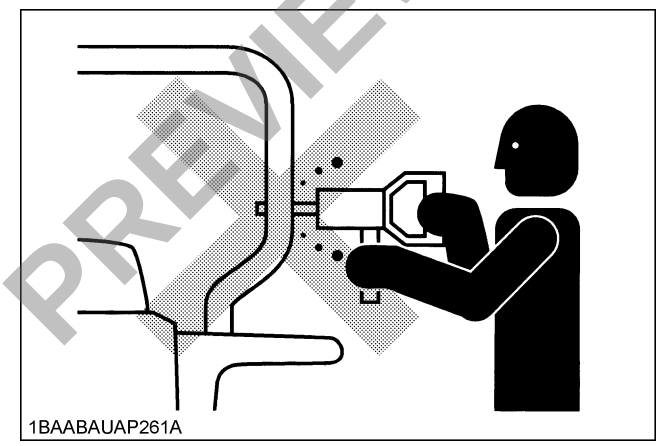
Read and understand this section carefully, before operating the machine.

Every user, however experienced, should carefully read and understand this section and those of the attachments and accessories before taking the machine into operation. The owner is obliged to inform the operators of these instructions in detail.

Keep this manual in the storage place. (See "Where to keep Operator's Manual" in "MAINTENANCE" section.)

1. BEFORE OPERATION

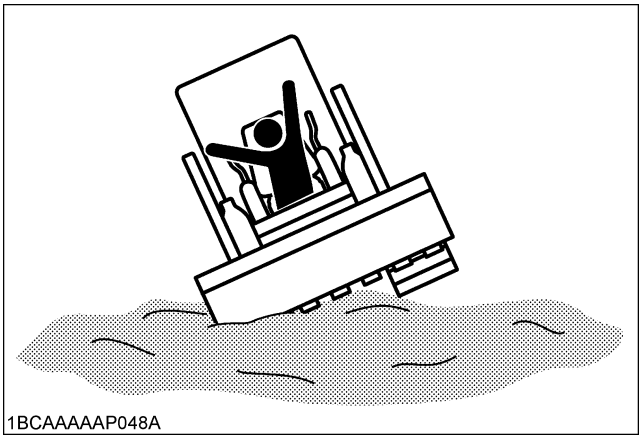
1. Know your equipment and its limitations. Read and understand this entire manual before attempting to start and operate the machine.
2. Obey the danger, warning and caution labels on the machine.
3. For your safety, a ROPS/FOPS (Roll-Over Protective Structure/Falling Objects Protective Structure) with a seat belt is installed by KUBOTA. Always use the seat belt when the machine is equipped with the ROPS/FOPS as this combination will reduce the risk of personal injury or death, should the machine be upset. Do not modify structural members of ROPS by welding, drilling, bending, grinding or cutting, as this may weaken the structure. If any component is damaged, replace it. Do not attempt repairs. If the ROPS is loosened or removed for any reason, make sure all parts are reinstalled correctly. Tighten mounting bolts to proper torque.


1BAABAUAP261A

4. The ROPS/FOPS structure complies with ISO 3471, ISO 3449 and OSHA regulations.
5. The seat belt must be inspected regularly and replaced if frayed or damaged.


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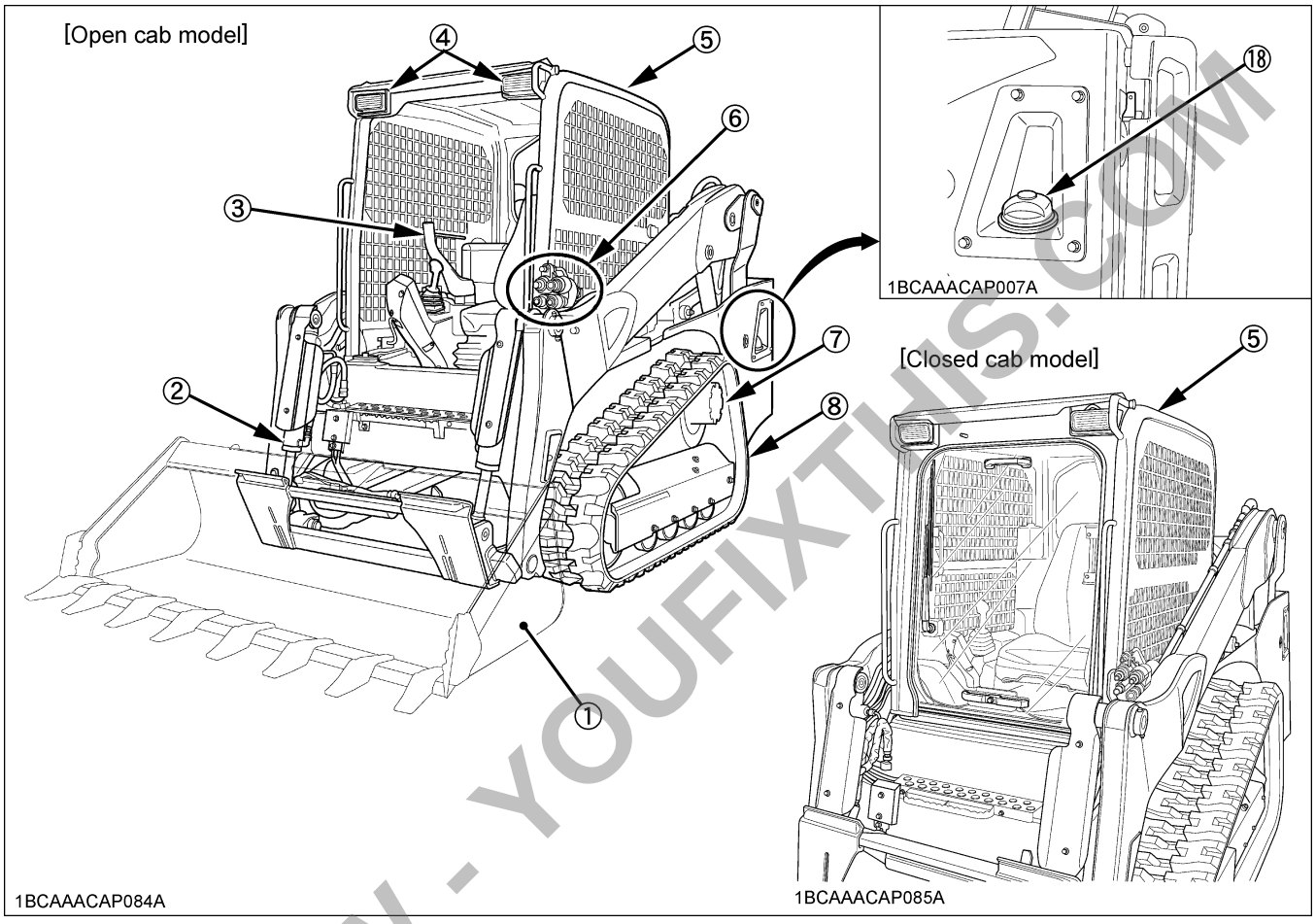
6. Always sit in the operator's seat when starting the engine or operating the levers or controls.
7. Do not operate the machine while under the influence of alcohol, medication, controlled substances or while fatigued.
8. Check the surrounding area carefully before using the machine or when attachments are being connected. To avoid any danger of electrocution, never operate the machine near power lines before confirming the power is off and all local and national safety regulations. Never approach a machine or load that is contacting a power source such as power lines. Electrocution can occur by coming into contact with a machine that is near power lines.
9. Check for buried pipes and cables before digging.
10. Check for hidden holes, obstacles, soft underground, and overhangs. Do not enter soft ground.
    - During machine use, do not allow any persons within the working range.

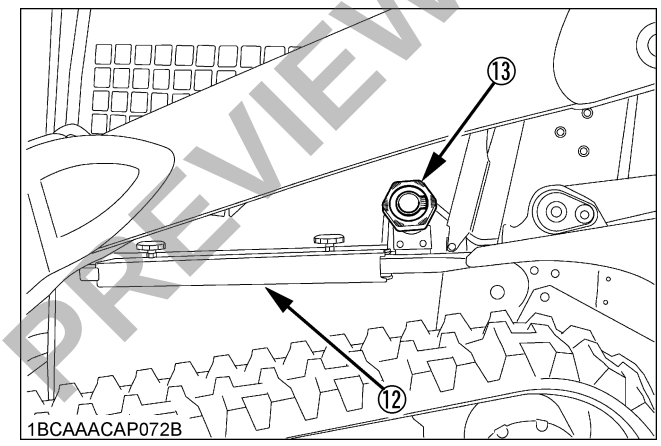

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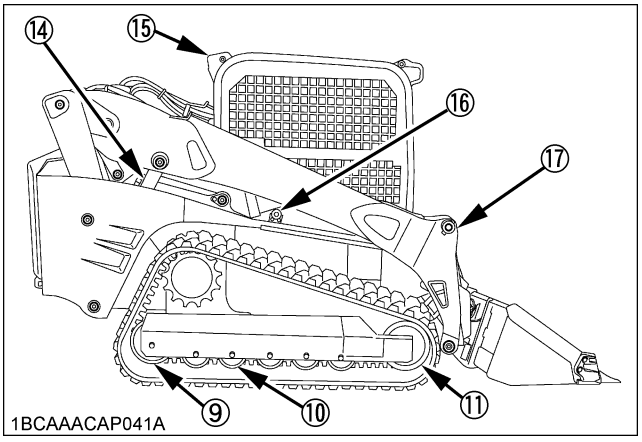
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DESCRIPTION OF MACHINE PARTS







DEPICTED CONTENTS

(1) Bucket
(2) Tilt cylinder
(3) Armrest
(4) Front working light
(5) Cab (Open cab / Closed cab)
(6) AUX supply port
(7) Drive motor
(8) Rubber track
(9) Rear idler
(10) Track roller
(11) Front idler
(12) Lift arm stopper
(13) Fuel tank cap
(14) Lift arm cylinder
(15) Rear working light
(16) Hydraulic tank cap
(17) Lift arm
(18) DEF/AdBlue® tank cap

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TECHNICAL DATA

			KUBOTA CTL (Compact Track Loader)	
Model name			SVL95-2s	
Type			Open Cab	Closed Cab
Operating weight (including operator's weight) kg			5125	5250
Engine	Type		Water cooled 4 cycle diesel engine with 4 cylinder EPA Tier 4	
	Model name		KUBOTA V3800-TIEF4	
	Total displacement cc		3769	
	Engine power	SAE J1995 gross kW (HP) / rpm	71.9 (96.4)	
		SAE J1349 net kW (HP) / rpm	64.9 (87.0)	
	Rated speed rpm		2400	
	Low idling speed rpm		1150	
Performance	Rated operating capacity kg		1451	
	Tipping load kg		4147	
	Breakout force	Bucket kg	3611	
		Lift arm kg	3058	
	Travel speed	Fast km/h	11.7	
		Slow km/h	8.0	
	Ground pressure (With operator) kPa (kgf/cm²)		31.0 (0.32)	
Battery capacity			12V RC : 160 min, CCA 900A	
Pressure connection for attachments	Max.displacement (Theoretical) L / min		Standard Flow	High-Flow
			90	156
	Max. pressure MPa (kgf/cm²)		24.5 (250)	
Fuel tank capacity L			111	

NOTE :

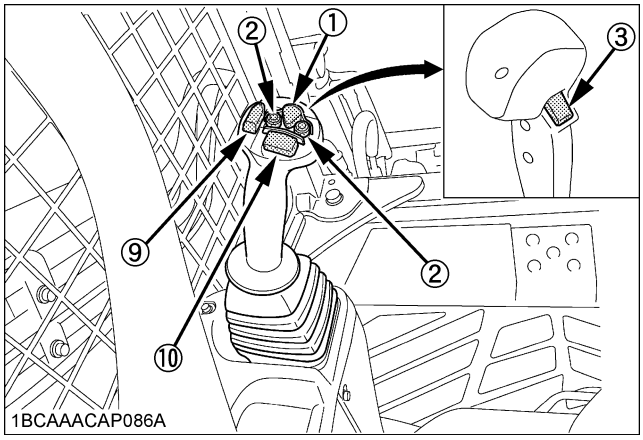
- Specifications subject to change without notice.

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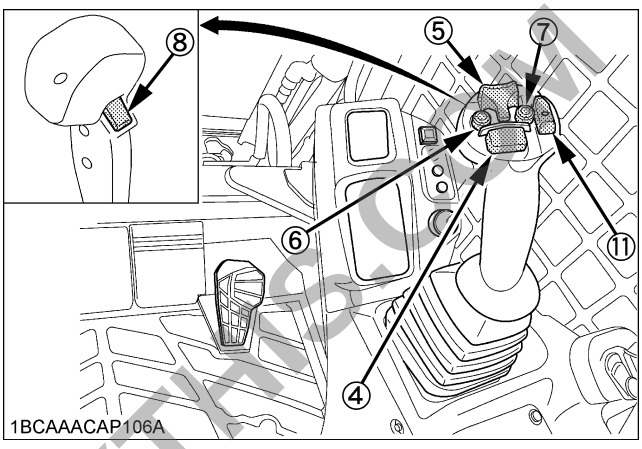
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INSTRUMENT PANEL AND CONTROL ELEMENTS

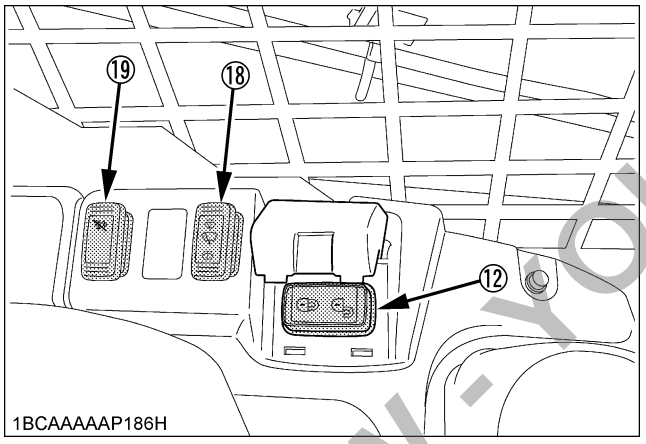
■ Switch



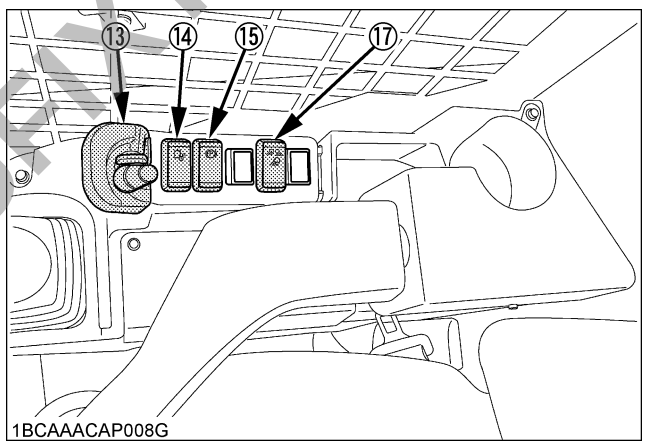
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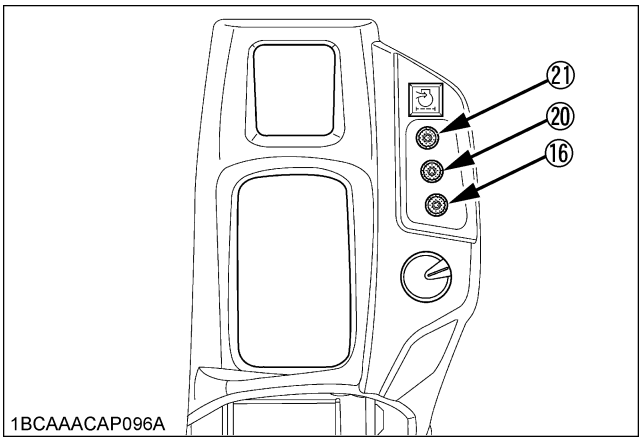
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1BCAAACAP008G

DEPICTED CONTENTS
(1) Horn switch
(2) AUX electrical control switch
(3) Travel speed switch
(4) AUX electrical control switch
(5) AUX port variable switch
(6) AUX hold switch (Left)
(7) AUX hold switch (Right)
(8) Float switch
(9) Blank
(12) Hydraulic quick-hitch switch (Hydraulic quick-hitch model only)
(13) Starter switch
(14) Hydraulic unlock switch
(15) Parking brake switch
(16) AUX port switch
(17) Working light switch
(18) Wiper / washer switch (Closed cab model)
(19) Inhibit Switch
(20) User setting switch
(21) Display selector switch

[Multi Function model only]
(10) AUX electrical control switch
(11) AUX electrical mode change switch



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CHECKS BEFORE START

DAILY CHECKS

In order to avoid damage, it is important to check the condition of the machine before starting.

WARNING

To avoid personal injury or death:

- **Do maintenance work on the machine only on level ground with the engine off and armrest in the "Raised" position.**

Checks

- Go around the machine and check for visual damage and wear.
- Check coolant level. (See "DAILY CHECKS" in "MAINTENANCE" section.)
- Check fuel level.
- Check DEF/AdBlue® level.
- Check engine oil level.
- Check hydraulic fluid level.
- Check air cleaner warning indicator. (See "DAILY CHECKS" in "MAINTENANCE" section).
- Check all control lamps, indicators and hour meter.
- Check the light system.
- Check the seat belt and the ROPS/FOPS safety device.
- Check Diesel Particulate Filter (DPF) muffler
- Check the condition of the safety and warning labels. (See "DANGER, WARNING AND CAUTION LABELS" in "SAFE OPERATION" section.)

CHECKING THE SWITCHES

■Hydraulic Unlock Switch

The hydraulic unlock switch enables the hydraulic system. The switch is intended to get the hydraulic system (travelling and attachments) ready for use, but does not have the locking function.

To unlock the hydraulic system, the following requirements are needed:

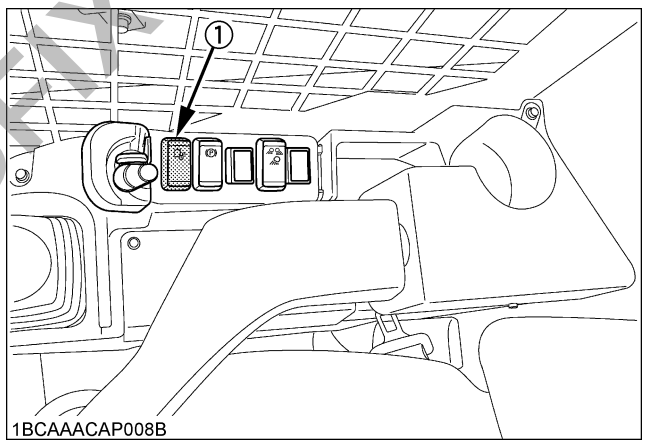
(1) The engine is running.

(2) The armrests are down.

(3) The operator is seated on the operator's seat.

When the hydraulic system has been unlocked, the hydraulic lock lamp on the instrument panel disappears.

If any of the above conditions are not met, the hydraulic system stays locked.



(1) Hydraulic unlock switch

■Seat Switch

This switch is used to detect the operator sitting on the seat and to signal the hydraulic system that it can be unlocked.

When the operator sits on the seat, seat switch is ON, the hydraulic system can be unlocked.

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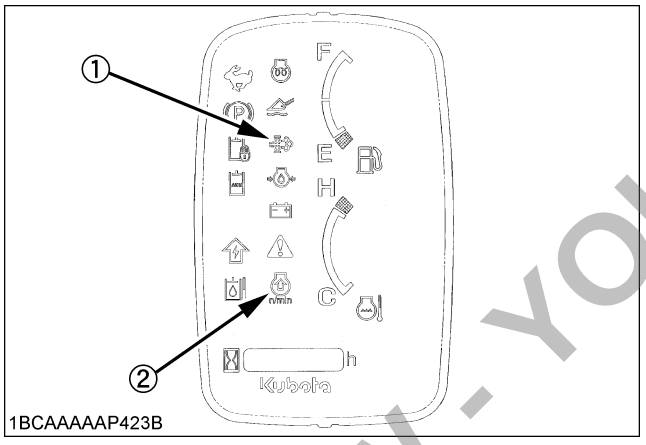
■Regeneration of Diesel Particulate Filter (DPF)

WARNING

To avoid personal injury or death:

- **When the DPF is in the regenerating mode, the exhaust gas and the DPF muffler become hot. During the regeneration, take into account that the muffler will be very hot and keep the machine away from other people, animals, plants, and flammable material. Also keep the area near the DPF muffler clean and away from flammable material.**
- **Do not leave the machine during DPF regeneration.**

The DPF level of PM during operation is indicated by indicator symbol and buzzer.



(1) DPF regeneration indicator
(2) Engine rev up warning lamp

NOTE :

- During DPF regeneration cycle keep clear of the surrounding environment in mind. Do not allow the ambient temperature to rise excessively due to heat from the regeneration. If such occurs, activate the inhibit switch.
- The DPF regeneration cycle only starts in the following conditions. If any of the conditions are not met, the DPF regeneration cycle may be interrupted.
  (1) Coolant temperature above 65°C
  (2) DPF temperature above 250°C
  (3) Engine rpm above 1200 rpm
- The regeneration usually takes about 15-20 minutes. It depends, however, on the outside air temperature, exhaust gas temperature and filter PM level.
- Do not attempt to interrupt the DPF regeneration cycle unnecessarily.

SCR (SELECTIVE CATALYTIC REDUCTION) SYSTEM

WARNING

To avoid personal injury or death:

- **Do not tamper with or modify the exhaust system pipes or components and their locations from the original factory configuration. Unauthorized modifications will result in increased exhaust emissions and non-compliance with related emission regulations.**
- **Do not allow the fluid that comes out of the muffler to contact skin. Wash or flush immediately with large quantities of water after contact with fluid.**

The SCR system is designed to purify nitrogen oxides (NOx) contained in the exhaust gas. DEF/AdBlue®, used as a reducing agent, hydrolyzes the exhaust gas because of the heat of exhaust gas, which generates ammonia (NH_3). The resulting ammonia then reduces the nitrogen oxides (NOx) to nitrogen and water for purification purpose. Thanks to the exhaust gas purification function, the smell of exhaust gas from the SCR muffler is different from that of the gas coming out of conventional diesel engines.

■DEF/AdBlue®

CAUTION

To avoid personal injury:

- **The urea aqueous solution (DEF/AdBlue®) is colorless, odorless and harmless.**
  If the solution gets on your skin, immediately wash it away with water.

The DEF/AdBlue®, used as reducing agent of SCR, is a 32.5% urea aqueous solution.
No qualification for handling the urea aqueous solution is needed. As well, the solution is not designated as a hazardous material.
The product is available at gas stations, truck stops and specialty shops. Be sure to use the genuine product only. Do not use any poor-quality products, or the engine may have trouble and be damaged.

NOTE :

- On the North American market, the high-grade NOx reducing agent called urea aqueous solution is sold in the name of DEF (Diesel Exhaust Fluid). On the European and Japanese markets, it is on sale under the trade name of AdBlue®.

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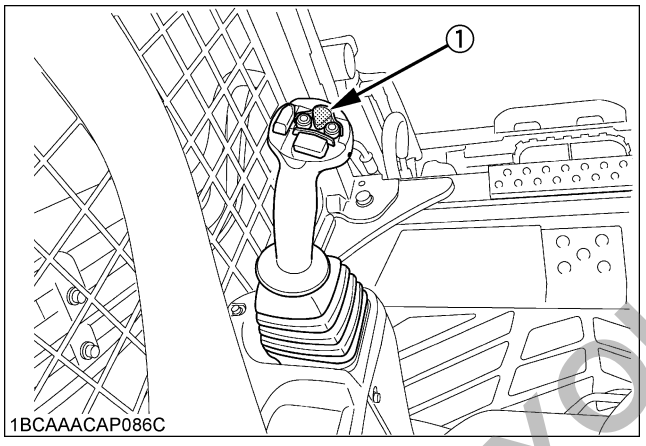
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OPERATION OF THE ENGINE

WARNING

To avoid personal injury or death:

- **To avoid the danger of exhaust fume poisoning, do not operate the machine in a closed building without proper ventilation.**
- **Always start the engine from the operator's seat. Do not start the engine while standing next to the machine. Before starting the engine, sound the horn to get the attention of persons standing nearby.**



(1) Horn switch

IMPORTANT :

- Do not use starting fluid or ether.
- In order not to overload the battery and starter, avoid start-ups of more than 10 sec.
- When engine does not start in 10 sec., please wait 20 sec. or more, before attempting to restart.

STARTING THE ENGINE

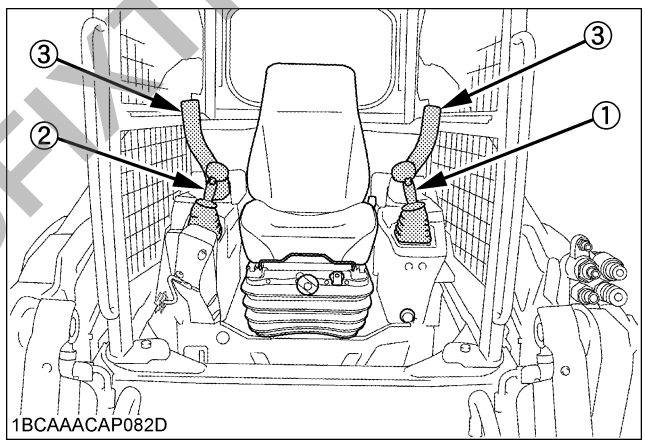
WARNING

To avoid personal injury or death:

- **The operator should not depend solely on the warning lamps, but should always conduct the routine checks section (see "MAINTENANCE" section).**

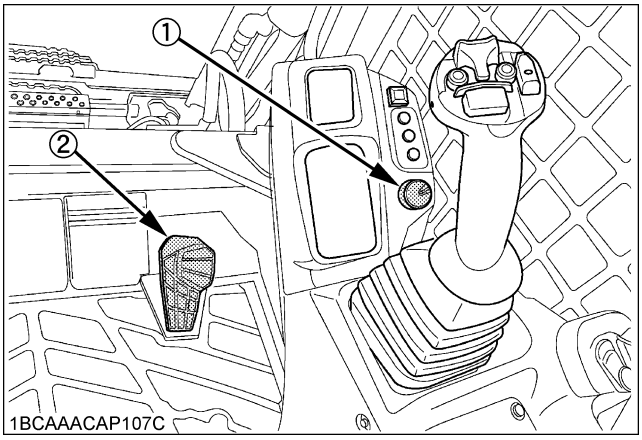
Start the engine in the following manner:

1. Before starting the engine, make sure that the armrests are in the "Raised" position and the control levers are in their neutral position and the seat belt is fastened correctly.



(1) Left control (traveling) lever
(2) Right (front operating) lever
(3) Armrest

2. Set the engine speed control dial to 1/2 position and keep the accelerator pedal free.



(1) Engine speed control dial
(2) Accelerator pedal

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MAINTENANCE

WARNING

To avoid personal injury or death:

- **Before doing maintenance work on the machine, place the machine on a firm, flat and level surface, lower the lift arms slowly to the ground, stop the engine.**

Whether the machine is properly lubricated and maintained directly determines the trouble frequency and service life of the machine. Periodically check and maintain your machine, and you will find in the long run that the jobs can be finished earlier and more economically.

Shown in the Service Interval Chart below are the hours indicated on the hour meter, practically, it will be convenient to schedule the time of inspection and maintenance according to the calendar (day, week, month) on the basis of the chart. If the machine is used in harder-than-usual working conditions, it must be checked and maintained at shorter intervals.

MAINTENANCE INTERVALS

No.	Check points		Measures	Hour meter indicator							Interval	Ref. page	
				50	250	500	1000	1500	2000	3000			
1	Radiator and oil cooler		check	Daily check							(every 10 hrs)	69	
2	Coolant		check	Daily check							(every 10 hrs)	70	
			change								every 2 years	91	
3	Fuel		check	Daily check							(every 10 hrs)	70	
4	Engine oil		check	Daily check							(every 10 hrs)	71	
			change		○	○	○	○	○	○	every 250 hrs	85	
5	DEF/AdBlue®		check	Daily check							(every 10 hrs)	71	
6	Hydraulic oil		check	Daily check							(every 10 hrs)	72	
			change				○		○	○	every 1000 hrs	88	*1
7	Greasing		grease	Daily check							(every 10 hrs)	73	
8	Engine and electrical wiring		check	Daily check							(every 10 hrs)	73	
9	V-belt tension		check	Daily check							(every 10 hrs)	73	
			adjust		○	○	○	○	○	○	every 250 hrs	82	
10	Water separator		drain	Daily check							(every 10 hrs)	73	
11	Evacuator valve		check	Daily check							(every 10 hrs)	74	
			clean	○	○	○	○	○	○	○	every 50 hrs	80	
12	Pre-cleaner		check	Daily check							(every 10 hrs)	74	
13	Washer liquid		check	Daily check							(every 10 hrs)	75	
14	Battery condition		check	Daily check							(every 10 hrs)	75	
15	Fuel tank cap		clean	Daily check							(every 10 hrs)	77	
16	Fuel tank		drain	○	○	○	○	○	○	○	every 50 hrs	78	
17	Track tension		check	○	○	○	○	○	○	○	every 50 hrs	78	
18	Air cleaner element	Outer element	clean	○	○	○	○	○	○	○	every 50 hrs	79	*2
			replace		○	○	○	○	○	○	every 250 hrs	83	*2
		Inner element	replace		○	○	○	○	○	○	every 250 hrs	83	*2
19	Radiator hoses and clamps		check		○	○	○	○	○	○	every 250 hrs	81	
			replace								every 2 years	93	
20	Fuel line and intake air line		check		○	○	○	○	○	○	every 250 hrs	81	
			replace								every 2 years	93	

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■Checking Engine Oil Level

WARNING

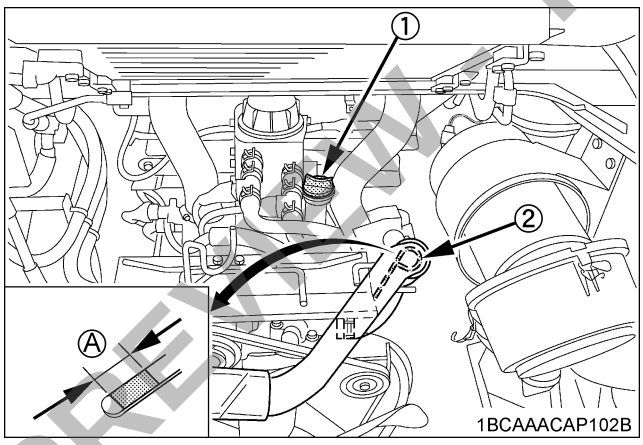
To avoid personal injury or death:

- **Stop the engine and remove the key before checking the oil level.**

IMPORTANT :

- Use engine oil with the correct viscosity. (according to the outside temperature)
- After stopping the engine and remove the key, wait 5 minutes, then check the oil level. (Machine must be on level ground.)
- A small amount of fuel used for DPF-regeneration may get mixed with the engine oil, which can increase the oil level slightly.
- Do not attempt to repeat or interrupt the regeneration process unnecessarily. Doing so can increase the small amount of fuel that gets mixed with the engine oil, thereby degrading it.
- If the oil rises above the oil level gauge upper limit, it means the oil has been diluted too much, resulting in a trouble. In such case, immediately change the oil for new one.

To check the oil level, draw out the dipstick, wipe it clean, replace it and draw it out again. Check to see that the oil level lies between the two notches.
If the level is too low, add new oil to the prescribed level at the oil filling port.



(1) Oil filling port
(2) Engine oil dipstick
(A) "Required oil level range"

■Checking DEF/AdBlue® Level

Before starting the operation, check the DEF/AdBlue® level in the DEF/AdBlue® tank. The remaining amount of DEF/AdBlue® is shown on the DEF/AdBlue® level indicator on the meter panel.

WARNING

To avoid personal injury or death:

- **Do not breathe the vapors from the DEF/AdBlue® tank when the cap is removed.**

◆ **Replenishing the tank with DEF/AdBlue®**

1. Set the starter switch to the "OFF" position.
2. Slightly unscrew the DEF/AdBlue® tank cap and wipe clean the cap and filler port to remove dust and mud. (The cap is colored in blue.)
3. Slowly unscrew the tank cap to fully open it.
4. Replenish the tank with DEF/AdBlue® to its specified level.
5. Screw the tank cap to tighten it up to the DEF/AdBlue® tank.
6. Make sure the tank cap is tight.

IMPORTANT :

- Use exclusively DEF/AdBlue® that complies with the requirements of ISO 22241-1.
- Do not put any type of fluid other than DEF/AdBlue® in the DEF/AdBlue® tank.
- If any fluid other than the specified DEF/AdBlue® is put into the tank, the SCR system may get damaged.
- If contamination such as above has occurred, inspection of the SCR system by your local dealer is necessary. Repair or overhaul as needed.
- When refilling the DEF/AdBlue® tank, never do the following or SCR system malfunction will result:
  - Do not dilute DEF/AdBlue® with water.
  - Do not mix or add gasoline, diesel, oils or other products into the DEF/AdBlue®.
- When unscrewing the DEF/AdBlue® tank cap, be careful not to allow mud or any debris into the DEF/AdBlue® tank. Otherwise, the DEF/AdBlue® filter may become clogged or the DEF/AdBlue® quality degraded, possibly resulting in a SCR system failure.
- If DEF/AdBlue® runs short, the engine speed and loading capacity are limited. Do not keep running the engine without replenishing it with this fluid. Otherwise the engine will stay at idle.
- Do not overfill DEF/AdBlue® tank or fill while the machine is in use. DEF/AdBlue® may leak out of the breather port and become frozen. If freeze-up occurs, sensor damage may result.
- Do not stand on or place anything on the DEF/AdBlue® tank as the tank, piping and sensor damage may result.

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■Lubrication Points

WARNING

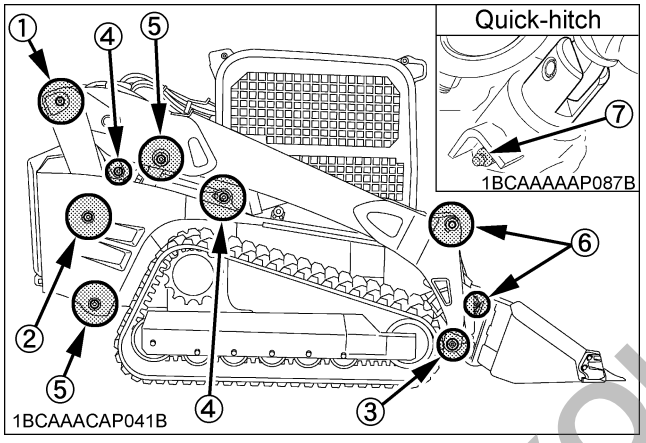
To avoid personal injury or death:

- **First lower all attachments on the ground then stop the engine and remove the key.**

IMPORTANT :

- When doing loader work in water, generously grease the following points. After ending work, grease again.

Grease the marked grease fittings (both sides) shown by arrows in the illustration below.



1.	Lift arm linkage	1 place
2.	Link 1	1 place
3.	Bucket link pin	1 place
4.	Control link	2 places
5.	Lift arm cylinder boss	2 places
6.	Tilt cylinder boss	2 places
7.	Quick-hitch pin	1 place

■Checking and Cleaning Engine and Electrical Wiring

WARNING

To avoid personal injury or death:

- **Always stop the engine and remove the key before cleaning the wiring, cables and engine.**

Before starting, check whether flammable substances have gathered on the battery, the cables and wiring, the muffler or on the engine. Remove thoroughly.
Check the electrical circuitry for disconnections, shorts or loose terminals.

■Checking V-belt

WARNING

To avoid personal injury or death:

- **Stop the engine and remove the key before checking the V-belt.**
- **Check the V-belt for cracks and proper tension. (See "Adjusting V-belt Tension" in "REGULAR CHECKS AND MAINTENANCE WORK" section.)**

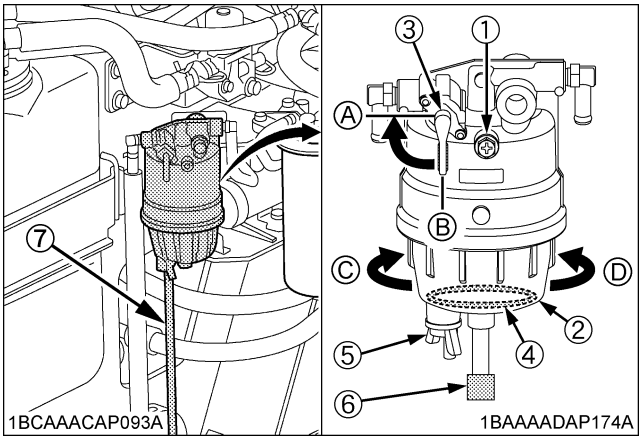
■Washing Whole Machine

IMPORTANT :

- Do not wash the machine with the engine running. Water could enter the air cleaner and damage the engine.
  Make sure that the air cleaner is kept dry.
- Remove mud before washing the machine.

■Draining Water Separator

1. Open the rear door.
2. When the separated water is entering the sediment cup, the red float moves upwards. If the float is one inch above the bottom, close the shutoff-valve so that no fuel can run out. Then loosen the drain plug and let out water until the float drops down to the bottom.
3. Finally, tighten the drain plug and turn the shutoff-valve back its original position.



(1) Screw	(5) Drain plug	(A) "CLOSE"
(2) Cup	(6) Connector of water level sensor	(B) "OPEN"
(3) Shutoff-valve	(7) Hose	(C) Loosen
(4) Float		(D) Tighten

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