SECTION 6 MAINTENANCE STANDARD

GROUP 1 OPERATIONAL PERFORMANCE TEST

1. PURPOSE

Performance tests are used to check:

1) OPERATIONAL PERFORMANCE OF A NEW MACHINE

Whenever a new machine is delivered in parts and reassembled at a customer's site, it must be tested to confirm that the operational performance of the machine meets Hyundai spec.

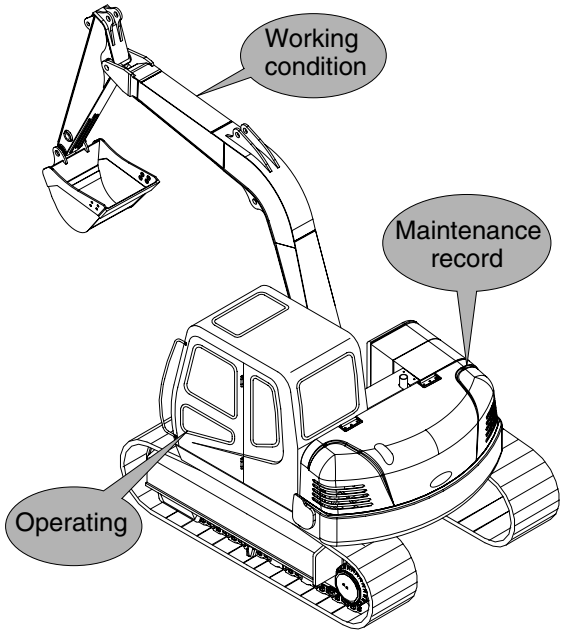
2) OPERATIONAL PERFORMANCE OF A WORKING MACHINE

With the passage of time, the machine's operational performance deteriorates, so that the machine needs to be serviced periodically to restore it to its original performance level.

Before servicing the machine, conduct performance tests to check the extent of deterioration, and to decide what kind of service needs to be done (by referring to the "Service Limits" in this manual).

3) OPERATIONAL PERFORMANCE OF A REPAIRED MACHINE

After the machine is repaired or serviced, it must be tested to confirm that its operational performance was restored by the repair and/or service work done.



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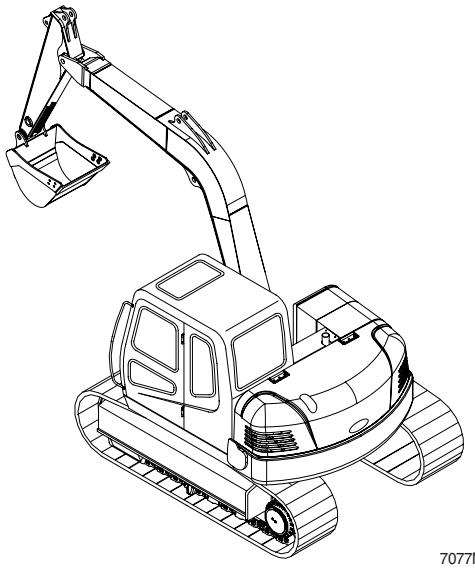
2. TERMINOLOGY

1) STANDARD

Specifications applied to the brand-new machine, components and parts.



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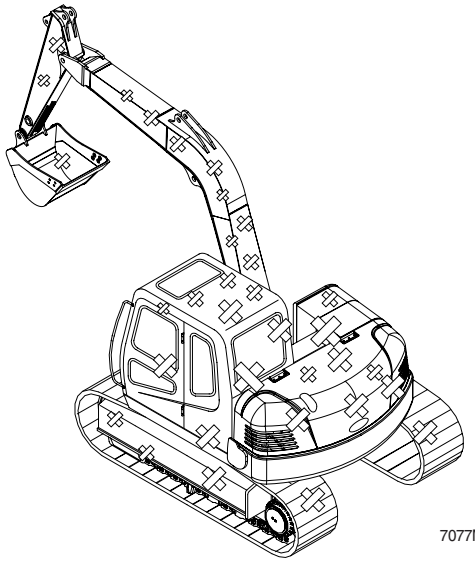
2) SERVICE LIMIT

The lowest acceptable performance level. When the performance level of the machine falls below this level, the machine must be removed from work and repaired. Necessary parts and components must be replaced.



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3. OPERATION FOR PERFORMANCE TESTS

1) Observe the following rules in order to carry out performance tests accurately and safely.

(1) The machine

Repair any defects and damage found, such as oil or water leaks, loose bolts, cracks and so on, before starting to test.

(2) Test area

① Select a hard, flat surface.

② Secure enough space to allow the machine to run straight more than 20m, and to make a full swing with the front attachment extended.

③ If required, rope off the test area and provide signboards to keep unauthorized personnel away.

(3) Precautions

① Before starting to test, agree upon the signals to be employed for communication among coworkers. Once the test is started, be sure to communicate with each other using these signals, and to follow them without fail.

② Operate the machine carefully and always give first priority to safety.

③ While testing, always take care to avoid accidents due to landslides or contact with high voltage power lines. Always confirm that there is sufficient space for full swings.

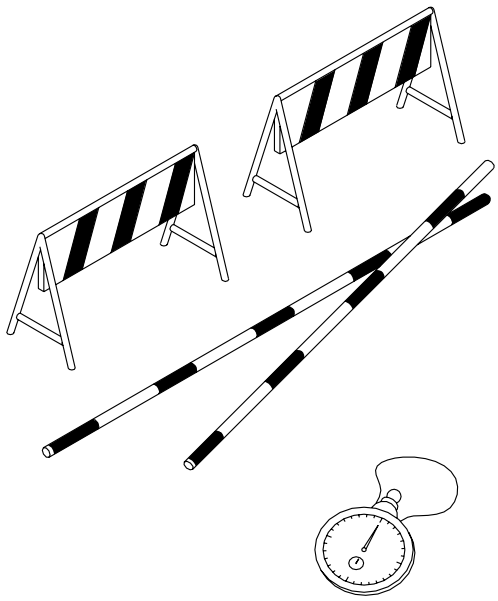
④ Avoid polluting the machine and the ground with leaking oil. Use oil pans to catch escaping oil. Pay special attention to this when removing hydraulic pipings.

(4) Make precise measurements

① Accurately calibrate test instruments in advance to obtain correct data.

② Carry out tests under the exact test conditions prescribed for each test item.

③ Repeat the same test and confirm that the test data obtained can be procured repeatedly. Use mean values of measurements if necessary.



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2) ENGINE SPEED

(1) Measure the engine speed at the maximum RPM.

※ The engine speed must meet standard RPM; if not, all other operational performance data will be unreliable. It is essential to perform this test first.

(2) Preparation and measurement

① Warm up the machine, until the engine coolant temperature reaches 50˚C or more, and the hydraulic oil is 50±5˚C.

② Set the M mode at the cluster

③ Measure the engine RPM.

(3) Evaluation

The measured speeds should meet the following specifications.

Unit : rpm

Model	Engine speed	Standard	Remark
R80CR-9	Low idle	1000±50	
	High idle	2100±50	M mode

3) TRAVEL SPEED

(1) Measure the time required for the excavator to travel a 20m test track.

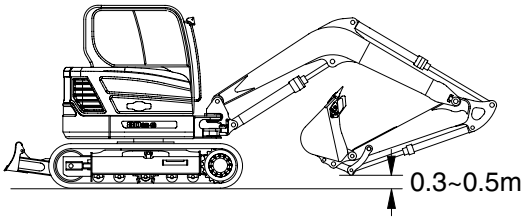
(2) Preparation

① Adjust the tension of both tracks to be equal.

② Prepare a flat and solid test track 20m in length, with extra length of 3 to 5m on both ends for machine acceleration and deceleration.

③ Hold the bucket 0.3 to 0.5m above the ground with the arm and bucket rolled in.

④ Keep the hydraulic oil temperature at 50±5˚C.



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(3) Measurement

① Measure both the low and high speeds of the machine.

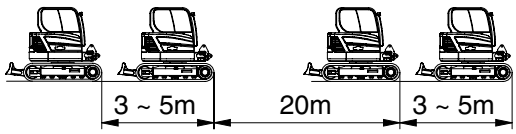
② Before starting either the low or high speed tests, adjust the travel mode switch to the speed to be tested.

③ Start traveling the machine in the acceleration zone with the travel levers at full stroke.

④ Measure the time required to travel 20m.

⑤ After measuring the forward travel speed, turn the upperstructure 180° and measure the reverse travel speed.

⑥ Repeat steps ④ and ⑤ three times in each direction and calculate the average values.



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(4) Evaluation

The average measured time should meet the following specifications.

Unit : Seconds / 20m

Model	Travel speed	Standard	Maximum allowable	Remarks
R80CR-9	1 Speed	26.5±2.0	33	
	2 Speed	17.2±1.0	22	

4) TRACK REVOLUTION SPEED

(1) Measure the track revolution cycle time with the track raised off ground.

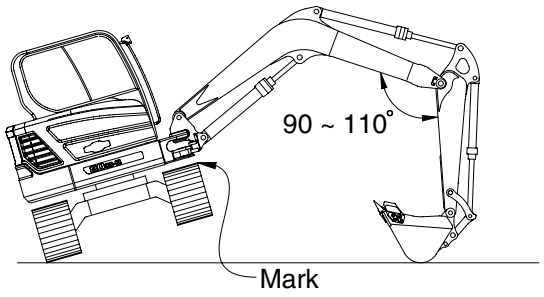
(2) Preparation

① Adjust the tension of both side tracks to be equal.

② On the track to be measured, mark one shoe with chalk.

③ Swing the upperstructure 90˚ and lower the bucket to raise the track off ground. Keep the boom-arm angle between 90 to 110˚ as shown. Place blocks under machine frame.

④ Keep the hydraulic oil temperature at 50±5˚C.



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(3) Measurement

① Select the following switch positions.

· Travel mode switch : 1 or 2 speed

② Operate the travel control lever of the raised track in full forward and reverse.

③ Rotate 1 turn, then measure time taken for next 3 revolutions.

④ Raise the other side of machine and repeat the procedure.

⑤ Repeat steps ③ and ④ three times and calculate the average values.

(4) Evaluation

The revolution cycle time of each track should meet the following specifications.

Unit : Seconds / 3 revolutions

Model	Travel speed	Standard	Maximum allowable
R80CR-9	1 Speed	23.2±1.5	29
	2 Speed	15.1±1.5	18.9

5) TRAVEL DEVIATION

(1) Measure the deviation by the tracks from a 20m straight line.

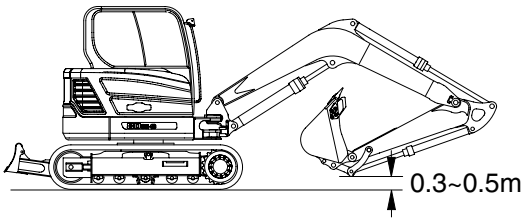
(2) Preparation

① Adjust the tension of both tracks to be equal.

② Provide a flat, solid test yard 20m in length, with extra length of 3 to 5m on both ends for machine acceleration and deceleration.

③ Hold the bucket 0.3 to 0.5m above the ground with the arm and bucket rolled in.

④ Keep the hydraulic oil temperature at 50±5˚C.



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(3) Measurement

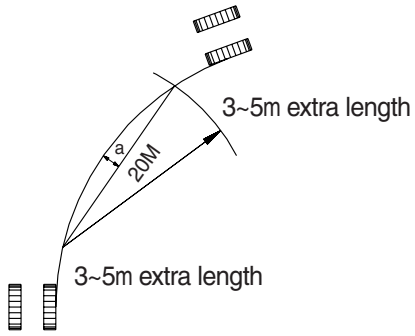
① Measure the amount of mistracking at high and low travel speeds.

② Start traveling the machine in the acceleration zone with the travel levers at full stroke.

③ Measure the distance between a straight 20m line and the track made by the machine. (dimension a)

④ After measuring the tracking in forward travel, turn the upperstructure 180˚ and measure that in reverse travel.

⑤ Repeat steps ③ and ④ three times and calculate the average values.



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(4) Evaluation

Mistrack should be within the following specifications.

Unit : mm / 20m

Model	Standard	Maximum allowable	Remarks
R80CR-9	200 below	240	

6) SWING SPEED

(1) Measure the time required to swing three complete turns.

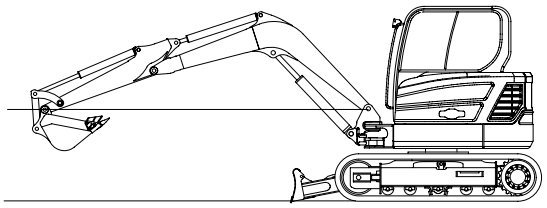
(2) Preparation

① Check the lubrication of the swing gear and swing bearing.

② Place the machine on flat, solid ground with ample space for swinging. Do not conduct this test on slopes.

③ With the arm rolled out and bucket rolled in, hold the bucket so that the height of the bucket pin is the same as the boom foot pin. The bucket must be empty.

④ Keep the hydraulic oil temperature at 50±5˚C.



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(3) Measurement

① Operate swing control lever fully.

② Swing 1 turn and measure time taken to swing next 2 revolutions.

③ Repeat steps ① and ② three time and calculate the average values.

(4) Evaluation

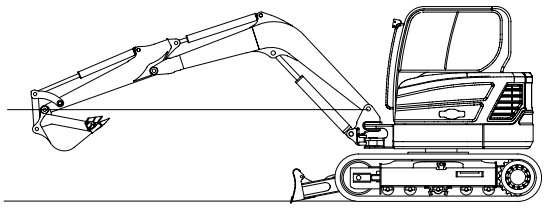
The time required for 2 swings should meet the following specifications.

Unit : Seconds / 2 revolutions

Model	Standard	Maximum allowable	Remarks
R80CR-9	13.6±1.0	17	

7) SWING FUNCTION DRIFT CHECK

(1) Measure the swing drift on the bearing outer circumference when stopping after a 360˚ full speed swing.



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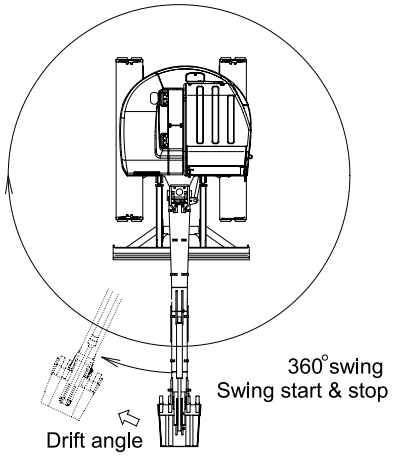
(2) Preparation

① Check the lubrication of the swing gear and swing bearing.
② Place the machine on flat, solid ground with ample space for swinging. Do not conduct this test on slopes.
③ With the arm rolled out and bucket rolled in, hold the bucket so that the height of the bucket pin is the same as the boom foot pin. The bucket must be empty.
④ Make two chalk marks: one on the swing bearing and one directly below it on the track frame.
⑤ Swing the upperstructure 360˚.
⑥ Keep the hydraulic oil temperature at 50±5˚C.



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(3) Measurement

① Operate the swing control lever fully and return it to the neutral position when the mark on the upperstructure aligns with that on track frame after swinging 360˚.
② Measure the distance between the two marks.
③ Align the marks again, swing 360˚, then test the opposite direction.
④ Repeat steps ② and ③ three times each and calculate the average values.

(4) Evaluation

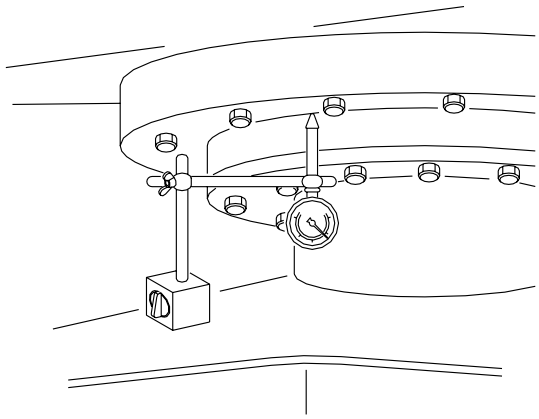
The measured drift angle should be within the following specifications.

Unit : Degree

Model	Standard	Maximum allowable	Remarks
R80CR-9	90 below	127.6	

8) SWING BEARING PLAY

(1) Measure the swing bearing play using a dial gauge to check the wear of bearing races and balls.



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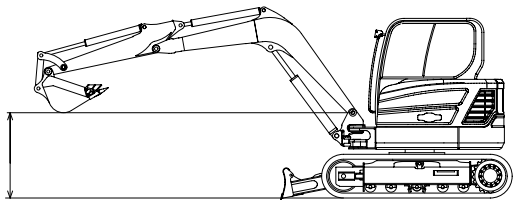
(2) Preparation

① Check swing bearing mounting cap screws for loosening.
② Check the lubrication of the swing bearing. Confirm that bearing rotation is smooth and without noise.
③ Install a dial gauge on the track frame as shown, using a magnetic base.
④ Position the upperstructure so that the boom aligns with the tracks facing towards the front idlers.
⑤ Position the dial gauge so that its needle point comes into contact with the bottom face of the bearing outer race.
⑥ Bucket should be empty.

(3) Measurement

① With the arm rolled out and bucket rolled in, hold the bottom face of the bucket to the same height of the boom foot pin.
Record the dial gauge reading (h1).
② Lower the bucket to the ground and use it to raise the front idler 50 ㎝.
Record the dial gauge reading (h2).
③ Calculate bearing play (H) from this data (h1 and h2) as follows.
H=h2-h1

Measurement : h1



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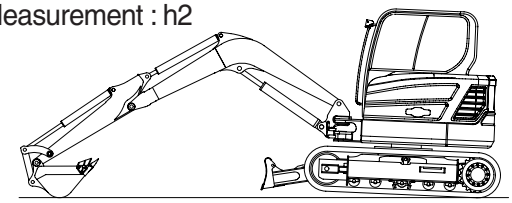
Measurement : h2



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(4) Evaluation

The measured drift should be within the following specifications.

Unit : mm

Model	Standard	Maximum allowable	Remarks
R80CR-9	0.5 ~ 1.5	3.0	

9) HYDRAULIC CYLINDER CYCLE TIME

(1) Measure the cycle time of the boom, standard arm, and standard bucket cylinders.

(2) Preparation

① To measure the cycle time of the boom cylinders:
With the arm rolled out and the empty bucket rolled out, lower the bucket to the ground, as shown.

② To measure the cycle time of the arm cylinder.
With the empty bucket rolled in, position the arm so that it is vertical to the ground. Lower the boom until the bucket is 0.5m above the ground.

③ To measure the cycle time of the bucket cylinder.
The empty bucket should be positioned at midstroke between roll-in and roll-out, so that the sideplate edges are vertical to the ground.

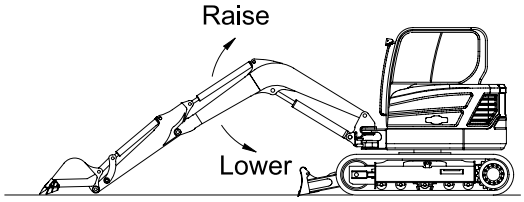
④ Keep the hydraulic oil temperature at 50±5˚C.

(3) Measurement

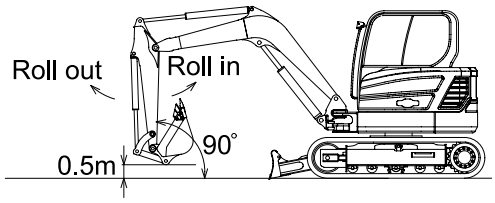
① To measure cylinder cycle times.

- Boom cylinders.
  Measure the time it takes to raise the boom, and the time it takes to lower the boom. To do so, position the boom at one stroke end then move the control lever to the other stroke end as quickly as possible.
- Arm cylinder.
  Measure the time it takes to roll in the arm, and the time it takes to roll out the arm. To do so, position the bucket at one stroke end, then move the control lever to the other stroke end as quickly as possible.

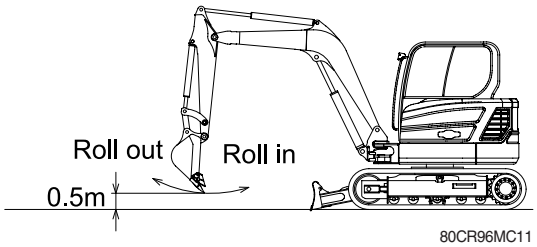
Boom cylinder



Arm cylinder



Bucket cylinder



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- Bucket cylinders

  Measure the time it takes to roll in the bucket, and the time it takes to roll out the bucket. To do so, position the bucket at one stroke end, then move the control lever to the other stroke end as quickly as possible.
- Repeat each measurement 3 times and calculate the average values.

(4) Evaluation

The average measured time should meet the following specifications.

Unit : Seconds

Model	Function	Standard	Maximum allowable	Remarks
R80CR-9	Boom raise	3.0±0.4	3.6	
	Boom lower	2.8±0.4	3.4	
	Arm in	2.8±0.4	3.4	
	Arm out	2.8±0.3	3.2	
	Bucket load	3.4±0.4	4.0	
	Bucket dump	2.1±0.3	2.5	
	Dozer up (raise)	1.5±0.3	1.8	
	Dozer down (lower)	1.7±0.3	2.0	

10) DIG FUNCTION DRIFT CHECK

(1) Measure dig function drift, which can be caused by oil leakage in the control valve and boom, standard arm, and standard bucket cylinders, with the loaded bucket.
When testing the dig function drift just after cylinder replacement, slowly operate each cylinder to its stroke end to purge air.

(2) Preparation

① Load bucket fully. Instead of loading the bucket, weight (W) of the following specification can be used.

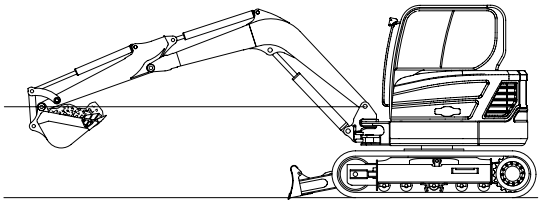
- $W = M^3 \times 1.5$
  Where :
  M^3 = Bucket heaped capacity (m^3)
  1.5 = Soil specific gravity

② Position the arm cylinder with the rod 20 to 30㎜ extended from the fully retracted position.

③ Position the bucket cylinder with the rod 20 to 30㎜ retracted from the fully extended position.

④ With the arm rolled out and bucket rolled in, hold the bucket so that the height of the bucket pin is the same as the boom foot pin.

⑤ Keep the hydraulic oil temperature at 50±5˚C.



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(3) Measurement

① Stop the engine.

② Five minutes after the engine has been stopped, measure the changes in the positions of the boom, arm and bucket cylinders.

③ Repeat step ② three times and calculate the average values.

(4) The measured drift should be within the following specifications.

Unit : mm / 5min

Model	Drift to be measured	Standard	Maximum allowable	Remarks
R80CR-9	Boom cylinder	10 below	20	
	Arm cylinder	20 below	30	
	Bucket cylinder	40 below	50	

11) CONTROL LEVER OPERATING FORCE

(1) Use a spring scale to measure the maximum resistance of each control lever at the middle of the grip.

(2) Preparation

① Keep the hydraulic oil temperature at 50±5˚C.

(3) Measurement

① Start the engine.
② Operate each boom, arm, bucket and swing lever at full stroke and measure the maximum operating force for each.
③ Lower the bucket to the ground to raise one track off the ground. Operate the travel lever at full stroke and measure the maximum operating force required. When finished, lower the track and then jack-up the other track.
④ Repeat steps ② and ③ three times and calculate the average values.

(4) Evaluation

The measured operating force should be within the following specifications.

Unit : kgf

Model	Kind of lever	Standard	Maximum allowable	Remarks
R80CR-9	Boom lever	1.6 or below	2.0	
	Arm lever	1.6 or below	2.0	
	Bucket lever	1.6 or below	2.0	
	Swing lever	1.6 or below	2.0	
	Travel lever	2.1 or below	3.15	

12) CONTROL LEVER STROKE

(1) Measure each lever stroke at the lever top using a ruler.

※ When the lever has play, take a half of this value and add it to the measured stroke.

(2) Preparation

Keep the hydraulic oil temperature at 50±5˚C.

(3) Measurement

① Stop the engine.

② Measure each lever stroke at the lever top from neutral to the stroke end using a ruler.

③ Repeat step ② three times and calculate the average values.

(4) Evaluation

The measured drift should be within the following specifications.

Unit : mm

Model	Kind of lever	Standard	Maximum allowable	Remarks
R80CR-9	Boom lever	87±10	109	
	Arm lever	87±10	109	
	Bucket lever	87±10	109	
	Swing lever	87±10	109	
	Travel lever	142±10	178	

13) PILOT PRIMARY PRESSURE

(1) Preparation

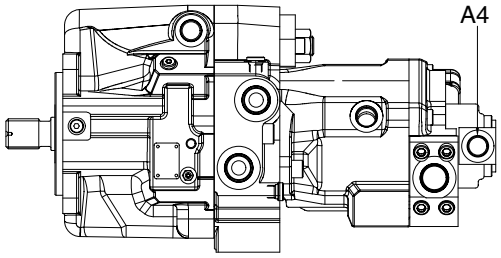
① Stop the engine.

② Push the pressure release button to bleed air.

③ Loosen and remove plug on the pilot pump delivery port (A4) and connect pressure gauge.

④ Start the engine and check for oil leakage from the port.

⑤ Keep the hydraulic oil temperature at 50±5˚C.



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(2) Measurement

① Measure the primary pilot pressure in the M mode.

(3) Evaluation

The average measured pressure should meet the following specifications:

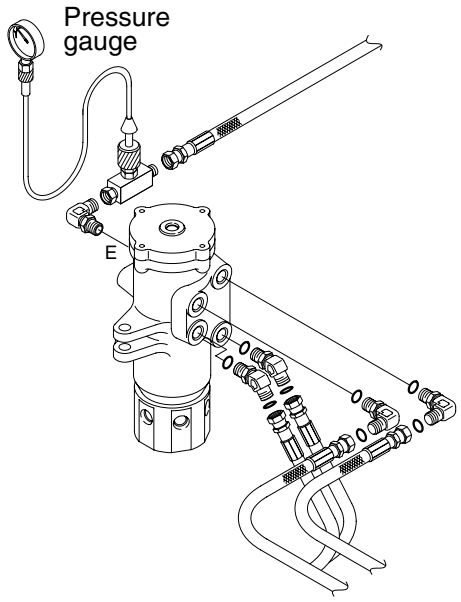
Unit : kgf / cm²

Model	Standard	Remarks
R80CR-9	35±5	

14) FOR TRAVEL SPEED SELECTING PRESSURE:

(1) Preparation

① Stop the engine.
② Push the pressure release button to bleed air.
③ To measure the speed selecting pressure: Install a connector and pressure gauge assembly to turning joint E port as shown.
④ Start the engine and check for on leakage from the adapter.
⑤ Keep the hydraulic oil temperature at 50±5˚C.



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(2) Measurement

① Select the following switch positions.
Travel mode switch : 1 speed
2 speed
② Measure the travel speed selecting pressure in the Hi or Lo mode.
③ Lower the bucket to the ground to raise the track off the ground. Operate the travel lever at full stroke and measure the fast speed pressure.
④ Repeat steps ② and ③ three times and calculate the average values.

(3) Evaluation

The average measured pressure should be within the following specifications.

Unit : kgf / cm²

Model	Travel speed mode	Standard	Maximum allowable	Remarks
R80CR-9	1 Speed	0	-	
	2 Speed	35±5	-	

15) SWING PARKING BRAKE RELEASING PRESSURE

(1) Preparation

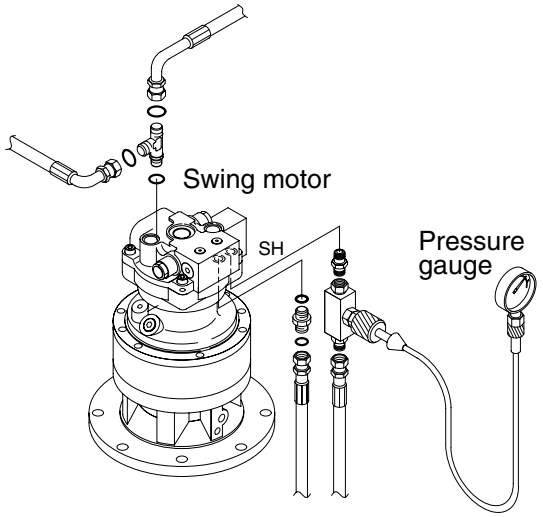
① Stop the engine.

② Push the pressure release button to bleed air.

③ Install a connector and pressure gauge assembly to swing motor SH port, as shown.

④ Start the engine and check for oil leakage from the adapter.

⑤ Keep the hydraulic oil temperature at 50±5˚C.



80CR96MC15

(2) Measurement

① Operate the swing function or arm roll in function and measure the swing brake control pressure with the brake disengaged. Release the control lever to return to neutral and measure the control pressure when the brake is applied.

② Repeat three times and calculate the average values.

(3) Evaluation

The average measured pressure should be within the following specifications.

Unit : kgf / cm²

Model	Description	Standard	Remarks
R80CR-9	Brake disengaged	20~40	
	Brake applied	0	

16) MAIN PUMP DELIVERY PRESSURE

(1) Preparation

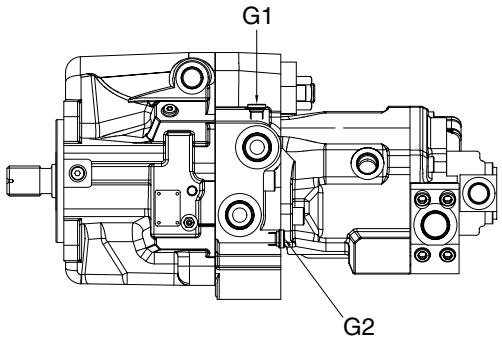
① Stop the engine.

② Push the pressure release button to bleed air.

③ To measure the main pump pressure. Install a connector and pressure gauge assembly main pump gauge port (G1, G2) as shown.

④ Start the engine and check for oil leakage from the port.

⑤ Keep the hydraulic oil temperature at 50±5˚C.



80CR96MC17

(2) Measurement

① Measure the main pump delivery pressure at high idle.

(3) Evaluation

The average measured pressure should meet the following specifications.

Unit : kgf / cm²

Model	Engine speed	Standard	Allowable limits	Remarks
R80CR-9	High idle	20±5	-	

17) SYSTEM PRESSURE REGULATOR RELIEF SETTING

(1) Preparation

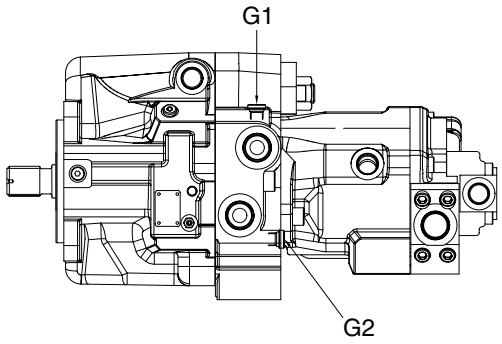
① Stop the engine.

② Push the pressure release button to bleed air.

③ To measure the system relief pressure. Install a connector and pressure gauge assembly main pump gauge port, as shown.

④ Start the engine and check for oil leakage from the port.

⑤ Keep the hydraulic oil temperature at 50±5˚C.



80CR96MC17

(2) Measurement

① Slowly operate each control lever of boom, arm and bucket functions at full stroke over relief and measure the pressure.

② In the swing function, place bucket against an immovable object and measure the relief pressure.

③ In the travel function, lock undercarriage with an immovable object and measure the relief pressure.

(3) Evaluation

The average measured pressure should be within the following specifications.

Unit : kgf / cm^2

Model	Function to be tested	Standard
R80CR-9	Boom, Arm, Bucket	310±10
	Travel	280±10
	Swing	230±10

1. MAIN PUMP

Before inspection, wash the parts well and dry them completely.

Inspect the principal parts with care and replace them with new parts when any abnormal wear exceeding the allowable limit or damage considered harmful is found.

Replace the seal also when any remarkable deformation and damage are found.

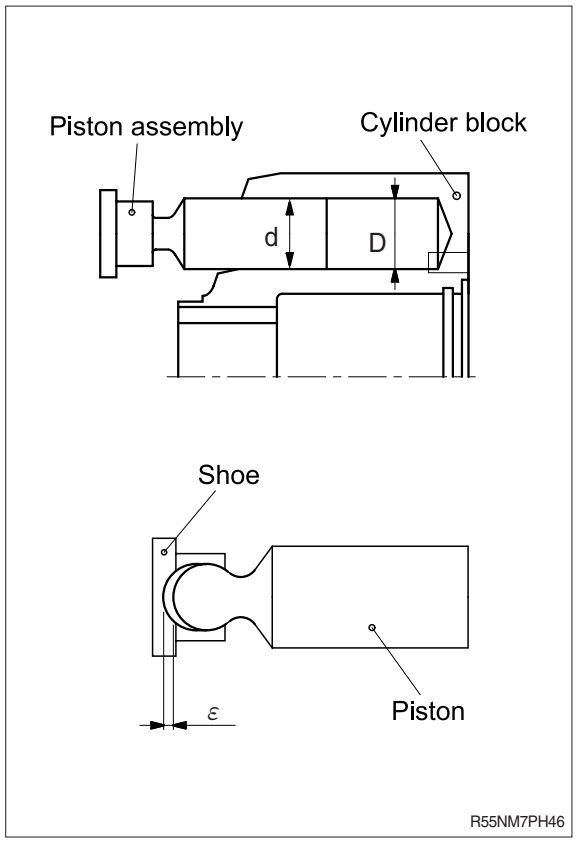
1) PISTON ASSEMBLY AND CYLINDER BLOCK

(1) Check the appearance visually.
No damage, scouring, abnormal wear (particularly, in the slide portion) should be found.

(2) Check the clearance between the piston outside dia and cylinder block inside dia.
D-d $\leq$ 0.050 mm

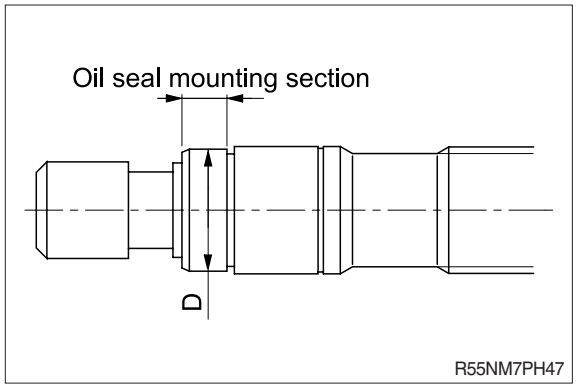
2) PISTON SHOE AND PISTON

(1) Check the axial play of the piston and piston shoe.
$\varepsilon \leq$ 0.2 mm



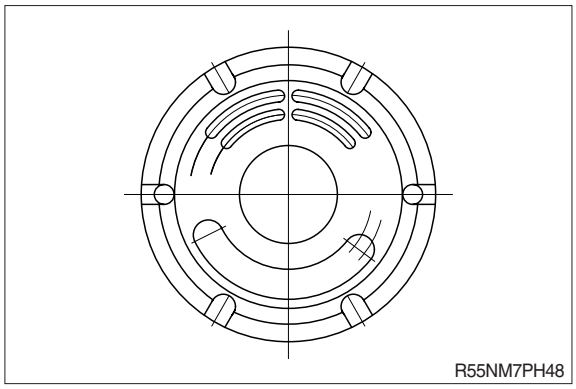
3) SHAFT

(1) Check the wear amount of the oil seal mounting section.
Wear mount $\leq$ 0.025 mm



4) CONTROL PLATE

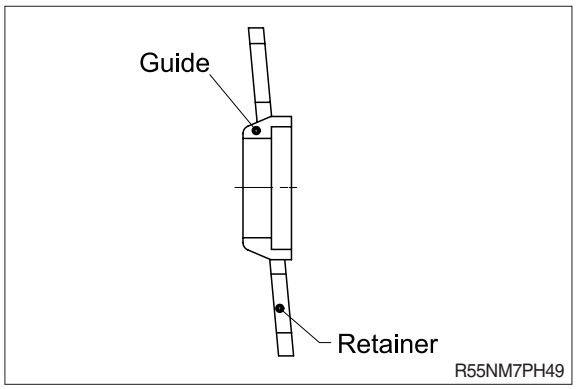
(1) Check the slide surface for any damage. When the damage is large, replace the plate with new one.



5) GUIDE AND RETAINER

(1) Check for scouring or stepped wear. If this can not be corrected, replace the guide and retainer with new full-set.

(2) Fine scouring or damage can be corrected with lapping. Carry out thorough washing after lapping.

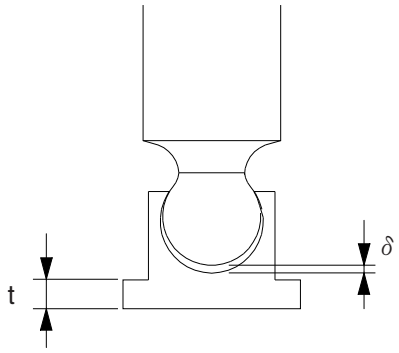
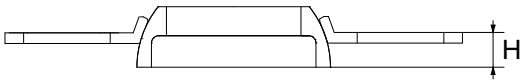


2. MAIN CONTROL VALVE

Part name	Inspection item	Criteria & measure
Block	· Existence of scratch, rusting or corrosion.	· In case of damage in following section, replace part. - Sliding sections of casing fore and spool, especially land sections applied with holded pressure. - Seal pocket section where spool is inserted. - Seal section of port where O-ring contacts. - Seal section of each relief valve for main, travel, and port. - Other damages that may damage normal functions.
Spool	· Existence of scratch, gnawing, rusting or corrosion. · O-ring seal sections at both ends. · Insert spool in casing hole, rotate and reciprocate it.	· Replacement when its outside sliding section has scratch (especially on seals-contacting section). · Replacement when its sliding section has scratch. · Correction or replacement when O-ring is damaged or when spool does not move smoothly.
Poppet	· Damage of poppet or spring · Insert poppet into casing and function it.	· Correction or replacement when sealing is incomplete. · Normal when it can function lightly without being caught.
Around spring	· Rusting, corrosion, deformation or breaking of spring, spring seat, plug or cover.	· Replacement for significant damage.
Around seal for spool	· External oil leakage. · Rusting, corrosion or deformation of seal plate.	· Correction or replacement. · Correction or replacement.
Main relief valve & port relief valve	· External rusting or damage. · Contacting face of valve seat. · Contacting face of poppet. · Abnormal spring. · O-rings, back up rings and seals.	· Replacement. · Replacement when damaged. · Replacement when damaged. · Replacement. · 100% replacement in general.

3. SWING DEVICE

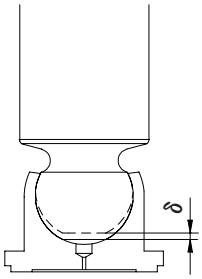
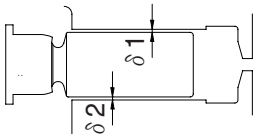
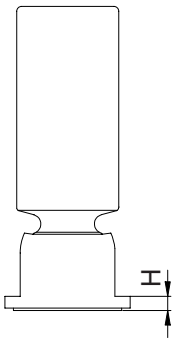
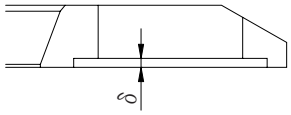
1) WEARING PARTS

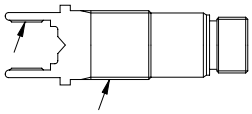
Inspection item	Standard dimension	Recommended replacement value	Counter measures
Clearance between piston and cylinder block bore	0.020	0.045	Replace piston or cylinder block
Play between piston and shoe caulking section (δ)	0	0.3	Replace assembly of piston and shoe
Thickness of shoe (t)	4	3.8	Replace assembly of piston and shoe
Combined height of set plate and guide (H)	17.4	17	Replace set of set plate and guide
Thickness of friction plate	3.6	3.2	Replace
			

2) SLIDING PARTS

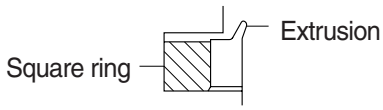
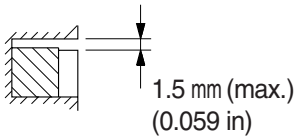
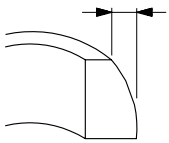
Part name	Standard roughness	Remark
Shoe	0.8S	
Shoe plate	0.8S	
Cylinder block	6.3S	
Valve plate	0.8S	

4. TRAVEL DEVICE

Part name	Check point	Standard dimension	Maximum allowable value (criteria)	Remedy
Piston assy (13) 	Play between piston and slipper	δ = 0.1 mm	δ < 0.5 mm	Replace 9 sets of piston assy
Piston assy (B) and cylinder block (8) 	Clearance/diameter between piston diameter and cylinder bore (δ1 + δ2)	0.03 mm	< 0.07 mm	Replace the set of 1 cylinder barrel and 9 piston assys
Slipper 	Height of the plate	Height H 5 mm	Height H < 4.6 mm	Replace 9 sets of piston assy
Retainer (11) 	Wear		Wear depth δ < 0.2mm	Replace
Swash plate (7)	Condition of sliding surface	Roughness < Ra 0.2μ m	Roughness < Ra 1.6μ m	Replace

Part name	Check point	Standard dimension	Maximum allowable value (criteria)	Remedy
Shaft (3) 	Spline sections (connected to cylinder barrel, and bear part)	-	No abnormality such as crack, chipping, nonuniformly wear-ing out, etc.	Replace
Bearings (4), (45), (63), (72)	Rolling surface	-	No flaking or other abnormal damage on the rolling surf-ace	Replace
Oil seal (2)	Seal lip	-	No damage or partial wear	Replace
O-rings, Back-up rings	-	-	-	In reassembling, they should be replaced with new ones even if no abnormality is detected.
Cylinder block (8)	Condition of the surface sliding with valve plate	Roughness < Ra 0.2μ m	Roughness < Ra 0.8μ m	Replace the set of cylinder barrel and valve plate
Valve plate (12)	Condition of sliding surface	Roughness < Ra 0.4μ m	Roughness < Ra 1.6μ m	Replace the set of cyli-nder barrel and valve plate

5. TURNING JOINT

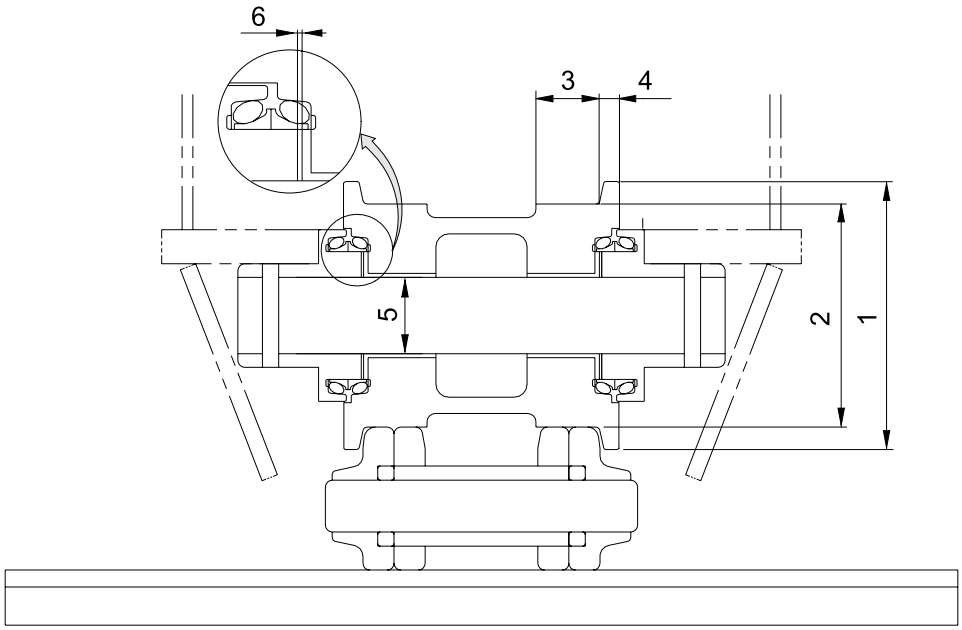
Part name		Maintenance standards	Remedy
Body, Stem	Sliding surface with sealing sections.	Plating worn or peeled due to seizure or contamination.	Replace
	Sliding surface between body and stem other than sealing section.	· Worn abnormality or damaged more than 0.1 mm (0.0039 in) in depth due to seizure contamination.	Replace
		· Damaged more than 0.1 mm (0.0039 in) in depth.	Smooth with oilstone.
	Sliding surface with thrust plate.	· Worn more than 0.5 mm (0.02 in) or abnormality.	Replace
		· Worn less than 0.5 mm (0.02 in).	Smooth
		· Damage due to seizure or contamination remediable within wear limit (0.5 mm) (0.02 in).	Smooth
Cover	Sliding surface with thrust plate.	· Worn more than 0.5 mm (0.02 in) or abnormality.	Replace
		· Worn less than 0.5 mm (0.02 in).	Smooth
		· Damage due to seizure or contamination remediable within wear limit (0.5 mm) (0.02 in).	Replace
Seal set	-	· Extruded excessively from seal groove square ring. 	Replace
	-	· Slipper ring 1.5 mm (0.059 in) narrower than seal groove, or narrower than back ring. 	Replace
	-	· Worn more than 0.5 mm (0.02 in) ~ 1.5 mm (MAX.) (0.059 in) 	Replace

6. CYLINDER

Part name	Inspecting section	Inspection item	Remedy
Piston rod	· Neck of rod pin	· Presence of crack	· Replace
	· Weld on rod hub	· Presence of crack	· Replace
	· Stepped part to which piston is attached.	· Presence of crack	· Replace
	· Threads	· Presence of crack	· Recondition or replace
	· Plated surface	· Plating is not worn off to base metal.	· Replace or replate
		· Rust is not present on plating.	· Replace or replate
		· Scratches are not present.	· Recondition, replate or replace
	· Rod	· Wear of O.D.	· Recondition, replate or replace
	· Bushing at mounting part	· Wear of I.D.	· Replace
Cylinder tube	· Weld on bottom	· Presence of crack	· Replace
	· Weld on head	· Presence of crack	· Replace
	· Weld on hub	· Presence of crack	· Replace
	· Tube interior	· Presence of faults	· Replace if oil leak is seen
	· Bushing at mounting part	· Wear on inner surface	· Replace
Gland	· Bushing	· Flaw on inner surface	· Replace if flaw is deeper than coating

1. TRACK

1) TRACK ROLLER

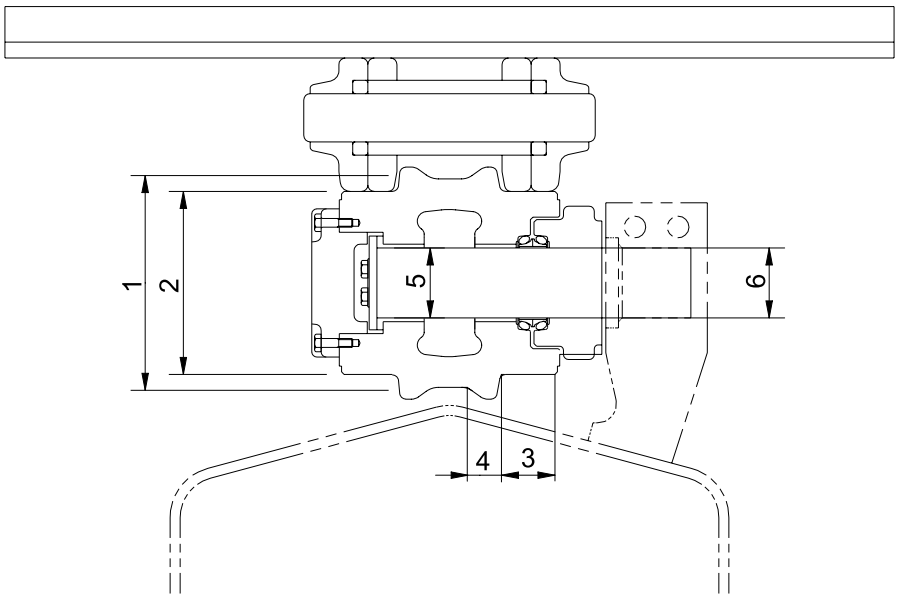


80CR96MC21

Unit : mm

No.	Check item	Criteria				Remedy
1	Outside diameter of flange	Standard size		Repair limit		Rebuild or replace
		ø 149		-		
2	Outside diameter of tread	ø 125		ø 115		
3	Width of tread	35		40		
4	Width of flange	13		-		
5	Clearance between shaft and bushing	Standard size & tolerance		Standard clearance	Clearance limit	Replace bushing
		Shaft	Hole			
		ø 40 0 / -0.03	ø 40 +0.3 / +0.25	0.25 to 0.33	2.0	
6	Side clearance of roller (both side)	Standard clearance		Clearance limit		Replace
		0.3~0.9		2.0		

2) CARRIER ROLLER

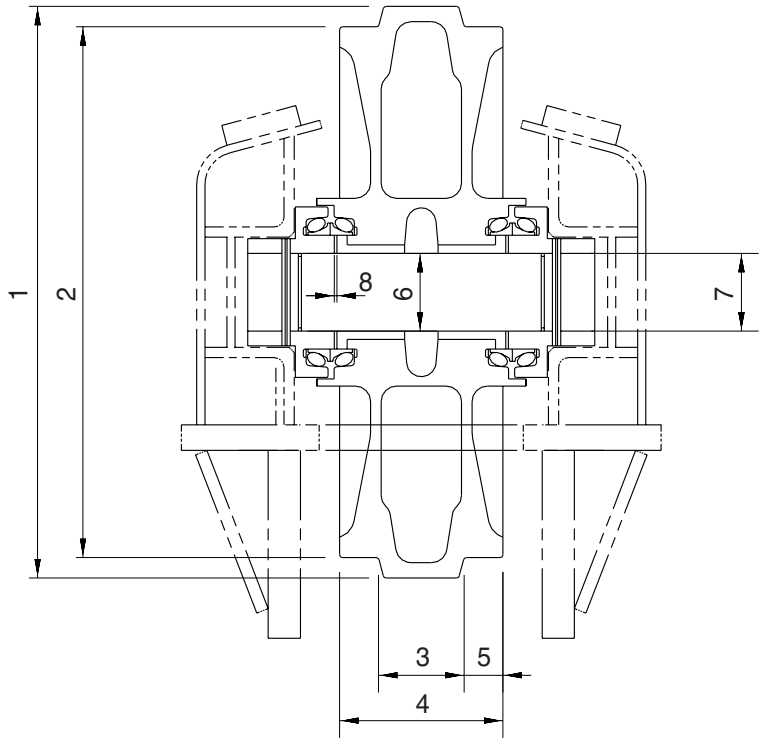


80CR96MC20

Unit : mm

No.	Check item	Criteria				Remedy
1	Outside diameter of flange	Standard size		Repair limit		Rebuild or replace
		ø 115		-		
2	Outside diameter of tread	ø 95		ø 85		
3	Width of tread	31		35		
4	Width of flange	11		-		
5	Clearance between shaft and bushing	Standard size & Tolerance		Standard clearance	Clearance limit	Replace bushing or shaft
		Shaft	Bushing			
		ø 38 0 -0.03	ø 38 +0.35 +0.3	0.3 ~ 0.38	2.0	
6	Clearance between shaft and support	Shaft	Support	0.3 ~ 0.6	1.2	
		ø 38 -0.2 -0.3	ø 38 +0.3 +0.1			

3) IDLER



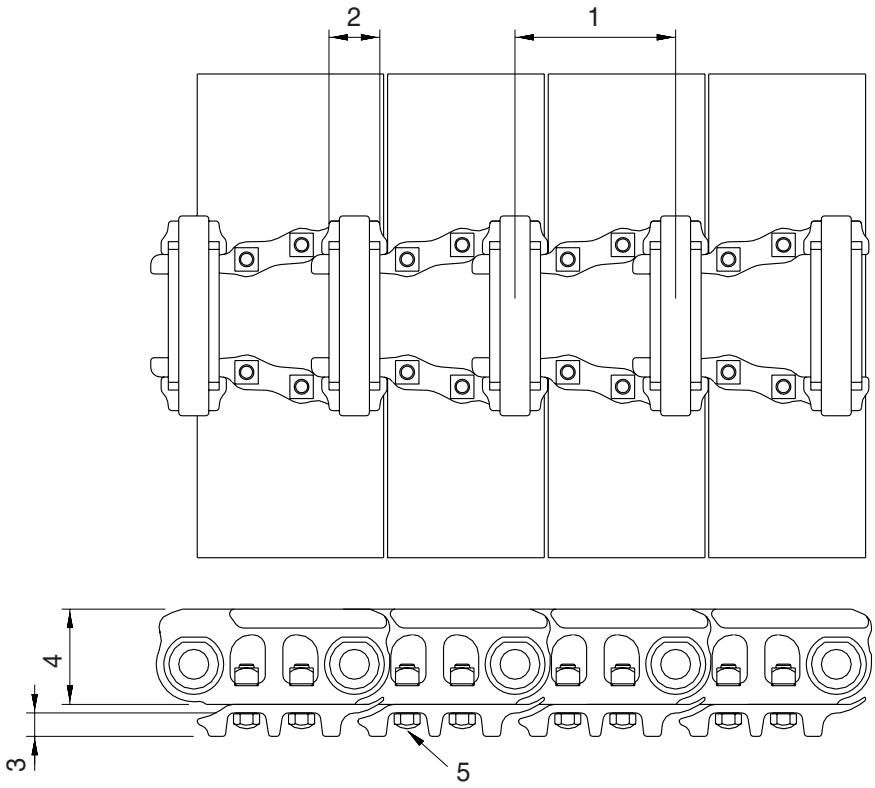
21037MS03

Unit : mm

No.	Check item	Criteria				Remedy
1	Outside diameter of protrusion	Standard size		Repair limit		Rebuild or replace
		ø 440		-		
2	Outside diameter of tread	ø 410		ø 400		
3	Width of protrusion	40		-		
4	Total width	100		-		
5	Width of tread	30		35		
6	Clearance between shaft and bushing	Standard size & Tolerance		Standard clearance	Clearance limit	Replace bushing
		Shaft	Bushing			
		ø 60 0 -0.03	ø 60.3 +0.08 +0.03	0.33~0.41	2.0	
7	Clearance between shaft and support	ø 60 0 -0.03	ø 60 +0.07 +0.03	0.03~0.1	1.2	Replace
8	Side clearance of idler (both side)	Standard clearance		Clearance limit		Replace bushing
		0.35~1.3		2.0		

4) TRACK

(1) Steel track

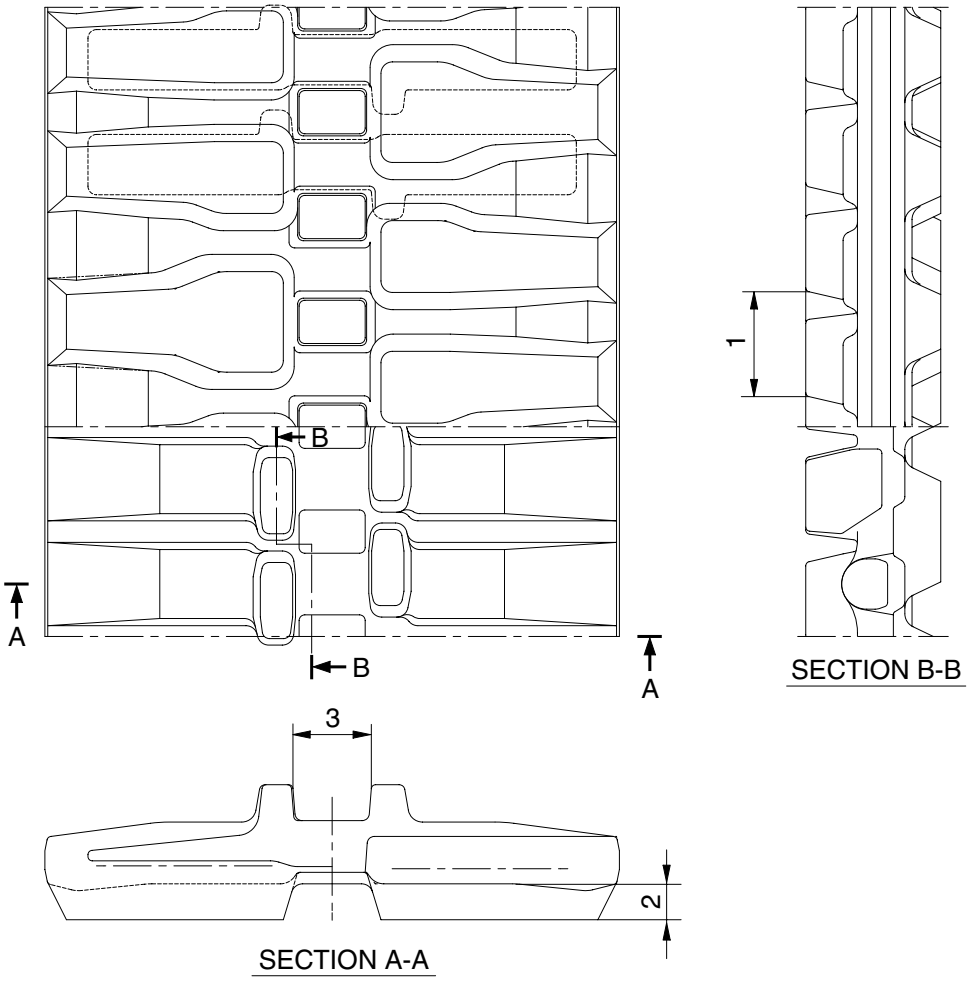


21037MS04

Unit : mm

No.	Check item	Criteria		Remedy
1	Link pitch	Standard size	Repair limit	Turn or replace
		154	158.3	
2	Outside diameter of bushing	ø 41.3	ø 34.3	Rebuild or replace
3	Height of grouser	20	10	
4	Height of link	74	66	
5	Tightening torque	Initial tightening torque : 25.5 ± 2.5 kgf · m		Retighten

(2) Rubber shoe spec

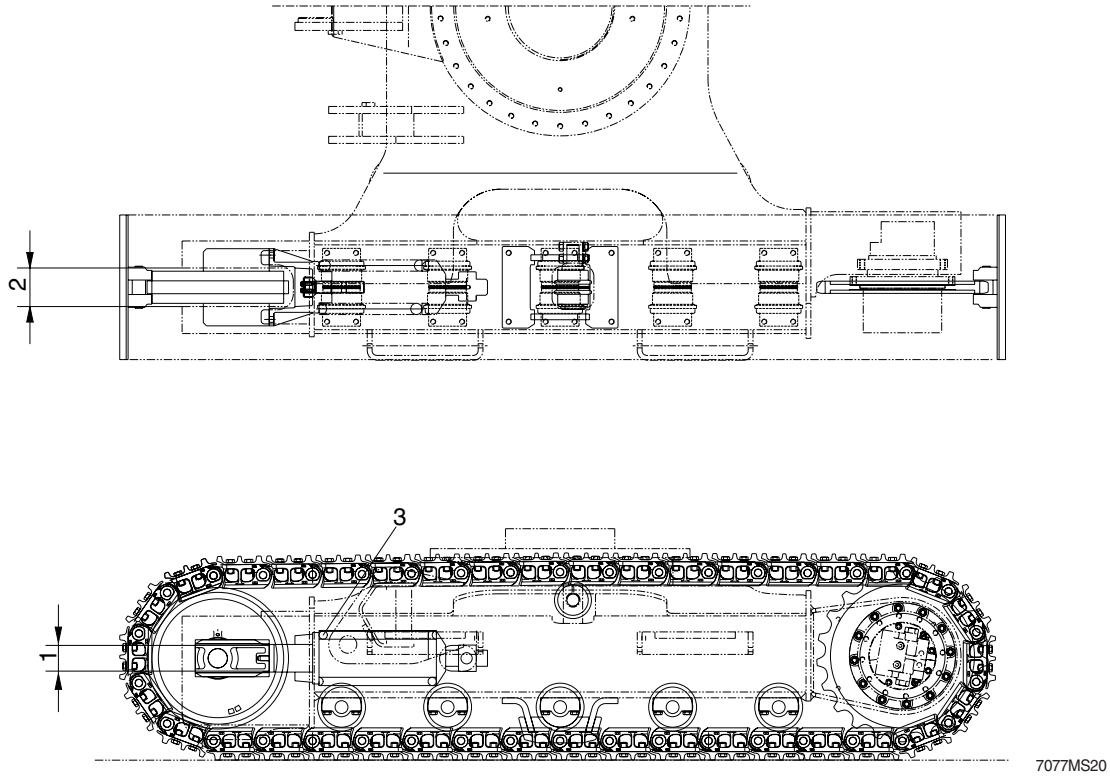


R5576MC17

Unit : mm

No.	Check item	Criteria			Remedy
		Standard size	Tolerance	Repair limit	
1	Link pitch	83.5	±1.0	87	Replace
2	Height of grouser	30	-	5	
3	Width of link	52	-	70	

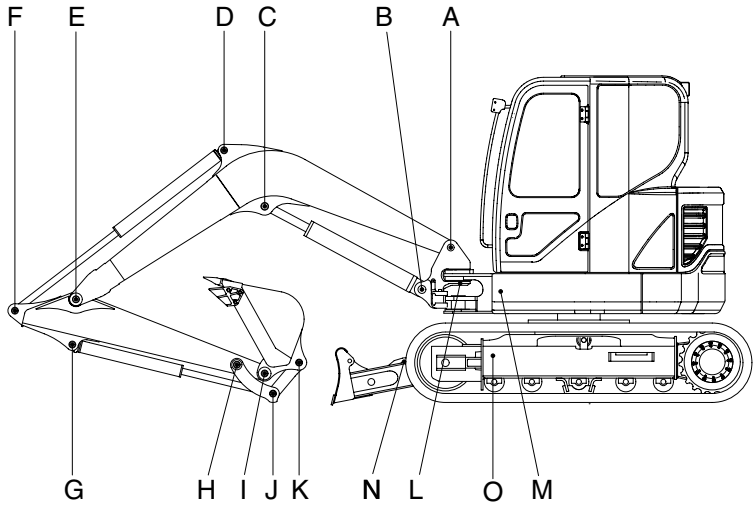
5) TRACK FRAME AND RECOIL SPRING



Unit : mm

No.	Check item	Criteria					Remedy
1	Vertical width of idler guide		Standard size	Tolerance	Repair limit		Rebuild or replace
		Track frame	92	+2 0	96		
		Idler support	90	-0 -1.5	87		
2	Horizontal width of idler guide	Track frame	172	+2 0	176		
		Idler support	170	-	168		
3	Recoil spring	Standard size			Repair limit		Replace
		Free length	Installation length	Installation load	Free length	Installation load	
		ø 170×370	320	5,083 kg	-	4,174 kg	

2. WORK EQUIPMENT



80CR96MC22

Unit : mm

Mark	Measuring point (Pin and Bushing)	Normal value	Pin		Bushing		Remedy & Remark
			Recomm. service limit	Limit of use	Recomm. service limit	Limit of use	
A	Boom rear	65	64	63.5	65.5	66	Replace
B	Boom cylinder head	65	64	63.5	65.5	66	〃
C	Boom cylinder rod	65	64	63.5	65.5	66	〃
D	Arm cylinder head	65	64	63.5	65.5	66	〃
E	Boom front	65	64	63.5	65.5	66	〃
F	Arm cylinder rod	65	64	63.5	65.5	66	〃
G	Bucket cylinder head	50	49	48.5	50.5	51	〃
H	Arm link	55	54	53.5	55.5	56	〃
I	Bucket and arm link	55	54	53.5	55.5	56	〃
J	Bucket cylinder rod	55	54	53.5	55.5	56	〃
K	Bucket link	55	54	53.5	55.5	56	〃
L	Boom swing post	110	109	108.5	110.5	111	〃
M	Boom swing cylinder	65	64	63.5	65.5	66	〃
N	Blade cylinder	65	64	63.5	65.5	66	〃
O	Blade and frame link	55	54	53.5	55.5	56	〃