CEAM017102

Operation & Maintenance Manual

CK30-1

COMPACT TRACK LOADER

SERIAL NUMBERS CK30-1 A30001 and up

ENGINE 4D98E-2

March 2010

KOMATSU®

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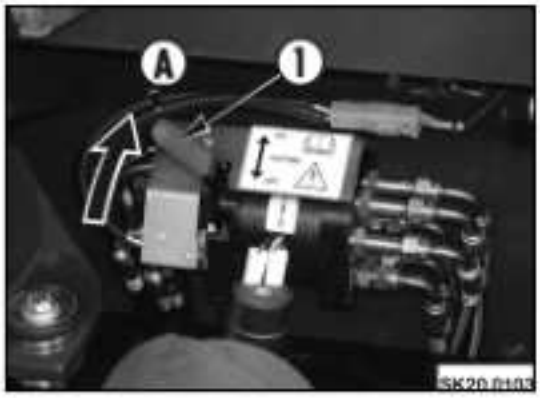
OPERATION

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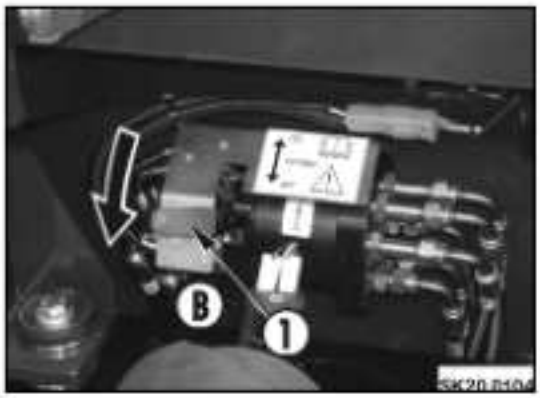
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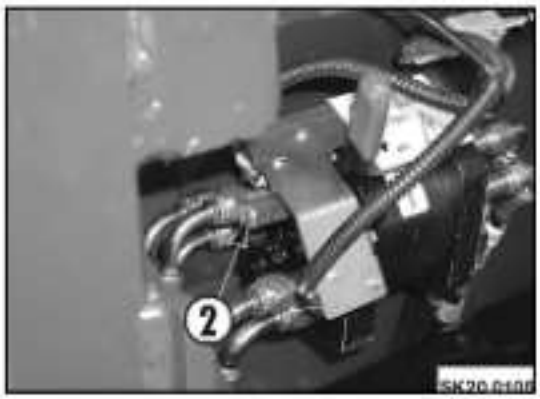
The control system selection lever (1) is held in the correct position by means of a safety screw (2).
When it is necessary to modify the control system, loosen the safety screw (2) until lever (1) can be moved. Use a 13 mm wrench or the factory supplied ring.
Select the desired control system and lock the lever in place by tightening the safety screw (2).



⚠ WARNING

Before moving the machine, the operator must make sure that the selected control system is the one that is required.





⚠ WARNING

The control panels (3) located on the sides of the central dashboard are lit from behind. The backlighting of the panels is helpful to the operator in identifying the type of control system selected (ISO PATTERN control or OPTION control).



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Grease

LUBRICATION POINTS	CONSISTENCY	TYPE
Joints, grease fittings	NLGI 2	(See note 1)
Track tensioner unit	NLGI 2	LITHIO EP +MoS_2

Note 1:
The recommended lubricating grease is No.2 multi purpose lithium grease with 3% molybdenum disulfide (Lithio EP + MoS2).

Remark

When fuel sulphur content is less than 0.5%, change oil in the oil pan according to the periodic maintenance hours described in this manual. Change oil according to the following table if fuel sulphur content is above 0.5%.

Fuel sulphur content	Change interval of oil in engine oil pan
0.5 to 1.0%	1/2 of regular interval
Above 1.0%	1/4 of regular interval

★ When starting the engine in an atmospheric temperature of lower than 0°C, be sure to use engine oil of SAE10W, SAE5W-30 or SAE10W-30, even though atmospheric temperature goes up 10°C more during the day time.

★ Use engine oil with CI-4.

★ Use genuine Komatsu oil which has been specifically formulated and approved for use in the engine, hydraulic work equipment, in the reduction gears, and in the transmission.

First filling quantity: total quantity of oil, including the oil for the components and pipes.
Oil change quantity: quantity of oil necessary to fill the system or unit during the normal inspection and maintenance operations.

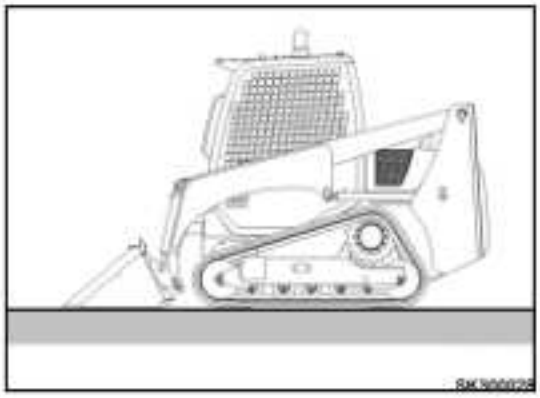
ASTM: American Society of Testing and Material
SAE: Society of Automotive Engineers
API: American Petroleum Institute
NLGI: National Lubricant Grease Institute

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Changing The Oil In The Travel Motors

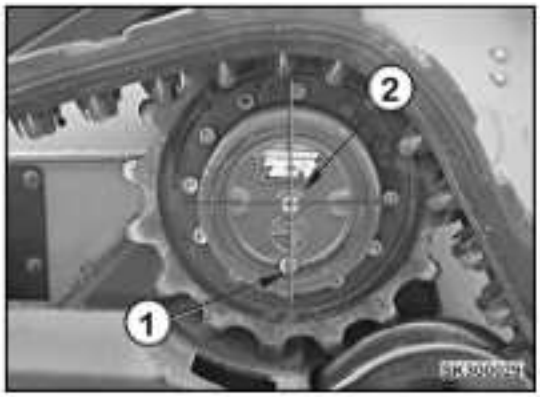
⚠ WARNING

Soon after the machine has been stopped the oil is very hot; allow it to cool down to 40-45°C (104-113°F) before carrying out the check. Oils, filters, the coolant and the battery are considered special waste and must be collected and disposed of according to the regulations in force.



This operation must be carried out on each travel motor with the machine parked on level ground and at a temperature of 40- 45°C (104-113°F), so that the oil becomes fluid and can be easily drained, which facilitates the elimination of any suspended solid particles.

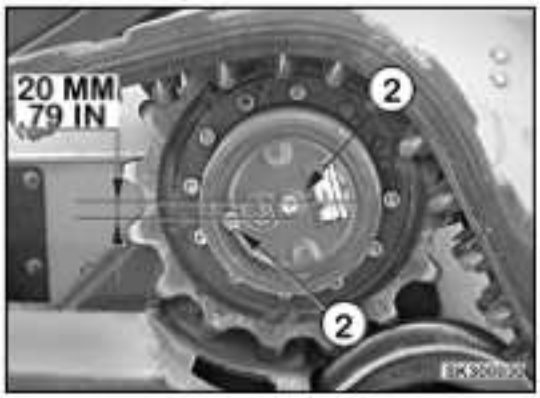
1. Move the machine until the drain and level plug (1) is in its lowest position and vertically aligned with the filling plug (2).



2. Remove the drain plug (1) and let the used oil flow out completely, gathering it into a container with suitable capacity. While the oil flows out, remove the filling plug (2).

3. Use a 8 mm Allen wrench.

4. Once the oil has been drained, move the machine gradually until the drain and level hole (1) is positioned at a distance of 20 mm (0.79 in) from the horizontal axis.



5. Fill through the filling hole (2), using oil of the prescribed type, until reaching the lower edge of the hole (1).

6. Put back the plugs (1) and (2).

Move the machine forward and backward a few times, stop the machine and check the levels again. Always use oil of the prescribed type. See "FUEL, COOLANT AND LUBRICANTS" on page 3-6.

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