

Document Title: Product Identification Plates	Function Group: 000	Information Type: Service Information	Date: 05-10-2023
Profile:			

Product Identification Plates

From the picture and the text below it can be seen which product identification plates should be found on the machine. When ordering spare parts and when making enquires per telephone or correspondence, the model designation and Product Identification Number, (PIN) should be stated. When applicable the data on the additional plate, "INCL. PARTS." should be stated.

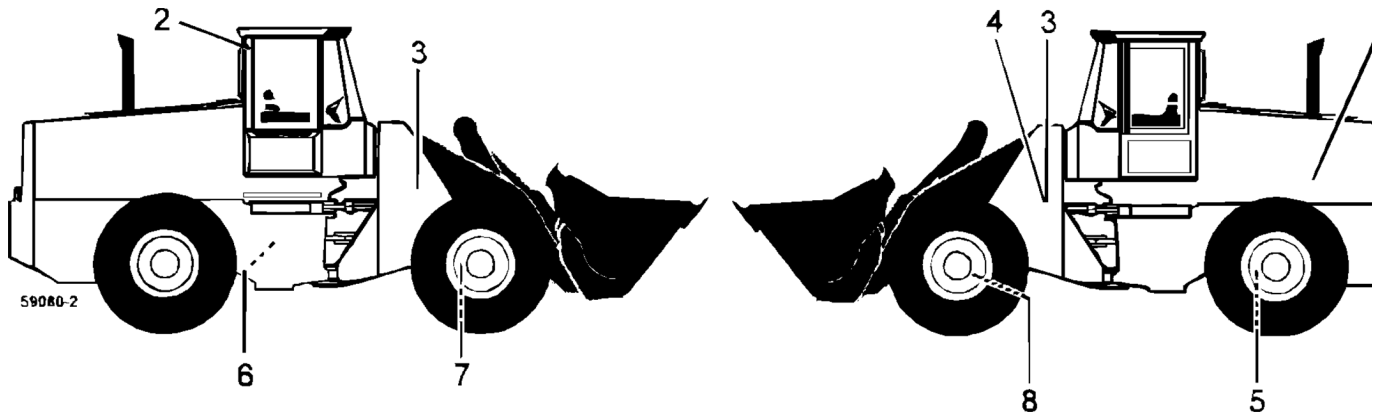


Figure 1

Product Identification Plates

1. Engine type designation, part and serial number are stamped on the side of the cylinder block (the left side of the machine)
2. Cab type, type approval and serial number are positioned by right roof post inside in the cab.
3. Product plate with Product Identification Number, PIN for the complete machine (shows model designation, engine manufacturer and serial number). The plate is fitted on the left side of the front frame. Model designation and serial number are also visibly stamped on the right side of the front frame. On the plate there is room for the CE mark (only within the EU/EES).
4. Plate which shows all fitted equipment (is positioned next to the product plate)
5. The rear drive axle product and serial number are positioned on the axle housing on the right side.
6. The transmission product and serial number are positioned on the right side of the transmission.
7. The front drive axle product and serial number are positioned on the axle housing (above the differential lock electrical connector).
8. Component plate with Component Identification Number, CIN for the differential carrier assembly is positioned on the lower part of the differential housing.

Document Title: Description	Function Group: 000	Information Type: Service Information	Date: 05-10-2023
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Description

The machine is a four-wheel drive loader with articulated frame steering.

The engine is a six-cylinder, four-stroke direct-injection turbocharged diesel engine type TD63KBE (L90C), TD73KDE (L120C). The transmission is hydro-mechanical, where all gears are in constant mesh, with the designation HT131 for L90C and HT205 for L120C.

Between engine and transmission there is a single stage hydraulic torque converter.

The front and rear axles have fully floating drive shafts with planetary gears in the wheel hubs. The front axle is provided with a differential lock.

The service brakes are of the disc brake type running in oil, built integrally with the planetary gear of each wheel hub. The parking brake on L90C is of the disc brake type and is positioned externally on the transmission output shaft. The parking brake on L120C is of the disc brake type running in oil and is positioned internally on the transmission output shaft. The steering system is hydrostatic with a variable load-sensing axial piston pump and two hydraulic cylinders (steering cylinders). For further description of function and components, see the respective sections.



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Figure 1

Loader L90C / L120C

Document Title: Towing/Recovering	Function Group: 170	Information Type: Service Information	Date: 05-10-2023
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Towing/Recovering

WARNING

Before measures for towing or recovering are initiated, the parking brake must be applied and the wheels blocked in order to prevent the machine from starting to roll. Greatest care must be exercised during work with towing / recovering in order to avoid injuries or at worst, fatalities.

Measures for towing / recovering

If it is possible, before towing / recovering, the engine should be started so as to be able to operate the brake and steering functions satisfactorily.

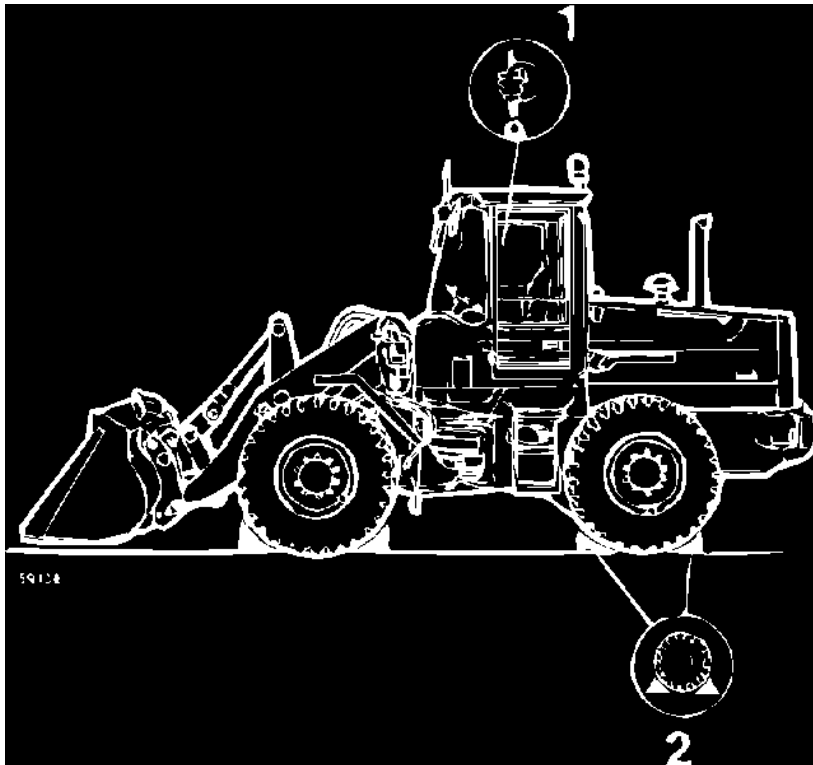


Figure 1

1. Parking brake applied
2. Wheels blocked

Recovering

Use a towbar for towing the machine to a suitable place or trafficable road. The towbar should be connected to the towing hitch according to Fig.

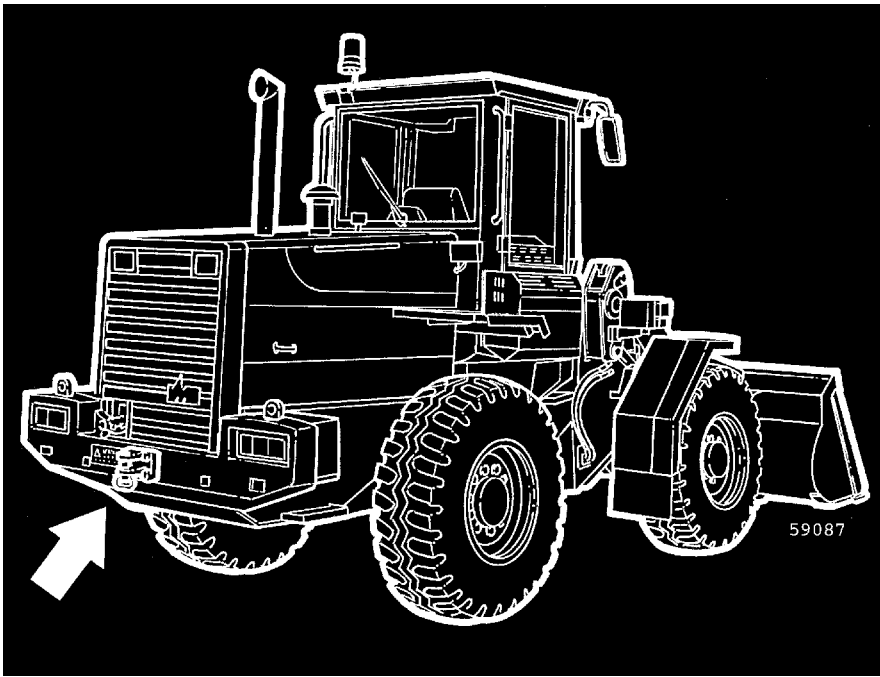


Figure 2

Towing hitch

NOTE!

The lifting eyes must not be used for recovering the vehicle.



WARNING

If the engine cannot be started

As the braking and steering functions will be limited in this situation, towing of the machine must only be done in an emergency and the shortest possible distance under the supervision of knowledgeable personnel. If possible, transport the machine on a trailer.

In order to release the parking brake see "EMERGENCY RELEASE OF PARKING BRAKE" for the respective machine type.

Towing

If the machine, after recovery, must be towed to a workshop, use a towbar connected to the towing hitch as described above, or a wire rope attached to the towing eyes inside the front axle attachment to the frame.

If the brakes do not function (the engine cannot be started), a towbar should always be used.

The towing vehicle must always be at least as heavy as the towed vehicle and have sufficient engine and braking capacity to be able to pull and brake both vehicles on any up or down hill encountered on the way.

The towing distance should always be as short as possible, otherwise the transmission may be damaged.

If the towing distance is longer than 10 km (6 miles) and/or if the speed is higher than 10 km/h (6 mph) both the front and rear propeller shafts must be removed, alternatively, the machine should be transported on a trailer.

Document Title: Repairing hydraulic system	Function Group: 170	Information Type: Service Information	Date: 05-10-2023
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Repairing hydraulic system

When changing pump or after any repair to the hydraulic system when air may have entered the system, the points below should be followed:

1. Start the engine and run it at low idling for approx. 10 minutes without actuating any hydraulic functions.
2. Actuate all hydraulic functions a few times with the engine running at low idling.
NOTE!
The hydraulic cylinders must not be run against their end-of-stroke positions.
3. Operate all hydraulic functions a few times so that the "overflow" valves open, i.e. Against their end-of-stroke positions, with the engine running at a speed of approx. 20 - 25 r/s (1200 - 1500 rpm).

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