

ENGINE

MODEL	CUMMINS B3.9-C		
Type	Water cooled, 4 cycle Diesel, 4-cylinders in line, direct injection, turbocharged, charger air cooled, low emission		
Rated flywheel horsepower	SAE	J1995 (gross)	113 HP (84kW) at 2,100 rpm
		J1349 (net)	105 HP (78 kW) at 2,100 rpm
	DIN	6271/1 (gross)	115 PS (84 kW) at 2,100 rpm
		6271/1 (net)	106 PS (78 kW) at 2,100 rpm
Max. torque	45.6 kgf ·m (330lbf ·ft) / 1,500 rpm		
Bore X stroke	102 mm X 120 mm (4.02" X 4.72")		
Piston displacement	3,900cc (238 in ³)		
Batteries	2 X 12V X 80AH		
Starting motor	24V, 4.5 kW		
Alternator	24V, 70 Amp		

HYDRAULIC SYSTEM

MAIN PUMP	
Type	Variable displacement tandem-axis piston pumps
Rated flow	2 X 126.8L /min (33.5 US gpm / 27.9 UK gpm)
Sub-pump for pilot circuit	Gear pump

Cross-sensing and fuel saving pump system.

HYDRAULIC MOTORS	
Travel	Two speed axial pistons motor with brake valve and parking brake
Swing	Axial piston motor with automatic brake

RELIEF VALVE SETTING	
Implement circuits	350 kgf/cm ² (4,978 psi)
Travel	350 kgf/cm ² (4,978 psi)
Power boost (boom, arm, bucket)	380 kgf/cm ² (5,404 psi)
Swing circuit	285 kgf/cm ² (4,054 psi)
Pilot circuit	40 kgf/cm ² (568 psi)
Service valve	Installed

HYDRAULIC CYLINDERS	
No. of cylinder bore X stroke	Boom: 2-105 X 1,075 mm (4.1" X 42.3")
	Arm: 1-115 X 1,138 mm (4.5" X 44.8")
	Bucket: 1-100 X 840 mm (3.9" X 32.6")
	Blade: 2-100 X 250 mm (3.9" X 9.8")

DRIVES & BRAKES

Drive method	Fully hydrostatic type
Drive motor	Axial piston motor, in-shoe design
Reduction system	Planetary reduction gear
Max. drawbar pull	13,300 kgf (29,320 lbf)
Max. travel speed(high) / (low)	5.6 km/hr (3.5 mph) / 3.6 km/hr (2.2 mph)
Gradeability	35° (70%)
Parking brake	Multi wet disc

CONTROL

Pilot pressure operated joysticks and pedals with detachable lever provide almost effortless and fatigueless operation.

Pilot control	Two joysticks with one safety lever (LH): Swing and arm, (RH): Boom and bucket (ISO)
Traveling and steering	Two levers with pedals
Engine throttle	Electric, Dial type

SWING SYSTEM

Swing motor	Fixed displacement axial pistons motor
Swing reduction	Planetary gear reduction
Swing bearing lubrication	Grease-bathed
Swing brake	Multi wet disc
Swing speed	13 rpm

COOLANT & LUBRICANT CAPACITY

	liter	US gal	UK gal
Refilling			
Fuel tank	270.0	71.3	59.4
Engine coolant	15.5	4.1	3.4
Engine oil	15.3	4.0	3.4
Swing device-gear oil	2.5	0.66	0.55
Final drive(each)-gear oil	2.2	0.60	0.50
Hydraulic system(including tank)	210.0	55.5	46.2
Hydraulic tank	124.0	32.8	27.3

UNDERCARRIAGE

The X-leg type center frame is integrally welded with reinforced box-section track frames. The undercarriage includes lubricated rollers, idlers, track adjusters with shock absorbing springs and sprockets, and a track chain with triple grouser shoes.

	R140LC-9S / R140LCD-9S	R140LCM-9S
Center frame	X -leg type	
Track frame	Pentagonal box type	
No. of shoes on each side	46 EA	47 EA
No. of carrier roller on each side	2 EA	2 EA
No. of track roller on each side	7 EA	7 EA
No. of rail guard on each side	1 EA	2 EA

OPERATING WEIGHT (APPROXIMATE)

Operating weight, including 4,600mm (15' 1") boom, 2,500mm (8' 2") arm, SAE heaped 0.58m³ (0.76 yd³) bucket, lubricant, coolant, full fuel tank, full hydraulic tank, and all standard equipments.

MAJOR COMPONENT WEIGHT	
Upperstructure	3,820 kg (8,422 lb)
Boom (with arm cylinder)	1,030 kg (2,270 lb)

OPERATING WEIGHT					
Shoes	Type	Width mm(in)	Operating weight	Ground pressure	
			kg (lb)	kgf/cm ² (psi)	
Triple grouser	500 mm (20")		R140LC-9S	13,790 (30,400)	0.43 (6.11)
			R140LCD-9S	14,590 (32,160)	0.45 (6.40)
	600 mm (24")		R140LC-9S	13,980 (30,820)	0.36 (5.12)
			R140LCD-9S	14,800 (32,630)	0.38 (5.40)
	700 mm (28")		R140LC-9S	14,210 (31,330)	0.32 (4.55)
			R140LCM-9S	16,880 (37,210)	0.32 (4.55)
Double grouser	710 mm (28")		R140LCM-9S	16,880 (37,210)	0.36 (5.12)
Single grouser	960 mm (38")		R140LCM-9S	17,080 (37,655)	0.27 (3.84)

AIR CONDITIONING SYSTEM

The air condition system for the machine contains the fluorinated greenhouse gas with global warming potential of R134a. (Global Warming Potential : 1430)
The system hold 0.75kg refrigerant consisting of a CO₂ equivalent 1.07kg metric tonne.
For more information, Please refer to the manual.



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MOVING YOU FURTHER

Robex
140LC-9S

With Tier 2 Engine installed



*Photo may include optional equipment.

HYUNDAI
CONSTRUCTION EQUIPMENT

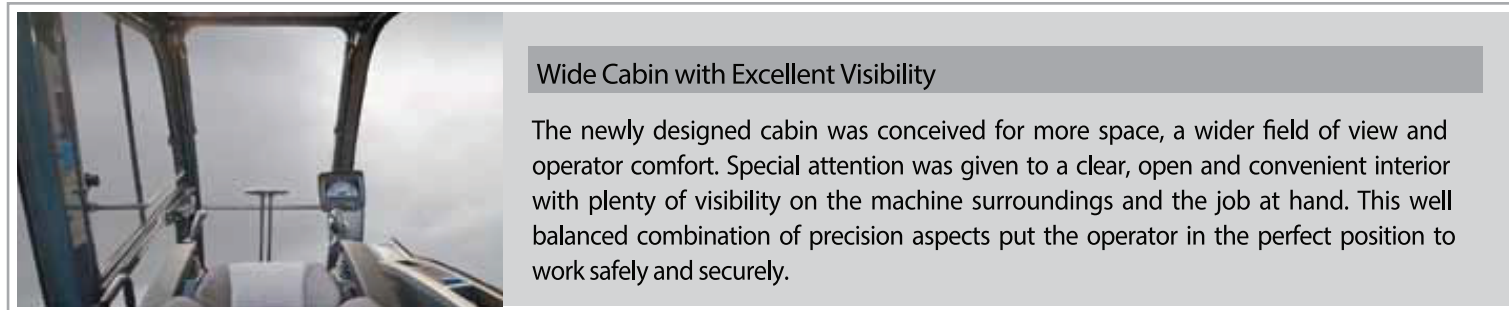
Operator Comfort

In 9S Series cabin you can easily adjust the seat, console and armrest settings to best suit your personal operating preferences. Seat and console position can be set together and independent from each other. Other preference settings that add to overall operator comfort include the fully automatic high capacity airconditioning system and the radio / USB player.



Reduced Stress

Work is stressful enough. Your work environment should be stress free. Hyundai's 9S Series provides improved cab amenities, additional space and a comfortable seat to minimize stress to the operator. A powerful climate control system provides the operator with optimum air temperature. An advanced audio system with USB player, AM/FM stereo is perfect for listening to music favorites.



Operator - Friendly Cluster

The advanced new cluster with 7 inch wide color LCD screen and toggle switch allows the operator to select his personal machine preferences. Power and work mode selection, self diagnostics, optional rear-view camera, maintenance check lists, start-up machine security were integrated into the cluster to make the machine more versatile and the operator more productive.



Track Rail Guard & Adjusters

Durable track rail guards keep track links in place. Track adjustment is made easy with standard grease cylinder track adjusters and shock absorbing springs.

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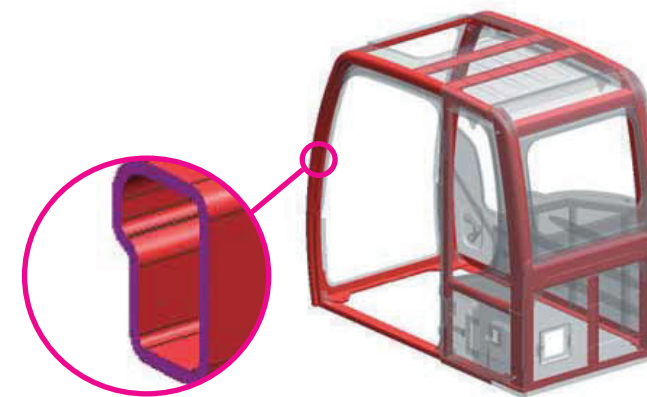


CUMMINS B3.9C ENGINE

The 4 cylinders, turbo-charged, 4 cycle, charger air cooled engine is built for power, reliability, economy and low emissions.

A More Reliable Way To Reach Your Dream.

The Cummins B3.9-C engine has been designed with 40% fewer parts than the competition. That means there's less that can go wrong when you need it most. It also means fewer parts to inventory. Repairs are simplified because no special tools are needed for maintenance. The weight of the machine is reduced without sacrificing strength.



Structural Strength

The 9S Series cabin structure has been fitted with stronger but slimmer tubing for more safety and improved visibility. Low-stress, high strength steel is integrally welded to form a stronger, more durable upper and lower frame. Structural integrity was tested by way of FEM (Finite Elements Method) analysis and long-term durability tests.

