

ENGINE

MODEL	MITSUBISHI S6S-DT		
Type	Water cooled, 4 cycle diesel 6-cylinders in line, direct injection, Turbocharged, charger air cooled low emission		
Rated flywheel horsepower	SAE	J1995 (gross)	126 HP (94kW) at 2,100 rpm
		J1349 (net)	116 HP (87kW) at 2,100 rpm
horsepower	DIN	6271/1 (gross)	128 PS (94kW) at 2,100 rpm
		6271/1 (net)	118 PS (87kW) at 2,100 rpm
Max. torque	42.5 kgf ·m(307 lbf ·ft) at 1,400 rpm		
Bore X stroke	94 x 120 mm (3.70" x 4.72")		
Piston displacement	4,996 cc (305 in ³)		
Batteries	2 x 12 V x 100 AH		
Starting motor	24V-5.0 kW		
Alternator	24V-50 Amp		

HYDRAULIC SYSTEM

MAIN PUMP	
Type	Two variable displacement piston pumps
Rated flow	2 X 172 L /min (45.4 US gpm/37.8 UK gpm)
Sub-pump for pilot circuit	Gear pump

Cross-sensing and fuel saving pump system

HYDRAULIC MOTORS	
Travel	Variable displacement bent-axis axial pistons motor
Swing	Axial piston motor with automatic brake

RELIEF VALVE SETTING	
Implement circuits	350 kgf/cm ² (4,970 psi)
Travel	380 kgf/cm ² (5,400 psi)
Power boost (boom, arm, bucket)	380 kgf/cm ² (5,400 psi)
Swing circuit	285 kgf/cm ² (4,050 psi)
Pilot circuit	40 kgf/cm ² (570 psi)
Service valve	Installed

HYDRAULIC CYLINDERS	
No. of cylinder bore X stroke	Boom : 2-115 x 1,090 mm (4.5" x 42.9")
	Arm : 1-120 x 1,355 mm (4.7" x 53.3")
	Bucket : 1-110 x 995 mm (4.3" x 39.2")
	Blade : 2-110 x 235 mm (4.3" x 9.3")
	Outtrigger : 2-125 x 463 mm (4.9" x 18.2")

DRIVES & BRAKES

4-wheel hydrostatic drive. Constant mesh, helical gear transmission provides 2 forward and reverse travel speeds.

Max. drawbar pull	11,600 kgf (25,570 lbf)	
Travel speed	1st	8.4 km/h (5.2 mph)
	2nd	30 km/h (18.6 mph)
Gradeability	35° (70%)	

Service Brake :

- Independent dual brake, front and rear axle full hydraulic power brake.
- Spring released and hydraulic applied wet type multiple disc brake.

Parking Brake :

- Spring applied and hydraulic released wet disc brake type in transmission.

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)
Engine throttle	Electric, Dial type

Sales Executive:



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MOVING YOU FURTHER

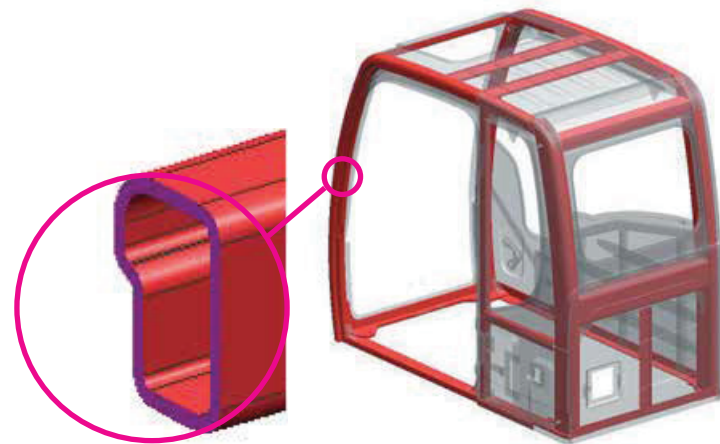
Robex 9
180w-95

With Tier 2 Engine installed



*Photo may include optional equipment.

HYUNDAI
CONSTRUCTION EQUIPMENT

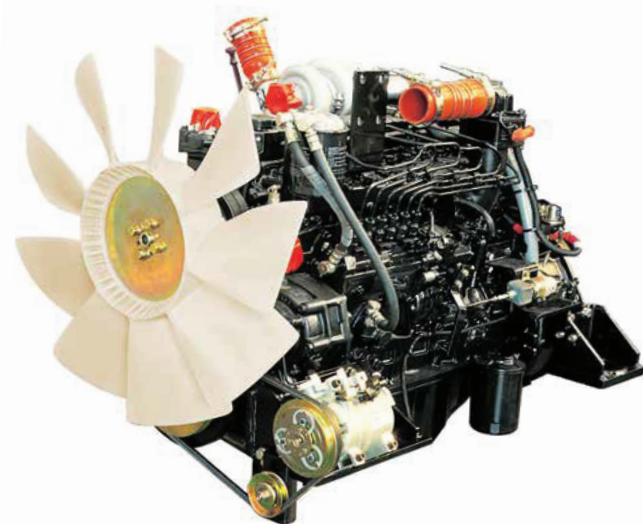


Structural Strength

The 9S series cabin structure has been fitted with stronger but slimmer tubing for more safety and better visibility. Low-stress and high strength steel was integrally welded to form a strong and stable lower frame. Structural durability was evaluated and tested by means of FEM (Finite Elements Method) analysis and long-term durability tests.

Mitsubishi S6S-DT Engine

Mitsubishi S6S-DT engine is ideal solution for the toughest work environment. The engine is built from a cast iron, skirted block with main bearing support between each cylinder. This combination provides maximum strength, rigidity, and crankshaft support. Special liquid cooling results in uniform temperature distribution.



Hi-MATE (Remote Management System)

Hi-MATE, Hyundai's proprietary remote management system, provides operators and dealer service personnel access to vital service and diagnostic information on the machine from any computer with internet access. Users can pinpoint machine location using digital mapping and set machine work boundaries, reducing the need for multiple service calls. Hi-MATE saves time and money for the owner and dealer by promoting preventative maintenance and reducing machine downtime.



Long-Life Components

9S series excavators were designed with bushings designed for long-life lube intervals (250 hrs) & polymer shims (wear resistant, noise reducing), long-life hydraulic filters (1,000hrs), long-life hydraulic oil (5,000hrs), more efficient cooling systems and integrated preheating systems which extend service intervals, minimize operating costs and reduce machine down time.

Fuel Efficiency

9S Series excavators are engineered to be extremely fuel efficient. New innovations like two-stage auto decel system and the new economy mode help to conserve fuel and reduce the impact on the environment.



Easy Access

Ground-line access to filters, lube fittings, fuses, machine computer components and wide open compartments makes service more convenient on the 9S Series.



Improved Durability

9S series excavators are equipped with stainless spring guards to protect the hoses from external damages. Both dozer and outrigger are equipped with cylinder guards for added protection.

Improved Travel System

A new auto ram lock system is available to improve operating safety. A new optional forward / reverse travel pedal control allows operators to choose to use the travel pedal control while in work mode or lever control when in travel mode.