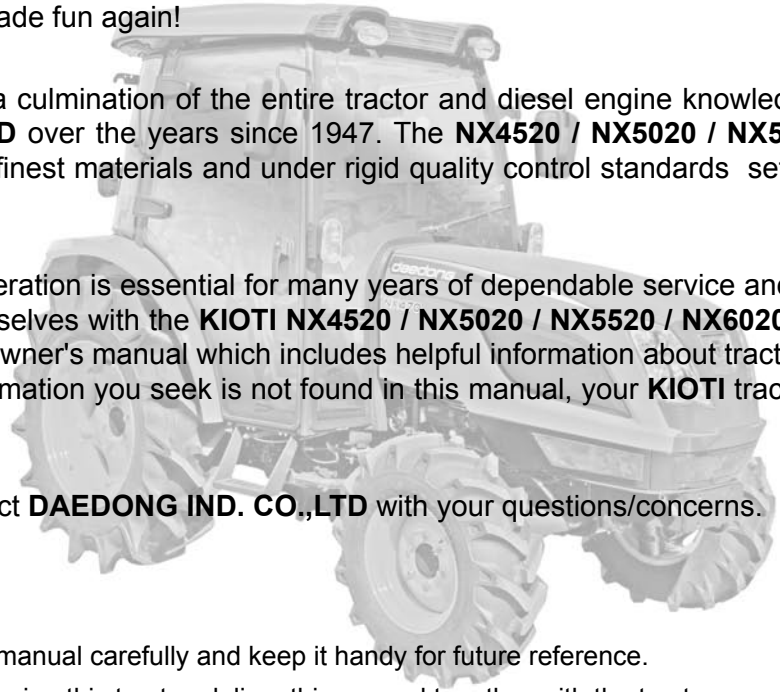
FOREWORD

Congratulations, and welcome to the fabulous world of **NX4520 / NX5020 / NX5520 / NX6020** ownership, where serious work is made fun again!

This versatile tractor is a culmination of the entire tractor and diesel engine knowledge gained by the **Daedong Industrial Co.,LTD** over the years since 1947. The **NX4520 / NX5020 / NX5520 / NX6020** and has been designed with the finest materials and under rigid quality control standards set forth by the **KIOTI** Engineering Department.



Knowledge of tractor operation is essential for many years of dependable service and reliability. To help new owner's familiarize themselves with the **KIOTI NX4520 / NX5020 / NX5520 / NX6020**, it is the policy of **KIOTI** tractor to provide an owner's manual which includes helpful information about tractor safety, operation and maintenance. If the information you seek is not found in this manual, your **KIOTI** tractor dealer will be happy to help you.

Please feel free to contact **DAEDONG IND. CO.,LTD** with your questions/concerns.

< NOTE >

- Make sure to read this manual carefully and keep it handy for future reference.
- When leasing or transferring this tractor, deliver this manual together with the tractor.
- The specifications in this manual are subject to change without notice.

ISO 3600 EU STANDARDS

This manual was compiled in compliance with the ISO 3600, standards and the instructions contained here comply with the requirements of the Machinery Directive 2010/52/EU in force in the European Community. For tractors sold or used outside the European Community, local laws will prevail.

Main protections on the tractors discussed in this manual.

DESCRIPTION	NON CABIN	CABIN
1. **ROPS** (Protection against overturning)	Yes	Yes
2. **FOPS** (Protection against objects falling from above)	No	Yes
3. **OPS** (Protection against penetration of objects from sides) protection against hazardous chemicals	No (Category I)	No (Category I)

TABLE OF CONTENTS

SECTION

- SAFETY PRECAUTIONS 1
- PRECAUTIONS BEFORE OPERATION 2
- SPECIFICATIONS..... 3
- DESCRIPTION OF OPERATING SYSTEM . 4
- OPERATION 5
- 3- POINT HITCH IMPLEMENT OPERATION.... 6
- MAINTENANCE 7
- STORAGE AND DISPOSAL..... 8
- TROUBLESHOOTING..... 9
- INDEX..... 10

TABLE OF CONTENTS

SAFETY PRECAUTIONS 1-1

PRECAUTIONS BEFORE OPERATION 1-2

GENERAL PRECAUTIONS 1-2

PRECAUTIONS DURING OPERATION 1-5

WHEN DRIVING THE TRACTOR 1-9
WHEN PARKING THE TRACTOR 1-11
WHEN OPERATING THE P.T.O 1-11
WHEN USING THE 3-POINT HITCH 1-13

SAFETY PRECAUTIONS DURING SERVICING ... 1-13

SAFETY PRECAUTIONS WHEN USING THE LOADER 1-17

SAFETY DECAL MAINTENANCE 1-20

DECAL MOUNTING LOCATION [CABIN] 1-20
DECAL MOUNTING LOCATION [ROPS] 1-23
DECALS 1-25
CAUTIONS FOR DECAL MAINTENANCE 1-28

PRECAUTIONS BEFORE OPERATION 2-1

VEHICLE IDENTIFICATION NUMBER 2-2

PRODUCTION NUMBER 2-2
ENGINE NUMBER 2-2
TRANSMISSION NUMBER 2-2

ESSENTIAL REPLACEMENT PART 2-4

OILS AND FLUIDS 2-4
FILTERS 2-4
BELTS AND RUBBER PARTS 2-5
OTHER COMPONENTS 2-5

SPECIFICATIONS 3-1

GENERAL SPECIFICATIONS 3-2

EXTERNAL DIMENSIONS 3-2
GENERAL SPECIFICATIONS 3-4
NOISE LEVELS AS PERCEIVED BY THE OPERATOR .. 3-16
VIBRATION LEVELS OF THE TRACTOR EXPOSITION TO VIBRATIONS 3-17

TRAVELING SPEED 3-18

TABLE OF CONTENTS

IMPLEMENT LIMITATIONS 3-20

STANDARD SIZE BY IMPLEMENT 3-20

DESCRIPTION OF OPERATING SYSTEM 4-1

EXTERIOR VIEW [CABIN] 4-4

EXTERIOR VIEW [ROPS] 4-5

SWITCH 4-6

MOUNTING LOCATION 4-6
KEY SWITCH 4-8
COMBINATION SWITCH 4-9
HAZARD LAMP SWITCH 4-11
4WD SWITCH 4-11
CRUISE PTO SWITCH 4-12
PTO SETTING SWITCH 4-13
SPEED CRUISE CONTROL SWITCH 4-13
HST RESPONSE CONTROL 4-14
LINKED PEDAL SWITCH 4-14
NO STALL SWITCH 4-15
SPEED LIMIT SWITCH 4-15
CALIBRATION SWITCH 4-16
TURNING DECELERATION SWITCH 4-16
DPF REGENERATION SWITCH 4-17
PTO AUTO/MANUAL SELECTION SWITCH, PTO ON/OFF SWITCH 4-17
LOW SPEED INDICATOR SWITCH (IF EQUIPPED) ... 4-18

INSTRUMENT PANEL 4-19

VIEW 4-19
TACHOMETER/HOURMETER INDICATOR 4-20
FUEL GAUGE 4-20
ENGINE COOLANT TEMPERATURE GAUGE 4-21
ENGINE OIL PRESSURE WARNING LAMP 4-21
BATTERY CHARGING LAMP 4-22
HEAD LIGHT HIGH BEAM LAMP 4-23
TURN SIGNAL LAMP 4-23
GLOW PLUG INDICATOR 4-23
PARKING BRAKE WARNING LAMP 4-24
PTO INDICATOR 4-24
4WD INDICATOR 4-24
BRAKE (ONE SIDE) LAMP 4-25

TABLE OF CONTENTS

CRUISE PTO WARNING LAMP 4-25
REGENERATION WARNING LAMP 4-26
REGENERATION UNDERWAY LAMP 4-26
ENGINE CHECK WARNING LAMP 4-26
WATER IN FUEL WARNING LAMP 4-27
SPEED LIMIT SWITCH 4-27
CRUISE CONTROL SWITCH 4-28
NO STALL SWITCH 4-28
ERROR INDICATOR 4-29

OPERATING THE CONTROLS 4-30

MAIN SHIFT LEVER 4-32
RANGE GEAR SHIFT LEVER 4-33
SHUTTLE SHIFT LEVER 4-34
CREEP GEAR SPEED LEVER 4-34
PTO SHIFT LEVER 4-35
ECO PTO 4-36
CLUTCH PEDAL 4-36
BRAKE PEDAL 4-37
STEERING WHEEL ADJUSTMENT 4-38
PARKING BRAKE LEVER 4-38
FOOT THROTTLE 4-39
FORWARD / REVERSE DRIVING PEDALS 4-40
HAND THROTTLE LEVER 4-40
DIFFERENTIAL LOCK PEDAL 4-41
SEAT ADJUSTMENT 4-42
POSITION CONTROL LEVER 4-45
DRAFT CONTROL LEVER 4-46
JOYSTICK LEVER 4-46
MID PTO LEVER (IF EQUIPPED) 4-47
LIFTING ARM (LOWER LINK) SPEED CONTROL LEVER ... 4-48
DOUBLE ACTING LEVER (IF EQUIPPED) 4-48

CABIN SYSTEM 4-50

INTERIOR DEVICES 4-50
EXTERIOR DEVICES 4-51
ENTRANCE 4-52
UNLOCKING THE DOOR 4-52
REAR WINDOW 4-53
WORKING LIGHT (ESCORT FUCNTION) 4-53
WIPER 4-54
BLUETOOTH PLAYER/RADIO 4-55
ANTENNA 4-56
INDOOR LAMP 4-56

TABLE OF CONTENTS

ACCESSORY(IF EQUIPPED) 4-56
SUN VISOR 4-57
AIR RECIRCULATION AND FRESH AIR MODE 4-58
HEATER AND AIR CONDITIONER 4-59
7-PIN POWER OUTPUT SOCKET(IF EQUIPPED) 4-63

TIRES, WHEELS AND BALLAST 4-64

TREAD 4-67
ADDITIONAL WEIGHT 4-72
MASS(ES) AND TIRE(S) 4-75

OPERATION 5-1

PRE-OPERATION 5-2

INITIAL OPERATION 5-3

OPERATING THE ENGINE 5-3

STARTING THE ENGINE 5-3
STOPPING THE ENGINE 5-9
WARMING UP 5-10
JUMP STARTING 5-11

OPERATING THE TRACTOR 5-12

HOW TO DRIVE 5-12
PARKING 5-16
TURNING 5-17
DRIVING ON SLOPE 5-18
THE CAUTIONS WHEN COMINGIN AND OUT OF PAVED ROAD 5-18
PRECAUTIONS WHILE DRIVING ON THE ROAD 5-19
LOADING INTO AND UNLOADING OUT OF THE TRUCK 5-20
PRECAUTIONS WHEN USING POWER STEERING .. 5-21
3-POINT HITCH CONTROL SYSTEM 5-23
EXTERIOR HYDRAULIC CONTROL SYSTEM 5-27

3-POINT HITCH IMPLEMENT AND LOADER OPERATION 6-1

REMOVAL AND INSTALLATION OF 3-POINT HITCH IMPLEMENT (WITH PTO SHAFT) 6-2

OPERATION TIP FOR 3-POINT HITCH ELEMENTS 6-5

ADJUSTMENT OF LIFT ROD 6-5
ADJUSTMENT OF TOP LINK 6-6

TABLE OF CONTENTS

PRECAUTION FOR INSTALLING HOW TO USE TOP LINK HOLES 6-6
ADJUSTMENT OF STABILIZER 6-7
DRAFT HITCH AND TRAILER 6-8
INSTALLING PTO SHAFT 6-9

HANDLING LOADER 6-11

FIXATION POINTS FOR FRONT END LOADER 6-12
DRIVING ON SLOPE 6-13
JOYSTICK LEVER 6-14
JOYSTICK VALVE 6-17

MAINTENANCE 7-1

MAINTENANCE CHECK LIST 7-3

DAILY CHECK CHART 7-3
MAINTENANCE SCHEDULE CHART 7-4

LUBRICANTS 7-6

MAINTENANCE CODE 7-7

HOW TO OPEN THE HOOD (A) 7-7
CHECKING AND ADDING FUEL (B) 7-7
CHECKING TRANSMISSION FLUID LEVEL (C) 7-9
CHECKING ENGINE OIL LEVEL (D) 7-10
CHECKING FRONT AXLE OIL LEVEL (N1) 7-11
CHECKING COOLANT LEVEL (E) 7-12
CLEANING GRILL, RADIATOR SCREEN (F) 7-12
CHECKING BRAKE AND CLUTCH PEDALS (G) 7-13
CHECKING GAUGES, METER AND EASY CHECKER (H) 7-13
CHECKING HEAD LIGHT, HAZARD LIGHT ETC. (I) 7-13
CHECKING SEAT BELT(J) 7-13
CHANGING ENGINE OIL AND REPLACING FILTER (K) 7-14
REPLACING TRANSMISSION FLUID AND FILTER (L) 7-16
CHANGING FRONT AXLE CASE OIL (M) 7-18
ADJUSTING BRAKE PEDAL (N) 7-19
LUBRICATING GREASE FITTINGS (O) 7-20
CHECKING WHEEL BOLT/NUT TORQUE (P) 7-21
ADJUSTING CLUTCH PEDAL (Q) 7-21
REPLACING AIR CLEANER PRIMARY ELEMENT (R) 7-22
CHECKING FUEL LINES (S) 7-23
ADJUSTING FAN BELT TENSION (T) 7-24
BATTERY (U) 7-25

TABLE OF CONTENTS

CHECKING INTAKE AIR LINE (V) 7-27
ADJUSTING TOE-IN (W) 7-27
CHECKING RADIATOR HOSE AND CLAMP (X)..... 7-28
POWER STEERING LINE (Y)..... 7-29
AIR CONDITIONER BELT TENSION (Z) 7-30
CLEANING AIR CONDITIONER CONDENSER (AA) ... 7-30
ADJUSTING FRONT AXLE PIVOT (AB)..... 7-31
ADJUSTING ENGINE VALVE CLEARANCE (AC)..... 7-31
REPLACING AIR CLEANER FILTER (AD) 7-32
CHECKING AIR CONDITIONER HOSE (AE) 7-33
CHECKING CAB CUSHION RUBBER (AF)..... 7-33
REPLACING AIR FILTER (AG) 7-33
FLUSH COOLING SYSTEM AND CHANGING COOLANT (AH)..... 7-33
ANTI-FREEZE (AH1)..... 7-35
FUEL FILTER (AI)..... 7-35
BLEEDING FUEL SYSTEM (AJ)..... 7-36
DRAINING WATER FROM CLUTCH HOUSING (AK) .. 7-38
CHECKING & REPLACING WIPER (AL)..... 7-38
REPLACING FUSE (AM)..... 7-40
SLOW BLOW FUSE (AN)..... 7-42
REPLACING BULB (AO)..... 7-43
CHECKING REFRIGERANT (AP)..... 7-49

STORAGE AND DISPOSAL.....8-1

TRACTOR STORAGE 8-2

DAILY STORAGE 8-2
LONG-TERM STORAGE..... 8-2

USING TRACTOR AFTER STORAGE..... 8-4

USAGE AND DISPOSAL 8-5

TROUBLESHOOTING.....9-1

ENGINE TROUBLESHOOTING 9-2

TRACTOR TROUBLESHOOTING 9-4

INDEX.....10-1

SAFETY AND VEHICLE DAMAGE WARNING

This manual includes information titled as **WARNING, CAUTION, IMPORTANT** and **NOTE**. These titles indicate the following:

WARNING	**This indicates that a condition may result in harm, serious injury or death to you or other persons if the warning is not heeded. Follow the advice provided with the warning.**
CAUTION	**This indicates that a condition may result in damage to your vehicle or its equipment if the caution is not heeded. Follow the advice provided with the caution.**
IMPORTANT	**This mark indicates emphasis on notable characteristics of working procedures, and information about technology for easier operation.**
NOTE	**This indicates that interesting or helpful information is being provided.**

UNIVERSAL SYMBOLS

Various universal symbols have been used on the instruments and controls of your **KIOTI** tractor. Below is a list of the universal symbols and their meanings.

Fuel-Level

Engine Coolant-Temperature

Parking Brake

Battery Charging Condition

Engine Oil-Pressure

Turn Signal

Power Take-Off Clutch Control-On Position

Position Control-Lowered Position

Headlight-Low Beam

Headlight-High Beam

Four-Wheel Drive-ON

Fast

Slow

Creep

Preheat

H H: High speed travel light

M M: Middle speed travel light

L L: Low speed travel light

N Neutral Position

Single brake light

No Stall Switch

Speed Limit Switch

Calibration

Hazard Warning Lights

MEMO

PRECAUTIONS BEFORE OPERATION 1-2

GENERAL PRECAUTIONS.....1-2

PRECAUTIONS DURING OPERATION 1-5

WHEN DRIVING THE TRACTOR 1-9
WHEN PARKING THE TRACTOR 1-11
WHEN OPERATING THE P.T.O 1-11
WHEN USING THE 3-POINT HITCH 1-13

SAFETY PRECAUTIONS DURING SERVICING 1-13

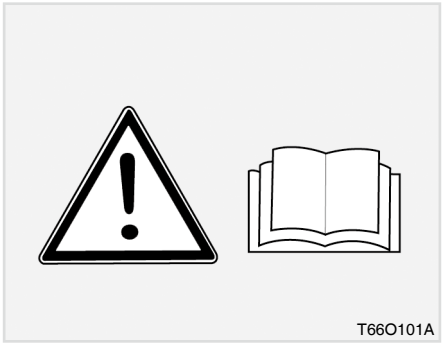
SAFETY PRECAUTIONS WHEN USING THE LOADER..... 1-17

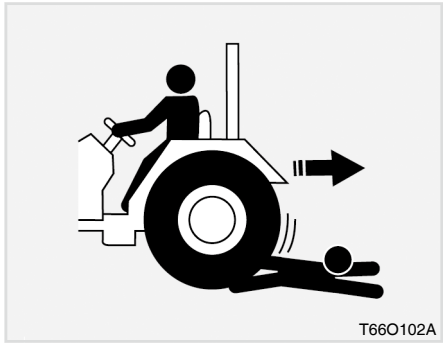
SAFETY DECAL MAINTENANCE 1-20

DECAL MOUNTING LOCATION [CABIN] 1-20
DECAL MOUNTING LOCATION [ROPS] 1-23
DECALS 1-25
CAUTIONS FOR DECAL MAINTENANCE 1-28

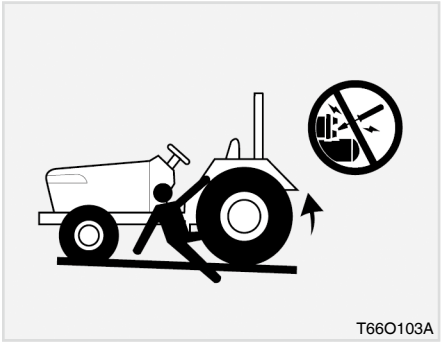
PRECAUTIONS BEFORE OPERATION
GENERAL PRECAUTIONS

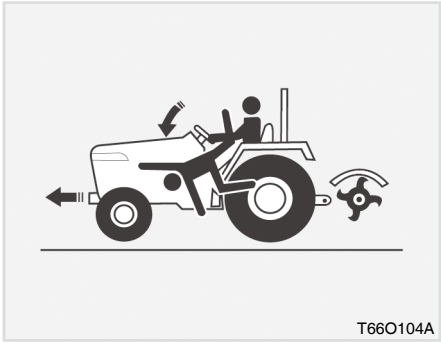
A careful operator is the best operator. Most accidents can be avoided by observing certain precautions. To help prevent accidents, use these safety precautions, and pay attention to the job at hand. If you can prevent an accident, your time will have been well spent.

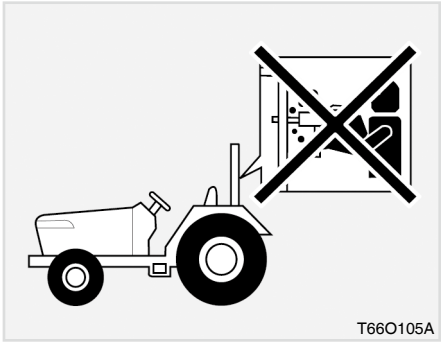

T66O101A


T66O102A

1. It is recommended that you read and understand this entire manual before operation of your new tractor. Failure to do so could result in accidents or injury.
2. Only persons who are properly trained should be allowed to operate the tractor.
3. Read and follow all warning labels and decals affixed to the tractor.
4. Replace any missing or damaged decals as soon as it is practical. A list of decals is shown on page 1-20~1-27.
5. Keep safety decals clean of dirt and debris.
6. Watch where you are going at all times so that you are able to avoid obstacles that can cause injury or damage to your tractor.
7. When starting the tractor make sure your path is clear of people to avoid accidents caused by sudden movements.
8. Before operating in reverse with your tractor, you should always check to see that the path is clear.


T66O103A


T66O104A


T66O105A

9. Never operate this tractor or any other agricultural equipment while under the influence of alcohol, drugs or while fatigued.
10. While working in cooperation with other tractors always communicate your intentions.
11. Do not start your tractor by shorting across the starter.
12. Never start the engine while standing on the ground.
13. Only the operator should ride on the tractor unless a passenger seat is installed. Keep bystanders away from the tractor while in operation.
14. When getting on and off the tractor, hand holds and step plates should always be used. This will help to prevent accidental slips trips and falls.
15. Be sure to scrape off mud or soil from your shoes before mounting the tractor.
16. All persons using the tractor should have knowledge of its proper operation and should read this manual carefully.
17. Never get off the tractor without setting the parking brake, lowering the implement to the ground and shutting of the tractor.
18. No modifications should be made to your **KIOTI** tractor.

T66O106A

19. Before starting your tractor you should depress the clutch and make sure that all shift levers are in the neutral position and parking brake is applied.

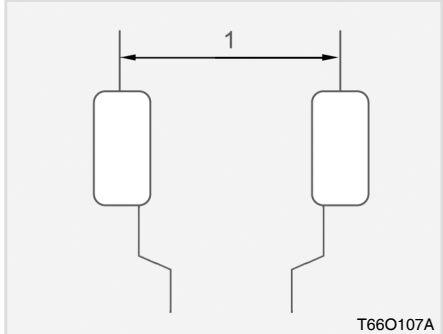
20. For your safety **ROPS** with a seat belt is recommended for all applications.

NOTE

- Always use seat belt when the tractor is equipped with a **ROPS** and **CAB**. Never use the seat belt when tractor is not equipped with a **ROPS**. (**ROPS**: Roll-Over Protective Structures)

A **ROPS** and **CAB** should never be modified by welding, grinding or cutting, as this can weaken the **ROPS** structure. If any components of the **ROPS** unit are damaged, They must be replaced.

If the **ROPS** unit is removed or loosened for any reason, the parts should be fitted back to their original positions and all bolts should be properly torqued.

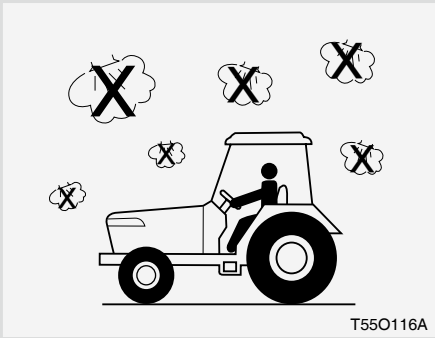


T66O107A

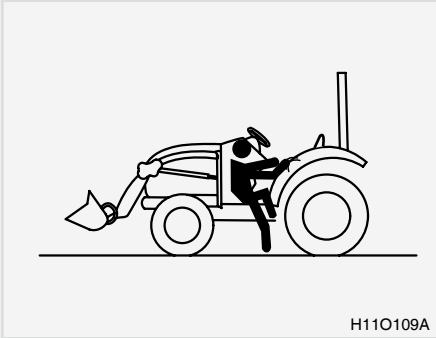
(1) Tread

21. Extra caution should be taken when driving tractors with narrow tread widths. For added stability you should adjust your rear wheel tread width, see page 4-68.

PRECAUTIONS DURING OPERATION


T55O116A

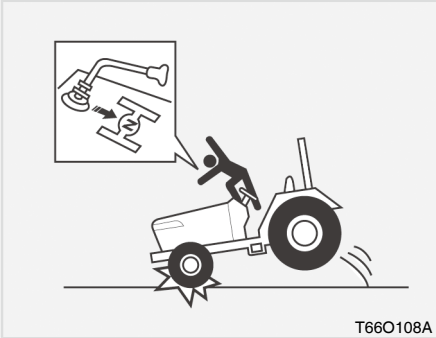
22. This cabin is not certified for chemical proof, never operate the tractor for chemical spray or in the air contaminated by any chemical or equivalent without approved personal safety equip; cartridge respiration/eyeprotection/gloves/etc.


H11O109A

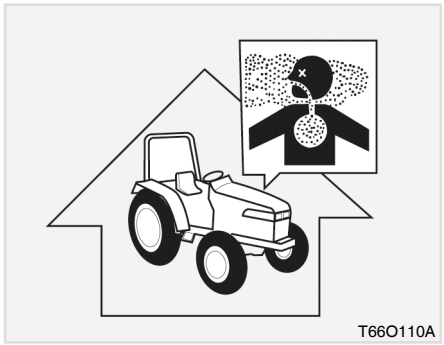
1. Enter or leave the tractor leftward griping hand rail on a fender.

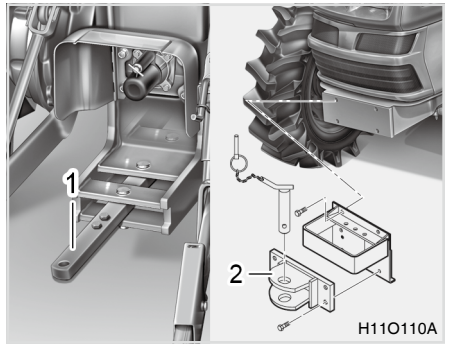
⚠ WARNING

- ***Do not jump on or off the tractor. It may cause injuries. Always face the tractor, use the hand rails and steps, and get on or off slowly. Maintain a minimum three point contact to avoid falling. (Both hands on rails and one foot on the step, or one hand on the hand rail and both feet on the steps)***


T66O108A

2. Avoid accidental contact with gear shift levers while the engine is running. Unexpected tractor movements can result in bodily injury.





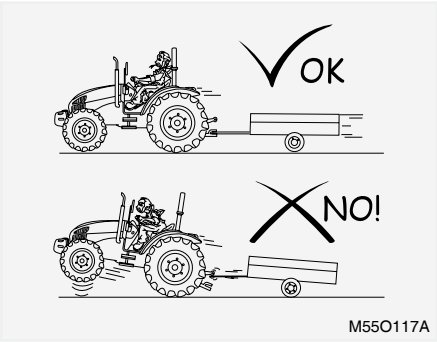
(1) Draw-bar *(2) Towing Hook*

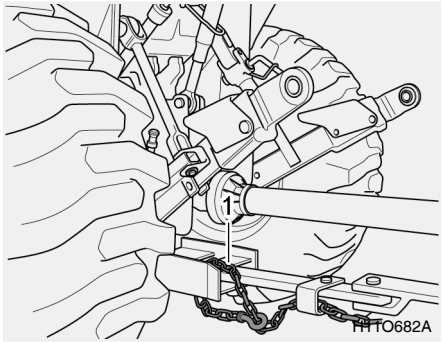
3. Do not park your tractor on a steep incline, and remember to shut off the engine and P.T.O before dismounting the tractor.

4. Do not operate your tractor in an enclosed building without the proper ventilation. Containing carbon monoxide can cause serious injury or death.

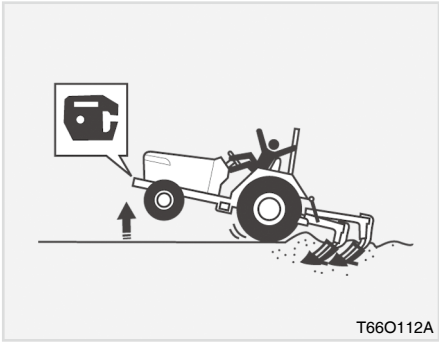
5. Make sure that all pressure lines are tight before starting the tractor.

6. Pull only from the draw-bar. Never hitch anything to the axle housing or any other point except the draw-bar. Pulling from any other location only increase the risk of serious personal injury or death.





7. Improper use of the draw-bar, even if correctly positioned, can cause a rear overturn.
8. Do not overload an attachment or towed equipment. Use proper counterweights to maintain tractor stability. Hitch heavy loads to the draw-bar only.
9. Check for correct coupling between tow hook and trailer. See the Towing Attachments chapter.
10. Use ballast weight as recommended. Never add more ballast to compensate a higher load than allowed. Reduce load for safety.
11. A safety chain will help control drawn equipment should it be accidentally separated from the draw-bar while transporting. Using the proper adaptor parts, attach the chain to the tractor draw-bar support or other specified anchor locations. Provide only enough slack in the chain to permit turning. See your Dealer for a chain with a strength rating equal to, or greater than the gross weight of the towed equipment.


T66O112A

12. If the front of the tractor tends to rise up when heavy implements are attached to the three point hitch, weights should be installed on the front of tractor. Do not operate the tractor with a light front end.

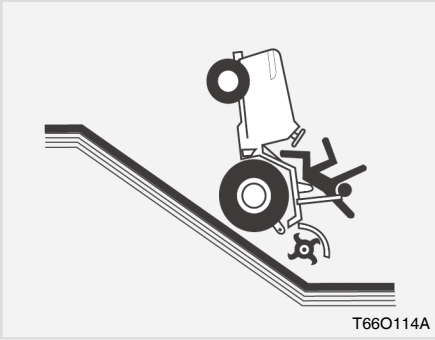
T66O113A

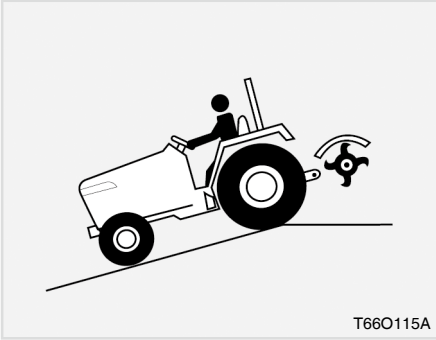
13. Always use the proper ballast weight on your tractor when using rear implements.
14. Watch front and rear to avoid obstacles at row ends, near trees and around other obstructions.

⚠ WARNING

- ***Drive carefully to avoid injury from penetration of objects from sides, because this machine does not comply to OPS.***

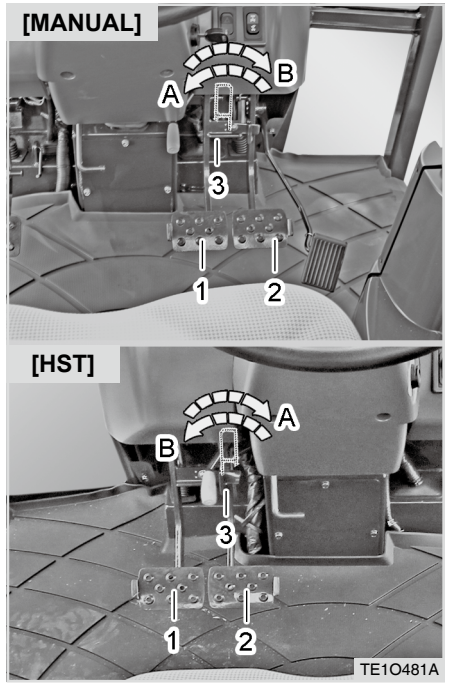
15. Do not leave implements and attachments in the raised position when the vehicle is stopped or unattended.
16. When using implements or attachments with your tractor you should first read their respective owner's manual. You should always keep their safe operation procedures in mind.
17. You should be familiar with your equipment and its limitations.
18. If abused or used incorrectly your tractor can become dangerous to you and bystanders. Overloading your tractor or using unsafe equipment can also be dangerous and should be avoided. Refer to the "Specifications of Implement Limitation", which outlines the maximum load for safe tractor operation.


T66O114A


T66O115A

19. Driving forward out of a ditch or up steep inclines can cause the tractor to tip over backwards. To avoid this you should back out of these positions. Four wheel drive tractors can give you a false sense of security in the tractors ability to maneuver out of these positions, so extra caution should be taken.
20. Never try to get on or off a moving tractor.
21. When working in groups, always let the others know what you are going to do before you do it.
22. Never "freewheel". Disengaging the clutch or shifting into neutral while descending a slope as this could lead to a loss of control.
23. Do not operate near ditches, holes, embankments, or other terrain features which may collapse under the tractor's weight. The risk of tractor upset is even higher when the ground is loose or wet.

WHEN DRIVING THE TRACTOR

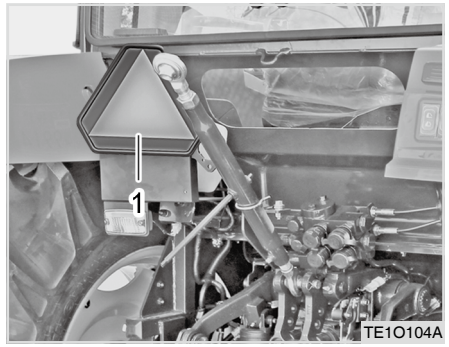


(1) Brake Pedal (L) *(2) Brake Pedal (R)*
(3) Brake Lock
(A) Lock *(B) Unlock*

1. Lock the brake pedals together when traveling at road speeds.

Brake both wheels together or at the same time when making an emergency stop. Uneven braking at road speeds could cause the tractor to tip over.

2. Always slow the tractor before turning. Turning at high speed may tip the tractor over 3 or cause a loss of control.

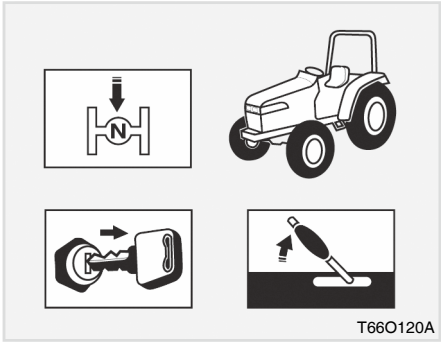


(1) SMV Emblem

3. Make sure that the Slow Moving Vehicle (SMV) sign is clean and visible. Use hazard lights as required.

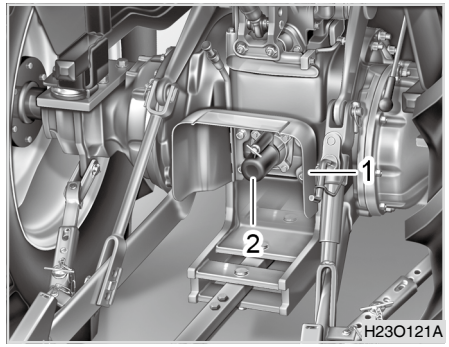
4. Observe all local traffic and safety regulations.
5. Turn the headlights on. Dim them when meeting another vehicle.
6. Drive at speeds that allow you to maintain control at all times.
7. Do not apply the differential lock while traveling at road speeds. As the tractor may run out of control.
8. Avoid sudden movements of the steering wheel as this can cause a loss of control of the tractor. This risk is especially great when traveling at road speeds.
9. Do not operate an implement while the tractor is on the road. Lock the three point hitch in the raised position.
10. When towing other equipment, use a safety chain and place an SMV emblem on it as well.

WHEN PARKING THE TRACTOR



1. Disengage the P.T.O, lower all implements, place all control levers in the neutral position, set the parking brake, stop the engine and remove the key.

WHEN OPERATING THE P.T.O



(1) P.T.O Shaft Cover (2) P.T.O Shaft Cap

1. Make sure the tractor is completely stopped, gears are in neutral and all moving components have completely stopped before connecting, disconnecting, adjusting, cleaning or servicing any P.T.O driven equipment.
2. Keep the P.T.O shaft cover in place at all times. Replace the P.T.O shaft cap when the shaft is not in use.

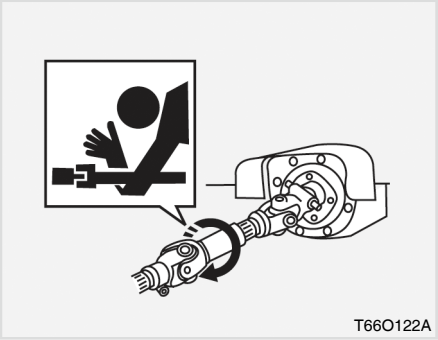
3. Before installing or using P.T.O driven equipment, read the manufacturer's manual and review the safety labels attached to the equipment.

⚠ WARNING

- ***Before driving an implement through the PTO, always make sure that all bystanders are well away from the tractor.***
- ***When using the PTO drive with a stationary tractor, always make sure that the gears are in neutral and that the parking brake is applied.***
- ***Before starting up any PTO-driven implement hitched to the three-point linkage, lift the implement to its full height and check that at least 1/4 of the total length of the telescopic section of the drive shaft is engaged.***

⚠ WARNING

- ***Ensure that implements and attachments are properly installed and that the tractor and implement PTO RPM ratings match.***

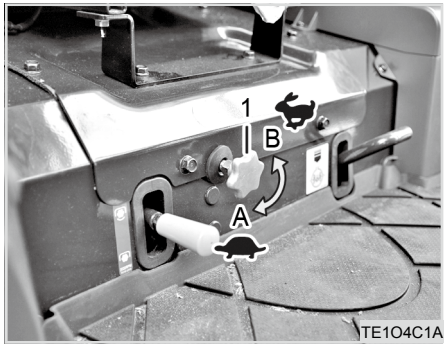


T66O122A

4. When operating stationary P.T.O driven equipment, always apply the tractor parking brake and place chocks behind and in front of the rear wheels. Stay clear of all rotating parts.
5. Do not attach a PTO dirven implement if the implements safety shields are damaged or not in place. Rotating shafts are an entanglement hazard.

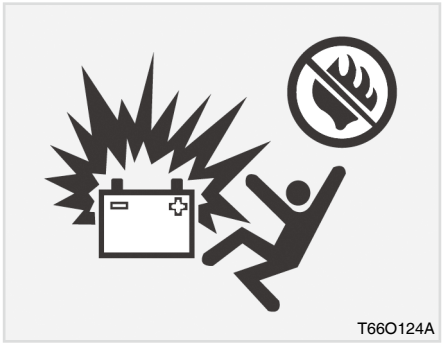
SAFETY PRECAUTIONS DURING SERVICING

WHEN USING THE 3-POINT HITCH



(1) 3-point Hitch Lowering Speed Knob
(A) FAST (B) SLOW

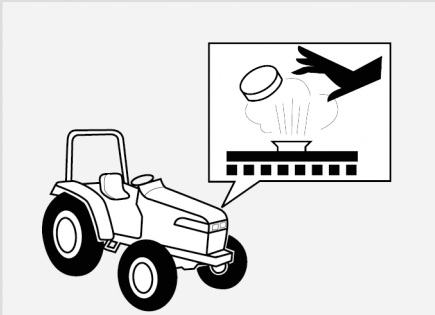
1. Use the 3-point hitch only with equipment designed for 3-point hitch usage.
2. When using a 3-point hitch mounted implement, be sure to install the proper counterbalance weight on the front of the tractor.
3. When transporting on the road, set the implement lowering control in the "LOCK" position to hold the implement in the raised position.

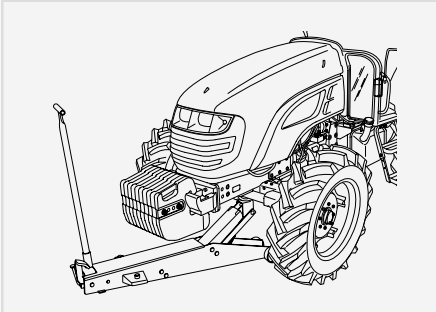


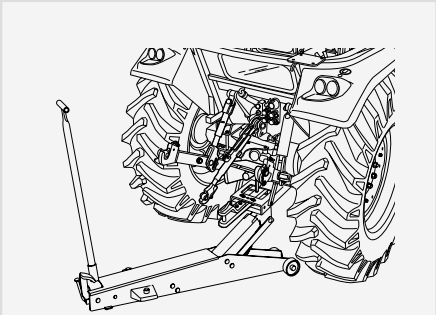
In order to service your tractor you must park it on a flat level surface, set the parking brake, place the gear shift lever in neutral and stop the engine.

1. Do not smoke while working around the battery or when refueling your tractor. Keep all sparks and flames away from the battery and fuel tank. The battery presents an explosive hazard because it gives off hydrogen and oxygen gas, especially when recharging.

2. Allow the tractor time to cool off before servicing any part that may have become hot while the tractor was running.
3. You must always stop the engine before refueling the tractor. Avoid overfilling the tractor or spilling the fuel.
4. Before jump starting a dead battery, read and follow all of the instructions.
5. It is recommended to keep a first aid kit and fire extinguisher handy at all times.


T66O126A

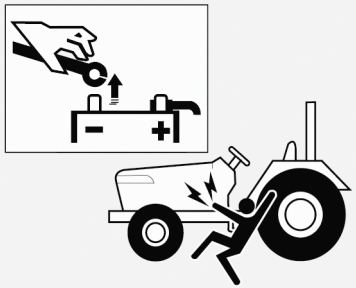

M55O114A


M55O115A

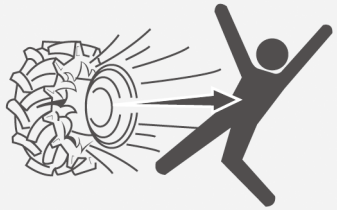
6. Do not remove the radiator cap while the coolant is hot. When cool, slowly rotate the cap to the first stop and allow sufficient time for excess pressure to escape. After all the pressure is released remove the cap completely. If your tractor is equipped with a coolant recovery tank, add coolant there rather than to the radiator.
7. If the tractor must be lifted for servicing, take it to a suitably equipped workshop.
8. Carry out the following operations before any operation of the tractor: Engage the four-wheel drive, the first gear and the parking brake and put chocks to the wheels touching the ground.
9. Before lifting the tractor, prevent it from swinging by means of wooden wedges applied to the front axle.
10. Use floor jack of suitable capacity and apply them at the centre of the front and rear axles while paying due attention to weight distribution.
11. No decals for the lifting point are applied on the tractor, as they would be, too difficult to apply in the available spaces and would be all too easily removed or effaced during normal operation of the tractor.

NOTE

- Apply the jack lift to the lifting points according to the type of operation and follow the safety procedures given before.



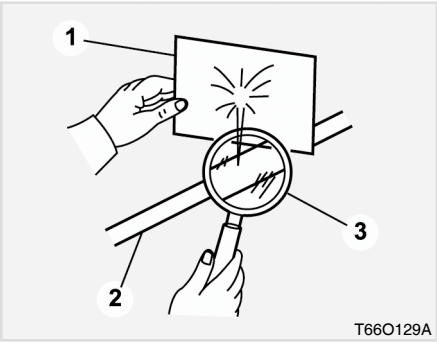
T66O127A



T66O128A

12. When working with your tractors electrical components you must first disconnect the battery cables.
13. To ensure that there are no accidents from sparks you must first disconnect the negative battery cable.
14. Tire mounting should be done by qualified professionals, with the proper equipment.
15. Maintaining correct tire pressure is important for the life of your tires.

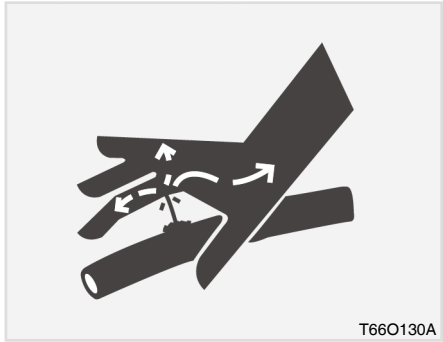
    Do not inflate the tires above the recommended pressure specified in the owner's manual.
16. Securely support the tractor when changing wheels or the wheel tread width.



(1) Cardboard (2) Hydraulic Line
(3) Magnifying Glass

17. Make sure that wheel bolts have been tightened to the specified torque.
18. Leaking hydraulic fluid under pressure has sufficient force to penetrate skin, causing serious personal injury. Be sure to release all residual pressure. Before disconnecting hydraulic lines.

Before pressurizing to the hydraulic system, make sure that all connections are tight and that all line, pipes and hoses are free of damage.



19. Fluid leaking from pinholes may be invisible. Do not use hands to search for suspected leaks;

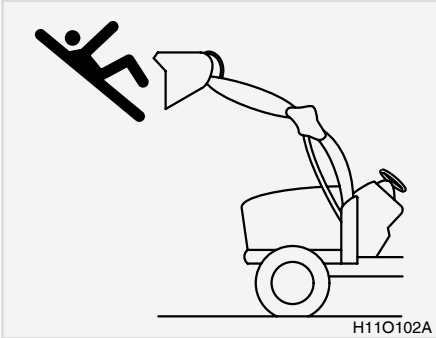
    Use a piece of cardboard or wood, instead. Use of safety goggles or other eye protection is also highly recommended. If injured by escaping fluid, see a medical doctor at once. This fluid can produce gangrene and/or severe allergic reaction.

SAFETY PRECAUTIONS WHEN USING THE LOADER

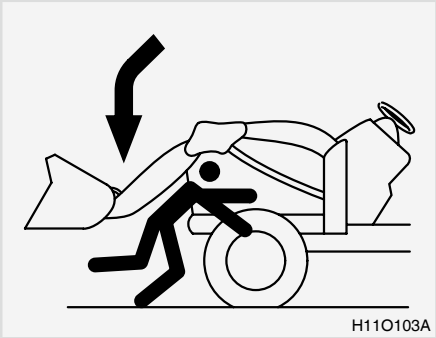
T66O131A

20. Keep environmental pollution in mind. When replacing coolant or oil, dispose properly.

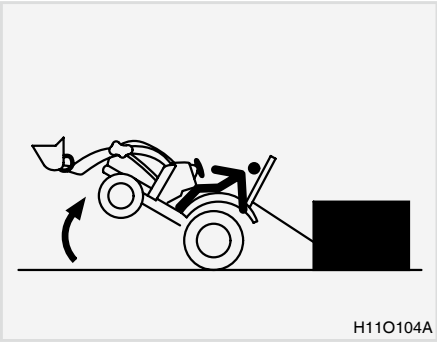
    Be sure to observe all relevant regulations when you dispose of the engine oil, transmission oil, fuel, coolant, filters and battery.

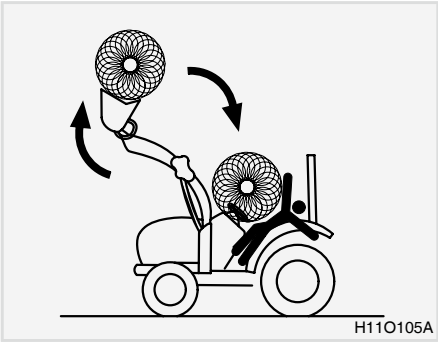

H11O102A

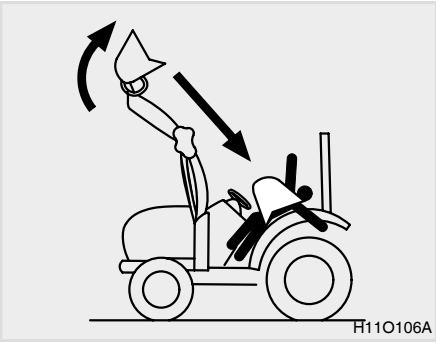
1. Never let anyone get in the loader and use the loader as a work-bench. Otherwise, it may lead to a fatal injury or even death.


H11O103A

2. Do not stand under the lifted loader or get close to it. Also, lower the loader arm onto the ground before leaving the tractor. Otherwise, it may lead to a fatal injury or even death.


H11O104A


H11O105A

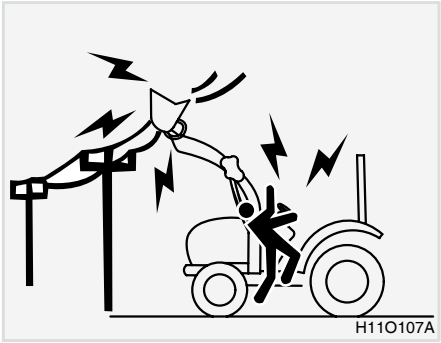

H11O106A

3. The loader can be turned over if a draw-bar is improperly loaded.

   Make sure to use a draw-bar proper for the 3-point hitch lower link. Otherwise, it may lead to an injury or even death.

4. Never carry a big object with the loader unless the correct implement is attached. Keep a carried object low during driving. Otherwise, it may lead to an injury or even death.

5. When attaching or detaching the loader, fit parts which are connected to the bucket and boom. The bucket or boom can be accidentally dropped down, leading to an injury or even death.


H11O107A

H11O108A

C56O185A

6. Do not allow loader arms or attachment to contact electrical power lines. Electrocution will cause serious injury or death.

7. Keep bystanders away. No riders.

IMPORTANT

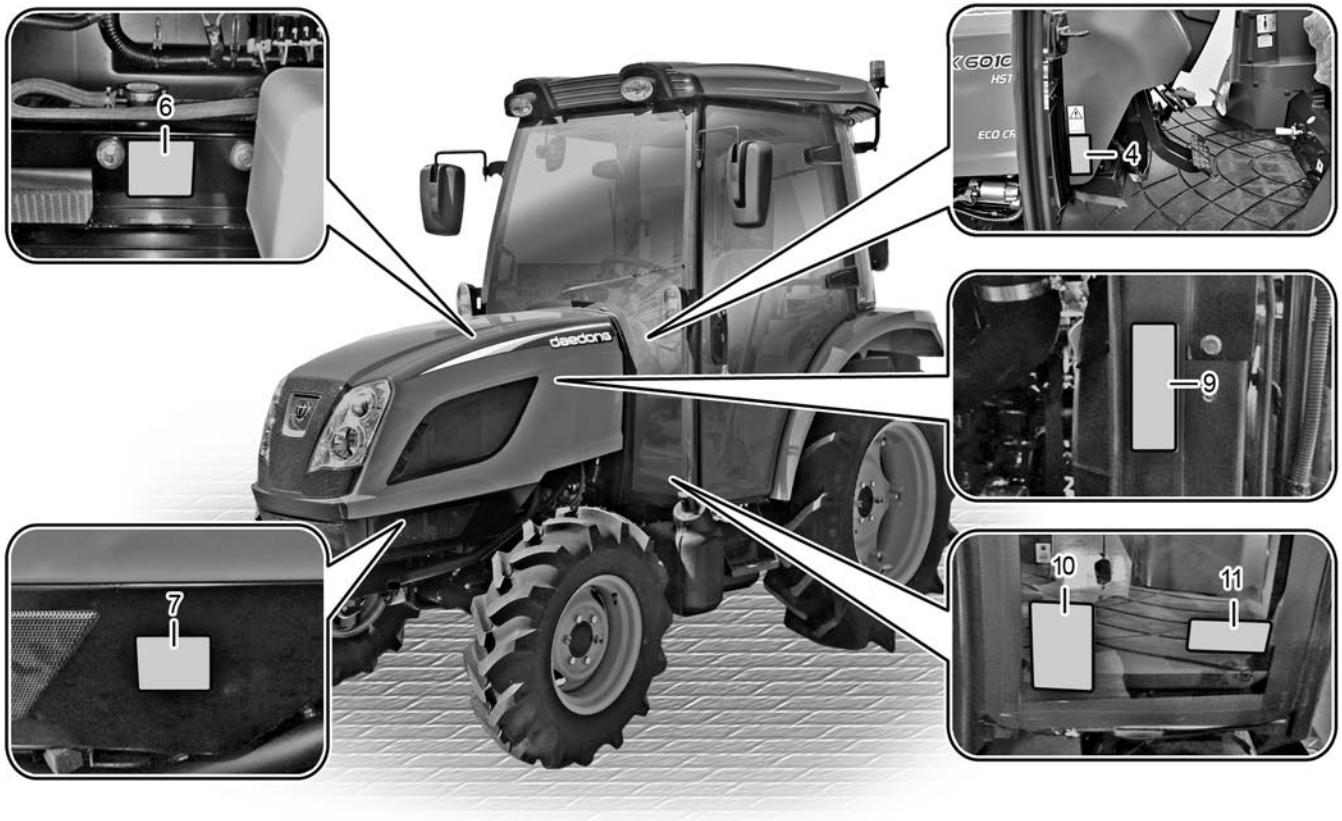
- **ROPS (Roll Over Protective Structure), sun canopy are not a FOPS (Falling Object Protective Structure).**

  It never can protect the riders against falling objects.

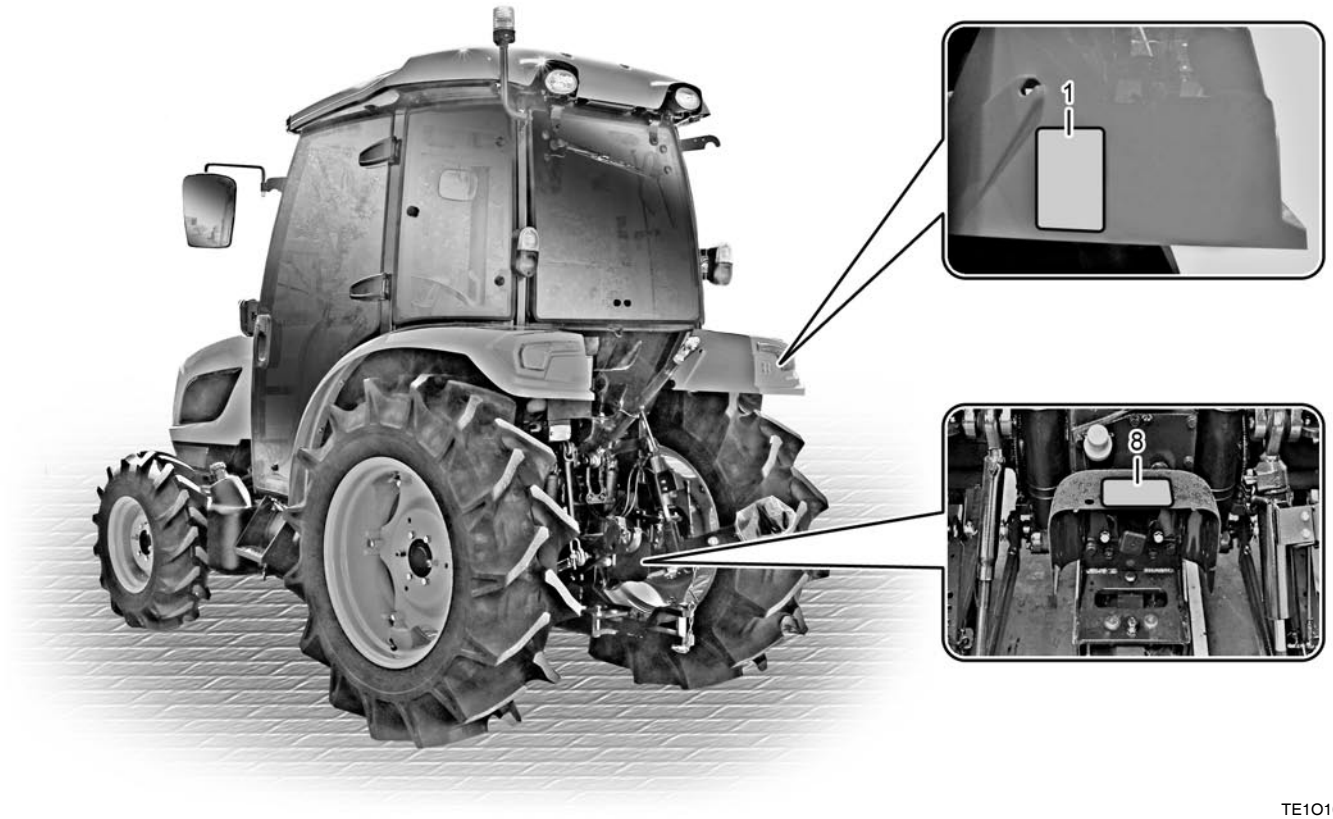
  Avoid driving the vehicle into a dangerous area such as falling rocks zone.

SAFETY DECAL MAINTENANCE
DECAL MOUNTING LOCATION [CABIN]

TE1O101D



TE1O102D



TE1O103D

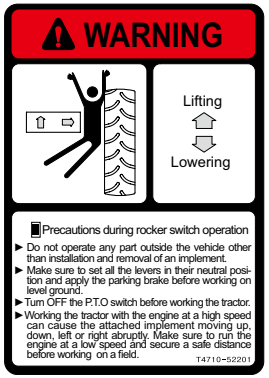
DECAL MOUNTING LOCATION [ROPS]

TE1O105D

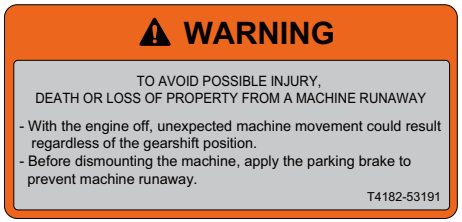
TE1O106D

DECALS

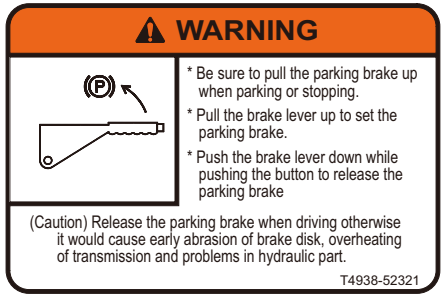
1. Part No.: T4710-52201



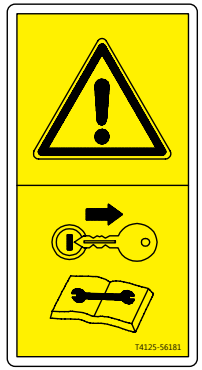
2. Part No.: T4182-53191



3. Part No.: T4938-52321

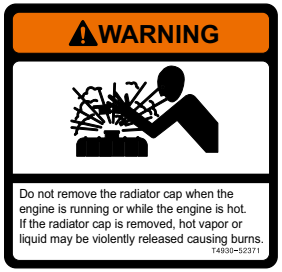


4. Part No.: T4125-56181

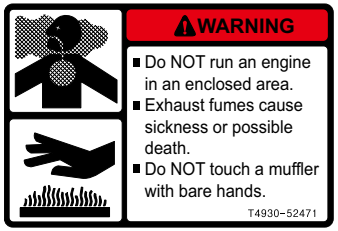


5. Part No.: T4930-52351

6. Part No.: T4930-52371



7. Part No.: T4930-52471

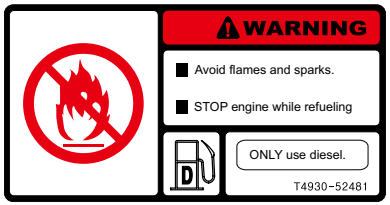


8. Part No.: T4930-52311

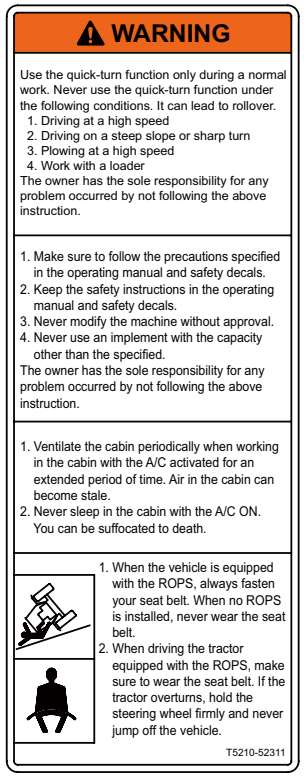
10. Part No.: T4682-53552

9. Part No.: T4625-52351

11. Part No.: T4930-52481



12. Part No.: T5210-52311



13. Part No.: T4810-51181

CAUTIONS FOR DECAL MAINTENANCE

Safety decals are attached to the tractor for safe operation. Make sure to follow the instruction on the decals as well as the following instruction:

⚠ CAUTION

- **Keep the decals clean and intact. If any decal is dirty, wash it with soap and dry with a soft cloth.**
- **Never use a solvent, such a thinner or acetone, since it can ruin the decals.**
- **Do not spray high-pressure water directly onto the decal. The decal may fall off the tractor.**

IMPORTANT

- **If a decal is damaged or lost, contact your local KIOTI dealer immediately to install a new decal.**
- **Make sure to attach the decal in the correct position cleanly without bubbles after cleaning its mounting surface.**
- **If a decal is attached to a component to be replaced, replace the decal as well.**

VEHICLE IDENTIFICATION NUMBER..... 2-2

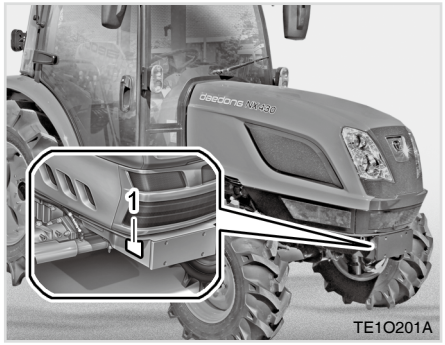
PRODUCTION NUMBER.....2-2
ENGINE NUMBER 2-2
TRANSMISSION NUMBER.....2-2

ESSENTIAL REPLACEMENT PART 2-4

OILS AND FLUIDS 2-4
FILTERS 2-4
BELTS AND RUBBER PARTS.....2-5
OTHER COMPONENTS 2-5

VEHICLE IDENTIFICATION NUMBER

PRODUCTION NUMBER

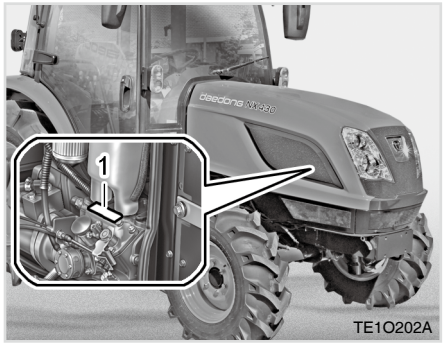


(1) Tractor Serial Number Plate

This number is to identify the vehicle, and its plate is attached on the front right side of the front axle frame.

This number is also stamped on the front axle frame next to its plate as a precaution against loss of the plate.

ENGINE NUMBER



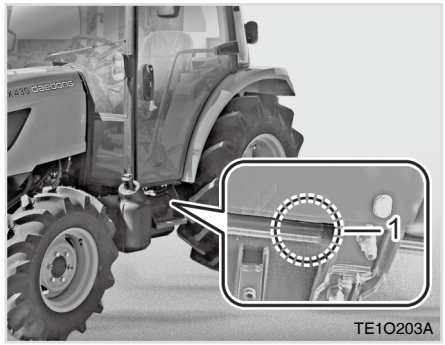
(1) Engine Serial Number

The engine serial number is on the intake manifold. It is also stamped on the mounting surface of the injection pump as a precaution against loss of the plate. (Tier 3 Engine only)

The engine serial number is on the left side of rear cylinder block. (Tier 4 Engine only)

This number indicates the engine type, displacement, injection timing, and date of manufacture.

TRANSMISSION NUMBER



(1) Transmission Serial Number

The transmission number is stamped on the middle case of inside fuel tank.

Your dealer has a interest in your new tractor and has the desire to help you get the most value from it. After reading this manual thoroughly, you will find that you can do some of the regular maintenance yourself.

However, when you need parts, warranty or major service, be sure to see your **KIOTI** dealer. For service, contact the **KIOTI** dealership from which you purchased your tractor or your local authorized **KIOTI** dealer.

When you need parts, be prepared to give your dealer both the tractor and engine serial numbers.

Before using Non-**KIOTI** approved implements, contact your nearest dealer, regarding safe application of the implement.

- **Identification No.**
- **Engine Serial No.**
- **Transmission Serial No.**
- **Date of Purchase.**

To be filled in by purchaser.

ESSENTIAL REPLACEMENT PART

OILS AND FLUIDS

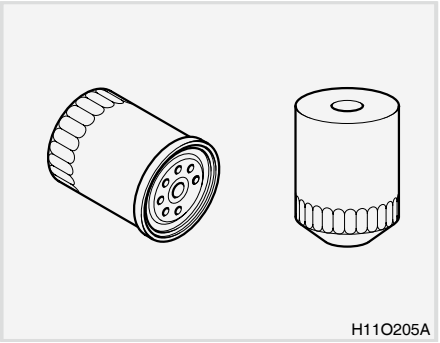
H11O204A

Various oils and fluids are used in this tractor for operation, lubrication, cooling, and anti-corrosion of various parts. If oil or fluid is insufficient, contaminated or degraded, it can cause poor performance, faulty operation, and seized part on the tractor, leading to malfunction.

Regularly add or change the fluid specified on the right to keep the tractor in perfect condition.

ITEM	SPECIFICATION	CAPA [U.S.gal. (L)]
Engine oil	Tier3 (Without DPF) - API CH grade above Tier4 (With DPF)- API CJ grade above SAE15W40 / SAE10W30 / SAE10W40	1.58 (6.0) ~ 2.11 (8.0)
Transmission fluid	DAEDONG : UTF55 Exxonmobil Mobilfluid 424 BP : Tractran UTH Exxonmobil Hydraulic 560 Shell : Donax TD	MANUAL: 14.5 (55) HST: 11.9 (45)
Grease	SAE multi purpose type grease	A little
Antifreeeze	Fresh clean water with ethylene glycol (50:50)	2.03 (7.7)

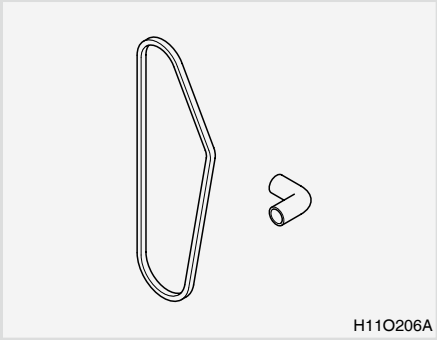
FILTERS


H11O205A

Filters for the engine, transmission, air cleaner, and A/C are consumables that purify oil and air. Make sure to replace the these items when changing oil.

PART NO	DESCRIPTION	QTY
E6201-32443	Engine Oil Filter	1
T4620-38032	Hydraulic Filter	1
T4682-43172	Fuel Filter (NX4520/5020)	1
F6800-16411	Fuel Filter (NX5520/6020)	1
T4145-82051	Air filter	1

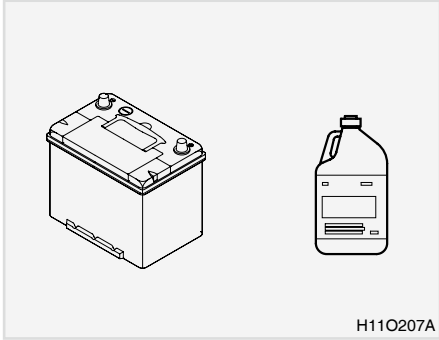
BELTS AND RUBBER PARTS



Belts, hoses and boots, which are made of rubber, get weakened and cracked as they age. If these parts are kept left in this state, they can be broken off, leading to a serious problem on the tractor. Therefore, regularly replace the items indicated on the right to prevent an accident.

PART NO	DESCRIPTION	QTY
E5800-72531	Fan Belt	1
F6800-72531	Fan Belt	1
T4145-72101	A/C Belt	1

OTHER COMPONENTS



The battery is a very important consumable component that supplies power to the alternator when the engine is started.

Therefore, make sure to check its discharging condition daily, including its life span and electrolyte condition.

PART NO	DESCRIPTION	QTY
C7910-42204	Battery	1

MEMO

3

GENERAL SPECIFICATIONS 3-2

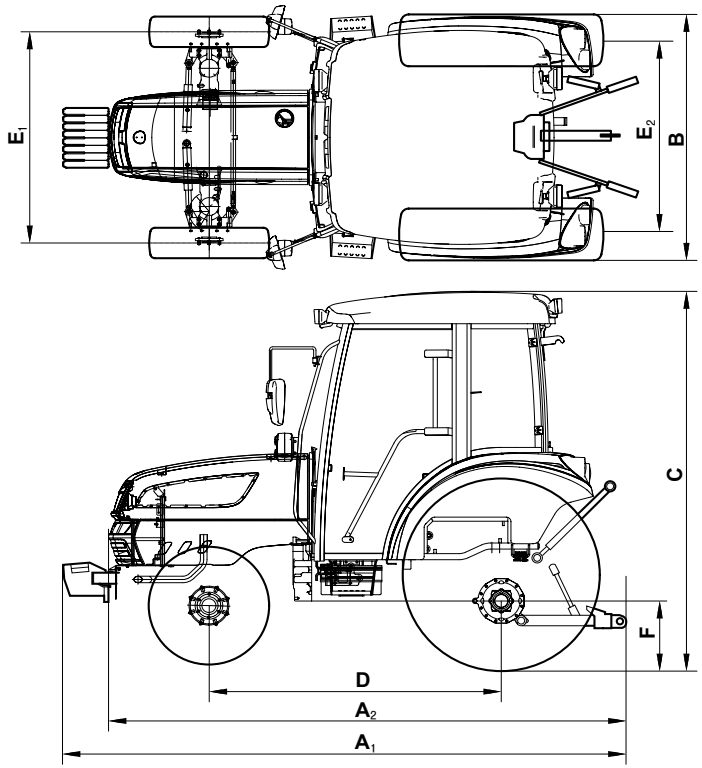
EXTERNAL DIMENSIONS 3-2
GENERAL SPECIFICATIONS 3-4
NOISE LEVELS AS PERCEIVED BY THE OPERATOR.....3-16
VIBRATION LEVELS OF THE TRACTOR EXPOSITION TO VIBRATIONS 3-17

TRAVELING SPEED..... 3-18

IMPLEMENT LIMITATIONS..... 3-20

STANDARD SIZE BY IMPLEMENT.....3-20

GENERAL SPECIFICATIONS
EXTERNAL DIMENSIONS



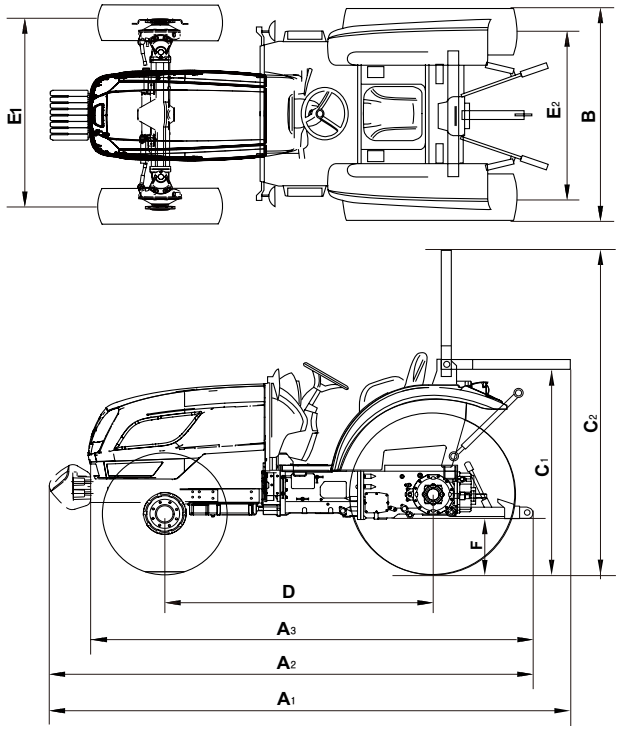
H11O302A

mm (in.)

ITEM	MODEL		
	NX4520	NX5020	NX5520/6020
1. Overall length (A1)	3,742 (147.3)		
2. Overall length (A2)	3,547 (139.6)		
3. Overall width (B)	1,665 (65.6)		1,669 (65.7)
4. Overall height (C)	2,390 (94.1)		2,440 (96.1)
5. Wheel base (D)	1,920 (75.6)		
6. Tread (E1)	1,352 (53.2)		1,355 (53.3)
7. Tread (E2)	1,324 (52.1)		1,334 (52.2)
8. Ground clearance (F)	335 (13.1)		350 (13.8)

※ A1: Overall length including weight
A2: Overall length excluding weight
E1: Front wheel tread
E2: Rear wheel tread

※ These dimensions are measured with the standard tires installed to the CABIN model tractor.



TE1O302A

mm (in.)

ITEM	MODEL		
	NX4520	NX5020	NX5520/6010
1. Overall length (A1)	3,742 (147.3)		
2. Overall length (A2)	3,547 (139.6)		
3. Overall width (B)	1,665 (65.6)		1,669 (65.7)
4. Overall height (C)	2,618 (103.1)		2,628 (103.5)
5. Wheel base (D)	1,920 (75.6)		
6. Tread (E1)	1,352 (53.2)		1,355 (53.3)
7. Tread (E2)	1,324 (52.1)		1,334 (52.2)
8. Ground clearance (F)	335 (13.1)		350 (13.8)

※ A1: Overall length including weight
A2: Overall length excluding weight
E1: Front wheel tread
E2: Rear wheel tread

※These dimensions are measured with the standard tires installed to the ROPS model tractor.

GENERAL SPECIFICATIONS
[CABIN MANUAL]

ITEM			APPLICABLE MODEL		
			NX4520C	NX5020C	NX5520C
Engine	Model		4B243LWM-E1	4B243LWMC	3FT-TM4-E
	Number of cylinders		4		3
	Total displacement	cc (cu in.)	2,197 (134)	2,435 (148.5)	1,826 (111.4)
	Bore and stroke	mm (in.)	87x102.4 (3.4x4.0)		
	Engine gross power	HP (kw)	45.0 (33.5)	49.0 (36.5)	55.0 (41.0)
	PTO Power	HP (kw)	34.4 (25.7)	35.7 (26.6)	46.0 (34.3)
	Rated revolution	rpm	2,600		
Capacities	Fuel tank	L (U.S.gal.)	56 (14.8)		
	Engine Oil (Filter included)	L (U.S.gal.)	7.7 (2.03)		6 (1.58)
	Transmission oil	L (U.S.gal.)	55 (14.53)		
	Front axle oil	L (U.S.gal.)	7.0 (1.85)		
Drive train	Clutch		Dry type single stage		
	Transmission	Shuttle	Synchro shuttle		
		Main	Synchro mesh 4 stages		
		Range	Constant mesh 6 stages		
		Speeds	24x24		

ITEM			APPLICABLE MODEL		
			NX4520C	NX5020C	NX5520C
Drive train	Ground speed (Tire for agricultural) km/h (mph)	Forward (Creep) 2,600 rpm	0.18~28.65 (0.11~17.80)		0.19~30.08 (0.12~18.69)
		Reverse (Creep) 2,600 rpm	0.16~25.46 (0.10~15.82)		0.17~26.73 (0.11~16.11)
	4-wheel drive		Hydraulic dog clutch		
	Quick turn (QT)		None		
	Brake		Wet multi disc		
	Differential lock		Rear Standard		
Tires	Agricultural	Front	9.5-16		9.5-18
		Rear	13.6-26		13.6-28
	Industrial	Front	10-16.5		
		Rear	14.9-24		
	Turf	Front	29-12.5-15		
		Rear	21.5L-16.1		
Hydraulic system	Pump capacity L/min (gpm)		62.4 (16.5)		
	Steering		Hydrostatic Power Steering		
	Hydraulic lift control		Position, draft, mixed control		
	3-point hitch		Category I		Category I, II
	Max. lifting capacity kg (lbs.)	24 in. Behind	1,441 (3,177)		
		Lower link end	1,605 (3,538)		

ITEM			APPLICABLE MODEL		
			NX4520C	NX5020C	NX5520C
PTO	Rear	Type	Independent		
		PTO shaft	1-3/8” 6 Splines		
		Speed (PTO rpm/engine rpm)	1st: 540 / 2nd: 540E		
	Mid (Optional)	Speed (PTO rpm)	2,000		
Min. turning radius (With one rear wheel braked) m (feet)			2.99 (9.8)		3.04 (10.0)
Weight (With CABIN) kg (lbs.)			1,992 (4,392)		2,077 (4,579)
Max. Draw-bar vertical load kg (lbs.)			750 (1,655)		
Max. Trailer loading weight kg (lbs.)			4,300 (9,480)		
Automation system		Auto PTO	○		
		Cruise PTO	N/A		○

※The specifications are subject to change without notice.

[CABIN HST]

MODEL				APPLICABLE MODEL			
				NX4520CH	NX5020CH	NX5520CH	NX6020CH
Engine	Model		EU	4B243LWH-E1	4B243LWHC	3FT-TH4-E	
			AU	-	4B243DH	-	4B243DTH
			GE	-	-	-	3FT-TH4-E
	Number of cylinders			4		3	3 (AU: 4)
	Total displacement		cc (cu in.)	2,197 (134)	2,435 (148.5)	1,826 (111.4) / AU: 2,435 (148.5)	
	Bore and stroke		mm (in.)	87x102.4 (3.4x4.0)			
	Engine gross power		HP (kw)	45 (33.5)	49 (36.5)	55 (41.0)	60 (44.7)
	PTO Power	HP (kw)	EU / GE	32.2 (24.0)	36.5 (27.2)	43.1 (32.1)	48.3 (36.0)
			AU	-	49 (36.5)	-	43.6 (32.5)
	Rated revolution		rpm	2,600			
Capacities	Fuel tank		L (U.S.gal.)	56 (14.8)			
	Engine Oil (Filter included)		L (U.S.gal.)	7.7 (2.03)			
	Transmission oil		L (U.S.gal.)	45 (11.89)			
	Front axle oil		L (U.S.gal.)	7.0 (1.85)			
Drive train	Clutch			None			
	Transmis-sion	Shuttle		Hydrostatic Drive			
		Main		HST			
		Range		Constant mesh 3			
		Speeds		3 Range, continuously variable transmission			

ITEM			APPLICABLE MODEL			
			NX4520CH	NX5020CH	NX5520CH	NX6020CH
Drive train	Ground speed (Tire for agricultural) km/h (mph)	Forward	0~30.14 (0~18.73)		0~31.64 (0~19.66)	
		Reverse	0~30.14 (0~18.73)		0~31.64 (0~19.66)	
	4-wheel drive		Hydraulic dog clutch			
	Quick turn (QT)		None			
	Brake		Wet multi disc			
	Differential lock		Rear Standard			
Tires	Agricultural	Front	9.5-16		9.5-18	
		Rear	13.6-26		13.6-28	
	Industrial	Front	10-16.5			
		Rear	14.9-24			
	Turf	Front	29-12.5-15			
		Rear	21.5L-16.1			
Hydraulic system	Pump capacity L/min (gpm)		67.6 (17.9)			
	Steering		Hydrostatic Power Steering			
	Hydraulic lift control		Position, draft, mixed control			
	3-point hitch		Category I		Category I, II	
	Max. lifting capacity kg (lbs.)	24 in. Behind	1,441 (3,177)			
		Lower link end	1,605 (3,538)			

ITEM			APPLICABLE MODEL			
			NX4520CH	NX5020CH	NX5520CH	NX6020CH
PTO	Rear	Type	Independent			
		PTO shaft	1-3/8” 6 Splines			
		Speed (PTO rpm/engine rpm)	540			
	Mid (Optional)	Speed (PTO rpm)	2,000			
Min. turning radius (With one rear wheel braked) m (feet)			2.99 (9.8)		3.04 (10.0)	
Weight (With CABIN) kg (lbs.)			1,988 (4,382)		2,063 (4,548)	
Max. Draw-bar vertical load kg (lbs.)			750 (1,655)			
Max. Trailer loading weight kg (lbs.)			4,300 (9,480)			

※The specifications are subject to change without notice.

[ROPS MANUAL]

ITEM			APPLICABLE MODEL		
			NX4520	NX5020	NX5520
Engine	Model	EU	4B243LWM-E1	4B243LWMC	3FT-TM4-E
		AU	-	4B243DM-A	4B243DTM-A2
	Number of cylinders		4		EU: 3 / AU: 4
	Total displacement	cc (cu in.)	2,197 (134)	2,435 (148.5)	EU: 1,826 (111.4) / AU: 2,435 (148.5)
	Bore and stroke	mm (in.)	87x102.4 (3.4x4.0)		
	Engine gross power	HP (kw)	45.0 (33.6)	EU: 49.0 (36.5) / AU: 50 (37.5)	55.0 (41.0)
	PTO Power	HP (kw)	34.4 (25.7)	35.7 (26.6)	EU: 46.0 (34.3) / AU: 43.7 (32.6)
	Rated revolution	rpm	2,600		
Capacities	Fuel tank	L (U.S.gal.)	56 (14.8)		
	Engine Oil (Filter included)	L (U.S.gal.)	8 (2.11)	7.7 (2.03)	EU: 6 (1.58) / AU: 7.7 (2.03)
	Transmission oil	L (U.S.gal.)	55 (14.53)		
	Front axle oil	L (U.S.gal.)	7.0 (1.85)		
Drive train	Clutch		Dry type single stage		
	Transmission	Shuttle	Synchro shuttle		
		Main	Synchro mesh, 4		
		Range	Constant mesh 6		
		Speeds	24x24		

ITEM			APPLICABLE MODEL		
			NX4520	NX5020	NX5520
Drive train	Ground speed (Tire for agricultural) km/h (mph)	Forward	0.18~28.65 (0.11~17.80)		0.19~30.08 (0.12~18.69)
		Reverse	0.16~25.46 (0.10~15.82)		0.17~26.73 (0.11~16.61)
	4-wheel drive		Hydraulic dog clutch		
	Quick turn (QT)		None		
	Brake		Wet multi disc		
	Differential lock		Rear Standard		
Tires	Agricultural	Front	9.5-16		9.5-18
		Rear	13.6-24		13.6-28
	Industrial	Front	10-16.5		
		Rear	14.9-24		
	Turf	Front	29-12.5-15		
		Rear	21.5L-16.1		
Hydraulic system	Pump capacity	L/min (gpm)	62.4 (16.5)		
	Steering		Hydrostatic power steering		
	Hydraulic lift control		Position, draft, mixed control		
	3-point hitch		Category I		Category I, II
	Max. lifting capacity kg (lbs.)	24 in. Behind	1,441 (3,177)		
		Lower link end	1,605 (3,538)		

ITEM			APPLICABLE MODEL		
			NX4520	NX5020	NX5520
PTO	Rear	Type	Independent		
		PTO shaft	1-3/8” 6 Splines		
		Speed (PTO rpm/engine rpm)	1st: 540 / 2nd: 540E		
	Mid (Optional)	Speed (PTO rpm)	2,000		
Min. turning radius (With one rear wheel braked) m (feet)			2.99 (9.8)		3.04 (10.0)
Weight (With ROPS) kg (lbs.)			1,844 (4,065)	1,850 (4,078)	1,915 (4,221)
Max. Draw-bar vertical load kg (lbs.)			750 (1,655)		
Max. Trailer loading weight kg (lbs.)			4,300 (9,480)		

※The specifications are subject to change without notice.

[ROPS HST]

MODEL			APPLICABLE MODEL			
			NX4520H	NX5020H	NX5520H	NX6020H
Engine	Model	EU	4B243LWH-E1	4B243LWHR	3FT-TH4-E	
		AU	4B243DH-A1	4B243DH-A1	-	4B243DTH-A1
	Number of cylinders		4		3	EU: 3 / AU: 4
	Total displacement	cc (cu in.)	EU: 134 (2,197) / AU: 148.5 (2,435)	148.5 (2,435)	111.4 (1,826)	EU: 111.4 (1,826) / AU: 148.5 (2,435)
	Bore and stroke	mm (in.)	87x102.4 (3.4x4.0)			
	Engine gross power	HP (kw)	33.5 (45)	EU: 49 (36.5) / AU: 50 (37.5)	55 (41.0)	60 (44.7)
	PTO Power	HP (kw)	33.9 (25.3)	36.5 (27.2)	43.1 (32.1)	48.3 (36.0)
	Rated revolution	rpm	2,600			
Capacities	Fuel tank	L (U.S.gal.)	56 (14.8)			
	Engine Oil (Filter included)	L (U.S.gal.)	EU: 8 (2.11) / AU: 7.7 (2.03)	7.7 (2.03)	6 (1.58)	EU: 6 (1.58) / AU: 7.7 (2.03)
	Transmission oil	L (U.S.gal.)	45 (11.89)			
	Front axle oil	L (U.S.gal.)	7 (1.85)			
Drive train	Clutch		None			
	Transmission	Shuttle	Hydrostatic Drive			
		Main	HST			
		Range	Constant mesh, 3			
		Speeds	3 Range			

ITEM			APPLICABLE MODEL			
			NX4520H	NX5020H	NX5520H	NX6020H
Drive train	Ground speed (Tire for agricultural) km/h (mph)	Forward	0~30.14 (0~18.73)		0~31.64 (0~19.66)	
		Reverse	0~30.14 (0~18.73)		0~31.64 (0~19.66)	
	4-wheel drive		Hydraulic dog clutch			
	Quick turn (QT)		None			
	Brake		Wet multi disc			
	Differential lock		Rear Standard			
Tires	Agricultural	Front	9.5-16		9.5-18	
		Rear	13.6-26		13.6-28	
	Industrial	Front	10-16.5			
		Rear	14.9-24			
	Turf	Front	29-12.5-15			
		Rear	21.5L-16.1			
Hydraulic system	Pump capacity	L/min (gpm)	67.6 (17.9)			
	Steering		Hydrostatic Power Steering			
	Hydraulic lift control		Position, draft, mixed control			
	3-point hitch		Category I		Category I, II	
	Max. lifting capacity kg (lbs.)	24 in. Behind	1,441 (3,177)			
		Lower link end	1,605 (3,538)			

ITEM			APPLICABLE MODEL			
			NX4520H	NX5020H	NX5520H	NX6020H
PTO	Rear	Type	Independent			
		PTO shaft	1-3/8” 6 Splines			
		Speed (PTO rpm/engine rpm)	540			
	Mid (Optional)	Speed (PTO rpm)	2,000			
Min. turning radius (With one rear wheel braked) m (feet)			2.99 (9.8)		3.04 (10.0)	
Weight (With ROPS) kg (lbs.)			4,056 (1,840)	1,845 (4,067)	1,910 (4,210)	
Max. Draw-bar vertical load kg (lbs.)			750 (1,655)			
Max. Trailer loading weight kg (lbs.)			4,300 (9,480)			

※The specifications are subject to change without notice.

NOISE LEVELS AS PERCEIVED BY THE OPERATOR

The following tables give the noise level values, measured from the driver's seat in instantaneous conditions in compliance with standards 2009/76/EC(dBA) - annex II (without load) - and when driving by in compliance with standard 2009/63/EC(dBA).

Tractors with Cabin			
Model	Directive of The European Parliament and of the Council	Noise level at the operator's ear according to 2009/76/EC	Noise level in motion according to 2009/63/EC
NX4520 / NX5020 / NX5520 / NX6020 /	2003/37/EC	Less than 85.9 dB(A)	Less than 83.7 dB(A)

※Note: Data supplied by the manufacturer, approval values pending.

VIBRATION LEVELS OF THE TRACTOR EXPOSITION TO VIBRATIONS

⚠ WARNING

- ***The vibration level transmitted to the body as a whole depend on different parameters, some of them relating to the machine, others to the terrain and many specific for the operator. The prevailing parameters are the type of terrain or work surface and the ground speed.***
- ***Vibrations cause discomfort for the operator and in some cases put his/her health and safety at risk.***
- ***Make sure that the tractor is in good condition and that all routine servicing is correctly and regularly carried out.***
- ***Check tire pressure and the steering and braking systems.***
- ***Check that the operator's seat and adjustment systems are in good condition, then adjust the seat to the operator's weight and size.***

IMPORTANT

- **More information on Whole Body Vibration (WBV) on agricultural tractors can be found in more specific publications and the relative risks can be taken into account following the laws of the country. In order to correctly estimate statistical values based on your daily work on the tractor, a specific measure instrument is required, such a three-axis accelerometer applied to the seat**

In accordance to EU Directive 78/764/EC the following table shows vibration levels measured on seats, in aws.

Operator's Vibration level			
Seat type	Directive of The European Parliament and of the Council	Light-weight operator	Heavy-weight opeartor
W08SS	78/764/EEC	0.83 m/s^2	0.75 m/s^2

* aws = correct weighted value of the vibration acceleration (m/s^2)

TRAVELING SPEED

[MANUAL SHUTTLE TYPE 24X24]

Km/h (mph)

Tire Size			13.6-24		13.6-26		13.6-28	
Creep	Range	Main	Forward	Reverse	Forward	Reverse	Forward	Reverse
Low	Low	1	0.17 (0.10)	0.15 (0.09)	0.18 (0.11)	0.16 (0.10)	0.19 (0.12)	0.17 (0.10)
		2	0.28 (0.17)	0.21 (0.13)	0.25 (0.15)	0.23 (0.14)	0.27 (0.16)	0.24 (0.15)
		3	0.31 (0.19)	0.28 (0.17)	0.33 (0.20)	0.29 (0.18)	0.34 (0.21)	0.30 (0.18)
		4	0.42 (0.26)	0.37 (0.23)	0.44 (0.27)	0.39 (0.24)	0.47 (0.29)	0.41 (0.18)
	Mid	1	0.44 (0.27)	0.39 (0.24)	0.46 (0.28)	0.41 (0.25)	0.49 (0.30)	0.43 (0.26)
		2	0.62 (0.38)	0.55 (0.34)	0.65 (0.40)	0.58 (0.36)	0.68 (0.42)	0.61 (0.38)
		3	0.79 (0.49)	0.70 (0.43)	0.83 (0.51)	0.74 (0.45)	0.88 (0.55)	0.78 (0.48)
		4	1.08 (0.67)	0.96 (0.60)	1.13 (0.70)	1.01 (0.63)	1.19 (0.74)	1.06 (0.66)
	High	1	1.22 (0.75)	1.08 (0.67)	1.28 (0.79)	1.14 (0.71)	1.35 (0.84)	1.20 (0.74)
		2	1.70 (1.05)	1.22 (0.76)	1.79 (1.11)	1.59 (0.99)	1.88 (1.17)	1.67 (1.03)
		3	2.19 (1.36)	1.70 (1.05)	2.30 (1.42)	2.05 (1.27)	2.42 (1.50)	2.15 (1.33)
		4	2.97 (1.85)	2.19 (1.36)	3.13 (1.69)	2.78 (1.72)	3.28 (2.04)	2.92 (1.81)

Km/h (mph)

Tire Size			13.6-24		13.6-26		13.6-28	
Creep	Range	Main	Forward	Reverse	Forward	Reverse	Forward	Reverse
High	Low	1	1.47 (0.91)	1.31 (0.81)	1.55 (0.96)	1.37 (0.85)	1.62 (1.01)	1.44 (0.89)
		2	2.05 (1.27)	1.82 (1.13)	2.16 (1.34)	1.92 (1.19)	2.27 (1.41)	2.02(1.25)
		3	2.64 (1.64)	2.34 (1.45)	2.78 (1.72)	2.47 (1.53)	2.91 (1.81)	2.59 (1.61)
		4	3.58 (2.22)	3.18 (1.97)	3.77 (2.34)	3.35 (2.08)	3.96 (2.46)	3.52 (2.18)
	Mid	1	3.76 (2.33)	3.34 (2.07)	3.95 (2.45)	3.51 (2.18)	4.15 (2.58)	3.69 (2.29)
		2	5.25 (3.26)	4.66 (2.89)	5.52 (3.43)	4.91 (3.05)	5.80 (3.60)	5.15 (3.20)
		3	6.74 (4.19)	5.99 (3.72)	7.09 (4.40)	6.30 (3.91)	7.45 (4.63)	6.62 (4.11)
		4	9.15 (5.68)	8.13 (5.05)	9.63 (5.98)	8.56 (5.32)	10.11 (6.28)	8.98 (5.58)
	High	1	10.38 (6.45)	9.22 (5.73)	10.92 (6.78)	9.70 (6.02)	11.46 (7.12)	10.19 (6.33)
		2	14.50 (9.01)	12.88 (8.00)	15.26 (9.48)	13.56 (8.42)	16.02 (9.95)	14.23 (8.84)
		3	18.62 (1.57)	16.55 (10.28)	19.60 (12.17)	17.41 (10.82)	20.57 (12.78)	18.28 (11.36)
		4	25.28 (15.71)	22.46 (13.95)	26.60 (16.53)	23.64 (14.69)	27.93 (17.35)	24.82 (15.40)

[HST TYPE]

Km/h (mph)

RANGE	Main	13.6-24		13.6-26		13.6-28	
		Forward	Reverse	Forward	Reverse	Forward	Reverse
Low	1	6.34 (3.94)	6.34 (3.94)	6.67 (4.14)	6.67 (4.14)	7.01 (4.35)	7.01 (4.35)
Mid	1	10.94 (6.79)	10.94 (6.79)	11.51 (7.15)	11.51 (7.15)	12.09 (7.51)	12.09 (7.51)
High	1	26.59 (16.52)	26.59 (16.52)	27.98 (17.38)	27.98 (17.38)	29.38 (18.25)	29.38 (18.25)

IMPLEMENT LIMITATIONS
STANDARD SIZE BY IMPLEMENT

mm (in.)

IMPLEMENT	DESCRIPTION	NX4520	NX5020	NX5520/6020	REMARKS
Loader	Max. Bucket width	1,676 (66)	1,828 (72)	1,828 (72)	
Backhoe with sub frame	Max. Digging depth	2,280 (90)	2,590 (102)	2,590 (102)	Do not use 3 - point hitch backhoe
Tiller	Max. working width	1,650 (65)	1,854 (73)	1,854 (73)	
Box Blade	Max. Cutting width	2,133 (84)	2,133 (84)	2,133 (84)	
Rear Blade	Max. Cutting width	2,133 (84)	2,133 (84)	2,133 (84)	
Rotary Cutter	Max. Cutting width	1,650 (65)	1,854 (73)	1,854 (73)	
Grooming Mower	Max. Cutting width	1,828 (72)	1,828 (72)	1,828 (72)	
Aerator	Max. Width	1,828 (72)	1,828 (72)	1,828 (72)	
Landscape Rakes	Max. Cutting width	2,133 (84)	2,483 (96)	2,483 (96)	

EXTERIOR VIEW [CABIN] 4-4

EXTERIOR VIEW [ROPS] 4-5

SWITCH 4-6

MOUNTING LOCATION 4-6
KEY SWITCH 4-8
COMBINATION SWITCH 4-9
HAZARD LAMP SWITCH 4-11
4WD SWITCH 4-11
CRUISE PTO SWITCH 4-12
PTO SETTING SWITCH 4-13
SPEED CRUISE CONTROL SWITCH 4-13
HST RESPONSE CONTROL 4-14
LINKED PEDAL SWITCH 4-14
NO STALL SWITCH 4-15
SPEED LIMIT SWITCH 4-15
CALIBRATION SWITCH 4-16
TURNING DECELERATION SWITCH 4-16
DPF REGENERATION SWITCH 4-17
PTO AUTO/MANUAL SELECTION SWITCH, PTO ON/OFF SWITCH 4-17
LOW SPEED INDICATOR SWITCH (IF EQUIPPED) 4-18

INSTRUMENT PANEL 4-19

VIEW 4-19
TACHOMETER/HOURMETER INDICATOR 4-20
FUEL GAUGE 4-20
ENGINE COOLANT TEMPERATURE GAUGE 4-21
ENGINE OIL PRESSURE WARNING LAMP 4-21
BATTERY CHARGING LAMP 4-22
HEAD LIGHT HIGH BEAM LAMP 4-23
TURN SIGNAL LAMP 4-23
GLOW PLUG INDICATOR 4-23
PARKING BRAKE WARNING LAMP 4-24
PTO INDICATOR 4-24
4WD INDICATOR 4-24
BRAKE (ONE SIDE) LAMP 4-25
CRUISE PTO WARNING LAMP 4-25
REGENERATION WARNING LAMP 4-26
REGENERATION UNDERWAY LAMP 4-26
ENGINE CHECK WARNING LAMP 4-26

WATER IN FUEL WARNING LAMP 4-27
SPEED LIMIT SWITCH 4-27
CRUISE CONTROL SWITCH 4-28
NO STALL SWITCH..... 4-28
ERROR INDICATOR 4-29

OPERATING THE CONTROLS 4-30

MAIN SHIFT LEVER..... 4-32
RANGE GEAR SHIFT LEVER..... 4-33
SHUTTLE SHIFT LEVER 4-34
CREEP GEAR SPEED LEVER 4-34
PTO SHIFT LEVER 4-35
ECO PTO..... 4-36
CLUTCH PEDAL 4-36
BRAKE PEDAL..... 4-37
STEERING WHEEL ADJUSTMENT..... 4-38
PARKING BRAKE LEVER 4-38
FOOT THROTTLE 4-39
FORWARD / REVERSE DRIVING PEDALS... 4-40
HAND THROTTLE LEVER..... 4-40
DIFFERENTIAL LOCK PEDAL..... 4-41
SEAT ADJUSTMENT..... 4-42
POSITION CONTROL LEVER 4-45
DRAFT CONTROL LEVER..... 4-46
JOYSTICK LEVER 4-46
MID PTO LEVER (IF EQUIPPED)..... 4-47
LIFTING ARM (LOWER LINK) SPEED CONTROL LEVER 4-48
DOUBLE ACTING LEVER (IF EQUIPPED).. 4-48

CABIN SYSTEM 4-50

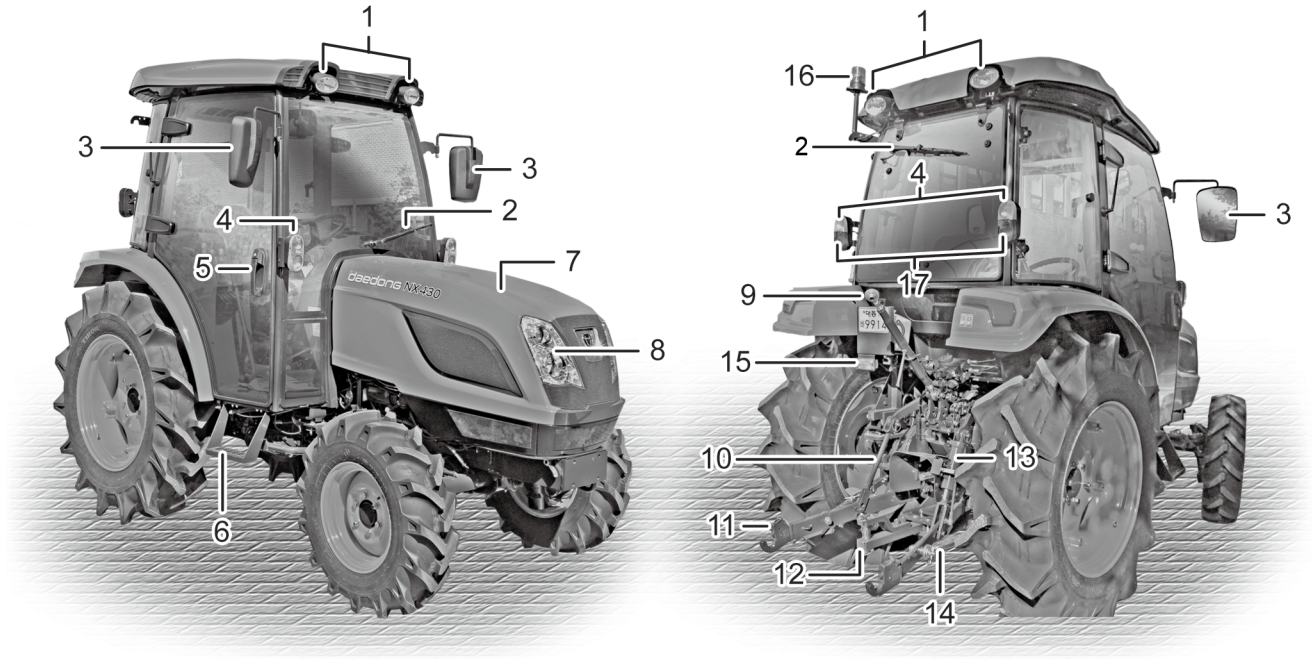
INTERIOR DEVICES..... 4-50
EXTERIOR DEVICES..... 4-51
ENTRANCE 4-52
UNLOCKING THE DOOR 4-52
REAR WINDOW 4-53
WORKING LIGHT (ESCORT FUCNTION)... 4-53
WIPER 4-54
BLUETOOTH PLAYER/RADIO 4-55
ANTENNA..... 4-56
INDOOR LAMP..... 4-56
ACCESSORY(IF EQUIPPED)..... 4-56
SUN VISOR 4-57
AIR RECIRCULATION AND FRESH AIR MODE 4-58

HEATER AND AIR CONDITIONER 4-59
7-PIN POWER OUTPUT SOCKET (IF EQUIPPED) 4-63

TIRES, WHEELS AND BALLAST 4-64

TREAD 4-67
ADDITIONAL WEIGHT 4-72
MASS(ES) AND TIRE(S) 4-75

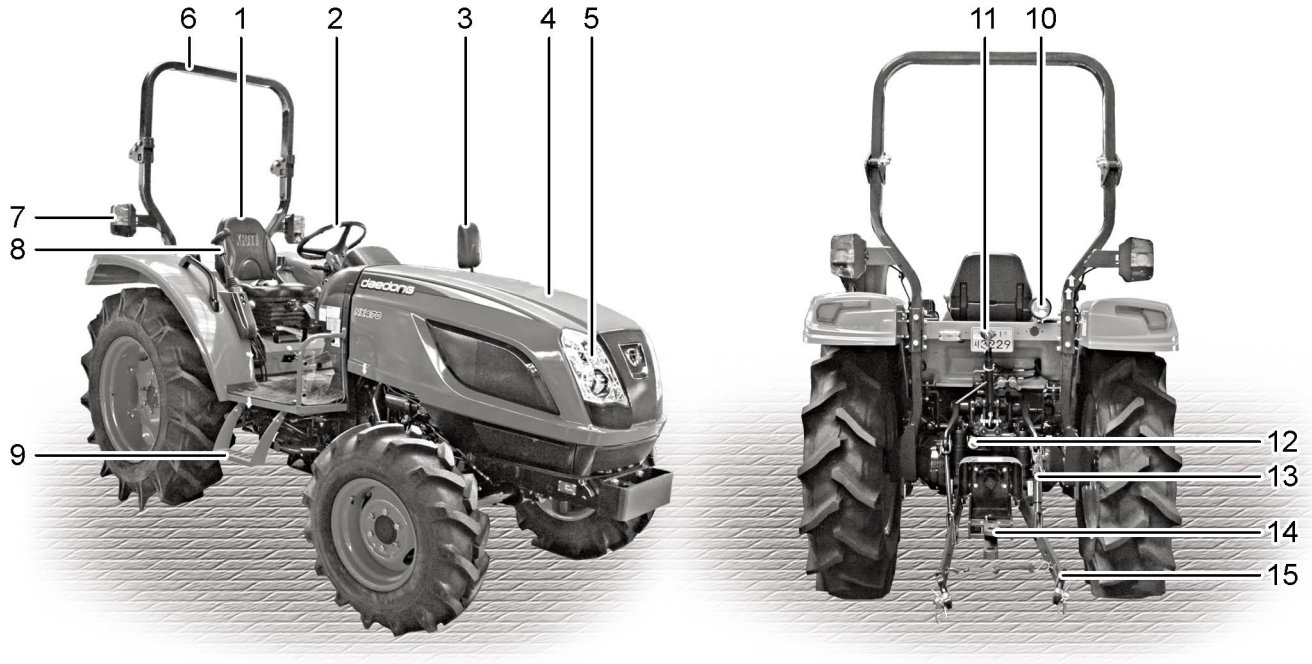
EXTERIOR VIEW [CABIN]



TE1O480A

(1) Work Lamp (FRT / RR)
(2) Wiper
(3) Rearview Mirror
(4) Turn Signal Lamp (FRT / RR)
(5) Handle
(6) Footstep
(7) Bonnet
(8) Head lamp
(9) Top Link
(10) Lifting Rod
(11) Lower Link
(12) Swing Draw Bar
(13) Crank Lifting Rod
(14) Check Link
(15) Tail Lamp
(16) Slow Moving Vehicle Lamp
(17) Position Lamp

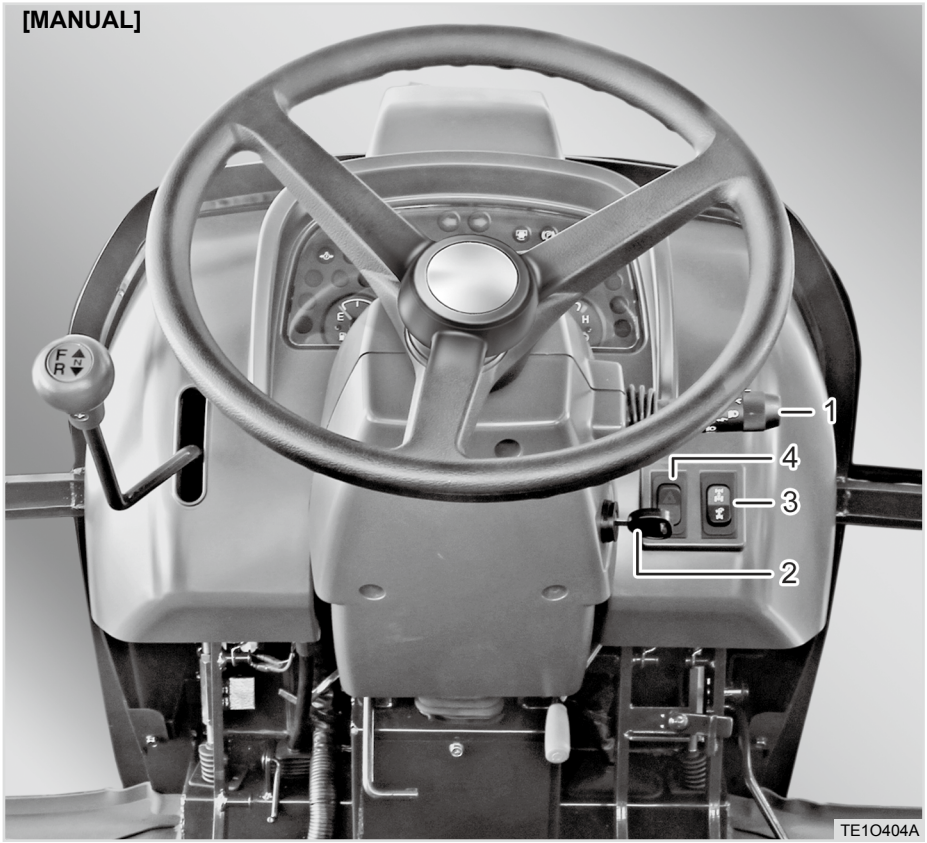
EXTERIOR VIEW [ROPS]



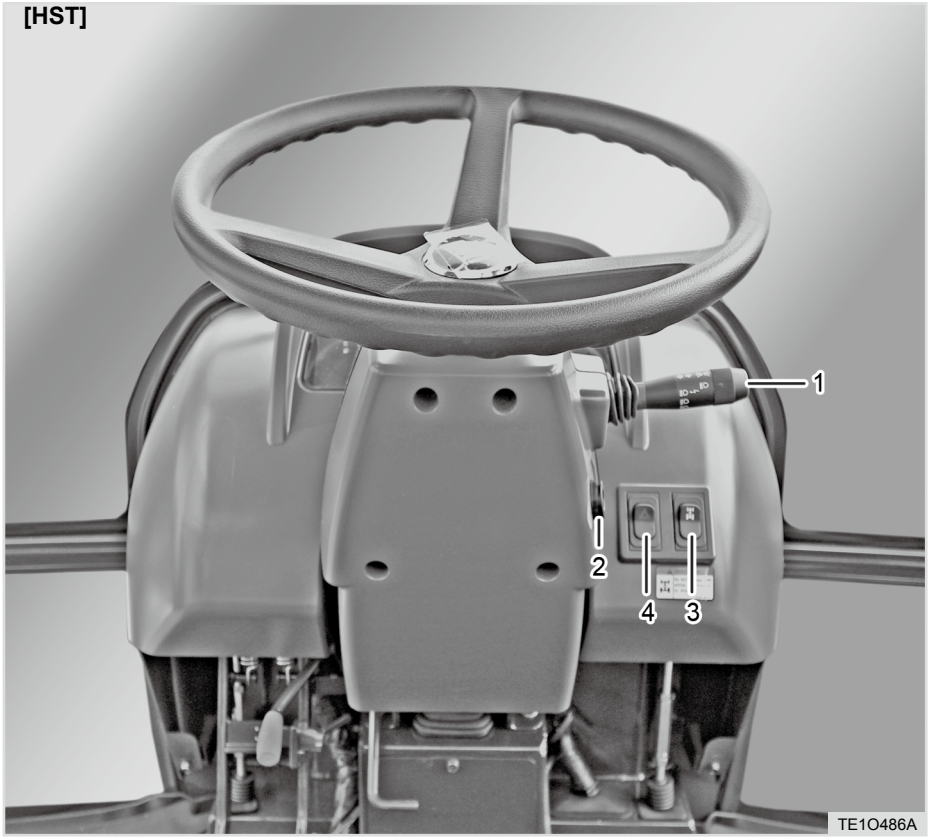
TE1O4C5A

(1) Seat
(2) Steering Wheel
(3) Rear View Mirror
(4) Bonnet
(5) Head Lamp
(6) ROPS
(7) Combination Lamp
(8) Joy-stick Lever
(9) Step
(10) Working Lamp
(11) Top Link
(12) Oil Dipstick
(13) Lift Rod
(14) Draw bar / Hitch
(15) Lower Link

SWITCH
MOUNTING LOCATION

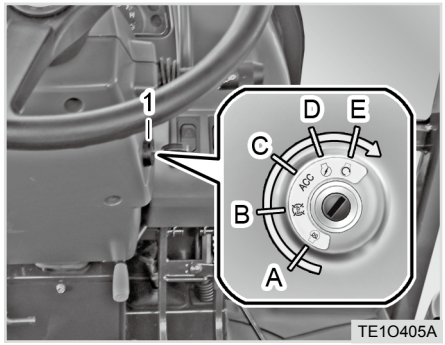


(1) Combination Switch
(2) Key Switch
(3) 4WD / QT Switch
(4) Hazard Lamp Switch



(1) Combination Switch
(2) Key Switch
(3) 4WD Switch
(4) Hazard Lamp Switch

KEY SWITCH



(1) Key Switch (A) Pre-heat (B) Stop
(C) ACC (D) ON (E) Start

- (A)
  The position "A" indicates the "manual preheat". This position is a self-return type, so the key should be held there while pre-heating. The pre-heating indication lamp on the dash board will turn on at the same time. **Pre-heating more than 30 seconds consecutively can reduce the preheat system's life.**

- (B)
  When the key switch is in position "B", the engine and all electrical devices in the vehicle are turned off.
  However flasher lights and turn signal lights can be operated along with their indication lamps on the dash board.

- ACC (C)
  When the key switch is turned to the position "C", brake lights, flasher lights and turn signal lights can be operated.

- (D)
  The position "D" indicates the "ON" position. As soon as the key switch is turned to this position, the oil pressure warning lamp and battery charge warning lamp comes on (These turn off after the engine is started).

NOTE

- The pre-heating operation will automatically be activated in this position "D" (ON). The automatic preheat operation is indicated by the glow plug indicator. Make sure to preheat the engine until the glow plug indicator goes off (approx. 9 seconds) in cold weather.

- (E)
  The position "E" indicates "Start". In order to start the engine, depress the clutch pedal and turn the PTO switch off.
  As soon as the engine is started, release the key then the key will return to the position "D".

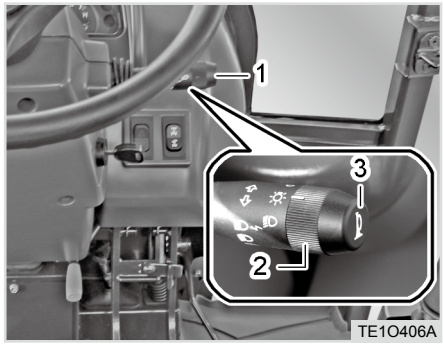
⚠ CAUTION

- **Stop the engine immediately if the oil pressure warning lamp does not go off after the engine is started. The engine may be severely damaged.**
- **If the battery charge warning lamp does not go off after the engine is started, check the electrical systems, such as the alternator, for damage. Continuing to use the engine under this condition can discharge the battery or damage other electrical devices.**

NOTE

- The ignition key is not directional and can be inserted in any direction. Also, be careful not to leave the tractor unattended as the same key is used for all **KIOTI** tractors. It can be stolen.
- The horn, turn signal lamp, and hazard lamp can be operated without the key inserted.

COMBINATION SWITCH



(1) Turn Signal Light Switch
(2) Head Light Switch
(3) Horn Switch

The combination switch consists of the head light, turn signal light, and horn switches. Its function by its position is as follows:

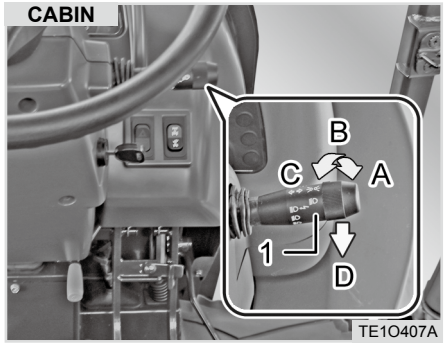
OFF : Head light and tail light OFF

: Low beam and tail light ON

: High beam and tail light ON

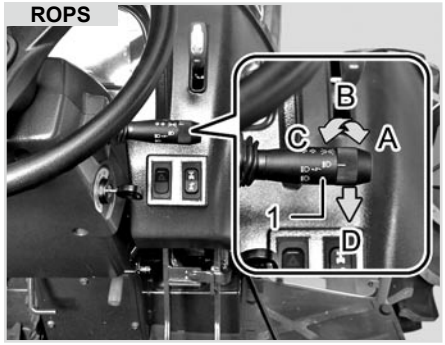
: Turn signal light ON

HEAD LIGHT SWITCH



(1) Head Light Switch
(A) OFF *(B) Position Lamp*
(C) Low Beam ON *(D) High Beam ON*

The head light switch can be operated only while the key switch is turned to the "ON" position. Turning the head light switch clockwise one click will illuminate the position lamp and low beam head lights while turning it one more click will illuminate the high beam head lights.

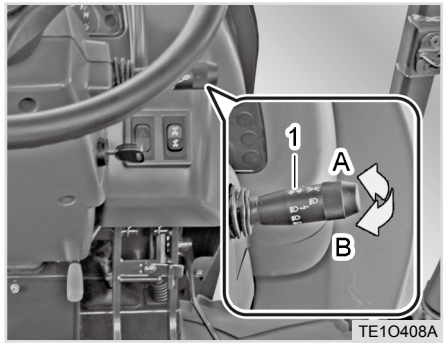


(1) Head Light Switch
(A) OFF *(B) Position Lamp*
(C) Low Beam ON *(D) High Beam ON*

⚠ WARNING

- ***Driving with high beam head light disturbs the approaching vehicle's visibility for safe driving. Use the high beam head lights only if necessary.***

TURN SIGNAL LIGHT SWITCH



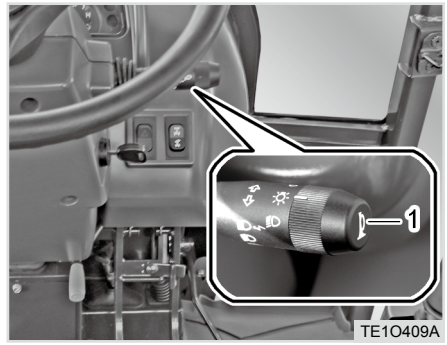
(1) Turn signal light switch
(A) Left turn *(B) Right turn*

The turn signal lights are used when turning the vehicle left or right. Pulling the lever up blinks the left turn signal light while pushing the lever down blinks the right turn signal light.

NOTE

- The turn signal light lever is not the self-return type. Therefore, make sure to return the lever manually after turning the vehicle.
- The turn signal lamps can be operated without the key inserted.

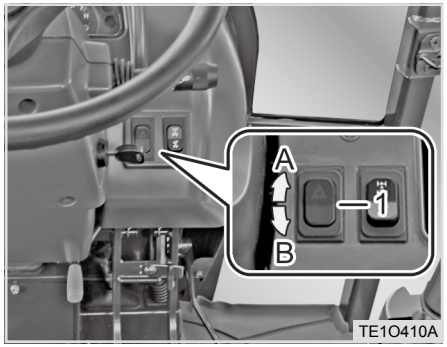
HORN SWITCH



(1) Horn Switch

The horn switch can be operated without the key inserted. Pressing this switch sounds the horn.

HAZARD LAMP SWITCH



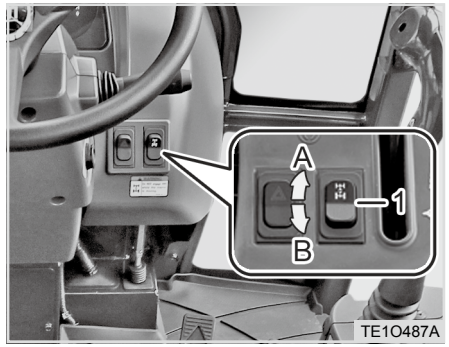
(1) Hazard Lamp Switch
(A) ON (B) OFF

This switch can be used to warn other vehicles when malfunction occurs in the tractor while driving on a public road. Pressing this switch up blinks the hazard lamp and returning it turns off the lamp. The turn signal lights cannot be operated while this switch is pressed up to operate the hazard lamps.

⚠ CAUTION

- **If the hazard lamps are turned on for an extended period of time while the engine is stopped, the battery can be discharged. Therefore, use them only in emergency.**
- **The hazard lamp can be operated without the key inserted.**

4WD SWITCH



(1) 4WD Switch
(A) 4WD (B) 2WD

Use this switch to activate the 4WD mode. Pressing its upper portion activates the 4WD mode. Each mode is performed as follows.

The 4WD (4 Wheel Driving) is to increase traction by driving four wheels. It is hydraulically operated by a simple switch operation.

To engage the 4WD, press the switch up. To disengage it, return the switch.

The 4WD function can be used under the following conditions:

1. If high traction is needed in a humid area.
2. When towing a trailer or using a loader.
3. When working on a sandy surface.
4. When the tractor is pushed out by reaction from the implement during cultivating on a hard surface.
5. When cultivating a field or driving over a bank.

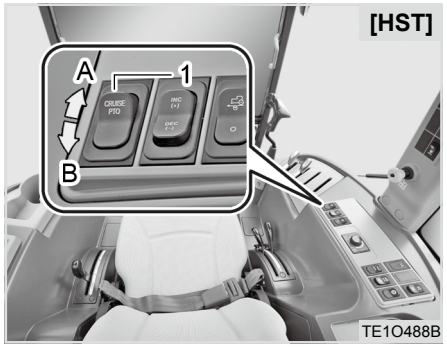
Switch position	Turning	Lamp
2WD	Normal turning	Lamp OFF
4WD	Normal turning	4WD Lamp ON

⚠ CAUTION

To avoid accident:

- **Engage the switch only when the vehicle is stationary.**
- **While the 4WD is engaged, drive the vehicle with low speed as steering and braking characteristics may differ.**
- **It is possible to engage the 4WD during driving. However, you may hear noise or feel slight shift impact some at times in this case. For safe driving, engage the 4WD when the tractor is stationary.**
- **The 4WD should not be used on a paved road as tires can be worn faster.**

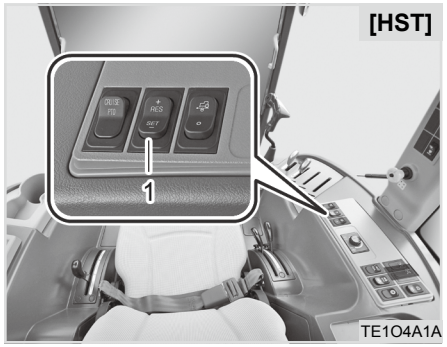
CRUISE PTO SWITCH



(1) Cruise PTO Switch
(A) Activation (B) Deactivation

Activating the PTO cruise function during work can keep the PTO speed constant for enhanced operating condition.

PTO SETTING SWITCH



(1) RES/SET Button

PTO CRUISE ACTIVATION

Run the engine at a speed over 1,300 RPM. With the brake and clutch pedals released, set the PTO cruise switch to the ON position and press the SET (1) portion of the cruise activation switch

The cruise setting switch can be operated as follows while the PTO cruise function is activated.

- RES(+) : Speed is increased by 50 RPM when pressing it.
- SET(-) : Speed is decreased by 50 RPM when pressing it.

PTO CRUISE DEACTIVATION

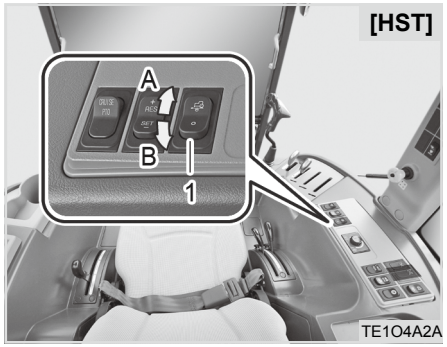
Depress the brake pedal or clutch pedal or set the PTO cruise switch to the "OFF" position to deactivate the PTO cruise function.

If the PTO cruise function is deactivated by depressing the brake or clutch pedal with the PTO cruise switch set in the "ON" position, pressing the RES(+) switch once resumes the previous PTO activation setting.

IMPORTANT

- **If the brake pedals are not connected to each other, depressing the brake pedal does not deactivate the PTO cruise function.**

SPEED CRUISE CONTROL SWITCH



(1) Speed Cruise Control Switch
(A) ON (B) OFF

To activate the cruise control function, set the desired speed and press the switch to the “ON” position.

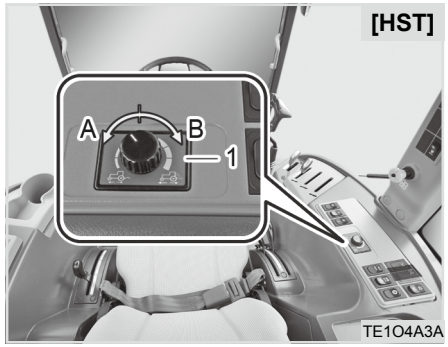
Depress the HST pedal to increase the driving speed in order to accelerate at a constant speed. To deactivate the cruise function, depress the brake pedal or press the switch to the “OFF” position.

The cruise function is not activated during reverse.

⚠ WARNING

- ***Never use the cruise control function on a public or bumpy road or during turning.***
- ***Apply the left and right brake pedals before activating the cruise control function.***

HST RESPONSE CONTROL



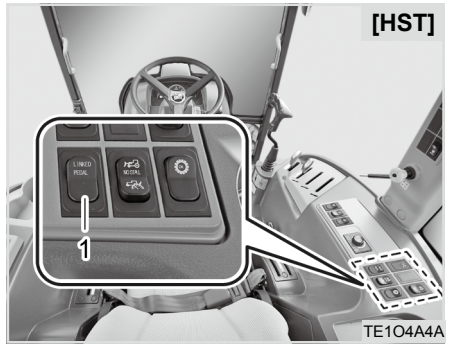
(1) HST Response Control Switch
(A) Slow (B) Fast

This dial is to adjust starting response by HST pedals.

Starting duty for solenoid valve is adjusted by the dial.

- Slow direction: Slow operation and slow stop
- Fast direction: Fast operation and fast stop

LINKED PEDAL SWITCH

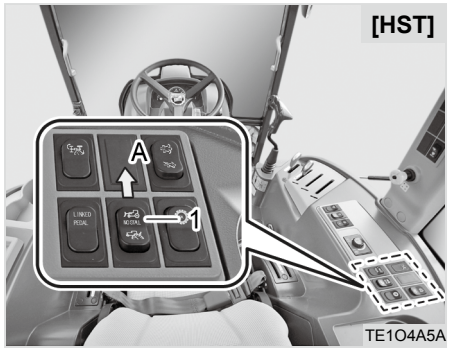


(1) Linked Pedal Switch

This switch is to link HST pedal with engine rpm.

Engine rpm goes up as much as HST pedal is pressed.

NO STALL SWITCH



(1) No Stall Button
(A) ON

This switch is for loader work and to protect the engine.

In case of momentary engine overload.

- Start : No-stall switch on
- Stop : Switch off or key off

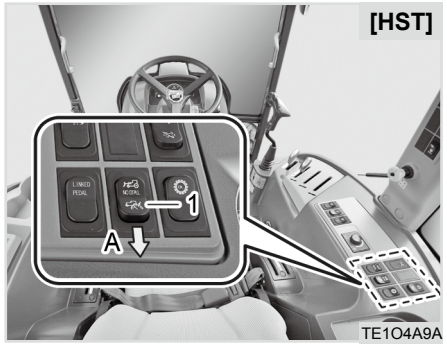
NOTE

- When engine overload occurs with the NO STALL switch in the “ON” position, engine load decreases to protect the engine.

IMPORTANT

- Only for loader work. (Never use for Trailer work)

SPEED LIMIT SWITCH



(1) Speed Limit Button
(A) ON

This switch is to fix maximum speed.

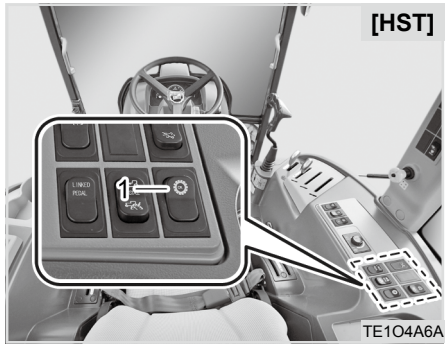
e.g. If switch is on with 5 km/hr, the speed will be 0~5 km/hr no matter where HST pedal is.

- Start : Forward pedal pressed + limit speed switch on
- Stop : Switch off or key off

NOTE

- When working in a narrow space, turning the switch “ON” with the HST forward driving pedal depressed can maintain the constant speed. Depressing the pedal to its deepest position does not accelerate the vehicle, but still maintains the speed constant in the “ON” position.

CALIBRATION SWITCH



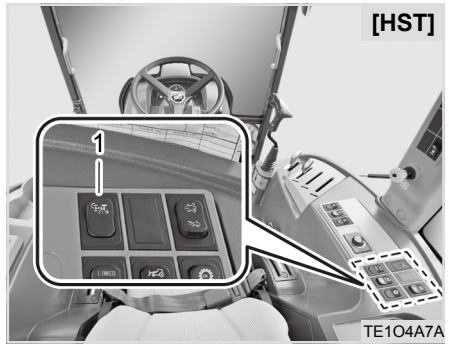
(1) Calibration Switch

This switch is to calibrate response of HST. Only for service

WARNING

- ***If you need to calibrate the action of HST, please contact to local KIOTI dealer and workshop***

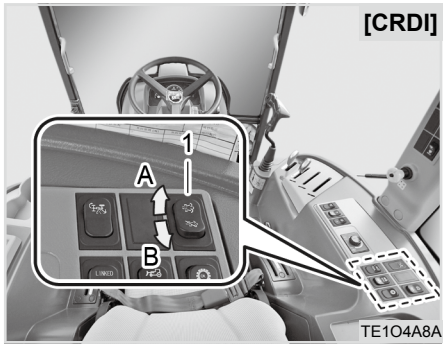
TURNING DECELERATION SWITCH



(1) Turning Deceleration Switch

This switch is to decelerate the engine during turning to ensure safe turning.

DPF REGENERATION SWITCH



(1) DPF Regeneration Switch
(A) Activation (B) Deactivation

ACTIVATION (UPPER BUTTON)

Perform the following procedure when the regeneration warning lamp comes on :

1. Park the vehicle on level ground
2. Start the engine and run the engine at the idle speed.
3. Depress the brake pedal and lock it in place.
4. Do not depress the clutch pedal.(if equipped)
5. Put the range shift lever on the neutral position
6. Run the engine 3 to 4 minutes. Then, press the regeneration button over 2 second.

NOTE

- The regeneration underway lamp is turned on when the DPF temperature reaches a certain temperature.

7. The regeneration underway lamp blinks after the regeneration warning lamp goes off.

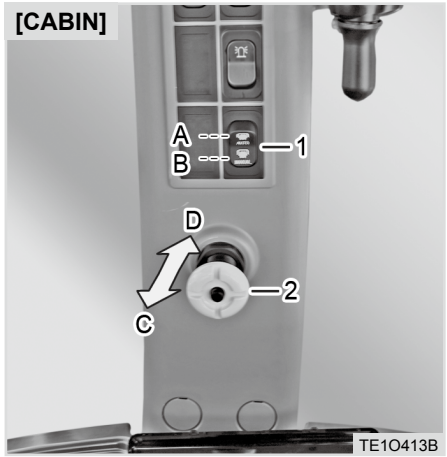
   Wait for approx. 30 to 40 minutes until the regeneration process is completed.

DEACTIVATION (LOWER BUTTON)

Do not press the deactivation button during the regeneration process.

However, in an emergency, press the deactivation button to stop the regeneration process.

PTO AUTO/MANUAL SELECTION SWITCH, PTO ON/OFF SWITCH



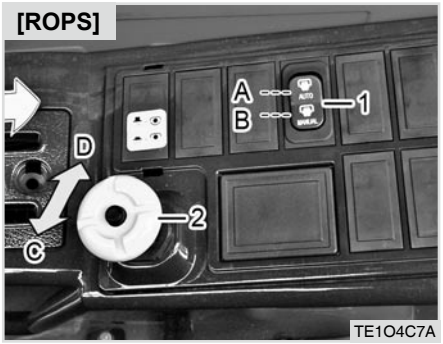
(1) PTO Auto / Manual Selection Switch
(2) PTO ON/OFF Switch (A) Automatic
(B) Manual (C) ON (D) OFF

This switch is used to switch the PTO between automatic and manual operation.

1. PTO Automatic

   When the PTO selection switch is put to the automatic operation position, the PTO is automatically disengaged after the hydraulic lift-

[ROPS]



(1) PTO Auto / Manual Selection Switch
(2) PTO ON/OFF Switch (A) Automatic
(B) Manual (C) ON (D) OFF

ing arm (or Implement) is lifted by the position control lever.

2. PTO Manual

   When the PTO selection switch is put to the manual operation position, the PTO is operated regardless of the height of the lifting arm (Implement).

3. PTO ON/OFF

   When engaging the PTO, press the upper part of the switch (2).

   When disengaging it, press the lower part of the switch (2).

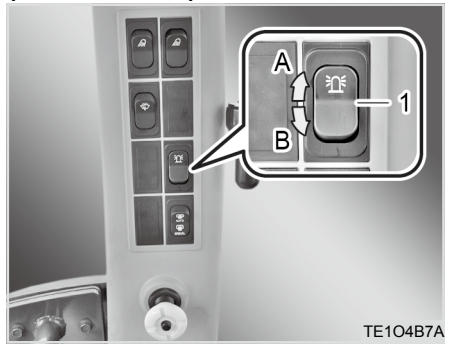
IMPORTANT

- **When engaging the PTO, lower the engine speed, engage the PTO, and then accelerate the tractor gradually in order to prevent impact load to the PTO from abrupt operation.**

NOTE

- The mark "▲" on the tachometer indicates 540 rpm of the PTO.

LOW SPEED INDICATOR SWITCH (IF EQUIPPED)

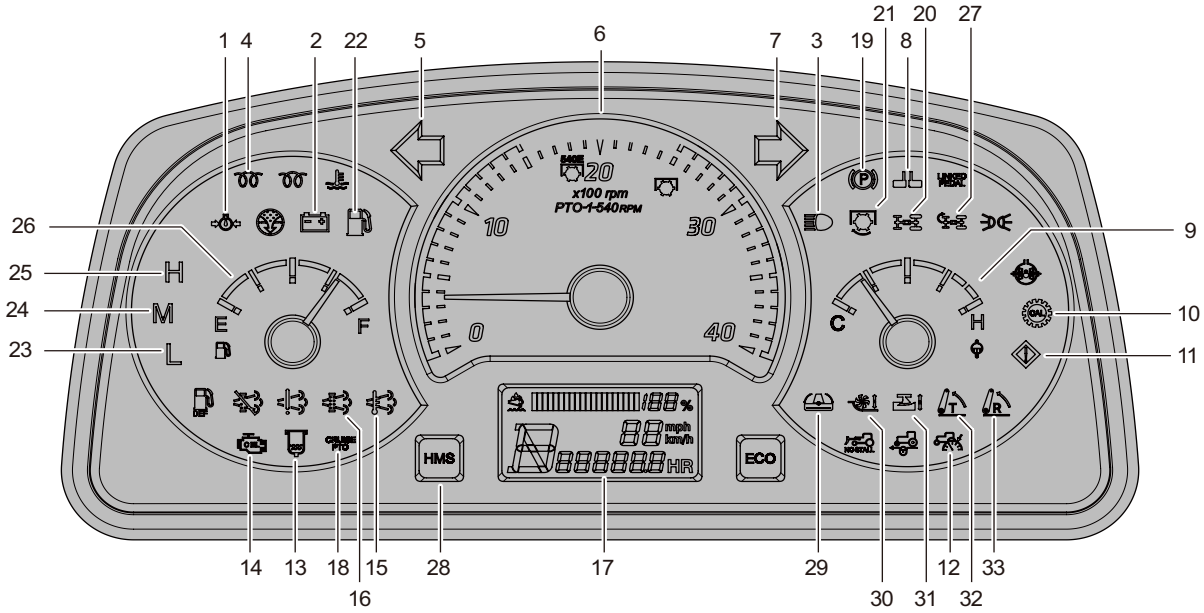


(1) Low Speed Indication Switch
(A) ON (B) OFF

When driving the tractor after sunset, be sure to turn on the low speed indicator.

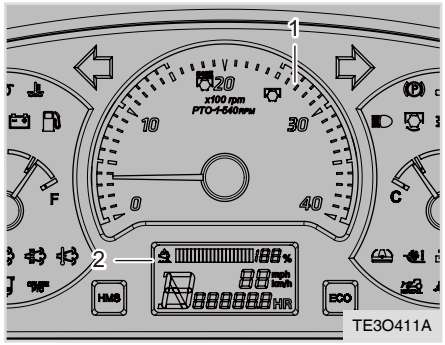
INSTRUMENT PANEL
VIEW

Symbols on the instrument panel come on when the key switch is turned to the "ON" position.



(1) Engine Oil Pressure Warming Lamp
(2) Battery Charge Warming Lamp
(3) High Beam Indicator
(4) Glow Plug Indicator
(5) Turn Signal Light (LH)
(6) Tachometer
(7) Turn Signal Light (RH)
(8) Brake (One Side) Lamp
(9) Coolant Temperature Gauge
(10) Calibration Lamp
(11) Communication Error
(12) Speed Limit Switch
(13) Water Sensor
(14) Engine Check Lamp
(15) Regeneration Underway Lamp
(16) Regeneration Warning Lamp
(17) Hour meter / Error Code
(18) Cruise PTO
(19) Parking Brake Indicator
(20) 4WD Engaged Indicator
(21) PTO Indicator
(22) Fuel Level Warning Lamp
(23) Low Speed Indicator
(24) Mid Speed Indicator
(25) High Speed Indicator
(26) Fuel Gauge
(27) QT
(28) HMS
(29) Automatic draft operation
(30) Tilling depth operation
(31) Automatic draft operation
(32) Turn-up
(33) Back-up

TACHOMETER/HOURMETER INDICATOR



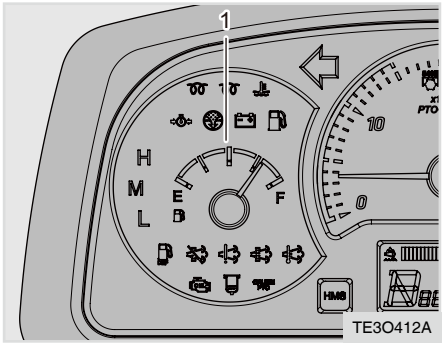
(1) Tachometer (2) Hour Meter Indicator

Engine rpm meter indicates the number of engine revolutions per minute.

Hour meter indicates the total operating time of the tractor to six digits.

The hour meter does not operate if the engine is stopped even though the key switch is in the "ON" position.

FUEL GAUGE



(1) Fuel Gauge
"E" : Empty "F" : Full

This indicates the remaining fuel level after the key switch is turned to the "ON" position.

F : Fuel is fully filled.

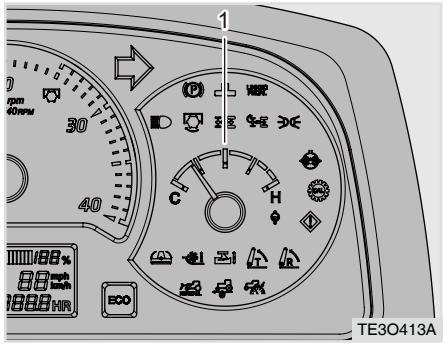
E : Replenish the fuel tank.

If driving is continued with the needle below the position "E", air may enter the fuel supply system. In this case, "Bleed" the system. (For detailed instructions, refer to "Bleeding fuel system" in the chapter "Service".)

NOTE

- Make sure to use only genuine fuel as the engine can be damaged if unqualified fuel is used.
- Use fuel for winter season in cold weather to start the engine easier.
- The gauge needle can move on a hill or curve as fuel slopes in the tank.

ENGINE COOLANT TEMPERATURE GAUGE



(1) Coolant Temperature Gauge
"C" : Cold "H" : Hot

This gauge indicates the coolant temperature after the key switch is turned to the "ON" position.

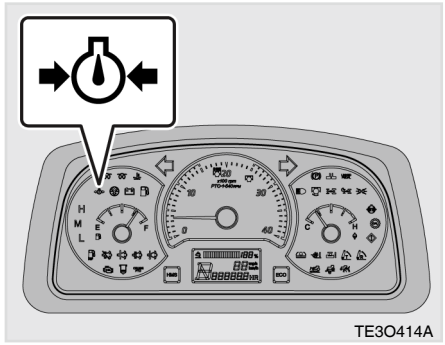
- C : Coolant is cold.
- H : Coolant is hot.

When the pointer is in the zone "H" during driving, it means that the engine is overheated. Decrease work load immediately.

⚠ CAUTION

- **Make sure to control the work load so that the needle is not in the red zone.**
- **If the needle stays in the red zone, do not stop the engine immediately. Instead, reduce the work load to cool down the engine before stopping the engine.**
- **Make sure to keep the front grill clean so that air is sucked through it freely for fast cooling.**

ENGINE OIL PRESSURE WARNING LAMP



This lamp comes on when the engine oil pressure or oil level is low.

This lamp is turned On when the starting switch is turned On before starting the engine but turned Off after starting the engine. If this lamp comes on while driving, stop the engine immediately and check the engine oil level.

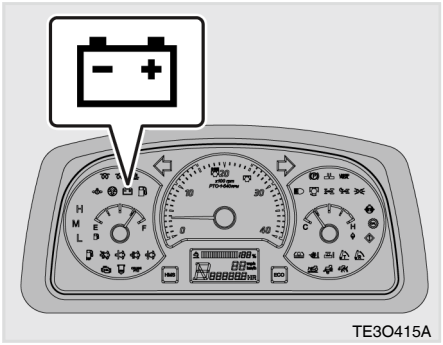
If this lamp comes on even with the specified engine oil level, have the

tractor checked by your local **KIOTI** dealer or workshop immediately.

⚠ CAUTION

- **If the oil level is below the specified range, the engine can sieze.**
- **The engine can be severely damaged if driving or operating the tractor with the engine oil warning lamp ON.**

BATTERY CHARGING LAMP

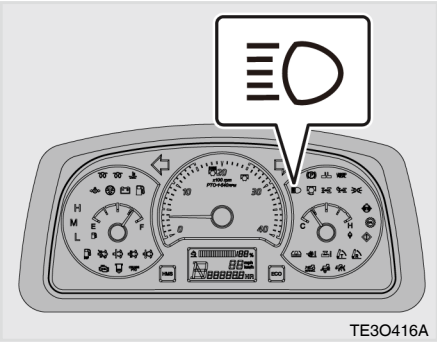


This lamp is turned On when the starting switch is turned On before starting the engine but turned Off after starting the engine.

⚠ CAUTION

- **If this warning lamp comes on while driving, the charging system, such as the alternator, is malfunctioning. Therefore, turn off all electrical devices and have the tractor checked by your local KIOTI Dealer or workshop as soon as possible.**

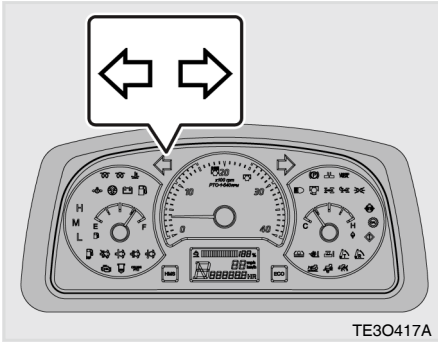
HEAD LIGHT HIGH BEAM LAMP



This lamp comes on in blue when the high beam head light is switched on.

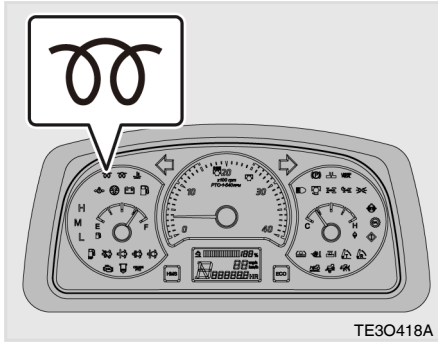
Driving with high beam head light disturbs an approaching vehicle' s visibility. For safe driving, use the high beam head light only if necessary.

TURN SIGNAL LAMP



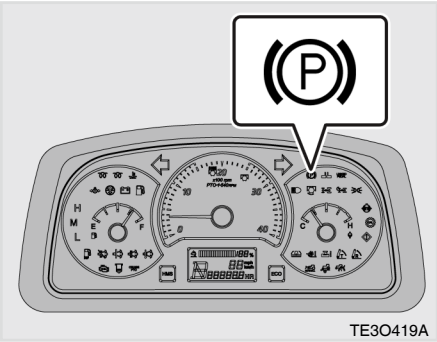
Operating the turn signal lamp switch up and down turns on the corresponding lamp in green.

GLOW PLUG INDICATOR



This indicates the operating condition of the preheat system. When the key switch is turned to the "ON" position, this indicator comes on for approx. 8 seconds. It is recommended to start the engine as soon as this indicator goes off for best starting performance. This indicator may not turn on if the engine is warm. In this case, the engine can be started without the preheat operation.

PARKING BRAKE WARNING LAMP

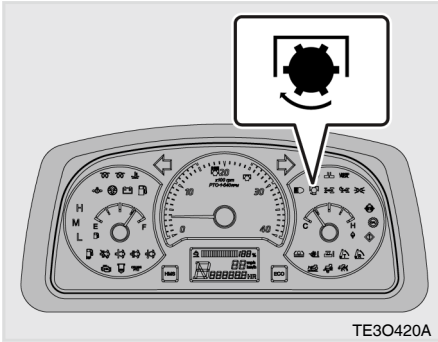


When the parking brake is actuated, the lamp lights ON.

⚠ CAUTION

- **If this indicator is ON even with the parking brake released, have the tractor checked by your local KIOTI dealer or workshop immediately.**

PTO INDICATOR

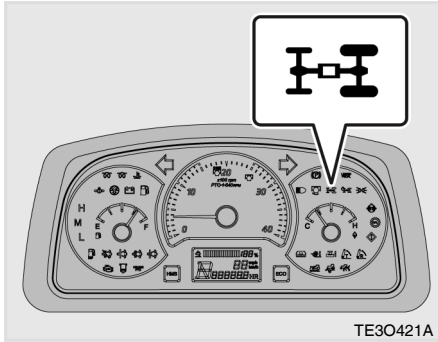


This indicator shows the PTO engagement condition. When the PTO is engaged, this indicator comes on. When the PTO clutch is disengaged, this indicator goes off.

⚠ CAUTION

- **Set the PTO switch to the "OFF" position in order to start the engine.**

4WD INDICATOR

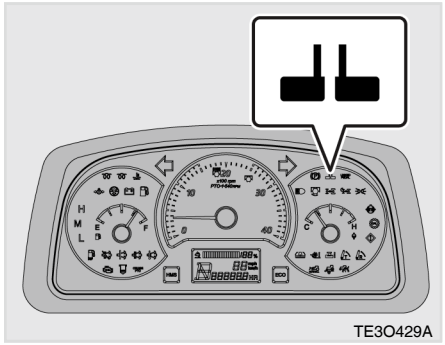


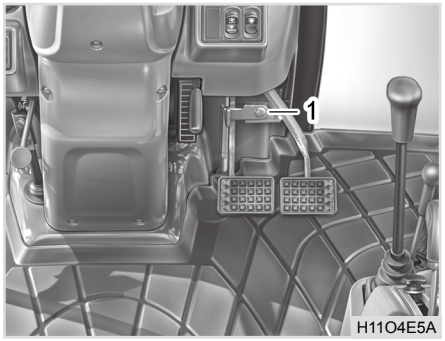
This comes on to indicate 4WD engagement.

⚠ CAUTION

- **The durability of the axle can be deteriorated if only one brake pedal is depressed during the 4WD is activated.**

BRAKE (ONE SIDE) LAMP





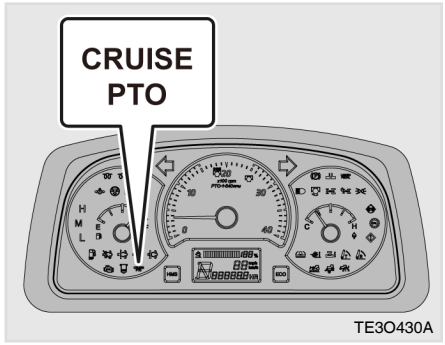
(1) Brake Pedal Lock (Both Sides)

This lamp indicates the operating status of the brake (one side). This comes on when the brake lock for two brake pedals is unlocked.

IMPORTANT

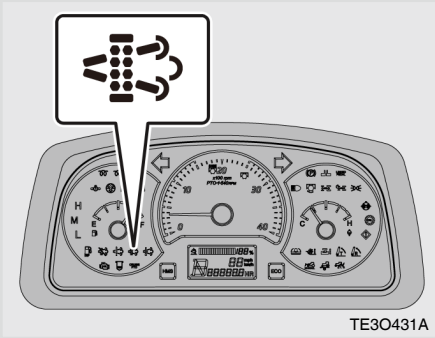
- **When driving on a public road or at a high speed, never use only one brake pedal. The tractor can roll over.**
- **While the brake (one side) lamp is not illuminated, the brake pedals are not interlocked and only one brake pedal can be depressed accidentally. Make sure to set the pedal lock to the "Lock" position in a normal condition.**

CRUISE PTO WARNING LAMP



This switch is to settle the revolution of PTO. When you push down the button of SET(-) while turn the PTO cruise button on, this lamp turn on.

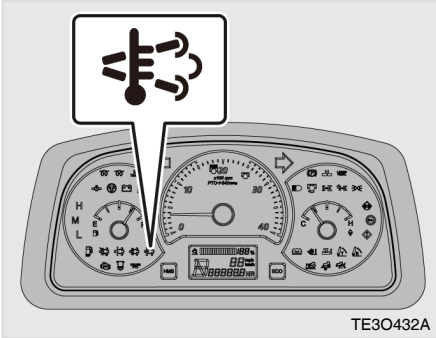
REGENERATION WARNING LAMP



If carbon is accumulated in the exhaust catalytic filter, the warning lamp comes on or blinks.

If this lamp comes on, push down the "Regeneration" button. (Refer to the page 4-17)

REGENERATION UNDERWAY LAMP

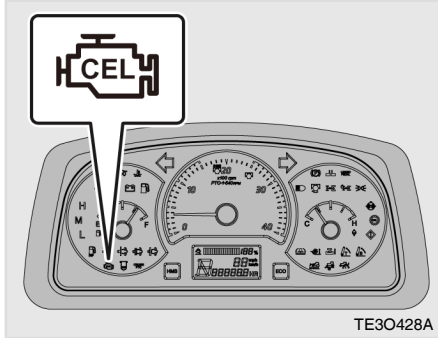


This lamp on when it is on regeneration in DPF.

⚠ WARNING

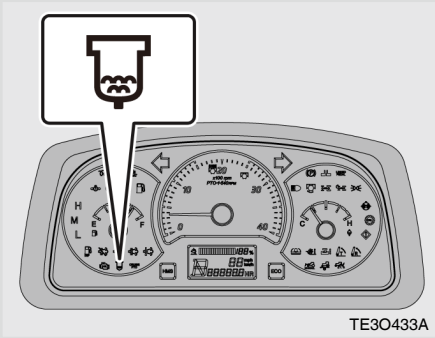
- ***When on regeneration, Don't touch the part of DPF because it is very hot around DPF.***

ENGINE CHECK WARNING LAMP



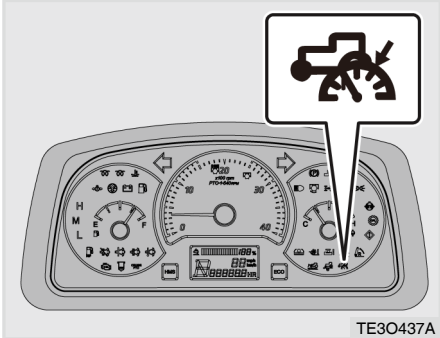
This comes on when any major electric device or engine fuel system is malfunctioning.

WATER IN FUEL WARNING LAMP


TE3O433A

The warning buzzer sounds when (approx. 45 cc) of water is accumulated in the fuel filter. In this case, stop the engine immediately and drain water from the fuel filter.

SPEED LIMIT SWITCH


TE3O437A

This speed limit switch is to maintain the operating speed constant.

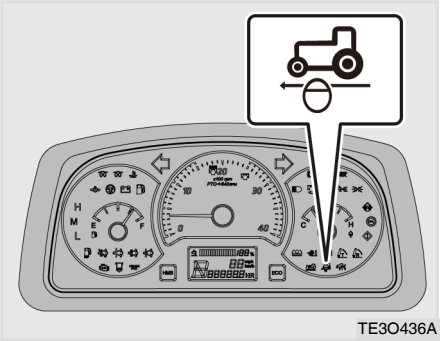
In this case, the speed limit lamp in the cluster meter.

NOTE

- When working in a narrow space, turning the switch “ON” with the HST forward driving pedal depressed can maintain the constant speed. Depressing the pedal to its deepest position does not accelerate the vehicle, but still maintains the speed constant in the “ON” position.

4

CRUISE CONTROL SWITCH


TE3O436A

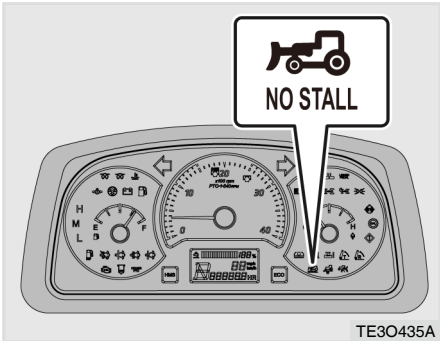
To activate the cruise control function, set the desired speed and press the switch to the “ON” position.

In this case, the speed limit lamp in the cluster meter.

Depress the HST pedal to increase the driving speed in order to accelerate at a constant speed. To deactivate the cruise function, depress the brake pedal or press the switch to the “OFF” position.

The cruise function is not activated during reverse.

NO STALL SWITCH



TE3O435A

This no stall switch is to protect the engine in case of momentary engine overload.

In this case, the speed limit lamp in the cluster meter.

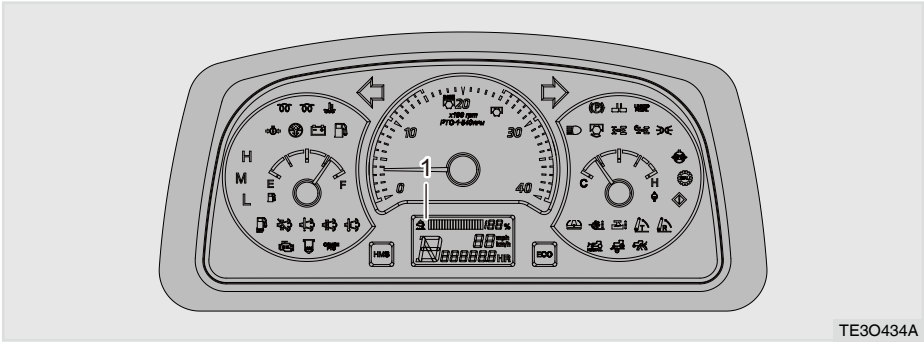
NOTE

- When engine overload occurs with the NO STALL switch in the “ON” position, engine load decreases to protect the engine.

IMPORTANT

- Only for loader work. (Never use for Trailer work)

ERROR INDICATOR



(1) Display

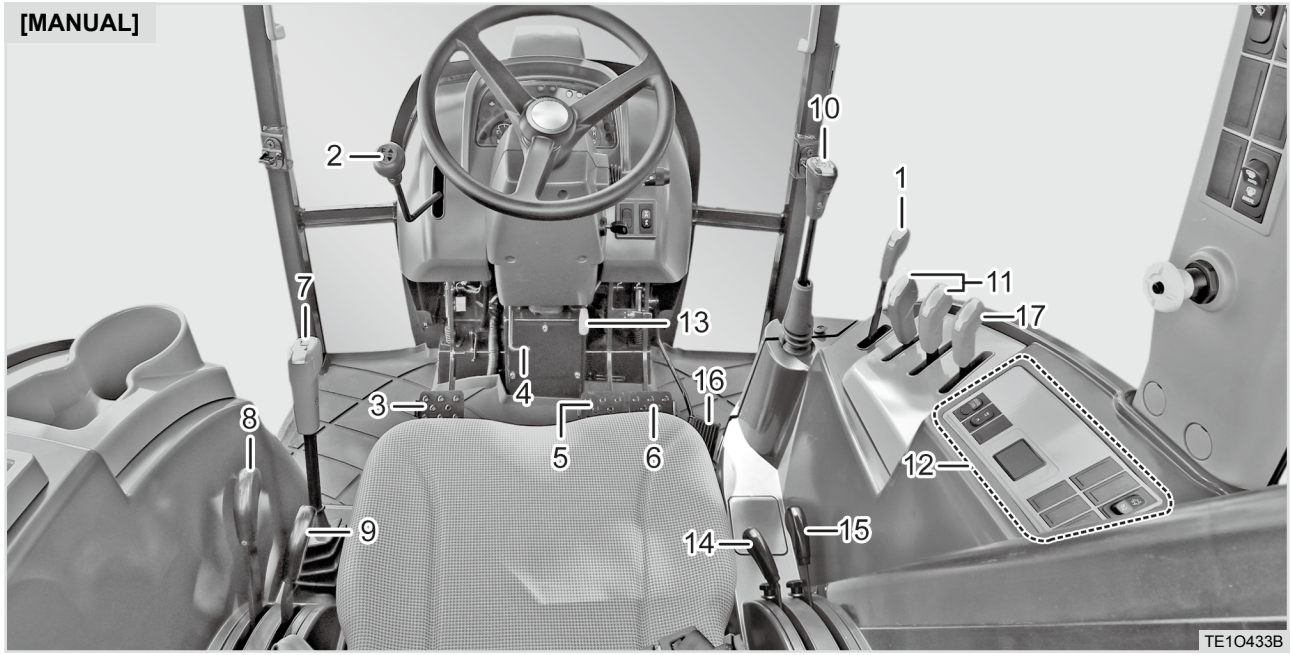
⚠ WARNING

- ***Contact to local KIOTI dealer.***

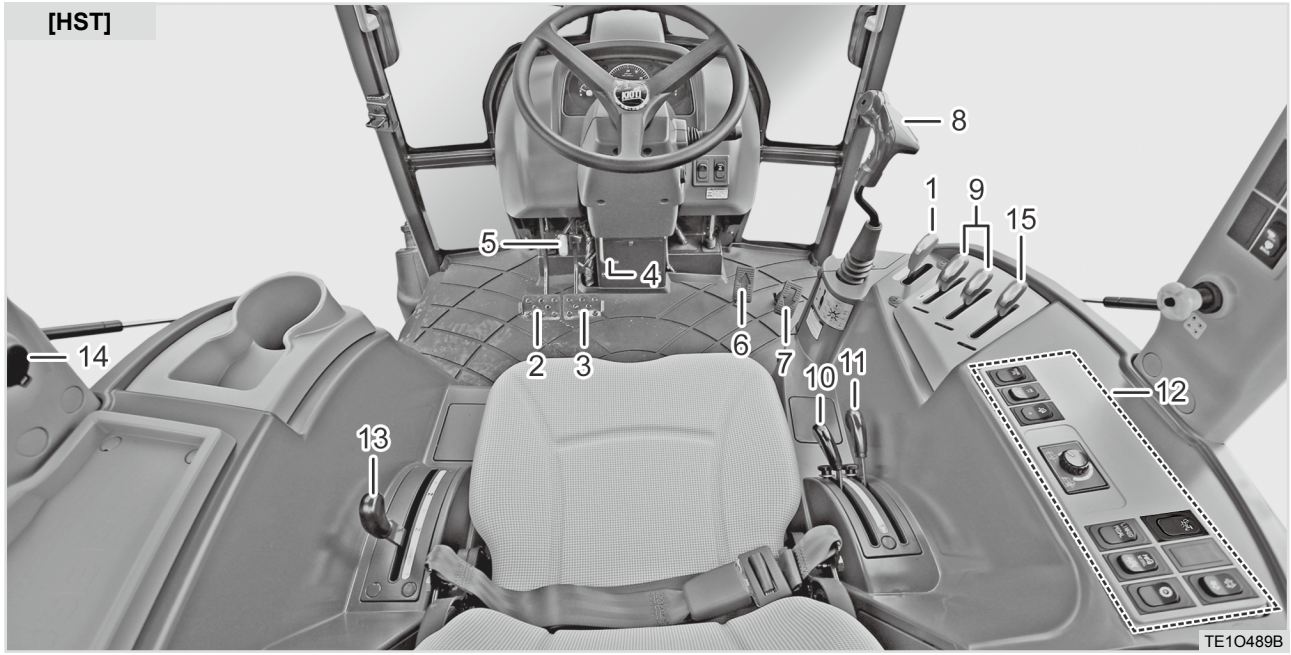
You can see the Error code below on the LCD window for Hour meter. When You found these on the LCD, please contact with KIOTI dealer.

NO.	DISPLAY	DESCRIPTION
1	ERR-001	No Signal at TACHO Input
2	ERR-002	No Signal at Water Temp
3	ERR-006	No Signal at GLOW LAMP Input
4	ERR-007	No Signal at PTO CRUISE LAMP
5	ERR-008	No Signal at Water IN FUEL Input
6	ERR-009	No Signal at HOUR Input

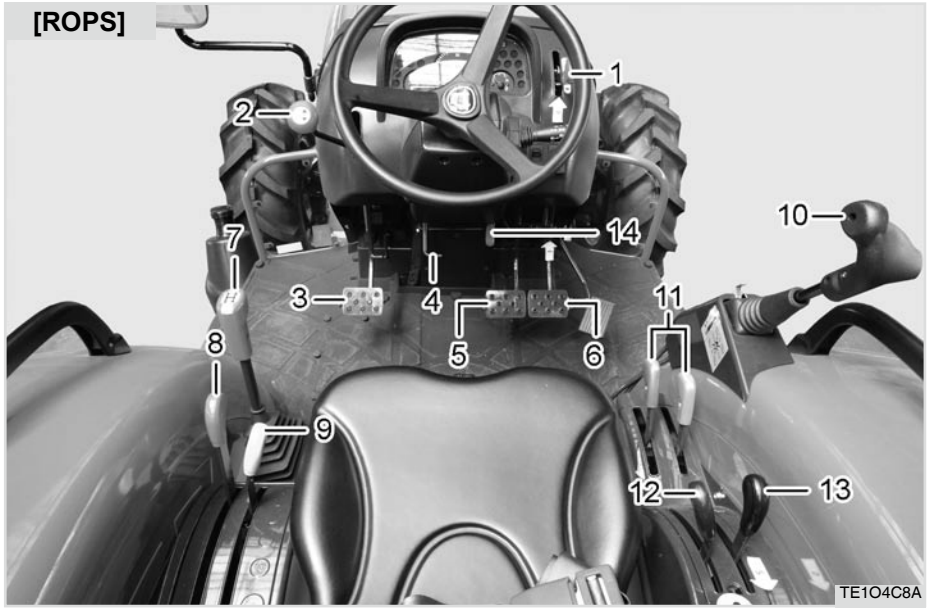
OPERATING THE CONTROLS



(1) Hand Throttle Lever
(2) Shuttle Shift Lever
(3) Clutch Pedal
(4) Tilt Steering Pedal (Steering Wheel Angle Adjustment)
(5) Brake Pedal (L)
(6) Brake Pedal (R)
(7) Main Gear Shift Lever
(8) Range Gear Shift Lever
(9) Creep Gear Speed Lever
(10) Joystick Lever (For Loader Operation)
(11) Double Acting Lever (A, B)
(12) Switch Panel
(13) Parking Brake Lock Lever
(14) Draft Control Lever
(15) Lift Position Control Lever
(16) Foot Throttle Pedal
(17) PTO Shift Lever

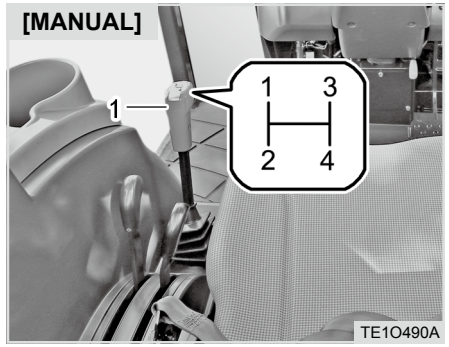


(1) Hand Throttle Lever
(2) Brake Pedal (L)
(3) Brake Pedal (R)
(4) Tilt Steering Pedal (Steering Wheel Angle Adjustment)
(5) Parking Brake Lock Lever
(6) Forward Driving Pedal
(7) Reverse Driving Pedal
(8) Joystick Lever (For Loader Operation)
(9) Double Acting Lever (A, B)
(10) Draft Control Lever
(11) Lift Position Control Lever
(12) Switch Panel
(13) Range Gear Shift Lever
(14) Power Socket
(15) PTO Shift Lever



(1) Hand Throttle Lever
(2) Shuttle Shift Lever
(3) Clutch Pedal
(4) Tilt Steering Pedal
(Steering Wheel Angle Adjustment)
(5) Brake Pedal (L)
(6) Brake Pedal (R)
(7) Main Gear Shift Lever
(8) Range Gear Shift Lever
(9) Creep Gear Speed Lever
(10) Joystick Lever
(11) Double Acting Lever (A, B)
(12) Draft Control Lever
(13) Lift Position Control Lever
(14) Parking Brake Lock Lever

MAIN SHIFT LEVER

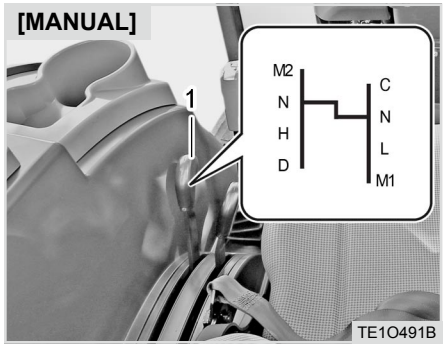


(1) Main Shift Lever

Four speeds can be selected by moving this main shift lever in "H" shaped path. You can shift into this lever from the 1st to 4th gears even when the tractor body is moving by disengaging the clutch during driving as these gears are synchromeshed.

In total, 24 forward driving speeds and 24 reverse driving speeds are provided by combination of the main shift lever (4 speeds), range shift lever (3 speeds), shuttle shift lever, and creep speed lever.

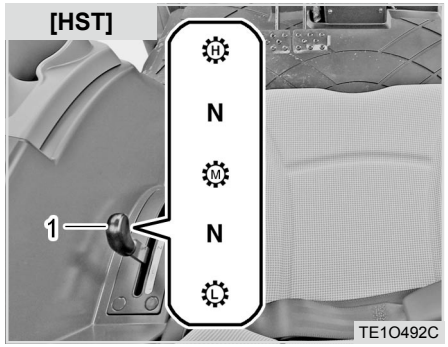
RANGE GEAR SHIFT LEVER



(1) Range Gear Shift Lever (6 Speeds)
(C) Creep Speed *(L) Low Speed*
(N) Neutral *(M1) Middle Speed 1*
(M2) Middle Speed 2 *(H) High Speed*
(D) Drive

6 speeds can be selected by the range shift lever. Only shift the range shift lever after the tractor is completely stopped by depressing the clutch pedal.

If the lever close to move freely or makes abnormal noise, put the lever into the neutral position, engage and disengage the clutch, and then try to shift the lever.



(1) Range Shift Lever
( ) High Speed *( ) Mid Speed*
( ) Low Speed *(N) Neutral*

High, mid and low speeds can be selected by the range shift lever.

Follow the instruction below if a problem occurs during shifting this lever:

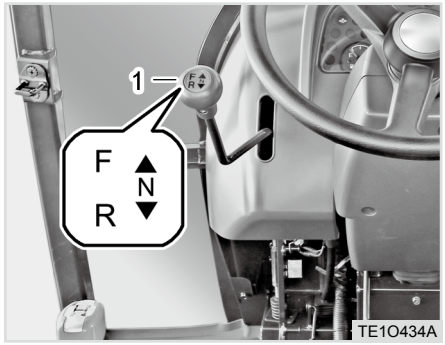
1. Put the range shift lever into the neutral position.
2. Depress the pedal slightly to prevent the gears in the transmission from rotating.
3. Shift the range shift lever into the desired position with the brake pedal and front/rear driving pedals depressed. (HST type)

⚠ CAUTION

- **Make sure to shift the range gear shift lever with the clutch pedal depressed and the tractor stationary (Manual Type).**
- **Never put the range shift lever into the high speed position during driving backward as it is dangerous to drive at a high speed.**
- **The tractor is not braked by depressing the brake pedal without depressing the clutch pedal at a low speed as rotational force of the axle has a major effect at a low speed. Therefore, disengage the clutch before depressing the brake pedal to stop the tractor. (Manual Type)**

4

SHUTTLE SHIFT LEVER



(1) Shuttle Shift Lever
(F) Forward (R) Reverse
(N) Neutral

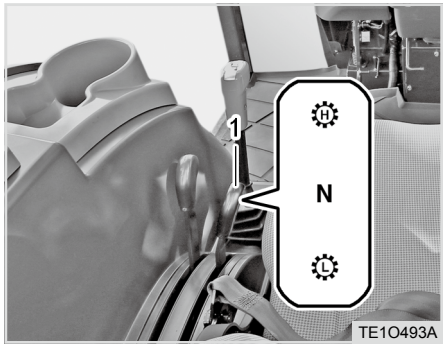
This lever is used to select forward or reverse driving. The lever can be shifted while the tractor is moving with the clutch disengaged as these gears are synchromesh. Shifting this lever frequently can deteriorate the trans-mission's life and durability.

Put this lever into the N position (Neutral) when the tractor is not driven.

⚠ CAUTION

- **Reduce the speed before moving this lever since it is very dangerous to switch the driving direction at a high speed.**

CREEP GEAR SPEED LEVER



(1) Creep Gear Speed Lever
(⚙) High Speed
(⚙) Low Speed (N) Neutral

Position the creep speed lever in the "H" position in normal conditions, and shift it to the "L" position only when necessary.

When the creep speed is selected, the rotational force of the axle has major effect on the tractor (mechanical). Misuse of this lever can result in malfunction or damage. Therefore, note the followings:

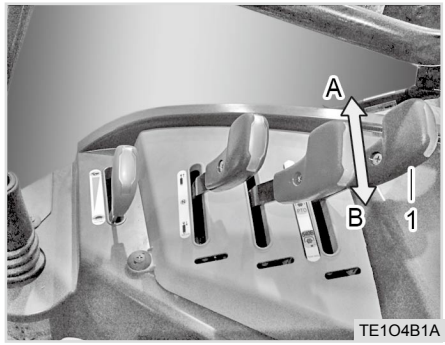
1. It is recommended to use the creep speed under the following conditions
   - When cultivating a field deeply or shallowly
   - When it is not possible to work at the standard speed due to hard soil
   - When transplanting
   - When working with a trencher (agricultural)
   - When loading or unloading during driving
2. It is recommended not to use the creep speed under the following conditions
   - When getting out of a puddle in muddy area
   - When towing or trailing
   - When working with a loader
   - When doing public works

3. Precautions for creep speed
   - Make sure to shift with the clutch pedal fully depressed.
   - Start moving tractor with the parking brake released. Depress the brake pedal after disengaging the clutch to stop the tractor.

⚠ CAUTION

- **Do not stop the tractor with the brake pedal without depressing the clutch pedal at the creep speed as rotational force of the axle has a major effect at the creep speed.**

PTO SHIFT LEVER



(1) PTO Shift Lever
(A) 540 *(B) 540E*

This lever is to shift the PTO speed into 2 speeds.

(rpm)

ITEM	1st	2nd
HST	540	-
MANUAL	540	540E

※540@2.500 (engine rpm)
540E@1.800 (engine rpm)

When you work in light load, use 2nd PTO stage.

For high load work, select the 1st gear (540) position and set the engine speed to 2500 RPM to obtain 540 RPM of the PTO speed.

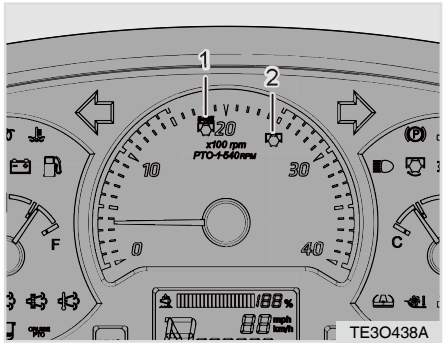
Also, for light load work, select the 2nd gear (540E) position and set the engine speed to 1800 RPM to obtain 540 RPM of the PTO speed.

⚠ CAUTION

To avoid personal injury:

- **When disassembling, assembling or cleaning the PTO system, make sure that to stop all rotating parts and the engine before disengaging the PTO.**

ECO PTO

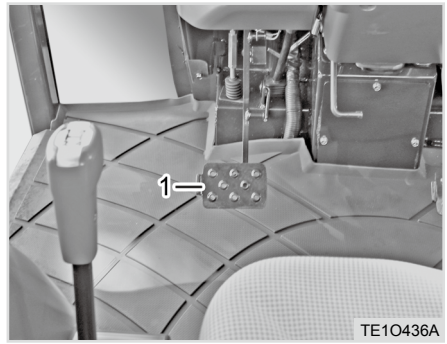


(1) 540 Eco rpm (2) 540 rpm

The PTO speed can be selected as desired according to the working condition.

The speed 2() corresponds to the engine speed for the mid range load to achieve 540 PTO RPM while the speed 1() corresponds to the engine speed for the light range load to achieve 540 PTO RPM. Set the engine speed around this mark for efficient and rapid work.

CLUTCH PEDAL



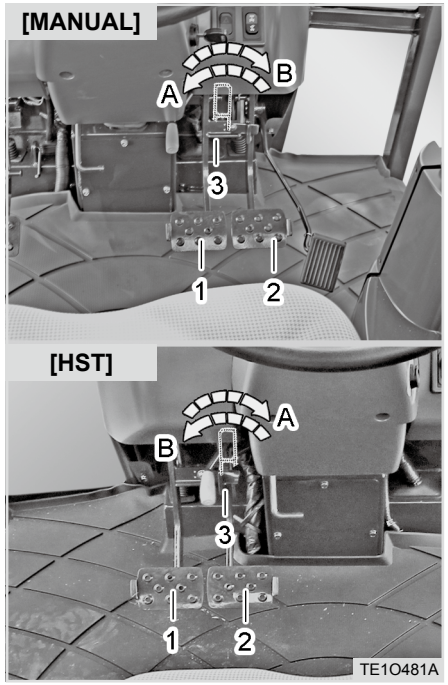
(1) Clutch Pedal

Make sure to depress the clutch pedal to its end. To start off smoothly, put the main and range shift levers into the proper positions and release the clutch pedal slowly.

BRAKE PEDAL

IMPORTANT

- **Never put your foot onto the clutch pedal during driving. The clutch disc can be worn pre-maturely.**
- **Be sure to depress the clutch pedal fully when shifting. Otherwise, the shift gear can be broken.**



(1) Brake Pedal (L) *(2) Brake Pedal (R)*
(3) Brake Lock
(A) Lock *(B) Unlock*

1. Make sure to link the left and right brake pedals as shown in the figure while driving on a road.

   The tractor can roll over if depressing only one brake pedal at a high speed.
2. When turning sharply on a field, disengage the left and right brake pedals to use one brake pedal. Unlock the brake lock, and then turn the steering wheel while depressing the brake pedal on the turning side.
3. Depressing only one brake pedal is not much effective while the 4WD is activated. (Effective in case of 2WD)

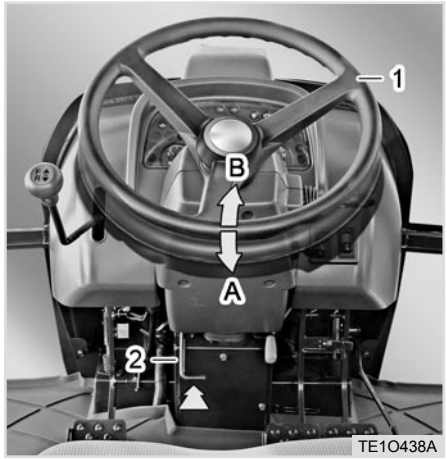
⚠ WARNING

- ***Make sure to interlock the brake pedals as an accident, such as rollover or impact, can occur during driving and entering/exiting field.***
- ***Avoid using only one of the brakes in the 4WD mode since it can reduce the life of the axle. Use the quick turn function rather than one side brake in the 4WD mode. Also, it can be efficient to use one side brake in the quick turn mode.***

⚠ CAUTION

- **Be sure to disengage the clutch before depressing the brake pedal to stop the tractor.**

STEERING WHEEL ADJUSTMENT



(1) Steering Wheel Tilt Pedal
(A) Lowering (B) Lifting

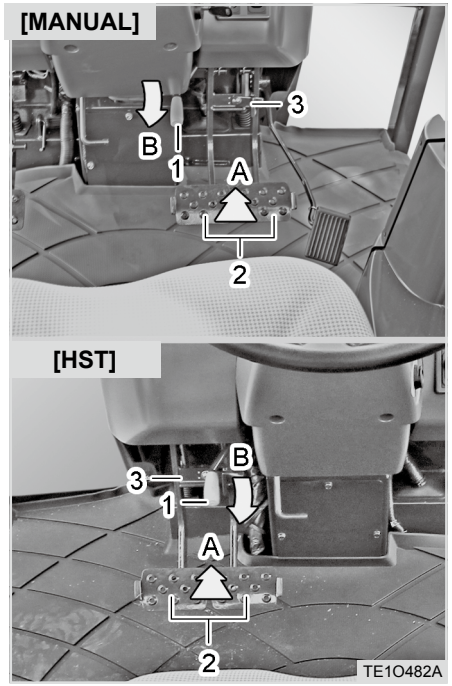
The angle of the steering wheel can be adjusted for the driver's comfort.

Hold the steering wheel with both hands, depress the tilt pedal lightly and then adjust the position of the steering wheel as desired.

⚠ WARNING

- ***Do not adjust the tilt steering while driving.***

PARKING BRAKE LEVER



(1) Parking Brake Lever (2) Brake Pedal
(3) Connecting Hook
(A) Depressing (B) Pressing Down

To stop the tractor, depress the brake pedal and pull the lever up to apply

the parking brake.

The parking bake is automatically released by depressing and then releasing the brake pedal.

⚠ CAUTION

- **If the vehicle is driven with the parking brake partially or completely engaged, it may cause early wear of the brake disc.**

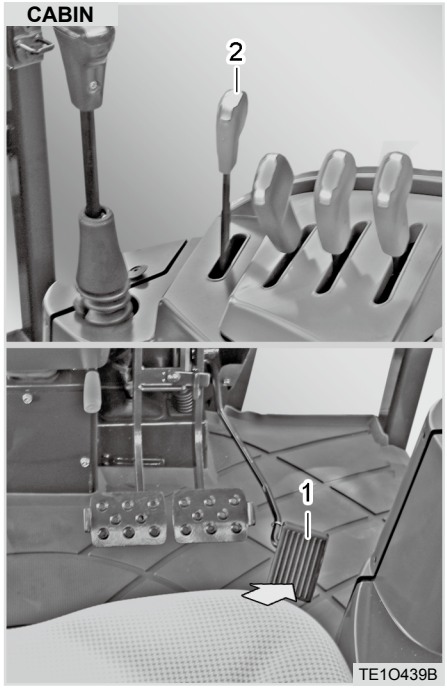
⚠ WARNING

To avoid possible injury, death or loss of property from a machine runaway:

- ***With the engine off, the tractor may move unexpectedly regardless of the gear shift position.***
- ***Before leaving the tractor, firmly apply the parking brake to prevent machine runaway.***

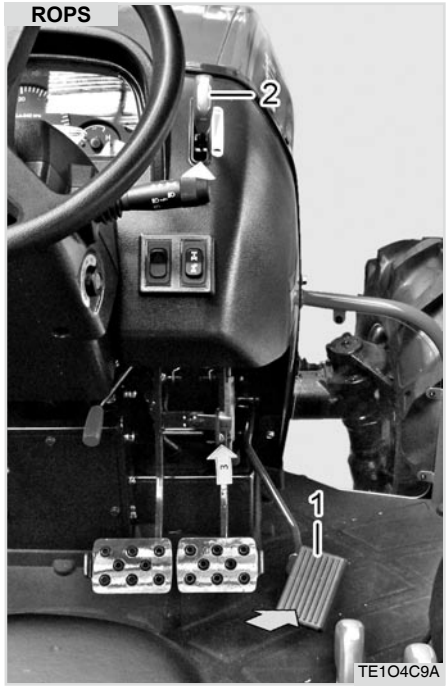
※ ***Only H-shuttle model.***

FOOT THROTTLE



(1) Foot Throttle (2) Hand Throttle Lever

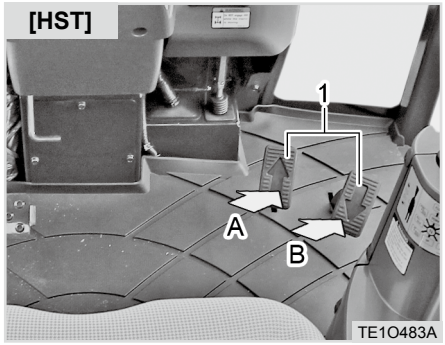
The foot throttle is mainly used during driving on a road while the hand



(1) Foot Throttle (2) Hand Throttle Lever

throttle lever is mainly used while working on a field.

FORWARD / REVERSE DRIVING PEDALS



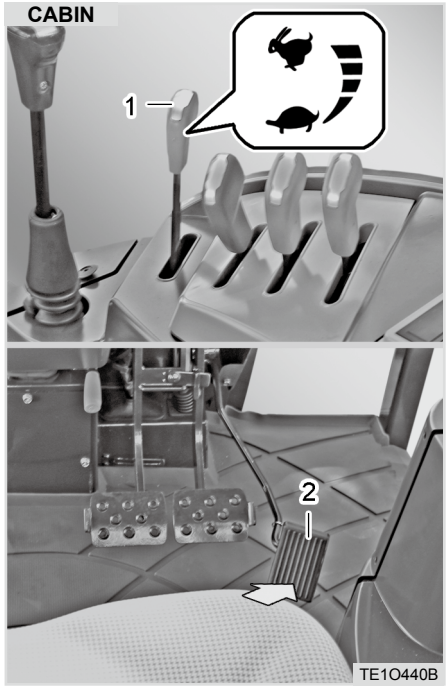
(1) Forward / Reverse Driving Pedals
(A) Forward (B) Reverse

Depressing the left pedal selects the forward driving while depressing the right pedal selects the reverse driving.

IMPORTANT

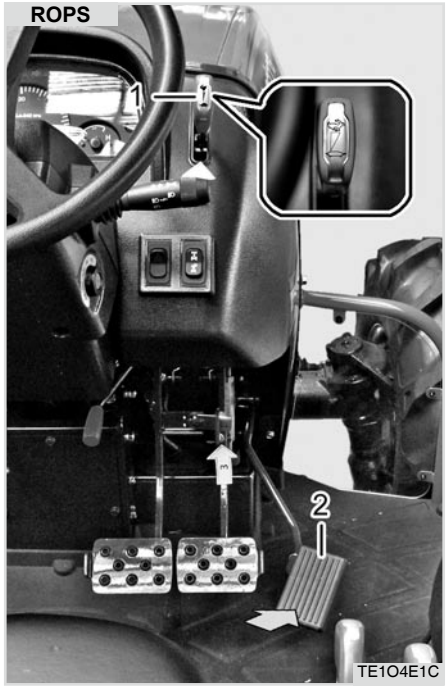
- **"Unlike a gas pedal, these HST pedals act like a main speed shift in a mechanical tractor". Therefore, depress them deeper to obtain higher speed with lower torque and release them to obtain lower speed with higher torque.**
- **For heavy load job, such as front end loader operation, use low or medium speed of the range shift lever.**

HAND THROTTLE LEVER



(1) Hand Throttle Lever (2) Accelerator Pedal
: Decrease : Increase

The hand throttle lever is to control the engine rpm. The engine acceler-



(1) Hand Throttle Lever (2) Accelerator Pedal
: Decrease : Increase

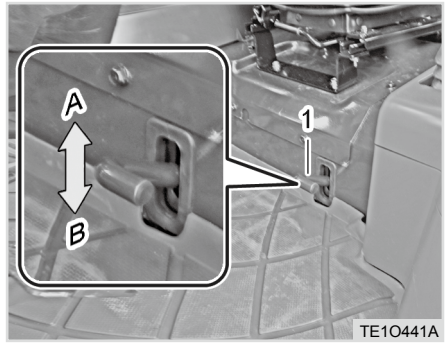
ates to its full speed by pulling the hand throttle lever (position) completely out while pushing the lever (position) decelerates the engine.

The hand throttle lever is mainly used while working on a field.

⚠ CAUTION

- **Using the accelerator lever during driving can lead to an accident as it becomes hard to decelerate the tractor rapidly.**

DIFFERENTIAL LOCK PEDAL



(1) Lock Pedal
(A) Release to "Disengage"
(B) Depress to "Engage"

The differential lock is to secure the differential system and keep the wheel rotation on both sides the same in order to enhance the traction of the rear axle.

Depressing the pedal engages the differential lock while releasing the pedal disengages the differential lock.

Use this system under the following conditions:

1. When any wheel slips and the tractor does not move in the field.
2. When it is hard to break away from a paddy field.

⚠ CAUTION

- **The differential lock should be engaged only while the driving clutch is engaged. If the differential lock pedal does not move when depressing it, try to depress it again after releasing it.**
- **When engaging the differential lock, reduce the engine speed. After engaging it, accelerate the tractor.**
- **Make sure to set the steering wheel in the straight ahead position while the differential lock is in use. Otherwise, the differential system can be damaged.**

SEAT ADJUSTMENT

SEAT SLIDING

CABIN

ROPS

(1) Seat Adjustment Lever

To adjust the seat position, pull the lever (1) to upward under the front of the seat, slide the seat to the desired position, and then release the lever.

Make sure that the seat is firmly fixed by moving it gently after adjustment.

⚠ CAUTION

- **Do not put a hand between the seat and the slides when adjusting the seat position. You can be injured unexpectedly.**

SEAT BACK RECLINING

(1) Seat Back Adjustment Lever

To change the seat back angle, raise the lever (1) on the left of the seat. Then, adjust the seat back angle with the lever pulled. Release the lever after adjustment. Make sure that the lever is returned and the seat is firmly fixed after adjustment.

SEAT HEIGHT ADJUSTMENT

(1) Seat Height Adjustment Handle

The seat height can be adjusted to fit to the driver. Turning the handle (1) on the front of the seat clockwise raises the seat while turning it counterclockwise lowers the seat.

CUSHION STRENGTH ADJUSTMENT

CABIN

ROPS

(1) Cushion Adjustment Lever

The seat cushion can be adjusted according to the weight of the driver.

Turning the cushion adjustment lever (1) on the front of the seat to the (-) direction makes the cushion softer while turning it to the (+) direction makes the cushion firmer.

SEAT BELT

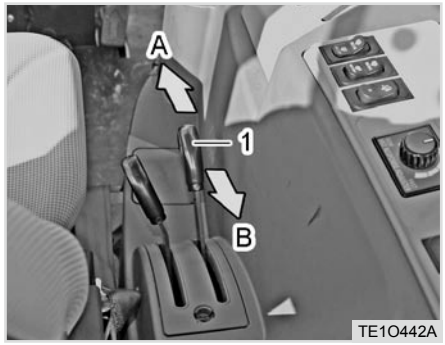
(1) Seat Belt *(2) Release Button*
(A) Release

The seat belt is semi-automatic self-retracting type. Make sure to fasten the seat belt before driving. To disengage the seat belt, press its red release button.

⚠ WARNING

- ***Make sure that the seat belt is not twisted. It cannot work properly, leading to a hazardous condition.***
- ***The seat belt should go around your body as low as possible, not your waist or abdomen. Otherwise, the seat belt cannot protect you properly.***

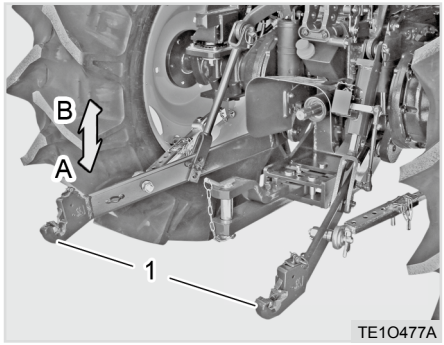
POSITION CONTROL LEVER



(1) Position Control Lever
(A) Lowering (B) Lifting

The position control lever is used to keep the plowing depth constant during work.

The implement attached to the lifting arm can be lowered by pushing the lever while the implement is raised by pulling the lever.



(1) Lower Link
(A) Lowering (B) Lifting

In order to limit the lowering height of implements, use the lock bolt (2) to limit the operating range of the lever.

For detailed information, refer to "Initial Operation" in Chapter 5.

⚠ WARNING

- ***Make sure that there is nobody or not obstacle around the three-point linkage before controlling position lever.***

DRAFT CONTROL LEVER

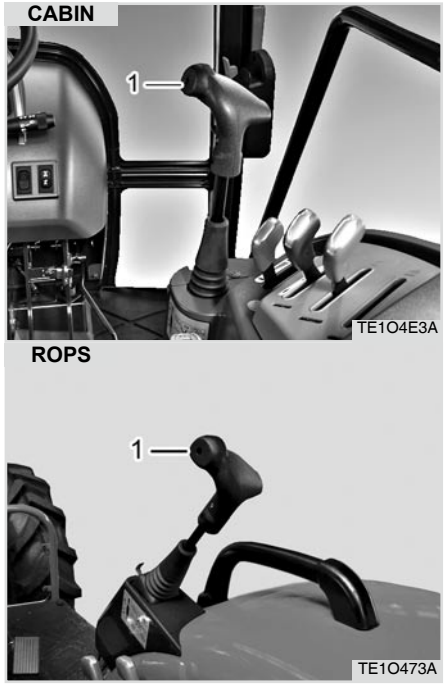
(1) Draft Control Lever

The draft function can be used for the plow which is installed to the lower link. (Lifting arm)

If the plow is operated with excessive draft, the lifting arm is automatically raised to reduce the draft and then returned to its original. This is called as "Draft Function". The plowing depth can be controlled by the soil status by putting the draft control lever into the "Deep" position to activate the draft function at mid load and putting the lever into the "Shallow" position to activate the draft function at light load.

For detailed information, refer to "Initial Operation" in Chapter 5.

JOYSTICK LEVER

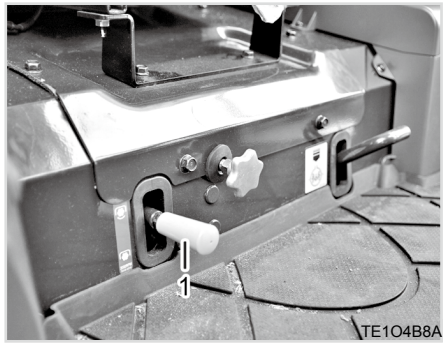


(1) Joystick Lever

This joystick lever is used only to lift and lower the loader attached to the tractor.

MID PTO LEVER (IF EQUIPPED)

For detailed information, refer to "Handling Loader" in Chapter 6.



(1) MID PTO Lever

The mid PTO is a unit used for a lawn mower.

To use the mid PTO, turn on the PTO main switch, set the rear PTO selection lever to the 1st gear (540) position and engage the mid PTO lever.

However, if placing the rear PTO lever to the 2nd gear (540E) position, the mid PTO cannot be engaged.

IMPORTANT

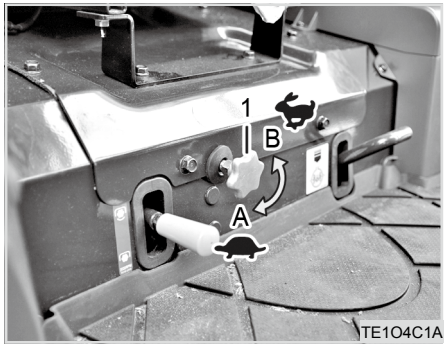
- **Engine will start with mid PTO OFF and PTO switch OFF, shuttle or range shift lever is in neutral position, brake pedal depressed.**

WARNING

To avoid accidents:

- ***Never leave the seat with the mid PTO in operation. An injury can happen.***
- ***Do not install and operate implements driven by the rear and mid PTOs at the same time.***
- ***Use only approved implements for the mid PTO.***

LIFTING ARM (LOWER LINK) SPEED CONTROL LEVER



(1) Lowering Speed Control Lever
(A) Low Speed (B) High Speed

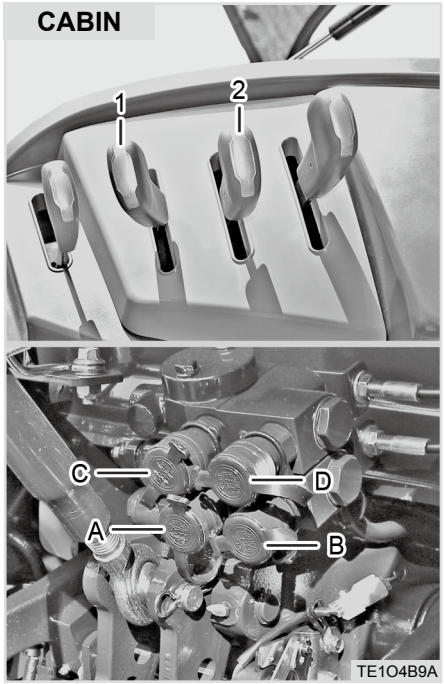
Turning the lever counterclockwise increases the lowering speed while turning it clockwise decreases the lowering speed. Also, turning it clockwise to its end can fix the implement to a certain position.

NOTE

- This lever does not control the lifting speed of the lifting arm.

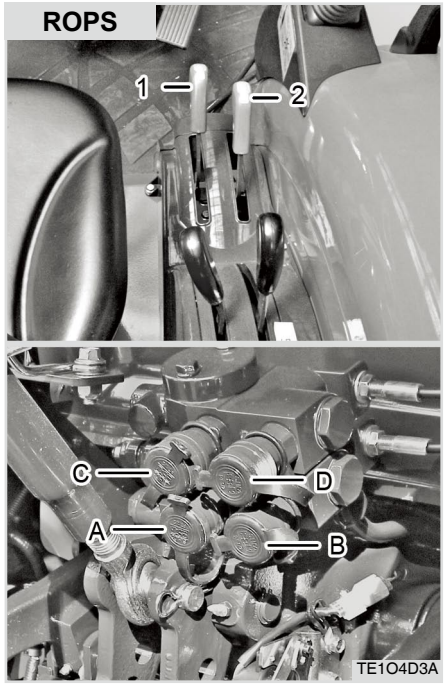
DOUBLE ACTING LEVER (IF EQUIPPED)

CABIN



(1) Double Acting Lever 1
(2) Double Acting Lever 2
(A) Port A (B) Port B
(C) Port C (D) Port D

ROPS



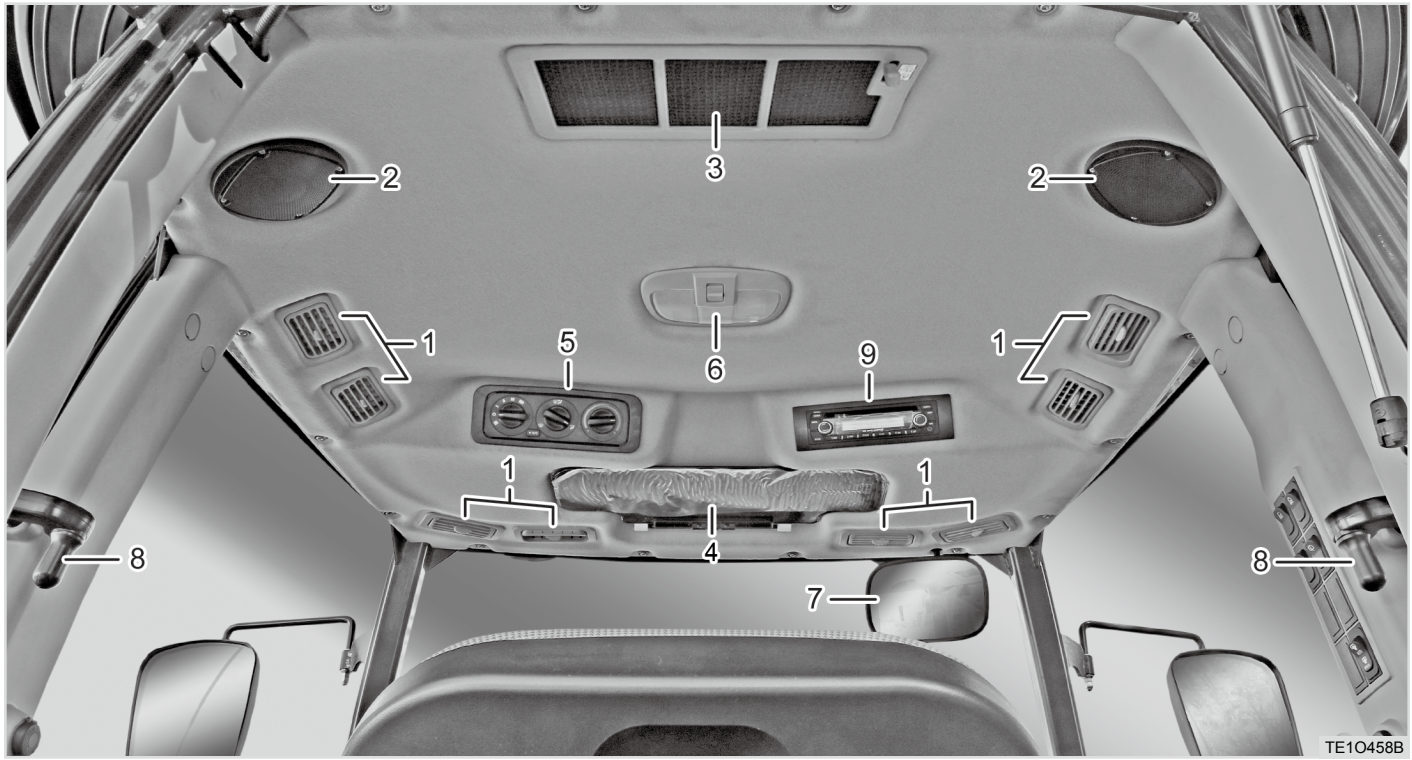
(1) Double Acting Lever 1
(2) Double Acting Lever 2
(A) Port A (B) Port B
(C) Port C (D) Port D

This lever is used to control a auxiliary hydraulic implement installed to rear.

Lowering the lever supplies hydraulic fluid to Port B, while raising it supplies hydraulic fluid to Port A.

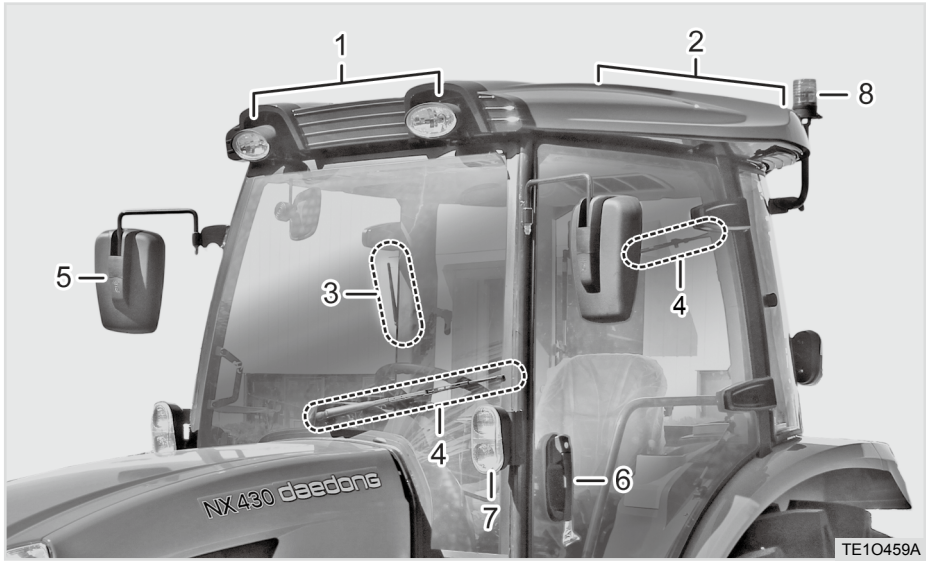
See chapter 5, "Operation" for details.

CABIN SYSTEM
INTERIOR DEVICES



(1) Air Outlet
(2) Speaker
(3) Air Inlet
(4) Sun Visor
(5) Heater/Air Conditioner Switch
(6) Room Lamp
(7) Inside Rearview Mirror
(8) Side Window Handle
(9) Cassette Tape Recorder

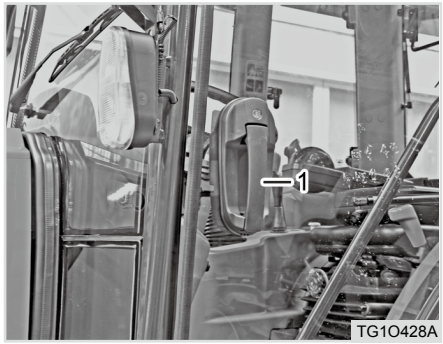
EXTERIOR DEVICES



(1) Work Light (FR)
(2) Work Light (RR)
(3) Antenna
(4) Wiper (FRT/RR)
(5) Outside Rearview Mirror
(6) Door Handle
(7) Turn Signal Lamp
(8) Slow Moving Vehicle Sign

1. The cabin is designed optimally for the driver's comfort and convenience.
2. This tractor has wide windows as well as outside rearview mirrors on both sides to provide a clear and wide rear view.
3. The cabin can be kept comfortable and pleasant by operating the air conditioner and heater.
4. The cabin structure is safe as it is verified by the ROPS (Roll Over Protection Structure) test. However, make sure to fasten the seat belt for best the protection.

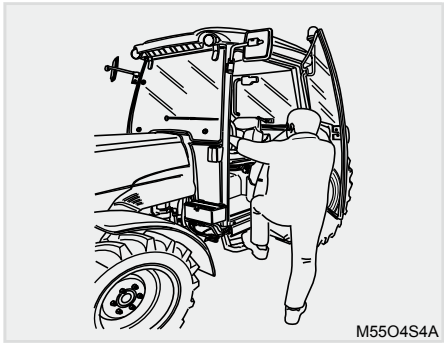
ENTRANCE



(1) Door Handle

Pull the handle forward to open the door.

The door can be locked through the lock on the outside of the door with the ignition key.



Enter or leave the tractor through the left-hand door.

⚠ WARNING

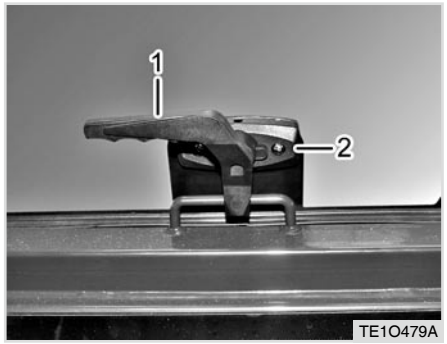
- ***Do not jump on or off the tractor. It may cause injuries. Always face the tractor, use the hand rails and steps, and get on or off slowly. Maintain a minimum three points of contact to avoid falling. (Both hands on rails and one foot on the step, or one hand on the hand rail and both feet on the steps)***

UNLOCKING THE DOOR

(1) Door Lever

To open the door in the cabin, push the lever outwards.

REAR WINDOW



(1) Handle Of Rear Window
(2) Locking Device

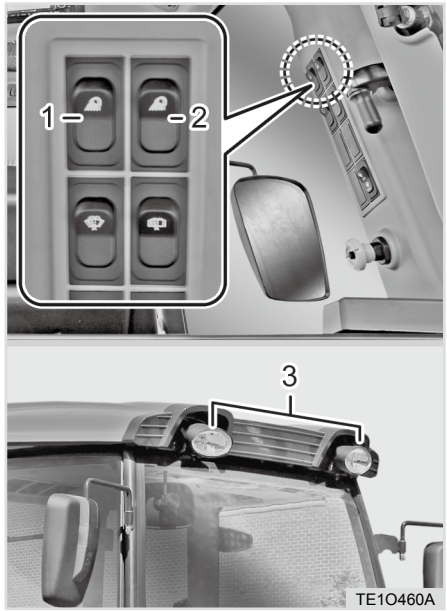
Press the locking device on the rear window handle lightly to open the rear window in the cabin.

To close it, hold the handle and pull it gently.

⚠ WARNING

- ***The rear window may not be opened due to an implement. Make sure there is enough space to open the window to prevent damage and breakage by an implement.***
- ***Never drive the tractor with the door open. An accident can occur.***

WORKING LIGHT (ESCORT FUCNTION)



(1) Working Light Switch (Front)
(2) Working Light Switch (Rear)
(3) Working Light (Front)

The working lights are installed to the front and rear sections of the roof, and their operating button is installed to the right panel in the cabin.

To turn on, position the switch marked (front) to "ON" the position.

The key switch should be positioned to the "ON" position at this moment.

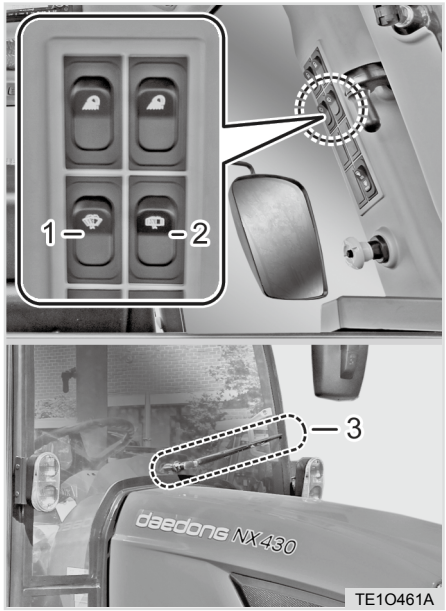
⚠ WARNING

- ***Do not drive the tractor on a road with the work lights ON at night.***
- ***The approaching or following vehicle's visibility can be disturbed, which is very dangerous for both drivers. In this case, use the hazard lamps.***

ESCORT FUNCTION

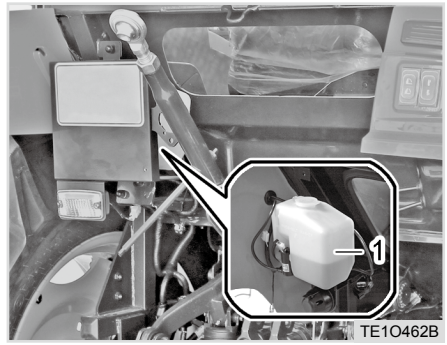
When stopping the engine with the work lamps illuminated after (night) work, the work lamps keep illuminated for 30 seconds to secure the operator's visibility for safety.

WIPER



(1) Wiper Operating Switch (Front)
(2) Wiper Operating Switch (Rear)
(3) Wiper Front

1. To turn on, position the switch marked (wiper) to the "ON" position.



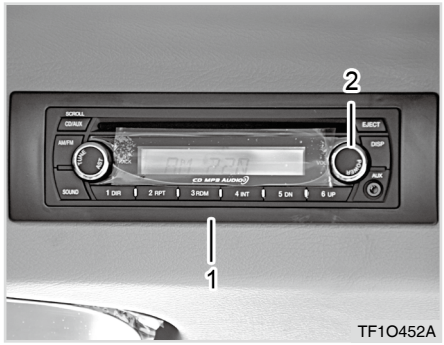
(1) Washer Fluid Tank

2. The washer fluid is sprayed through the nozzle of the wiper by pressing the switch again with the key switch in the "ACC" or "ON" position.
3. The washer fluid for the windshield is installed on the rear left side outside the cabin.

BLUETOOTH PLAYER/RADIO

IMPORTANT

- **Normal water can be used as the washer fluid, but it is recommended to use the washer fluid made exclusively for vehicles. Especially, make sure to use seasonal washer fluid in winter.**
- **The washer fluid motor can be damaged if you are trying to spray the washer fluid when its tank is empty. Therefore, make sure to check the fluid level before driving.**
- **Spray enough washer fluid and operate the wiper if there is dirt on the window.**
  When operating the wiper while it is frozen to the window, its fuse can be blown. In this case, operate the wiper after increasing the cabin temperature enough to defrost the wiper.
- **Wiper blade can be damaged if operated on a window that is iced over.**



(1) Bluetooth Player/Radio
(2) Power Switch

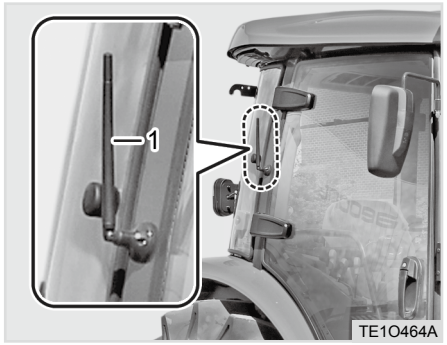
This vehicle is equipped with a Bluetooth player which has an audio/radio function and wireless LAN communication. Using the Bluetooth function, it is possible to pair and use it with other Bluetooth enabled devices. For detailed information, refer to the stereo system's user manual.

CAUTION

- **Working with the volume of the stereo system excessively high can affect the driver's concentration, leading to possible safety accidents.**

4

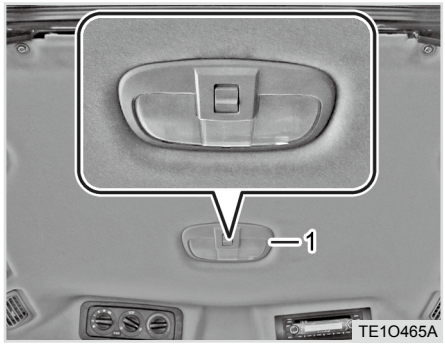
ANTENNA



(1) Antenna

Check the contact and angle of the antenna in case of poor signal reception.

INDOOR LAMP



(1) Indoor Lamp

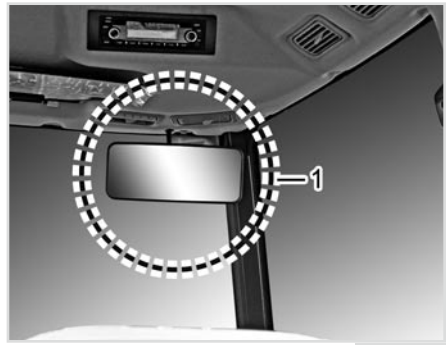
If you press the lens, the indoor lamp will be turned on. If you press it again, it will be turned off.

⚠ CAUTION

- **The room lamp can be operated without the key inserted. However, turning it on for an extended period of time can discharge the battery.**

ACCESSORY(IF EQUIPPED)

INSIDE REARVIEW MIRROR

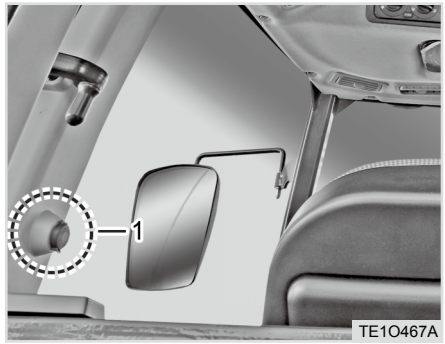


(1) Inside Rearview Mirror

The cabin is equipped with the inside rearview mirror for the driver's convenience.

Adjust the angle of the mirror before driving to secure for a clear rear view.

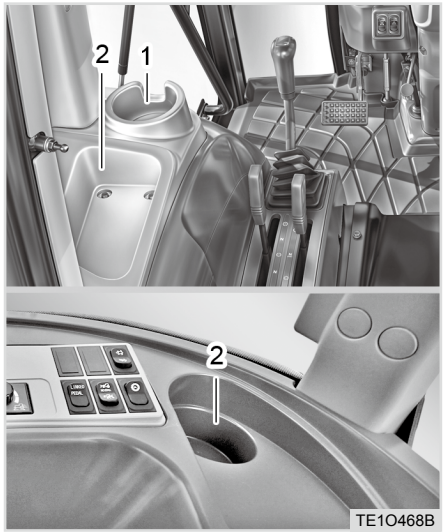
POWER SOCKET



(1) Power Socket

Use this as external power source.

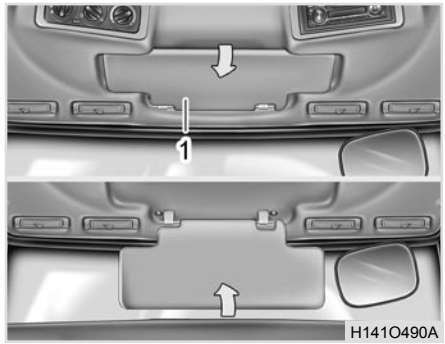
CUP HOLDER AND STORAGE



(1) Cup Holder *(2) Storage*

There are two storage areas and five cup holders above the left and right lever guides in the cabin.

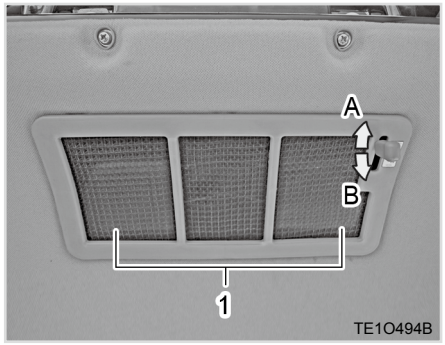
SUN VISOR



(1) Sun Visor

Pull it down to block the sunlight from the front. Keep it folded unless necessary.

AIR RECIRCULATION AND FRESH AIR MODE



(1) Internal Air Inlet
(A) Fresh (B) Recircuration

It is installed to the rear section of the ceiling in the cabin.

When pushing the lever backward, the grill is closed to draw fresh air from the outside into the cabin. When pulling it forward, the grill is open to circulate air in the cabin.

It is possible to recirculate internal air or draw fresh air by operating the air conditioner.

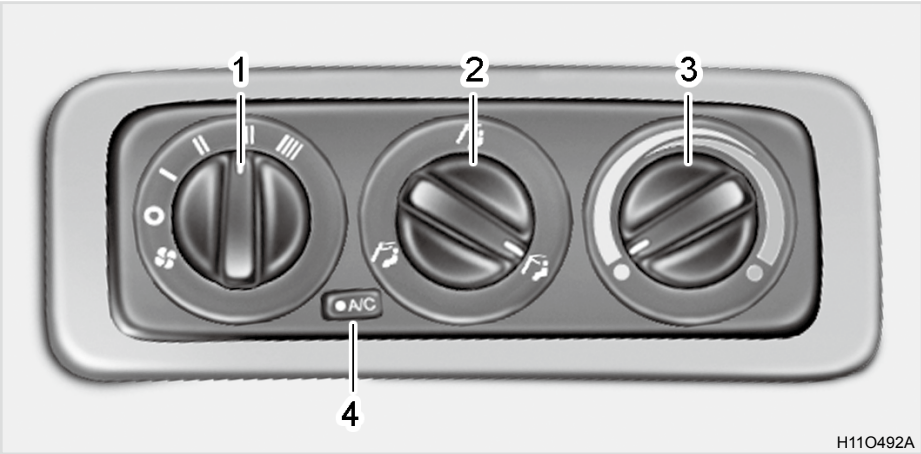
It is not possible to block outside air from coming in, even in the recirculation mode.

In the fresh air mode, air circulating in the cabin is 100% fresh air.

⚠ WARNING

- **This cabin is not designed for spraying chemicals and cannot block polluted outside air from entering.**

HEATER AND AIR CONDITIONER



(1) Fan Speed Control Dial
(2) Vent Mode Control Dial
(3) Temperature Control Dial
(4) Air Conditioner Switch

The air conditioner should be operated with the engine running.

⚠ WARNING

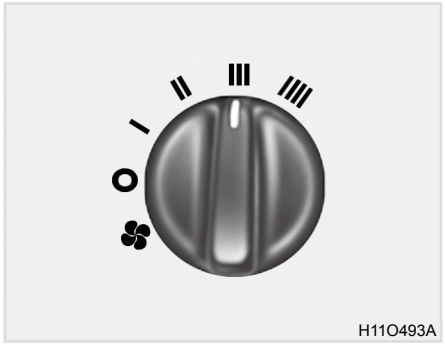
- ***Do not leave a child alone in the cabin. His/her health can be threatened as internal temperature rises rapidly in hot weather or on a sunny day.***

⚠ WARNING

- ***Use the fresh air mode in normal conditions and use the air recirculation mode only if necessary. Continued operation of the air recirculation mode can cause the inside to become stuffy, causing headaches, drowsiness, or frost on the windows. Do not operate the recirculation mode for an extended period of time.***

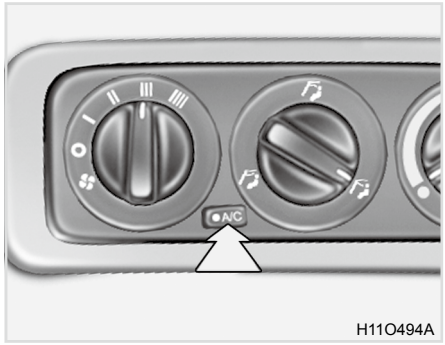
4

FAN SPEED CONTROL DIAL



The fan speed for the heater and air conditioner can be adjusted in four positions.

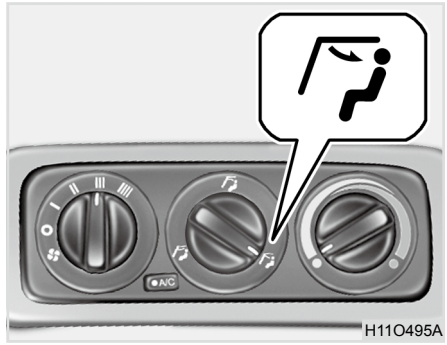
AIR CONDITIONER SWITCH



Press it to activate the air conditioner and press it again to deactivate the air conditioner.

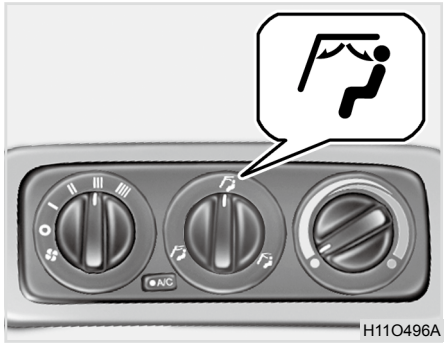
The heater can be operated by the temperature control switch and fan speed control switch.

VENT MODE CONTROL DIAL



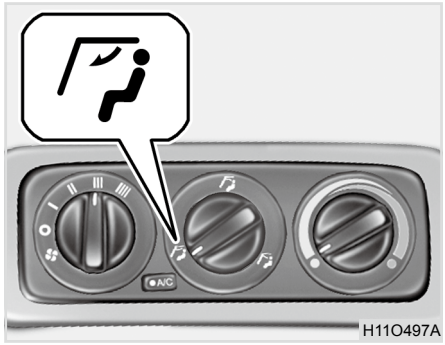
Air flows out from four left and right vents toward the driver when turning the vent mode dial to the ( ) position.

BI-LEVEL



Air flows out from four front and four left and right vents when turning the vent mode dial to the Bi-level ( ) position.

DEFROST



Air flows out from four front vents toward the driver when turning the vent mode dial to the ( ) position.

TEMPERATURE CONTROL SWITCH

The desired temperature can be set by adjusting this dial. Warm air flows out by turning it clockwise (red), and cool air flows out by turning it counterclockwise. (Blue)

The temperature control dial only controls the amount of air flowing through the heater and air conditioner.

Therefore, unnecessary load can be applied to the air conditioner if this dial is set to the high temperature with the A/C in operation.

⚠ WARNING

- ***If you sleep with the air conditioner or heater in operation, you may be suffocated to death.***
- ***If keeping the A/C on for an extended period of time, inside air can become impure. Therefore, draw outside air and ventilate the cabin regularly.***

⚠ CAUTION

- **Keep the windows closed while the A/C is in operation for effective operation.**
- **Turn off the air conditioner for better engine power when the work load rapidly increases.**
- **When the tractor is stationary and being used in high load work, reduce the A/C operation period as the engine may be overheated.**
- **Make sure you operate the air conditioner once or twice a month in winter season to prevent refrigerant leakage and facilitate the compressor lubrication for durability of the A/C compo-nents.**
- **If the tractor has been parked under strong sunlight for a long period of time, open the windows to ventilate the cabin before operating the A/C.**

AIR CONDITIONER MAINTENANCE

Make sure to follow the instructions below to keep the air conditioner in the best condition:

1. Operation in winter season:

   During the winter time, run the air conditioner once or twice every month to prevent refrigerant leakage and corrosion in the air conditioner system and to facilitate oil circulation in the compressor in order to prevent malfunction.

   The A/C does not operate when the air temperature is below 2 É. Therefore, warm the inside air by operating the heater in order to be able to operate the A/C.

2. Air conditioner condenser care:

   If there is foreign material in the A/C condenser and engine radiator, their cooling performance may be deteriorated. Therefore, always keep them clean for their optimal cooling performance. When cleaning the core of the condenser, use

a soft brush and water carefully not to bend it.

3. Operation in summer season:

   Make sure to check the tension of the A/C belt before using the A/C frequently.

⚠ CAUTION

- **The A/C system is charged with new refrigerant that does not destroy the ozone layer. Be careful when servicing the A/C system.**
- **Do not use unspecified refrigerant and compressor oil, or the air conditioner system could be seriously damaged.**
- **The performance of the A/C becomes poor when the refrigerant is insufficient. However, charging the air conditioner with excessive refrigerant affects its performance negatively. Therefore, have the system checked by a KIOTI Dealer if malfunction is found.**

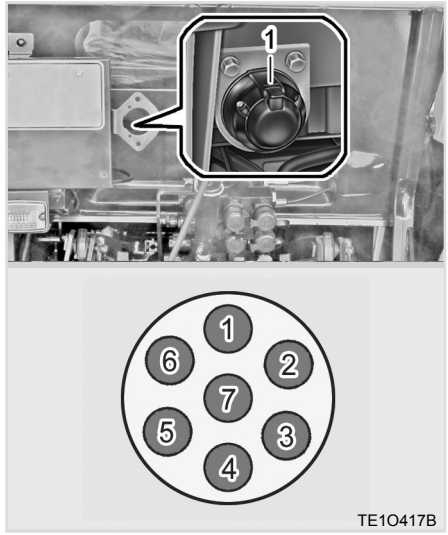
SPECIFICATIONS FOR A/C REFRIGERANT AND LUBRICANT

Item	New refrigerant	Compressor oil
Type	R-134a	UCON488
Charging amount	0.75 kg	265cc

⚠ WARNING

- ***Have the air conditioner serviced by a qualified service personnel. If it is serviced by an unqualified person, he/she can be injured by the refrigerant under high pressure.***

7-PIN POWER OUTPUT SOCKET (IF EQUIPPED)



(1) Power Connector

The 7-pin socket is installed on the rear left side of the tractor.

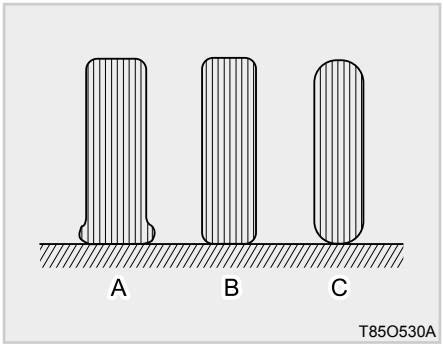
This supplies power to the brake lamps, turn signal lamps, and position lamps(Illumination) of the trailer.

TIRES, WHEELS AND BALLAST

NO	CIRCUIT	COLOR OF WIRE
1	Turn Signal (LH)	Yellow
2	Spare	Blue
3	Ground	White
4	Turn Signal (RH)	Green
5	Illumination (RH)	Brown
6	Stop Light	Red
7	Illumination (LH)	Black

⚠ WARNING

- ***When driving on a road with an implement which has exterior lamps, such as a trailer, make sure to turn on those lamps by connecting them to the 7-pin socket in order to prevent an accident.***
- ***Make sure to check for proper operation after connecting the 7-pin socket to the trailer. It may not operate depending on the trailer specifications. Consult your local KIOTI Dealer for this issue.***

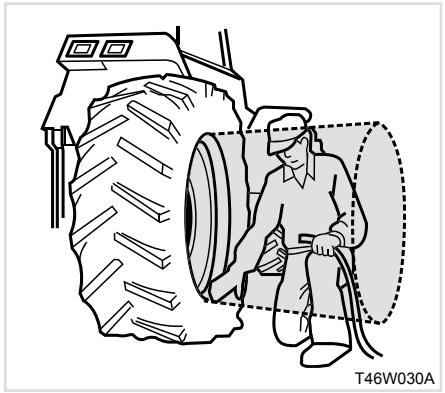


(A) Insufficient (B) Standard (C) Excessive

Though the tire pressure is factory-set to the proper tire inflation, it naturally drops slowly in the course of time. Thus, check it everyday and inflate as necessary.

⚠ WARNING

- ***Do not use tires larger or smaller than specified.***
- ***Do not disassemble or assemble the tire. If it is necessary to disassemble/assemble the tire, let a qualified service person perform the work.***


T46W030A

⚠ WARNING

- ***The tire rims can fall out of the tires. Causing the tire bead edge to blow out Therefore, stay out of their way when checking or inflating tires.***

INFLATION PRESSURE

Always maintain the proper tire inflation pressure. Make sure the tire pressure does not exceed the pressure recommended in the manual.

		Tire sizes	Inflation pressure			Tire sizes	Inflation pressure
Front	Agri	9,5-16, 6PR	138 kPa (1,4 kgf/cm², 20 psi)	Rear	Agri	13,6-24, 6PR	157 kPa (1,6 kgf/cm², 22,7 psi)
		9,5-18, 8PR	274 kPa (2,8 kgf/cm², 39,8 psi)			13,6-26, 6PR	197 kPa (2,0 kgf/cm², 28,5 psi)
	Turf	29-12,5-15, 6PR	207 kPa (2,1 kgf/cm², 30 psi)			13,6-28, 6PR	157 kPa (1,6 kgf/cm², 22,7 psi)
	Ind	10-16,5, 6PR	311 kPa (3,2 kgf/cm², 45 psi)		Turf	21,5L-16,1, 6PR	173 kPa (1,8 kgf/cm², 25 psi)
					Ind	14,9-24, 6PR	180 kPa (1,9 kgf/cm², 26 psi)

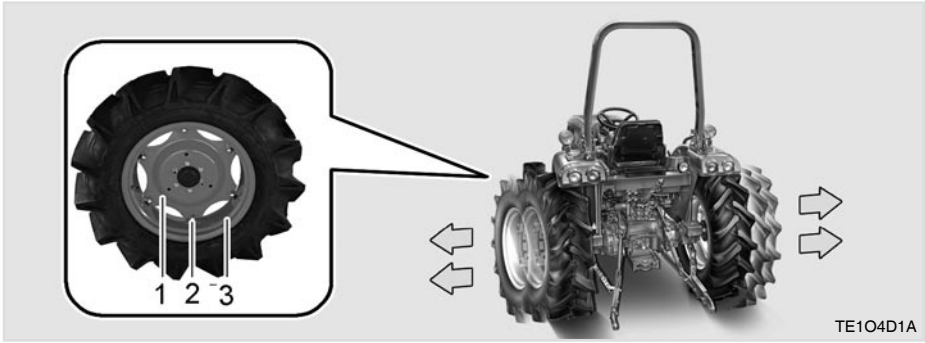
** IND : For Industrial.*

NOTE

- Keep the front tire pressure to maximum if maximum load is applied to the loader or front weight.
- If tires with a different size from the ones already in use are installed, contact the **KIOTI** dealer for the front/rear wheel speed ratio. Improper front/rear wheel speed ratio can result in excessive wear of the tires.

TREAD

T46W031A



(1) Bolt *(2) Rim Bolt* *(3) Disc*

⚠ WARNING

- ***Do not weld or apply heat to the tire rim or disc. The tire can explode due to the rapidly increased pressure in the tire.***
- ***Check tires for inflation pressure, damage, deformation, and extended wear on lug and damage of rim and disc. Also check if wheel bolts, rim bolts, and nuts are loose.***

When working on a field where crops are linearly aligned, the tread should be adjusted so that the tires do not cross over the crops.

It is also necessary to widen wheel tread to decrease danger when working on slopes or hills, or when doing trailer work, etc.

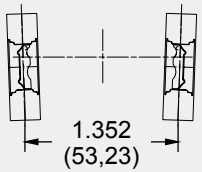
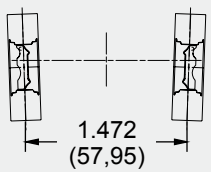
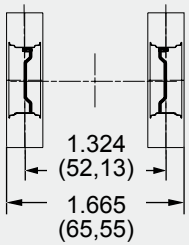
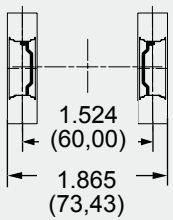
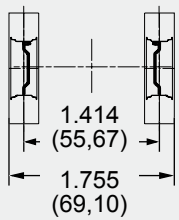
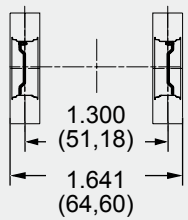
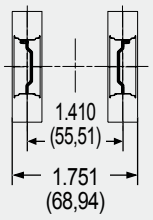
⚠ WARNING

Never operate tractor with a loose rim, wheel, or axle.

- ***Always tighten nuts or bolts to the specified torque.***
- ***Make sure to frequently check that all these parts are firmly tightened. Make sure to perform inspection daily.***

STANDARD TREAD DIMENSION (NX4520/5020)

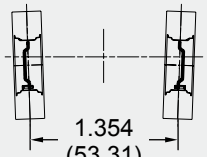
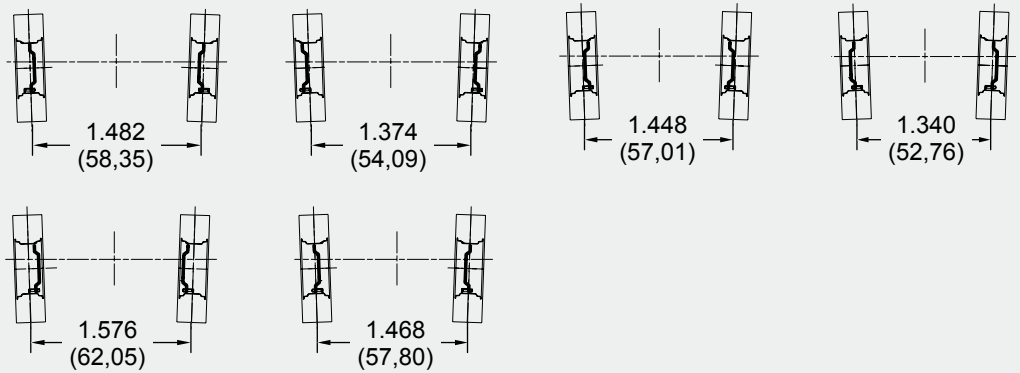
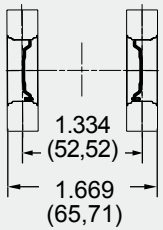
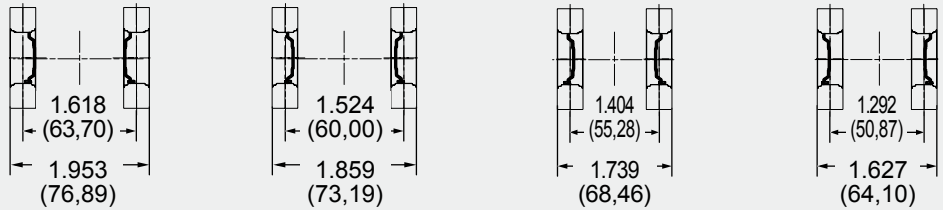
mm (in.)

WHL	STANDARD	ADJUSTING SCOPE
FRONT		
REAR		   

TE1O401A

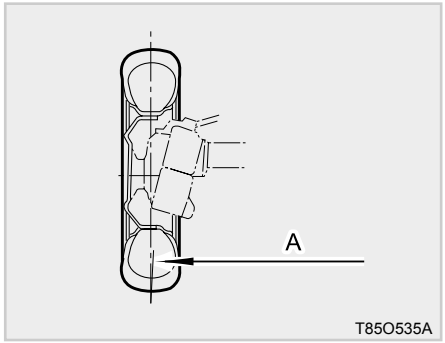
STANDARD TREAD DIMENSION (NX5520/6020)

mm (in.)

WHL	STANDARD	ADJUSTING SCOPE
FRONT		
REAR		

TE1O402A

FRONT WHEELS (EXAMPLE)



(A) Tread

The front wheels can be adjusted by changing their disc mounting direction or exchanging left and right tires. (However, the disc mounting direction of the front wheels cannot be changed for NX4520/NX5020 models)

If it is necessary to adjust it, contact your local **KIOTI** Dealer.

If it is damaged by unapproved modification, it will not be covered by warranty.

KIOTI SPECIFICATIONS FOR STANDARD TIRE (FRONT WHEEL)

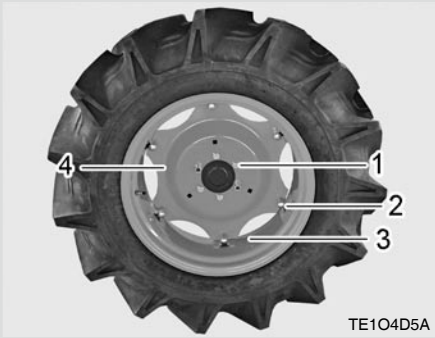
Wheel		Tire sizes	Inflation pressure
Front	Agri	8-16, 6PR	235 kPa (2,4 kgf/cm², 34.1 psi)
		9,5-16, 6PR	138 kPa (1,4 kgf/cm², 20 psi)
		9,5-18, 8PR	274 kPa (2,8 kgf/cm², 39.8 psi)
	Turf	29X12,5-15, 4PR	138 kPa (1,4 kgf/cm², 20 psi)
	Ind	10-16,5, 6PR	311 kPa (3,2 kgf/cm², 45 psi)

Tightening torque of wheel bolt (nut)	166,7~186,3 N·m (17~19 kgf·m)

⚠ WARNING

- ***Use tires approved by KIOTI only.***
- ***Assemble the tire as shown in the figure.***
- ***Contact your local KIOTI Dealer if it is necessary to change the tire specification or installation method.***

REAR WHEELS (EXAMPLE)



(1) Wheel Bolt *(2) Rim Bolt*
(3) Rim *(4) Disc*

For agricultural tires, make sure to install them with their arrow marks on their side pointing the front driving direction.

The tire is correctly installed if the mark "V" is shown straight when the tire is in the forward position.

Wheel		Tire sizes	Inflation pressure
Rear	Agri	13,6-24, 6PR	157 kPa (1,6 kgf/cm², 22,7 psi)
		13,6-26, 8PR	197 kPa (2,0 kgf/cm², 28,5 psi)
		13,6-28, 8PR	197 kPa (2,0 kgf/cm², 28,5 psi)
	Turf	21,5L-16.1, 6PR	173 kPa (1,8 kgf/cm², 25 psi)
	Ind	14,9-24, 6PR	180 kPa (1,9 kgf/cm², 26 psi)
		17,5L-24, 8PR	180 kPa (1,9 kgf/cm², 26 psi)

Tightening torque of wheel bolt (nut)	274,6 ~ 318,7 N·m (28 ~ 32,5 kgf·m)

⚠ WARNING

- ***Use tires approved by KIOTI only.***
- ***Assemble the tire as shown in the figure.***
- ***Contact your local KIOTI Dealer if it is necessary to change the tire specification or installation method.***

ADDITIONAL WEIGHT

ADDITIONAL FRONT WEIGHT

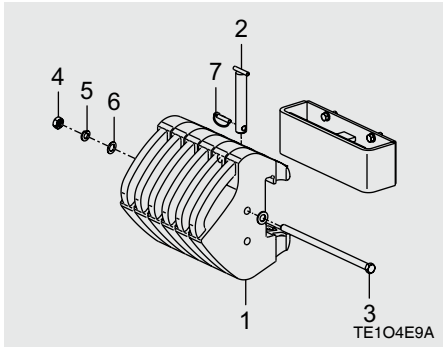
(1) Additional Front Weight

If the loader is not installed, attach a weight to the front frame of the tractor as a safety measure. If a heavy implement is installed at the rear or when towing a heavy trailer, the front wheels may be lifted. Add sufficient weight to keep steer ability and to prevent rollover.

If sufficient weight, such as front loader, is applied to the front wheels, remove the extra front weight.

If the front tires are heavily loaded, it becomes hard to steer the tractor, the tires can be worn faster and the durability of the front axle can be deteriorated.

COMPONENTS FOR ADDITIONAL FRONT WEIGHT



(1) Front Weight
(2) Pin
(3) Front weight Bolt
(4) Nut
(5) Spring Washer
(6) Plain Washer
(7) Clip pin

When installing or removing a weight, always check the tire inflation pressure and adjust it as necessary.

The front weights are available at the **KIOTI** Dealer. For required number of weights, consult your local **KIOTI** Dealer.

Max. load
17 kg x 5 Pieces (187 lbs)

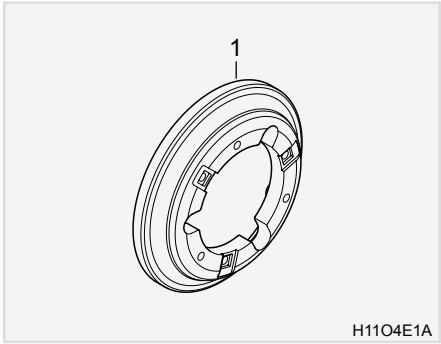
⚠ CAUTION

- **Additional weight might be needed for transporting heavy implements.**
- **Reduce the speed regardless of additional weight when driving on a bumpy or rough road with the implement lifted. The tractor can roll over.**

⊕ IMPORTANT

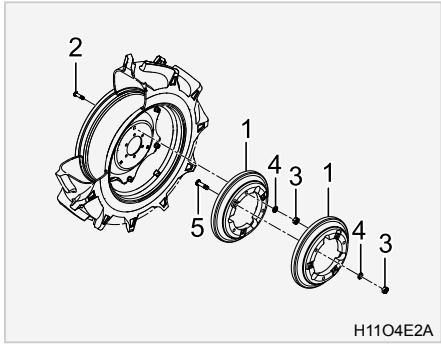
- **Attach only the required amount of weight.**
- **The life of the axle or wheel can be shortened.**

ADDITIONAL REAR WEIGHT



(1) Rear Weight

The rear weight is used to maximize the draft of the tractor by increasing the grip of the rear wheels when using a heavy trailer or plow.



(1) Rear Weight
(2) Weight Bolt
(3) Nut
(4) Spring Washer
(5) Bolt

For detailed information on installation, contact your local **KIOTI** Dealer.

Max. load
25 kg X 2 Pieces (110 lbs)

IMPORTANT

- **Attach only required amount of weight.**
- **Unnecessary weight can result in poor braking performance, rapid wear of the brake disc, shortened axle life, and increase in fuel consumption.**

ADDITIONAL LIQUID TYPE WEIGHT

It is possible to inject water and calcium solution into the tire to use it as a ballast.

NOTE

- The liquid injection should be performed only by a qualified service personnel.
- For detailed information, contact your local **KIOTI** Dealer.

If one liter of water is mixed with 0.4 kg of calcium, this liquid does not freeze down at -45℃ (-49°F).

For a tire without a tube, fill it with water and calcium solution at least to the valve stem level (75 %) with the valve stem.

If the tire without a tube is not filled with water and calcium solution sufficiently, a part of the ream is exposed, resulting in corrosion.

For a tire with a tube, fill it up to 90% of its level.

NOTE

- If the liquid ballast is used, inflate the tire 0.14bar (2psi) more than the specified pressure. This is to compensate for the ventilation symptom which occurs while the tire is moving.

MASS(ES) AND TIRE(S)

Ref to the following information for the determination of the total mass, the axle loads, the tire load carrying capacity.

Trade name	Axle No.	Tire sizes		Load Capacity (kg)	Technically permissible maximum mass per axle (kg)	Distribution of this(these) mass(es) among the axles (%)	Maximum permissible vertical load on the coupling point (daN)
NX4520 NX5020	Front	Agri	9.5-16 6PR	725	1,555	44	735
	Rear		13.6-26 8PR	1,580	1,945	56	
	Front		9.5-18 6PR	820	1,555	44	
	Rear		13.6-28 6PR	1,430	1,945	56	
	Front	Turf	10-16.5 6PR	1,588	1,555	44	
	Rear		17.5L-24 6PR	2,431	1,945	56	
	Front	Ind	29 X 12.5-15 6PR	776	1,555	44	
	Rear		21.5L-16.1 4PR	1,597	1,945	56	
NX5520 NX6020	Front	Agri	9.5-16 6PR	725	2,000	44	
	Rear		13.6-26 8PR	1,580	2,500	56	
	Front		9.5-18 6PR	820	2,000	44	
	Rear		13.6-28 6PR	1,430	2,500	56	
	Front	Turf	10-16.5 6PR	1,588	2,000	44	
	Rear		17.5L-24 6PR	2,431	2,500	56	
	Front	Ind	29 X 12.5-15 6PR	776	2,000	44	
	Rear		21.5L-16.1 4PR	1,597	2,500	56	

MEMO

PRE-OPERATION 5-2

INITIAL OPERATION 5-3

OPERATING THE ENGINE 5-3

STARTING THE ENGINE 5-3
STOPPING THE ENGINE 5-9
WARMING UP 5-10
JUMP STARTING 5-11

OPERATING THE TRACTOR..... 5-12

HOW TO DRIVE 5-12
PARKING.....5-16
TURNING 5-17
DRIVING ON SLOPE 5-18
THE CAUTIONS WHEN COMINGIN AND OUT OF PAVED ROAD....5-18
PRECAUTIONS WHILE DRIVING ON THE ROAD 5-19
LOADING INTO AND UNLOADING OUT OF THE TRUCK 5-20
PRECAUTIONS WHEN USING POWER STEERING 5-21
3-POINT HITCH CONTROL SYSTEM 5-23
EXTERIOR HYDRAULIC CONTROL SYSTEM 5-27

PRE-OPERATION

It is a good practice to know the condition of your tractor before you start it. You should do routine check before each use.

⚠ CAUTION

- **Stop the tractor on level ground, stop the engine, and apply the parking brake before checking or repairing it.**
- **Refer to "Daily inspection" in the section "Service" for fuel replenishment.**
- **Read information titled as "Danger", "Warning", and "Caution" thoroughly for the safe operation.**

CHECK ITEM

- Walk around inspection to look for loose or missing hardware.
- Check the engine oil level.
- Check the transmission oil level.
- Check the coolant level.
- Clean the grill and radiator screen.
- Check the air cleaner filter.
- Check the brake pedal.
- Check all dash gauges and indicators.
- Check head lights, tail lights, and all working lights.
- Check accessible wiring harness for any damage.
- Check the seat belt and **ROPS** for damage.
- Check all danger and warning labels.
- Check fuel level.
- Check all danger and warning decals.
- Visually check tire inflation and wheel bolt tightening.

For detailed information, refer to "Maintenance interval" in chapter 6.

INITIAL OPERATION

Driving a new tractor at a high speed or load can damage its overall durability.

Make sure to run the tractor at the proper work load and speed for the initial operation of 10 to 20 hours.

TIPS FOR BREAKING-IN

1. Start the engine and idle the engine at a low speed for 3 to 4 minutes in advance.
2. Increase the idling time in cold weather.
3. Do not drive the tractor at the maximum speed on a road.
4. Never apply excessive load during work.
5. Idle the engine at a low speed for 2 to 3 minutes before stopping it.

OPERATING THE ENGINE
STARTING THE ENGINE

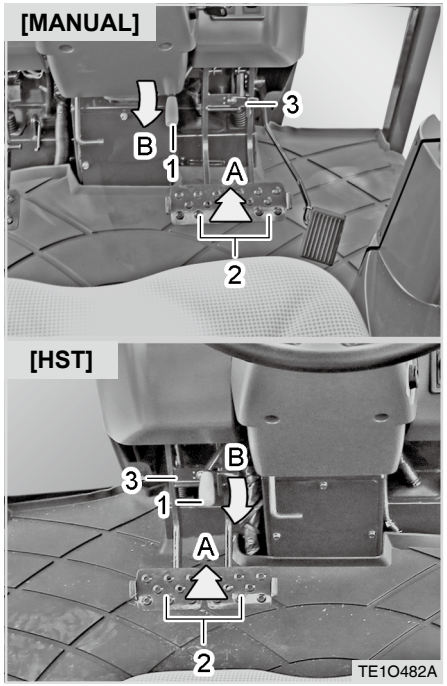
⚠ WARNING

To avoid accidents:

- ***Be sure to read and understand the warning and caution decals on the tractor thoroughly.***
- ***Run the engine only in a well-ventilated area, or you can be suffocated by exhaust gas.***
- ***Never start the engine unless you are on the driver's seat. The tractor can abruptly start off, resulting in an injury or accident.***

⊕ IMPORTANT

- **Using an additive so the engine will start more easily can damage the engine. And it will not be covered by warranty.**
- **Never try to start the engine for over 10 seconds consecutively to protect the start motor and battery from damage.**



(1) Parking Brake Lever (2) Brake Pedal
(3) Connecting Hook
(A) Depressing (B) Pressing Down

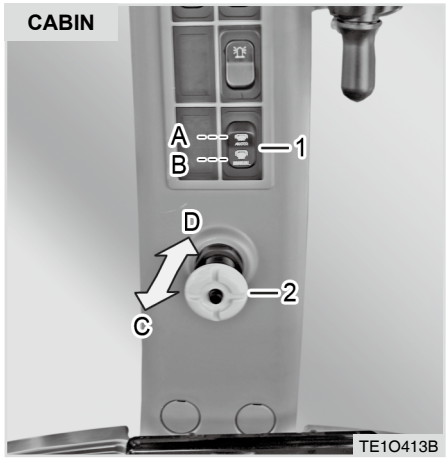
1. Make sure there is no obstacle around the tractor.
2. Make sure the parking brake is set
   (1) To set the parking brake;
      1) Interlock the brake pedals
      2) Depress the brake pedals
      3) Latch the brake pedals with the parking brake lever. (Check that the parking brake lamp on the gauge board illuminates)
   (2) To release the parking brake press the brake pedals again.

IMPORTANT

- **Make sure that the brake pedals are fully depressed before pulling the parking brake lever up.**

NOTE

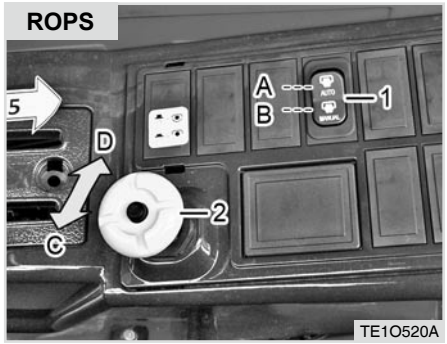
- When the parking brake is engaged, the parking brake lamp on the instrument cluster illuminates. When releasing it, the parking brake lamp is turned off.



(1) PTO Auto / Manual Selection Switch
(2) PTO ON/OFF Switch
(A) Auto (B) Manual
(C) ON (D) OFF

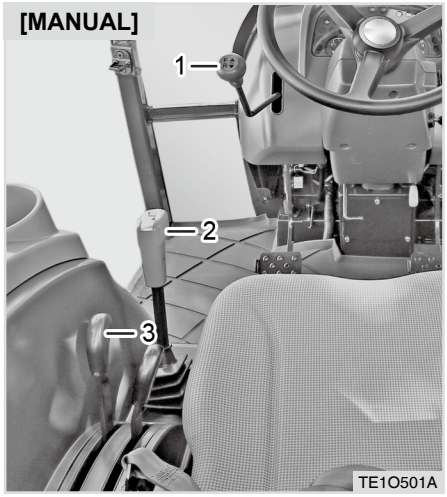
3. Press the PTO switch to the "OFF" position.

ROPS



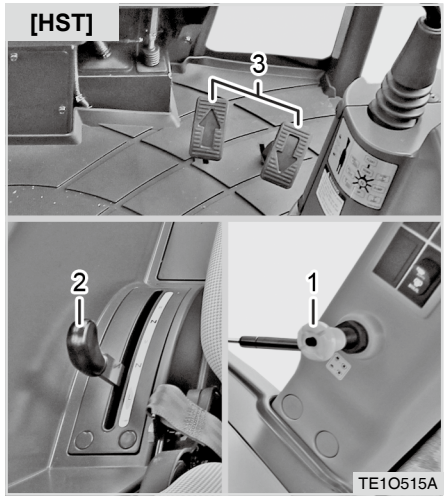
(1) PTO Auto / Manual Selection Switch
(2) PTO ON/OFF Switch
(A) Auto (B) Manual
(C) ON (D) OFF

[MANUAL]



(1) Forward/Reverse Lever
(2) Main Shift Lever
(3) Range Gear Shift Lever (Hi-Mid-Lo)

[HST]

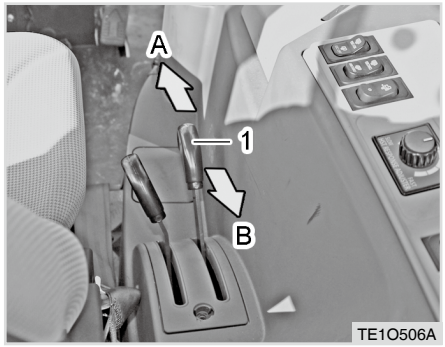


(1) P.T.O Switch
(2) Range Gear Shift Lever (Hi-Mid-Lo)(HST)
(3) Forward/Reverse Driving Pedal

4. Set the main, range and shuttle shift levers in the neutral position.

IMPORTANT

- **For the HST model, it cannot be started while the range gear or PTO is engaged**

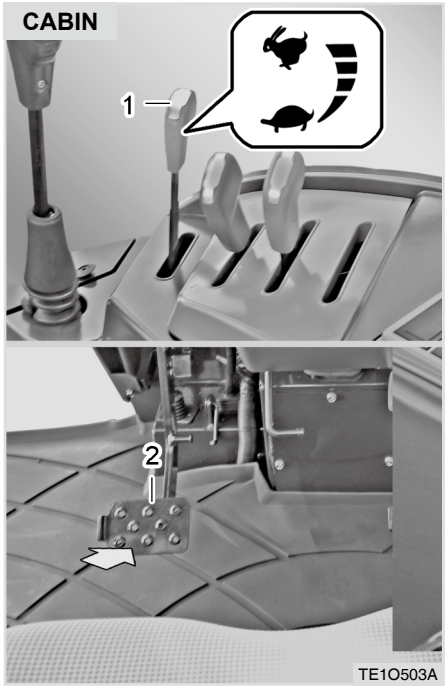


(1) Position Control Lever
(A) Lowering (B) Lifting

5. Lower the attachment by pushing the position control lever toward.

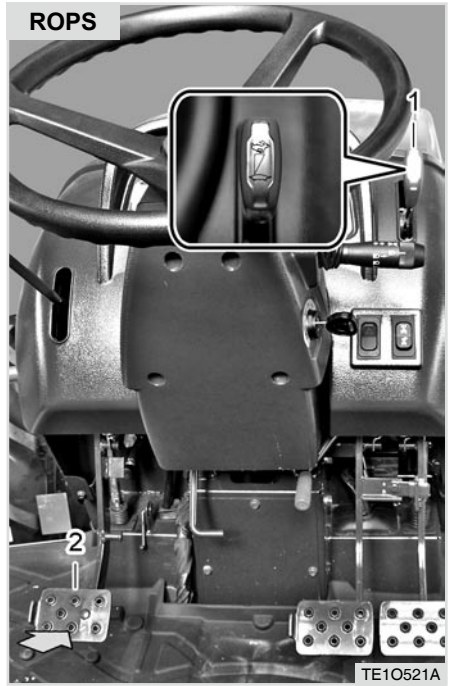
IMPORTANT

- **Make sure that no one is around the implement or behind the tractor.**



(1) Hand Throttle Lever (2) Clutch Pedal
: Increase : Decrease

6. Set the hand throttle lever into the neutral position.

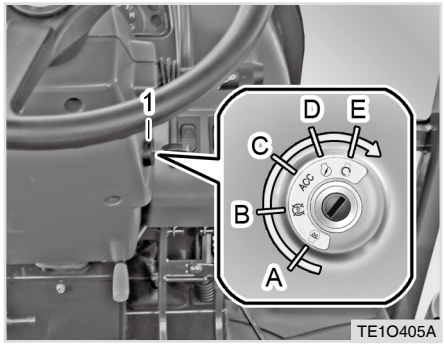


(1) Hand Throttle Lever (2) Clutch Pedal
: Increase : Decrease

7. Depress the clutch pedal (If equipped).

IMPORTANT

- **For the manual model, it cannot be started while the shuttle lever or PTO is engaged.**



(1) Key Switch
(A) Pre-heat *(B) Stop*
(C) ACC *(D) ON*
(E) Start

8. Insert the key into the key switch and turn it "ON". Maintain it until the preheat lamp is turned off. (Approx. 8 sec)

IMPORTANT

- **Start Condition (HST): Operator on the seat + Depressing brake pedal. (Range shift lever, PTO and Mid PTO levers should be in neutral position)**
- **Start Condition (Mechanical): Operator on the seat + Depressing brake pedal. (Shuttle lever, PTO and Mid PTO levers should be in neutral position)**
- **Operation continuance condition when operator leaves from the seat: Parking brake ON + Shuttle (HST) lever is in neutral position.**

  In any other condition, the tractor stops operation by itself in 2 sec of time delay.

OPERATING PRINCIPLE OF PREHEAT SYSTEM

The glow plug lamp comes on for 8 seconds and then goes off when the key switch is turned to the "ON" position.

The engine should be started within 5 seconds after the glow plug lamp goes off. After the engine is started, post-heat is performed for 15 seconds with the key switch in the "ON" position.

The preheat/after-heat function and glow plug lamp do not operate when the coolant temperature is 30°C (86° F) or higher. In this case, the engine can be started without the preheat operation.

* The post-heating is a function to keep the preheating function activated for approx. 15 seconds after the engine is started in order to enhance the engine combustion performance and reduce harmful emissions right after engine start.

⚠ WARNING

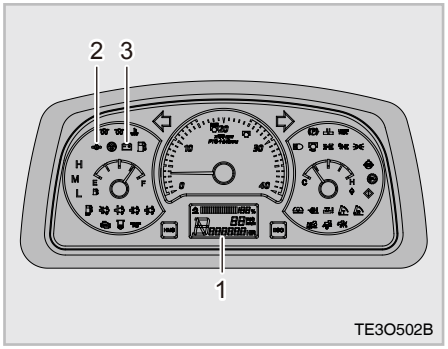
- ***Never operate the start motor for 10 consecutive seconds as it consumes a lot of power. If the engine cannot be started within 10 seconds, wait for 30 seconds and try again.***
- ***When trying to start the engine again, make sure that the flywheel is stopped in advance.***

9. When the engine is started, release the key. Then, the key is automatically turned back to the "ON" position.

⚠ WARNING

- ***Do not turn the key switch to the "Start" position while the engine is running.***

10. Warm up the engine for 3 to 4 minutes (10 minutes in winter) after releasing the clutch pedal.



(1) Instrument Panel
(2) Engine Oil Pressure Warning Lamp
(3) Charge Warning Lamp

11. Check to see that all the warning lamps on the instrument cluster turn "OFF". If any lamp remains on, immediately stop the engine and determine the cause.

CHECKING CHECK LAMPS

1. If the oil pressure warning lamp (2) does not go off in 4 to 5 seconds after the engine is properly started, stop the engine immediately and check the engine oil level. If the engine oil level is proper, contact your local **KIOTI** Dealer.

⚠ WARNING

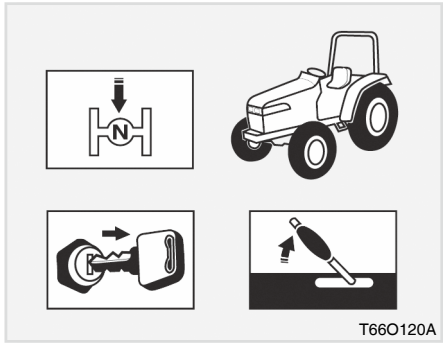
- ***The engine can be severely damaged if it is run with the oil pressure warning lamp ON.***

2. If the charge warning lamp (3) does not go off in 4 to 5 seconds after the engine is properly started, it means that the battery is not being charged. Have the charging system, such as the battery and alternator, serviced.
3. Refer to "Instrument panel" in chapter 4 for detailed information about other indicators and lamps.

⚠ WARNING

- ***If driving the tractor for an extended period of time with the charge warning lamp ON, the battery can be discharged and the tractor's electrical system can be damaged.***

STOPPING THE ENGINE



T66O120A

1. Make sure to reduce the engine rpm before stopping the engine.
2. Depress the clutch pedal and put all shift levers in the neutral position.
3. Run the engine at the idle speed for approx. 2 to 3 minutes, and then turn the key switch to the "OFF" position to stop the engine.
4. Remove the ignition key.

⚠ WARNING

- ***Never touch the muffler or hot covers until they are cooled down after running the engine or driving the tractor.***

⊕ IMPORTANT

- **Turn off all the electrical devices and remove the ignition key before leaving the tractor.**
- **Also, be careful not to lose the ignition key as the keys used for all KIOTI tractors are the same in shape.**
- **The horn, turn signal lamp and hazard lamp can be operated without the key inserted. However, using these components without the engine started can discharge the battery.**

WARMING UP

It is recommended always to warm up the engine before driving in order to maintain the durability of the engine and prevent malfunction of the engine. Before warming up the engine, make sure that each part in the engine is properly lubricated and each hydraulic part is in a perfect condition in order to prevent malfunction in the engine as well as the hydraulic system.

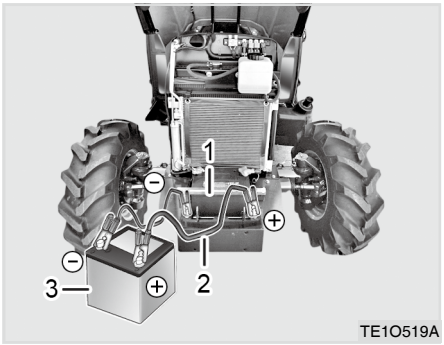
HOW TO WARM UP ENGINE

1. Start the engine and run it at a low speed and without load for approx. 3 to 4 minutes.
2. In cold weather, increase the warming up time to 10 minutes.
3. If it is very cold, warm up the engine for approx. 15 minutes.
4. The engine throttle can be open for 50 % in order to shorten the warming up time.
5. The engine is sufficiently warmed up when the temperature gauge on the instrument panel indicates 1/4 of the normal temperature range, regardless of the warming-up time.
6. Do not increase the work load rapidly after starting work.
7. Run the engine without load for approx. 2 to 3 minutes before stopping the engine after work.

JUMP STARTING

⚠ WARNING

- ***Warming up the engine excessively increases fuel consumption and affects the durability of the tractor negatively.***
- ***Never warm up the engine and leave the tractor for an extended period of time. It can cause fire and an accident.***



(1) Dead Battery *(2) Jumper Cables*
(3) Helper Battery

If the battery is discharged and the engine cannot be started, it is possible to start the engine by connecting the discharged battery to a battery from another tractor or other extra battery.

1. Check that the voltage of the discharged battery is same as the voltage of the other tractor or vehicle for jump start. (Specification for this tractor: 12 V)
2. Check the length of the jump cable and position another tractor near the tractor with the discharged battery. Then, put all the shift levers in the neutral position, apply the parking brake, and stop the engine.
3. Wear protective glasses and gloves and open the hoods of both tractors. Remove the battery terminal cover as necessary.
4. Connect the alligator clips on both ends of the red positive cable to the positive terminals of both batteries.
5. Connect one clip of the black negative cable to the negative terminal of the normal battery and the other clip to the tractor body with the discharged battery. Make sure to connect the clip to the body part without paint.

OPERATING THE TRACTOR
HOW TO DRIVE

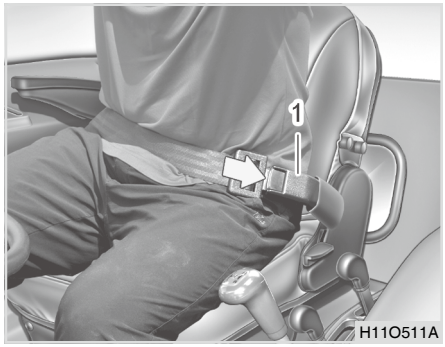
6. Start the engine of the tractor with the normal battery.
7. Start the engine of the tractor with the discharged battery.
8. Disconnect the black cable from the negative battery terminals of both of the tractors.
9. Disconnect the red cable.
10. Run the engine for at least 30 minutes to charge the discharged battery.
11. If the battery is discharged again, replace it or check the charging system, such as the alternator.

(1) Seat (2) Seat back Adjustment Lever
(3) Seat Adjustment Lever (Cushion Weight)
(4) Seat Height Adjustment Lever
(5) Seat Adjustment Lever (Sliding)

1. Adjust the seat and fasten the seat belt.

⚠ WARNING

- ***Check if the seat is securely locked after the seat adjustment.***
- ***Do not adjust the seat while driving. The seat may move suddenly causing the loss of control of the tractor.***

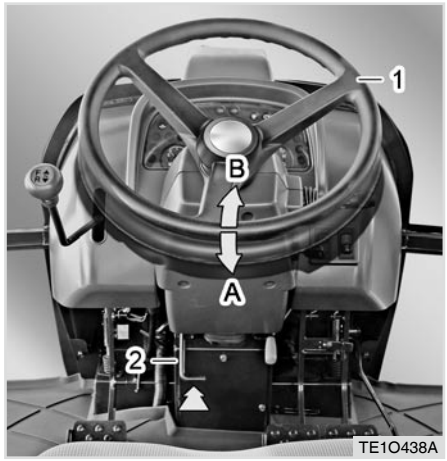


(1) Seat Belt

2. Wear the seat belt.

⚠ WARNING

- ***Always wear the seat belt when cap is installed.***
- ***If the seat belt is worn across the abdomen or waist, not the hips, an injury can occur in case of an accident or impact.***
- ***Do not wear the seat belt if the ROPS is not installed or folded.***

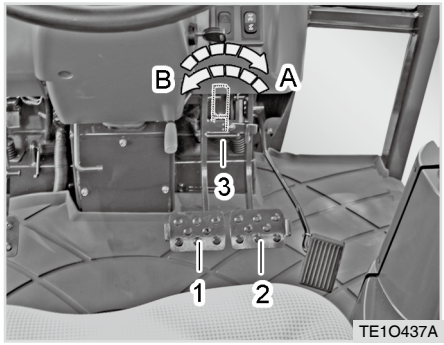


(1) Steering wheel (2) Tilt Pedal
(A) Lowering (B) Lifting

3. Adjust the steering wheel according to the driver's physique.

⚠ WARNING

- ***Do not adjust the tilt angle of steering wheel while driving. You could lose the handle of your tractor, causing an accident.***

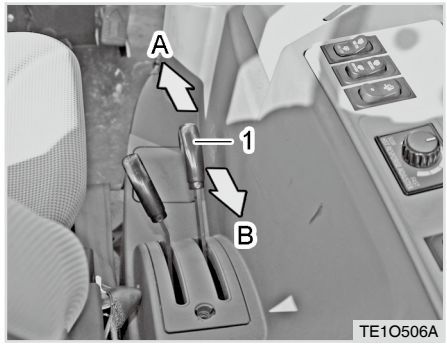


(1) Brake Pedal (LH) (2) Brake Pedal (RH)
(A) Engage (B) Disengage

4. Make sure the brake pedal of the left and right side is engaged.

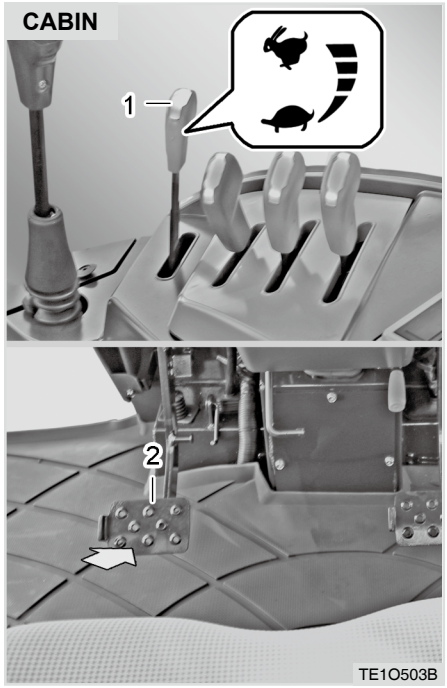
⚠ WARNING

- ***If depressing only one brake pedal at a high speed, the tractor can lose its balance and be off the track.***



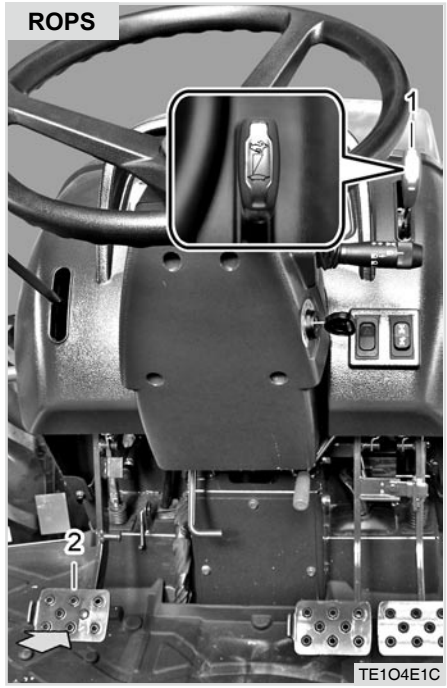
(1) Position Control Lever
(A) Lowering (B) Lifting

5. Pull the position control lever backward to raise the attachment.

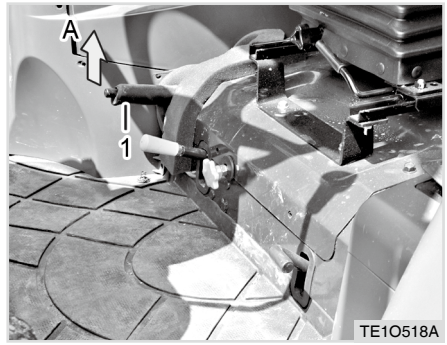


(1) Hand Throttle Lever (2) Clutch Pedal
: Increase : Decrease

6. Increase slowly the engine RPM from idle speed to the medium speed.

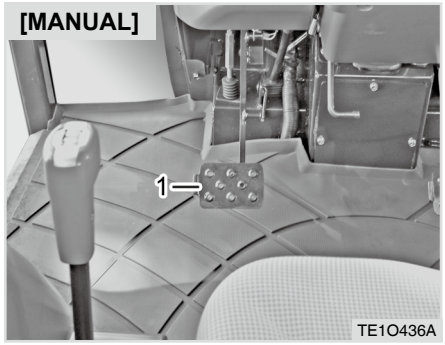


(1) Hand Throttle Lever (2) Clutch Pedal
: Increase : Decrease



(1) Parking Brake Lever
(A) Depressing

7. Release the parking brake.



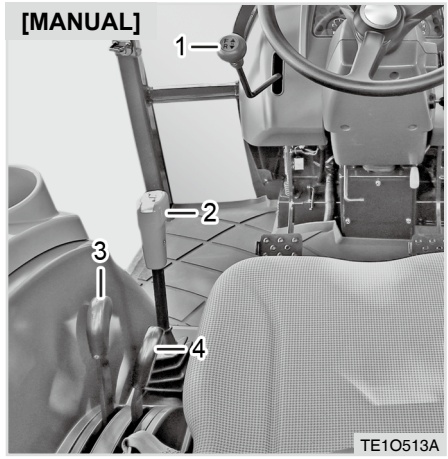
(1) Clutch Pedal

8. Depress the clutch pedal fully (Manual Type).

⚠ CAUTION

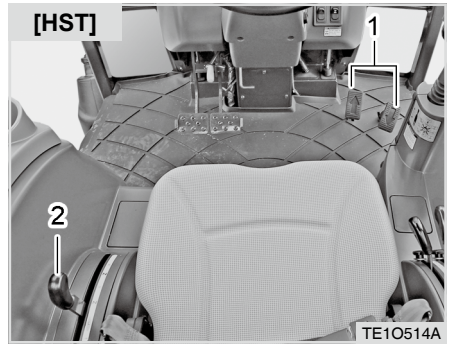
To avoid accidents:

- **Do not release the clutch pedal abruptly. The tractor may start off abruptly, resulting in roll over.**



(1) Shuttle Lever (2) Main Shift Lever
(3) Range Shift Lever

9. Change the main and Hi-Lo shift, and shuttle lever to the position you want.
10. The tractor starts to move if you take away the clutch pedal slowly. (Manual Type)



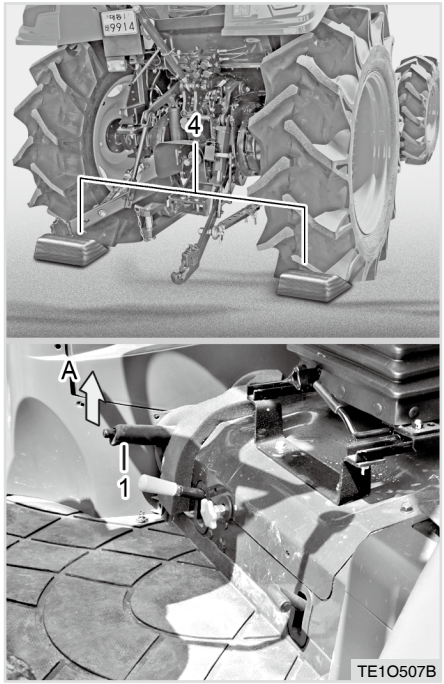
(1) Forward/reverse driving pedals
(2) Range Shift Lever

11. Shift the range shift lever and depress the forward/reverse driving pedal to start off the tractor. (HST Type)

PARKING

⚠ CAUTION

- **Never put a foot on the clutch pedal during driving. The clutch disc can be rapidly worn.**
- **Make sure to operate the clutch fast when disengaging it and slowly when engaging it.**
- **Do not change the tractor speed abruptly for safe driving.**
- **When driving on a slope or loading or unloading the tractor to a transporting vehicle, reduce the speed in advance so that there is no need to shift the gear in the middle of the slope. Also, do not put your hand on the shift lever while driving on a slope. The tractor may roll down the slop due to the disengaged gear which is very dangerous.**



(1) Parking Brake Lever
(4) Chocks

1. This tractor is not equipped with a separate parking brake. However uses the brake pedals instead.
2. Make sure to interlock the left and right brake pedals before applying the parking brake.
3. Pull the parking brake lever (2) up with the brake pedals depressed fully to engage the pedals with the latch. If the braking force is insufficient, depress the pedals more firmly.
4. Before leaving the tractor after parking it, make sure to stop the PTO, lower the implement onto the ground, and stop the engine.
5. If it is necessary to leave the tractor with the engine running, put all the shift levers in the neutral position and apply the parking brake firmly.
6. When parking the tractor on a slope, stop the engine with the parking brake applied and engage the low speed gear. Also, put the shuttle shift lever into the forward driving position on an uphill and into the reverse driving position on a downhill.

7. If it is necessary to park the tractor on a slope with the engine running, chock all four wheels (1) and perform Steps 4 and 5 above.
8. In order to release the parking brake, depress the brake pedals firmly again.

⚠ WARNING

- ***If the parking brake is applied without the brake pedals interlocked, the braking force is applied to the wheel on one side only, resulting in poor braking performance and an accident.***
- ***The brake disc can be rapidly worn if you drive with the parking brake applied.***
- ***Never park the tractor on a steep slope in any circumstance. A severe accident can happen.***

⊕ IMPORTANT

- **The tractor may move slowly with the engine running even though the main and shuttle shift levers are in the neutral position. This is normal and is due to the fluid friction in the transmission. This symptom can occur easily when the engine rpm is high, the low speed gear is selected by the range shift lever, and the viscosity of the transmission fluid is high due to low temperature. To prevent this symptom, make sure to apply the parking brake.**
- **Get off the tractor after checking that the tractor is completely stopped and the parking brake is firmly applied.**

  Do not park the tractor on tall grass or hay. If grass or hay contacts with the muffler, it can catch fire.

TURNING

You should turn slowly by lowering the engine rotation if possible.

⚠ WARNING

To prevent accidents due to loss of steering control:

- ***If you turn at high speed, the tractor can turn over.***
- ***Never use the differential lock system turning at high and low speeds. A serious accident can occur.***

DRIVING ON SLOPE

1. Please drive according to the conditions of the slope at safe speed so that the engine is not under heavy load if possible.
2. Make sure to shift to the lower gear in order to prevent the engine from stalling on an uphill.
3. On the downhill slope, drive at the low speed.

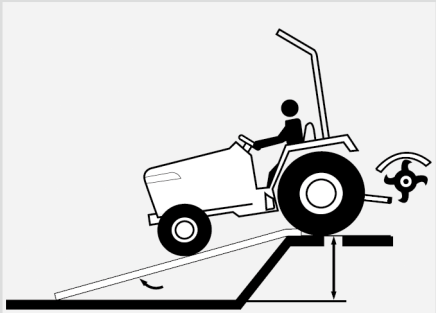
IMPORTANT

- **"Unlike a gas pedal, these HST pedals act like a main speed shift in a mechanical tractor". Therefore, depress them deeper to obtain higher speed with lower torque and release them to obtain lower speed with higher torque.**
- **For heavy load job, such as front end loader operation, use low or medium speed of the range shift lever.**

WARNING

- ***Make sure that the coupling device of brake pedal and differential lock pedal is released.***
- ***Do not disengage the clutch or put the shift lever in the neutral position on a slope. Otherwise, the tractor may become inoperable.***
- ***Before entering a steep slope, move the shift lever down to a proper gear and never try to move the shift lever on a slope. A serious accident can occur.***

THE CAUTIONS WHEN COMING IN AND OUT OF PAVED ROAD


C56O502A

1. Make sure that the left and right pedal are connected.
2. Go in and out of the cultivated land at a right angle.
3. Enter and exit the field by driving the tractor at a right angle to the bank.
4. When going up, lower the implement not to let the front wheel rise. Raise the implement as soon as

the front and rear wheels are over the bank.

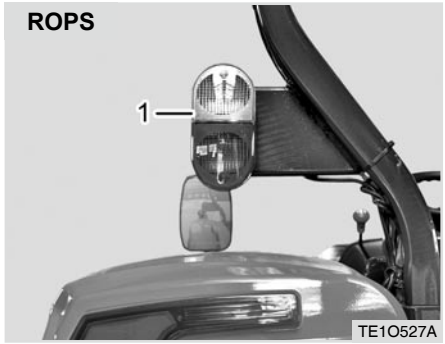
5. It is recommended to use the 4WD and drive backward when moving onto a bank.

PRECAUTIONS WHILE DRIVING ON THE ROAD

CABIN

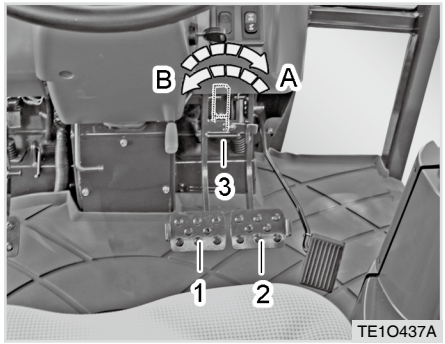
(1) Direction Indicator (rear)

ROPS



(1) Direction Indicator (rear)

1. When you change the driving direction on the road, let other car know your direction by using the direction indicator.
2. When you meet another car in the opposite direction in the night, let the light be directed to the ground so that it will not interrupt another driver's view.
3. Connect the left and right brake pedal.



(1) Brake Pedal (LH) (2) Brake Pedal (RH)
(3) Brake Pedal Lock
(A) Lock (B) Unlock

⚠ WARNING

- ***When you are driving on the road, observe all local traffic and safety regulations. If not, you can have an accident of bodily injury on a person.***
- ***Only the operator should ride on the tractor unless a passenger seat is installed.***

⚠ WARNING

- ***If the tractor is broken down during driving on the road, move it to a safe place to service. If not, it can cause personal injury.***

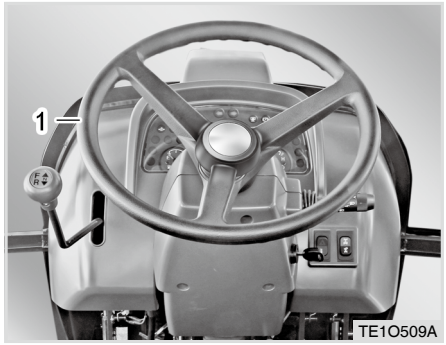
LOADING INTO AND UNLOADING OUT OF THE TRUCK

1. When you load the tractor, do it by driving backward.
2. If the engine stalls out halfway, step on the brake pedal at once, and then take away the pedal slowly to reach the road. After that, start the engine again to go up.

⚠ WARNING

- ***When transporting the tractor with a truck, secure the tractor firmly onto the truck and be sure to aware the height of loaded tractor to avoid to hit the roof of the tunnel or the bottom of the bridge.***
- ***Make sure to follow this instruction as such accidents really happen.***

PRECAUTIONS WHEN USING POWER STEERING



(1) Power Steering Handle

1. The power steering function is activated only while the engine is running. However, the steering wheel becomes slightly heavier when the engine is running at a low speed.

   The steering wheel can be operated but becomes very heavy while the engine is stopped.
2. If you operate the steering wheel, with the tractor halted, using the implement equipped in front of the loader and the like, the steering wheel operation can be getting a little heavy. Operate the steering

   wheel moving the tractor in this case.
3. When a loader is mounted, adjust the air pressure of the front wheel to its maximum specification and mount weight or implement on the 3 point hitch of the tractor, and remove the front weight to make the front and rear balance more stable for safe working.
4. When turning the steering wheel to one side, the operating sound of the safety valve (relief valve) is heard. Do not operate the tractor keep the valve sound is heard continually (OK for a short period of time). The temperature of the hydraulic fluid may rise, causing malfunction.

NOTE

- The non-load reaction type means that the reaction force or impact applied to the front axle is not transferred to the steering wheel. Therefore, this function prevents the steering wheel from returning to its original position by the resistance applied to the front wheels when turning.
- These characteristics are suitable for tractors which are driven mostly at a low speed. The features low reaction force of the steering wheel can reduce the operator's fatigue during work in which frequent turning is required. However, it may be inconvenient when driving at a high speed as the steering wheel is not automatically returned to its straight-ahead position after turning.

NOTE

The power steering system in this tractor is a non-load reaction, full hydraulic type.

- The full hydraulic system means that power necessary for power steering is transferred by hydraulic fluid only and therefore mechanical devices, such as racks and pinions, are not installed to the tractor. This function prevents the steering wheel from returning to its original position by the resistance applied to the front wheels which are hydraulically, not mechanically, linked to the steering wheel. Therefore, the angle of the **KIOTI** emblem on the center of the steering wheel may differ occasionally, which is normal.

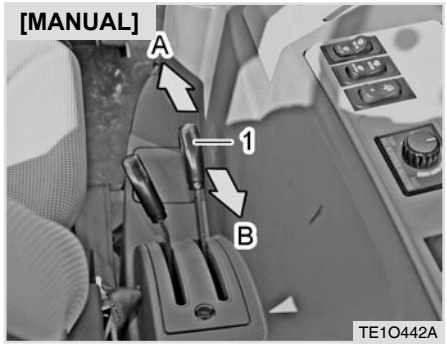
⚠ WARNING

- ***When driving on a road with an implement attached to the rear of the tractor, the friction of the front wheels becomes poor, resulting in poor steer ability. In this case, attach a proper front weight and drive at a low speed.***
- ***If malfunction occurs while driving on a road, stop the tractor in a safe place and service it. If it is not possible to move the tractor, set a warning triangle behind the tractor. Otherwise, an tail gate accident may occur.***
- ***The center of gravity of the tractor is higher compared to other common vehicles, so the possibility of the roll-over accident is very high. Be extra careful when driving on a lateral slope, bumpy road, road with puddles, and narrow road. Make sure to set the ROPS in its original position and fasten the seat belt.***

⚠ WARNING

- ***If stopping the engine while driving, the steering performance can become deteriorated due to loss of hydraulic power, resulting in a severe accident. Never stop the engine while driving.***
- ***Do not release the steering wheel to return to the straight-ahead position after turning while driving. The steering wheel in this tractor is not a self-return type. Releasing the steering wheel while driving may lead to a massive accident.***

3-POINT HITCH CONTROL SYSTEM



(1) Position Control Lever
(A) Lowering (B)Lifting

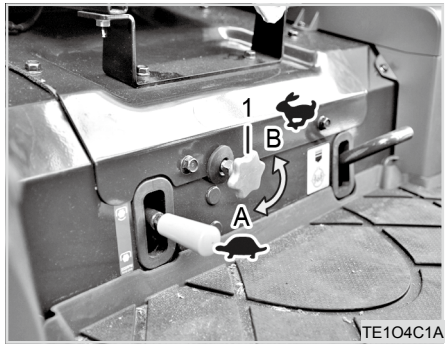
The 3-point hitch can be controlled by the position control lever and the draft control lever. The lever installed on the outer side (away from the driver) is the position control lever while the lever installed on the inner side (close to the driver) is the draft control lever.

POSITION CONTROL

1. The position control lever is used to lift or lower the lifting arm (lower link) of the 3-point hitch.
2. Pushing the lever forward lowers the lower link while pulling the lever backward lifts the lower link.
3. The height of the lower link is precisely controlled proportional to the position of the lever.
4. The lower link is lifted by the hydraulic energy of the tractor while it is lowered by potential energy of its own weight. Therefore, the implement cannot be lowered by the hydraulic pressure.
5. Therefore, the implement attached to the lower link may be lifted by protrusion on the ground when it is lowered to the ground. It is called as “floating”.

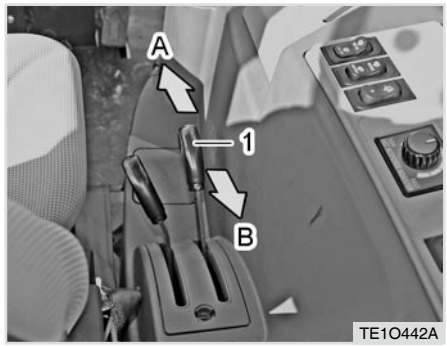
⚠ WARNING

- ***When trying to lift something heavy excessively with the 3-point hitch without attaching proper weight to the front of the tractor, the front wheels, instead of the 3-point hitch, may be lifted off the ground, leading to possible rollover. Make sure to keep the specifications.***



(1) Lowering Speed Control Lever
(A) High speed (B) Low Speed

6. The lowering speed of the lower link is proportional to the applied weight but can be controlled by adjusting the draining passage of the hydraulic fluid. (See "Lowering speed control valve of lifting arm lower link" on Page 4-48)



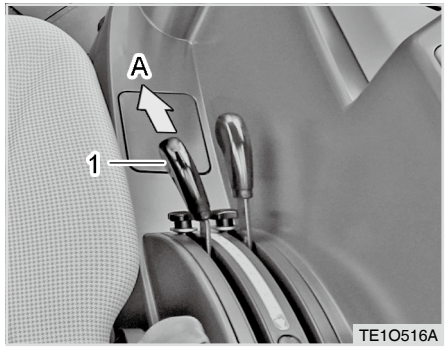
(1) Position Control Lever
(A) Lowering (B)Lifting

7. The lower limit of the implement's lowering height can be set by limiting the movement of the lever by the lock bolt.

⚠ WARNING

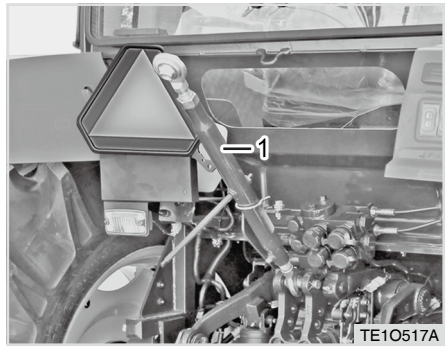
- ***If trying to lift an object with excessive weight by the 3-point hitch while the tractor is not equipped with proper front suit case weights, the front wheels may be lifted instead, leading to roll over. Make sure to follow the specifications for use.***

DRAFT CONTROL



(1) Draft Control Lever
(A) Lowering

1. The draft control function is used to prevent the wheels from rotating idle and the engine from stopping due to excessive draft load when the tractor is used for work which requires a lot of draft, such as plowing.



(1) Top Link

2. The draft function is activated when the lowest or middle hole on the top link of the 3-point hitch is used. The lowest hole is for sensitive draft control.

3. To keep the plowing depth shallow, put the draft control lever to the rear (shallow) position.

   The plowing depth tends to become deeper naturally by outer conditions. When the load increases by the increase of the plowing depth while the draft control lever is set to the "Shallow" position, the plowing depth is maintained as shallow because the reaction force is transferred to the internal system via the top link and the lifting arm is automatically lifted.

4. To keep the plowing depth deep, put the draft control lever to the front (deep) position.

5. The position of the draft control lever should be different based on the condition of soil to keep the plowing depth constant.

   When working on a new field, it is recommended to put the draft control lever to the proper position for the desired plowing depth and lock the lever with the lock bolt.

6. When using an implement which requires no draft function, such as a rotary tiller and mower, use the highest hole on the top link and put the draft control lever in any position.

7. However, if the draft control lever is pushed forward to its end, the lowest position of the lifting arm can be lowered a little. On the other hand, if the lever is pulled back to its end, the highest position of the lifting arm can be raised a little.

⚠ CAUTION

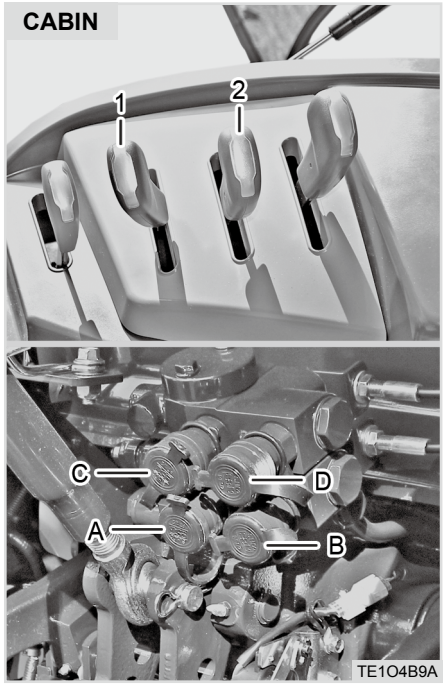
- **If the lifting arm is properly operated but abnormal noise is still heard, the hydraulic system may be malfunctioning. In this case, let the engine idle for an 10 to 15 minutes additionally and then try to start the engine again. If the problem is still present, contact your local KIOTI Dealer.**

⚠ CAUTION

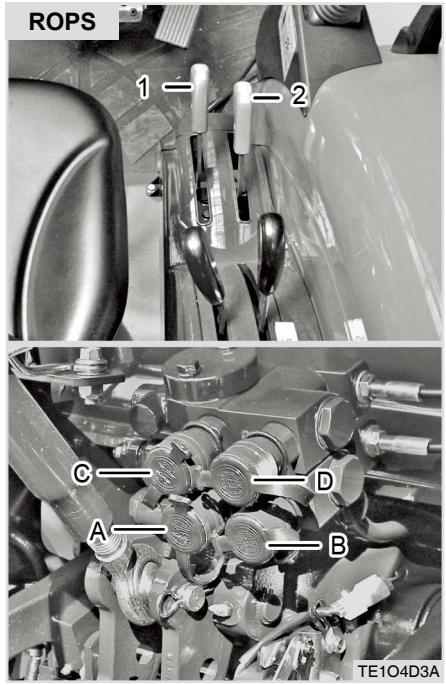
- **The implement may shake up and down as the draft sensor is under impact when the tractor is passing over irregular ground with the middle or lowest top link hole selected. In this case, put the draft control lever to the "Deep" position to decrease the sensitivity of the draft function or select the highest top link hole.**
- **If the tractor has been stored for a long period of time or the transmission fluid is just changed, abnormal noise may be heard and the hydraulic lifting arm may be inoperable temporarily. In this case, let the engine idle for 3 to 4 minutes.**

EXTERIOR HYDRAULIC CONTROL SYSTEM

DOUBLE ACTING VALVE LEVER



(1) Double Acting Lever 1
(2) Double Acting Lever 2
(A) Port A *(B) Port B*
(C) Port C *(D) Port D*



(1) Double Acting Lever 1
(2) Double Acting Lever 2
(A) Port A *(B) Port B*
(C) Port C *(D) Port D*

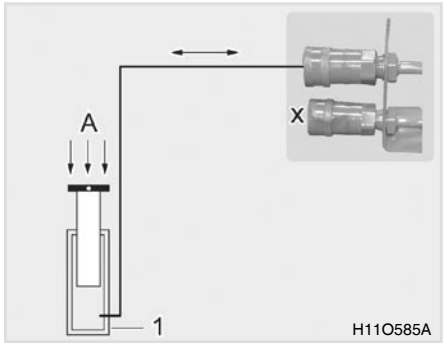
KIOTI supplies two types of the double acting valves by region: self-return type and detent type.

- For the self-return type double acting lever, it returns to its original position to block the hydraulic fluid when it is pushed/pulled and then released. However, this type of double acting valve lever should be pulled or pushed continuously for operation which is suitable for an implement with a short operating time, such as the hydraulic cylinder.
- For the detent type double acting valve lever, it keeps its position after it is pulled or pushed to a certain position. Therefore, it is not necessary to hold the lever to a certain position which is suitable for an implement with a long operating time, such as the hydraulic motor.

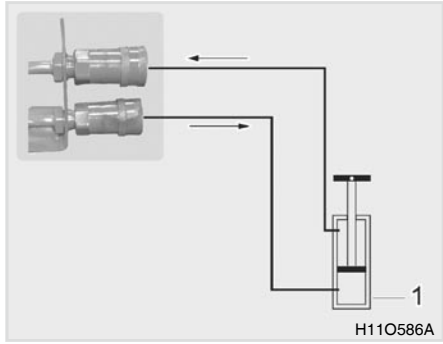
IMPORTANT

- **Put the detent valve operating lever into the neutral position when the hydraulic implement is not in use. If the detent valve is kept in the operating position for an extended period of time, the relief valve is kept open and the temperature of the hydraulic fluid rises, leading to damage of various hydraulic parts, such as the oil seals and O-rings.**
- **When the detent valve is in operation, unnecessary load is applied to the engine. Therefore, the engine power decreases significantly, and noise and vibration by opening of the relief valve increase.**
- **It is hard to start the engine while the detent valve is in operation. This is especially true in winter and exhaust gas increases even after the engine is started.**

SINGLE ACTING AND DOUBLE ACTING CYLINDER



(1) Single Acting Cylinder
(A) External Load



(1) Double Acting Cylinder

This tractor is equipped with the remote control valve of the double acting type. However, this valve can also be used in the single acting type hydraulic cylinder.

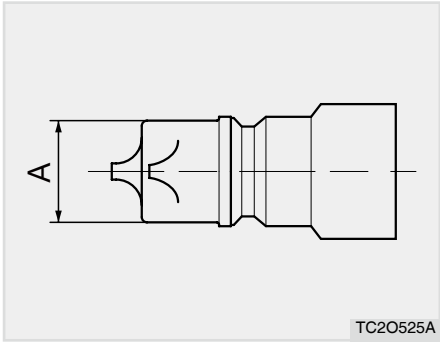
1. Connect one end of the hydraulic port to the single acting cylinder as shown in the figure. The hydraulic pressure is properly supplied to the cylinder. However, when the hydraulic pressure is released, the cylinder is contracted only if there is outer force, such as potential energy.
2. To contract the cylinder, operate the lever to the opposite position of the expansion. Then, the hydraulic fluid is supplied from the hydraulic pump to the hydraulic port which is not connected, and the pressure rises as the port is blocked. However, this pressure is released as the relief valve opens.

3. When the cylinder is contracted, the hydraulic fluid returned from the cylinder is drained to the transmission through the draining circuit as the operating lever is operated to the opposite direction from the expansion position.

IMPORTANT

- **It is recommended to use the double acting cylinder instead of the single acting cylinder if the implement will be operated frequently and continuously. If using the single acting cylinder too frequently or for an extended period of time, the hydraulic fluid can be overheated, resulting in deterioration of the hydraulic parts' durability as the main relief valve opens at cylinder contraction.**

PT1/2 COUPLER SOCKET (IMPLEMENT)



(A) Diameter

The hose unions used must comply with ISO standards.

Dimension (A) must be between 20.48 and 20.56 mm (0.806 and 0.809 in.).

CONNECTING AND DISCONNECTING IMPLEMENT HYDRAULIC HOSE

▶CONNECTION

1. Make sure to stop the engine before connecting it.
2. Move the double acting valve lever forward and backward for 4 to 5 times to release the pressure in the hydraulic line of the tractor. Otherwise, it is hard to connect the couplers, and hydraulic fluid can be sprayed from the line and get in to your eyes while connecting them.
3. Remove any foreign material around the male and female couplers. If foreign material enters the hydraulic components, it can lead to malfunction of the system.
4. Open the dust-proof cover of the female coupler of the tractor and insert the male coupler of the implement. A clicking sound is heard when the couplers are engaged.
5. Pull the hydraulic hose of the implement to check that the couplers are properly connected.
6. Start the engine and check the operating status and leakage.

▶ DISCONNECTION

1. Make sure to stop the engine before disconnecting it.
2. Release any residual pressure in the hydraulic hoses of the implement and tractor by operating the double acting valve lever 4 to 5 times.
3. Remove any foreign material around the couplers.
4. Keep the implement balanced by removing any load applied (lowering it onto the ground, for example). If disconnecting the hose while outer load is applied to the implement, it is hard to connect the implement in the future.
5. Remove the male coupler by pushing the female coupler boss of the tractor backward.
6. Close the dust-proof cover of the female coupler of the tractor. Wrap the male coupler of the implement with a plastic bag to prevent contamination.

⚠ WARNING

- ***Never connect or disconnect the implement hydraulic hose while the pressure in it is not released or the engine is running. It is hard to connect and disconnect the hose and hydraulic fluid can be sprayed from the hose, and get into your eyes or skin.***
- ***Stop the engine and wear protective glasses and gloves before work.***

6

REMOVAL AND INSTALLATION OF 3-POINT HITCH IMPLEMENT (WITH PTO SHAFT) 6-2

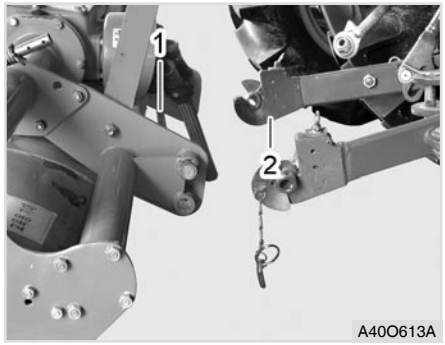
OPERATION TIP FOR 3-POINT HITCH ELEMENTS .. 6-5

ADJUSTMENT OF LIFT ROD 6-5
ADJUSTMENT OF TOP LINK 6-6
PRECAUTION FOR INSTALLING HOW TO USE TOP LINK HOLES 6-6
ADJUSTMENT OF STABILIZER 6-7
DRAFT HITCH AND TRAILER 6-8
INSTALLING PTO SHAFT 6-9

HANDLING LOADER 6-11

FIXATION POINTS FOR FRONT END LOADER 6-12
DRIVING ON SLOPE 6-13
JOYSTICK LEVER 6-14
JOYSTICK VALVE 6-17

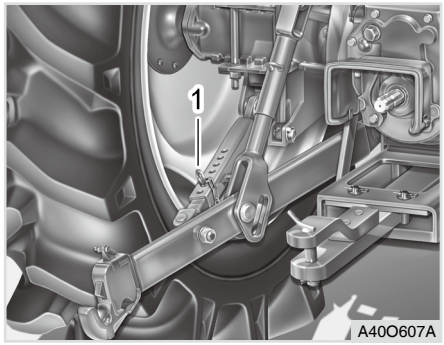
REMOVAL AND INSTALLATION OF 3-POINT HITCH IMPLEMENT (WITH PTO SHAFT)



(1) Implement Support *(2) Lower Link*

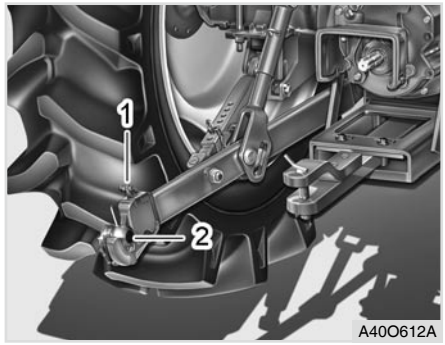
1. Place implement on the level ground.
2. Drive the tractor backward to move as close as possible to an implement. (approx. 5 cm)

   Then, adjust the height of the lower link to be parallel to the pins of the implement.
3. Put all the shift levers in the neutral position.



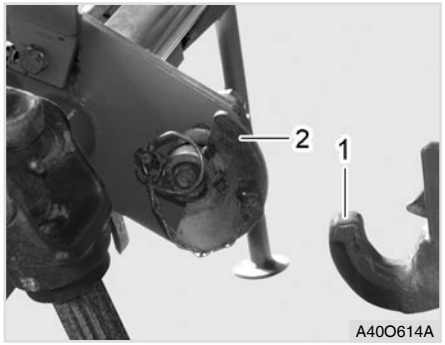
(1) Check Link Pin

4. Remove the pins on either side of the check link.



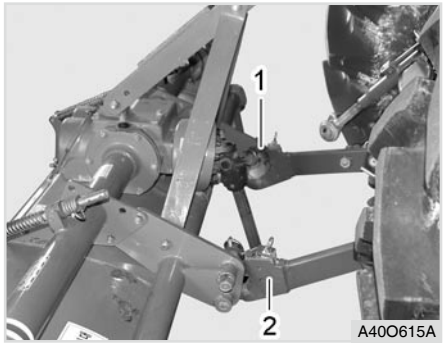
(1) Lever *(2) Ball Assembly*

5. Remove the ball assembly by pushing the guide pin operating lever.



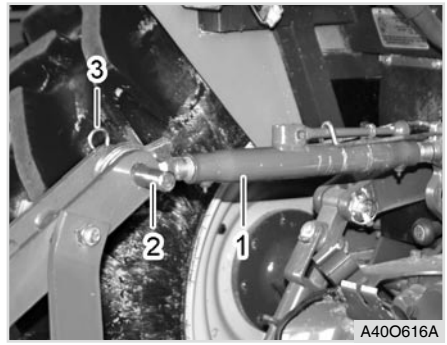
(1) Lower Link (2) Ball Assembly

6. Attach the ball assembly to the implement.



(1) Lower Link (2) Ball Assembly

7. When the lower link is lifted, it is secured with "click" sound.



(1) Top Link (2) Lock pin
(3) Snap Pin

8. Separate the top link from its bracket and turn it to adjust its length so that it becomes close to the upper bracket mounting hole of the implement. Then, fit it to the mounting hole, insert the lock pins, and fix it with the snap pin. Remove the implement support as necessary.

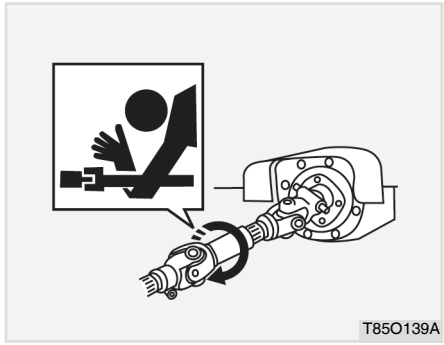
(1) Telescopic Stabilizers Pin

9. Turn the top link to make the implement balanced. Then, move the implement to the left and right, and secure it into the proper position by fitting the telescopic stabilizers lock pin
10. At this time, stop the engine, lower the implement onto the ground, and set the PTO gear neutral. The PTO shaft to the tractor PTO insuring the lock pin is engaged.

IMPORTANT

- **Consult your local KIOTI Dealer for selection of the universal joint.**
- **When selecting a universal joint, make sure that it is not too short to come off the its female and male shafts at the highest position or too long to impact its female and mail shafts at the lowest position.**
- **Move the joint front and back to check that its lock pin is properly seated to the groove of the PTO shaft.**

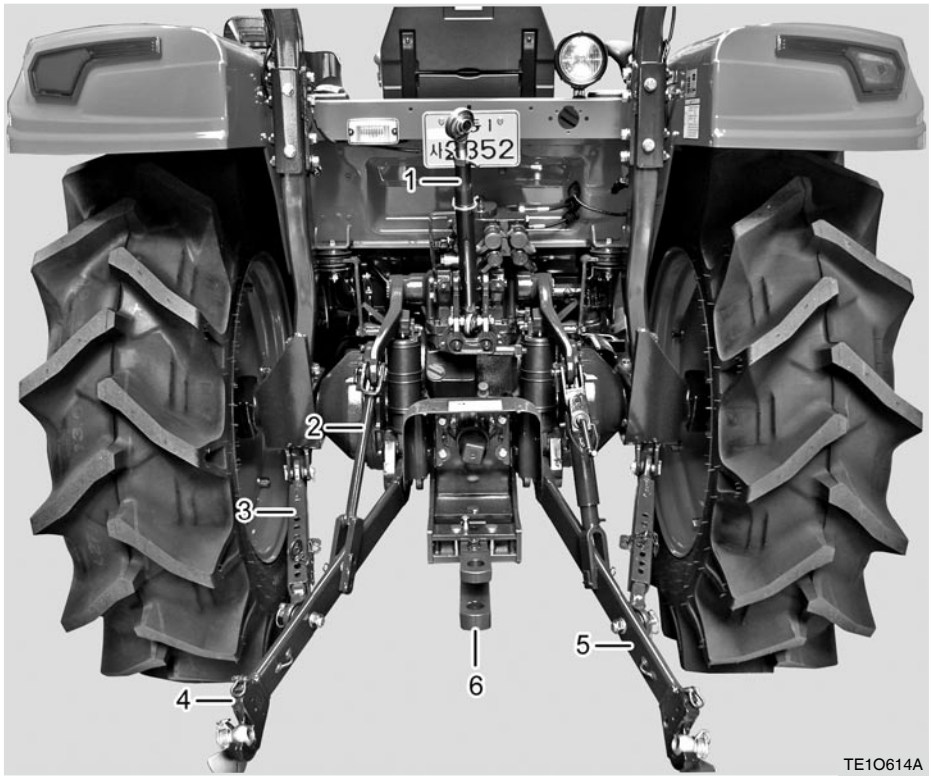
11. Remove the implement in the reverse order of installation and use the implement support as necessary.



WARNING

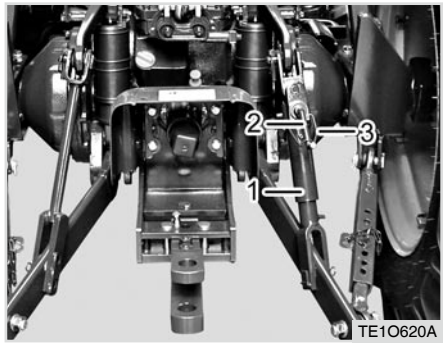
- ***Make sure that the PTO safe cover is in its position before driving the PTO shaft.***
- ***The PTO shaft and universal joint shaft should not be interfered by any surrounding parts.***
- ***Never go close to the rotating PTO shaft or universal joint shaft. A severe accident can happen.***

OPERATION TIP FOR 3-POINT HITCH ELEMENTS



(1) Top Link
(2) Crank Lifting Rod
(3) Lifting Rod
(4) Telescopic Stabilizers
(5) Lower Link
(6) Draft Hitch

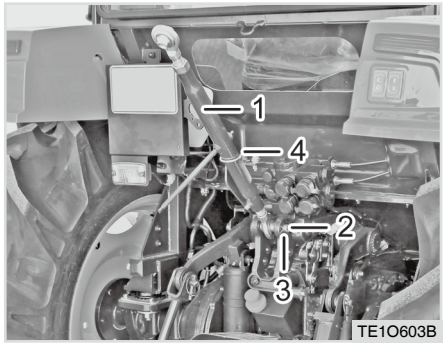
ADJUSTMENT OF LIFT ROD



(1) Lift Rod
(2) Adjuster Handle
(3) Stopper

1. Adjust the implement level balanced by turning the lift rod handle.
2. After adjustment, fix it with the stopper.

ADJUSTMENT OF TOP LINK



(1) Top Link *(2) Pin*
(3) Retainer Pin *(4) Top Link Hook*

1. Install the top link to the desired position, and install the pin and retainer pin.
2. Fix Top link with fixed nut after adjusting top link.

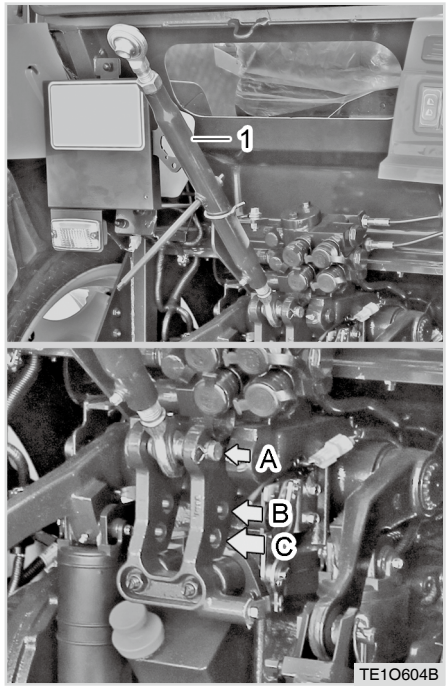
⚠ WARNING

- ***Stop the engine and lower the attachment on the ground prior to disconnecting the lift rod from the lower link. Check that the attachment for proper supporting and there's pressure remained in the hydraulic system to remove the lift rod holding the pin. To eliminate the remained pressure, move the hydraulic adjusting lever back and forth several times.***

NOTE

- When there is no implement attached, fix the lower link to the check link (LH/RH) so that it does not contact with the rear wheel.
  Secure the top link to the hook.

PRECAUTION FOR INSTALLING HOW TO USE TOP LINK HOLES



(1) Top Link

When attaching an implement, connect it according to its draft as follow:

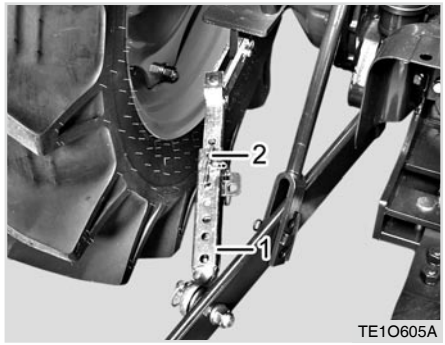
- A : Traction power is not required (Rotary etc.)
- B : Heavy load traction work
- C : Normal load traction work

1. Adjust an angle of the implements to the desired position by shortening or lengthening the top link.
2. Adjusting a proper length of implements varies as a type of implements used.

⚠ CAUTION

- **A plate describing how to attach the implement is placed on the standard implement of our company.**
- **When you are attaching an implement not requiring any traction, mount the assembling spot of the top link into the hole A.**
- **When you are attaching an implement (like plow) requiring some traction, mount the assembling spot of the top link into the hole B, C.**
- **When driving with an implement attached, make sure to install the top link to the hole A or B or put the draft control to the "Deep" position.**

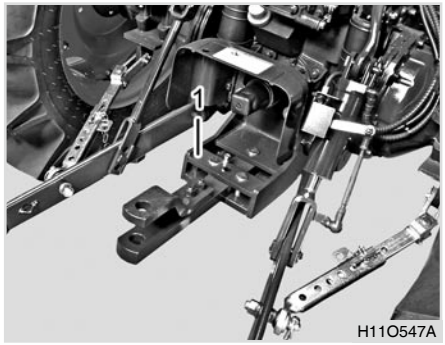
ADJUSTMENT OF STABILIZER



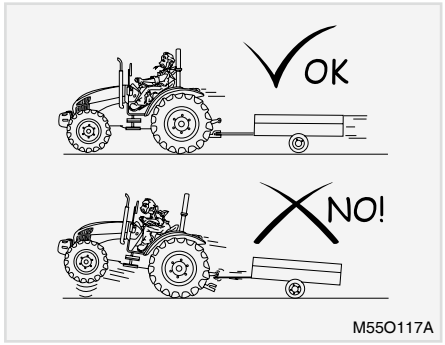
(1) Telescopic Stabilizers (2) Pin

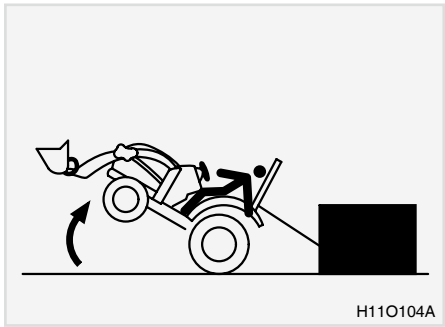
1. Adjust the telescopic stabilizers to control horizontal sway of the implement. It is also used to set the implement on the back of the tractor in center.
2. To adjust the check link, pull out the pin and adjust it until the desired transverse moving distance is obtained.
3. Fit the pin to the gardening hole (fixed) for normal operation and long hole (moving) for draft work.

DRAFT HITCH AND TRAILER



(1) Draw Bar





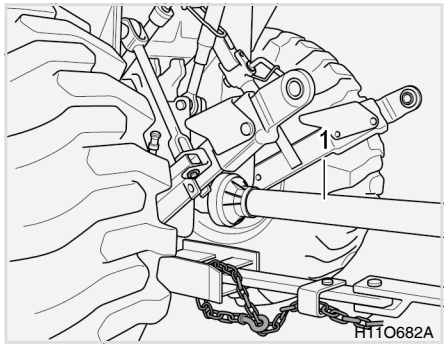
The draw bar is used to pull an implement, such as a trailer. This tractor is equipped with a fine draw bar. Make sure to check the max. towing weight of the trailer and max. vertical load that can be applied to the draw bar.

- Max. trailer weight (trailer + loaded weight) = 3,500 kg (7,716 lbs)
- Vertical load of hitch (draw-bar) = 650 kg (1,433 lbs)

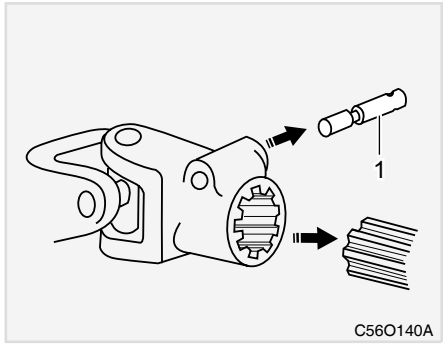
INSTALLING PTO SHAFT

⚠ WARNING

- ***Never use any other part for pulling except draw bar. Pulling with top link, ROPS and etc. will cause a fatal accident.***
- ***Be sure to install the auxiliary safety chain when installing a trailer.***
- ***Improper use of the draw-bar, even if correctly positioned, can cause a rear overturn.***
- ***Do not overload an attachment or towed equipment. Use proper counterweights to maintain tractor stability. Hitch heavy loads to the draw-bar only.***
- ***Make sure that there is nobody or not obstacle between tractor and trailer.***

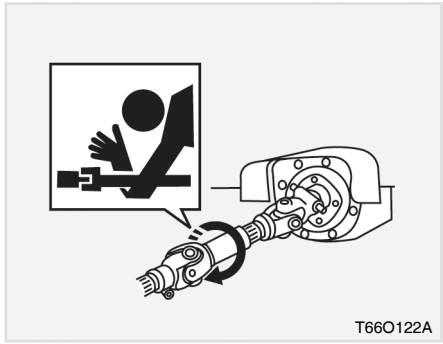


(1) PTO Shaft



(1) Lock Pin

1. Consult your local **KIOTI** Dealer for selection of the PTO Shaft.
2. When selecting a PTO Shaft, make sure that it is not too short to come off of the female and male shafts at the highest position or too long to impact its female and male shafts at the lowest position.
3. Move the joint back and forth to check that its lock pin is properly seated to the groove of the PTO shaft.

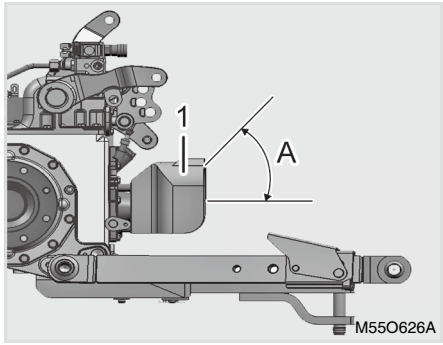


⚠ WARNING

- ***Make sure that the PTO safety cover is in its position before driving the PTO shaft.***
- ***The tractor PTO and PTO shaft should not be interfered by any surrounding parts.***
- ***Never go close to the rotating PTO or tractor PTO shaft. A severe accident can happen.***
- ***Before driving an implement through the PTO, always make sure that all bystanders are well away from the tractor.***
- ***When using the PTO drive with a stationary tractor, always make sure that the gears are in neutral and that the parking brake is applied.***

⚠ WARNING

- ***Before starting up any PTO-driven implement hitched to the three-point linkage, lift the implement to its full height and check that at least 1/4 of the total length of the telescopic section of the drive shaft is engaged.***
- ***Before starting up any PTO-driven implement hitched to the three-point linkage, lift the implement to its full height and check that at least 1/4 of the total length of the telescopic section of the drive shaft is engaged.***

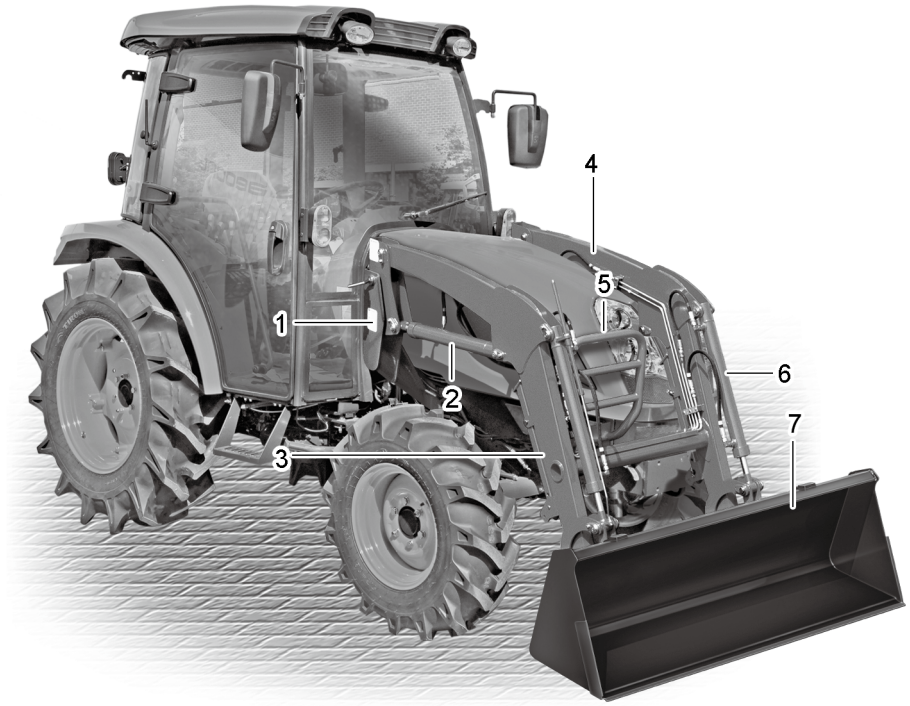


(1) PTO Cover
(A) Allowable angle of universal joint : 50˚

Ref to the chart below as to installing of an universal joint.

The type of PTO shaft	Allowable angle of universal joint
SAE 1-3 / 8" 6 splines	50 degree

HANDLING LOADER



TE1O606A

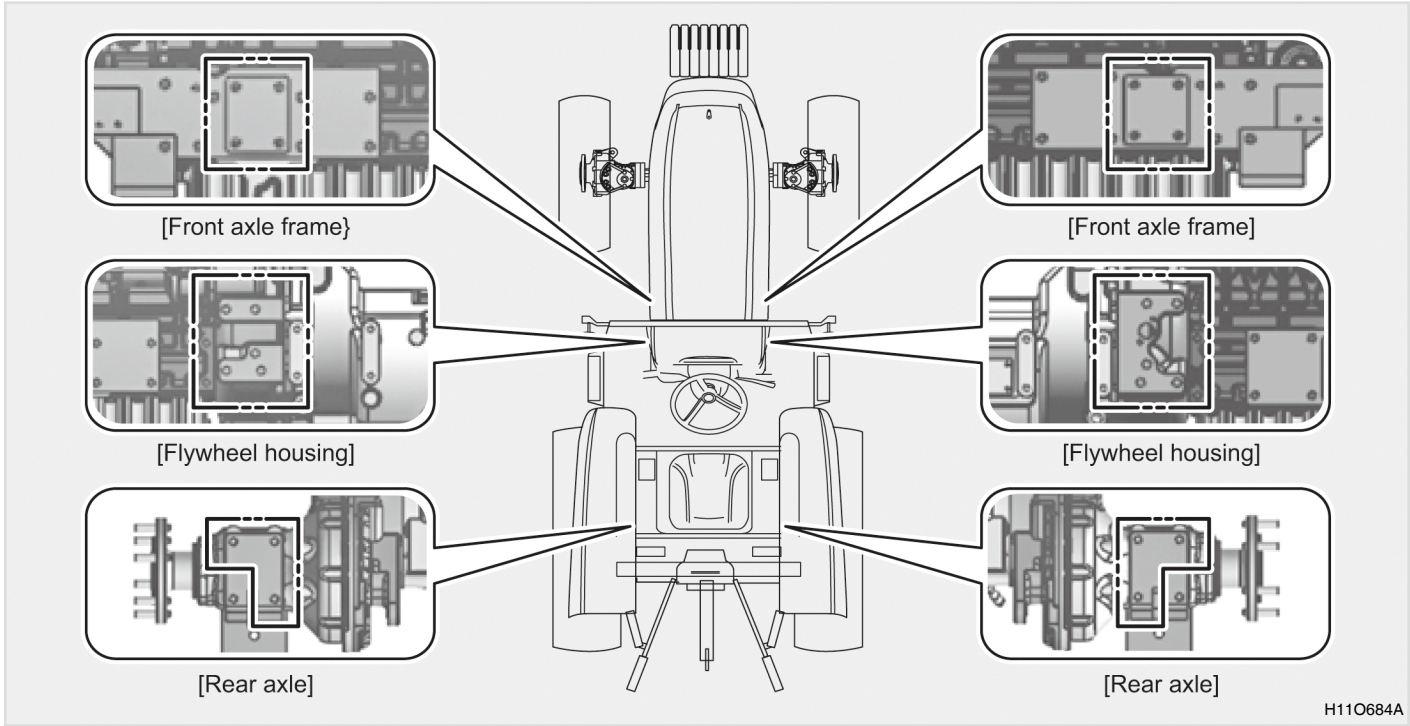
(1) Loader Mounting Bracket
(2) Balancing Cylinder
(3) Loader Arm
(4) Boom
(5) Grill Guard
(6) Tilt Cylinder
(7) Bucket

For detailed information about installation and use of the front loader, refer to the separate manual of the loader.

IMPORTANT

- **Check the transmission fluid level and add fluid as necessary after installing an implement related to the hydraulic fluid, such as a loader or backhoe, and driving the tractor for a test.**

FIXATION POINTS FOR FRONT END LOADER



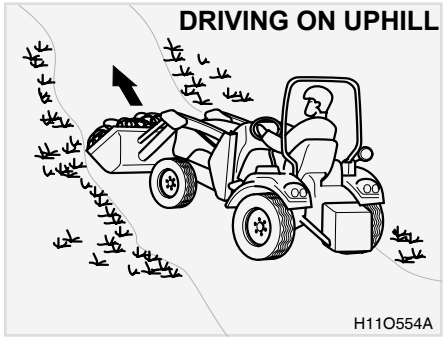
⚠ WARNING

- ***When you do install the front loader, certainly mount the bolt for mounting bracket at indicated point.***

DRIVING ON SLOPE

WHEN LOADED BUCKET AND REAR BALLAST ARE INSTALLED

DRIVING ON UPHILL



DRIVING ON DOWNHILL

When driving on uphill with the loaded bucket and rear ballast installed, keep the higher end of the tractor heavier. In other words, drive forward on uphill and backward on downhill.

⚠ WARNING

To avoid injuries:

- **Keep the loader arm as low as possible when driving on a slope.**

WHEN UNLOADED BUCKET AND REAR BALLAST ARE INSTALLED

DRIVING ON UPHILL

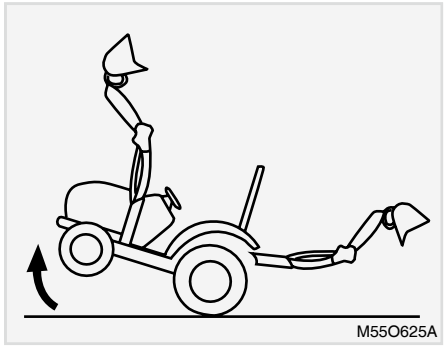
DRIVING ON DOWNHILL

When driving on downhill with the empty bucket and rear ballast installed, keep the rear ballast toward the higher level of the ground. In other words, drive backward on uphill and forward on downhill.

Use the 4WD to increase friction when driving on a slope with the loaded bucket and rear ballast installed.

Set the bucket and implement high on a rough surface so that they are not caught by obstacles.

PARKING WITH LOADER INSTALLED

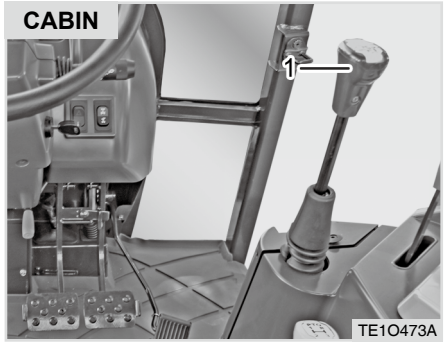


⚠ CAUTION

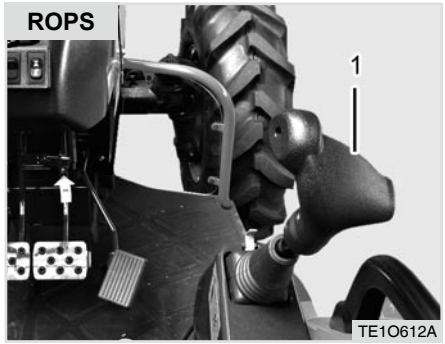
- **When parking a tractor which is equipped with a loader or backhoe, make sure that the bucket of loader or backhoe is lowered on the ground. Otherwise, the tractor can become unstable, leading to an unexpected accident, such as roll over.**

JOYSTICK LEVER

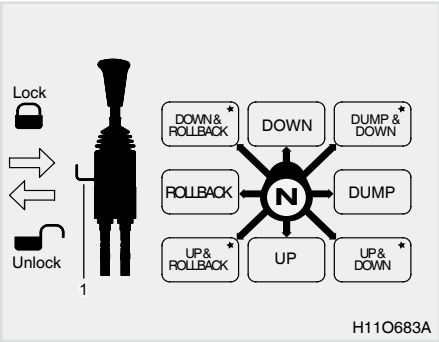
CABIN



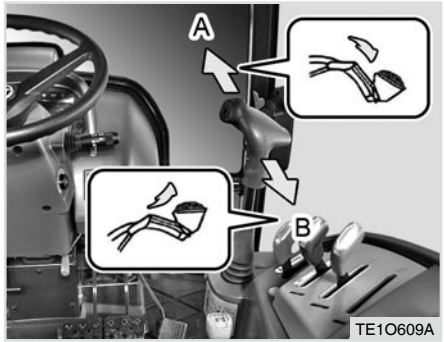
ROPS



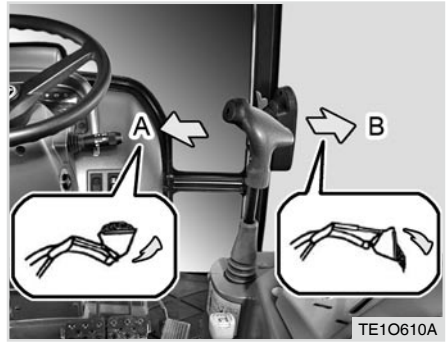
(1) Joystick Lever



(1) Joystick Lock Lever



(A) Boom Down (B) Boom Up



(A) Bucket Roll Back (B) Bucket Dump

1. Up and down of boom

   Pulling the joystick lever back (B) lifts the boom of the loader while pushing it forward (A) lowers the loader boom.

2. Roll back & dump

   "Roll back" means that the bucket scoops up. To operate this function, move the joystick lever to the left (A). "Dump" means that the bucket dumps. To operate this function, move the joystick lever to the right (B).

3. Down & roll back

The boom can be lowered and the bucket can scoop up by operating the joystick lever to the front left position (10 o'clock position). However, the operation time may not be shortened much since the boom is lowered first and then the bucket is rolled back due to unbalanced hydraulic pressure in the hydraulic circuit.

5. Down & dump

The boom can be lowered and the bucket can dump by operating the joystick lever to the front right position (2 o'clock position). However, these two operations may not be performed simultaneously due to unbalanced hydraulic pressure in the hydraulic circuit.

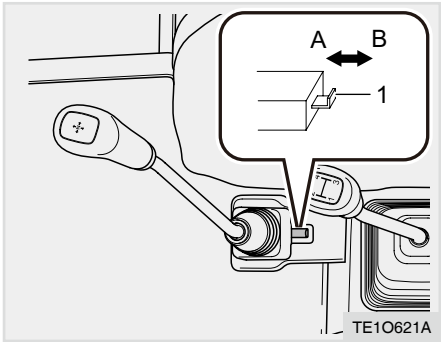
6. Up & roll back

The boom can be lifted and the bucket can scoop up by operating the joystick lever to the rear left position (7 o'clock position). However, these two operations may not be performed simultaneously due to unbalanced hydraulic pressure in the hydraulic circuit.

7. Up & dump

The boom can be lifted and the bucket can dump by operating the joystick lever to the rear right position (5 o'clock position). However, the operation time is may not shortened much since the bucket dumps first and then the boom is lifted due to the unbalanced hydraulic pressure in the hydraulic circuit.

8. Locking/unlocking joystick



(1) Joystick Lock Lever
(A) Lock *(B) Unlock*

Pressing the joystick lock lever in locks the joystick while pulling it outward unlocks the joystick as shown in the figure.

⚠ WARNING

- ***Make sure to lock the joystick lever while moving. Otherwise, its vibration can cause safety problems, such as falling off of the implement.***
- ***Do not leave the tractor with the boom off the ground in any circumstances. If it is nec-es-sary, lock the joystick.***
- ***When the joystick lever is not in use, lock it since the implement can fall down if the lever is operated accidently.***

IMPORTANT

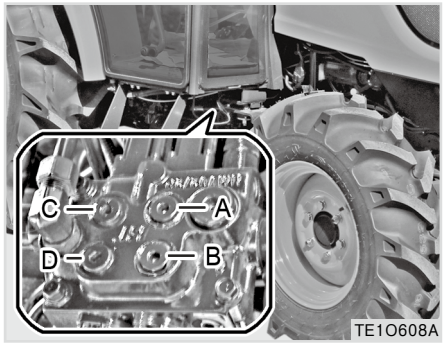
- **If the boom or bucket is not operating, properly, lower the bucket onto the ground, stop the engine, and reduce all hydraulic pressure. Then, check all the hydraulic connections and connect them again.**
- **Before connecting or disconnecting the hydraulic hose coupling for the loader, lower the boom onto the ground, stop the engine, and move the joystick lever front and back, left and right for several times to remove residual pressure in the hydraulic hose.**

WARNING

To avoid accidents:

- ***Pressurized diesel fuel or hydraulic fluid may be sprayed on your skin or eyes, leading to a severe injury or even death.***
- ***To check for leaks, use a board and wear protective gloves and goggles.***
- ***If your eyes come into contact with the hydraulic fluid, see your doctor immediately.***
- ***Never try to disconnect the tube and quick coupler while the tractor and implement are in operation. Release the pressure by operating the lever after the engine is stopped.***

JOYSTICK VALVE



A1 : Boom Up
A2 : Bucket Up(Roll Back)
B1 : Boom Down
B2 : Bucket Down(Dump)

NOTE

- The hoses and couplers for installation are supplied with the loader.

MEMO

MAINTENANCE CHECK LIST 7-3

DAILY CHECK CHART 7-3
MAINTENANCE SCHEDULE CHART 7-4

LUBRICANTS 7-6

MAINTENANCE CODE 7-7

HOW TO OPEN THE HOOD (A) 7-7
CHECKING AND ADDING FUEL (B) 7-7
CHECKING TRANSMISSION FLUID LEVEL (C) 7-9
CHECKING ENGINE OIL LEVEL (D) 7-10
CHECKING FRONT AXLE OIL LEVEL (N1) 7-11
CHECKING COOLANT LEVEL (E) 7-12
CLEANING GRILL, RADIATOR SCREEN (F) .. 7-12
CHECKING BRAKE AND CLUTCH PEDALS (G) 7-13
CHECKING GAUGES, METER AND EASY CHECKER (H) 7-13
CHECKING HEAD LIGHT, HAZARD LIGHT ETC. (I) 7-13
CHECKING SEAT BELT(J) 7-13
CHANGING ENGINE OIL AND REPLACING FILTER (K) 7-14
REPLACING TRANSMISSION FLUID AND FILTER (L) 7-16
CHANGING FRONT AXLE CASE OIL (M) ... 7-18
ADJUSTING BRAKE PEDAL (N) 7-19
LUBRICATING GREASE FITTINGS (O) 7-20
CHECKING WHEEL BOLT/NUT TORQUE (P) 7-21
ADJUSTING CLUTCH PEDAL (Q) 7-21
REPLACING AIR CLEANER PRIMARY ELEMENT (R) 7-22
CHECKING FUEL LINES (S) 7-23
ADJUSTING FAN BELT TENSION (T) 7-24
BATTERY (U) 7-25
CHECKING INTAKE AIR LINE (V) 7-27
ADJUSTING TOE-IN (W) 7-27
CHECKING RADIATOR HOSE AND CLAMP (X) 7-28
POWER STEERING LINE (Y) 7-29
AIR CONDITIONER BELT TENSION (Z) ... 7-30
CLEANING AIR CONDITIONER CONDENSER (AA) 7-30
ADJUSTING FRONT AXLE PIVOT (AB) 7-31
ADJUSTING ENGINE VALVE CLEARANCE (AC) 7-31

REPLACING AIR CLEANER FILTER (AD) ... 7-32
CHECKING AIR CONDITIONER HOSE (AE) ... 7-33
CHECKING CAB CUSHION RUBBER (AF) ... 7-33
REPLACING AIR FILTER (AG) ... 7-33
FLUSH COOLING SYSTEM AND CHANGING COOLANT (AH) ... 7-33
ANTI-FREEZE (AH1) ... 7-35
FUEL FILTER (AI) ... 7-35
BLEEDING FUEL SYSTEM (AJ) ... 7-36
DRAINING WATER FROM CLUTCH HOUSING (AK) ... 7-38
CHECKING & REPLACING WIPER (AL) ... 7-38
REPLACING FUSE (AM) ... 7-40
SLOW BLOW FUSE (AN) ... 7-42
REPLACING BULB (AO) ... 7-43
CHECKING REFRIGERANT (AP) ... 7-49

MAINTENANCE CHECK LIST
DAILY CHECK CHART

SERVICE SCHEDULE		MAINTENANCE CODES
ITEM	SERVICE REQUIRED	
Engine Oil	Check the oil level and add needed. Do not overfill.	D
Hydraulic (Trans / Diff) Fluid	Check level and add as needed.	C
Engine Air Filter and Air System	Check condition indicator (if equipped). Check for leaks and damaged components. Do not use compressed air to clean elements.	R, AD
Engine Cooling System	Clean debris from oil cooler, radiator, screen and grills. Check coolant level cold, add premixed coolant as needed.	E, F, X, AH
Seat Belt	Check the condition of seat belt and mounting hardware. Repair or replace as needed.	J
Tires	Check for wear, demaged tires and ensure for proper sized tires and correct air pressure.	
Parking Brake	Check operation and have dealer adjust if required.	
Clean Pedals	Clean brake pedals, travel control pedal, clutch pedal and footrest area.	N, Q
General Items	Check for loose or broken parts, damaged operator cab, instrument operation, loose wheel nuts / bolts, oil leaks and damaged or missing signs (decals). Replace floormat if damaged or missing.	P
PTO	Inspect the splines. Replaced damaged or missing shields and guards.	
Three-Point Linkage	Check operation and condition of pins, links and bars.	
Loader (If Equipped)	Check mounting hardware for loose or broken parts.	

※ For detailed information about maintenance codes, refer to the corresponding section in each chapter.

MAINTENANCE SCHEDULE CHART

NO.	ITEM \ MAINTENANCE INTERVAL			RUN HOUR								RUN AGE		REMARKS		MAINTE-NANCE CODES
				50	100	200	250	400	600	1500	3000	1 Year	2 Year			
1	Engine oil & Filter	Change	Tier3	⊙	○		◎					◎				K
			Tier4		○			◎				◎				
2	Transmission oil filter	Replace		⊙		○										L
3	HST oil filter	Replace		⊙		○										L
4	Transmission fluid	Change						○								L
5	Front axle oil	Change		⊙				○								M
6	Front axle pivot	Adjust							○							AB
7	Engine start system	Check		○												T
8	Greasing	Apply		○												O
9	Wheel bolt torque	Check		○												P
10	Battery condition	Check			○									*3		U
11	Air cleaner element	Clean			○									*1	#	R, AD
		Replace										○		*2		
12	Fuel filter element	Replace				○									#	AI
13	Fan belt, Air-con belt	Adjust			○									*3		T, Z
14	Clutch pedal free play	Adjust		⊙	○											G, Q
15	Brake pedal free play	Adjust		⊙	○											G, N
16	Radiator hose and clamp	Check				○										X
		Replace											○			
17	Power steering hose and oil line	Check				○										Y
		Replace											○			

※ Tier3 - Without DPF, Tier4 - With DPF

NO.	MAINTENANCE INTERVAL / ITEM		RUN HOUR								RUN AGE		REMARKS		MAINTE-NANCE CODES
			50	100	200	400	600	800	1500	3000	1 Year	2 Year			
18	Fuel line	Check		○										#	S
		Replace										○			
19	Intake air line	Check			○										V
		Replace										○	*3		
20	Toe-in	Adjust			○										W
21	Engine valve clearance	Adjust						○							AC
22	Fuel injection nozzle injection pressure	Check							○					#	
23	injection pump	Check								○				#	
24	Cooling system	Clean										○			AH
25	Coolant	Replace										○			AH
26	Air-con filter	Replace									○				AG
27	Fuel system	Check											*3		B, S, AI, AT
28	Fuse	Replace											*3		AM, AN
29	Light bulb	Replace											*3		AO

IMPORTANT

- ⊙ must be done after the first 50hours of operation.
- ◎ Replace: Replace every (replace) hours or every years (whichever comes first).
- ○ Replace: Replace every (replace) hours.
  - * 1 Air cleaner should be cleaned more often in dusty conditions than in normal condition.
  - * 2 Every year or every 6 times of cleaning.
  - * 3 Replace only if necessary.
- The items listed above (# marked) are registered as emission related critical parts by KIOTI in U.S. EPA exhaust emission standard non-road emission regulation. As the engine owner, you are responsible for the performance of the required maintenance on the above instruction.

LUBRICANTS

To prevent serious equipment damage, use only genuine **KIOTI** fluids, oils and greases, or equivalents.

NO.	Section	Capacity [L (U.S.gal.)]	Lubricants
1	Fuel	56 (14.8)	Smokeless diesel
2	Coolant	7.7 (2.03)	An antifreezing solution(Ethylene glycol) + Pure water (50:50)
3	Engine oil	6.0 (1.58) ~ 8.0 (2.11)	Engine oil : Tier3 (Without DPF) - API CH grade above Tier4 (With DPF)- API CJ grade above Oil Viscosity : SAE 10W30, 10W40, 15W40
4	Transmission oil	MANUAL: 14.53 (55) HST: 45 (11.89)	Exxonmobil: Mobilfluid 423 or 424, Exxon Hydraulic 560 Shell: DONAX-TD BP: Tractran UTH
5	Front axle	7.0 (1.9)	SAE 90 gear oil or better, or same as T/M oil
6	Apply grease • Front axle support • Brake pedal • Brake lever • Top link holder • Control lever	A little	Multi purpose type grease

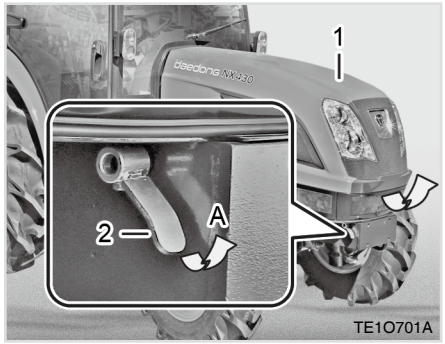
※ Tier3 - Without DPF, Tier4 - With DPF

⚠ WARNING

- ***Check the oil level regularly. Correct the oil level, if needed, before operating.***
- ***Always check and add oil with the tractor on a flat, level surface.***

MAINTENANCE CODE

HOW TO OPEN THE HOOD (A)



(1) Hood *(2) Handle*
(A) Pull

1. The hood can be opened by pulling the handle on the lower right of it while pressing its front down.
2. To close the hood, press its front down until it is locked in its position.
3. Do not apply excessive force to the handle to fix it. The hood can be damaged.

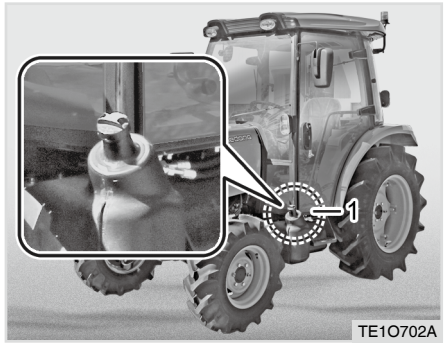
⚠ CAUTION

- **Never open the hood while the engine is running.**

NOTE

- If noise is heard from the hood during driving, check the rubber molding and replace it if damaged.

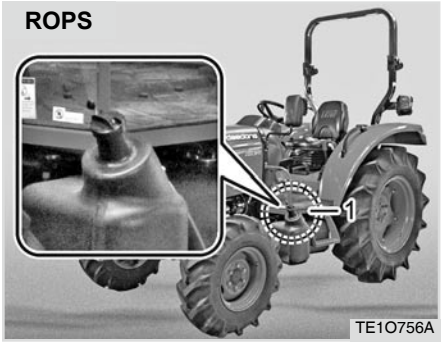
CHECKING AND ADDING FUEL (B)



(1) Fuel Tank Cap

The fuel tank is installed in the middle of the tractor body. Make sure to use pure and high-quality diesel unleaded fuel.

Fuel Tank Capacity
56 L (14.8 U.S.gal.)



(1) Fuel Tank Cap

1. Turn the key switch to "ON", check the amount of fuel by fuel gauge.
2. If the needle on the fuel gauge is close to the red zone "E" or the fuel level is low, open the fuel tank filler cap and add the fuel.
3. After adding the fuel, close the fuel tank filler cap.

⚠ CAUTION

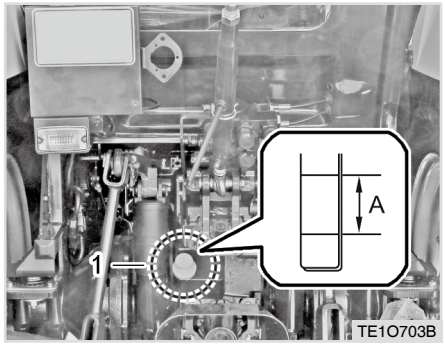
To avoid personal injury:

- **Do not smoke while refueling.**
- **Add the fuel in a well-ventilated area.**
- **Be sure to stop the engine before refueling.**
- **Dirt or sand contained in fuel may cause the fuel injection pump to malfunction, use the strainer when refuelling.**

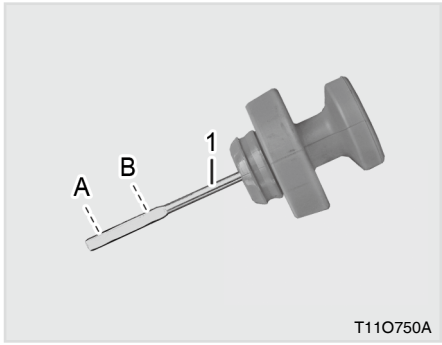
IMPORTANT

- **Do not permit dirt or trash to get into the fuel system.**
- **Be careful not to let the fuel tank become empty, otherwise air will enter the fuel system, necessitating bleeding before next engine start.**
- **Be careful not to spill during refueling. If should spill, wipe it off at once, or it may cause a fire.**
- **To prevent condensation (water) accumulation in the fuel tank, fill the tank before parking overnight.**
- **If it is not used for a long time, make sure the fuel viscosity is suitable for the cold weather.**

CHECKING TRANSMISSION FLUID LEVEL (C)



(1) Oil Filler Plug & Gauge
(A) Oil level is acceptable within range



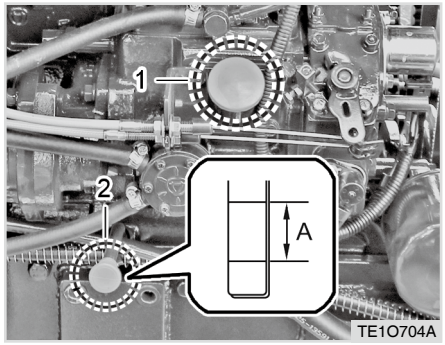
(1) Oil Dipstick
(A) Lower Limit (B) Upper Limit

1. Park the machine on a flat surface, lower the implement and shut off engine.
2. Depress the brake pedals and apply the parking brake.
3. Set all shift levers into the neutral position.
4. Stop the engine.
5. Pull out the oil dipstick, clean it, and then insert it into its original position. Then, pull it out again and check if the fuel level is within the specified range.
6. If the oil level is too low, add some new oil so that the level is within the allowable range. (Refer to "Lubrication" in the chapter "Service")

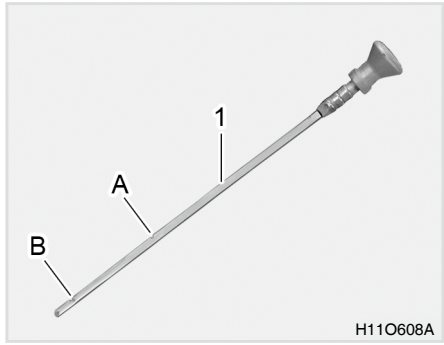
IMPORTANT

- **If oil level is low, do not run engine.**
- **Never add the oil over the upper limit.**

CHECKING ENGINE OIL LEVEL (D)



(1) Oil Inlet Plug (2) Gauge
(A) Oil level is acceptable within this range



(1) Oil Dipstick
(A) Upper Limit (B) Lower Limit

1. Check the engine oil daily.
2. Park the tractor on a level ground and lower the implement.
3. If the engine was just running, wait for approx. 5 seconds before checking the oil level.

⚠ CAUTION

To avoid personal injury:

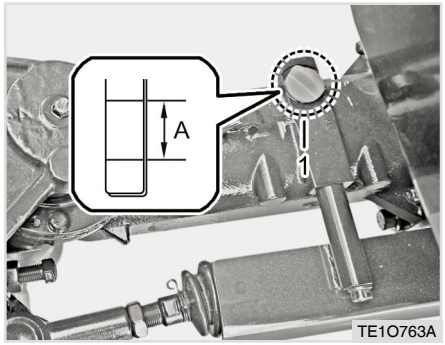
- **Be sure to stop the engine before checking the oil level.**

4. Pull out the oil dipstick, clean it, and then insert it into its original position. Then, pull it out again and check if the fuel level is within the specified range.
5. If the oil level is too low, add some new oil so that the level is within the allowable range. (Refer to "Lubrication" in the chapter "Service")

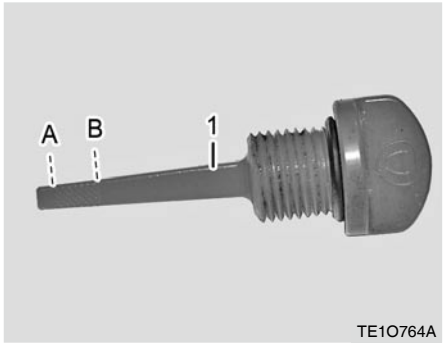
⊕ IMPORTANT

- **When using oil of different maker or viscosity from the previous one, remove all of the old oil. Never mix two different types of oil.**
- **Do not start the engine if the amount of oil is insufficient.**
- **Wipe the oil dipstick with clean cloth or tissue. If foreign material enters the tank, it can lead to malfunction of the engine.**
- **Never add the oil over the upper limit of the tank.**

CHECKING FRONT AXLE OIL LEVEL (N1)



(1) Oil Inlet Plug (2) Gauge
(A) Oil level is acceptable within this range



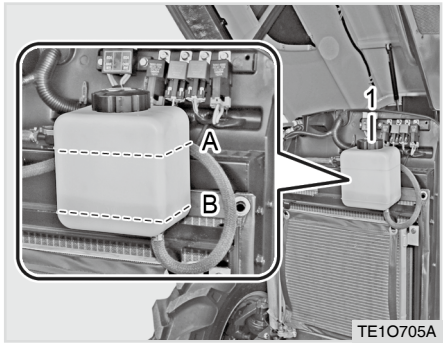
(1) Oil Dipstick
(A) Upper Limit (B) Lower Limit

1. Park the machine on a flat surface, lower the implement and shut off engine.
2. Depress the brake pedals and apply the parking brake.
3. Set all shift levers into the neutral position.
4. Stop the engine.
5. Pull out the oil dipstick, clean it, and then insert it into its original position. Then, pull it out again and check if the fuel level is within the specified range.
6. If the oil level is too low, add some new oil so that the level is within the allowable range. (Refer to "Lubrication" in the chapter "Service")

IMPORTANT

- **When using oil of different maker or viscosity from the previous one, remove all of the old oil. Never mix two different types of oil.**
- **Wipe the oil dipstick with clean cloth or tissue.**
- **Never add the oil over the upper limit of the tank.**

CHECKING COOLANT LEVEL (E)

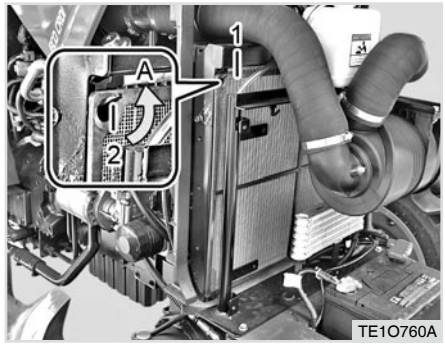


(1) Reserve Tank
(A) FULL (B) LOW

1. Check to see that the coolant level is between the "FULL" and "LOW" marks of recovery tank.
2. When the coolant level drops due to evaporation, add water only up to the full level.

   In case of leakage, add anti-freeze and water in the specified mixing ratio up to the FULL level. (See "Flush Cooling System and Changing Coolant" in every 2 years maintenance)
3. The tractor is furnished with a mixture of anti-freeze and water in a ratio of 50:50 which is usable in any season.

CLEANING GRILL, RADIATOR SCREEN (F)



(1) Radiator Screen
(A) Detach

1. Check front grill and side screens to be sure they are clean of debris.
2. Lift out the radiator screen and remove all the foreign material.

⚠ CAUTION

To avoid accidents:

- **Be sure to stop the engine before removing the screen.**

IMPORTANT

- **Bonnet Grill and screen must be clean from debris to prevent engine from overheating and to allow good air intake for the air cleaner.**

CHECKING BRAKE AND CLUTCH PEDALS (G)

1. The brake and clutch pedals should be inspected for free travel, and smooth operation.
2. You should adjust these pedals if an incorrect measurement is found. (See "Adjusting clutch and brake pedals" in the 100 hour maintenance schedule.)

NOTE

- When depressing the brake pedal, both of the brake pedals should be moved down to the same depth.

CHECKING GAUGES, METER AND EASY CHECKER (H)

1. Inspect the instrument panel for broken gauge(s), meter(s) and Easy Checker lamps.
2. Replace if broken.

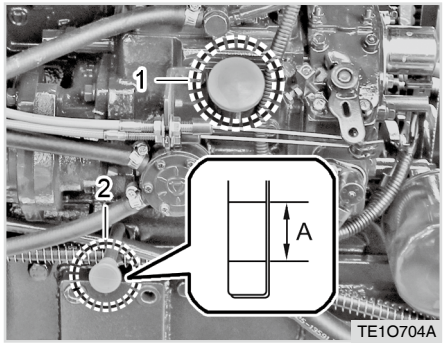
CHECKING HEAD LIGHT, HAZARD LIGHT ETC. (I)

1. Inspect the lights for broken bulbs and lenses.
2. Replace if broken.

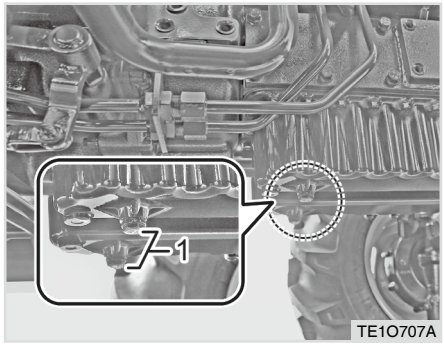
CHECKING SEAT BELT(J)

1. Always check condition of seat belt and ROPS attaching hardware before operating tractor.
2. Replace if damaged.

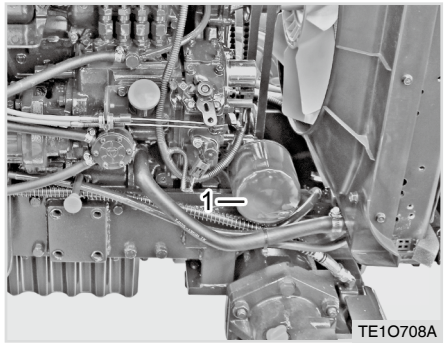
CHANGING ENGINE OIL AND REPLACING FILTER (K)



(1) Oil Inlet (2) Gauge
(A) Oil level is acceptable within this range



(1) Drain Plug



(1) Engine Oil Filter

1. Park the tractor on a level ground and start the engine to warm it up.
2. Stop the engine, apply the parking brake, and remove the drain plug.
3. To drain the used oil, remove the drain plug at the bottom of the engine and drain the oil completely into the oil pan.

   All the used oil can be drained out easily when the engine is still warm.
4. Remove the oil filter behind the cooling fan on the right side of the engine.
5. Apply a thin film of oil to the O-ring of a new filter and tighten the O-ring firmly by hand.
6. Add the engine oil to the specified level and tighten the oil filter to the specified torque.

Oil capacity (with filter)
6.0 L (1.58 U.S.gal.)

7. Run the start motor for approx. 10 seconds to deliver oil to each part.
8. Run the engine for approx. 5 minutes and check if the oil warning lamp comes on. If it does not come on, stop the engine. (It is normal for the oil warning lamp to be off while the engine is running.
9. Check the engine oil level again with the oil dipstick. If the level is low, add more oil.

NOTE

- The engine oil filter should be replaced when changing the engine oil.

⚠ WARNING

- ***The engine oil is very hot while the engine is running or right after the engine is stopped. Be careful not to be burnt.***
- ***Avoid oil contact while changing or adding engine oil and wear eye protection to prevent eye contact.***
- ***Prolonged and repeated contact with the engine oil may cause skin disorders and skin cancer. If skin contact is made, wash thoroughly with soap or hand cleaner as soon as possible.***
- ***Keep the used oil out of reach of children.***

⚠ CAUTION

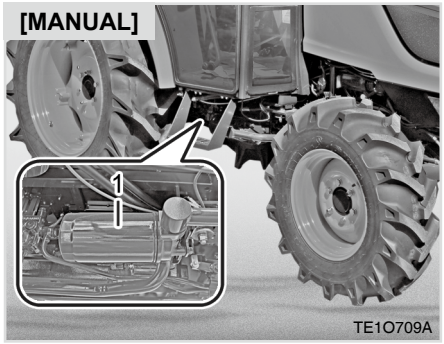
To avoid personal injury:

- **Be sure to stop the engine before changing the oil or replacing the filter.**
- **Check the engine oil level before every operation of the tractor. If the engine oil is insufficient, the engine can be damaged, and this is not covered by warranty. Be sure to add the engine oil when its level is below the lower limit of the oil dipstick.**
- **Do not dispose of used oil and oil filter into drainage and other places not designated by regulations. Observe applicable reg-ulations when disposing used oil and filters.**

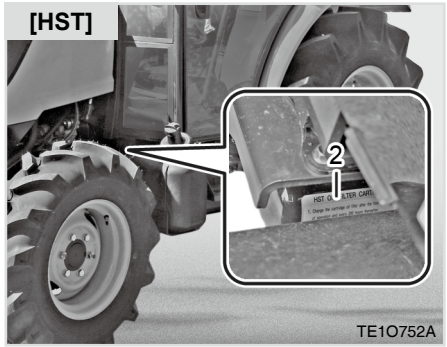
REPLACING TRANSMISSION FLUID AND FILTER (L)

IMPORTANT

- **Use only KIOTI genuine engine oil and filters to insure smooth operation and durability of the engine.**



(1) Oil Filter Catridge



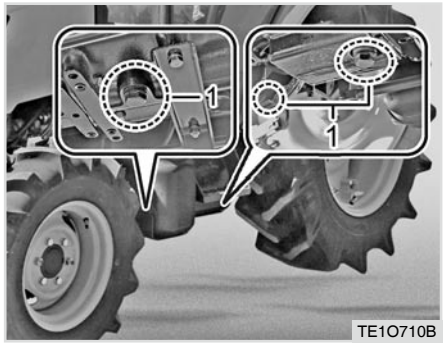
(1) Oil Filter Catridge
(2) HST Hydraulic Filter Cartridge

The transmission fluid should be changed if it is contaminated.

When changing the transmission fluid, make sure to change the fluid filter.

However, replace only the filter after initial 50-hour operation.

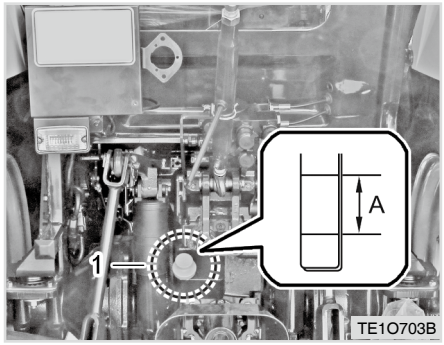
1. Park the tractor on a level ground and start the engine to warm it up.
2. Stop the engine, apply the parking brake, and remove the drain plug.



(1) Drain Plug

3. To drain the used fluid, place the oil pan under the transmission case and turn the drain plug counterclockwise to drain the fluid completely.

   If the fluid does not flow out freely, unscrew the plug on the side of the hydraulic cylinder on the left of the top link bracket to facilitate drainage. (Ref to next page)
4. Unscrew the fluid filter from the rear right section on the tractor using a filter wrench.



(1) Oil Filler Plug & Gauge
(A) Oil Level is Acceptable Within This Range

5. Apply a thin film of clean oil onto the O-ring of a new filter.
6. Tighten the filter firmly until it contacts the mounting surface. Tighten the filter a half turn further by hand.
7. Run the engine for a few minutes and then stop it after installing a new filter.
8. Check the fluid level and add fluid to the specified level.

Model	Oil capacity
MANUAL	55 L (14.53 U.S.gal.)
HST	45 L (11.89 U.S.gal.)

9. Make sure that the transmission fluid does not leak through the seal.

⚠ CAUTION

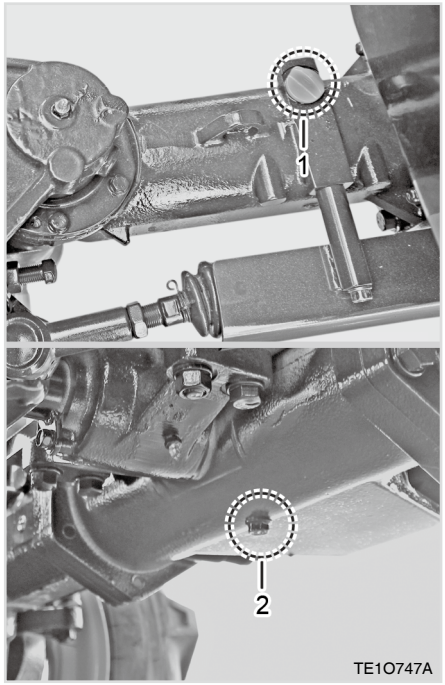
To avoid personal injury:

- **Be sure to stop the engine before changing the fluid or replacing the filter.**
- **Cool down the fluid sufficiently. You can get burnt by hot fluid.**

IMPORTANT

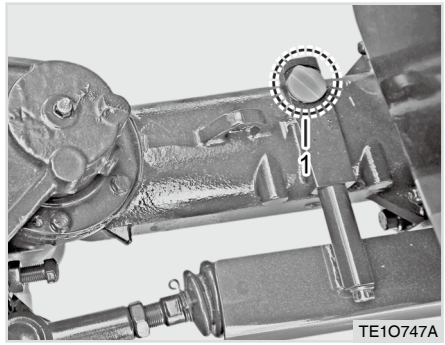
- **To prevent serious damage to the hydraulic system, use only a KIOTI genuine filter.**
- **Do not operate the tractor immediately after changing the transmission fluid. Run the engine at medium speed for a few minutes to prevent damage to the transmission.**

CHANGING FRONT AXLE CASE OIL (M)



(1) Oil Filler Plug (2) Drain Plug

1. To drain the used oil, remove the right and left drain plugs and filling plug at the front axle case and drain the oil completely into the oil pan.
2. After draining reinstall the drain plugs.
3. Remove the oil level check plug on the left of the front axle.

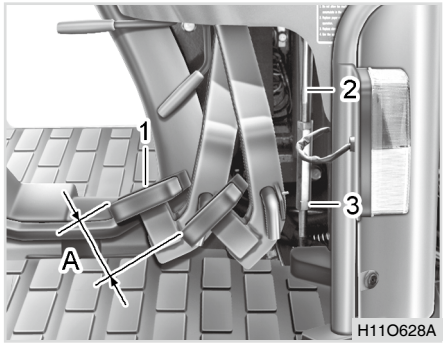


(1) Oil Filler Plug

4. Add new oil to the specified level of the check plug through the oil filler. (Refer to "Lubrication" in the chapter "Service".)
5. Tighten the oil filler plug after replenishment.
6. Check the oil level in 15 minutes and add oil as necessary.

Oil capacity
7.0 L (1.9 U.S.gal.)

ADJUSTING BRAKE PEDAL (N)



(1) Brake Pedal *(2) Brake Rod*
(3) Lock Nut *(A) Free Play*

Using the brake pedal for an extended period of time causes it to play. This may lead to deterioration of the braking performance and malfunction of the braking system.

The brake pedal can be adjusted as follows:

1. Release the parking brake
2. Slightly depress the pedals and measure the free travel at the top of the pedal stroke.
3. When adjustments are needed, loosen the locking nut and turn the turnbuckle until the rod length is at the desired and acceptable limit.
4. Re-tighten the lock nuts.
5. Perform the same procedure for the left brake pedal and measure its play.
6. Interlock the brake pedals after checking or adjusting them.

Proper brake pedal free travel (A)	20 ~ 30 mm (0.8 ~ 1.2 in.)
	Keep the free travel in the right and left brake pedals equal.

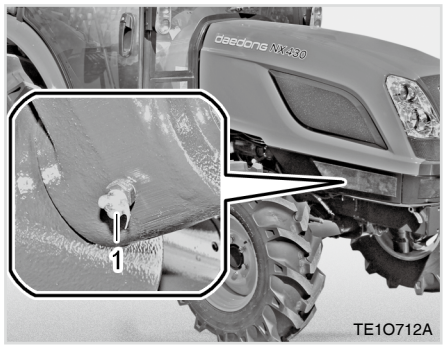
⚠ CAUTION

To avoid personal injury:

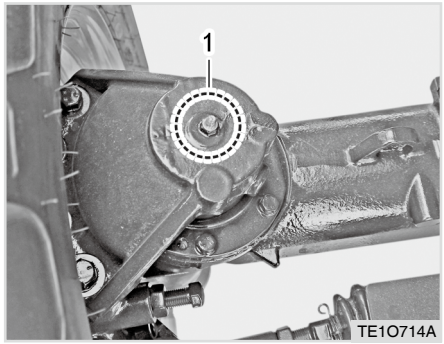
- **Stop the engine and chock the wheels before checking brake pedal.**

LUBRICATING GREASE FITTINGS (O)

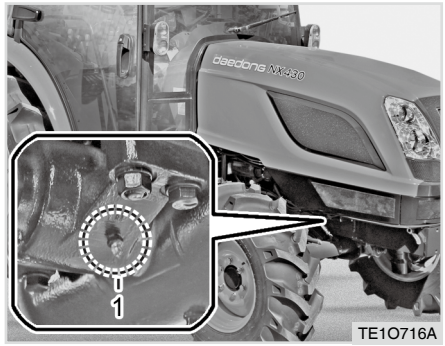
Apply high-quality multi-purpose grease onto the positions in the figure at every 50 hours of operation or whenever necessary and record the operating time when applying it.



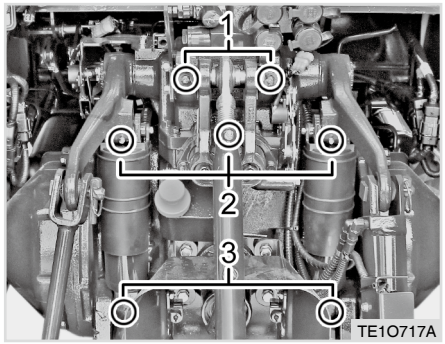
(1) Front Bracket Axle Pivot



(1) Bevel Gear Case, LH/RH

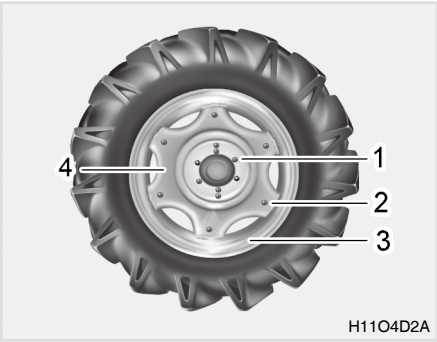


(1) Rear Bracket Axle Pivot



(1) Top Link Holder (2) Hydraulic Cylinder
(3) Hydraulic Lifting Shaft

CHECKING WHEEL BOLT/NUT TORQUE (P)



(1) Wheel Bolt/Nut *(2) Rim Bolt / Nut*
(3) Rim *(4) Disk*

Check wheel bolts and nuts regularly especially when new. If they are loose, tighten them as follows.

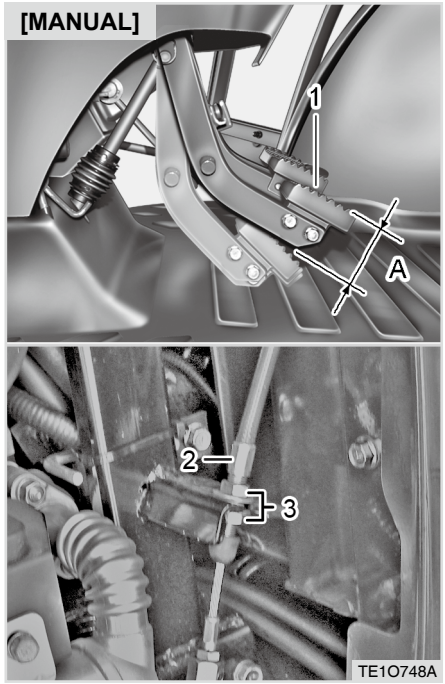
Item		Tightening torque
Front wheel	Bolt	57-67lbf.ft (78~90 N.m)
	Nut	46-54 lbf.ft (63~73 N.m)
Rear wheel	Bolt	166 lbf.ft (225 N.m)
	Nut	166 lbf.ft (225 N.m)

⚠ CAUTION

To avoid personal injury:

- **Never operate tractor with a loose rim, wheel, or axle.**
- **Any time bolts and nuts are loosened, retighten to specified torque.**
- **Check all bolts and nuts frequently and keep them tight.**

ADJUSTING CLUTCH PEDAL (Q)



(1) Clutch Pedal *(2) Clutch Rod*
(A) Free Play

1. If the clutch does not operate properly due to its excessive play, ad-

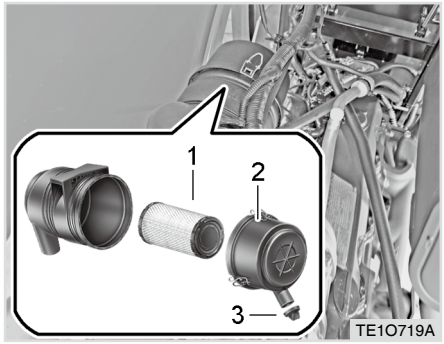
7

just its play using the turnbuckle.

2. To adjust the play, unscrew the lock nut and turn the turnbuckle.
3. After setting the play properly, tighten the lock nut firmly. (Manual)
4. Water can get into the clutch housing when it rains or snows or when washing the tractor. If this happens, remove the plug under the clutch housing to drain water from the housing. For details, refer to "Draining water from clutch housing" in the chapter "Service".

Proper clutch pedal free travel (A)
20 ~ 30 mm (0.8 ~ 1.2 in.) on the pedal

REPLACING AIR CLEANER PRIMARY ELEMENT (R)



(1) Element *(2) Cap*
(3) Evacuator Valve

1. The air cleaner uses a dry element. Never apply oil.
2. Dust should not accumulate in the dust cap or element. Remove and clean the dust cap and the element every week. If the tractor is operated in extremely dusty conditions, daily inspection is required.
3. Do not touch the filter element except in cases where cleaning is required.
4. When cleaning the element, refer to the instructions that follow.
5. If the element is stained with carbon , dust or oil, replace the filter.
6. Change the element every 6 months or every 100 hours.

To clean the element, use only clean dry compressed air on the inside of the element. Air pressure at the nozzle must not exceed 2 kgf/cm² (29 psi). Maintain reasonable distance between the nozzle and the filter.

IMPORTANT

- **The air cleaner will only fulfill its function if it is correctly and regularly maintained. A poorly maintained air cleaner will mean loss of power, excessive fuel consumption and a reduction in engine life.**

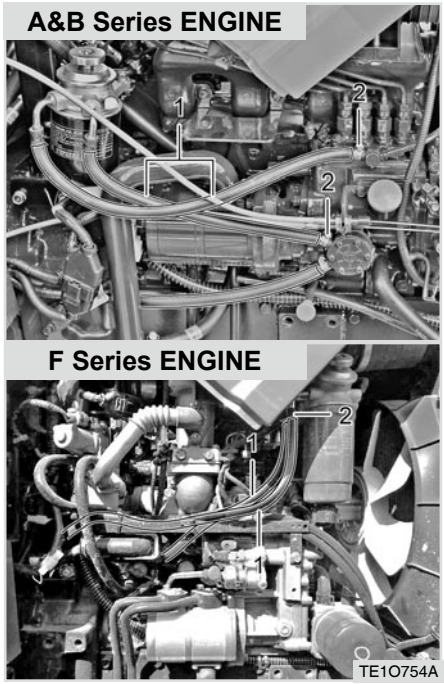
CHECKING FUEL LINES (S)

IMPORTANT

- **Do not run the engine with filter element removed.**
- **Be sure to refit the cap with the arrow ⬆ (on the rear of cover) upright. If the cap is improperly fitted, evacuator valve will not function and dust will adhere to the element.**

EVACUATOR VALVE

Open the evacuator valve once a week under ordinary conditions or daily when used in dusty conditions to get rid of large particles of dust and dirt.



(1) Fuel Pipe *(2) Tightening Band*

Although checking the fuel pipe connection is recommended every 100 service hours, it should be done every 6 months if operation does not exceed 100 hours in 6 months.

1. If the hose clamps are loose, apply a slight coat of lubricant onto the threads and securely tighten it.
2. The fuel pipe is made of rubber and ages regardless of period of service. Change the fuel pipe together with the hose clamps every two years and securely tighten.
3. If the fuel pipes and hose clamps are found damaged or deteriorated earlier than two years, then change them immediately.
4. After the fuel pipe and hose clamps have been changed, bleed the fuel system.

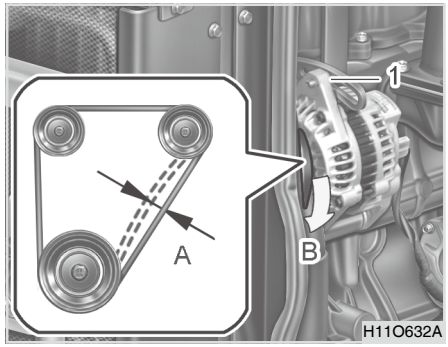
⚠ WARNING

- ***Stop the engine when checking the items above.***
- ***The fuel pipes are subject to wear and aging. Failure to perform periodic inspections may lead to a fuel leak. Fuel leaking on a hot engine could cause a fire.***

IMPORTANT

- **When changing fuel pipes, be careful not to allow dust or dirt to enter the fuel system. Contaminations in the fuel system could damage the fuel system or injection pump. Pay extra caution to the fuel pump to prevent dust from entering it.**

ADJUSTING FAN BELT TENSION (T)



(1) Adjusting Bolt
(A) Adjusting Belt Tension (B) Pull

In order to extend the fan belt's lifetime, the tension of the belt should be correctly adjusted if it slips. The belt tension should be inspected regularly according to the following procedure:

1. Stop the engine and apply the parking brake.
2. Open the hood and remove the left side cover.
3. Remove the mounting bolts and adjusting bolt of the alternator.
4. In order to set the belt tight, move the upper part of the alternator backward.
5. Apply moderate thumb pressure to the belt between pulleys.

Proper fan belt tension (A)
A deflection between 7 ~ 9 mm (0.28 ~ 0.35 in.) when the belt is pressed in the middle of the span.

6. If tension is incorrect, loosen the alternator mounting bolts and, using a lever placed between the alternator and the engine block, pull the alternator out until the deflection of the belts falls within acceptable limits.
7. Replace the fan belt if it is damaged or cracked.

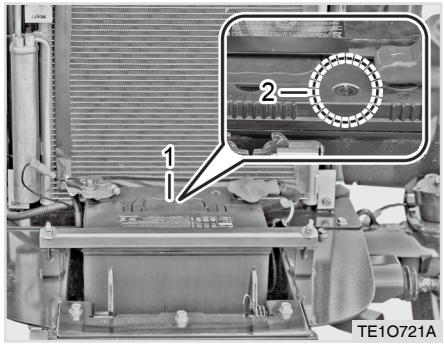
⚠ CAUTION

To avoid personal injury:

- **Be sure to stop the engine before checking belt tension.**

BATTERY (U)

PRECAUTIONS FOR HANDLING



(1) Battery

Mishandling the battery shortens the service life and adds to maintenance costs. If the battery is insufficiently charged, the headlights may dim and the engine is hard to start. It is important to inspect the battery periodically.

1. The battery cable should always be clean and firmly connected. When installing a new or used battery, clean its terminals and the end of the cable.
2. Check the electrolyte level and add distilled water if necessary.
3. Check the battery and cable for damage and corrosion.
4. Apply grease to the terminals and cable end in order to prevent corrosion.

⚠ WARNING

- ***The battery gas can explode. Do not expose the battery to flames or sparks. It may cause a fire.***
- ***The battery fluid contains sulfuric acid that can burn you. Do not allow the battery fluid to contact your eyes, skin, or painted surfaces. If you accidentally get it in your eyes or on your skin, flush the site of contact with water and contact your doctor.***

⚠ WARNING

- ***Be sure to wear eye protection while working on the battery. The battery fluid can hurt your eyes.***
- ***Use only the battery with the specified voltage. Otherwise, it may cause a fire.***

CHECK WINDOW	BATTERY CONDITION
Blue	Charge (Normal)
Black	Discharge (Charging)
White	Change

※Standard for a battery provided from **DAEDONG**.

CHARGING

1. While charging the battery, steam is generated from water in the electrolyte. If the amount of electrolyte is insufficient, the battery can be damaged. On the other hand, if the amount of electrolyte is excessive, the tractor can be damaged. Therefore, special care should be taken for the amount of electrolyte.
2. To slow charge the battery, connect the battery positive terminal to the charger positive terminal and the negative to the negative, and then recharge in the standard fashion.
3. Boost charging is only for emergencies. It will partially charge the battery at a high rate and in a short time. Doing this will shorten the battery's service life.
4. When the battery is discharged and should be replaced, replace it with a new one with same specification and capacity.

Battery type	Volts (U)
80D26R (80AH)	12

⚠ CAUTION

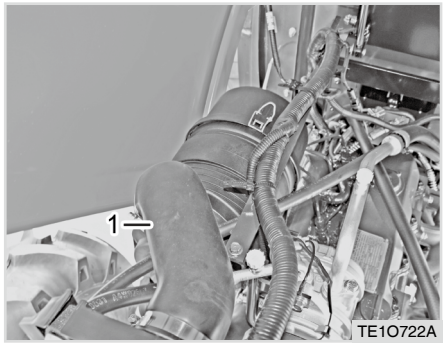
- **The charge warning lamp comes on if the charging system is defective. If it comes on while driving, have the system checked or repaired by your local KIOTI Dealer.**
- **Keep the battery fully charged. If the battery fluid concentration is too low during the winter season, the battery may be frozen.**
- **Do not start the engine when the battery is frozen. Try to warm it up first.**
- **If the battery is not securely installed, the battery case and electrolytes could be damaged by vibration. To prevent the battery acid from contacting the terminals, apply grease around the battery terminals and con-nections.**
- **Never check the charge status of the battery by placing a metal object across the posts. Use a voltmeter or hydrometer.**

DIRECTION FOR STORAGE

1. When storing the tractor for a long period, remove the battery from tractor, store in a dry place out of direct sunlight.
2. The battery self-discharges while it is stored.

   Recharge it once every three months in hot seasons and once every six months in cold seasons.

CHECKING INTAKE AIR LINE (V)



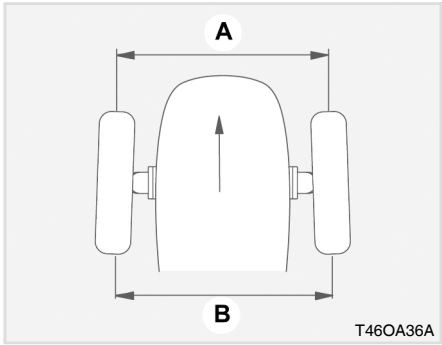
(1) Air Line Hose

1. If the hose clamps are loose , tighten clamps securely.
2. If the hoses and clamps are damaged, you must replace them at once. Failure to do so could lead to engine damage.
3. Check the following section.

Section	Inspection item
Air cleaner – intake manifold	Loose clamp and damaged hose

ADJUSTING TOE-IN (W)

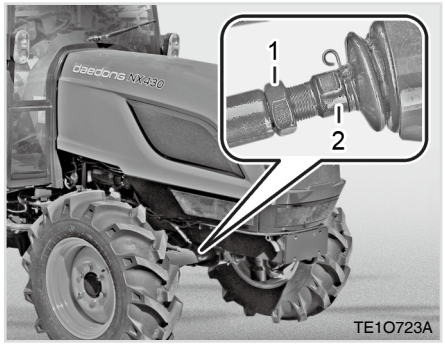
ADJUSTING PROCEDURE



(A) Wheel - to - wheel distance at front
(B) Wheel - to - wheel distance at rear

1. Park tractor on a flat place
2. Turn steering wheel so front wheels are pointed straight ahead.
3. Lower the implement, lock the parking brake and stop the engine.
4. Measure distance between tire beads (center) at front of tire and hub height.
5. Measure distance between tire beads at the rear of tire and hub height.
6. Front distance should be 2~8 mm (0.079~0.315 in.) less than rear distance. If not, adjust ball joint length

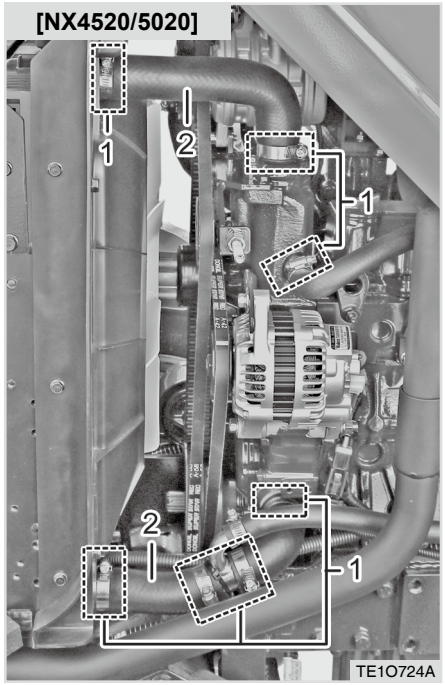
READJUSTMENT



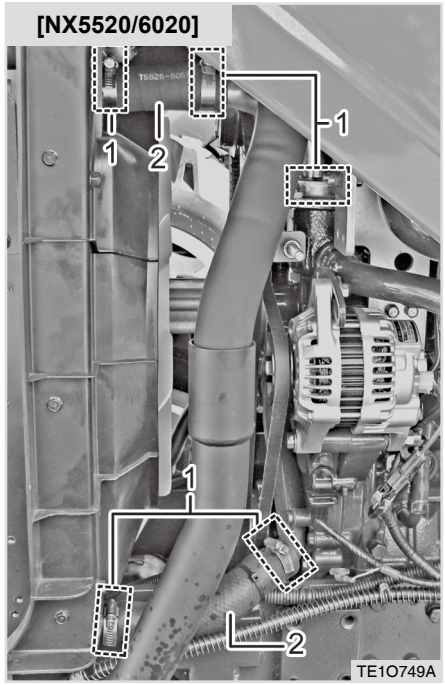
(1) Tie Rod Lock Nut *(2) Tie Rod*

1. Loosen the lock nut and turn the turnbuckle to adjust the rod length until the proper toe-in measurement is obtained.
2. Check the toe-in value after the tie rod is adjusted.
3. Adjust it again if necessary.

CHECKING RADIATOR HOSE AND CLAMP (X)



(1) Clamp *(2) Radiator Hose*



(1) Clamp *(2) Radiator Hose*

Check to ensure the radiator hoses are free from damage and are tightened properly every 200 hours or every 6 months, whichever comes first.

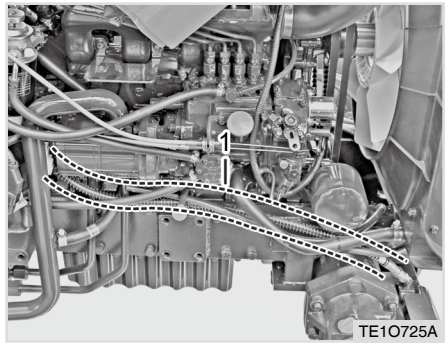
1. If the hose clamps are loose or water leaks from hose, tighten clamps securely.
2. If the radiator hoses are swollen, hardened, cracked, or otherwise damaged, you must replace the hoses. Failure to do so could lead to coolant loss and engine damage. It is a good practice to replace the radiator hoses every two years.

PRECAUTION AT OVERHEATING

Take the following actions in the event the coolant temperature reaches the boiling point, what is called "Over-heating".

1. Stop the machine in a safe place and keep the engine idling.
2. Do not idle for 5 minute if overheating.
3. Keep yourself away from the tractor for another 10 minutes or until steam has stopped blowing out of the engine.
4. Make sure that there is not danger and repair the cause of the overheating according to the manual's instruction. (Make sure to refer to "Engine troubleshooting" in chapter 8 before starting the engine)

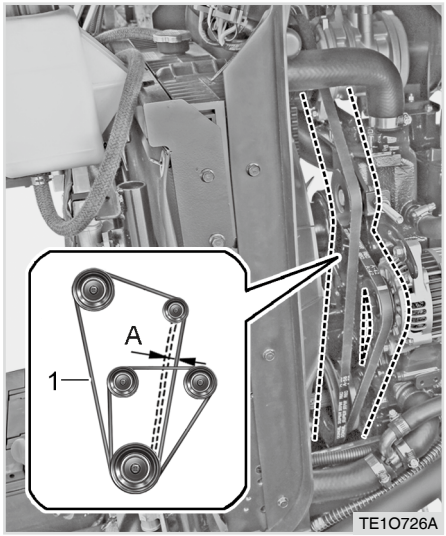
POWER STEERING LINE (Y)



(1) Power Steering Oil Line

1. Check to see that all hydraulic lines and hose fittings are tight and undamaged.
2. If damage is found you should replace the hose at once.

AIR CONDITIONER BELT TENSION (Z)



(1) Air Conditioner Belt
(A) tension Amount

1. Stop the engine and apply the parking brake.
2. Press the belt between the pulley with force of 10 kg and adjust the belt tension according to the below specification.

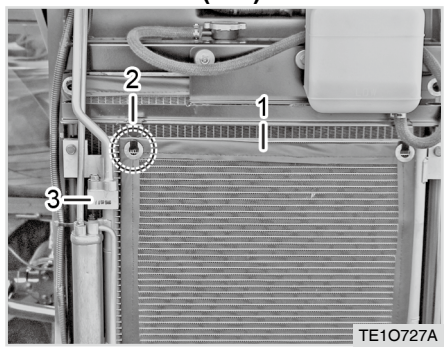
Tension of air conditioner belt (A)
When press the middle point of the belt : 10~12 mm (0.39~0.47 in.)

3. Replace the damaged belt.

⚠ CAUTION

- **Stop the engine before checking air conditioner belt.**

CLEANING AIR CONDITIONER CONDENSER (AA)



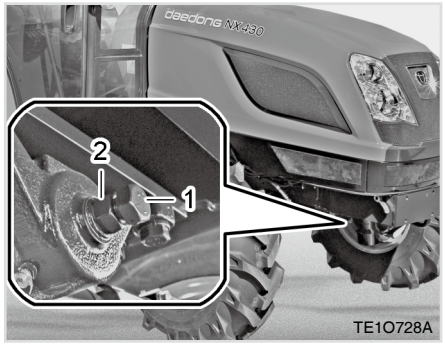
(1) Net *(2) Hook*
(3) Condenser

1. Open the hood.
2. Remove the net from the hooks and remove any foreign material from the net.

⚠ CAUTION

- **Make sure to stop engine when checking.**
  If cooler fan is blocked by dirt, clean with a soft brush or cloth using tab water.

ADJUSTING FRONT AXLE PIVOT (AB)



(1) Adjusting Bolt *(2) Lock Nut*

If the front axle pivot pin adjustment is not correct, front wheel vibration can occur causing vibration in the steering wheel

ADJUSTING PROCEDURE

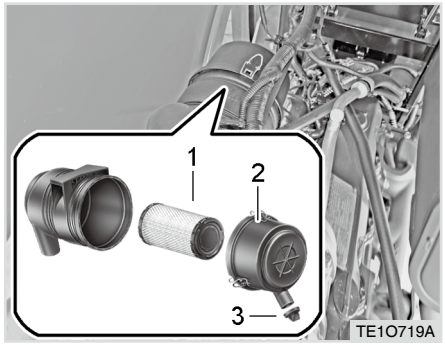
Loosen the lock nut, tighten the adjusting screw all the way, and then loosen the screw by 1/6 turn. Retighten the lock nut.

Adjusting Bolt/Nut Tightness Torque	
Bolt	9.8 ~ 11.3 N.m (1.0 ~ 1.15 kgf·m)
Nut	98.1 ~ 147.1 N.m (10 ~ 15 kgf·m)

ADJUSTING ENGINE VALVE CLEARANCE (AC)

This service can be affected by the engine sensitively. Therefore, contact your local **KIOTI** Dealer for this service.

REPLACING AIR CLEANER FILTER (AD)



(1) Filter (2) Cap
(3) Evacuator Valve

If the air cleaner is not in a good condition, the lifetime of the engine can be shortened, excessive soot can be produced, and the engine power can be deteriorated. Therefore, the filter should be inspected frequently. Its replacement interval can be changed according to driving conditions. Replace the filter according to the following procedure:

1. Open the hood and check the suction hose and air cleaner housing for damage.
2. Unscrew the air cleaner clip and remove the cover.
3. Clean the inside of the air cleaner housing by blowing compressed air through it.
4. Replace the filter and check the housing for damage.
5. Install the cover and fix it with the clip.

NOTE

- When installing the cover, make sure that the dust collection valve is heading down.

⚠ CAUTION

- **Use only a genuine filter. Use of a non-recommended filter can cause damage to the engine and sensor.**
- **Make sure that no dust enters the system by installing the cover firmly.**
- **When removing the filter, be careful not to let foreign material enter the air inlet.**

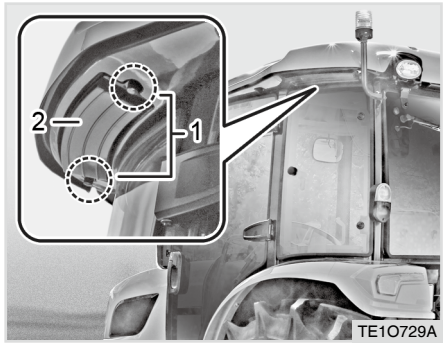
CHECKING AIR CONDITIONER HOSE (AE)

Check the linkage and damage of the air conditioner hose and pipe.

CHECKING CAB CUSHION RUBBER (AF)

Check the damage of the cab cushion rubber.

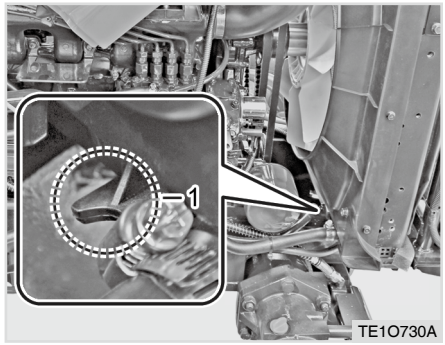
REPLACING AIR FILTER (AG)



(1) Bolt *(2) Filter*

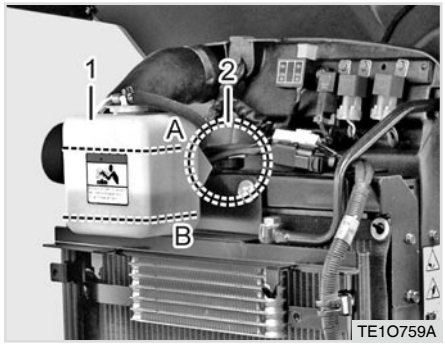
1. After loosening bolts from the left and right side of the cabin roof and separate the filter.

FLUSH COOLING SYSTEM AND CHANGING COOLANT (AH)



(1) Drain Cock

1. Stop the engine and let it cool.
2. To drain the coolant, open the radiator drain cock and remove radiator cap. The radiator cap must be removed to completely drain the coolant.
3. After all coolant is drained, close the drain cock.
4. Fill with clean water and cooling system cleaner.
5. Follow the cleaner manufacture's instruction.



(1) Reservoir Tank (2) Radiator Cap
(A) FULL (B) LOW

6. Install the radiator cap securely.
7. Start and operate the engine for few minutes.
8. Stop the engine and let cool.
9. Check coolant level of reservoir tank and add coolant if necessary.

Capacity
7.7 L (2.03 U.S.gal.)

⚠ CAUTION

To avoid accidents:

- **Do not remove the radiator cap while the coolant is hot. You can get burnt by hot steam. Make sure to remove it after the coolant is cooled down enough.**
- **Even though the coolant is cooled down, turn the cap to its first stop and then wait until it is depressurized before removing the cap completely.**

⊕ IMPORTANT

- **Do not start engine without coolant.**
- **Use clean, fresh water and anti-freeze to fill the radiator and reservoir tank.**
- **When the anti-freeze is mixed with water, the anti-freeze mixing ratio must be less than 50%.**

⊕ IMPORTANT

- **Securely tighten radiator cap. If the cap is loose or improperly fitted, water may leak out and the engine could overheat.**
- **If the radiator cap has to be removed, follow the caution above and securely retighten the cap.**
- **Use clean fresh water and anti-freeze to fill the reservoir tank.**
- **If the coolant leaks, contact your local KIOTI Dealer.**

ANTI-FREEZE (AH1)

This tractor is filled with 50% of ethylene glycol at factory.

If the anti-freeze has been replaced by tap water later on, the coolant can be frozen, leading to damage to the cylinder and radiator when the ambient temperature is below 0℃.

Therefore, make sure to change water into anti-freeze before winter season comes.

When changing the anti-freeze with one of another type, flush the cooling system several times and contact a professional for the mixture ratio.

Vol. % Anti-freeze	Freezing Point		Boiling Point*	
	°C	°F	°C	°F
40	-24	-12	106	222
50	-37	-34	108	226

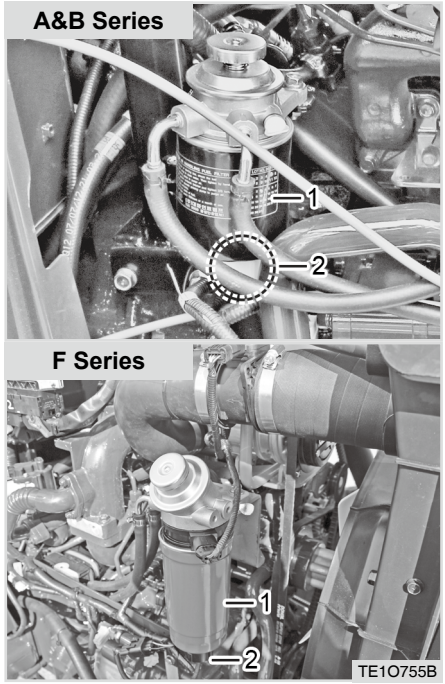
* At 760 mmHg pressure (atmospheric). A higher boiling point is obtained by using a radiator pressure cap.

NOTE

- The temperatures shown on the left are industry standards that necessitate a minimum glycol content in the concentrated anti-freeze.
- When the coolant level drops due to evaporation, add water only. In case of leakage, add anti-freeze and water in the specified mixing ratio.
- Anti-freeze absorbs moisture. Keep unused anti-freeze in a tightly sealed container.
- Do not use radiator cleaning agents when anti-freeze has been added to the cooling water. (Anti-freeze contains an anti-corrosive agent, which will react with the radiator cleaning agent forming sludge which will affect the engine parts)

FUEL FILTER (AI)

REMOVING WATER FROM FUEL FILTER



(1) Fuel Filter *(2) Drain Plug*

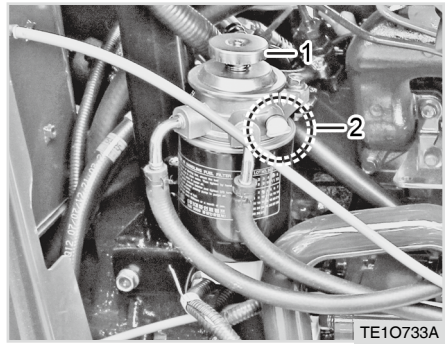
7

1. Water and dust in fuel are accumulated in the filter. Remove the plug from the bottom of the fuel filter to drain any impurities.
2. Tighten the filter with a hand (not a tool) after drainage.
3. Start the engine and check for fuel leakage.

REPLACING FUEL FILTER

1. Wipe the surface of the fuel filter clean.
2. Unscrew the plug on the bottom of the fuel filter to drain fuel.
3. Remove the fuel filter.
4. Remove foreign materials, such as dirt, thoroughly and replace the fuel filter with a new one.

BLEEDING FUEL SYSTEM (AJ)



(1) Pump *(2) Air Plug*

1. Make sure that the amount of fuel in the fuel tank is sufficient.
2. If there is air in the fuel filter, turn the filter cock to the air side and turn the ignition key to turn the start motor. Then, the air in the filter port is discharged through the bleeding hose as shown in the figure.

⚠ CAUTION

- **Do not operate the start motor for more than 5 seconds continuously. Instead, operate it for several times within 5 seconds each time.**

NOTE

- It is not necessary to bleed the system if filling the tank with fuel before installing the fuel port.

3. When fuel is visible through the bleeding bolt, tighten the bolt and start the engine.

IMPORTANT

To protect the catalyst filter, keep the followings:

- **Make sure to use only genuine fuel.**
- **Keep the engine oil replacement schedule.**
- **Check the engine oil level frequently to keep it to the specified level.**
- **Avoid any unnecessary engine idling.**
- **Never stop the engine during driving.**
- **Never place the shift lever in the neutral position when driving downhill.**
- **Do not use any engine oil additive or fuel additive.**
- **Avoid driving with any warning lamp illuminated.**
- **Do not allow any flammable materials, such as dry grass and paper, to come near the catalyst filter while parked.**

⚠ CAUTION

- **Never bleed the fuel system while the engine is hot.**

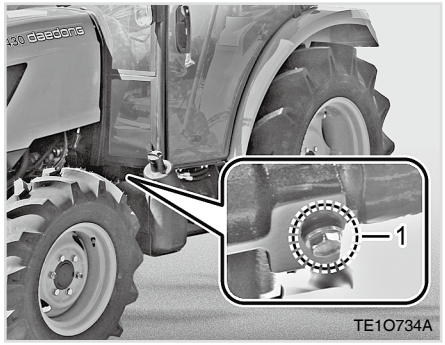
IMPORTANT

- **After bleeding, fuel without air bubbles is filtered by the fuel filter and is transferred to the fuel injection pump. Maintain the proper fuel level in the fuel tank before the fuel tank becomes empty. If all fuel is completely consumed in a Diesel engine, fuel should be added to the fuel tank and then the fuel system should be bled.**

NOTE

- If the engine cannot be started even after bleeding the fuel system, contact your local Dealer.

DRAINING WATER FROM CLUTCH HOUSING (AK)



(1) Plug

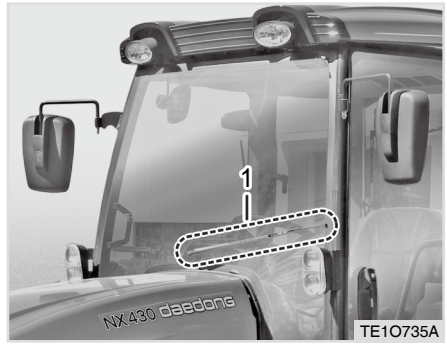
IMPORTANT

- **If you forget to install the plug, the clutch can be damaged. Foreign material can enter through the open drain hole.**

1. There is a plug under the clutch housing.
2. Drain the water completely and install the plug. Drain the water into a container and dispose of it in a proper manner for environment protection.
3. Make sure to install the plug and not to damage the clutch severely.

CHECKING & REPLACING WIPER (AL)

INSPECTION

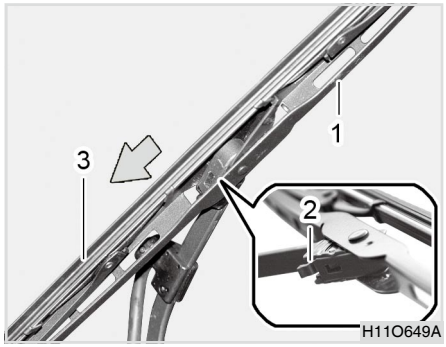


(1) Wiper

Check the operation and wear of the wiper blades frequently. To replace the wiper blade, press the wiper fixing lever to separate it and then pull it away.

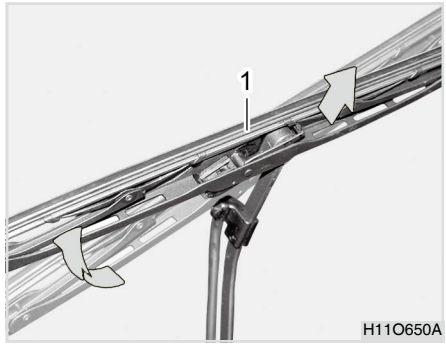
To remove the wiper arm, lift the cap of the wiper arm, remove the nut, and set the wiper arm upright. Then, hold the arm head and shake it left and right to remove the wiper arm from the drive spindle. Disconnect the washer fluid hose and then install a new wiper arm to its position by aligning it to the proper angle.

REPLACEMENT



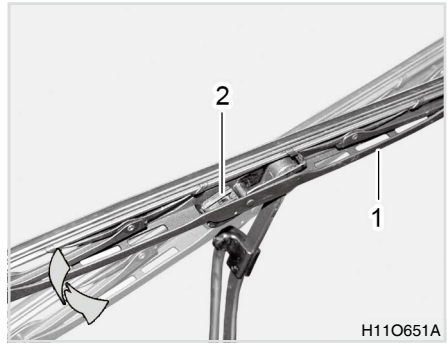
(1) Wiper Arm (3) Wiper Blade
(2) Wiper Fixing Lever

1. Set the wiper upright to replace the wiper blade.
2. Hold the blade with one hand and press the blade fixing lever with the other hand to separate the blade from the fixing part.



(1) Wiper Blade

3. Lower the blade and pull out the blade by moving it in the shape of "U". (Arrow direction in the figure)

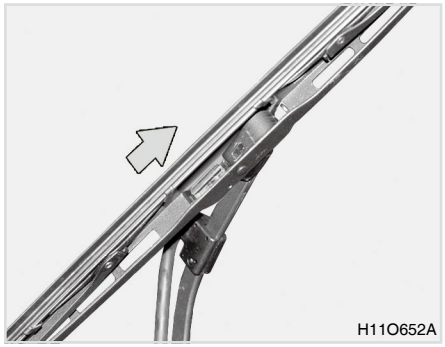


(1) Wiper Arm (2) Fixing Lever

4. Set a new wiper blade horizontal so that the fixing lever is facing down. Align the wiper arm with the fixing lever slot and lower the blade.

⚠ CAUTION

- **When the wiper blade is separated, the wiper arm should not contact with the windshield or rear glass. The glass can be damaged.**

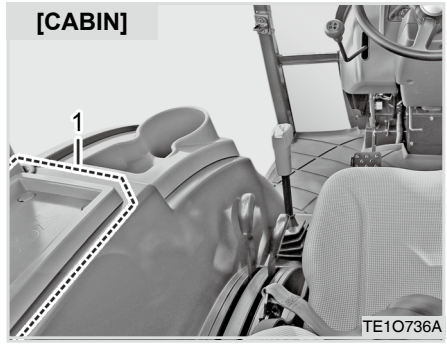


5. Lift the wiper blade to its end and install it so that the fixing lever is engaged with the wiper arm. (A clicking sound is heard)

⚠ CAUTION

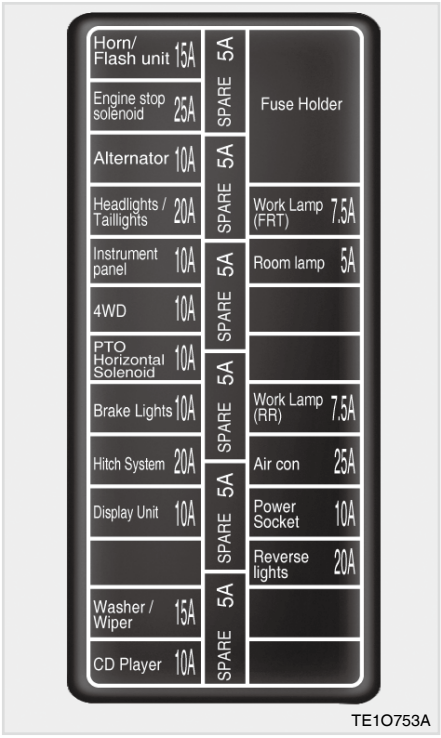
- **When wiping the windshield, set the wiper blade upright, spray water onto the glass with a hose, and wipe the glass with clean cloth.**
- **If the wiper blade is frozen to the glass in a cold weather or there is not washer fluid, never operate the wiper.**
- **In order to prevent damage of the wiper blade, never use synthetic detergent, thinner or solvent on the windshield.**

REPLACING FUSE (AM)

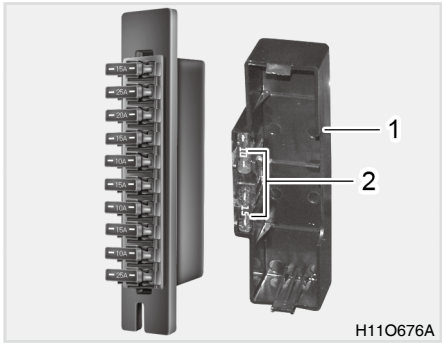


(1) Fuse Box

Fuses protect the tractor electrical system from potential damage. A blown fuse indicates that there is an overload or short somewhere in the electrical system.



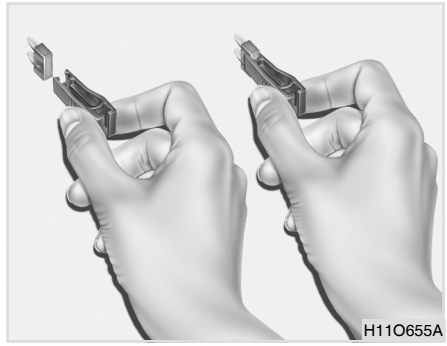
It is located under the left side of the storage sections.



(1) Fuse Storage Case *(2) Fuse*

There are marks for the fuse capacity and location on the cover of the fuse panel. Replace the fuse according to the following procedure:

1. Turn the key switch to the "OFF" position and turn off all the electrical devices.
2. Open the fuse box cover and check the fuse in question using fuse tongs.



3. If the fuse is blown, replace it with a new fuse with same capacity. Make sure it is firmly installed.
4. Install the fuse box cover.

SLOW BLOW FUSE (AN)

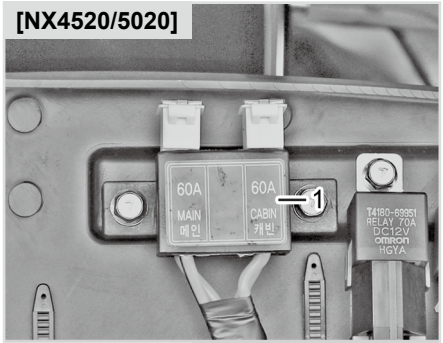
⚠ WARNING

- ***Never use a fuse with the capacity higher than specified on the fuse box cover.***
- ***If using a faulty fuse, steel wire, or foil, the electrical device can be damaged or even can catch a fire.***

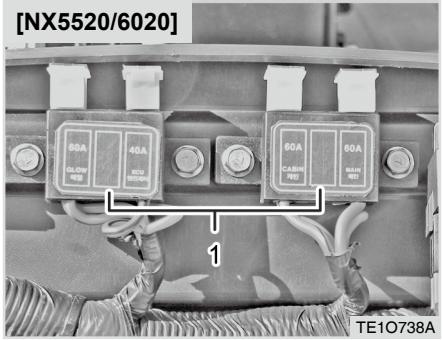
NOTE

- If the replaced fuse is blown soon, it is probable that the wiring system is faulty. In this case, contact your local **KIOTI** Dealer.
- If the fusible link, relay or other electrical component is faulty, contact your local **KIOTI** Dealer.

[NX4520/5020]



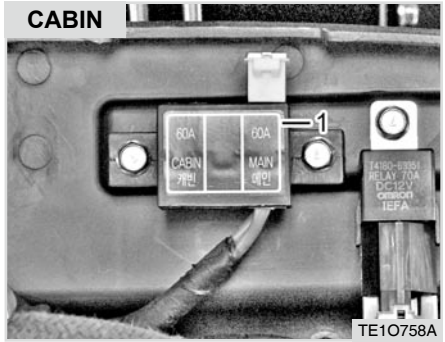
[NX5520/6020]



(1) Slow Blow Fuse

The slow-blow fuse is to protect the electric wiring. If it is blown, find and repair the cause and replace it with a new genuine part.

CABIN



Slow blow fuse
60A, 40A(ECU)

IMPORTANT

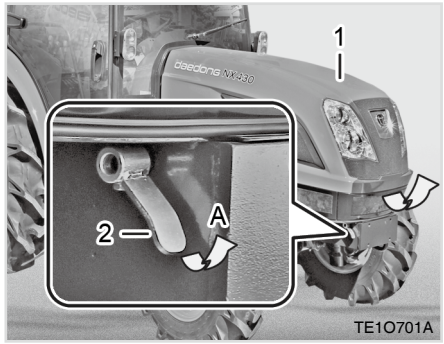
- **Using a non-approved slow-blow fuse can damage electrical systems in the tractor severely.**
- **Refer to the chapter "Troubleshooting" in this manual or contact your local KIOTI Dealer for specific information dealing with electrical problems.**

REPLACING BULB (AO)

The bulb and capacity used in this tractor are listed in the blow table. This section only describes procedures the users can handle.

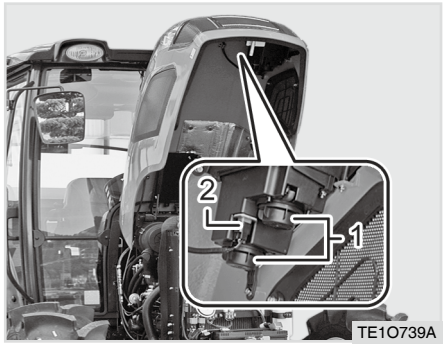
NO.	Bulb		Capacity
1	Headlamp		35W / 35W
2	Position lamp (front)		5W
3	Stop/Position lamp (rear)		21W / 5W
4	Turn signal lamp		21W
5	Work lamp		21W
6	Cluster indicator	Charging warning light	3W
		Others	1.4W
7	Backup lamp		10W

HEADLAMP



(1) Handle
(A) Pull *(B) Open*

1. Turn the key switch to the "OFF" position and open the hood.



(1) Connector (2) Rubber Cover

2. Remove the cab.
3. Press down the socket and turn it counterclockwise to remove the bulb. If the bulb is blown, replace it with a new one with the same capacity.
4. Installation is carried out in reverse order of removal.

⚠ WARNING

- ***If using a bulb other than the specified one, the lamp can be damaged and the tractor can even catch fire.***
- ***Make sure to use bulbs with the specified capacity.***

⚠ CAUTION

- **Make sure to use a genuine bulb. Using a non-recommended bulb can cause a fire.**
- **The headlamps can temporarily be fogged due to rain or car wash. This is because of the temperature difference between the inside and outside of the lamp, which is normal.**

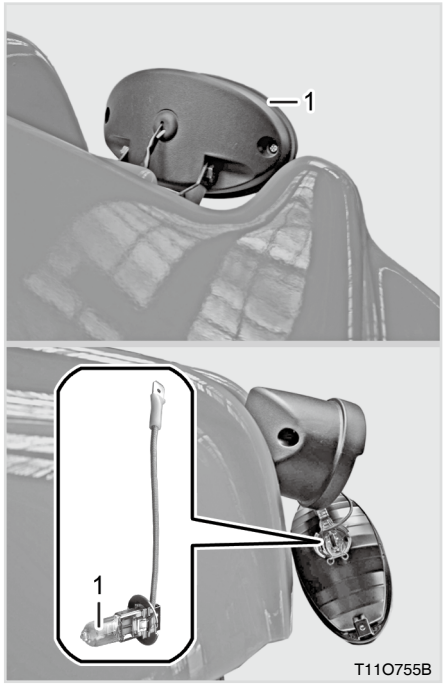
WORKING LAMP (FRT/RR)

The work lamp uses a halogen bulb. Do not touch the illuminating part of the halogen bulb.

The bulb life can be shortened by finger prints, dust and moisture, or the bulb even can be broken. Clean it with soft cloth.

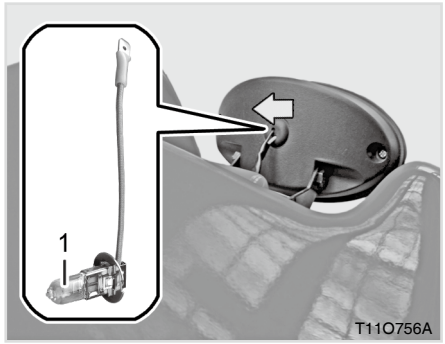
Be careful of the following when replacing the halogen bulb:

- Replace the bulb after it is cooled down.
- Do not touch the glass of the bulb.
- Handle the bulb with care and be careful not to scratch or rub it.
- Do not let the bulb contact with liquid when it is illuminated.
- Wear protective glasses when replacing the bulb.



(1) Work Lamp Glass Case

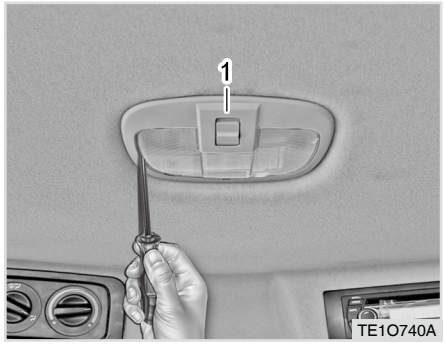
1. Turn the key switch to the "OFF" position and unscrew the screw from the mounting hole with a cross-head screwdriver to separate the front glass case.



(1) Work Lamp Bulb

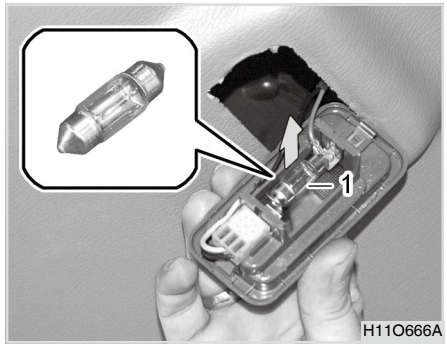
2. Unscrew the ground wire screw, disconnect the connector, and turn the bulb counterclockwise to remove it. Then, install a new bulb with the same capacity.

ROOM LAMP



(1) Room Lamp

1. Fit a flat-bladed screwdriver into the edge of the room lamp and pry off the room lamp cover.



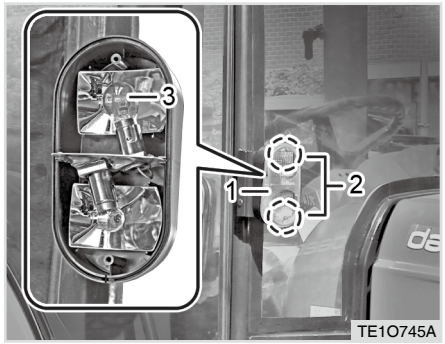
(1) Room Lamp Bulb

2. Remove the room lamp bulb by pulling it up. Install a new bulb.

TURN SIGNAL LAMP (FRONT)

(1) Turn Signal Lamp (FRT)

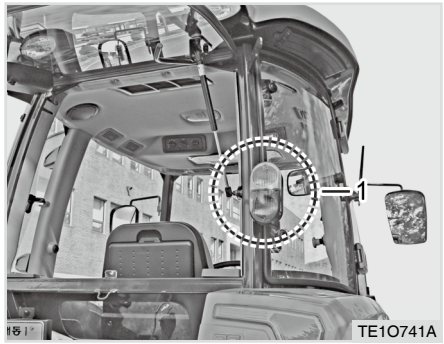
1. The turn signal lamp (front) is installed on the front fender.



(1) Turn Signal Lamp (FRT)
(2) Mounting Bolt
(3) Turn Signal Lamp (FRT) Bulb

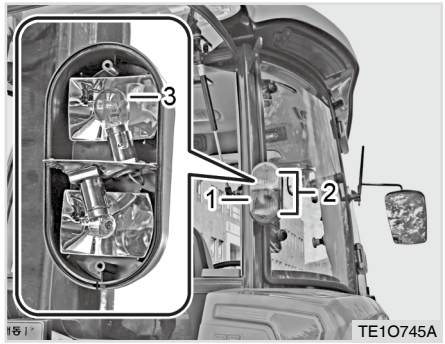
2. Remove the lens and unscrew the mounting bolts to remove the front turn signal lamp assembly.
3. Turn the bulb body counterclockwise to remove it.
4. Remove the bulb by pressing it down lightly and install a new bulb. Fit the socket to the grooves and turn it clockwise.

TURN SIGNAL LAMP (REAR)



(1) Turn Signal Lamp (RR)

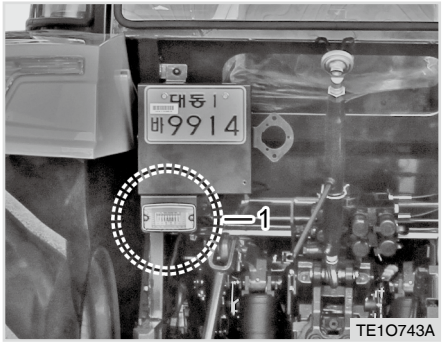
1. The turn signal lamp (rear) is installed on the rear fender.



(1) Turn Signal Lamp (FRT)
(2) Mounting Bolt
(3) Turn Signal Lamp (FRT) Bulb

2. Remove the lens and unscrew the mounting bolts to remove the front turn signal lamp assembly.
3. Turn the bulb body counterclockwise to remove it.
4. Remove the bulb by pressing it down lightly and install a new bulb. Fit the socket to the grooves and turn it clockwise.

BACKUP LAMP



(1) Backup lamp

Unscrew the bolt to remove the cover and undo the bolt. Then, turn the bulb while pressing it gently to remove it. Replace the bulb with a new one.

⚠ CAUTION

- **Do not touch the bulb if it is still illuminated or right after it is turned off. You can be burnt by the hot bulb.**
- **For some bulbs which require delicate handling or work process, contact your local KIOTI Dealer.**
- **Do not touch the illuminating glass part of the halogen bulb. The bulb life can be shortened by finger prints, dust and moisture, or the bulb even can be broken. Clean it with soft cloth.**
- **The halogen bulb contains compressed gas, so it can explode if dropping or scratching it. Therefore, never use a bulb if it is scratched or was dropped.**

⚠ CAUTION

- **When separating the cover by prying it off with a screwdriver, be careful not to damage it.**
- **Before replacing a bulb, make sure to put the key switch and the switch for the corresponding bulb to the "OFF" position.**
- **Install a new bulb with the same capacity after removing the installed bulb.**

CHECKING REFRIGERANT (AP)

If the refrigerant is insufficient, the performance of the air conditioner is deteriorated. Also, charging the air conditioner with excessive refrigerant affects its performance negatively. Therefore, have the system checked by your local **KIOTI** Dealer if malfunction is found.

⚠ CAUTION

- **Park tractor on a flat place and put the block on the wheel.**
- **Put forward/backward lever, Main shift lever and PTO lever in neutral.**

⚠ WARNING

- ***Only qualified service personnel should service the air conditioner as its refrigerant is under high pressure. An injury can occur.***

1. Operate air conditioner at ;
   - Engine rpm : approx 1,500 rpm
   - Temperature control lever : at Max A/C
   - Blower control switch : High(IV stage)
   - Air conditioner switch : ON

MEMO

8

TRACTOR STORAGE 8-2

DAILY STORAGE 8-2
LONG-TERM STORAGE.....8-2

USING TRACTOR AFTER STORAGE 8-4

USAGE AND DISPOSAL 8-5

TE130(NX4520,5020,5520,6020)-합본-1 1

2016-02-22 오전 8:27:04

TRACTOR STORAGE

DAILY STORAGE

1. Keep the tractor clean when it is stored. Make sure to wash it after work.
2. Store it indoors if possible. If it should be kept outside, cover it.

⚠ WARNING

- ***When operating the tractor in an enclosed area, ventilate the area to release exhaust gas to the outside. The exhaust gas is colorless and not visible, but is harmful.***

3. Remove the battery from the tractor in winter and store it indoors.
4. Add anti-freeze to the tractor in winter season in order to prevent the radiator from freezing.
5. Remove the ignition key and store it separately.

LONG-TERM STORAGE

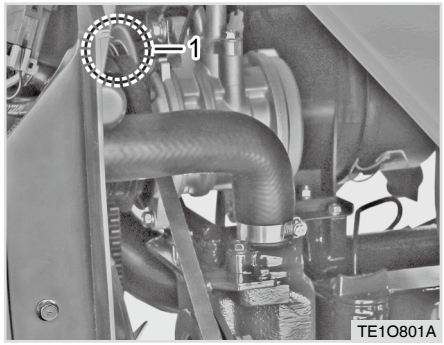
Follow the instructions below if the tractor is not to be used for a long period of time (Max. 1 year). This is to operate the tractor again with minimum preparation after long-term storage. Repeat this procedure if the tractor hasn't been used for one year.

⊕ IMPORTANT

- **If the tractor is not used for an extended period of time, follow the instructions below to prevent corrosion and performance deterioration of the tractor while it is stored.**

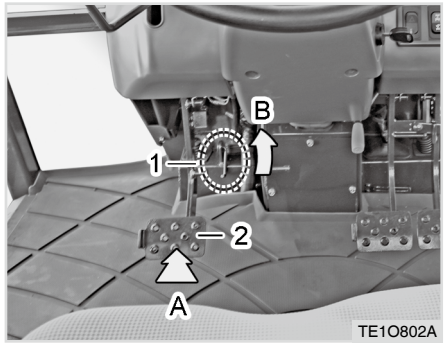
1. Check the bolts and nuts for looseness, and tighten if necessary.
2. Apply grease to tractor areas where bare metal will rust also to pivot areas.
3. Detach the weights from the tractor body.
4. Inflate the tires to a pressure a little higher than usual.
5. Change the engine oil and run the engine to circulate oil throughout the engine parts all for about 5 minutes.
6. Use the clutch locking pin to keep the clutch disengaged. If the clutch is left engaged for a long period of time, the clutch plate may rust, making clutch disengagement impossible at the next operation.
7. With all implements lowered to the ground, coat any exposed hydraulic cylinder piston rods with grease.
8. Remove the battery from the tractor. Store the battery following the battery storage procedures. (See "Battery condition" in 100 hours in periodic service section)
9. Keep the tractor in a dry place where the tractor is sheltered from rain. Cover the tractor.

10. Clean the engine components as well as the tractor.
11. Add grease to all the lubrication filler ports of the tractor.
12. Replace any worn or damaged component.
13. If a loader or implement is installed, lower it onto level ground.
14. Apply grease to the exposed cylinder rod.
15. Wash the cooling system and drain water from it. Also, add antifreeze as well as coolant.
16. Replace all the oil and filters.
17. Replace the air cleaner filter.
18. Chock the frame in order to remove the weight from the tires.
19. Set all control systems neutral.
20. Plug any open exhaust pipes.
21. Attach a tag onto the tractor to inform the storage condition of the tractor.



(1) Air-Con Pulley

22. For the tractor equipped with the air conditioning system, start its engine once a month to run air conditioning system.



(1) Latch *(2) Clutch Pedal*
(A) Depress *(B) Fix*

23. Interlock the brake pedals and apply the parking brake. Depress the clutch pedal fully and move the latch. When the clutch pedal is released, the latch hook is engaged with the clutch.

USING TRACTOR AFTER STORAGE

⚠ CAUTION

To avoid injury:

- **Never clean the tractor body while the engine is running.**
- **Never run the engine in an enclosed area without proper ventilation system in order to prevent poisoning by exhaust gas.**
- **When storing the tractor, remove the key from the switch and store it separately in order to prevent an unauthorized person from operating the tractor and being injured.**

IMPORTANT

- **When washing the tractor, be sure to stop the engine. Allow sufficient time for the engine to cool before washing.**
- **Cover the tractor after the muffler and the engine have cooled down.**

1. Check the tire air pressure and inflate the tires if they are low.
2. Install a fully charged battery.
3. Check the fan belt tension.
4. Check all fluid levels. (Engine oil, transmission/hydraulic oil, engine coolant and any attached implements.)
5. Remove grease from the exposed cylinder rod.
6. Apply grease to the lubrication points.
7. Remove the cover from the exhaust pipe.
8. Depress the clutch pedal and disengage the latch hook.
9. Get onto the tractor and start the engine.
10. Check if the instrument panel and all parts operate correctly while running the engine for a few minutes.
11. Drive the tractor outside and check if it is operating properly. Park the tractor outside and idle engine for at least 5 minutes. Stop the engine and visually inspect the tractor. Check if there is leakage.
12. Start the engine, release the parking brake, and check the brake condition while driving forward. Adjust the brake pedals if necessary.
13. Stop the engine and check for leakage. Repair any part as required.

⚠ CAUTION

- **If the battery is not to be removed, disconnect its negative terminal at least. The wiring can be gnawed by rodents, leading to a fire.**

USAGE AND DISPOSAL

In order to protect the environment, use and dispose of the tractor keeping the following in mind:

1. When changing the oil or coolant by yourself, be careful not to spill it and dispose used oil and coolant properly according to the applicable regulations.
2. Never leave or discard the expired tractor or implement, but contact your local **KIOTI** Dealer to dispose it according to the regulations.
3. Avoid working under a high load as it may can cause excessive exhaust gas, which is harmful to the environment.

MEMO

9

ENGINE TROUBLESHOOTING 9-2

TRACTOR TROUBLESHOOTING 9-4

TE130(NX4520,5020,5520,6020)-합본-1 1

2016-02-22 오전 8:27:19

This troubleshooting chart summarizes simple service items for users who are familiar with mechanical systems.
For more detailed service items, contact your local **KIOTI** Dealer.

ENGINE TROUBLESHOOTING

CAUSE		COUNTERMEASURES
1. When engine is difficult to start	• Fuel is thick and doesn't flow.	• Check the fuel tank and fuel filter.
		• Remove water, dirt and other impurities.
		• As all fuel will be filtered by the filter, if there should be water of other foreign matters on the filter, replace the filter.
	• Air or water mixed in fuel system.	• If air is in the fuel filter or injection lines, the fuel pump will not work properly.
		• To attain proper fuel injection pressure, check carefully for loosened fuel cap nut, etc.
		• Loosen air vent screw over fuel filter and fuel injection pump to eliminate all the air in the fuel system.
	• Thick carbon deposits on orifice of injection nozzle.	• This is caused when water or dirt is mixed in the fuel. Clean the nozzle injection piece, being careful not to damage the orifice.
		• Check to see if nozzle is working properly or not, if not, install a new nozzle.
	• Valve clearance is wrong.	• Adjust valve clearance (when the engine is cold) • Contact to KIOTI dealer.
	• Engine oil become thick in cold weather and engine cranks slow.	• Change grade of oil according to the weather (temperature).

CAUSE		COUNTERMEASURES
1. When engine is difficult to start	• Start motor does not rotate when key switch is turned	• Depress the clutch pedal unless depressed. (Manual type)
		• Put the PTO switch to the OFF position.
		• If the switch or start motor is faulty, have it repaired in a workshop.
		• If any terminal is loose or corroded, clean or fix it firmly.
2. When output is insufficient	• Valve out of adjustment	• Adjust to proper valve clearance. • Contact to KIOTI dealer.
	• Air cleaner is dirty	• Clean or replace the element at every 100 to 200 hours of operation.
	• Fuel injection pressure is wrong	• Adjust it to 150 to 160 kgf/cm2 or replace the injection nozzle.
3. When color of exhaust is specially bad	• Fuel is of extremely poor quality	• Select good quality fuel. Temperature — Fuel type - Above -10°C (14°F) — NO.2 Diesel - Below -10°C (14°F) — NO.1 Diesel
	• Nozzle is bad	• If necessary, replace with new nozzle.

※ If you do not find the cause of trouble, consult your dealer for assistance.

TRACTOR TROUBLESHOOTING

CAUSE		COUNTERMEASURES
1. When tractor does not move while engine is running	• Shift lever is in neutral position	• Check the shift levers.
	• Parking brake is applied	• Release the parking brake.
2. Clutch is not operated properly	• Clutch slips (idles)	• Check and adjust the clutch pedal play.
		• The clutch lining is worn or stuck. Have it replaced in a workshop.
	• Clutch cannot be disengaged	• The clutch lining is corroded. Have it repaired in a workshop.
		• The pedal is incorrectly adjusted. Adjust the pedal play.
3. Brake is not operated properly	• Brake does not operate or only one brake pedal operates	• The brake pedal play is excessive. Adjust the play.
		• The brake lining is worn or stuck. Have it replaced in a workshop.
	• Brake pedal does not return properly	• The brake return spring is damaged. Replace it.
		• Grease is insufficient on each mating surface. Remove rust and apply grease.
4. Steering wheel is not operated properly	• Steering wheel is heavy or vibrates	• The toe-in is incorrect. Adjust it again.
		• The tire inflation pressure is different. Inflate the left and right tires into the specified pressure.
		• Each connection is loose. Re-tighten each connection and replace the part.
	• Steering wheel play is excessive	• The steering wheel shaft is worn. Have it repaired in a workshop. Metal parts are worn. Have them repaired in a workshop. Each connection has play. Tighten the connection again.

CAUSE		COUNTERMEASURES
5. Hydraulic system is faulty	• Oil is leaked from pipe or hose	• The pipe clamp is loose. Re-tighten it.
		• The pipe is cracked. Have it repaired in a workshop.
	• 3-point hitch cannot be lowered	• Set the lowering speed control lever to the lowering position if it is set to the stop position.
		• The valve and cylinder are damaged. Have them repaired in a workshop.
	• 3-point hitch cannot be lifted	• The transmission fluid is insufficient. Add it to the specified level.
		• There is air in the intake pipe. Bleed the pipe.
		• The oil filter is clogged. Clean or replace it.
		• The hydraulic filter, valve and cylinder are malfunctioning. Have them repaired in a workshop.
	• 3-point hitch ROPS itself	• Set the draft control lever to the "Deep" position.
		• Select the highest top link hole.
6. Electric system is faulty	• Headlamps cannot be turned on or are dim.	• The fuse is blown. Check the wiring and replace the fuse.
		• The bulb is blown. Replace it.
		• The ground and terminal wirings are poorly contacted. Check and clean them.
		• The battery electrolyte level is low. Charge the battery.

CAUSE		COUNTERMEASURES
6. Electric system is faulty	• Battery cannot be charged	• Check the battery and alternator.
	• Horn does not sound	• The horn switch is faulty. Replace it.
		• The wiring is faulty. Repair it.
		• The horn is damaged. Repair or replace it.
	• Turn signal lamps do not blink	• The bulb is blown. Replace it.
		• The blinking device is faulty. Repair or replace it.
		• The ground and terminal wirings are poorly contacted. Check and clean them.
	• Work lamps do not come on	• The bulb is blown. Replace it.
		• The ground and terminal wirings are poorly contacted. Check and clean them.
7. Heater/air conditioner motor is faulty	• Fan speed is slow or no air is blown out	• The fan speed control switch and motor are faulty. Repair or replace them.
		• The air suction filter is clogged.
		• The wiring is short circuited. Check and repair it.
	• Fan speed cannot be controlled	• Replace the fan speed control switch.
		• The motor is faulty. Repair or replace it.

CAUSE		COUNTERMEASURES
8. A/C performance is poor	• Abnormal noise occurs	• The internal parts are not sufficiently lubricated. Add lubricant.
		• The belt is loose. Adjust the belt tension.
		• The bracket is loose. Tighten its bolts again.
		• Inner and outer components are damaged. Check and repair them.
	• Refrigerant and oil are leaked	• The sealing washer is broken. Replace it.
		• The tightening bolt is loose. Tighten it.
	• High temperature and low pressure occur	• The refrigerant is insufficient. Add it.
		• The compressor is faulty. Repair or replace it.
	• Compressor clutch does not operate	• The wiring is faulty. Check and replace it.
		• The clutch clearance is excessive. Adjust it.
		• The voltage is low. Replace the battery.
		• The internal part is malfunctioning. Replace it.
	• Clutch slips	• The voltage is low. Replace the battery.
		• The clutch disc is contaminated. Clean it.
		• The internal part is defective. Repair and clean it.

※ If you do not find the cause of trouble, consult your dealer for assistance.

MEMO

10

INDEX.....10-2

TE130(NX4520,5020,5520,6020)-합본-1 1

2016-02-22 오전 8:27:31

NUMERIC

3-POINT HITCH CONTROL SYSTEM 5-23
4WD INDICATOR 4-24
4WD SWITCH 4-11
7-PIN POWER OUTPUT SOCKET(IF EQUIPPED) 4-63

A

ACCESSORY(IF EQUIPPED) 4-56
ADDITIONAL FRONT WEIGHT 4-72
ADDITIONAL REAR WEIGHT 4-73
ADDITIONAL WEIGHT 4-72
ADJUSTING PROCEDURE 7-27
ADJUSTING PROCEDURE 7-31
ADJUSTING BRAKE PEDAL (N) 7-19
ADJUSTING CLUTCH PEDAL (Q) 7-21
ADJUSTING ENGINE VALVE CLEARANCE (AC) 7-31
ADJUSTING FAN BELT TENSION (T) 7-24
ADJUSTING FRONT AXLE PIVOT (AB) 7-31
ADJUSTING TOE-IN (W) 7-27
ADJUSTMENT OF LIFT ROD 6-5
ADJUSTMENT OF STABILIZER 6-7
ADJUSTMENT OF TOP LINK 6-6
AIR CONDITIONER BELT TENSION (Z) 7-30
AIR CONDITIONER SWITCH 4-60
AIR RECIRCULATION AND FRESH AIR MODE 4-58
ANTENNA 4-56
ANTI-FREEZE (AH1) 7-35

B

BACKUP LAMP 7-48
BATTERY (U) 7-25
BATTERY CHARGING LAMP 4-22
BELTS AND RUBBER PARTS 2-5
BI-LEVEL 4-61
BLEEDING FUEL SYSTEM (AJ) 7-36
BLUETOOTH PLAYER/RADIO 4-55
BRAKE (ONE SIDE) LAMP 4-25
BRAKE PEDAL 4-37

C

CABIN SYSTEM 4-50
CALIBRATION SWITCH 4-16
CAUTIONS FOR DECAL MAINTENANCE 1-28
CHANGING ENGINE OIL AND REPLACING FILTER (K) ..7-14
CHANGING FRONT AXLE CASE OIL (M) 7-18
CHARGING 7-26
CHECKING & REPLACING WIPER (AL) 7-38
CHECKING AIR CONDITIONER HOSE (AE) 7-33

CHECKING AND ADDING FUEL (B) 7-7
CHECKING BRAKE AND CLUTCH PEDALS (G).....7-13
CHECKING CAB CUSHION RUBBER (AF).....7-33
CHECKING COOLANT LEVEL (E) 7-12
CHECKING ENGINE OIL LEVEL (D).....7-10
CHECKING FRONT AXLE OIL LEVEL (N1) 7-11
CHECKING FUEL LINES (S) 7-23
CHECKING GAUGES, METER AND EASY CHECKER (H) 7-13
CHECKING HEAD LIGHT, HAZARD LIGHT ETC. (I) 7-13
CHECKING INTAKE AIR LINE (V) 7-27
CHECKING RADIATOR HOSE AND CLAMP (X).....7-28
CHECKING REFRIGERANT (AP).....7-49
CHECKING SEAT BELT(J).....7-13
CHECKING TRANSMISSION FLUID LEVEL (C).....7-9
CHECKING WHEEL BOLT/NUT TORQUE (P) 7-21
CLEANING AIR CONDITIONER CONDENSER (AA).....7-30
CLEANING GRILL, RADIATOR SCREEN (F).....7-12
CLUTCH PEDAL 4-36
COMBINATION SWITCH 4-9
COMPONENTS FOR ADDITIONAL FRONT WEIGHT 4-72
CONNECTING AND DISCONNECTING IMPLEMENT HYDRAULIC HOSE 5-29
CREEP GEAR SPEED LEVER.....4-34
CRUISE CONTROL SWITCH 4-28
CRUISE PTO SWITCH 4-12
CRUISE PTO WARNING LAMP.....4-25
CUP HOLDER AND STORAGE 4-57
CUSHION STRENGTH ADJUSTMENT 4-43

D

DAILY CHECK CHART.....7-3
DAILY STORAGE 8-2
DECAL MOUNTING LOCATION [CABIN].....1-20
DECAL MOUNTING LOCATION [ROPS] 1-23
DECALS 1-25
DEFROST 4-61
DIFFERENTIAL LOCK PEDAL.....4-41
DIRECTION FOR STORAGE.....7-26
DOUBLE ACTING LEVER (IF EQUIPPED) 4-48
DOUBLE ACTING VALVE LEVER 5-27
DPF REGENERATION SWITCH.....4-17
DRAFT CONTROL 5-25
DRAFT CONTROL LEVER 4-46
DRAFT HITCH AND TRAILER 6-8
DRAINING WATER FROM CLUTCH HOUSING (AK) 7-38
DRIVING ON DOWNHILL 6-13
DRIVING ON SLOPE 5-18
DRIVING ON SLOPE 6-13

D

DRIVING ON UPHILL 6-13

E

ECO PTO 4-36
ENGINE CHECK WARNING LAMP 4-26
ENGINE COOLANT TEMPERATURE GAUGE.....4-21
ENGINE NUMBER 2-2
ENGINE OIL PRESSURE WARNING LAMP 4-21
ENGINE TROUBLESHOOTING.....9-2
ENTRANCE 4-52
ERROR INDICATOR 4-29
ESCORT FUNCTION 4-54
ESSENTIAL REPLACEMENT PART.....2-4
EVACUATOR VALVE.....7-23
EXTERIOR DEVICES 4-51
EXTERIOR HYDRAULIC CONTROL SYSTEM 5-27
EXTERIOR VIEW [CABIN] 4-4
EXTERIOR VIEW [ROPS].....4-5
EXTERNAL DIMENSIONS 3-2

F

FAN SPEED CONTROL DIAL.....4-60
FILTERS 2-4
FIXATION POINTS FOR FRONT END LOADER 6-12
FLUSH COOLING SYSTEM AND CHANGING COOLANT (AH).....7-33
FOOT THROTTLE 4-39
FORWARD / REVERSE DRIVING PEDALS.....4-40
FRONT WHEELS (EXAMPLE).....4-70
FUEL FILTER (AI).....7-35
FUEL GAUGE 4-20

G

GENERAL PRECAUTIONS 1-2
GENERAL SPECIFICATIONS.....3-2
GENERAL SPECIFICATIONS.....3-4
GLOW PLUG INDICATOR 4-23

H

HAND THROTTLE LEVER.....4-40
HANDLING LOADER 6-11
HAZARD LAMP SWITCH.....4-11
HEAD LIGHT HIGH BEAM LAMP 4-23
HEAD LIGHT SWITCH.....4-9
HEADLAMP.....7-43
HEATER AND AIR CONDITIONER.....4-59
HORN SWITCH.....4-10

HOW TO DRIVE.....5-12
HOW TO OPEN THE HOOD (A).....7-7
HST RESPONSE CONTROL.....4-14

I

IMPLEMENT LIMITATIONS.....3-20
INDEX.....10-2
INDOOR LAMP.....4-56
INFLATION PRESSURE.....4-66
INITIAL OPERATION.....5-3
INSIDE REARVIEW MIRROR.....4-56
INSPECTION.....7-38
INSTALLING PTO SHAFT.....6-9
INSTRUMENT PANEL.....4-19
INTERIOR DEVICES.....4-50

J

JOYSTICK LEVER.....4-46
JOYSTICK LEVER.....6-14
JOYSTICK VALVE.....6-17
JUMP STARTING.....5-11

K

KEY SWITCH.....4-8

L

LIFTING ARM (LOWER LINK) SPEED CONTROL LEVER..4-48
LINKED PEDAL SWITCH.....4-14
LOADING INTO AND UNLOADING OUT OF THE TRUCK..5-20
LONG-TERM STORAGE.....8-2
LOW SPEED INDICATOR SWITCH (IF EQUIPPED).....4-18
LUBRICANTS.....7-6
LUBRICATING GREASE FITTINGS (O).....7-20

M

MAIN SHIFT LEVER.....4-32
MAINTENANCE CHECK LIST.....7-3
MAINTENANCE CODE.....7-7
MAINTENANCE SCHEDULE CHART.....7-4
MASS(ES) AND TIRE(S).....4-75
MID PTO LEVER (IF EQUIPPED).....4-47
MOUNTING LOCATION.....4-6

N

NO STALL SWITCH.....4-15
NO STALL SWITCH.....4-28
NOISE LEVELS AS PERCEIVED BY THE OPERATOR....3-16

TE130(NX4520,5020,5520,6020)-합본-5 5
2016-02-22 오전 8:27:31

O

OILS AND FLUIDS 2-4
OPERATING THE CONTROLS 4-30
OPERATING THE ENGINE.....5-3
OPERATING THE TRACTOR 5-12
OPERATION TIP FOR 3-POINT HITCH ELEMENTS 6-5
OTHER COMPONENTS 2-5

P

PARKING.....5-16
PARKING BRAKE LEVER 4-38
PARKING BRAKE WARNING LAMP 4-24
PARKING WITH LOADER INSTALLED 6-14
POSITION CONTROL LEVER 4-45
POWER SOCKET 4-57
POWER STEERING LINE (Y).....7-29
PRECAUTION AT OVERHEATING.....7-29
PRECAUTION FOR INSTALLING HOW TO USE TOP LINK HOLES.....6-6
PRECAUTIONS BEFORE OPERATION.....1-2
PRECAUTIONS DURING OPERATION 1-5
PRECAUTIONS FOR HANDLING 7-25
PRECAUTIONS WHEN USING POWER STEERING 5-21
PRECAUTIONS WHILE DRIVING ON THE ROAD 5-19
PRE-OPERATION 5-2
PRODUCTION NUMBER.....2-2
PT1/2 COUPLER SOCKET (IMPLEMENT) 5-29
PTO AUTO/MANUAL SELECTION SWITCH, PTO ON/OFF SWITCH.....4-17
PTO CRUISE ACTIVATION.....4-13
PTO CRUISE DEACTIVATION.....4-13
PTO INDICATOR.....4-24
PTO SETTING SWITCH 4-13
PTO SHIFT LEVER.....4-35

R

RANGE GEAR SHIFT LEVER 4-33
READJUSTMENT 7-28
REAR WHEELS (EXAMPLE).....4-71
REAR WINDOW.....4-53
REGENERATION UNDERWAY LAMP.....4-26
REGENERATION WARNING LAMP 4-26
REMOVAL AND INSTALLATION OF 3-POINT HITCH IMPLEMENT (WITH PTO SHAFT) 6-2
REMOVING WATER FROM FUEL FILTER.....7-35
REPLACEMENT.....7-39
REPLACING AIR FILTER (AG) 7-33
REPLACING AIR CLEANER FILTER (AD) 7-32

REPLACING AIR CLEANER PRIMARY ELEMENT (R).....7-22
REPLACING BULB (AO).....7-43
REPLACING FUEL FILTER.....7-36
REPLACING FUSE (AM) 7-40
REPLACING TRANSMISSION FLUID AND FILTER (L) 7-16
ROOM LAMP.....7-46

S

SAFETY DECAL MAINTENANCE.....1-20
SAFETY PRECAUTIONS DURING SERVICING.....1-13
SAFETY PRECAUTIONS WHEN USING THE LOADER ..1-17
SEAT ADJUSTMENT.....4-42
SEAT BACK RECLINING 4-43
SEAT BELT.....4-44
SEAT HEIGHT ADJUSTMENT 4-43
SEAT SLIDING 4-42
SHUTTLE SHIFT LEVER 4-34
SINGLE ACTING AND DOUBLE ACTING CYLINDER 5-28
SLOW BLOW FUSE (AN) 7-42
SPEED CRUISE CONTROL SWITCH 4-13
SPEED LIMIT SWITCH 4-15
SPEED LIMIT SWITCH 4-27
STANDARD SIZE BY IMPLEMENT 3-20
STANDARD TREAD DIMENSION (NX4520/5020) 4-68
STANDARD TREAD DIMENSION (NX5520/6020) 4-69
STARTING THE ENGINE.....5-3
STEERING WHEEL ADJUSTMENT.....4-38
STOPPING THE ENGINE 5-9
SUN VISOR.....4-57
SWITCH 4-6

T

TACHOMETER/HOURMETER INDICATOR.....4-20
TEMPERATURE CONTROL SWITCH 4-61
THE CAUTIONS WHEN COMINGIN AND OUT OF PAVED ROAD 5-18
TIRES, WHEELS AND BALLAST.....4-64
TRACTOR STORAGE.....8-2
TRACTOR TROUBLESHOOTING 9-4
TRANSMISSION NUMBER.....2-2
TRAVELING SPEED 3-18
TREAD 4-67
TURN SIGNAL LAMP.....4-23
TURN SIGNAL LAMP (FRONT).....7-46
TURN SIGNAL LAMP (REAR) 7-47
TURN SIGNAL LIGHT SWITCH.....4-10
TURNING 5-17
TURNING DECELERATION SWITCH 4-16

U

UNLOCKING THE DOOR 4-52
USAGE AND DISPOSAL 8-5
USING TRACTOR AFTER STORAGE.....8-4

V

VEHICLE IDENTIFICATION NUMBER 2-2
VENT MODE CONTROL DIAL.....4-60
VIBRATION LEVELS OF THE TRACTOR EXPOSITION TO VIBRATIONS.....3-17
VIEW 4-19

W

WARMING UP.....5-10
WATER IN FUEL WARNING LAMP 4-27
WHEN DRIVING THE TRACTOR 1-9
WHEN LOADED BUCKET AND REAR BALLAST ARE INSTALLED 6-13
WHEN OPERATING THE P.T.O.....1-11
WHEN PARKING THE TRACTOR 1-11
WHEN UNLOADED BUCKET AND REAR BALLAST ARE INSTALLED 6-13
WHEN USING THE 3-POINT HITCH.....1-13
WIPER 4-54
WORKING LAMP (FRT/RR).....7-44
WORKING LIGHT (ESCORT FUCNTION).....4-53