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1. STRUCTURE

This service manual has been prepared as an aid to improve the quality of repairs by giving the serviceman an accurate understanding of the product and by showing him the correct way to perform repairs and make judgements. Make sure you understand the contents of this manual and use it to full effect at every opportunity.

This service manual mainly contains the necessary technical information for operations performed in a service workshop.

For ease of understanding, the manual is divided into the following sections.

SECTION 1 GENERAL

This section explains the safety hints and gives the specification of the machine and major components.

SECTION 2 STRUCTURE AND FUNCTION

This section explains the structure and function of each component. It serves not only to give an understanding of the structure, but also serves as reference material for troubleshooting.

SECTION 3 HYDRAULIC SYSTEM

This section explains the hydraulic circuit, single and combined operation.

SECTION 4 ELECTRICAL SYSTEM

This section explains the electrical circuit, monitoring system and each component. It serves not only to give an understanding electrical system, but also serves as reference material for trouble shooting.

SECTION 5 MECHATRONICS SYSTEM

This section explains the computer aided power optimization system and each component.

SECTION 6 TROUBLESHOOTING

This section explains the troubleshooting charts correlating problems to causes.

SECTION 7 MAINTENANCE STANDARD

This section gives the judgement standards when inspecting disassembled parts.

SECTION 8 DISASSEMBY AND ASSEMBLY

This section explains the order to be followed when removing, installing, disassembling or assembling each component, as well as precautions to be taken for these operations.

SECTION 9 COMPONENT MOUNTING TORQUE

This section shows bolt specifications and standard torque values needed when mounting components to the machine.

The specifications contained in this shop manual are subject to change at any time and without any advance notice. Contact your HYUNDAI distributor for the latest information.

2. HOW TO READ THE SERVICE MANUAL

Distribution and updating

Any additions, amendments or other changes will be sent to HYUNDAI distributors.

Get the most up-to-date information before you start any work.

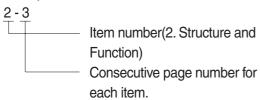
Filing method

1. See the page number on the bottom of the page.

File the pages in correct order.

2. Following examples shows how to read the page number.

Example 1



 Additional pages: Additional pages are indicated by a hyphen(-) and number after the page number. File as in the example.

10 - 4 10 - 4 - 1 10 - 4 - 2 Added pages 10 - 5

Revised edition mark(1)23...)

When a manual is revised, an edition mark is recorded on the bottom outside corner of the pages.

Revisions

Revised pages are shown at the list of revised pages on the between the contents page and section 1 page.

Symbols

So that the shop manual can be of ample practical use, important places for safety and quality are marked with the following symbols.

Symbol	Item	Remarks
Λ	Cofoty	Special safety precautions are necessary when performing the work.
	Safety	Extra special safety precautions are necessary when performing the work because it is under internal pressure.
*	Caution	Special technical precautions or other precautions for preserving standards are necessary when performing the work.

3. CONVERSION TABLE

Method of using the Conversion Table

The Conversion Table in this section is provided to enable simple conversion of figures. For details of the method of using the Conversion Table, see the example given below.

Example

1. Method of using the Conversion Table to convert from millimeters to inches Convert 55mm into inches.

- (1) Locate the number 50in the vertical column at the left side, take this as ⓐ, then draw a horizontal line from ⓐ.
- (2) Locate the number 5in the row across the top, take this as ⓑ, then draw a perpendicular line down from ⓑ.
- (3) Take the point where the two lines cross as ©. This point © gives the value when converting from millimeters to inches. Therefore, 55mm = 2.165 inches.

2. Convert 550mm into inches.

- (1) The number 550 does not appear in the table, so divide by 10(Move the decimal point one place to the left) to convert it to 55mm.
- (2) Carry out the same procedure as above to convert 55mm to 2.165 inches.
- (3) The original value(550mm) was divided by 10, so multiply 2.165 inches by 10(Move the decimal point one place to the right) to return to the original value.

 This gives 550mm = 21.65 inches.

	Millimete	rs to inche	es				<u> </u>			1mm =	0.03937 in
		0	1	2	3	4	5	6	7	8	9
	0		0.039	0.079	0.118	0.157	0.197	0.236	0.276	0.315	0.354
	10	0.394	0.433	0.472	0.512	0.551	0.591	0.630	0.669	0.709	0.748
	20	0.787	0.827	0.866	0.906	0.945	0.984	1.024	1.063	1.102	1.142
	30	1.181	1.220	1.260	1.299	1.339	1.378	1.417	1.457	1.496	1.536
	40	1.575	1.614	1.654	1.693	1.732	1.772	1.811	1.850	1.890	1.929
							©				
a	50	1.969	2.008	2.047	2.087	2.126	2.165	2.205	2.244	2.283	2.323
	60	2.362	2.402	2.441	2.480	2.520	2.559	2.598	2.638	2.677	2.717
	70	2.756	2.795	2.835	2.874	2.913	2.953	2.992	3.032	3.071	3.110
	80	3.150	3.189	3.228	3.268	3.307	3.346	3.386	3.425	3.465	3.504
	90	3.543	3.583	3.622	3.661	3.701	3.740	3.780	3.819	3.858	3.898

Millimeters to inches 1mm = 0.03937in

										0.00007111
	0	1	2	3	4	5	6	7	8	9
0		0.039	0.079	0.118	0.157	0.197	0.236	0.276	0.315	0.354
10	0.394	0.433	0.472	0.512	0.551	0.591	0.630	0.669	0.709	0.748
20	0.787	0.827	0.866	0.906	0.945	0.984	1.024	1.063	1.102	1.142
30	1.181	1.220	1.260	1.299	1.339	1.378	1.417	1.457	1.496	1.536
40	1.575	1.614	1.654	1.693	1.732	1.772	1.811	1.850	1.890	1.929
50	1.969	2.008	2.047	2.087	2.126	2.165	2.205	2.244	2.283	2.323
60	2.362	2.402	2.441	2.480	2.520	2.559	2.598	2.638	2.677	2.717
70	2.756	2.795	2.835	2.874	2.913	2.953	2.992	3.032	3.071	3.110
80	3.150	3.189	3.228	3.268	3.307	3.346	3.386	3.425	3.465	3.504
90	3.543	3.583	3.622	3.661	3.701	3.740	3.780	3.819	3.858	3.898

Kilogram to Pound 1kg = 2.2046lb

	0	1	2	3	4	5	6	7	8	9
0		2.20	4.41	6.61	8.82	11.02	13.23	15.43	17.64	19.84
10	22.05	24.25	26.46	28.66	30.86	33.07	35.27	37.48	39.68	41.89
20	44.09	46.30	48.50	50.71	51.91	55.12	57.32	59.5.	61.73	63.93
30	66.14	68.34	70.55	72.75	74.96	77.16	79.37	81.57	83.78	85.98
40	88.18	90.39	92.59	94.80	97.00	99.21	101.41	103.62	105.82	108.03
50	110.23	112.44	114.64	116.85	119.05	121.25	123.46	125.66	127.87	130.07
60	132.28	134.48	136.69	138.89	141.10	143.30	145.51	147.71	149.91	152.12
70	154.32	156.53	158.73	160.94	163.14	165.35	167.55	169.76	171.96	174.17
80	176.37	178.57	180.78	182.98	185.19	187.39	189.60	191.80	194.01	196.21
90	198.42	200.62	202.83	205.03	207.24	209.44	211.64	213.85	216.05	218.26

Liter to U.S. Gallon 1 l = 0.2642 U.S.Gal

	0	1	2	3	4	5	6	7	8	9
0		0.264	0.528	0.793	1.057	1.321	1.585	1.849	2.113	2.378
10	2.642	2.906	3.170	3.434	3.698	3.963	4.227	4.491	4.755	5.019
20	5.283	5.548	5.812	6.6076	6.340	6.604	6.869	7.133	7.397	7.661
30	7.925	8.189	8.454	8.718	8.982	9.246	9.510	9.774	10.039	10.303
40	10.567	10.831	11.095	11.359	11.624	11.888	12.152	12.416	12.680	12.944
50	13.209	13.473	13.737	14.001	14.265	14.529	14.795	15.058	15.322	15.586
60	15.850	16.115	16.379	16.643	16.907	17.171	17.435	17.700	17.964	18.228
70	18.492	18.756	19.020	19.285	19.549	19.813	20.077	20.341	20.605	20.870
80	21.134	21.398	21.662	21.926	22.190	22.455	22.719	22.983	23.247	23.511
90	23.775	24.040	24.304	24.568	24.832	25.096	25.631	25.625	25.889	26.153

Liter to U.K. Gallon 1 ι = 0.21997 U.K.Gal

	0	1	2	3	4	5	6	7	8	9	
0		0.220	0.440	0.660	0.880	1.100	1.320	1.540	1.760	1.980	
10	2.200	2.420	2.640	2.860	3.080	3.300	3.520	3.740	3.950	4.179	
20	4.399	4.619	4.839	5.059	5.279	5.499	5.719	5.939	6.159	6.379	
30	6.599	6.819	7.039	7.259	7.479	7.969	7.919	8.139	8.359	8.579	
40	8.799	9.019	9.239	9.459	9.679	9.899	10.119	10.339	10.559	10.778	
50	10.998	11.281	11.438	11.658	11.878	12.098	12.318	12.528	12.758	12.978	
60	13.198	13.418	13.638	13.858	14.078	14.298	14.518	14.738	14.958	15.178	
70	15.398	15.618	15.838	16.058	16.278	16.498	16.718	16.938	17.158	17.378	
80	17.598	17.818	18.037	18.257	18.477	18.697	18.917	19.137	19.357	19.577	
90	19.797	20.017	20.237	20.457	20.677	20.897	21.117	21.337	21.557	21.777	

	0	1	2	3	4	5	6	7	8	9
		7.2	14.5	21.7	28.9	36.2	43.4	50.6	57.9	65.1
10	72.3	79.6	86.8	94.0	101.3	108.5	115.7	123.0	130.2	137.4
20	144.7	151.9	159.1	166.4	173.6	180.8	188.1	195.3	202.5	209.8
30	217.0	224.2	231.5	238.7	245.9	253.2	260.4	267.6	274.9	282.1
40	289.3	396.6	303.8	311.0	318.3	325.5	332.7	340.0	347.2	354.4
50	361.7	368.9	376.1	383.4	390.6	397.8	405.1	412.3	419.5	426.8
60	434.0	441.2	448.5	455.7	462.9	470.2	477.4	484.6	491.8	499.1
70	506.3	513.5	520.8	528.0	535.2	542.5	549.7	556.9	564.2	571.4
80	578.6	585.9	593.1	600.3	607.6	614.8	622.0	629.3	636.5	643.7
90	651.0	658.2	665.4	672.7	679.9	687.1	694.4	701.6	708.8	716.1
100	723.3	730.5	737.8	745.0	752.2	759.5	766.7	773.9	781.2	788.4
110	795.6	802.9	810.1	817.3	824.6	831.8	839.0	846.3	853.5	860.7
120	868.0	875.2	882.4	889.7	896.9	904.1	911.4	918.6	925.8	933.1
130	940.3	947.5	954.8	962.0	969.2	976.5	983.7	990.9	998.2	10005.4
140	1012.6	1019.9	1027.1	1034.3	1041.5	1048.8	1056.0	1063.2	1070.5	1077.7
150	1084.9	1092.2	1099.4	1106.6	1113.9	1121.1	1128.3	1135.6	1142.8	1150.0
160	1157.3	1164.5	1171.7	1179.0	1186.2	1193.4	1200.7	1207.9	1215.1	1222.4
170	1129.6	1236.8	1244.1	1251.3	1258.5	1265.8	1273.0	1280.1	1287.5	1294.7
180	1301.9	1309.2	1316.4	1323.6	1330.9	1338.1	1345.3	1352.6	1359.8	1367.0
190	1374.3	1381.5	1388.7	1396.0	1403.2	1410.4	1417.7	1424.9	1432.1	1439.4

kgf/cm² to **lbf/in²** 1 kgf / cm² = 14.2233 lbf / in²

9,, 0,,,,	- 1000							TKGI	$/ \text{ cm}^2 = 14.$	2233101 / In2
	0	1	2	3	4	5	6	7	8	9
		14.2	28.4	42.7	56.9	71.1	85.3	99.6	113.8	128.0
10	142.2	156.5	170.7	184.9	199.1	213.4	227.6	241.8	256.0	270.2
20	284.5	298.7	312.9	327.1	341.4	355.6	369.8	384.0	398.3	412.5
30	426.7	440.9	455.1	469.4	483.6	497.8	512.0	526.3	540.5	554.7
40	568.9	583.2	597.4	611.6	625.8	640.1	654.3	668.5	682.7	696.9
50	711.2	725.4	739.6	753.8	768.1	782.3	796.5	810.7	825.0	839.2
60	853.4	867.6	881.8	896.1	910.3	924.5	938.7	953.0	967.2	981.4
70	995.6	1010	1024	1038	1053	1067	1081	1095	1109	1124
80	1138	1152	1166	1181	1195	1209	1223	1237	1252	1266
90	1280	1294	1309	1323	1337	1351	1365	1380	1394	1408
100	1422	1437	1451	1465	1479	1493	1508	1522	1536	1550
110	1565	1579	1593	1607	1621	1636	1650	1664	1678	1693
120	1707	1721	1735	1749	1764	1778	1792	1806	1821	1835
130	1849	2863	1877	1892	1906	1920	1934	1949	1963	1977
140	1991	2005	2020	2034	2048	2062	2077	2091	2105	2119
150	2134	2148	2162	2176	2190	2205	2219	2233	2247	2262
160	2276	2290	2304	2318	2333	2347	2361	2375	2389	2404
170	2418	2432	2446	2460	2475	2489	2503	2518	2532	2546
180	2560	2574	2589	5603	2617	2631	2646	2660	2674	2688
200	2845	2859	2873	2887	2901	2916	2930	2944	2958	2973
210	2987	3001	3015	3030	3044	3058	3072	3086	3101	3115
220	3129	3143	3158	3172	3186	3200	3214	3229	3243	3257
230	3271	3286	3300	3314	3328	3343	3357	3371	3385	3399
240	3414	3428	3442	3456	3470	3485	3499	3513	3527	3542

TEMPERATURE

Fahrenheit-Centigrade Conversion.

A simple way to convert a fahrenheit temperature reading into a centigrade temperature reading or vice verse is to enter the accompanying table in the center or boldface column of figures.

These figures refer to the temperature in either Fahrenheit or Centigrade degrees.

If it is desired to convert from Fahrenheit to Centigrade degrees, consider the center column as a table of Fahrenheit temperatures and read the corresponding Centigrade temperature in the column at the left.

If it is desired to convert from Centigrade to Fahrenheit degrees, consider the center column as a table of Centigrade values, and read the corresponding Fahrenheit temperature on the right.

°C		°F	°C		°F	°C		°F	°C		°F
-40.4	-40	-40.0	-11.7	11	51.8	7.8	46	114.8	27.2	81	117.8
-37.2	-35	-31.0	-11.1	12	53.6	8.3	47	116.6	27.8	82	179.6
-34.4	-30	-22.0	-10.6	13	55.4	8.9	48	118.4	28.3	83	181.4
-31.7	-25	-13.0	-10.0	14	57.2	9.4	49	120.2	28.9	84	183.2
-28.9	-20	-4.0	-9.4	15	59.0	10.0	50	122.0	29.4	85	185.0
-28.3	-19	-2.2	-8.9	16	60.8	10.6	51	123.8	30.0	86	186.8
-27.8	-18	-0.4	-8.3	17	62.6	11.1	52	125.6	30.6	87	188.6
-27.2	-17	1.4	-7.8	18	64.4	11.7	53	127.4	31.1	88	190.4
-26.7	-16	3.2	-6.7	20	68.0	12.8	55	131.0	32.2	90	194.0
-26.1	-15	5.0	-6.7	20	68.0	12.8	55	131.0	32.2	90	194.0
-25.6	-14	6.8	-6.1	21	69.8	13.3	56	132.8	32.8	91	195.8
-25.0	-13	8.6	-5.6	22	71.6	13.9	57	134.6	33.3	92	197.6
-24.4	-12	10.4	-5.0	23	73.4	14.4	58	136.4	33.9	93	199.4
-23.9	-11	12.2	-4.4	24	75.2	15.0	59	138.2	34.4	94	201.2
-23.3	-10	14.0	-3.9	25	77.0	15.6	60	140.0	35.0	95	203.0
-22.8	-9	15.8	-3.3	26	78.8	16.1	61	141.8	35.6	96	204.8
-22.2	-8	17.6	-2.8	27	80.6	16.7	62	143.6	36.1	97	206.6
-21.7	-7	19.4	-2.2	28	82.4	17.2	63	145.4	36.7	98	208.4
-21.1	-6	21.2	-1.7	29	84.2	17.8	64	147.2	37.2	99	210.2
-20.6	-5	23.0	-1.1	35	95.0	21.1	70	158.0	51.7	125	257.0
-20.0	-4	24.8	-0.6	31	87.8	18.9	66	150.8	40.6	105	221.0
-19.4	-3	26.6	0	32	89.6	19.4	67	152.6	43.3	110	230.0
-18.9	-2	28.4	0.6	33	91.4	20.0	68	154.4	46.1	115	239.0
-18.3	-1	30.2	1.1	34	93.2	20.6	69	156.2	48.9	120	248.0
-17.8	0	32.0	1.7	35	95.0	21.1	70	158.0	51.7	125	257.0
-17.2	1	33.8	2.2	36	96.8	21.7	71	159.8	54.4	130	266.0
-16.7	2	35.6	2.8	37	98.6	22.2	72	161.6	57.2	135	275.0
-16.1	3	37.4	3.3	38	100.4	22.8	73	163.4	60.0	140	284.0
-15.6 -15.0 -14.4 -13.9 -13.3	4 5 6 7	39.2 41.0 42.8 44.6 46.4	3.9 4.4 5.0 5.6	39 40 41 42 43	102.2 104.0 105.8 107.6 109.4	23.3 23.9 24.4 25.0 25.6	74 75 76 77 78	165.2 167.0 168.8 170.6 172.4	62.7 65.6 68.3 71.1 73.9	145 150 155 160 165	293.0 302.0 311.0 320.0 329.0
-13.3 -12.8 -12.2	8 9 10	48.2 50.0	6.1 6.7 7.2	43 44 45	111.2 113.0	26.1 26.7	78 79 80	174.2 176.0	73.9 76.7 79.4	170 172	338.0 347.0

SECTION 1 GENERAL

Group	1	Safety Hints	1-1
Group	2	Specifications	1-10

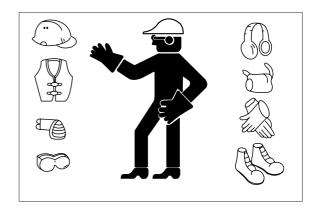
GROUP 1 SAFETY

FOLLOW SAFE PROCEDURE

Unsafe work practices are dangerous. Understand service procedure before doing work; Do not attempt shortcuts.

WEAR PROTECTIVE CLOTHING

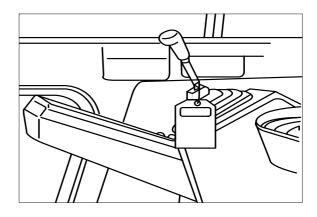
Wear close fitting clothing and safety equipment appropriate to the job.



WARN OTHERS OF SERVICE WORK

Unexpected machine movement can cause serious injury.

Before performing any work on the excavator, attach a 「Do Not Operate」 tag on the right side control lever.



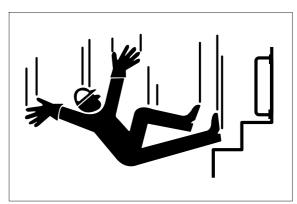
USE HANDHOLDS AND STEPS

Falling is one of the major causes of personal injury.

When you get on and off the machine, always maintain a three point contact with the steps and handrails and face the machine. Do not use any controls as handholds.

Never jump on or off the machine. Never mount or dismount a moving machine.

Be careful of slippery conditions on platforms, steps, and handrails when leaving the machine.

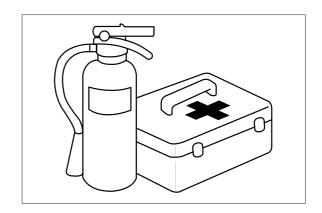


PREPARE FOR EMERGENCIES

Be prepared if a fire starts.

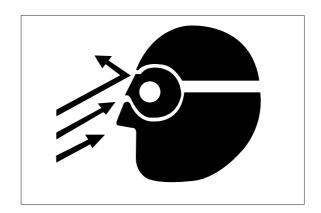
Keep a first aid kit and fire extinguisher handy.

Keep emergency numbers for doctors, ambulance service, hospital, and fire department near your telephone.



PROTECT AGAINST FLYING DEBRIS

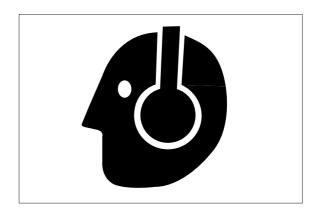
Guard against injury from flying pieces of metal or debris; Wear goggles or safety glasses.



PROTECT AGAINST NOISE

Prolonged exposure to loud noise can cause impairment or loss of hearing.

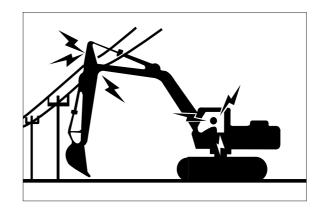
Wear a suitable hearing protective device such as earmuffs or earplugs to protect against objectionable or uncomfortable loud noises.



AVOID POWER LINES

Serious injury or death can result from contact with electric lines.

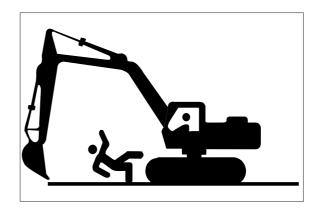
Never move any part of the machine or load closer to electric line than 3m(10ft) plus twice the line insulator length.



KEEP RIDERS OFF EXCAVATOR

Only allow the operator on the excavator. Keep riders off.

Riders on excavator are subject to injury such as being struck by foreign objects and being thrown off the excavator. Riders also obstruct the operator's view resulting in the excavator being operated in an unsafe manner.

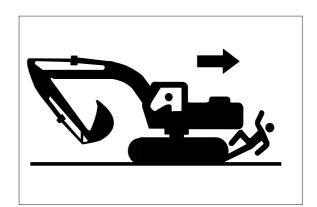


MOVE AND OPERATE MACHINE SAFELY

Bystanders can be run over. Know the location of bystanders before moving, swinging, or operating the machine.

Always keep the travel alarm in working condition. It warns people when the excavator starts to move.

Use a signal person when moving, swinging, or operating the machine in congested areas. Coordinate hand signals before starting the excavator.



OPERATE ONLY FORM OPERATOR'S SEAT

Avoid possible injury machine damage. Do not start engine by shorting across starter terminals.

NEVER start engine while standing on ground. Start engine only from operator's seat.



PARK MACHINE SAFELY

Before working on the machine:

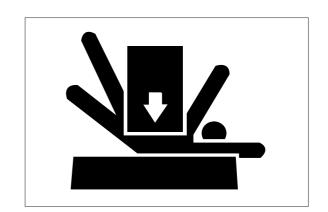
- · Park machine on a level surface.
- · Lower bucket to the ground.
- · Turn auto idle switch off.
- · Run engine at 1/2 speed without load for 2 minutes.
- Turn key switch to OFF to stop engine. Remove key from switch.
- · Move pilot control shutoff lever to locked position.
- · Allow engine to cool.

SUPPORT MACHINE PROPERLY

Always lower the attachment or implement to the ground before you work on the machine. If you must work on a lifted machine or attachment, securely support the machine or attachment.

Do not support the machine on cinder blocks, hollow tiles, or props that may crumble under continuous load.

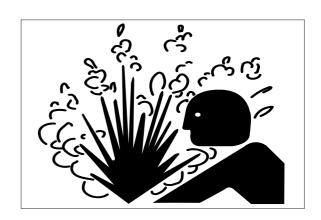
Do not work under a machine that is supported solely by a jack. Follow recommended procedures in this manual.



SERVICE COOLING SYSTEM SAFELY

Explosive release of fluids from pressurized cooling system can cause serious burns.

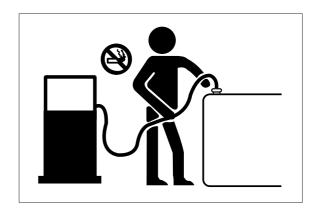
Shut off engine. Only remove filler cap when cool enough to touch with bare hands.



HANDLE FLUIDS SAFELY-AVOID FIRES

Handle fuel with care; It is highly flammable. Do not refuel the machine while smoking or when near open flame or sparks. Always stop engine before refueling machine.

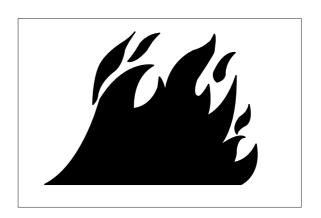
Fill fuel tank outdoors.



Store flammable fluids away from fire hazards. Do not incinerate or puncture pressurized containers.

Make sure machine is clean of trash, grease, and debris.

Do not store oily rags; They can ignite and burn spontaneously.



BEWARE OF EXHAUST FUMES

Prevent asphyxiation. Engine exhaust fumes can cause sickness or death.

If you must operate in a building, be positive there is adequate ventilation. Either use an exhaust pipe extension to remove the exhaust fumes or open doors and windows to bring enough outside air into the area.

REMOVE PAINT BEFORE WELDING OR HEATING

Avoid potentially toxic fumes and dust.

Hazardous fumes can be generated when paint is heated by welding, soldering, or using a torch.

Do all work outside or in a well ventilated area. Dispose of paint and solvent properly.

Remove paint before welding or heating:

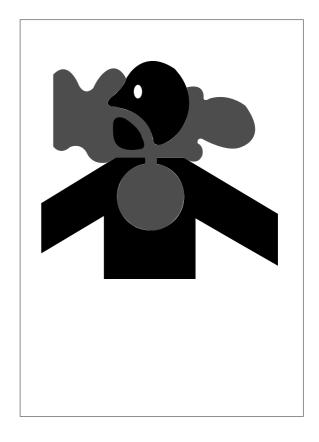
 If you sand or grind paint, avoid breathing the dust.

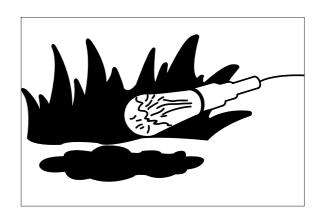
Wear an approved respirator.

· If you use solvent or paint stripper, remove stripper with soap and water before welding. Remove solvent or paint stripper containers and other flammable material from area. Allow fumes to disperse at least 15 minutes before welding or heating.

ILLUMINATE WORK AREA SAFELY

Illuminate your work area adequately but safely. Use a portable safety light for working inside or under the machine. Make sure the bulb is enclosed by a wire cage. The hot filament of an accidentally broken bulb can ignite spilled fuel or oil.

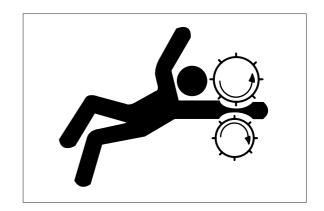




SERVICE MACHINE SAFELY

Tie long hair behind your head. Do not wear a necktie, scarf, loose clothing or necklace when you work near machine tools or moving parts. If these items were to get caught, severe injury could result.

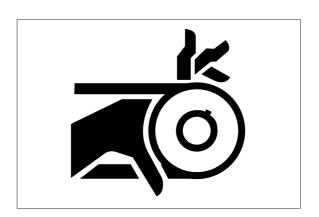
Remove rings and other jewelry to prevent electrical shorts and entanglement in moving parts.



STAY CLEAR OF MOVING PARTS

Entanglements in moving parts can cause serious injury.

To prevent accidents, use care when working around rotating parts.



AVOID HIGH PRESSURE FLUIDS

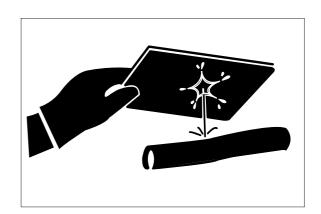
Escaping fluid under pressure can penetrate the skin causing serious injury.

Avoid the hazard by relieving pressure before disconnecting hydraulic or other lines. Tighten all connections before applying pressure.

Search for leaks with a piece of cardboard. Protect hands and body from high pressure fluids.

If an accident occurs, see a doctor immediately. Any fluid injected into the skin must be surgically removed within a few hours or gangrene may result.





AVOID HEATING NEAR PRESSURIZED FLUID LINES

Flammable spray can be generated by heating near pressurized fluid lines, resulting in severe burns to yourself and bystanders. Do not heat by welding, soldering, or using a torch near pressurized fluid lines or other flammable materials.

Pressurized lines can be accidentally cut when heat goes beyond the immediate flame area. Install fire resisting guards to protect hoses or other materials.



PREVENT BATTERY EXPLOSIONS

Keep sparks, lighted matches, and flame away from the top of battery. Battery gas can explode.

Never check battery charge by placing a metal object across the posts. Use a volt-meter or hydrometer.

Do not charge a frozen battery; It may explode. Warm battery to 16°C (60°F).



PREVENT ACID BURNS

Sulfuric acid in battery electrolyte is poisonous. It is strong enough to burn skin, eat holes in clothing, and cause blindness if splashed into eyes.

Avoid the hazard by:

- 1. Filling batteries in a well-ventilated area.
- 2. Wearing eye protection and rubber gloves.
- 3. Avoiding breathing fumes when electrolyte is added.
- 4. Avoiding spilling of dripping electrolyte.
- 5. Use proper jump start procedure.

If you spill acid on yourself:

- 1. Flush your skin with water.
- 2. Apply baking soda or lime to help neutralize the acid.
- Flush your eyes with water for 10-15 minutes. Get medical attention immediately.

If acid is swallowed:

- 1. Drink large amounts of water or milk.
- 2. Then drink milk of magnesia, beaten eggs, or vegetable oil.
- 3. Get medical attention immediately.

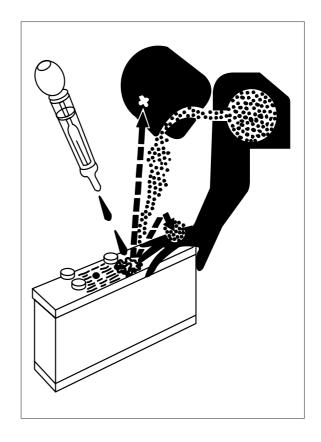
USE TOOLS PROPERLY

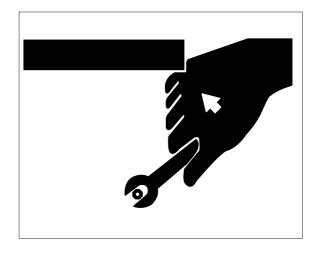
Use tools appropriate to the work. Makeshift tools, parts, and procedures can create safety hazards.

Use power tools only to loosen threaded tools and fasteners.

For loosening and tightening hardware, use the correct size tools. DO NOT use U.S. measurement tools on metric fasteners. Avoid bodily injury caused by slipping wrenches.

Use only recommended replacement parts. (See Parts catalogue.)



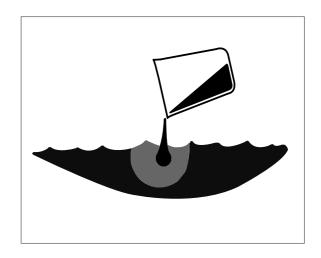


DISPOSE OF FLUIDS PROPERLY

Improperly disposing of fluids can harm the environment and ecology. Before draining any fluids, find out the proper way to dispose of waste from your local environmental agency.

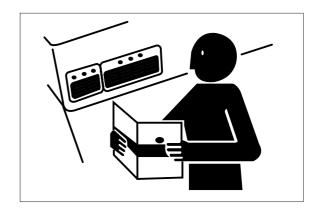
Use proper containers when draining fluids. Do not use food or beverage containers that may mislead someone into drinking from them.

DO NOT pour oil into the ground, down a drain, or into a stream, pond, or lake. Observe relevant environmental protection regulations when disposing of oil, fuel, coolant, brake fluid, filters, batteries, and other harmful waste.



REPLACE SAFETY SIGNS

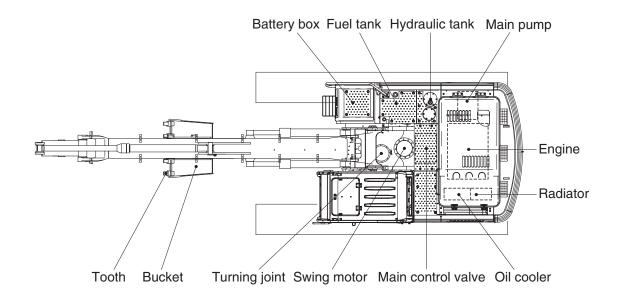
Replace missing or damaged safety signs. See the machine operator's manual for correct safety sign placement.

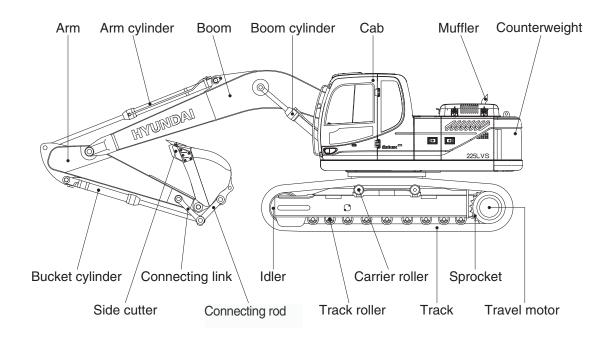


LIVE WITH SAFETY

Before returning machine to customer, make sure machine is functioning properly, especially the safety systems. Install all guards and shields.

GROUP 2 SPECIFICATIONS

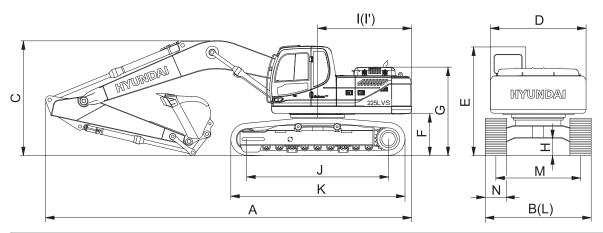




2. SPECIFICATIONS

1) R225LVS

 \cdot 5.68 m (18' 8") BOOM and 2.92 m (9' 7") ARM

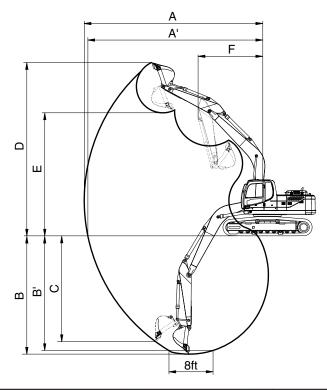


	Description			Unit	Specification
Operating wei	ght			kg (lb)	22570 (49760)
.	(0.451))	light(OPT)	. (1)	1.20 (1.57)
Bucket capady	/ (SAE heaped)	nar	row	m³ (yd³)	1.05 (1.37)
Overall length			А		9550 (31' 4")
Overall width	with 700 mm shoe	e (OPT)	_		3090 (10' 2")
Overall width	with 600 mm sh	oe	В		2990 (9' 10")
Overall height			С		3080 (10' 1")
Superstructur	e width		D		2740 (9' 0")
Overall height	of cab		Е		2920 (9' 7")
Ground cleara	ance of counterweigl	ht	F		1060 (3' 6")
Engine cover	height		G	mm (ft-in)	2320 (7' 7")
Minimum grou	und clearance		Н		480 (1' 7")
Rear-end distance			1		2770 (9' 1")
Rear-end swir	ng radius		ľ		2840 (9' 4")
Distance betw	een tumblers		J		3650 (12' 1")
Undercarriage	e length		K		4440 (14' 7")
Undercarriage	e width		L		2990 (9' 10")
Track gauge			М		2390 (7' 10")
Track shoe wi	dth, standard		N		600 (24")
Travel speed (speed (low/high)		'	km/hr (mph)	3.4/5.5 (2.1/3.4)
Swing speed				rpm	11
Gradeability				Degree (%)	35 (70)
Ground proces	with 700 m	m shoe (OPT)	kgf/cm² (psi)	0.42 (5.97)
Ground press	with 600 mi	m shoe		kgi/citi² (psi)	0.48 (6.83)
Max traction for	orce			kg (lb)	20200 (44533)

3. WORKING RANGE

1) R225LVS

· 5.68 m (18' 8") BOOM



Description		※2.92m (9' 7") Arm
Max digging reach	А	9980 mm (32' 9")
Max digging reach on ground	A'	9820 mm (32' 3")
Max digging depth	В	6730 mm (22' 1")
Max digging depth (8 ft level)	B'	6560 mm (21' 6")
Max vertical wall digging depth	С	6280 mm (20' 7")
Max digging height	D	9600 mm (31' 6")
Max dumping height	Е	6780 mm (22' 3")
Min swing radius	F	3740 mm (12' 3")
Bucket digging force(1.05m³)	SAE	133.4 [145.5] kN
Arm digging force	SAE	102.0 [110.7] kN

4. WEIGHT

1) R225LVS

	R225	ilvs
ltem	kg	lb
Upperstructure assembly	9396	20715
Main frame weld assembly	1920	4230
Engine assembly	556	1226
Main pump assembly	140	310
Main control valve assembly	220	485
Swing motor assembly	240	530
Hydraulic oil tank assembly	240	530
Fuel tank assembly	195	430
Counterweight	4200	9260
Cab assembly	310	680
Lower chassis assembly	8700	19180
Track frame weld assembly	2720	6000
Swing bearing	290	640
Travel motor assembly	300	660
Turning joint	55	120
Track recoil spring	140	310
Idler	170	370
Carrier roller	20	45
Track roller	40	88
Track-chain assembly (600 mm standard triple grouser shoe)	1350	2980
Front attachment assembly (5.68 m boom, 2.92 m arm, 1.05 m³ SAE heaped bucket)	4030	8880
5.68 m boom assembly	1520	3350
2.92 m arm assembly	750	1650
1.05 m³ SAE heaped bucket	740	1630
Boom cylinder assembly	180	400
Arm cylinder assembly	290	640
Bucket cylinder assembly	175	390
Bucket control rod assembly	170	370

5. LIFTING CAPACITIES

1) R225LVS

(1) 5.68 m (18' 8") boom, 2.92 m (9' 7 ") arm equipped with 1.05 m³ (SAE heaped) bucket and 600 mm (24") triple grouser shoe and 4200 kg (9260 lb) counterweight.

· 🖟 : Rating over-front · Rating over-side or 360 degree

		Load radius							At	max. rea	ach			
Load point		1.5m	(5ft)	3.0m	n(10ft)	4.5m	(15ft)	6.0m	(20ft)	7.5m	(25ft)	Cap	acity	Reach
heigh	t	Ů	*	Ů	=	Ů		ð		Ů	4	ľ		m(ft)
7.5m 25.0ft	kg lb											*3240 *7140	*3240 *7140	7.73 (25.4)
6.0m 20.0ft	kg lb											*3340 *7360	2570 5670	8.69 (28.5)
4.5m 15.0ft	kg lb							*3930 *8660	*3930 *8660	*3740 *8250	3280 7230	*3470 *7650	2190 4830	9.27 (30.4)
3.0m 10.0ft	kg lb			*9670 *21320	*9670 *21320	*6050 *13340	*6050 *13340	*4740 *10450	4610 10160	*4130 *9110	3130 6900	3570 7870	2000 4410	9.55 (31.3)
1.5m 5.0ft	kg lb			*9060 *19970	*9060 *19970	*7820 *17240	6700 14770	*5640 *12430	4290 9460	*4600 *10140	2970 6550	3510 7740	1950 4300	9.54 (31.3)
Ground Line	kg lb			*9850 *21720	*9850 *21720	*9000 *19840	6290 13870	*6360 *14020	4040 8910	*5000 *11020	2840 6260	3650 8050	2020 4450	9.26 (30.4)
−1.5m −5.0ft	kg lb	*9120 *20110	*9120 *20110	*12980 *28620	12280 27070	*9430 *20790	6130 13510	*6730 *14840	3920 8640	4990 11000	2770 6110	4060 8950	2270 5000	8.68 (28.5)
−3.0m −10.0ft		*12540 *27650	*12540 *27650	*13740 *30290	12460 27470	*9140 *20150	6150 13560	*6590 *14530	3920 8640			*4430 *9770	2830 6240	7.70 (25.3)
-4.5m -15.0ft	kg lb				*11620 *25620	*7940 *17500	6350 14000			-		*4340 *9570	4290 9640	6.09 (20.0)

Note

- 1. Lifting capacity are based on SAE J1097 and ISO 10567.
- 2. Lifting capacity of the ROBEX series does not exceed 75% of tipping load with the machine on firm, level ground or 87% of full hydraulic capacity.
- 3. The load point is a hook (standard equipment) located on the back of the bucket.
- 4. *indicates load limited by hydraulic capacity.

6. BUCKET SELECTION GUIDE

1) GENERAL BUCKET



Capa	city	Width		Width			Recommendation
Сара		• • • • • • • • • • • • • • • • • • • •			5.68m(18'8") boom		
SAE heaped	CECE heaped	Without side cutter	With side cutter	Weight	2.92m (97°) arm		
1.05m ³ (1.37yd ³)		1160mm (45.7")			Applicable for materials with density of 1600 kgf/m³ (2700 lbf/yd³) or less		
1.20m ³ (1.57yd ³)		1348mm (53.1")		906.8kg (1999lb)			

7. UNDERCARRIAGE

1) TRACKS

X-leg type center frame is integrally welded with reinforced box-section track frames. The design includes dry tracks, lubricated rollers, idlers, sprockets, hydraulic track adjusters with shock absorbing springs and assembled track-type tractor shoes with triple grousers.

2) TYPES OF SHOES

			Tirper grouser			
Model	Shapes					
	Show width	mm(in)	600(24)	700(28)		
= 0051	Oper weight	kg(lb)	22570(49760)	22920(50530)		
R225LVS	Ground pre	kgf/cm²(psi)	0.48(6.83)	0.42(5.97)		
	Overall width	mm(ft-in)	2990(9' 10")	3090(10' 2")		

3) NUMBER OF ROLLERS AND SHOES ON EACH SIDE

Item	Quantity R225LVS
Carrier rollers	2 EA
Track rollers	9 EA
Track shoes	49 EA

4) SELECTION OF TRACK SHOE

Suitable track shoes should be selected according to operating conditions.

Method of selecting shoes

Confirm the category from the list of applications in table 2, then use table 1 to select the shoe. Wide shoes(Categories B and C) have limitations on applications. Before using wide shoes, check the precautions, then investigate and study the operating conditions to confirm if these shoes are suitable.

Select the narrowest shoe possible to meet the required flotation and ground pressure. Application of wider shoes than recommendations will cause unexpected problem such as bending of shoes, crack of link, breakage of pin, loosening of shoe bolts and the other various problems.

* Table 1

Track shoe	Specification	Category
600mm triple grouser	Standard	А
700mm triple grouser	Option	В

* Table 2

Category	Applications	Precautions
А	Rocky ground, river beds, normal soil	Travel at low speed on rough ground with large obstacles such as boulders or fallen trees
В	Normal soil, soft ground	 These shoes cannot be used on rough ground with large obstacles such as boulders or fallen trees Travel at high speed only on flat ground Travel slowly at low speed if it is impossible to avoid going over obstacles
С	Extremely, soft ground (Swampy ground)	 Use the shoes only in the conditions that the machine sinks and it is impossible to use the shoes of category A or B These shoes cannot be used on rough ground with large obstacles such as boulders or fallen trees Travel at high speed only on flat ground Travel slowly at low speed if it is impossible to avoid going over obstacles

8. SPECIFICATIONS FOR MAJOR COMPONENTS

1) ENGINE

Item	Specification
Model	GCIC QSB7 CM2880 B117
Туре	4-cycle turbocharged, charger air cooled diesel engine
Cooling method	Water cooling
Number of cylinders and arrangement	6 cylinders, in-line
Firing order	1-5-3-6-2-4
Combustion chamber type	Direct injection type
Cylinder bore × stroke	107 × 124 mm (4.2" × 4.9")
Piston displacement	6700 cc (409 cu in)
Compression ratio	17.2:1
Rated gross horse power (SAE J1995)	167 Hp at 1900 rpm (125kW at 1900 rpm)
Maximum torque	67kgf · m at 1500 rpm
Engine oil quantity	24 l (6.3 U.S. gal)
Dry weight	556 kg (1225 lb)
High idling speed	1950+50 rpm
Low idling speed	900 ± 100 rpm
Rated fuel consumption	151.4 g/Hp ⋅ hr at 1900 rpm
Starting motor	Remy (24V-7.5 kW)
Alternator	Delco Remy 24V-90A
Battery	2 × 12V × 120 Ah

2) MAIN PUMP

Item	Specification
Туре	Variable displacement tandem axis piston pumps
Capacity	2 × 117 cc/rev
Maximum pressure	350 kgf/cm² (4980 psi) [380 kgf/cm² (5400 psi)]
Rated oil flow	2 × 222 ½ /min (58.7 U.S. gpm/ 48.8 U.K. gpm)
Rated speed	1900 rpm

[]: Power boost

3) GEAR PUMP

Item	Specification
Туре	Fixed displacement gear pump single stage
Capacity	15 cc/rev
Maximum pressure	40 kgf/cm² (570 psi)
Rated oil flow	28.5 ½ /min (7.45 U.S. gpm / 6.27 U.K. gpm)

4) MAIN CONTROL VALVE

Item	Specification				
Туре	9 spools				
Operating method	Hydraulic pilot system				
Main relief valve pressure	350 kgf/cm² (4980 psi) [380 kgf/cm² (5400 psi)]				
Overload relief valve pressure	400 kgf/cm² (5690 psi)				

^{[]:} Power boost

5) SWING MOTOR

Item	Specification				
Туре	Axial piston motor				
Capacity	142.8 cc/rev				
Relief pressure	265 kgf/cm² (3770 psi)				
Braking system	Automatic, spring applied hydraulic released				
Braking torque	1083kgf ⋅ m (7838 lbf ⋅ ft)				
Brake release pressure	21.3~35.7 kgf/cm² (303~508 psi)				
Reduction gear type	2 - stage planetary				

6) TRAVEL MOTOR

Item	Specification
Туре	Axial piston motor
Relief pressure	350 kgf/cm² (4980 psi)
Capacity (max / min)	171.2/108.5 cc/rev
Reduction gear type	Planetary differential
Braking system	Automatic, spring applied hydraulic released
Brake release pressure	15.2 kgf/cm² (216 psi)
Braking torque	2878 kgf · m (20829lbf · ft)

7) REMOTE CONTROL VALVE

Item		Specification
Туре		Pressure reducing type
0 "	Minimum	6.5 kgf/cm² (92 psi)
Operating pressure	Maximum	25 kgf/cm² (356 psi)
0: 1	Lever	61 mm (2.4")
Single operation stroke	Pedal	123 mm (4.8")

8) CYLINDER

	Item	Specification			
Deem edinder	Bore dia \times Rod dia \times Stroke	ø 120 × ø 85 × 1290 mm			
Boom cylinder	Cushion	Extend only			
A was as disade a	Bore dia \times Rod dia \times Stroke	Ø 140 × Ø 100 × 1510 mm			
Arm cylinder	Cushion	Extend and retract			
Dualest ordinder	Bore dia \times Rod dia \times Stroke	ø 120 × ø 80 × 1055 mm			
Bucket cylinder	Cushion	Extend only			

^{*} Discoloration of cylinder rod can occur when the friction reduction additive of lubrication oil spreads on the rod surface.

9) SHOE

Item		Width	Ground pressure	Link quantity	Overall width	
R225LVS	Standard	600 mm (24")	0.48 kgf/cm² (6.83 psi)	49	2990 mm (9' 10")	
	Option	700 mm (28")	0.42 kgf/cm² (5.97 psi)	49	3090 mm (10' 2")	

10) BUCKET

Item		Capacity			Width		
		SAE heaped	CECE heaped	quantity	Without side cutter	With side cutter	
R225LVS	Standard	1.05m³(1.37yd³)	0.93m³(1.22yd³)	5	1160mm(45.7")	1280mm(50.4")	
H225LV5	Option	1.20m³(1.57yd³)	1.0m ³ (1.31yd ³)	5	1348mm(53.1")	1448mm(57.0")	

^{*} Discoloration does not cause any harmful effect on the cylinder performance.

9. RECOMMENDED OILS

Use only oils listed below. Do not mix different brand oil. Please use HYUNDAI genuine oil and grease.

		Consoit	Ambient temperature °C(°F)							°C(°F)		
Service point	Kind of fluid	Capacity ℓ (U.S. gal)	-50	-30	-20) -·	10	0		10	20	30	40
		* (O.O. ga.)	(-58)	(-22)	(-4)	(14)	(32	2)	(50)	(68)	(86)	(104)
					SAE 5W-40								
								\Box			SAE 3	20	
Engine	F	0.4 (0.0)								_	JAL (
oil pan	Engine oil	24 (6.3)				SAE	10W	/					
							<u></u>	SA	E 10	W-30			
									SAE	= 15W	<i>'</i> -40		
Swing drive		6.2 (1.6)											
	Cooreil								SAE	80W	'-90		
	Gear oil	4.5×2							CVI	= 85W	/ 1/0		
Final drive		4.5×2 (1.2×2)							SAL	2 03 00	7-140	T	
						ISO V	'G 15						
	Hydraulic oil	ydraulic oil System; 275 (73)				100 V							
Hydraulic tank							ISC) VG	32				
Trydradiic tarik									ISO \	/G 46			
										ISO	VG 68		
										100	100		
				AS	TM D9	75 NO).1						
Fuel tank	Diesel fuel	400 (106)											
									AS	STM [0975 NO	D.2	
Fitting	Grassa	An required				NLC	GI NC).1					
(grease nipple)	Grease	As required							NL	.GI NO).2		
Radiator (reservoir tank)	Mixture of	ze oft 35 (9.2)			F#	nvlene	alvec	ol bas	e ner	mane	nt type ((50 : 50)	
	antifreeze and soft water*1					Tylorio	gryot	Ji bas	о рог	mario	in type (00.00)	

SAE : Society of Automotive Engineers
API : American Petroleum Institute

ISO: International Organization for Standardization

NLGI: National Lubricating Grease Institute **ASTM**: American Society of Testing and Material

SECTION 2 STRUCTURE AND FUNCTION

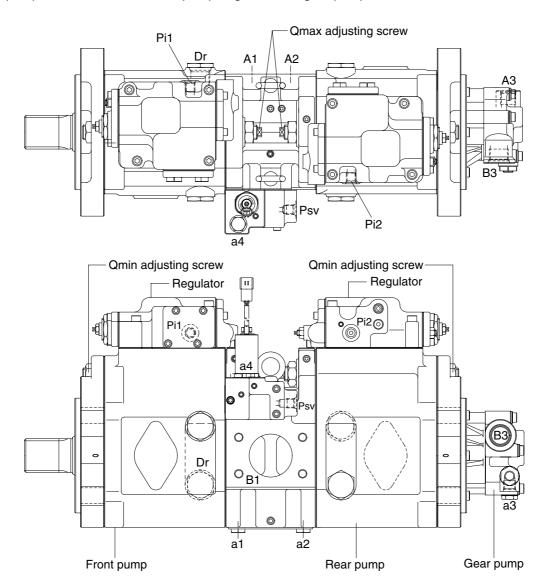
Group	1 Pump Device ·····	2-1
Group	2 Main Control Valve	2-20
Group	3 Swing Device	2-54
Group	4 Travel Device ·····	2-65
Group	5 RCV Lever ·····	2-79
Group	6 RCV Pedal ·····	2-86

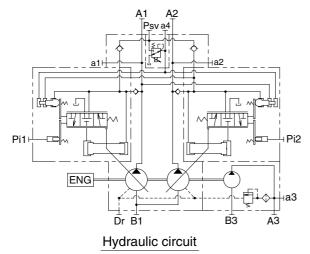
SECTION 2 STRUCTURE AND FUNCTION

GROUP 1 PUMP DEVICE

1. STRUCTURE

The pump device consists of main pump, regulator and gear pump.

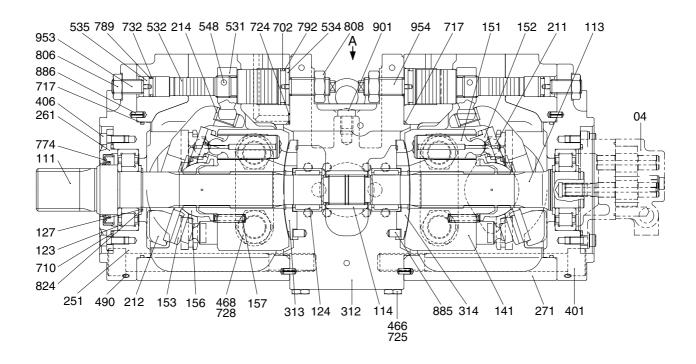




Port	Port name	Port size
A1,2	Delivery port	SAE6000psi 3/4"
B1	Suction port	SAE2500psi 2 1/2"
Dr	Drain port	PF 3/4 - 20
Pi1,i2	Pilot port	PF 1/4 - 15
Psv	Servo assist port	PF 1/4 - 15
a1,2,4	Gauge port	PF 1/4 - 15
аЗ	Gauge port	PF 1/4-14
A3	Gear pump delivery port	PF 1/2 - 19
В3	Gear pump suction port	PF 3/4 - 20.5

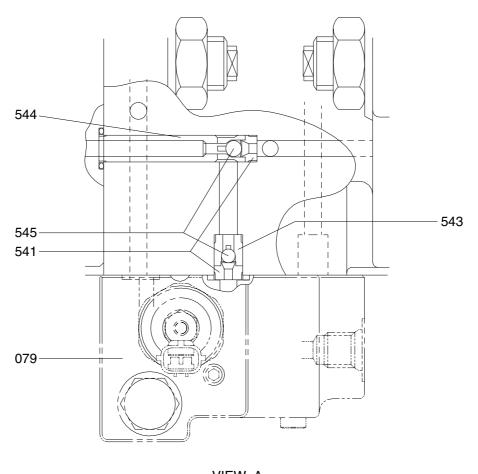
1) MAIN PUMP (1/2)

The main pump consists of two piston pumps (front & rear) and valve block.



04	Gear pump	261	Seal cover (F)	717	O-ring
111	Drive shaft (F)	271	Pump casing	724	O-ring
113	Drive shaft (R)	312	Valve block	725	O-ring
114	Spline coupling	313	Valve plate (R)	728	O-ring
123	Roller bearing	314	Valve plate (L)	732	O-ring
124	Needle bearing	401	Hexagon socket bolt	774	Oil seal
127	Bearing spacer	406	Hexagon socket bolt	789	Back up ring
141	Cylinder block	466	VP Plug	792	Back up ring
151	Piston	468	VP Plug	806	Hexagon head nut
152	Shoe	490	Plug	808	Hexagon head nut
153	Set plate	531	Tilting pin	824	Snap ring
156	Bushing	532	Servo piston	885	Pin
157	Cylinder spring	534	Stopper (L)	886	Spring pin
211	Shoe plate	535	Stopper (S)	901	Eye bolt
212	Swash plate	548	Pin	953	Set screw
214	Bushing	702	O-ring	954	Set screw
251	Support	710	O-ring		

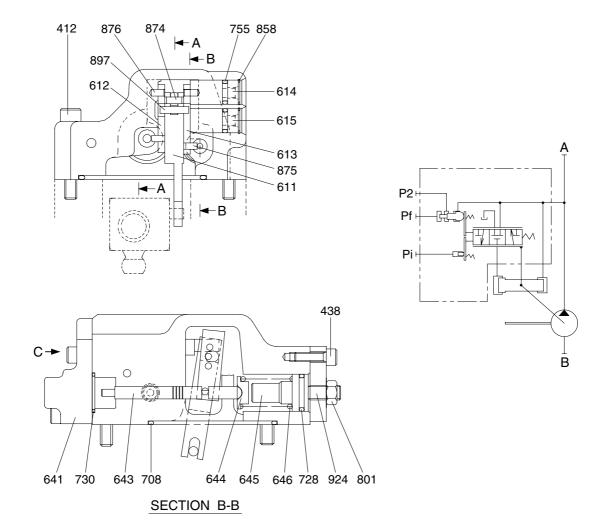
MAIN PUMP (2/2)

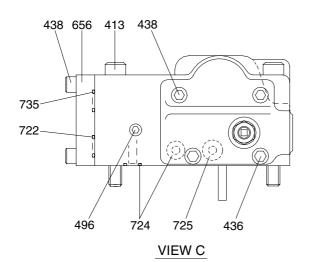


VIEW A

079	Proportional reducing valve	543	Stopper 1	545	Steel ball
541	Seat	544	Stopper 2		

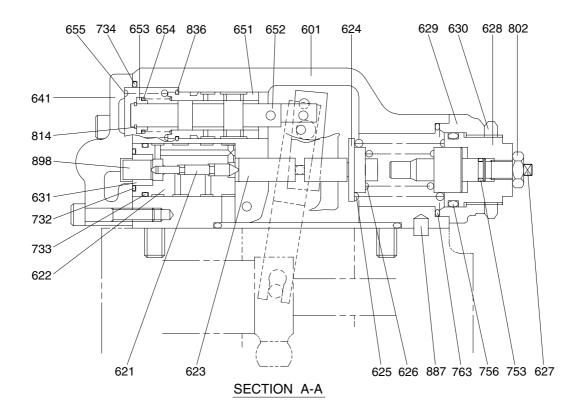
2) REGULATOR (1/2)





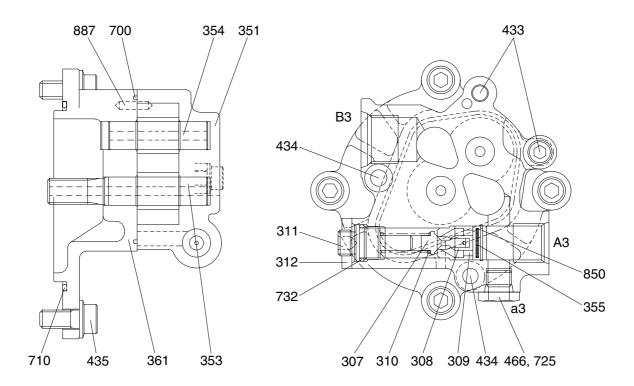
Port	Port name	Port size
А	Delivery port	3/4"
В	Suction port	2 1/2"
Pi	Pilot port	PF 1/4-15
Pf	Power shift port	-
P2	Companion delivery port	-

REGULATOR (2/2)



412	Hexagon socket screw	630	Lock nut	733	O-ring
413	Hexagon socket screw	631	Sleeve, pf	734	O-ring
436	Hexagon socket screw	641	Pilot cover	735	O-ring
438	Hexagon socket screw	643	Pilot piston	753	O-ring
496	Plug	644	Spring seat (Q)	755	O-ring
601	Casing	645	Adjust stem (Q)	756	O-ring
611	Feed back lever	646	Pilot spring	763	O-ring
612	Lever (1)	651	Sleeve	801	Nut
613	Lever (2)	652	Spool	802	Nut
614	Fulcrum plug	653	Spring seat	814	Snap ring
615	Adjust plug	654	Return spring	836	Snap ring
621	Compensator piston	655	Set spring	858	Snap ring
622	Piston case	656	Block cover	874	Pin
623	Compensator rod	708	O-ring	875	Pin
624	Spring seat (C)	722	O-ring	876	Pin
625	Outer spring	724	O-ring	887	Pin
626	Inner spring	725	O-ring	897	Pin
627	Adjust stem (C)	728	O-ring	898	Pin
628	Adjust screw (C)	730	O-ring	924	Set screw
629	Cover (C)	732	O-ring		

3) GEAR PUMP



307	Poppet	353	Drive gear	466	Plug
308	Seat	354	Driven gear	700	Ring
309	Spring seat	355	Filter	710	O-ring
310	Spring	361	Front case	725	O-ring
311	Screw	433	Flange socket	732	O-ring
312	Nut	434	Flange socket	850	Snap ring
351	Gear case	435	Flange socket	887	Pin

2. FUNCTION

1) MAIN PUMP

The pumps may classified roughly into the rotary group performing a rotary motion and working as the major part of the whole pump function: the swash plate group that varies the delivery rates: and the valve cover group that changes over oil suction and discharge.

(1) Rotary group

The rotary group consists of drive shaft (F) (111), cylinder block (141), piston shoes (151,152), set plate (153), spherical bushing (156) and cylinder spring (157). The drive shaft is supported by bearing (123,124) at its both ends.

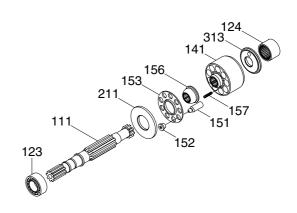
The shoe is caulked to the piston to from a spherical coupling. It has a pocket to relieve thrust force generated by loading pressure and the take hydraulic balance so that it slides lightly over the shoe plate (211). The sub group composed by a piston and a shoe is pressed against the shoe plate by the action of the cylinder spring via a retainer and a spherical bush. Similarly, the cylinder block is pressed against valve plate (313) by the action of the cylinder spring.

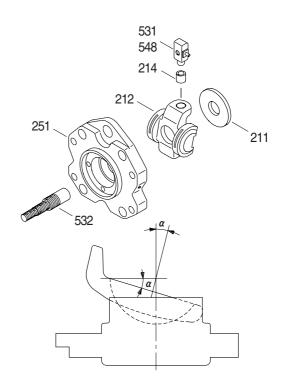
(2) Swash plate group

The swash plate group consists of swash plate (212), shoe plate (211), swash plate support (251), tilting bush (214), tilting pin (531) and servo piston (532).

The swash plate is a cylindrical part formed on the opposite side of the sliding surface of the shoe and is supported by the swash support.

If the servo piston moves to the right and left as hydraulic force controlled by the regulator is admitted to hydraulic chamber located on both sides of the servo piston, the swash plate slides over the swash plate support via the spherical part of the tilting pin to change the tilting angle (α)





(3) Valve block group

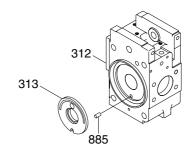
The valve block group consists of valve block (312), valve plate (313) and valve plate pin(885).

The valve plate having two melon-shaped ports is fixed to the valve block and feeds and collects oil to and from the cylinder block.

The oil changed over by the valve plate is connected to an external pipeline by way of the valve block.

Now, if the drive shaft is driven by a prime mover (electric motor, engine, etc), it rotates the cylinder block via a spline linkage at the same time. If the swash plate is tilted as in Fig (previous page) the pistons arranged in the cylinder block make a reciprocating motion with respect to the cylinder block, while they revolve with the cylinder block.

If you pay attention to a single piston, it performs a motion away from the valve plate (oil sucking process) within 180 degrees, and makes a motion towards the valve plate (or oil discharging process) in the rest of 180 degrees. When the swash plate has a tilting angle of zero, the piston makes no stroke and discharges no oil.



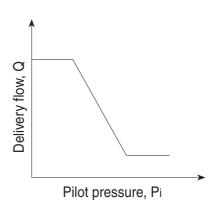
2) REGULATOR

Regulator consists of the negative flow control, total horse power control and power shift control function.

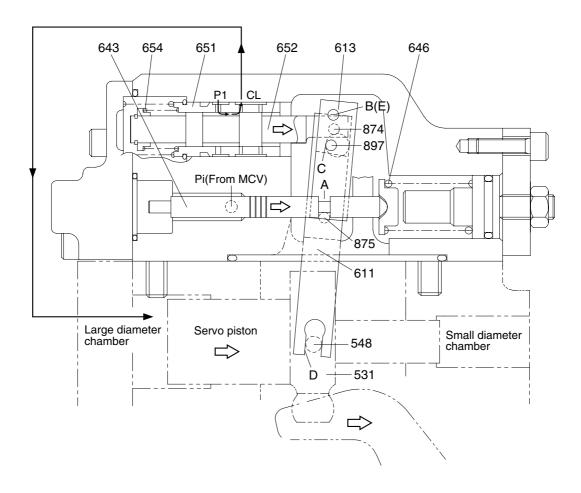
(1) Negative flow control

By changing the pilot pressure Pi, the pump tilting angle (delivery flow) is regulated arbitrarily, as shown in the figure.

This regulator is of the negative flow control in which the delivery flow Q decreases as the pilot pressure Pi rises. With this mechanism, when the pilot pressure corresponding to the flow required for the work is commanded, the pump discharges the required flow only, and so it does not consume the power uselessly.



① Flow reducing function



As the pilot pressure Pi rises, the pilot piston (643) moves to the right to a position where the force of the pilot spring (646) balances with the hydraulic force.

The groove (A) in the pilot piston is fitted with the pin (875) that is fixed to lever 2 (613). Therefore, when the pilot piston moves, lever 2 rotates around the fulcrum of point B [fixed by the fulcrum plug (614) and pin (875)]. Since the large hole section (C) of lever 2 contains a protruding pin (897) fixed to the feedback lever (611), the pin (897) moves to the right as lever 2 rotates. Since the opposing-flat section (D) of the feedback lever is fitted with the pin (548) fixed by the tilting pin (531) that swings the swash plate, the feedback lever rotates around the fulcrum of point D, as the pin (897) moves.

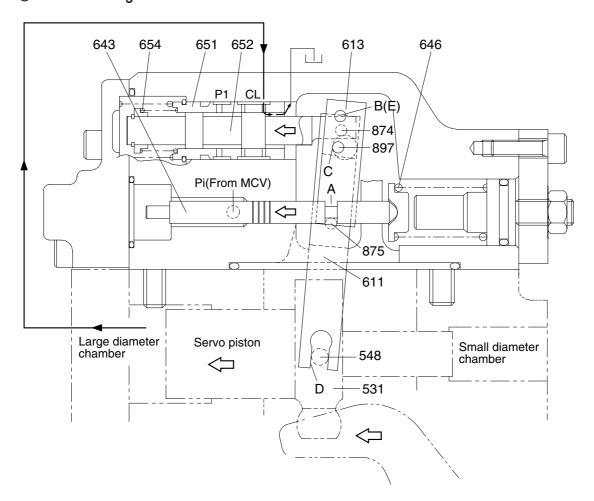
Since the feedback lever is connected with the spool (652) via the pin (874), the spool moves to the right.

The movement of the spool causes the delivery pressure P1 to connect to port CL through the spool and to be admitted to the large diameter section of the servo piston. The delivery pressure P1 that is constantly admitted to the small diameter section of the servo piston moves the servo piston to the right due to the area difference, resulting in decrease of the tilting angle.

When the servo piston moves to the right, point D also moves to the right. The spool is fitted with the return spring (654) and is tensioned to the left at all times, and so the pin (897) is pressed against the large hole section (C) of lever 2.

Therefore, as point D moves, the feedback lever rotates around the fulcrum of point C, and the spool is shifted to the left. This causes the opening between the sleeve (651) and spool (652) to close slowly, and the servo piston comes to a complete stop when it closes completely.

② Flow increasing function



As the pilot pressure Pi decreases, the pilot piston (643) moves to the left by the action of the pilot spring (646) and causes lever 2 (613) to rotate around the fulcrum of point B. Since the pin (897) is pressed against the large hole section (C) of lever 2 by the action of the return spring (654) via the spool (652), pin (874), and feedback lever (611), the feedback lever rotates around the fulcrum of point D as lever 2 rotates, and shifts the spool to the left. Port CL opens a way to the tank port as the spool moves. This deprives the large diameter section of the servo piston of pressure, and shifts the servo piston to the left by the discharge pressure P1 in the small diameter section, resulting in an increase in the flow rate.

As the servo piston moves, point D also moves to the left, the feedback lever rotates around the fulcrum of point C, and the spool moves to the right till the opening between the spool and sleeve is closed.

3 Adjustment of flow control characteristic

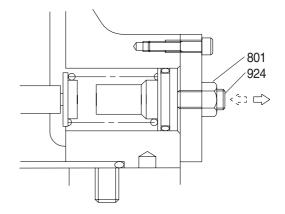
The flow control characteristic can be adjusted with the adjusting screw.

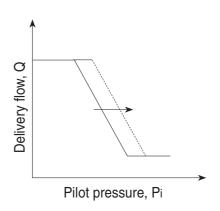
Adjust it by loosening the hexagon nut (801) and by tightening (or loosening) the hexagonal socket head screw (924).

Tightening the screw shifts the control chart to the right as shown in the figure.

* Adjusting value

	Adjustment of flow control characteristic				
Speed	Tightening amount of adjusting screw(924)	Flow control starting pressure change amount	Flow change amount		
(min ⁻¹)	(Turn)	(kgf/cm²)	(l /min)		
1900	+1/4	+1.5	+14.8		





(2) Total horsepower control

The regulator decreases the pump tilting angle (delivery flow) automatically to limit the input torque within a certain value with a rise in the delivery pressure P1 of the self pump and the delivery pressure P2 of the companion pump.

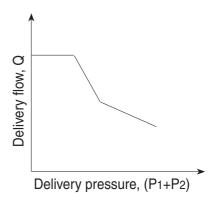
(The input horsepower is constant when the speed is constant.)

Since the regulator is of the simultaneous total horsepower type that operates by the sum of load pressures of the two pumps in the tandem double-pump system, the prime mover is automatically prevented from being overloaded, irrespective of the load condition of the two pumps, when horsepower control is under way.

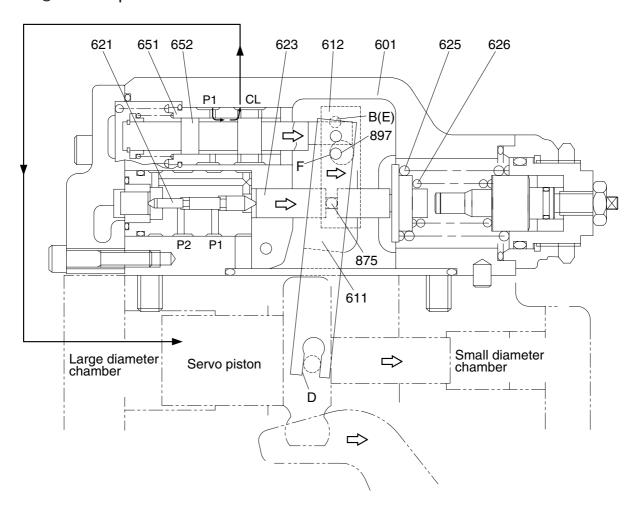
Since this regulator is of the simultaneous total horsepower type, it controls the tilting angles (displacement volumes) of the two pumps to the same value as represented by the following equation:

$$Tin = P1 \times q/2 \pi + P2 \times q/2 \pi$$
$$= (P1+P2) \times q/2 \pi$$

The horsepower control function is the same as the flow control function and is summarized in the following. (For detailed behaviors of respective parts, refer to the section of flow control).



① Overload preventive function

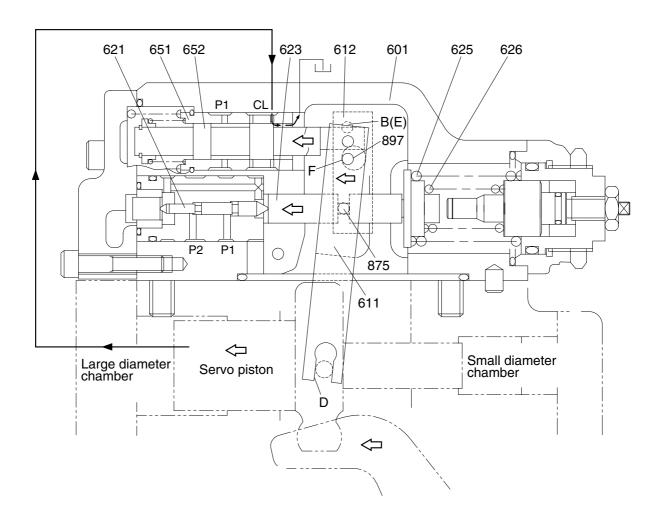


When the self pump delivery pressure P1 or the companion pump delivery pressure P2 rises, it acts on the stepped part of the compensating piston (621). It presses the compensating rod (623) to the right till the force of the outer spring (625) and inner spring (626) balances with the hydraulic force. The movement of the compensating rod is transmitted to lever 1 (612) via pin (875).

Lever 1 rotates around the pin (875) (E) fixed to the casing (601).

Since the large hole section (F) of lever 1 contains a protruding pin (897) fixed to the feedback lever (611), the feedback lever rotates around the fulcrum of point D as lever 1 rotates, and then the spool (652) is shifted to the right. As the spool moves, the delivery pressure P1 is admitted to the large diameter section of the servo piston via port CL, causes the servo piston move to the right, reduces the pump delivery, flow rate, and prevents the prime mover from being overloaded. The movement of the servo piston is transmitted to the feedback lever via point D. Then the feedback lever rotates around the fulcrum of point F and the spool is shifted to the left. The spool moves till the opening between the spool (652) and sleeve (651) is closed.

② Flow reset function



As the self pump delivery pressure P1 or the companion pump delivery pressure P2 decreases, the compensating rod (623) is pushed back by the action of the springs (625 & 626) to rotate lever 1 (612) around point E. Rotating of lever 1 causes the feedback lever (611) to rotate around the fulcrum of point D and then the spool (652) to move to the left. As a result, port CL opens a way to the tank port.

This causes the servo piston to move to the left and the pump's delivery rate to increase.

The movement of the servo piston is transmitted to the spool by the action of the feedback mechanism to move it till the opening between the spool and sleeve is closed.

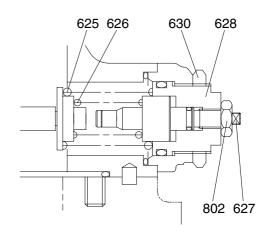
3 Low tilting angle (low flow) command preferential function

As mentioned above, flow control and horsepower control tilting angle commands are transmitted to the feedback lever and spool via the large-hole sections (C & F) of levers 1 and 2. However, since sections C and F have the pins (\emptyset 4) protruding from the large hole (\emptyset 8), only the lever lessening the tilting angle contacts the pin (897); the hole (\emptyset 8) in the lever of a larger tilting angle command is freed without contacting the pin (897). Such a mechanical selection method permits preference of the lower tilting angle command of the flow control and horsepower control.

4 Adjustment of input horsepower

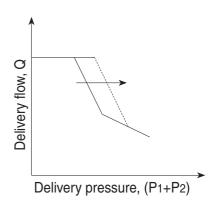
a. Adjustment of outer spring

Adjust it by loosening the hexagon nut (630) and by tightening (or loosening) the adjusting screw C (628). Tightening the screw shifts the control chart to the right and increases the input horsepower as shown in the figure. Since turning the adjusting screw C by N turns changes the setting of the inner spring (626), return the adjusting stem C (627) by $N \times A$ turns at first.(A=1.78)



* Adjusting value

	Adjustment of input horsepower				
Speed	Tightening amount of adjusting screw(628)	unt of control torque starting change			
(min ⁻¹)	(Turn)	(kgf/cm ²)	(kgf · m)		
1900	+1/4	+16.5	+4.0		



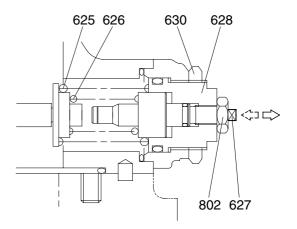
b. Adjustment of inner spring

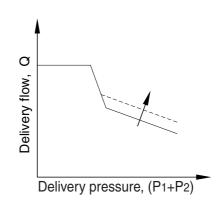
Adjust it by loosening the hexagon nut (802) and by tightening (or loosening) the adjusting stem C (627).

Tightening the screw increases the flow and then the input horsepower as shown in the figure.

* Adjusting valve

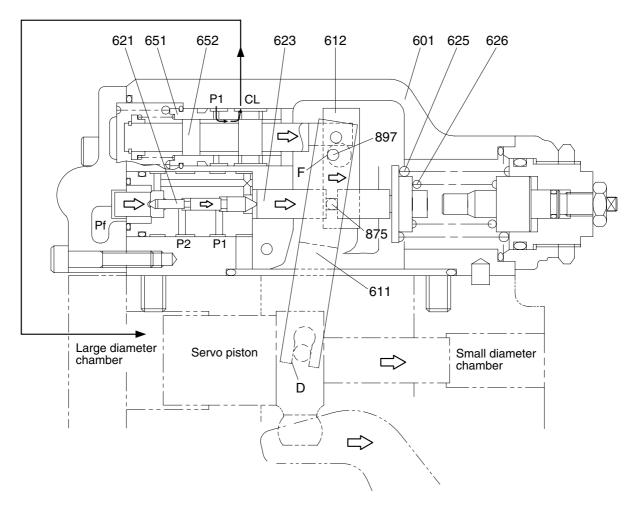
	Adjustment of input horsepower				
Speed	Tightening amount of adjusting stem (C) (627)	Flow change amount	Input torque change amount		
(min ⁻¹)	(Turn)	(l /min)	(kgf·m)		
1900	+1/4	+11.3	+4.7		





(3) Variable horsepower control

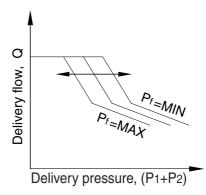
Variable horsepower control can be obtained by supplying pilot pressure.



The set horsepower valve is shifted by varying the command current level of the proportional pressure reducing valve attached to the pump.

Only one proportional pressure reducing valve is provided.

However, the secondary pressure Pf (power shift pressure) is admitted to the horsepower control section of each pump regulator through the pump's internal path to shift it to the same set horsepower level.



This function permits arbitrary setting of the pump output power, thereby providing the optimum power level according to the operating condition.

The power shift pressure Pf controls the set horsepower of the pump to a desired level, as shown in the figure.

As the power shift pressure Pf rises, the compensating rod (623) moves to the right via the pin (898) and compensating piston (621).

This decreases the pump tilting angle and then the set horsepower in the same way as explained in the overload preventive function of the horsepower control. On the contrary, the set horsepower rises as the power shift pressure Pf falls.

(4) Adjustment of maximum and minimum flows

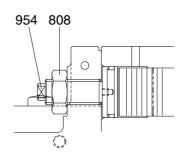
The regulator can adjust the maximum and minimum flows with the adjusting screws.

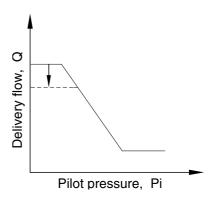
① Adjustment of maximum flow

Adjust it by loosening the hexagon nut (808) and by tightening (or loosening) the set screw (954).

The maximum flow only is adjusted without changing other control characteristics.

0	Adjustment of max flow					
Speed	Tightening amount of adjusting screw (954)	Flow change amount				
(min -1)	(Turn)	(l /min)				
1900	+1/4	-5.5				



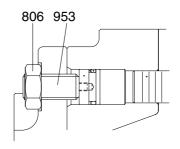


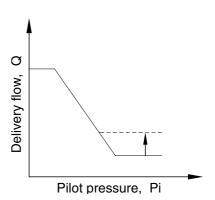
2 Adjustment of minimum flow

Adjust it by loosening the hexagon nut (806) and by tightening (or loosening) the hexagonal socket head set screw (953). Similarly to the adjustment of the maximum flow, other characteristics are not changed.

However, remember that, if tightened too much, the required horsepower during the maximum delivery pressure (or during relieving) may increase.

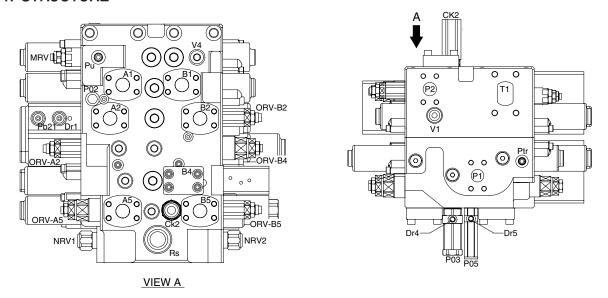
0	Adjustment of min flow					
Speed	Tightening amount of adjusting screw (953)	Flow change amount				
(min -1)	(Turn)	(l /min)				
1900	+1/4	+4.4				

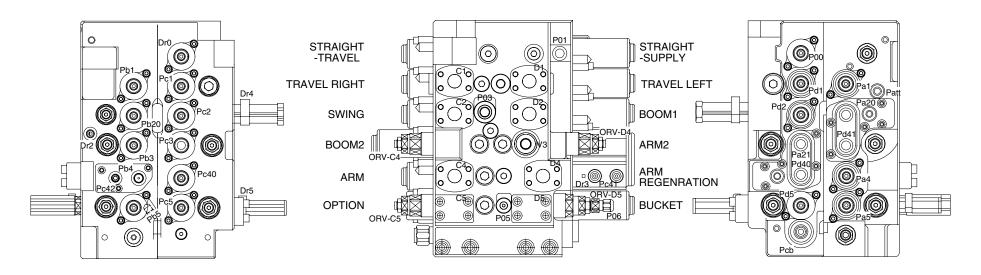


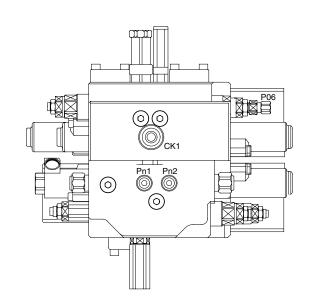


GROUP 2 MAIN CONTROL VALVE

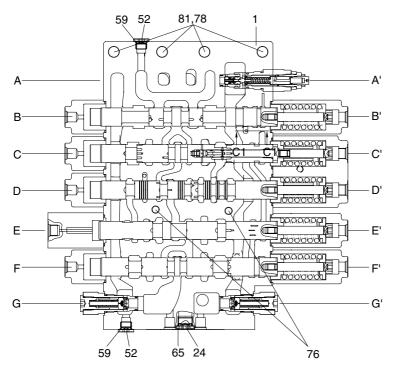
1. STRUCTURE

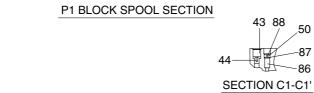


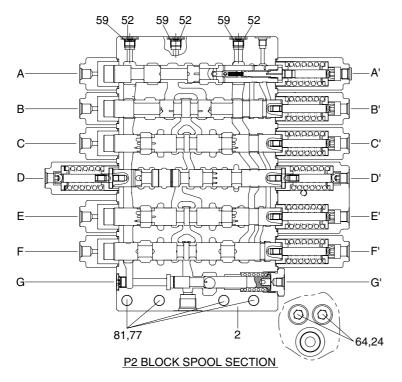




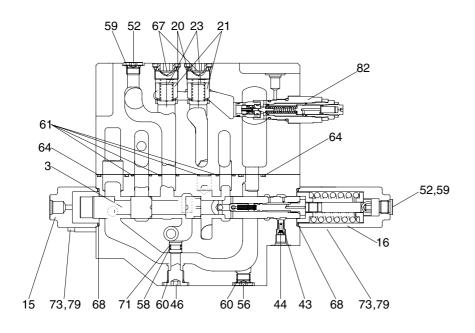
Mark	Port name	Port size	Tightening torque
Rs V3	Make up for swing motor Carry-over P port	PF1	20~25 kgf · m (145~180 lbf · ft)
Patt Pb21 Pcb P01 P02 P03 P04 P05 P06 Pc41 Pc42 Ptr Pu Dr1 Dr2 Dr3	Auto idle signal-attachment Lock valve pilot port (boom) Bucket in confluence pilot port Pilot signal port Pilot signal port Swing logic pilot port Bucket parallel orifice pilot port Option B confluence pilot port Option B 2 stage relief valve pilot port Lock valve pilot port (arm) Arm in regen-cut signal selector port Auto idle signal-travel Power boost Drain port Drain port	PF1/4	3.5~3.9 kgf · m (25.3~28.2 lbf · ft)
Ck1 Ck2	Bucket confluence Bucket confluence	PF3/4	$17 \sim 19 \text{ kgf} \cdot \text{m}$ (123 ~ 137.4 lbf \cdot ft)
Pa1 Pb1 Pc1 Pd1 Pa20 Pa21 Pb20 Pc2 Pb3 Pc3 Pa4 Pb40 Pd40 Pd41 Pa5 Pb5 Pc5 Pd5 Pd5 V1 V4	Travel pilot port-LH (FW) Travel pilot port-LH (BW) Travel pilot port-RH (BW) Travel pilot port-RH (FW) Boom up pilot port Boom up confluence pilot port Boom down pilot port Swing pilot port (LH) Swing pilot port (RH) Arm in confluence pilot port Swing priority pilot port Option A pilot port (breaker) Arm in regeneration cut port Arm out pilot port Arm out pilot port Bucket in pilot port Bucket out pilot port Option B pilot port Option B pilot port Option B pilot port Negative control signal port (A2 port side) Negative control signal port (A1 port side) Carry-over port	PF3/8	7~8 kgf · m (50.6~57.8 lbf · ft)
A1 B1 C1 D1 A2 B2 C2 D2 B4 C4 D4 A5 B5 C5 D5 P1 P2	Travel motor port-LH (FW) Travel motor port-LH (BW) Travel motor port-RH (BW) Travel motor port-RH (FW) Boom up port Boom down port Swing motor port (LH) Swing motor port (RH) Option A port (breaker) Arm in port Arm out port Bucket in port Bucket out port Option B port Option B port Pump port (A2 side) Pump port (A1 side)	SAE 5000 psi 1"	7.5~9.2 kgf · m (54.2~66.5 lbf · ft)
Dr4 Dr5	Drain port Drain port	PF1/8	1.5~1.9 kgf ⋅ m (10.8~13.7 lbf ⋅ ft)
T1	Return port	SAE 3000 psi 2" (M12)	6.4~8.6 kgf · m (46.2~62.2 lbf · ft)



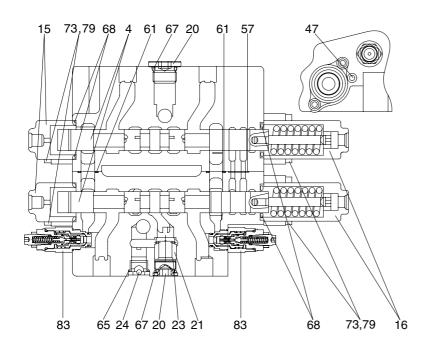




- 1 Housing (P1)
- 2 Housing (P2)
- 24 Plug
 - 43 Orifice-signal
 - 44 Coin type filter
 - 50 O-ring
 - 52 Plug
 - 59 O-ring
 - 64 O-ring
 - 65 O-ring
 - 76 Socket bolt
 - 77 Hex socket head bolt
 - 78 Hex socket head bolt
 - 81 Spring washer
 - 86 Poppet
 - 87 Spring check
 - 88 Plug

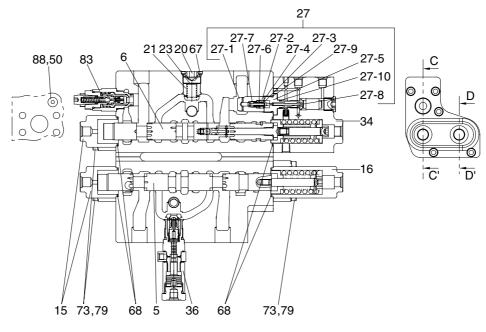


A-A' (STRAIGHT-TRAVEL & SUPPLY)

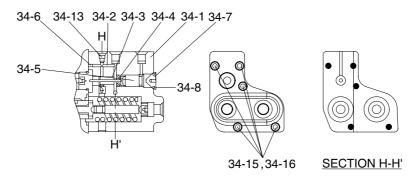


B-B' (TRAVEL RIGHT & LEFT)

- 3 Spool-straight
- 4 Spool-travel
- 15 Cover-pilot A
- 16 Cover-pilot B1
- 20 Plug
- 21 Poppet 1-check valve
- 23 Spring 1-check valve
- 24 Plug
- 43 Orifice-signal
- 44 Coin type filter
- 46 Plug
- 47 Plug
- 52 Plug
- 56 Plug
- 57 O-ring
- 58 O-ring
- 59 O-ring
- 60 O-ring
- 61 O-ring
- 64 O-ring
- 65 O-ring
- 67 O-ring
- 68 O-ring 71 Back-u
- 71 Back-up ring73 Hex socket head bolt
- 79 Washer
- 82 Main relief valve
- 83 Main relief valve

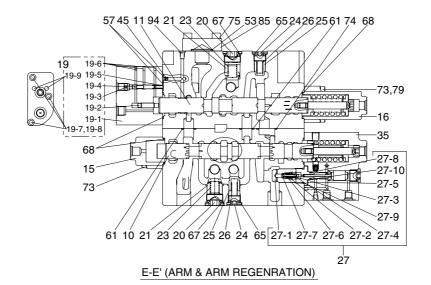


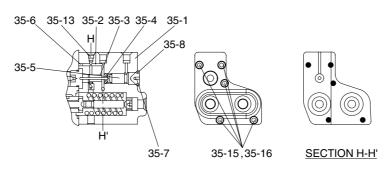
C-C' (SWING & BOOM1)



34 DETAIL (HOLDING ASSY)

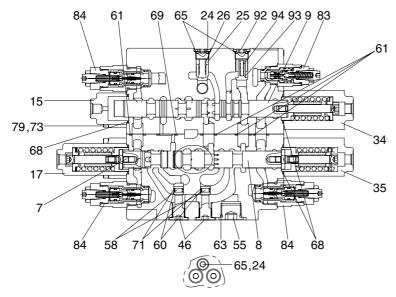
5	Spool-swing	27-7	Restrictor-lock valve	34-14	Plua
6	Spool-boom		O-ring		Socket bolt
15	Cover-pilot A	27-9	O-ring	_	Spring washer
16	Cover-pilot B1		Back up ring	36	Logic valve
	•		. •		•
20	Plug	34	Holding kit-A1	50	O-ring
21	Poppet 1-check valve	34-1	Block-H/D P1	56	O-ring
23	Spring 1-check valve	34-2	Piston 1-holding	66	O-ring
27	Holding kit-B	34-3	Guide piston-holding	67	O-ring
27-1	Poppet	34-4	Spring 1-lock valve	68	O-ring
27-2	Spring	34-5	Piston 2-holding	70	Back-up ring
27-3	Poppet guide	34-6	Plug	73	Hex socket head bolt
27-4	Pilot poppet	34-7	Plug	79	Washer
27-5	Poppet seat	34-8	Plug	83	Overload relief valve
27-6	C-ring	34-13	Plug	88	Plug



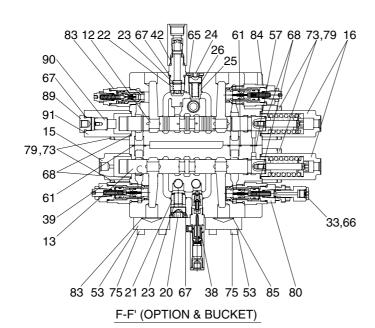


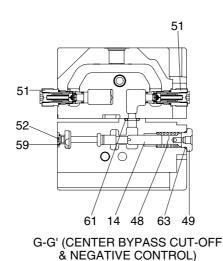
35 DETAIL (HOLDING ASSY)

10	Spool-arm	27	Poppet-lock valve	35-13	Plug
11	Spool-arm regeneration	27-1	Poppet	35-15	Socket bolt
15	Cover-pilot A	27-2	Spring	35-16	Spring washer
16	Cover-pilot B1	27-3	Poppet guide	45	Orifice-plug
19	Arm-regeneration	27-4	Pilot poppet	53	Flange
19-1	Block-regeneration	27-5	Poppet seat	56	O-ring
19-2	Piston-cut off	27-6	C-ring	57	O-ring
19-3	Stopper-regeneration	27-7	Restrictor-lock valve	61	O-ring
19-4	Spool-regeneration	27-8	O-ring	65	O-ring
19-5	Spring-regeneration	27-9	O-ring	66	O-ring
19-6	Plug	27-10	Back up ring	67	O-ring
19-7	Socket bolt	35	Holding kit-A2	68	O-ring
19-8	Spring wahser	35-1	Block-H/D P2	70	Back-up ring
19-9	Pin-regeneration	35-2	Piston 1-holding	73	Hex socket head bolt
20	Plug	35-3	Guide piston-holding	74	O-ring
21	Poppet 1-check valve	35-4	Spring 1-lock valve	75	Socket bolt
23	Spring 1-check valve	35-5	Piston 2-holding	79	Washer
24	Plug	35-6	Plug	85	O-ring
25	Poppet 2-check valve	35-7	Plug		
26	Spring 2-check valve	35-8	Plug		



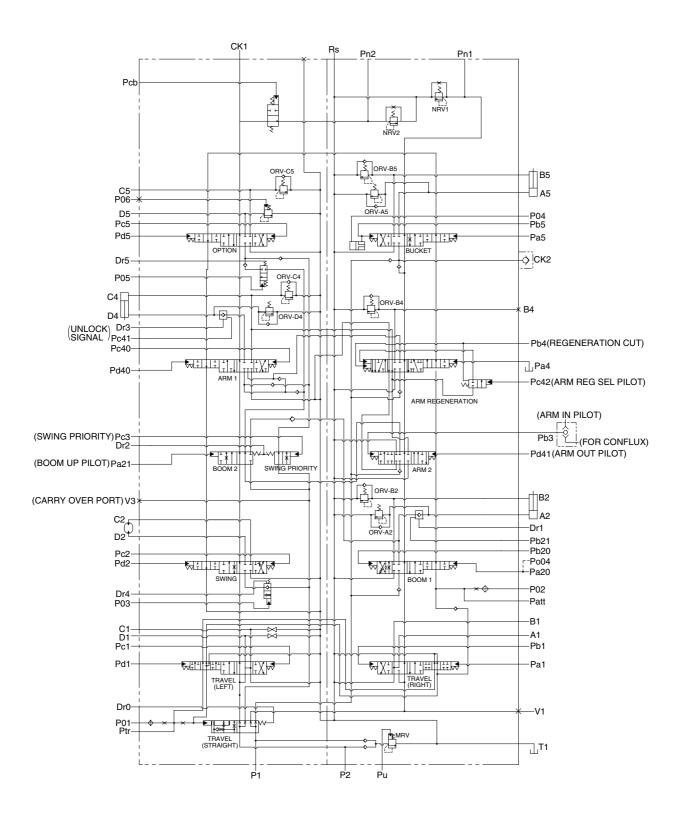
D-D' (SWING PRIORITY-BOOM2 & ARM2)





- 7 Spool-swing priority
- 8 Spool-boom 2
- 9 Spool-arm 2
- 12 Spool-bucket
- 13 Spool-option
- 14 BC spool
- 15 Cover-pilot A
- 16 Cover-pilot B1
- 17 Cover-pilot B2
- 20 Plug
- 21 Poppet 1-check valve
- 22 Poppet L/C-bucket
- 23 Spring 1-check valve
- 24 Plug
- 25 Poppet 2-check valve
- 26 Spring 2-check valve
- 34 Holding kit
- 35 Holding kit
- 38 Load check valve assy
- 39 Overload relief valve
- 42 Check valve
- 46 Plug
- 48 Spring-BC spool
- 49 Plug-BC spool
- 51 Negative control valve
- 52 Plug
- 53 Flange
- 55 Plug
- 57 O-ring
- 58 O-ring
- 59 O-ring
- 60 O-ring
- 61 O-ring
- 63 O-ring
- 65 O-ring
- 67 O-ring
- 68 O-ring
- 69 O-ring
- 71 Back-up ring
- 73 Hex socket head bolt
- 75 Socket bolt
- 79 Washer
- 80 Overload relief valve
- 83 Overload relief valve
- 84 Overload relief valve
- 85 O-ring
- 89 Plug
- 90 Piston
- 91 Pilot cover C1
- 92 Plug
- 93 Poppet
- 94 Spring

2. HYDRAULIC CIRCUIT



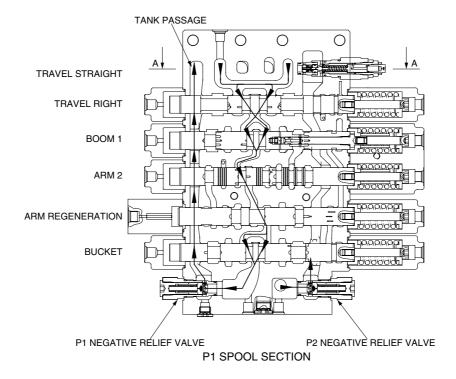
3. FUNCTION

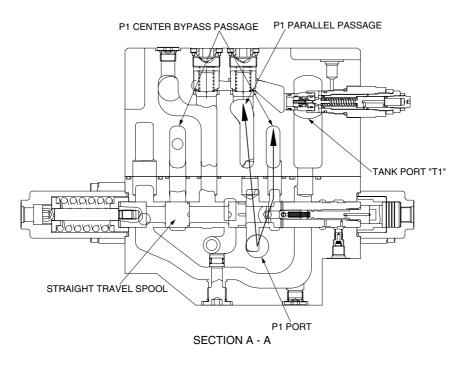
1) CONTROL IN NEUTRAL

(1) P1 SIDE

The hydraulic fluid from pump flows into the main control valve through the inlet port "P1", pass the land of the travel straight spool, into the P1 bypass passage and P1parallel passage.

When the straight travel spool is in neutral position, the bypass passage is not shut off. Then the hydraulic fluid from the pump P1 is directed to the tank through the bypass passage of spools: travel right, boom 1, arm 2, arm regeneration & option A and bucket, the negative relief valve of P1, tank passage, and the tank port "T1"

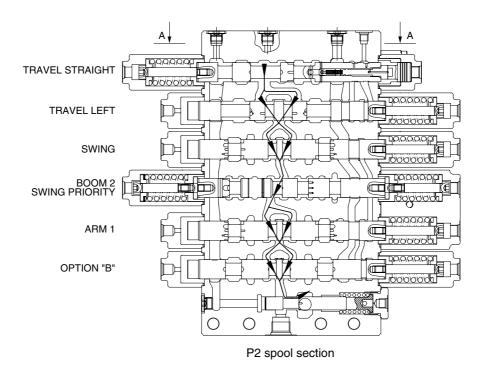


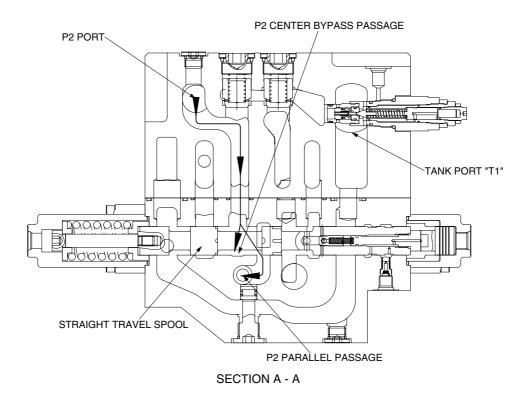


(2) P2 SIDE

The hydraulic fluid from pump flows into the main control valve through the inlet port "P2", pass the land of the straight travel spool, into the P2 bypass passage and P2 parallel passage.

When the straight travel spool is in neutral position, the bypass passage is not shut off. Then the hydraulic fluid from the pump P2 is directed to the tank through the bypass passage of spools: travel left, swing, boom 2 & swing priority, arm 1, option "B" and option "C" of bypass passage summation, and the negative relief valve of P2, the tank passage and the tank port "T1".



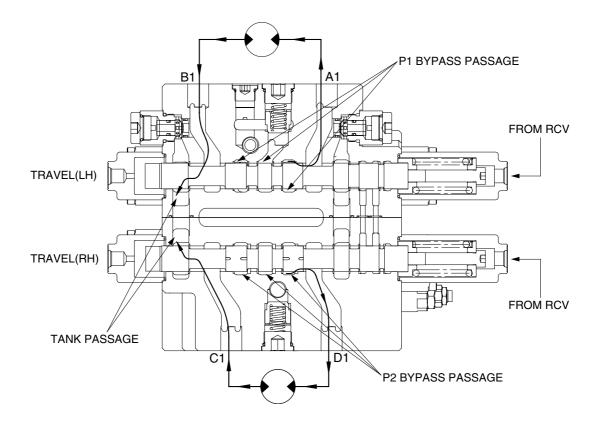


2) TRAVEL OPERATION

(1) TRAVEL FORWARD OPERATION

During the travel forward operation, the pilot pressure of RCV is supplied to the port of the spring side, and it shifts travel right and left spools in the left direction against springs. Hydraulic fluid from the pump flows into the bypass passage of travel spool through the land of the straight travel spool.

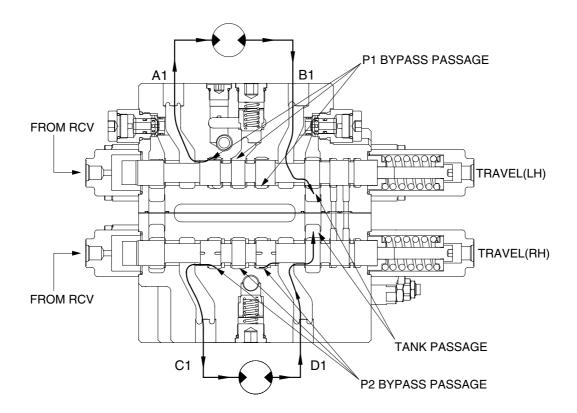
Then the bypass passage is shut off by the movement of the spool, they are directed to the each travel motor through port B1 and D1. At the same time, the hydraulic fluid from the each travel motor through port A1 and C1 returns to the tank passage through the travel spools.



(2) TRAVEL REVERSE OPERATION

During the travel reverse operation, the pilot pressure of RCV is supplied to the port of the spring opposite side, and it shifts travel right and left spools in the right direction against springs. Hydraulic fluid from the pump flows into the bypass passage of travel spool through the land of the straight travel spool.

Then the bypass passage is shut off by the movement of the spool, they are directed to the each travel motor through port A1 and C1. At the same time, the hydraulic fluid from the each travel motor through port B1 and D1 returns to the tank passage through the travel spools.



(3) TRAVEL STRAIGHT FUNCTION

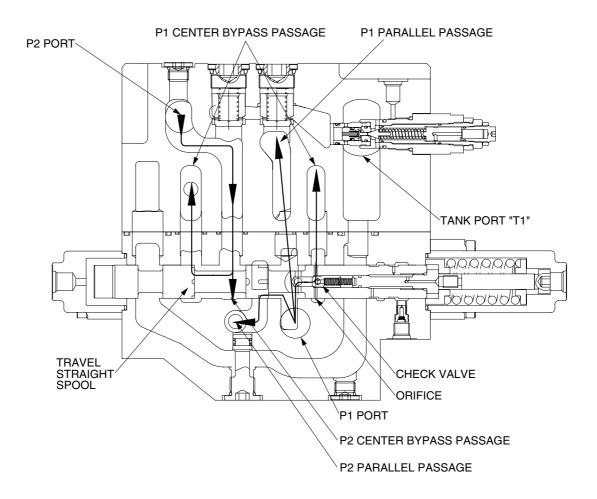
Straight travel valve is the valve for keeping traveling straight when boom, arm, bucket or swing is operated at the time of traveling. Therefore the oil from the P1 and P2 pump flows into the control valve through the each passage in neutral condition.

When the both travels and any of attachment is switched, the pilot pressure is applied the port of spring chamber and the travel straight spool is shifted.

When the straight travel spool is switched, the oil pressure from P1 is led to the each attachment switching section through the P1 and P2 parallel passage. Also some of oil id combined with bypass of P1 side by opening of check valve of spool inside through the orifice of the straight travel spool.

On the other hand, the oil from P2 is supplied to the both travel section through P1 and P2 bypass passage.

Therefore, when attachment is switched at the time of both travels, since the oil of P2 mainly flows to both travels, and the oil of P1 mainly flows to attachments, it can keep traveling straight.



3) BOOM OPERATION

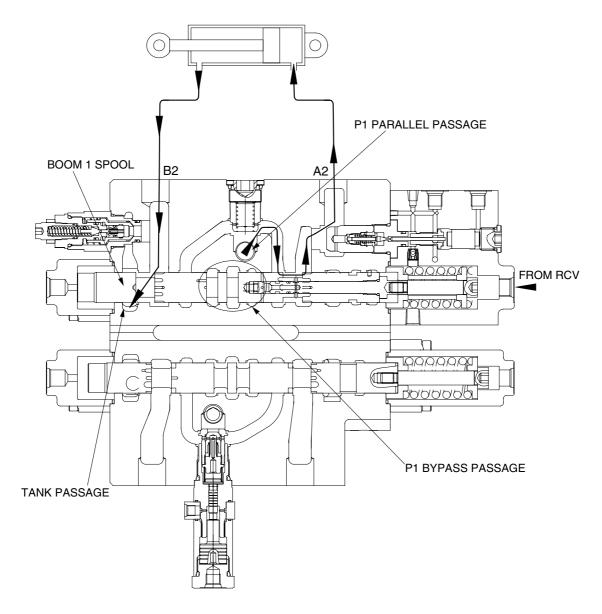
(1) BOOM UP OPERATION

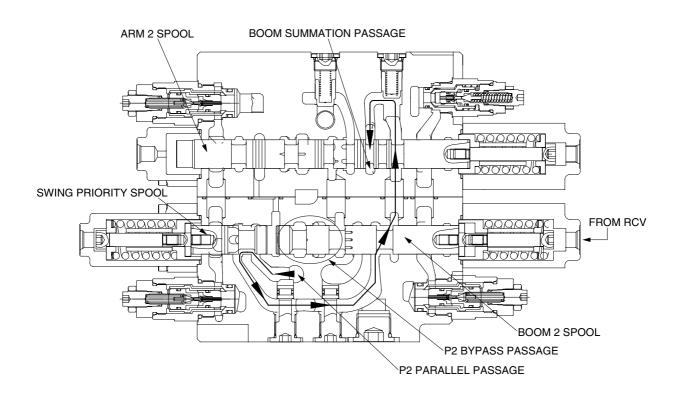
During boom up operation, the pilot secondary pressure from RCV is supplied to the port of the spring side and shifts the boom 1 spool in the left direction. The bypass passage is shut off by the movement of the spool and the hydraulic oil fluid from pump P1 is entered P1 parallel passage and then passes through the load check valve, bridge passage and boom holding valve then flows into the port A2.

Following this it flows into the head side of the boom cylinder.

(In this case, the boom holding valve is free flow condition)

At the same time, the pilot pressure from RCV is supplied to the port of the spring side of boom 2 and shifts the boom 2 spool. The bypass passage is shut off by the movement of the spool and the hydraulic oil fluid from pump P2 entered boom summation passage via the P2 parallel passage, the land of the swing priority spool, notch of the boom 2 spool, arm 2 spool and the check. The flows combine in passage and are directed to port A2 and head side of boom cylinder. At the same time, the flow from rod side of the boom cylinder return to the boom 1 spool through the port B2. There after it is directed to the hydraulic oil tank through the tank passage.





(2) BOOM DOWN OPERATION

During the boom lowing operation, the pilot pressure from RCV is supplied to the port of the spring opposite side and shifts the boom 1 spool in the right direction.

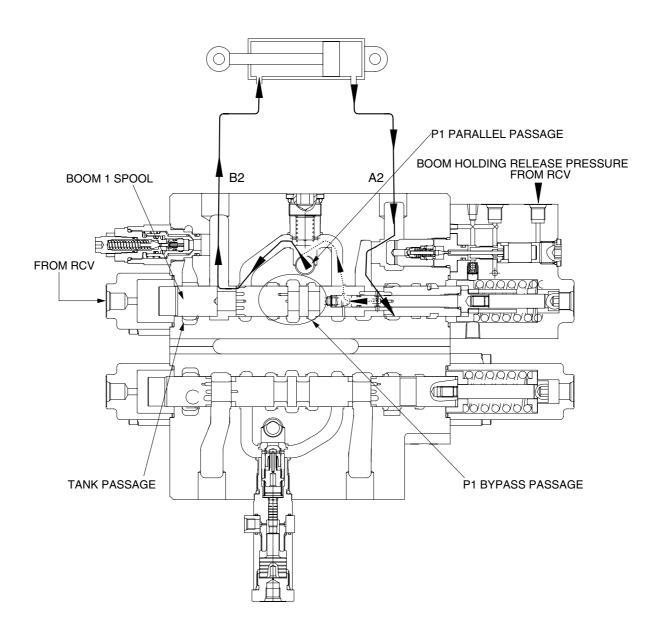
The bypass passage is shut off by the movement of the spool and the hydraulic fluid from the pump P1 enters the parallel passage and is directed to the port B2 through the load check valve. Following this, it flows into the rod side of the boom cylinder.

At the same time, the return flow from the head side of the boom cylinder returns to the port A2 and boom holding valve. And it is directed to the hydraulic oil tank through opened tank passage by movement of the boom 1 spool.

Meanwhile some of return flow is directed to P1 parallel passage through the internal passage of the boom 1 spool. (boom regeneration)

In this case, the holding valve is open condition, for details of the boom holding valve, see page following page.

During the boom lowering operation, the fluid from P2 pump is not summation.

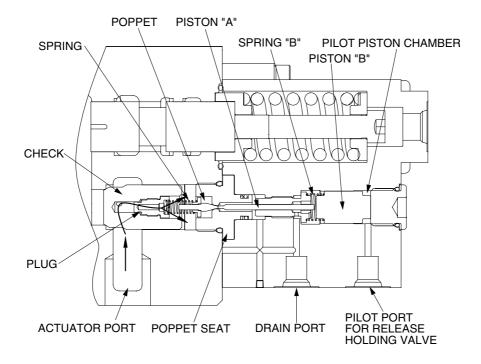


4) HOLDING VALVE OPERATION

(1) HOLDING OPERATION

At neutral condition, the pilot piston chamber is connected to drain port through the pilot port. And the piston "B" is supported with spring "B".

Also, the pressured fluid from actuator entered to inside of the holding valve through the periphery hole of check, crevice of the check and the plug and the periphery hole of plug. Then, this pressured oil pushed the poppet to the poppet seat and the check to the seat of body. So the hydraulic fluid from actuator is not escaped and the actuator is not moved.

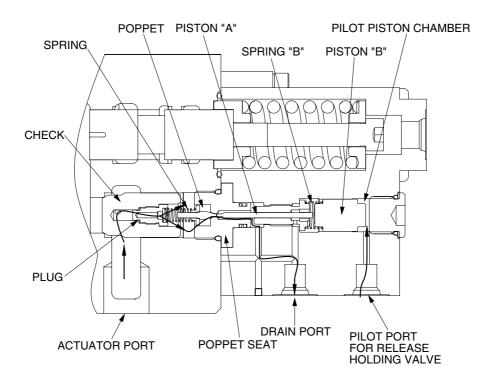


(2) RELEASE HOLDING OPERATION

The pilot pressure is supplied to the pilot port for release holding valve and shifts the piston "B" in the left direction against the spring "B", and shifts the poppet in the left direction through piston "B" and piston "A" against spring "B" and shifts the spool in the left side.

At same time, the return fluid from actuator returns to the drain port through the periphery hole of check, crevice of the check and the plug, the periphery hole of the plug, in side of holding valve, crevice of the poppet and the poppet seat, the periphery hole of the poppet seat, crevice of socket and spool and internal passage of spool.

When the poppet is opened, pressure of inside of holding valve is decreased and the return fluid from actuator returns to the tank passage through the notch of spool.



5) BUCKET OPERATION

(1) BUCKET IN OPERATION

① Bucket operation only

During the bucket in operation, the pilot secondary pressure from RCV is supplied to port of the spring side and shifts the bucket spool in the left direction.

The bypass passage is shut off by the movement of the spool and the hydraulic fluid from pump P1 entered P1 parallel passage and is directed to the port A5 through the check2.

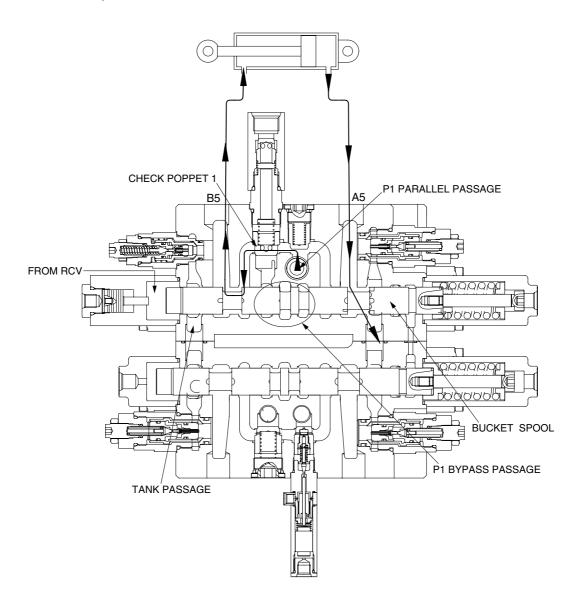
At the same time, the hydraulic fluid from P1 bypass passage is directed to the port A5 through the check1.

Following this it flows into the head side of the bucket cylinder.

The return flow from the rod side of the bucket cylinder returns to the bucket spool through the port B5. Thereafter it is directed to the hydraulic oil tank through the tank passage.

② Bucket operation with arm or boom operation

When combined operation, mostly same as above but the fluid from bypass passage is empty. So only the fluid from parallel passage is supplied to the bucket cylinder. Also, parallel passage is installed the orifice for supplying the fluid from pump to the boom or the arm operation prior to the bucket operation.



(2) BUCKET OUT OPERATION

① Bucket operation only

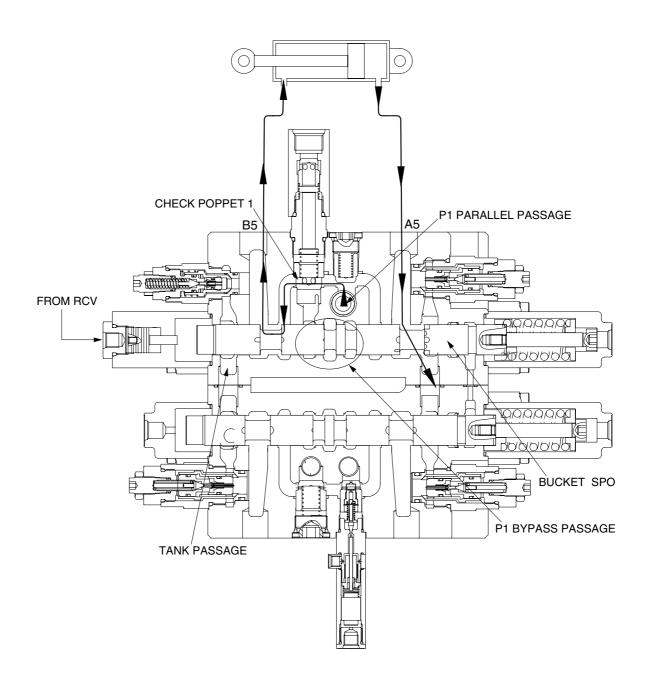
During the bucket out operation, the pilot secondary pressure from RCV is supplied to port of the spring opposite side and shifts the bucket spool in the left direction.

The bypass passage is shut off by the movement of the spool and the hydraulic fluid from pump P1 entered P1 parallel passage and is directed to the port B5 through the check1.

The return flow from the rod side of the bucket cylinder returns to the hydraulic oil tank through the tank passage and the port A5.

2 Bucket operation with arm or boom operation

When combined operation, the same as above.

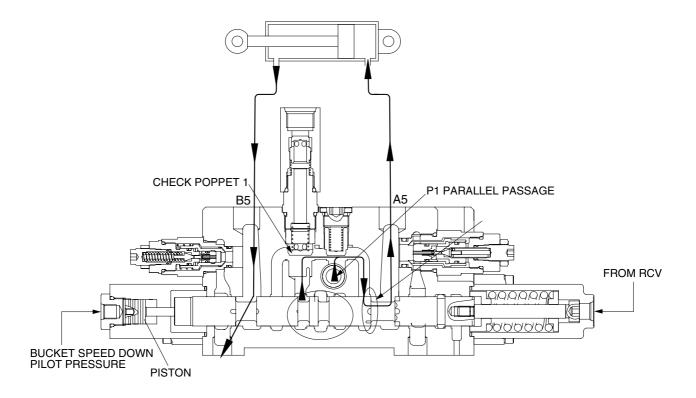


(3) BUCKET SLOW OPERATION

This function is used to speed up of the boom by reducing the bucket speed when bucket operation with boom operation simultaneously.

When the boom up operation, the boom up pilot pressure is supplied the pilot port of bucket spool stroke limit and the piston is shifted to the right and then the bucket spool stroke is limited and the open of the bucket spool is reduced.

Accordingly, the oil of the bucket spool is reduced and the boom speed up.



6) SWING OPERATION

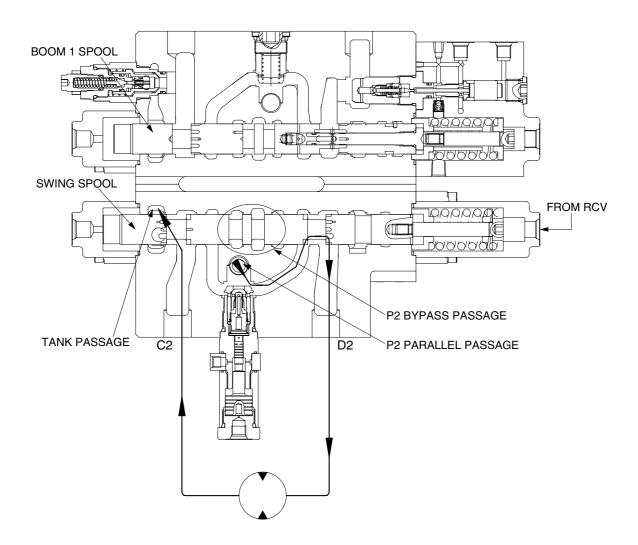
(1) SWING LEFT & RIGHT OPERATION

During the swing left operation, the pilot secondary pressure from the RCV is supplied to the port of the spring side and shift the swing spool in left direction. The bypass passage is shut off by the movement of the spool and the hydraulic fluid from pump P2 flows into swing spool through the parallel passage. Then it is directed to swing motor through the port D2.

As the result, swing motor turns and flow from the swing motor returns to the hydraulic oil tank through the port C2, swing spool and the tank passage.

In case of swing right operation, the operation is similar to swing left operation but the pilot secondary pressure from the RCV is supplied to the port of the spring opposite side.

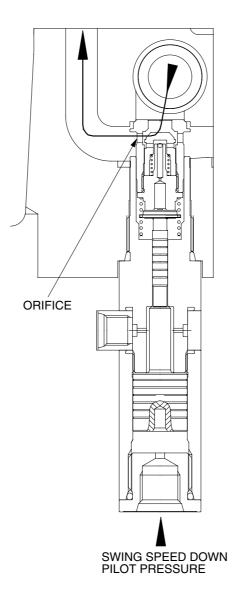
Accordingly, the hydraulic fluid from pump P2 flows into swing motor through the port C2 and returns to the hydraulic oil tank through the port D2 and the tank passage.



(2) SWING SLOW DOWN OPERATION

This operation is used to speed up the boom or arm by reducing the swing speed when swing operation with boom or arm operation.

The poppet of swing logic valve is closed by the pilot pressure of swing speed down is supplied to the port, the fluid from the port P2 is drained through orifice. Accordingly, the fluid from the port P2 is reduced and swing speed is slow down.



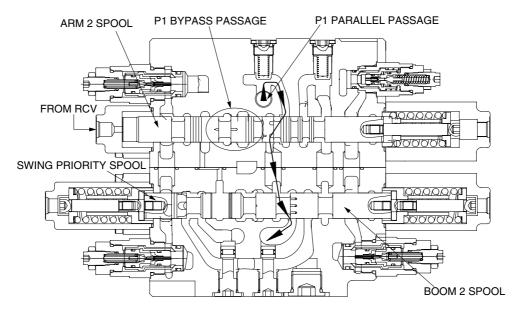
7) ARM OPERATION

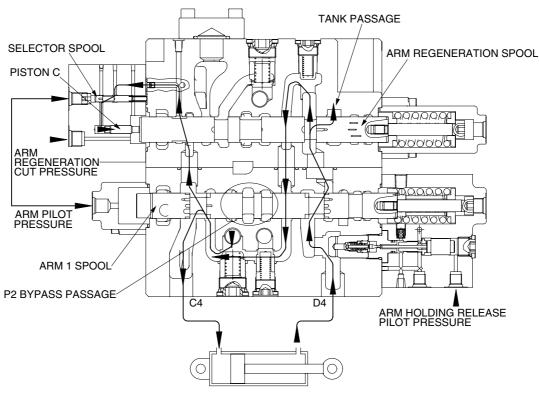
(1) ARM IN OPERATION

During arm in operation, the pilot secondary pressure from the RCV is supplied to the port of spring opposite side and shifts arm 1 spool in the right direction.

The bypass passage is shut off by the movement of the arm 1 spool and the hydraulic oil from the pump P2 flows into the arm cylinder head side through P2 parallel passage, the load check valve, bridge passage and the port C4.

At same time, the pilot secondary pressure from the RCV is supplied to the port of spring opposite side and shifts arm 2 spool in the right direction. The bypass passage is shut off by the movement of the spool and the hydraulic fluid from the pump P1 flows into the arm summation passage through parallel passage, the check valve, the arm 2 spool and the boom 2 spool. Then it entered the arm cylinder head side with hydraulic fluid from arm 1 spool.





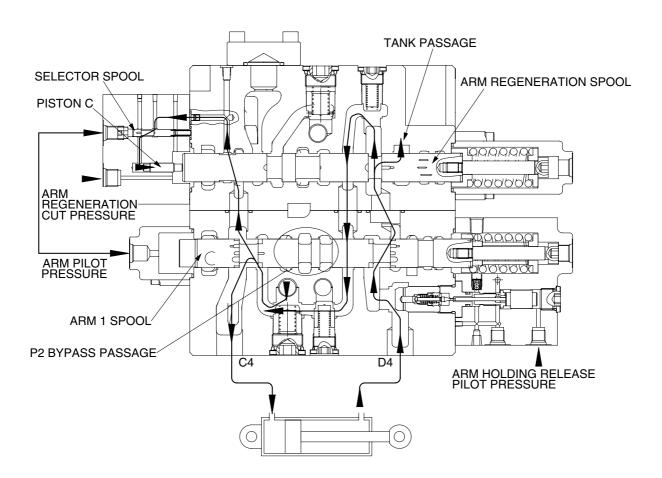
ARM REGENERATION

The return flow from the arm cylinder rod side is pressurized by self weight of arm and so, returns to port D4. The pressurized oil returning to port D4 enters the arm regeneration spool through the arm holding valve and the arm 1 spool. It is supplied the arm cylinder head through internal passage. This is called the arm regeneration function.

The amount of regeneration fluid is changed by movement of the arm regeneration spool. A few fluids after P2 parallel passage is push piston "C" through the notch of arm regeneration spool and selector spool. At this time, the selector spool is opened by pilot pressure from RCV.

Then, the arm regeneration spool shifts to right side and flow to tank pass increases and regeneration flow decreases. Therefore, pressure of arm cylinder head increases, then, arm regeneration flow decreases.

Furthermore, the arm regeneration cut pressure is supplied to the port of spring opposite side and arm regeneration spool is move into the right direction fully. The flow from the arm cylinder rod is returned to the hydraulic oil tank and regeneration function is not activated. (The return fluid is maximum condition)



(2) ARM OUT OPERATION

During arm out operation, the pilot secondary pressure from RCV is supplied to the port of spring side and shifts arm 1 spool in the left direction.

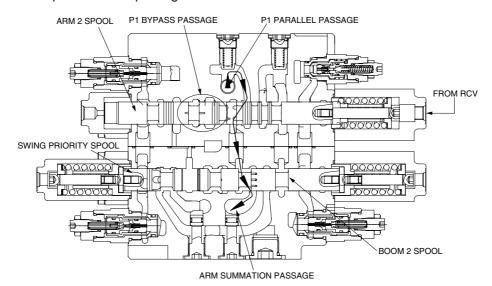
The bypass passage is shut off by the movement of the spool and the hydraulic fluid from pump P2 flows into arm 1 spool through the parallel passage. Then it enters into the arm cylinder rod side through the load check valve, bridge passage, arm holding valve and the port D4.

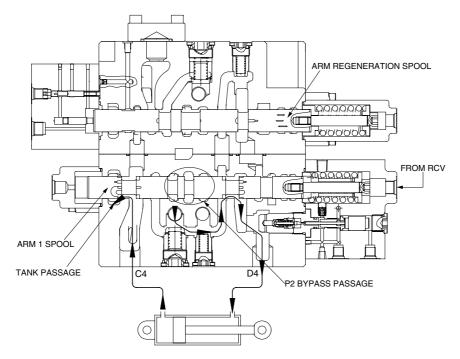
Also, the pilot secondary pressure from RCV is supplied to the port of spring side and shifts arm 2 spool in the left direction.

The bypass passage is shut off by the movement of the spool and some of the hydraulic fluid from pump P2 bypassed through bypass notch. The rest of hydraulic fluid from pump P2 flows into the arm summation passage through P1 parallel passage the check valve arm 2 spool and boom 2 spool.

Then it enters into the arm cylinder rod side with the fluid from the arm 1 spool.

The return flow from the arm cylinder head side returns to the hydraulic tank through the port C4 the arm 1 spool and tank passage.



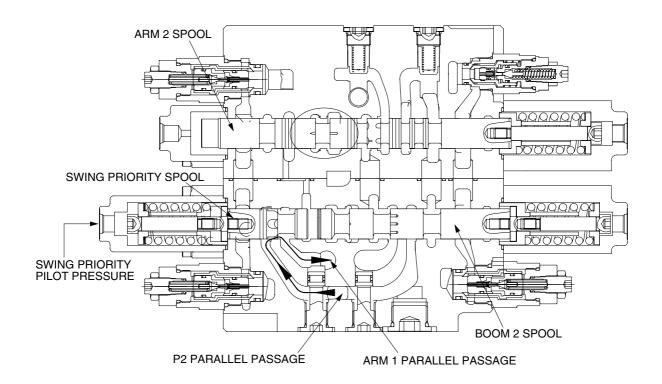


8) SWING PRIORITY FUNCTION

During swing priority operation, the pilot secondary pressure is supplied to the port of the spring side of the swing priority spool and shift swing priority spool in the right direction.

The hydraulic fluid from P2 parallel passage flows into the parallel passage of arm 1 side through swing priority spool and the passage "A" and also flows into the boom 2 spool.

When the swing priority spool is neutral condition, the passage is same as normal condition. But due to shifting of the swing priority spool, the fluid from pump P2 flows to swing side more then the boom 2, arm 1, option B and bucket summation spools to make the swing operation most preferential.



9) OPERATION OF OPTION

(1) OPERATION BY PUMP P2

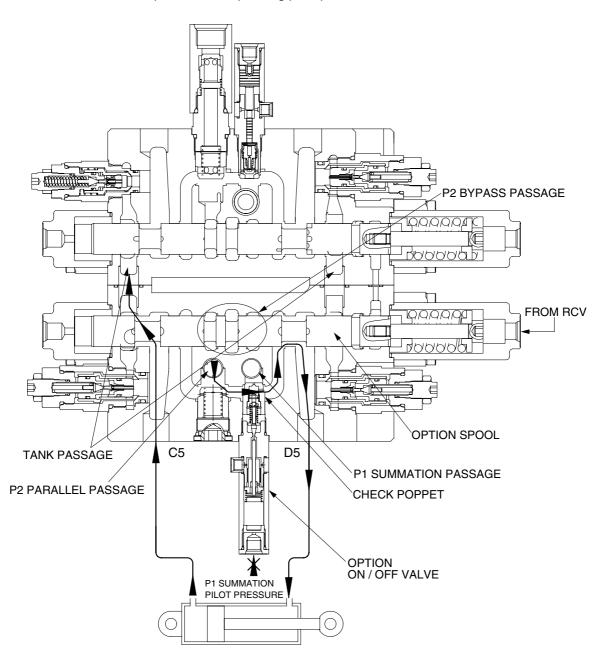
The pilot secondary pressure from RCV is supplied to the port of spring side and shifts option spool as the figure.

The bypass passage is shut off by the movement of the spool and the hydraulic fluid from pump P2 flows into actuator through the load check valve, bridge passage and port D5.

If the pilot pressure is not supplied to P1 summation pilot port and is not shifts arm 2 spool. Accordingly, the pump P1 fluid connected the parallel passage is not flowing the check poppet of option ON/OFF valve and the fluid from pump is not joined the fluid from P2.

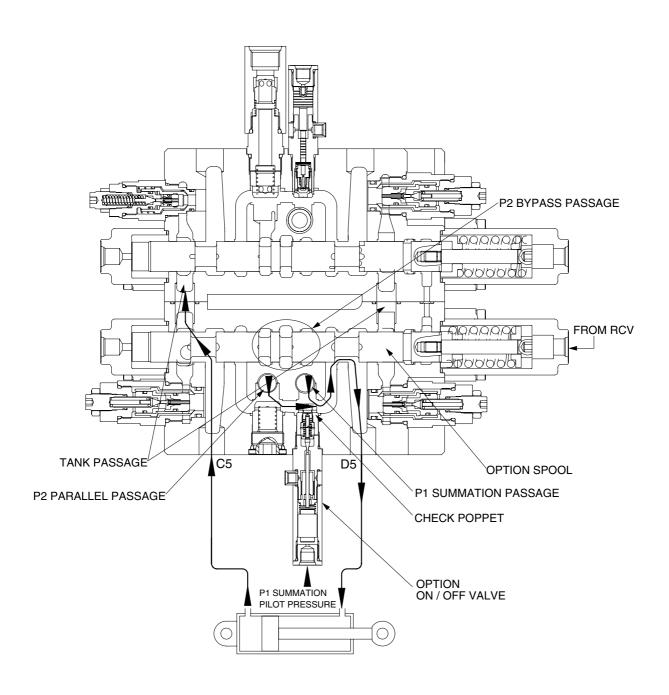
At the same time, the fluid from actuator returns to the tank passage through port C5 and notch of the option spool.

In case of reverse operation, the operating principle is same as above.



(2) SUMMATION OPERATION WITH PUMP P1

The pilot pressure from RCV is supplied to option pilot port and one of arm 2 pilot port at the same time, the fluid for the arm summation is build up. This fluid flows into the arm 1 spool priority but the arm is not operated, the fluid flows into P1 summation passage. Now the pilot pressure of RCV is supplied to the P1 summation pilot port of option ON/OFF valve, the fluid from pump P1 opens the load check valve and flows into port D5 with the fluid of pump P2.



11) NEGATIVE RELIEF VALVE OPERATION

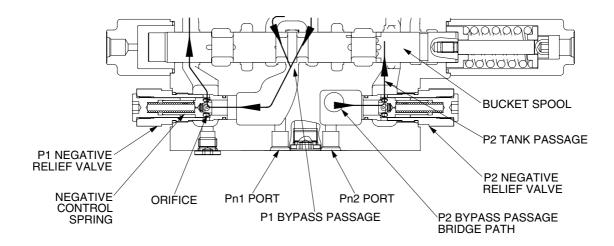
When no function is being actuated on P1 side, the hydraulic fluid from the pump P1, flows into the tank passage through the bypass passage and orifice. The restriction caused by this orifice thereby pressurizes. This pressure is transferred as the negative control signal pressure Pn1 to the pump P1 regulator.

It controls the pump regulator so as to minimize the discharge of the pump P1.

The bypass passage is shut off when the shifting of one or more spools and the flow through bypass passage became zero. The pressure of negative control signal becomes zero and the discharge of the pump P1 becomes maximum.

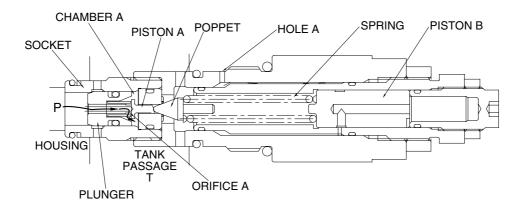
The negative control pressure reaches to the set level, the hydraulic fluid in the passage pushes open negative control valve and escapes into the return passage.

For the pump P2 the same negative control principle.

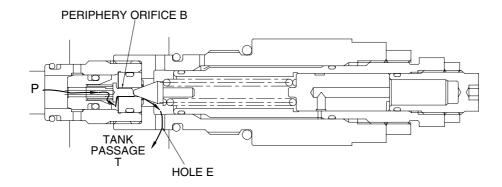


12) OPERATION OF MAIN RELIEF VALVE

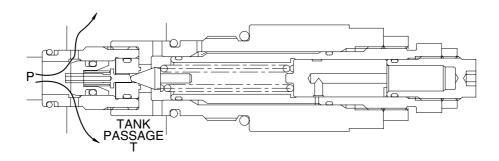
(1) The pressurized oil passes through the orifice (A) of the plunger is filled up in chamber A of the inside space, and seats the plunger against the housing securely.



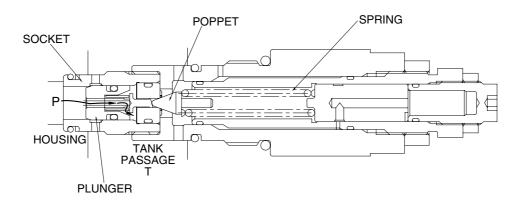
(2) When the pressure at (P) becomes equal to the set pressure of the spring the hydraulic oil passes through the piston (A) pushes open the poppet and flows to tank passage (T) through the plunger internal passage, periphery orifice A, chamber A, periphery orifice B and the hole (E).



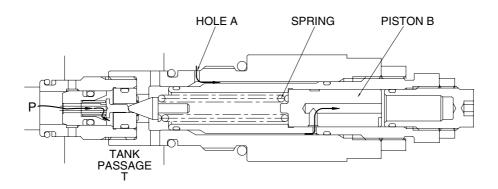
(3) Opening the poppet causes the pressure in chamber A to fall and the plunger to open. As the result the pressurized oil at port P runs into tank passage (T).



(4) The pressure at port P becomes lower than set pressure of the spring, the poppet is seated by spring force. Then the pressure at port P becomes equal to set pressure of the spring and the plunger is seated to the socket.



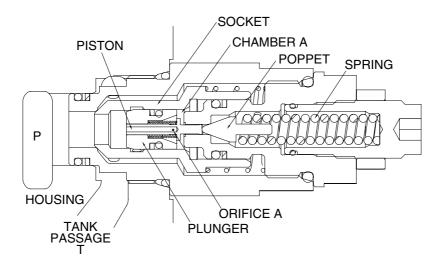
(5) When the power boost switch is ON, the pilot pressure enters through hole A.
It pushes the piston (B) in the left direction to increase the force of the spring and change the relief set pressure to the high pressure.



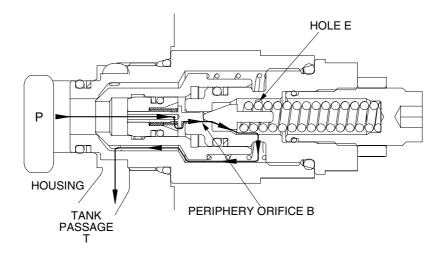
13) OPERATION OF OVERLOAD RELIEF VALVE

FUNCTION AS RELIEF VALVE

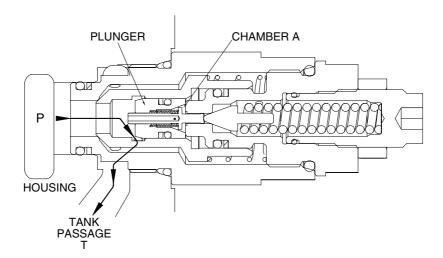
(1) The pressurized oil passes through the piston and orifice A is filled up in chamber A of the inside space and seat the plunger against the socket and the socket against the housing securely.



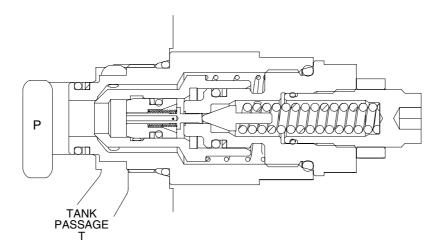
(2) When the pressure at port P becomes equal to the set pressure of the spring, the pressurized oil pushes open the poppet and flows to tank passage (T) through the plunger internal passage, orifice A, chamber A, periphery orifice B and hole E.



(3) Opening of the poppet causes the pressure in chamber A to fall and the plunger to open. As the result the pressurized oil at port P runs into tank passage (T).

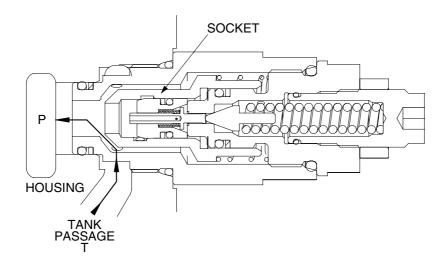


(4) The pressure at port P becomes lower than set pressure of the spring, the poppet is seated by spring force. Then the pressure at port P becomes equal to set pressure of the spring and the plunger is seated to the socket.



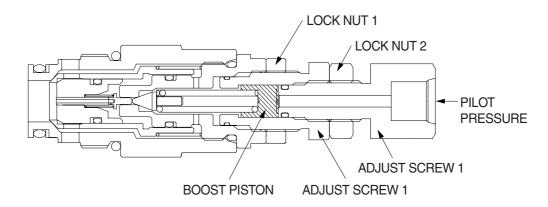
MAKE-UP FUNCTION

(5) When negative pressure exists at port P, the oil is supplied through tank passage (T). When the pressure at tank passage (T) becomes higher than that of at port P, the socket moves in the right direction. Then, sufficient oil passes around the socket from tank passage (T) to port P and fills up the space.



14) BREAKER OVERLOAD RELIEF VALVE FUNCTION

(1) The structure and function of 2 stage relief valve is similar with the overload relief but it can set the higher pressure by pilot pressure.



Boost function

(1) When the pilot pressure is supplied, the spring is a little compressure by moving of the boost piston and the set pressure is higher as length of spring compressed.

Pressure set method

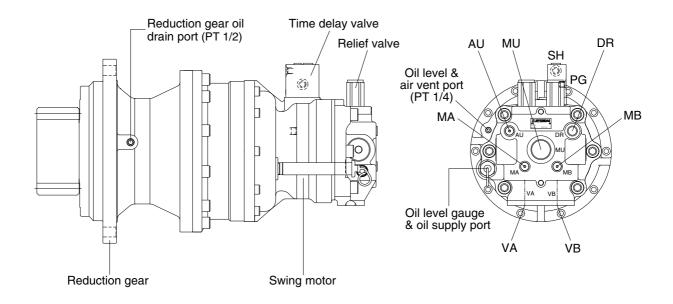
- (2) Loosen lock nut 1 and 2 and then full tighten adjust screw 2.
- (3) Set the high pressure by adjusting the adjust screw 1 and 2 and then fix it by the lock nut 1. Keep the adjust screw 1 do not move when fixing the lock nut 1.
- (4) Set the low pressure by adjusting the adjust screw 2 and then fix it by the lock nut 2. Keep the adjust screw 2 do not move when fixing the lock nut 2.

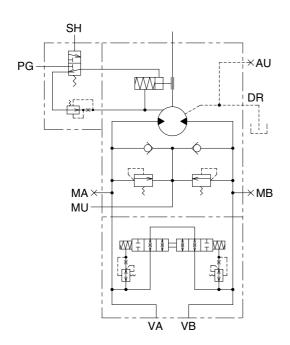
GROUP 3 SWING DEVICE

1. STRUCTURE

Swing device consists swing motor, swing reduction gear.

Swing motor include mechanical parking valve, relief valve, make up valve and time delay valve.

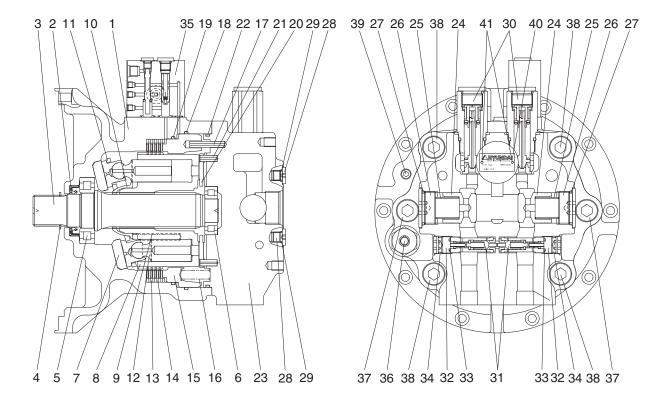




Port	Port name	Port size
VA	Main port	ø 20
VB	Main port	ø 20
DR	Drain port	PF 1/2
MU	Make up port	PF 1 1/4
PG	Brake release stand by port	PF 1/4
SH	Brake release pilot port	PF 1/4
MA, MB	Gauge port	PF 1/4
AU	Air vent port	PF 1/4

Hydraulic circuit

1) SWING MOTOR



Casing 2 Oil seal 3 Shaft 4 Snap ring 5 Roller bearing 6 Needle bearing 7 Swash plate 8 Cylinder block 9 Spring 10 Ball guide Retainer plate 11

12 Piston assy

13

14

Friction plate

Separate plate

- 19 20 21 22 23 24 25 26 27 28
- 17 Spring pin
 18 O-ring
 19 O-ring
 20 Valve plate
 21 Spring pin
 22 O-ring
 23 Valve casing
 24 Check valve
 25 Spring
 26 Plug
 27 O-ring
 28 Plug

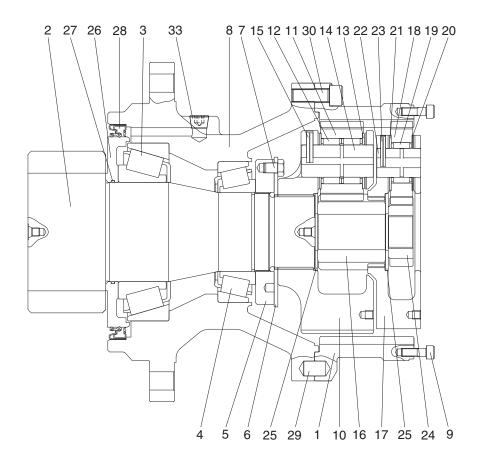
15 Parking piston

Brake spring

16

29 O-ring 30 Relief valve assy Reactionless valve assy 31 32 Plug 33 O-ring O-ring 34 Time delay valve assy 35 36 Level gauge Socket bolt 37 38 Socket bolt 39 Plug 40 Name plate 41 Rivet

2) REDUCTION GEAR



1	Ring gear	11	Planetary gear 2	21	Thrust washer 1
2	Drive shaft	12	Needle bearing 2	22	Carrier pin 1
3	Taper bearing	13	Thrust washer 2	23	Spring pin 1
4	Taper bearing	14	Carrier pin 2	24	Sun gear 1
5	Ring nut	15	Spring pin 2	25	Thrust plate
6	Lock plate	16	Sun gear 2	26	Sleeve
7	Hexagon bolt	17	Carrier 1	27	O-ring
8	Casing	18	Planetary gear 1	29	Parallel pin
9	Socket bolt	19	Needle bearing 1	30	Socket bolt
10	Carrier 2	20	Thrust washer 1	33	Plug

2. PRINCIPLE OF DRIVING

2.1 Generating the turning force

The high hydraulic supplied from a hydraulic pump flows into a cylinder block (8) through valve casing of motor (23), and valve plate (20).

The high hydraulic is built as flowing on one side of Y-Y line connected by the upper and lower sides of piston (12).

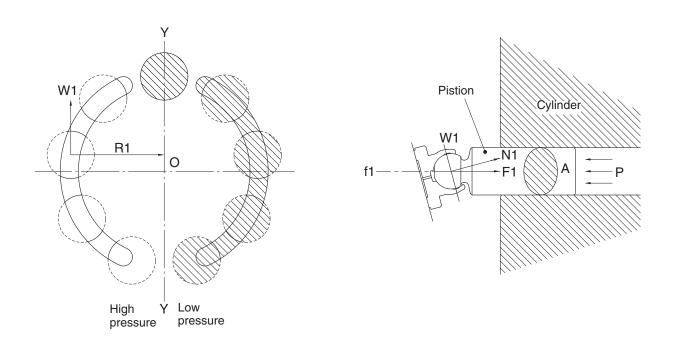
The high hydraulic can generate the force, $F1=P\times A$ (P : supplied pressure, A : water pressure area), like following pictures, working on a piston.

This force, F1, is divided as N1 thrust partial pressure and W1 radial partial pressure, in case of the plate of a tilt angle, α .

W1 generates torque, $T=W1 \times R1$, for Y-Y line connected by the upper and lower sides of the piston as following pictures.

The sum of torque (Σ W1×R1), generated from each piston (4~5 pieces) on the side of a high hydraulic, generates the turning force.

This torque transfers the turning force to a cylinder (8) through a piston; because a cylinder is combined with a turning axis and spline, a turning axis rotates and a turning force is sent.



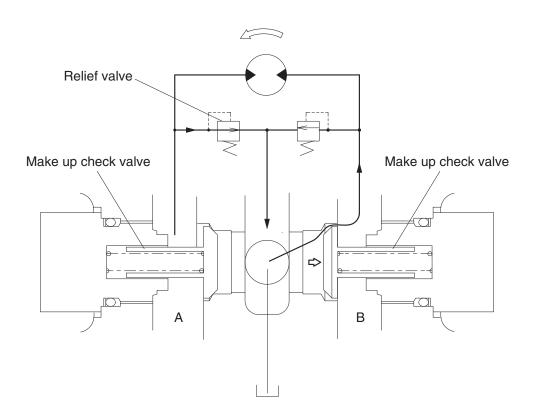
2) MAKE UP VALVE

In the system using this type of motor, there is no counter balance functioning valve and there happens the case of revolution exceeding hydraulic supply of motor. To prevent the cavitation caused by insufficient oil flow there is a make up valve to fill up the oil insufficiency.

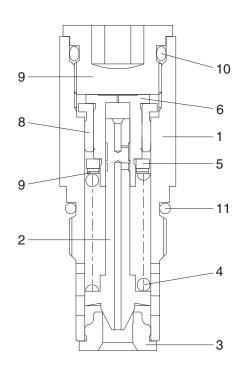
A make up valve is provided immediately before the port leading to the hydraulic oil tank to secure feed pressure required when the hydraulic motor makes a pumping action. The boost pressure acts on the hydraulic motor's feed port via the make up valve.

Pressurized oil into the port B, the motor rotate counterclockwise.

If the plunger of MCV moves neutral position, the oil in the motor is drain via left relief valve, the drain oil run into motor via right make up valve, which prevent the cavitation of motor.



3) RELIEF VALVE



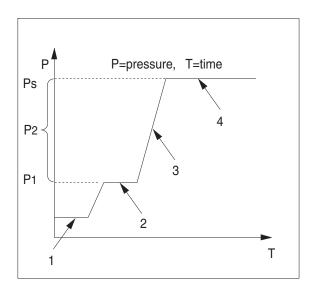
- 1 Sleeve
- 2 Poppet
- 3 Poppet seat
- 4 Spring
- 5 Spring seat
- 6 Shim
- 7 Piston
- 8 Stopper
- 9 Plug
- 10 O-ring
- 11 O-ring

(1) Construction of relief valve

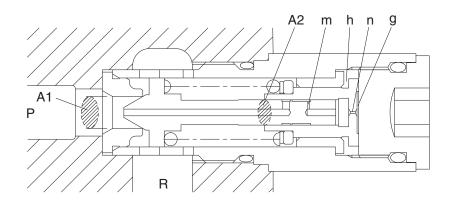
The valve casing contains two cartridge type relief valves that stop the regular and reverse rotations of the hydraulic motor. The relief valves relieve high pressure at start or at stop of swing motion and can control the relief pressure in two steps, high and low, in order to insure smooth operation.

(2) Function of relief valve

Figure illustrates how the pressure acting on the relief valve is related to its rising process. Here is given the function, referring to the figure following page.



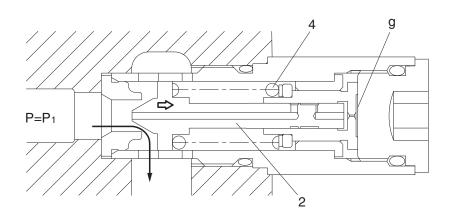
① Ports (P,R) at tank pressure.



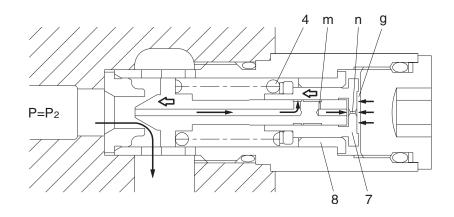
 \odot When hydraulic oil pressure (P \times A1) reaches the preset force (FSP) of spring (4), the plunger (2) moves to the right as shown.

$$P1 \times A1=Fsp+Pg \times A2$$

$$P1 = \frac{Fsp + Pg \times A2}{A1}$$



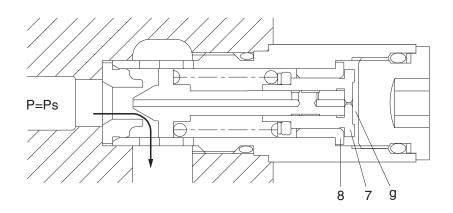
③ The oil flow chamber g via orifice m and n. When the pressure of chamber g reaches the preset force (FSP) of spring (4), the piston (7) moves left and stop the piston (7) hits the bottom of bushing (8).



④ When piston (7) hits the bottom of bushing (8), it stops moving to the left any further. As the result, the pressure in chamber (g) equals (Ps).

$$Ps \times A1=Fsp+Ps \times A2$$

$$Ps = \frac{Fsp}{A_1 - A_2}$$

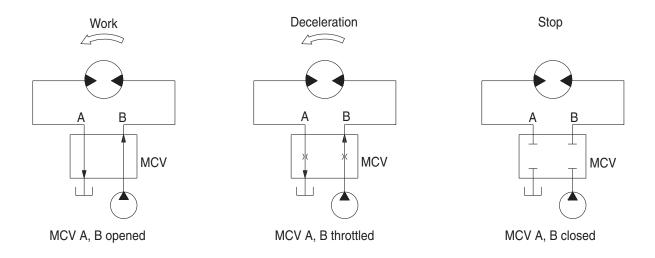


4) BRAKE SYSTEM

(1) Control valve swing brake system

This is the brake system to stop the swing motion of the excavator during operation. In this system, the hydraulic circuit is throttled by the swing control valve, and the resistance

created by this throttling works as a brake force to slow down the swing motion.



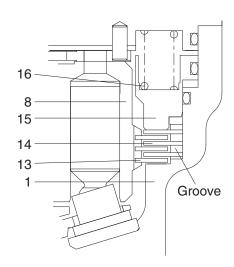
(2) Mechanical swing parking brake system

This is function as a parking brake only when all of the RCV lever (except swing, arm in) are not operated.

① Brake assembly

Circumferential rotation of separate plate (14) is constrained by the groove located at casing (1). When housing is pressed down by brake spring (16) through friction plate (13), separate plate (14) and parking piston (15), friction force occurs there.

Cylinder block (8) is constrained by this friction force and brake acts, while brake releases when hydraulic force exceeds spring force.



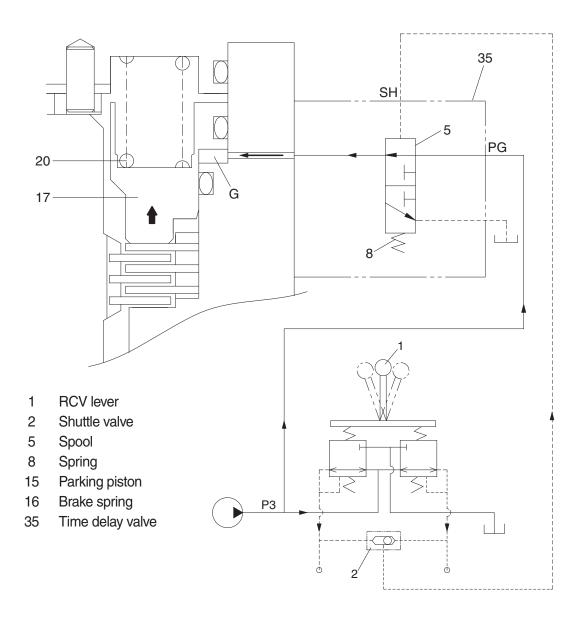
Casing
 Separate plate
 Cylinder block
 Parking piston
 Friction plate
 Brake spring

② Operating principle

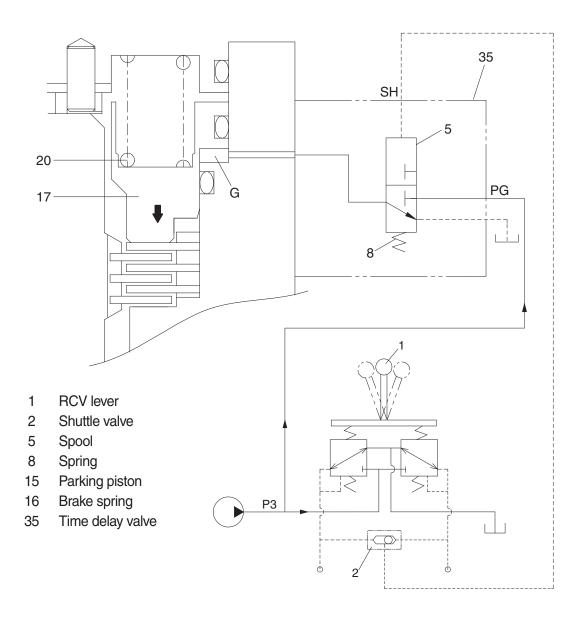
a. When the RCV lever (1) is set to the swing or arm in operating position, the pilot oil go to SH of the time delay valve (35).

This pressure moves spool (5) to the leftward against the force of the spring(8), so pilot pump charged oil (P3) goes to the chamber G through port PG.

This pressure is applied to move the parking piston (15) to the upward against the force of the brake spring (16). Thus, it releases the brake force.



b. When all of the RCV lever (1) are set the neutral position, the spool (5) returns to the top.Then, the parking piston (15) is moved lower by spring force and the return oil from the chamber G flows back to tank port.At this time, the brake works.

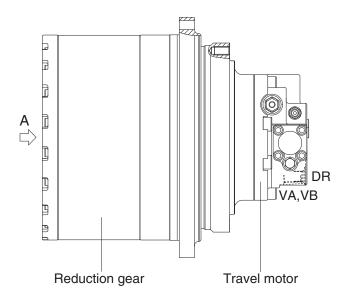


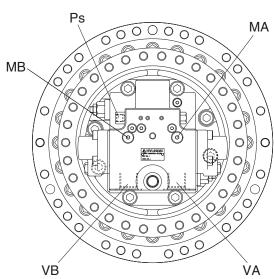
GROUP 4 TRAVEL DEVICE

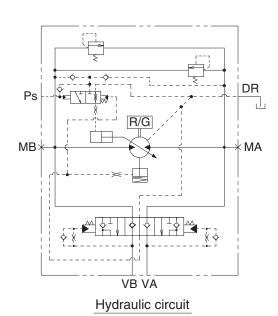
1. CONSTRUCTION

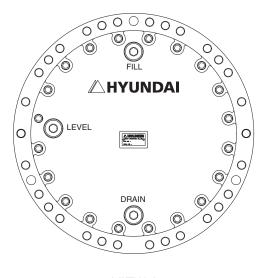
Travel device consists travel motor and gear box.

Travel motor includes brake valve, parking brake and high/low speed changeover mechanism.









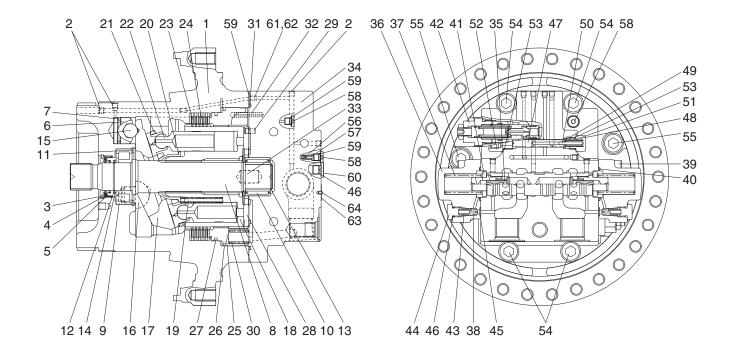
VIEW A

Port	Port name	Port size
VA, VB	Valve port	PF 1
Ps	Pilot port	PF 1/4
DR	Drain port	PF 1/2
MA, MB	Gauge port	PF 1/4

2. SPECIFICATION

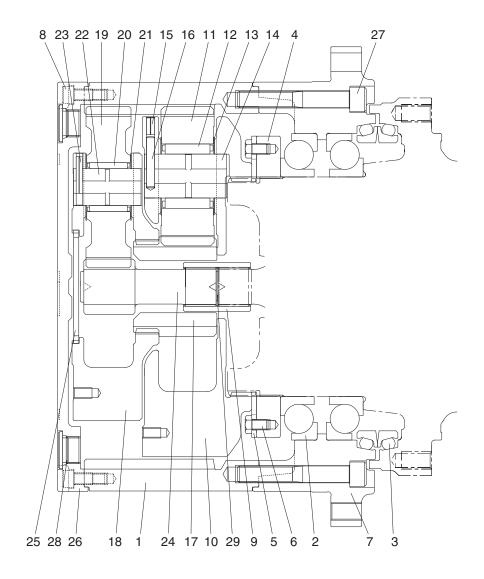
1) TRAVEL MOTOR

22 Piston assy



1	Casing	23	Friction plate	44	Plug
2	Plug	24	Separated plate	45	O-ring
3	Oil seal	25	Parking piston	46	O-ring
4	Thrust plate	26	D-ring	47	Spool
5	Snap ring	27	D-ring	48	Plug
6	Swash piston	28	Valve plate	49	Spring seat
7	Piston seal	29	Parallel pin	50	Parallel pin
8	Shaft	30	Brake spring	51	Spring
9	Cylinder roller bearing	31	O-ring	52	Connector
10	Needle bearing	32	Spring pin	53	O-ring
11	Snap ring	33	Parallel pin	54	Hexagon socket head bolt
12	Snap ring	34	Rear cover	55	Hexagon socket head bolt
13	Snap ring	35	Main spool assy	56	Check valve
14	Thrust plate	36	Spool cover	57	Spring
15	Steel ball	37	Spring	58	Plug
16	Pivot	38	Restrictor	59	O-ring
17	Swash plate	39	Hexagon socket head bolt	60	Plug
18	Cylinder block	40	O-ring	61	Restrictor
19	Spring	41	Spring seat	62	Restrictor
20	Ball guide	42	Relief valve assy	63	Name plate
21	Retainer plate	43	Spring	64	Rivet

2) TRAVEL REDUCTION GEAR



1	Ring gear
2	Ball bearing
3	Floating seal assy
4	Nut ring

- 5 Lock plate6 Hexagon bolt
- 7 Housing
- 8 Hexagon socket head bolt
- 9 Coupling10 Carrier 2
- 11 Planetary gear 2

- 12 Needle bearing 213 Thrust washer 2
- 14 Carrier pin 2
- 15 Spring pin 216 Solid pin 2
- 17 Sun gear 2
- 18 Carrier 1
- 19 Planetary gear 1
- 20 Needle bearing 1
- 21 Thrust washer 1

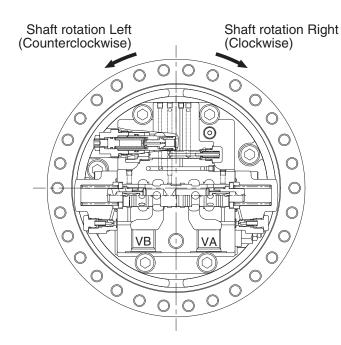
- 22 Carrier pin 1
- 23 Spring pin 1
- 24 Sun gear 1
- 25 Thrust plate
- 26 Cover
- 27 Hexagon socket head bolt
- 28 Plug
- 29 Snap ring
- 30 Name plate
- 31 Rivet

3. OPERATION

1) MOTOR

High pressure oil delivered form hydraulic pump is led to inlet port that is provided in the brake valve portion and, through the rear cover (34) and valve plate (28), led to cylinder block (18).

The oil flow and direction of shaft rotation are indicated in table.



Inlet port	Outlet port	Direction of shaft rotation (viewing from rear cover)
VB	VA	Right (clockwise)
VA	VB	Left (counterclock wise)

As shown in below figure, high pressure oil is supplied to the pistons which are on one side of the line Y-Y that connects upper and lower dead points and produces force F1.

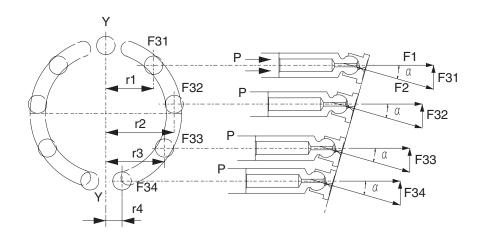
 $F1 = P \times A$ (P : pressure, A : area of piston section)

The swash plate (17) with inclined angle of $^{\alpha}$ divides this force F1 into thrust force F2 and radial force F31-34.

This radial force is applied to axis Y-Y as turning force and generate drive torque of T.

$$T = r_1 \cdot F31 + r_2 \cdot F32 + r_3 \cdot F33 + r_4 \cdot F34$$

This drive torque is transmitted via cylinder block (18) to driving shaft (8).



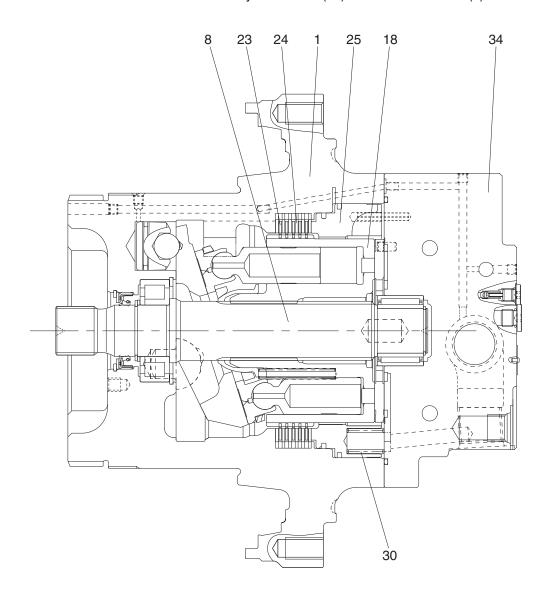
2) PARKING BRAKE

Parking brake is released when high pressure oil selected by the brake valve portion that is connected directly to the rear cover (34), is applied to the parking piston (25).

Otherwise the braking torque is always applied.

This braking torque is generated by the friction between the separated plates (24), inserted into the casing (1), and friction plates (23), coupled to cylinder block (18) by the outer splines.

When no pressure is activated on the parking piston (25), it is pushed by the brake springs (30) and it pushes friction plates (23) and separated plates (24) towards casing (1) and generates the friction force which brakes the rotation of cylinder block (18) and hence the shaft (8).



3) CAPACITY CONTROL MECHANISM

Figure typically shows the capacity control mechanism.

When high speed pilot line is charged with the pressure P_A that overcome the spring (51), the spring (51) is compressed and spool (47) shifts to the right to connect the port P and port C.

Then, the highest pressure is selected by the check valve (56) from inlet and outlet pressure of the motor and high speed pilot line pressure and pushes shifter piston (6). As a result, swash plate (17) turns around the line L which connect the two pivots (16) as shown by dotted lines. The turn stops at the stopper (1-1) of casing and swash plate (17) keeps the position.

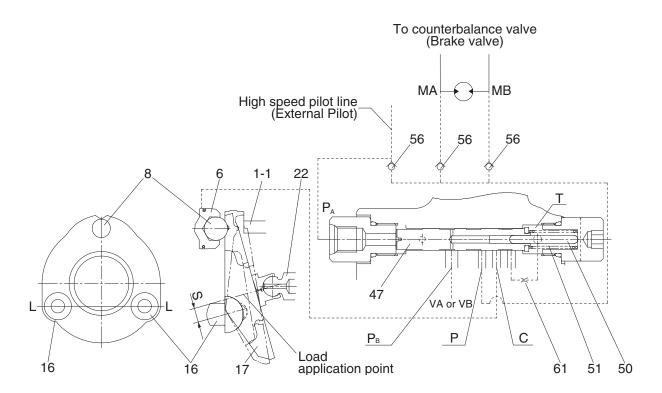
In this case, the piston stroke become shorter and motor capacity become smaller and motor rotates faster, around 1.60 times, by the same volume of oil.

When no pressure is in the high speed pilot line P_A , spool (35) is pushed back by the spring (51) and pressure that pressed the shifter piston (6) is released to the hydraulic tank through restrictor (61).

Here, nine pistons are there and they equally spaced on the swash plate (17). The force that summed up those of pistons comes to almost the center of the swash plate (17) as shown. Since the pivots (16) are off-set by S from the center, the rotating force of product S and the force moves swash plate (17) to the former position and the speed returns to low.

When the power demand exceeds the engine power, such as in steep slope climbing or turning at high speed mode, the system step down to the low speed automatically. The mechanism is that: pump pressure is led to the port $P_{\rm B}$ and this pressure activate on pin (50). When the pressure at $P_{\rm B}$ exceeds predetermined value, spool (47) returns to the left by the counter-pressure against pin (50) and the pressure on the shifter piston (6) through port C is released to the tank and the motor comes to low speed.

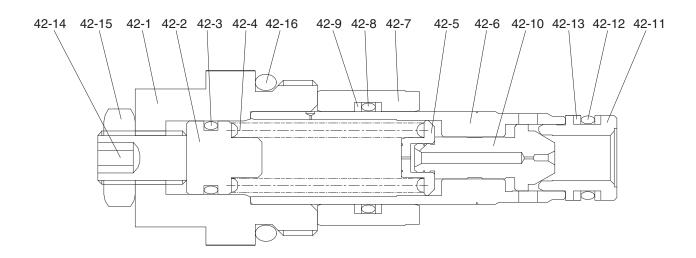
When P_B goes down, the spool (47) moves to the right and the speed become high.



4) OVERLOAD RELIEF VALVE

(1) Structure

This valve is screwed in the motor rear cover (34) and consists of : plug (42-1) that is screwed and fixed in the rear cover (34), poppet (42-10) and supports the poppet seat (42-11), spring (42-4) that is operating relief valve setting pressure and supports the spring seat (42-5), that is inserted in the sleeve (42-6), screw (42-14) that is adjust the spring force, nut (42-15) that fix screw (42-14), piston (42-7) that reduce the shock.



42-1 Plug	42-7 Piston	42-12 O-ring
42-2 Guide	42-8 O-ring	42-13 Back-up ring
42-3 O-ring	42-9 Back-up ring	42-14 Socket screw
42-4 Spring	42-10 Poppet	42-15 Hexagon nut
42-5 Spring seat	42-11 Poppet seat	42-16 O-ring
42-6 Sleeve		

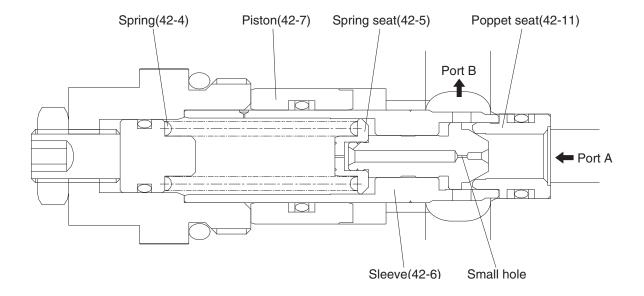
(2) Operation

Two pieces of overload valves are located at cross-over position in the counterbalance circuit of brake valve and have the following functions:

- ① When hydraulic motor starts, keep the driving pressure below predetermined value and while accelerating, bypasses surplus oil to return line.
- ② When stopping the motor, keep the brake pressure, that develops on the outlet side of motor, under the predetermined value to stop the inertial force.
- ③ To accelerate sharply while starting, and to mitigate the braking shock while stopping. For these purposes, the developed pressure is kept comparatively low for a short period, then keep the line pressure as normal value. While the pressure is low, meshing of reduction gears, crawler and sprocket etc. can be smoothly done and the shock are absorbed.

When starting, "A" port pressure of overload valve increases, this pressure is applied to the effective diameter of poppet (42-10) which seats on the poppet seat (42-11) and, at the same time, is delivered, via small hole, to the spring seat (42-5) located inside the sleeve (42-6) and the seat bore pressure increases up to "A" port pressure. The poppet (42-10) opposes to spring (42-4) by the force of the pressure exerted on the area difference between poppet seat's effective diameter and spring seat bore and keep the predetermined pressure.

When hydraulically braking, the piston (42-7) is at the left position by the driving pressure, and when "A" port pressure increases, the pressure is applied also to the piston (42-7) through the small hole in the poppet (42-10) and piston (42-7) moves rightward until it touches the stopper in rear cover. In this while, the poppet (42-10) maintains "A" port pressure at comparatively low against the spring (42-4) force and exhaust oil to "B" port side. After the piston reached to the plug, the valve acts the same as at starting.



5) BRAKE VALVE

(1) Structure

The brake valve portion mainly consists of the following parts:

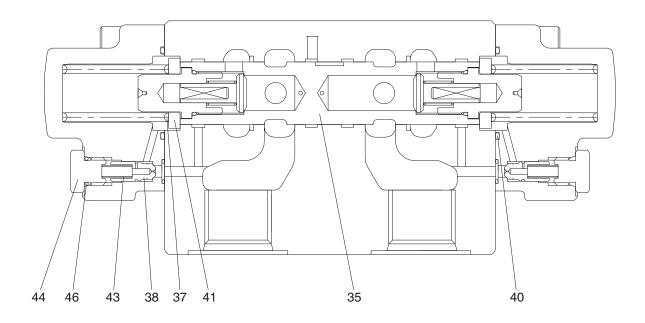
① Spool

By shifting the spool (35), the discharged oil from hydraulic motor is automatically shut off or restricted according to the condition and give the effect of holding, accelerating, stopping and counterbalance operations.

(See page 2-74, (2) Operation)

② Check valve (built in the spool)

This valve is located in the oil supplying passage to hydraulic motor, and at the same time functions to lock oil displacement. Therefore, this valve serves as not only a suction valve but also a holding valve for hydraulic motor.



35 Main spool

37 Spring

38 Restrictor

40 O-ring

41 Spring seat

43 Restrictor spring

44 Plug

46 O-ring

(2) Operation

① Holding operation

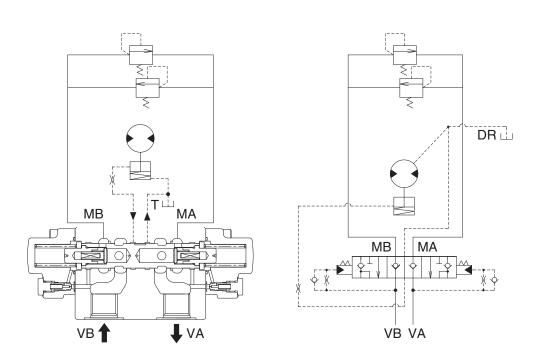
When the control valve is at neutral position, VA and VB ports are connected to the tank, and the spring (37) located on both spool ends holds the spool (35) at central position.

Therefore, the passages from VA to MA and VB to MB are closed, which result in closing MA and MB ports connected to hydraulic motor.

Since the passage to parking brake is connected to the tank line, the brake cylinder pressure is equal to the tank pressure and the brake is applied by the springs. Thus, the rotation of the motor is mechanically prevented.

If external torque is exerted on the motor shaft, the motor would not rotate as usual by this negative parking brake.

In case the brake should be released for some reason, pressure is built on MA or MB port. But, due to oil leakage inside hydraulic motor or so, high-pressure oil escapes from the closed circuit and motor rotates a bit. So, the cavitation tends to occur in the lower pressure side of the closed circuit. Then, the check valve, built in the spool (35), operates to avoid the cavitation and opens the passage from VA to MA or from VB to MB. Then the oil equivalent to the leakage is sucked from the tank line to the closed circuit.

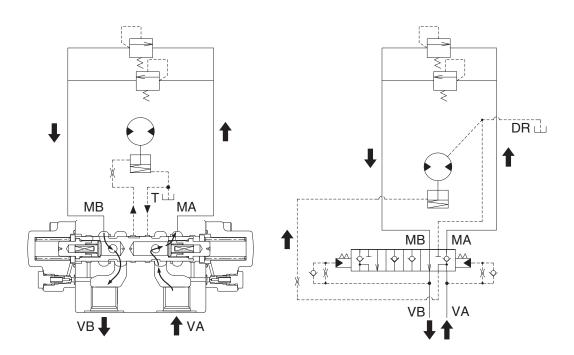


② Accelerating operation

When VA and VB ports are connected respectively to pump and tank by operating the control valve, hydraulic oil from pump is forwarded through VA port to push open the check valve provided inside spool (35), and oil flows to motor via MA port to rotate the motor.

Therefore, the pressure increases and negative brake is released by the pressure supplied from pump. At the same time, the pressure of pilot chamber increases to push and move the spool (35) leftwards, overcoming the spring (37) force. Thus, the return line from MB to VB opens to rotate the motor.

In case inertia load is too big to start rotation, accelerating pressure reaches the set pressure of relief valve and high pressure oil is being relieved while the motor gains the rotational speed. As the rotational speed goes up, the relieved volume decreases, and finally the motor rotates at a fixed speed.

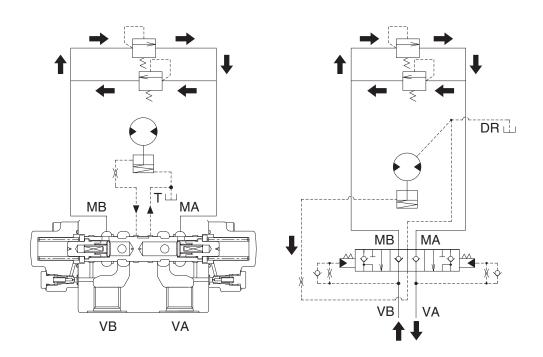


3 Stopping operation

Returning the control valve to neutral position while running the motor, the oil supply is cut off and VA and VB ports are connected to the tank line. Then the pressure of the pilot chamber located on both spool ends become equal, and the spool (35) returns to the neutral position by spring (37) force. Thus, the passage from MA to VA is closed.

Owing to the inertia force of the load, the hydraulic motor tends to continue the rotation. Here, the motor functions as a pump and forwards the oil to MB port but the passage is blocked and MB port pressure increases. Then the relief valve opens to relieve the pressure and rotational speed decelerates and at last the motor stops.

Negative brake release pressure is gradually lowered due to the restrictor and finally the brake works and the motor is mechanically stopped.



④ Counterbalance operation

Counterbalance operation is required to decelerate slowly the hydraulic motor while absorbing inertia force.

In case the hydraulic oil is gradually decreased from pump to VB port, the drive shaft of hydraulic motor tends to rotate faster than that matched to the volume of oil supply.

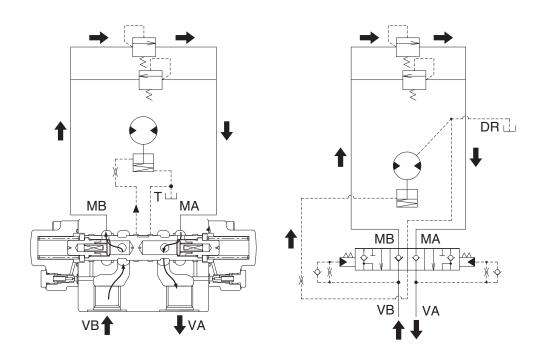
Consequently, the pilot chamber pressure on MB to VB side decreases and the spring (37) force moves the spool (35) leftwards towards neutral position.

Therefore, the area of passage from MA to VA becomes smaller and the pressure on MA side rises due to increased resistance in the passage and the motor receives hydraulic braking effect.

If the motor rotates slower than that matched to the volume of supplied oil, the pilot chamber pressure on VB port increases, and spool (35) moves rightwards to enlarge the area of passage from MA to VA. Therefore the braking effect becomes smaller and the rotational speed of motor is controlled to correspond to the volume of supplied oil.

In order to give stable counterbalance operation, the restrictors (38) are set in the pilot chamber to damp the spool (35) movement.

The parking brake is released during pressure adjusting action of the spool (35).



6) REDUCTION GEAR

Reduction unit slows down the rotating speed of motor and converts motor torque to strong rotating force.

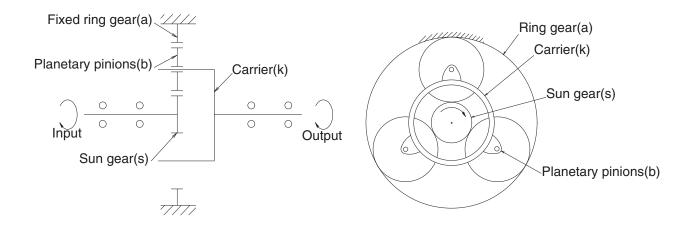
This reduction unit utilizes two stages, planetary reduction system.

Planetary reduction system consists of sun gear, planetary gears, (planetary) carriers, and ring gear.

When the sun gear (s) is driven through input shaft, planetary pinions (b), rotating on their center, also move, meshing with fixed ring gear (a), around sun gear (s).

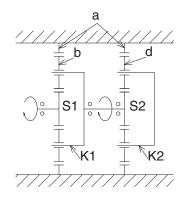
This movement is transferred to carrier (k) and deliver the torque.

This mechanism is called planetary gear mechanism.



When the sun gear S1 is driven by input shaft, planetary action occurs among gears S1, a and b and revolution of gear b transfers the rotation of carrier K1 to second sun gear S2, and also evokes planetary action between gear S2, a and d.

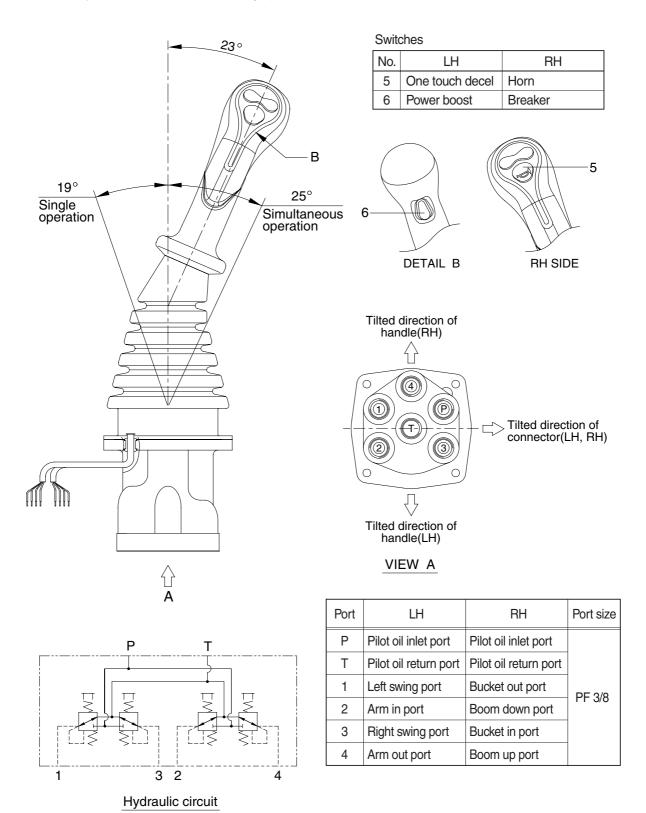
This time, because carrier **K2** is fixed to frame, gear **d** drives ring gear **a** and then ring gear **a** rotates to drive sprocket.



GROUP 5 RCV LEVER

1. STRUCTURE

The casing has the oil inlet port P (primary pressure) and the oil outlet port T (tank). In addition the secondary pressure is taken out through ports 1, 2, 3 and 4 provided at the bottom face.

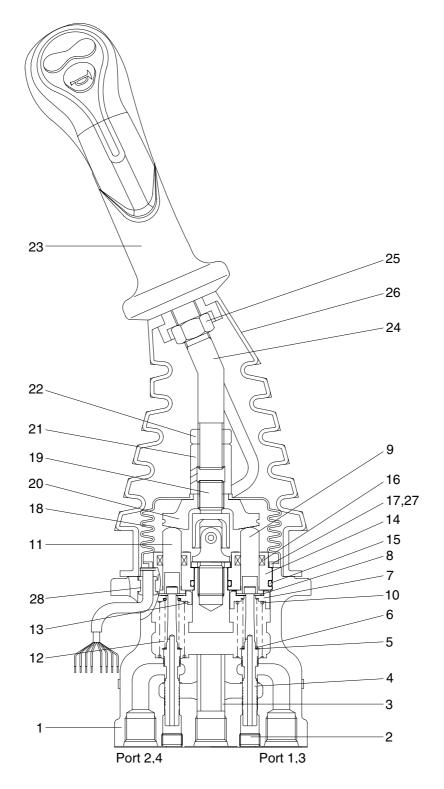


CROSS SECTION

The construction of the pilot valve is shown in the attached cross section drawing. The casing has vertical holes in which reducing valves are assembled.

The pressure reducing section is composed of the spool (4), spring (6) for setting secondary pressure, return spring (10), stopper (8), spring seat (7, 13) and shim (5). The spring for setting the secondary pressure has been generally so preset that the secondary pressure is 5 to 20.5 kgf/cm² (depending on the type). The spool is pushed against the push rod (9, 11) by the return spring. When the push rod is pushed down by tilting the handle, the spring seat comes down simultaneously and changes setting of the secondary pressure spring.

CROSS SECTION



1	Case	8	Stopper	15	O-ring	22	Lock nut
2	Plug	9	Push rod	16	Rod seal	23	Handle assembly
3	Bushing	10	Spring	17	Plate	24	Handle bar
4	Spool	11	Push rod	18	Boot	25	Nut
5	Shim	12	Spring	19	Joint assembly	26	Boot
6	Spring	13	Spring seat	20	Swash plate	27	Spring pin
7	Spring seat	14	Plug	21	Adjusting nut	28	Bushing

2. FUNCTIONS

1) FUNDAMENTAL FUNCTIONS

The pilot valve is a valve that controls the spool stroke, direction, etc of a main control valve. This function is carried out by providing the spring at one end of the main control valve spool and applying the output pressure (secondary pressure) of the pilot valve to the other end.

For this function to be carried out satisfactorily, the pilot valve is composed of the following elements.

- (1) Inlet port (P) where oil is supplied from hydraulic pump.
- (2) Output ports (1, 2, 3 & 4) to apply pressure supplied from inlet port to ends of control valve spools.
- (3) Tank port (T) necessary to control the above output pressure.
- (4) Spool to connect output port to inlet port or tank port.
- (5) Mechanical means to control output pressure, including springs that work on the above spools.

2) FUNCTIONS OF MAJOR SECTIONS

The functions of the spool (4) are to receive the supply oil pressure from the hydraulic pump at its port P, and to change over oil paths to determine whether the pressure oil of port P is led to output ports 1, 2, 3 & 4 or the output port pressure oil to tank port T.

The spring (6) works on this spool to determine the output pressure.

The change the deflection of this spring, the push rod (9,11) is inserted and can slide in the plug (14).

For the purpose of changing the displacement of the push rod through the swash plate (20) and adjusting nut (21) are provided the handle (23) that can be tilted in any direction around the fulcrum of the universal joint (19) center.

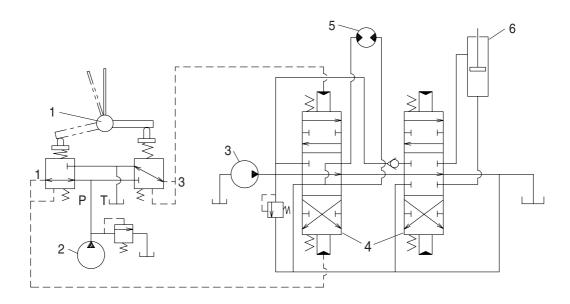
The spring (10) works on the case (1) and spring seat (7, 13) and tries to return the push rod (9,11) to the zero-displacement position irrespective of the output pressure, securing its resetting to the center position.

This also has the effect of a reaction spring to give appropriate control feeling to the operator.

3) OPERATION

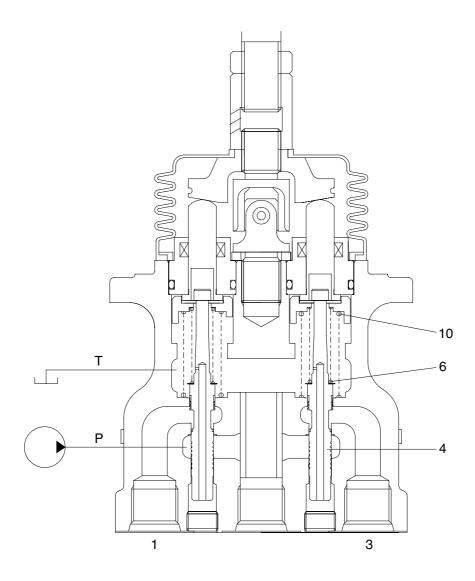
The operation of the pilot valve will be described on the basis of the hydraulic circuit diagram shown below and the attached operation explanation drawing.

The diagram shown below is the typical application example of the pilot valve.



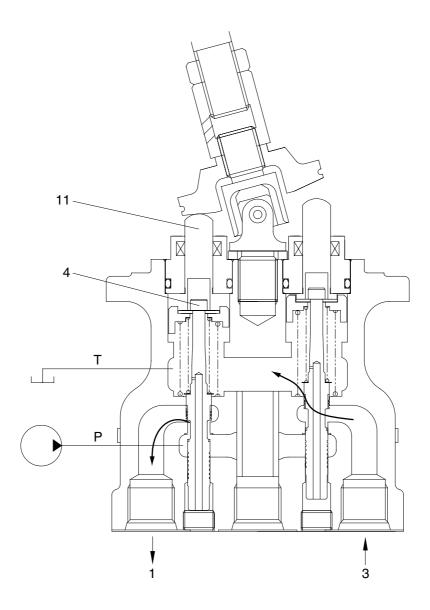
- 1 Pilot valve
- 2 Pilot pump
- 3 Main pump
- 4 Main control valve
- 5 Hydraulic motor
- 6 Hydraulic cylinder

(1) Case where handle is in neutral position



The force of the spring (6) that determines the output pressure of the pilot valve is not applied to the spool (4). Therefore, the spool is pushed up by the spring (10) to the position of port (1, 3) in the operation explanation drawing. Then, since the output port is connected to tank port T only, the output port pressure becomes equal to tank pressure.

(2) Case where handle is tilted



When the push rod (11) is stroked, the spool (4) moves downwards.

Then port P is connected with port (1) and the oil supplied from the pilot pump flows through port (1) to generate the pressure.

When the pressure at port (1) increases to the value corresponding to the spring force set by tilting the handle, the hydraulic pressure force balances with the spring force. If the pressure at port (1) increases higher than the set pressure, port P is disconnected from port (1) and port T is connected with port (1). If it decreases lower than the set pressure, port P is connected with port (1) and port T is disconnected from port 1.

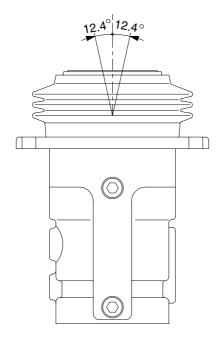
In this manner the secondary pressure is kept at the constant value.

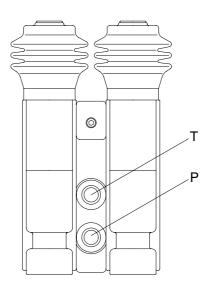
Besides, in some type, when the handle is tilted more than a certain angle, the upper end of the spool contacts with the inside bottom of the push rod and the output pressure is left to be connected with port P.

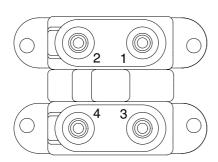
GROUP 6 RCV PEDAL

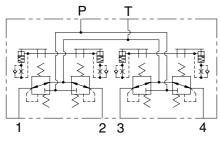
1. STRUCTURE

The casing (spacer) has the oil inlet port P (primary pressure), and the oil outlet port T (tank). In addition the secondary pressure is taken out through ports 1,2,3 and 4 provided at the bottom face.









Hydraulic circuit

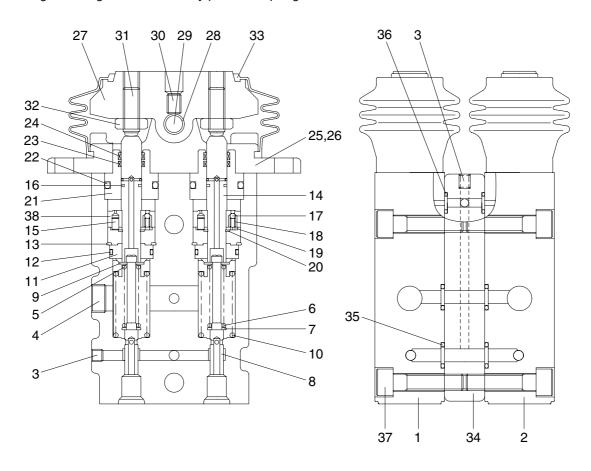
Port Port		Port size
P Pilot oil inlet port		PF 1/4
Т		
1		
2 Travel (LH, Backward)		
3 Travel (RH, Forward)		
4	Travel (RH, Backward)	

CROSS SECTION

The construction of the RCV pedal is shown in the below drawing. The casing has vertical holes in which reducing valves are assembled.

The pressure reducing section is composed of the spool (8), spring (6) for setting secondary pressure, return spring (10), stopper (9), and spring seat (7). The spring for setting the secondary pressure has been generally so preset that the secondary pressure is 5 to 19 kgf/cm² (depending on the type). The spool is pushed against the push rod (14) by the return spring.

When the push rod is pushed down by tilting pedal, the spring seat comes down simultaneously and changes setting of the secondary pressure spring.



1	Body(1)	14	Push rod	27	Cam
2	Body(2)	15	Spring pin	28	Bushing
3	Plug	16	Seal	29	Cam shaft
4	Plug	17	Steel ball	30	Set screw
5	Spring seat	18	Spring	31	Set screw
6	Spring	19	Plate	32	Nut
7	Spring seat	20	Snap ring	33	Bellows
8	Spool	21	Plug	34	Space
9	Stopper	22	O-ring	35	O-ring
10	Spring	23	Rod seal	36	O-ring
11	Rod guide	24	Dust seal	37	Socket bolt
12	O-ring	25	Cover	38	Piston
13	Snap ring	26	Socket bolt		

2. FUNCTION

1) FUNDAMENTAL FUNCTIONS

The pilot valve is a valve controls the spool stroke, direction, etc of a main control valve. This function is carried out by providing the spring at one end of the main control valve spool and applying the output pressure (secondary pressure) of the pilot valve to the other end.

For this function to be carried out satisfactorily, the pilot valve is composed of the following elements.

- (1) Inlet port (P) where oil is supplied from hydraulic pump.
- (2) Output port (1, 2, 3 & 4) to apply pressure supplied from inlet port to ends of control valve spools.
- (3) Tank port (T) necessary to control the above output pressure.
- (4) Spool to connect output port to inlet port tank port.
- (5) Mechanical means to control output pressure, including springs that work on the above spools.

2) FUNCTIONS OF MAJOR SECTIONS

The functions of the spool (8) are to receive the supply oil pressure from the hydraulic pump at its port P, and to change over oil paths to determine whether the pressure oil of port P is led to output ports 1, 2, 3 & 4 or the output spool to determine the output pressure.

The spring (6) works on this spool to determine the output pressure.

The change the deflection of this spring, the push rod (14) is inserted and can slide in the plug (21). For the purpose of changing th displacement of the push rod through the cam (27) and adjusting nut (32) are provided the pedal that can be tilted in any direction around the fulcrum of the cam (27) center.

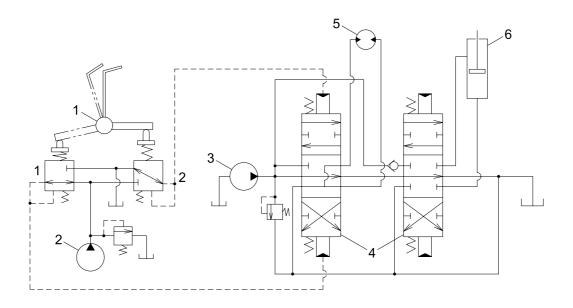
The spring (10) works on the casing (1) and spring seat (7) and tries to return the push rod (14) to the zero-displacement position irrespective of the output pressure, securing its resetting to the center position.

This also has the effect of a reaction spring to give appropriate control feeling to the operator.

3) OPERATION

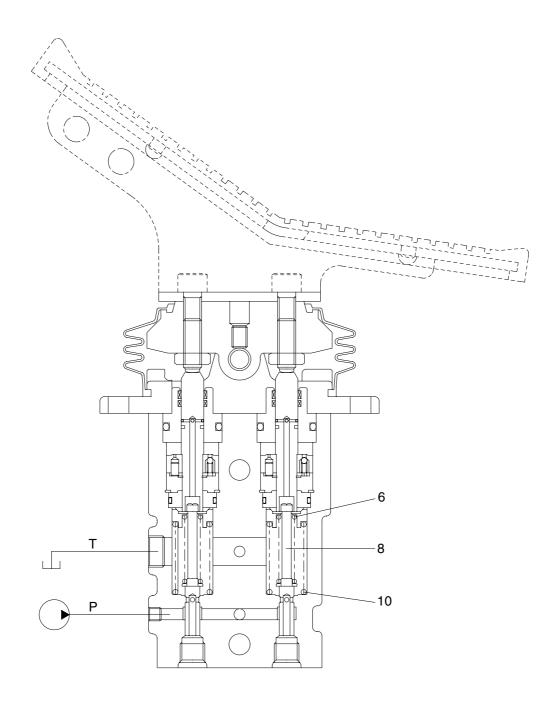
The operation of the pilot valve will be described on the basis of the hydraulic circuit diagram shown below ant the attached operation explanation drawing.

The diagram shown below is the typical application example of the pilot valve.



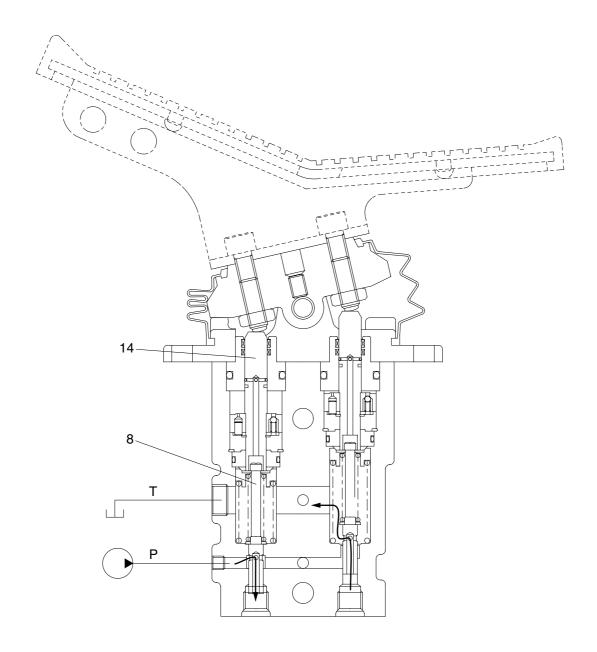
- 1 Pilot valve
- 2 Pilot pump
- 3 Main pump
- 4 Main control valve
- 5 Hydraulic motor
- 6 Hydraulic cylinder

(1) Case where pedal is in neutral position



The force of the spring (6) that determines the output pressure of the pilot valve is not applied to the spool (8). Therefore, the spool is pushed up by the spring (10) to the position of port 2 in the operation explanation drawing. Then, since the output port is connected to tank port T only, the output port pressure becomes equal to tank pressure.

(2) Case where pedal is tilted



When the push rod (14) is stroked, the spool (8) moves downwards.

Then port P is connected with port 1, and the oil supplied from the pilot pump flows through port 1 to generate the pressure.

When the pressure at port 1 increases to the value corresponding to the spring force set by tilting the handle, the hydraulic pressure force balances with the spring force. If the pressure at port 1 increases higher than the set pressure, port P is disconnected from port 1 and port T is connected with port 1. If it decreases lower than the set pressure, port P is connected with port 1 and port T is disconnected from port 1.

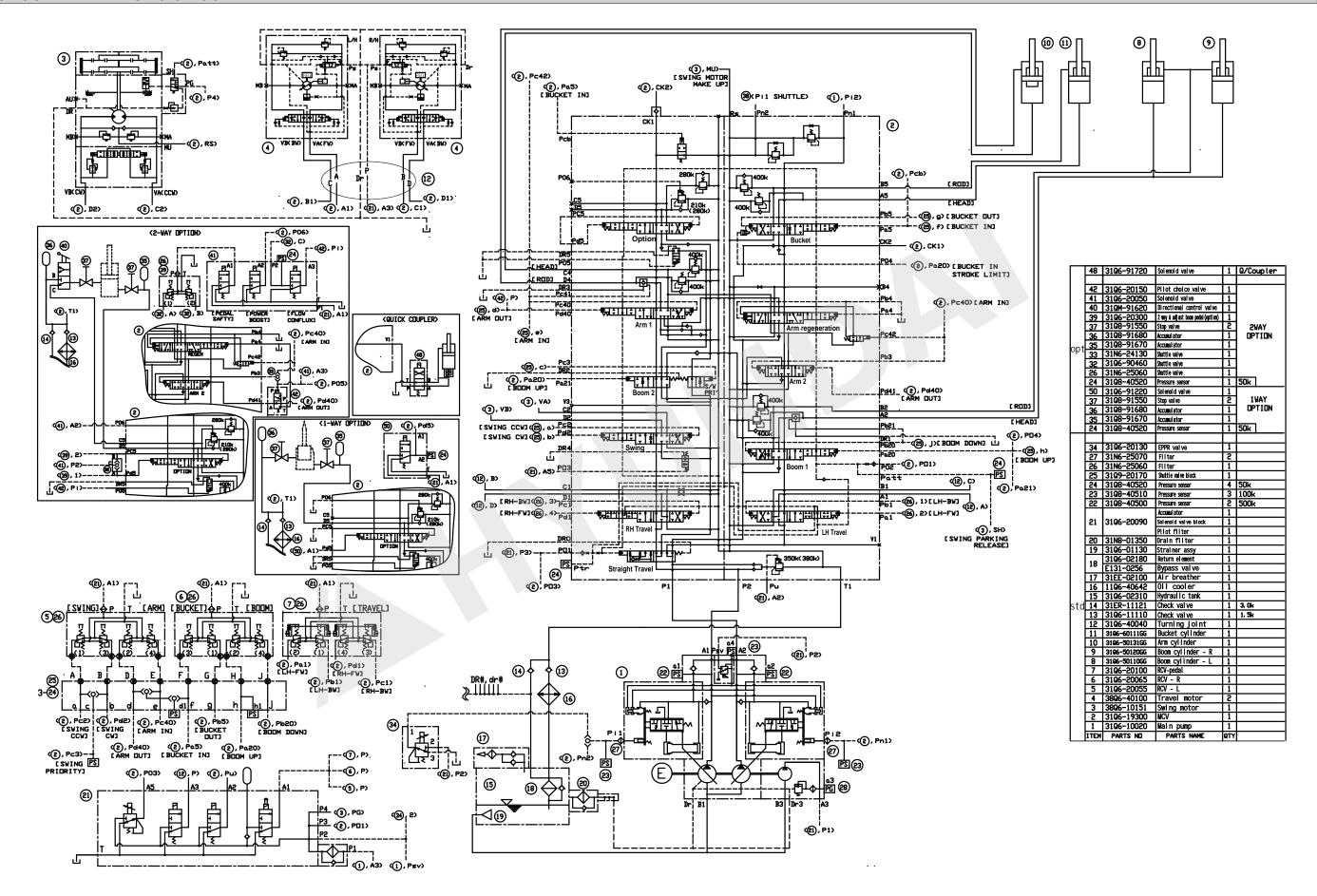
In this manner the secondary pressure is kept at the constant value.

Besides, in some type, when the handle is tilted more than a certain angle, the upper end of the spool contacts with inside bottom of the push rod and the output pressure is left to be connected with port P.

SECTION 3 HYDRAULIC SYSTEM

Group	1	Hydraulic Circuit ·····	3-1
Group	2	Main Circuit	3-2
Group	3	Pilot Circuit ·····	3-5

GROUP 1 HYDRAULIC CIRCUIT



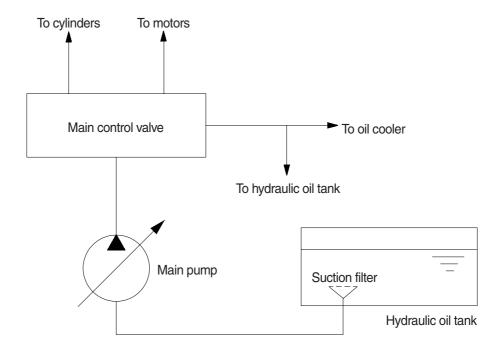
GROUP 2 MAIN CIRCUIT

The main hydraulic circuit consists of suction circuit, delivery circuit, return circuit and drain circuit.

The hydraulic system consists of one main pump, one control valve, one swing motor, four cylinders and two travel motors.

The swash plate type variable displacement tandem axial piston pump is used as the main pump and is driven by the engine at ratio 1.0 of engine speed.

1. SUCTION AND DELIVERY CIRCUIT



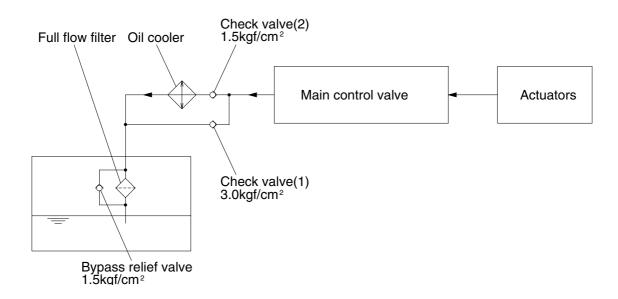
The pumps receive oil from the hydraulic tank through a suction filter. The discharged oil from the pump flows into the control valve and goes out the tank ports.

The oil discharged from the main pump flows to the actuators through the control valve.

The control valve controls the hydraulic functions.

The return oil from the actuators flows to the hydraulic tank through the control valve and the oil cooler.

2. RETURN CIRCUIT



All oil from each actuator returns to the hydraulic tank through the control valve.

The bypass check valves are provided in the return circuit.

The setting pressure of bypass check valves are 1.5 kgf/cm² (21psi) and 3.0 kgf/cm² (43psi). Usually, oil returns to the hydraulic tank from the left side of control valve through oil cooler.

When oil temperature is low, viscosity becomes higher and flow resistance increases when passing through the oil cooler. The oil pressure exceeds 3.0 kgf/cm² (43psi), the oil returns directly to the hydraulic tank, resulting in the oil temperature being raised quickly at an appropriate level.

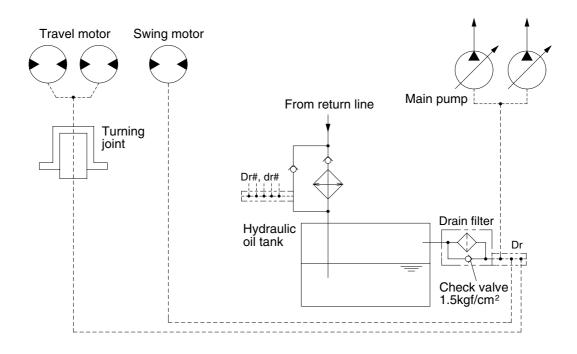
When the oil cooler is clogged, the oil returns directly to the hydraulic tank through bypass check valve (1).

The full-flow filter and bypass relief valve are provided in the hydraulic tank.

The oil from right and left side of control valve is combined and filtered by the return filter. A bypass relief valve is provided in the full-flow filter.

When the filter element is clogged, the bypass relief valve opens at 1.5 kgf/cm² (21psi) differential pressure.

3. DRAIN CIRCUIT



Besides internal leaks from the motors and main pump, the oil for lubrication circulates. These oil have to be fed to the hydraulic tank passing through drain filter.

When the drain oil pressure exceed 1.5 kgf/cm² (21psi), the oil returns to the hydraulic tank directly.

1) TRAVEL MOTOR DRAIN CIRCUIT

Oil leaking from the right and left travel motors comes out of the drain ports provided in the respective motor casing and join with each other. These oils pass through the turning joint and return to the hydraulic tank after being filtered by drain filter.

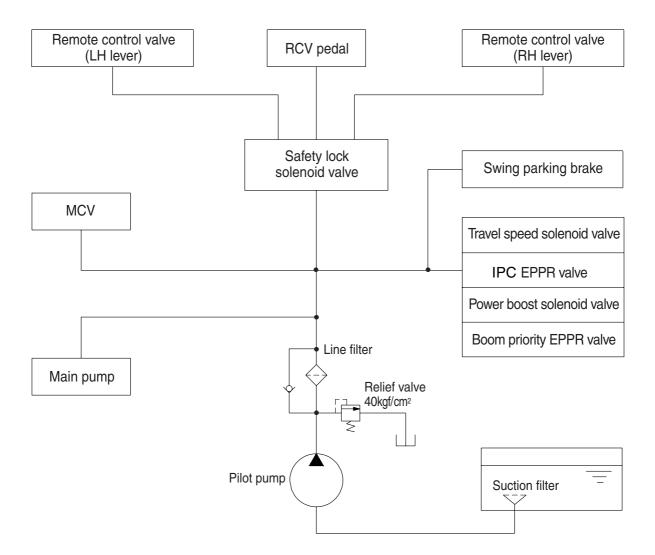
2) SWING MOTOR DRAIN CIRCUIT

Oil leaking from the swing motor come out and return to the hydraulic tank passing through a drain filter.

3) MAIN PUMP DRAIN CIRCUIT

Oil leaking from main pump come out and return to the hydraulic tank passing through drain filter.

GROUP 3 PILOT CIRCUIT



The pilot circuit consists of suction circuit, delivery circuit and return circuit.

The pilot pump is provided with relief valve, receives the oil from the hydraulic tank through the suction filter.

The discharged oil from the pilot pump flows to the remote control valve through line filter, EPPR valve, solenoid valve assemblies, swing parking brake, main control valve and safety lock solenoid valve.

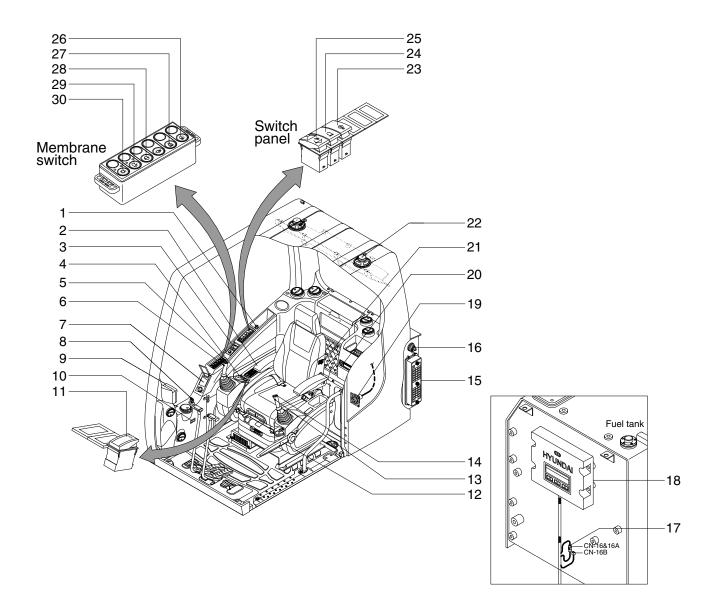
SECTION 4 ELECTRICAL SYSTEM

Group	1 Component Location	4-1
Group	2 Electrical Circuit ·····	4-3
Group	3 Electrical Component Specification	4-18
Group	4 Connectors ·····	4-25

SECTION 4 ELECTRICAL SYSTEM

GROUP 1 COMPONENT LOCATION

1. LOCATION 1

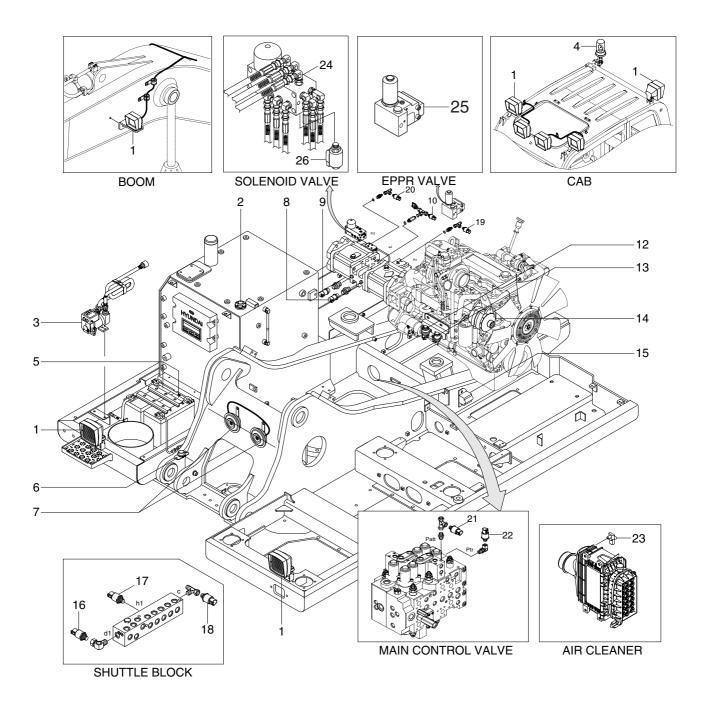


- 1 Cigar lighter
- 2 Air conditioner switch
- 3 Remote controller
- 4 Accel dial switch
- 5 Horn switch
- 6 Breaker operation switch
- 7 Handsfree
- 8 Start switch
- 9 Cluster
- 10 Hour meter

- 11 Air compressor switch(option)
- 12 Safety lever
- 13 Power max switch
- 14 One touch decel switch
- 15 Fuse & relay box
- 16 Master switch
- 17 Emergency engine connector
- 18 Machine control unit
- 19 RS232 & J1939 service socket
- 20 Radio & USB player

- 21 Heated seat switch
- 22 Speaker
- 23 Overload switch(option)
- 24 Beacon switch(option)
- 25 Quick clamp switch(option)
- 26 Cab light switch
- 27 Travel alarm switch
- 28 Washer switch
- 29 Wiper switch
- 30 Main light switch

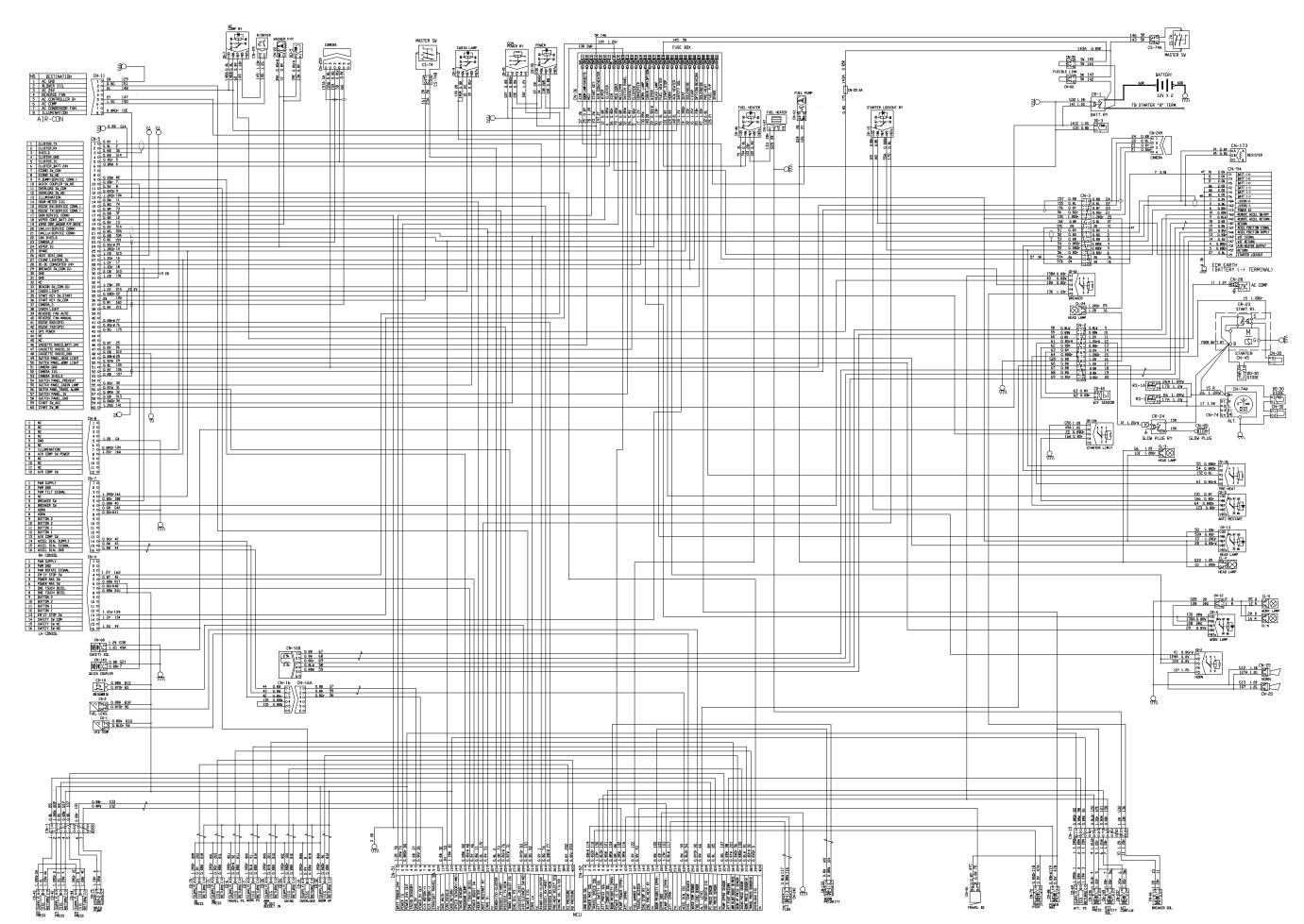
2. LOCATION 2

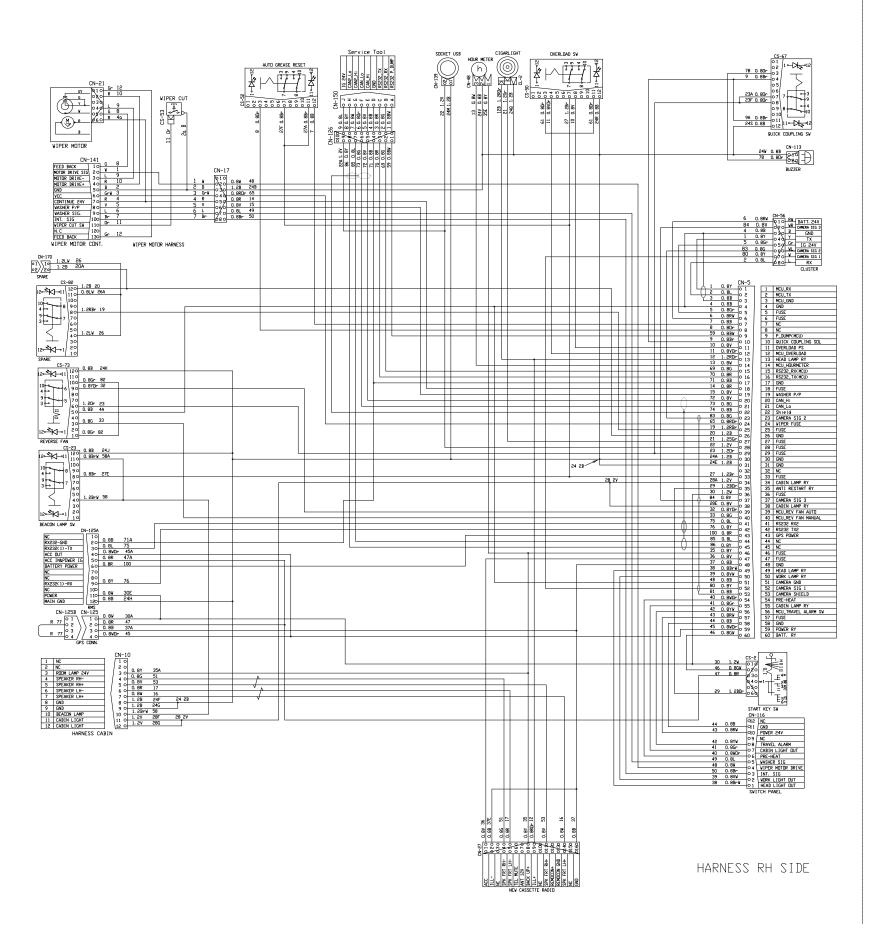


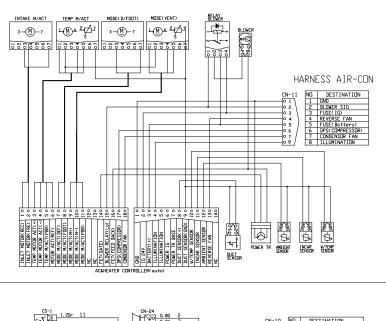
- 1 Lamp
- 2 Fuel sender
- 3 Fuel filler pump
- 4 Beacon lamp
- 5 Battery
- 6 Battery relay
- 7 Horn
- 8 P1 pressure sensor
- 9 P2 pressure sensor

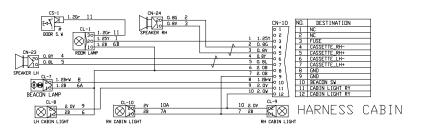
- 10 EPPR pressure sensor
- 12 Start relay
- 13 Heater relay
- 14 Alternator
- 15 Travel alarm buzzer
- 16 Arm/Bucket in pressure sensor
- 17 Boom up pressure sensor
- 18 Swing pressure sensor
- 19 Posi-nega 1 pressure sensor

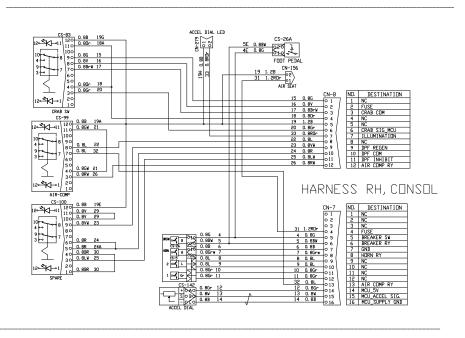
- 20 Posi-nega 2 pressure sensor
- 21 Attach pressure sensor
- 22 Travel pressure sensor
- 23 Air cleaner sensor
- 24 Solenoid valve
- 25 Pump EPPR valve
- 26 Boom priority EPPR valve

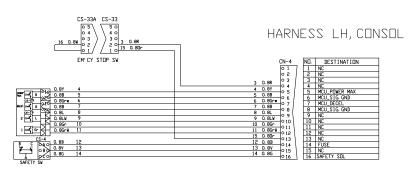












MEMORANDUM

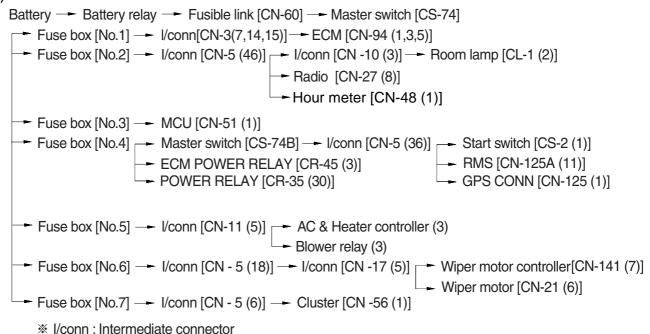
HYUNDAI HEAVY INDUSTRIES CO., LTD CONSTRUCTION EQUIPMENT DIV.

1. POWER CIRCUIT(GCIC QSB7 ENGINE)

The negative terminal of battery is grounded to the machine chassis.

When the start switch is in the OFF position, the current flows from the positive battery terminal as shown below.

1) OPERATING FLOW

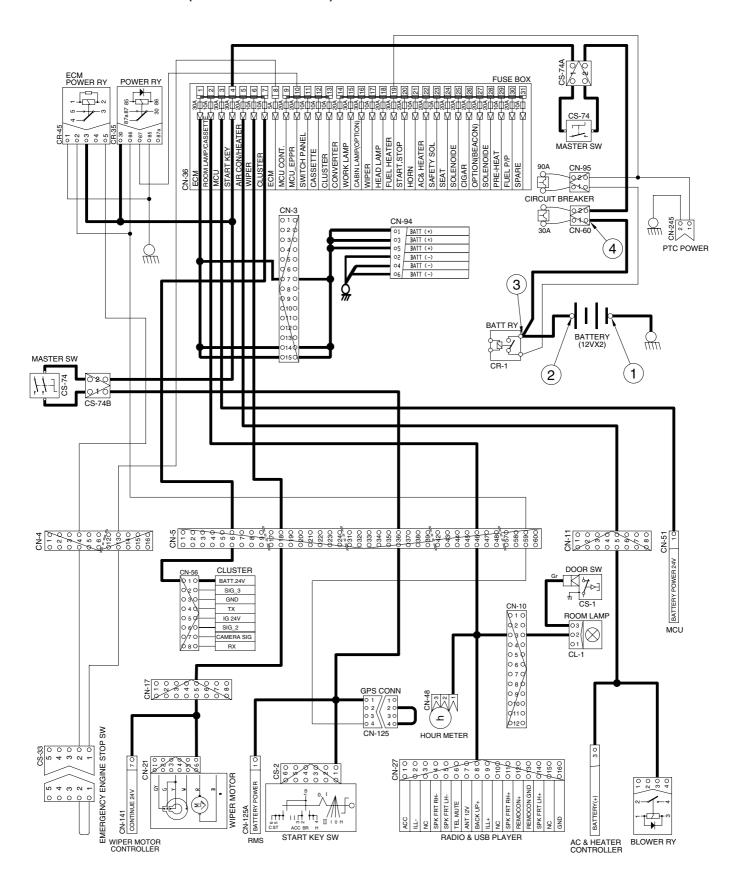


2) CHECK POINT

Engine	Start switch	Check point	Voltage
	OFF	① - GND (battery 1EA)	0 V
055		② - GND (battery 2EA)	20~25V
OFF		③ - GND (battery 2EA)	20~25V
		④ - GND (fusible link)	20~25V

* GND: Ground

POWER CIRCUIT (GCIC QSB7 ENGINE)



2. STARTING CIRCUIT (GCIC QSB7 ENGINE)

1) OPERATING FLOW

```
Battery(+) terminal — Battery relay [CR-1] — Circuit breaker [CN-60] — Master switch [CS-74] — Fuse box [No.4] — I/conn [CN-5(36)] — Start switch [CS-2(1)]
```

(1) When start key switch is in ON position

```
Start switch ON [CS-2 (2)] → I/conn [CN-5 (60)] → Battery relay [CR-1]
→ Battery relay operating (all power is supplied with the electric component)

Start switch ON [CS-2 (3)] → RMS [CN-125A (5)
→ RMS conn [CN-125 (2)→(4)] → I/conn [CN-5 (59)]
→ Power relay [CR-35 (86) → (87)] → Fuse box [No.10]
→ ECM power relay [CR-45 (2) → (5)] → I/conn [CN-4 (4)]
→ Emergency engine stop sw [CN-33 (2) → (1)] → I/conn [CN-4 (13)] → Fuse box [No. 8]
```

(2) When start key switch is in START position

```
Start switch START [CS-2 (6)] → I/conn [CN-5 (35)] → Stater limit relay[CR-104(3)→(4)] → Anti-restart relay [CR-5 (86)] 

ECM [CN-94 (9)] → I/conn [CN-3 (6)] → Starter lockout relay [CR-15(86)] 

ECM [CN-94 (57)] → I/conn [CN-3 (12)] → Starter lockout relay [CR-15(85)] 

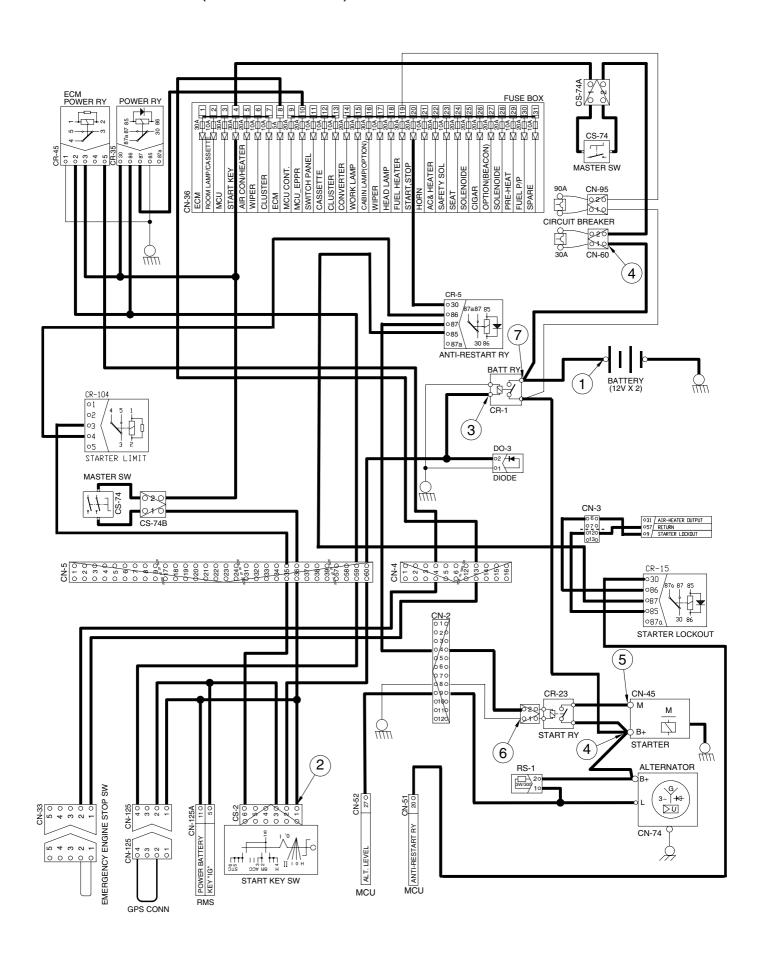
MCU [CN-51 (20)] → Starter lockout relay [CR-15(87a)→(30)] → Anti-restart relay [CR-5 (85)] 

Anti-restart relay [CR-5 (30) →(87)] → I/conn [CN-2 (4)] → Start relay [CR-23(2)]
```

2) CHECK POINT

Engine	Start switch	Check point	Voltage
		① - GND (battery)	
		② - GND (start key)	
		③ - GND (battery relay M4)	
OPERATING	START	④ - GND (starter B ⁺)	20~25V
		⑤ - GND (starter M)	
		⑥ - GND (start relay)	
		⑦ - GND (battery relay M8)	

STARTING CIRCUIT (GCIC QSB7 ENGINE)



3. CHARGING CIRCUIT

When the starter is activated and the engine is started, the operator releases the key switch to the ON position.

Charging current generated by operating alternator flows into the battery through the battery relay [CR-1].

The current also flows from alternator to each electrical component and controller through the fuse box.

1) OPERATING FLOW

(1) Warning flow

Alternator "L" terminal → I/conn [CN-2 (9)] → MCU alternator level [CN-52 (27)] → Cluster charging warning lamp(Via serial interface)

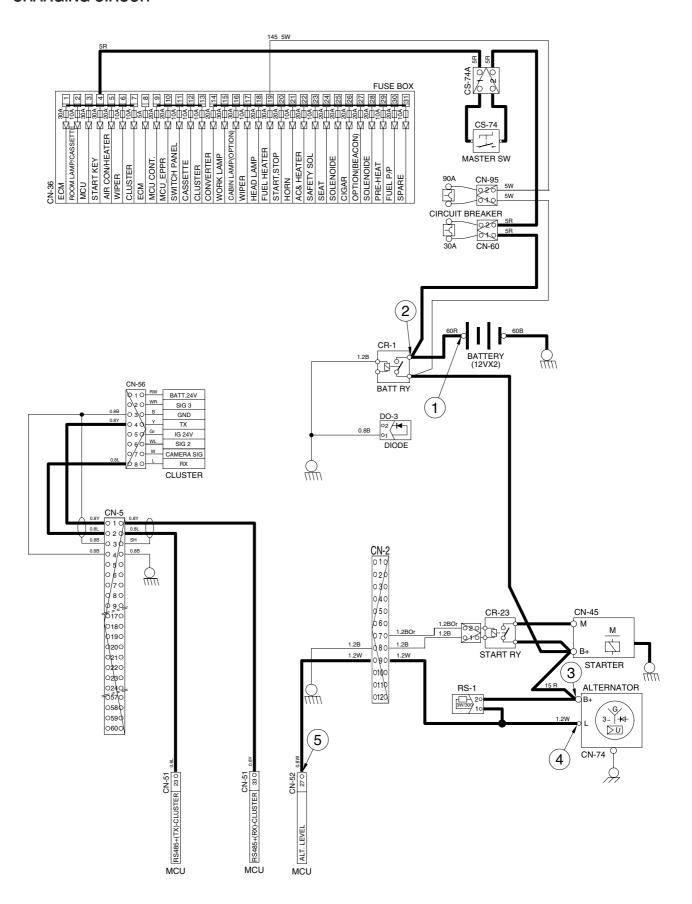
(2) Charging flow

2) CHECK POINT

Engine	Start switch	Check point	Voltage
		① - GND (battery voltage)	
		② - GND (battery relay)	
Run	ON	③ - GND (alternator B ⁺ terminal)	20~30V
		④ - GND (alternator L terminal)	
		⑤ - GND (MCU)	

* GND: Ground

CHARGING CIRCUIT



4. HEAD AND WORK LIGHT CIRCUIT

1) OPERATING FLOW

Fuse box (No.18) — Head light relay [CR-13 (30, 86)] Fuse box (No.15) — Work light relay [CR-4 (30, 86)]

(1) Head light switch ON

Head light switch ON [CN-116 (1)] → I/conn [CN-5 (49)] → Head light relay [CR-13 (85) → (87)]

Head light ON [CL-3 (2)], [CL-4 (1)]

I/conn[CN-3(5)] → Head light [CL-24(2)]

I/conn [CN-8 (7)] → CN-279 [2]

I/conn [CN-5 (13)] → Cigar light [CL-2]

Radio [CN-27 (9)]

(2) Work light switch ON

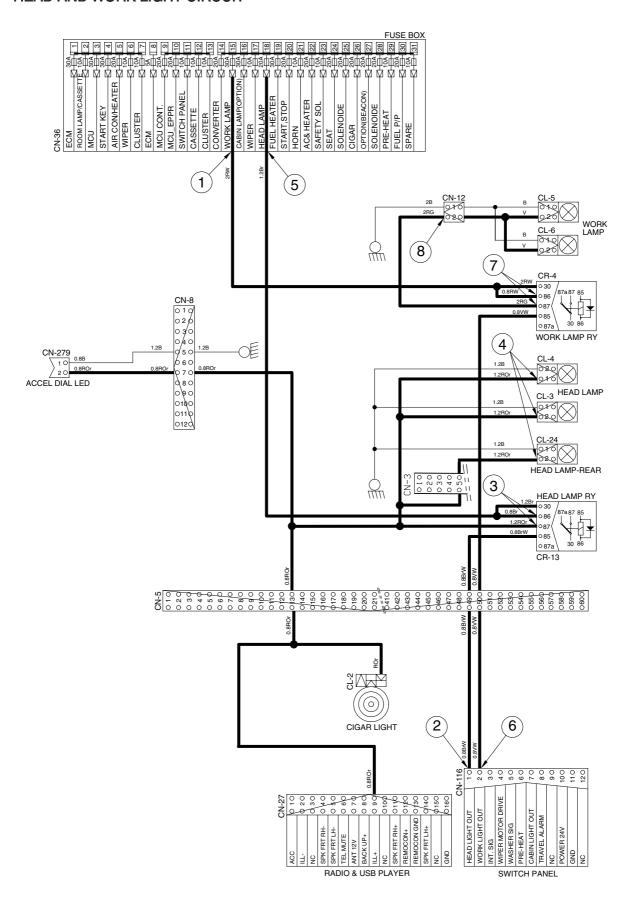
Work light switch ON [CN-116 (2)] \longrightarrow I/conn [CN-5 (50)] \longrightarrow Work light relay [CR-4 (85) \rightarrow (87)] \longrightarrow I/conn [CN-12 (1)] \longrightarrow Work light ON [CL-5 (2), CL-6 (2)]

2) CHECK POINT

Engine	Start switch	Check point	Voltage
	ON 2 - GND (switch as a contract of the second sec	① - GND (fuse box)	
		② - GND (switch power output)	
		③ - GND (head light relay)	
CTOD		④ - GND (head light)	00.051/
STOP		⑤ - GND (fuse box)	20~25V
		⑥- GND (switch power output)	
		⑦ - GND (work light relay)	
		® - GND (work light)	

* GND: Ground

HEAD AND WORK LIGHT CIRCUIT



5. BEACON LAMP AND CAB LIGHT CIRCUIT

1) OPERATING FLOW

```
Fuse box (No.27) → I/conn [CN-5 (33)] → Beacon lamp switch [CN-23 (8)] Fuse box (No.16) → Cab light relay [CR-9 (30, 86)]
```

(1) Beacon lamp switch ON

```
Beacon lamp switch ON [CS-23 (4)] Switch indicator lamp ON [CS-23 (11)] // Conn [CN-10 (10)] Beacon lamp ON [CL-7]
```

(2) Cab light switch ON

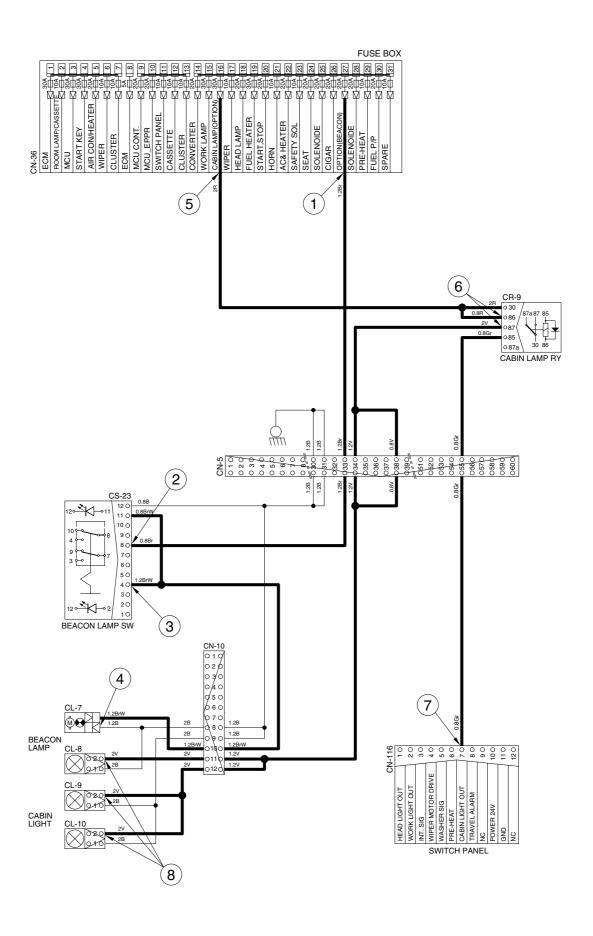
```
Cab light switch ON [CN-116 (7)] — I/conn [CN-5 (55)] — Cabin lamp relay [CR-9 (85) \rightarrow (87)] — I/conn [CN-5 (34, 38)] — I/conn [CN-10 (11)] — Cab light ON [CL-8 (2)] — I/conn [CN-10 (12)] — Cab light ON [CL-9 (2),CL-10(2)]
```

2) CHECK POINT

Engine	Start switch	Check point	Voltage
STOP	ON	① - GND (fuse box) ② - GND (switch power input) ③ - GND (switch power output) ④ - GND (beacon lamp) ⑤ - GND (fuse box) ⑥ - GND (cabin light relay) ⑦ - GND (switch power output) ⑧ - GND (cab light)	20~25V

* GND: Ground

BEACON LAMP AND CAB LIGHT CIRCUIT



6. WIPER AND WASHER CIRCUIT

1) OPERATING FLOW

(1) Key switch ON

Fuse box (No.11) — I/conn [CN-5 (57)] — Switch panel [CN-116 (10)]

Fuse box (No.6) — I/conn [CN-5 (18)] — I/conn [CN-17 (5)] — Wiper motor controller [CN-141(7)]

Fuse box (No.17) — I/conn [CN-5 (24)] — I/conn [CN-17 (4)] — Wiper motor controller [CN-141 (6)]

Washer pump [CN-22 (2)]

(2) Wiper switch ON: 1st step (Intermittent)

Wiper switch ON [CN-116 (3)] → I/conn [CN-17 (8)] → Wiper motor controller [CN-141 (10) → (3)] → Wiper motor intermittently operating [CN-21(4)]

(3) Wiper switch ON: 2nd step (continual)

Wiper switch ON [CN-116(4)] → I/conn[CN-17(2)] → Wiper motor controller [CN-141(2) → (4)] → Wiper motor operating [CN-21(2)]

(4) Washer switch ON

Washer switch ON [CN-116 (5)] \longrightarrow I/conn [CN-17 (7)] \longrightarrow Wiper motor controller [CN-141 (9) \rightarrow (8)] \longrightarrow I/conn [CN-17 (6)] \longrightarrow I/conn [CN-15 (19)] \longrightarrow Washer pump [CN-22 (1)] \longrightarrow Washer operating Wiper switch ON [CN-116 (4)] \longrightarrow I/conn[CN-17 (2)] \longrightarrow Wiper motor controller [CN-141 (2) \rightarrow (4)] \longrightarrow Wiper motor operating [CN-21(2)]

(5) Auto parking (when switch OFF)

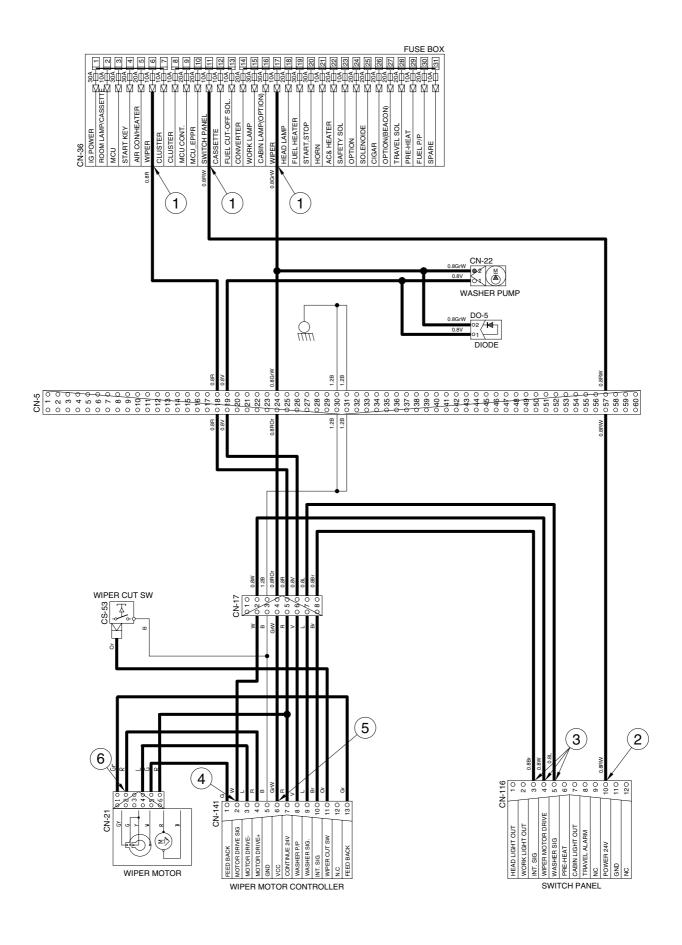
Switch OFF [CN-116 (4)] → Wiper motor parking position by wiper motor controller

2) CHECK POINT

Engine	Start switch	Check point	Voltage
		① - GND (fuse box)	241/
		② - GND (switch power input)	24V
CTOD	ONI	③ - GND (switch power output)	0 51/
STOP	ON	④ - GND (wiper power input)	0 ~ 5V
		⑤ - GND (wiper power output)	24V
		⑥ - GND (wiper motor)	0 or 24V

* GND: Ground

WIPER AND WASHER CIRCUIT



GROUP 3 ELECTRICAL COMPONENT SPECIFICATION

Part name	Symbol	Specifications	Check
Battery		12V × 100Ah (2EA)	 * Check specific gravity 1.280 over : Over charged 1.280 ~ 1.250 : Normal 1.250 below : Recharging
Battery relay	CR-1	Rated load : 24V 100A (continuity) 1000A (30seconds)	 Check coil resistance(M4 to M4) Normal : About 50 Ω Check contact Normal : ∞ Ω
Glow plug relay	CR-24	24V 200A	※ Check contact Normal: 0.942 (For terminal 1-GND)
Start key	S-2	B-BR : 24V 1A B-ACC : 24V 10A B-ST : 24V 40A	* Check contact OFF: $\infty \Omega$ (for each terminal) ON: 0Ω (for terminal 1-3 and 1-2) START: 0Ω (for terminal 1-5)
Pressure sensor	O A SUPPLY O B SIG O C RETURN CD-6 CD-7 CD-24 CD-31 CD-32 CD-35 CD-42 CD-43 CD-44 CD-70 CD-71	8~30V	* Check contact Normal : 0.1 Ω
Master switch	CS-74A CS-74B	6-36V	* Check disconnection Normal : 0.1 Ω

Part name	Symbol	Specifications	Check
Glow plug	CN-80	24V 200A	* Check resistance 0.25~0.12 Ω
Temperature sensor (hydraulic)	CD-1	-	 Check resistance 50°C : 804 Ω 80°C : 310 Ω 100°C : 180 Ω
Air cleaner pressure switch	Pa ————————————————————————————————————	-	% Check contact High level : $\infty \Omega$ Low level : 0Ω
Fuel sender	CD-2	-	$ \begin{tabular}{lllllllllllllllllllllllllllllllllll$
Relay (air con blower)	3 4 4 0 3 0 2 0 1 2 1 0	24V 20A	* Check resistance Normal : About 200 Ω (for terminal 1-3) 0 Ω (for terminal 2-4)
Relay	CR-2 CR-36 CR-45 CR-62	24V 16A	% Check resistance Normal : About 160 Ω (for terminal 1-2) 0Ω (for terminal 3-4) $\infty\Omega$ (for terminal 3-5)

Part name	Symbol	Specifications	Check
Relay	CR-4 CR-5 CR-7 CR-9 CR-13 CR-15 CR-35 CR-46	24V 16A	% Check resistance Normal : About 160 Ω (for terminal 85-86) 0Ω (for terminal 30-87a) $\infty\Omega$ (for terminal 30-87)
Solenoid valve	CN-68 CN-66 CN-70 CN-88 CN-140 CN-149 CN-236 CN-237	24V 1A	 Check resistance Normal : 15~25 Ω (for terminal 1-2)
EPPR valve	1 O 2 O CN-75 CN-133 CN-242	700mA	* Check resistance Normal : 15~25 Ω (for terminal 1-2)
Speaker	O 1 O 2 CN-23(LH) CN-24(RH)	20W	* Check resistance Normal : A few Ω
Switch (locking type)	CS-23 CS-50 CS-52 CS-67 CS-73 CS-82 CS-83 CS-99 CS-100	24V 8A	* Check contact Normal ON :0 Ω (for terminal 3-7, 4-8) Ω (for terminal 7-9, 8-10) OFF: Ω (for terminal 3-7, 4-8) Ω (for terminal 7-9, 8-10)
Accel dial	OAO + BOS - CN-142	-	 Check resist Normal : About 5k Ω

Part name	Symbol	Specifications	Check
Room lamp	3 O 2 O 1 O CL-1	24V 10W	* Check disconnection Normal : 1.0Ω ON : 0Ω (For terminal 1-2) $\infty \Omega$ (For terminal 1-3) OFF : $\infty \Omega$ (For terminal 1-2) 0Ω (For terminal 1-3)
Head lamp, Work lamp, Cab lamp	CL-3 CL-4 CL-5 CL-6 CL-7 CL-8 CL-9 CL-10 CL-24	24V 65W (H3 Type)	* Check disconnection Normal : 1.2 0
Beacon lamp	CL-7	21V 70W (H1 Type)	* Check disconnection Normal : A few Ω
Fuel filler pump	CN-61	24V 10A 35 / /min	« Check resistance Normal : 1.0 Ω
Service meter	3 h 2 h 1 CN-48	16~32V	* Check operation Supply power(24V) to terminal No.2 and connect terminal No.1 and ground
Horn	CN-20 CN-25	DC22~28V 2A	** Check operation Supply power(24V) to each terminal and connect ground.

Part name	Symbol	Specifications	Check
Safety switch	2 3 1 0 2 0 1 1 CS-4	24V 15A (N.C TYPE)	* Check contact Normal : 0 Ω (for terminal 1-2) ∞ Ω (for terminal 1-3) Operating : ∞ Ω (for terminal 1-2) Ω Ω (for terminal 1-3)
Wiper cut switch	CS-53	24V (N.O TYPE)	* Check contact Normal : 0 Ω (one pin to ground)
Receiver dryer	O 2 Pa O O O O O O O O O O O O O O O O O O	24V 2.5A	* Check contact Normal: ∞ Ω
Radio & USB plalyer	ACC NC SPK FRIT LH- O 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	24V 2A	* Check voltage 20~25V (for terminal 1-3, 3-8)
Washer pump	M 2 CN-22	24V 3.8A	« Check contact Normal : 10.7 Ω (for terminal 1-2)
Wiper motor	3 0 10 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	24V 2A	* Check disconnection Normal : 7 Ω (for terminal 2-6)

Part name	Symbol	Specifications	Check
SOCKET USB	CN-139	_	
Cigar lighter	CL-2	24V 5A 1.4W	 ** Check coil resistance Normal : About 1M Ω ** Check contact Normal : ∞ Ω Operating time : 5~15sec
Alternator	B+ G	24V 50A	* Check contact Normal : 0 Ω (for terminal B ⁺ -I) Normal : 24~27.5V
Starter	M M M CN-45	Denso 24V 4.5kW	«Check contact Normal: 0.1 Ω
Travel alarm	CN-81	24V 0.5A	* Check contact Normal : 5.2 Ω
Aircon compressor	CN-28 =	24V 79W	* Check contact Normal : 13.4 Ω

Part name	Symbol	Specifications	Check
Start relay	CR-23	24V 300A	« Check contact Normal: 0.94 Ω (for terminal 1-2)
Blower motor	2 <u>M</u>	24V 9.5A	* Check resistance Normal : 2.5 Ω (for terminal 1-2)
Duct sensor (switch)		1°C OFF 4°C ON	* Check resistance Normal : 0 Ω (for terminal 1-2), the atmosphere temp : Over 4°C
Door switch	CS-1	24V 2W	« Check resistance Normal : About 5M Ω
Switch (power max, one touch decal, horn, breaker)	CS-5 CS-19 CS-26 CS-29	24V 6A	*Check resistance Normal : ∞ Ω
Fusible link (cluster type 2)	CN-60 CN-95	60A	* Check disconnection normal : 0 Ω (connect ring terminal and check resist between terminal 1 and 2)

GROUP 4 CONNECTORS

1. CONNECTOR DESTINATION

Connector	Tuno	No. of	Destination	Connecto	or part No.
number	Type	pin	Destination	Female	Male
CN-1	AMP	10	I/conn (Frame harness-Pump PS harness)	S816-006002	S816-106002
CN-2	AMP	12	I/conn (Frame harness-Engine harness)	2-85262-1	368301-1
CN-3	AMP	15	I/conn (Frame harness-Engine harness)	S816-012002	S816-112002
CN-4	AMP	16	Vconn (Console harness LH-Frame harness)	368047-1	368050-1
CN-5	DEUTSCH	60	I/conn (Side harness RH-Frame harness)	DRB16-60SAE-L018	DRB14-60PAE-L018
CN-7	AMP	16	I/conn (Console harness RH-Frame harness)	368047-1	368050-1
CN-8	AMP	12	I/conn (Console harness RH-Frame harness)	S816-012002	S816-112002
CN-10	DEUTSCH	12	I/conn (Cab harness-Side harness RH)	DT06-12S-EP06	DT04-12P-BE02
CN-11	DEUTSCH	8	I/conn (Frame harness-Aircon harness)	DT06-8S	-
CN-12	DEUTSCH	2	I/conn (Frame harness-Boom wire harness)	DT06-2S-EP06	DT04-2P-E005
CN-15	AMP	12	I/conn (Frame harness-attech harness)	S816-012002	S816-112002
CN-16	AMP	6	I/conn (Accel dial harness)	S816-008002	S816-108002
CN-17	AMP	8	I/conn (Wiper harness)	S816-008002	S816-108002
CN-20	MOLEX	2	Horn	36825-0211	-
CN-21	AMP	6	Wiper motor	925276-0	-
CN-22	KET	2	Washer pump	MG640605	-
CN-23	KET	2	Speaker-LH	MG610070	-
CN-24	KET	2	Speaker-RH	MG610070	-
CN-25	MOLEX	2	Horn	36825-0211	-
CN-27	KUM	16	Cassette radio	PK145-16017	-
CN-28	KUM	1	Aircon compressor	MWP-01F-B	-
CN-29	KET	2	Receiver dryer	MG640795	-
CN-36	-	-	Fuse & relay box	21Q7-10910	-
CN-45	RING-TERM	-	Starter motor B+	S820-308000	DT04-4P-E005
CN-48	KET	3	Service meter	2-520193-2	-
CN-51	DEUTSCH	40	MCU (cluster type 1)	DRC26-40SA	-
CN-52	DEUTSCH	40	MCU (cluster type 1)	DRC26-40SB	-
CN-55	-	-	Fuse(2A)	-	-
CN-56	AMP	8	Cluster (type 1)	-	S816-108002
CN-60	AMP	2	Fusible link	21N4-01320	S813-130201
CN-61	DEUTSCH	2	Fuel filler pump	DT06-2S-EP06	-
CN-66	DEUTSCH	2	Breaker solenoid	DT06-2S-EP06	DT04-2P-EP005
CN-68	DEUTSCH	2	Safety solenoid	DT06-2S	-

Connector		No. of		Connecto	or part No.
number	Type	pin	Destination	Female	Male
CN-70	DEUTSCH	2	Travel high solenoid	DT06-2S	-
CN-74	AMP	4	Alternator "L" terminal	12186568	-
CN-75	AMP	2	Pump EPPR	S816-002002	-
CN-80	RING-TERM	-	Glow plug	S820-306000	-
CN-81	DEUTSCH	2	Travel buzzer	DT06-2S-EP06	-
CN-88	DEUTSCH	2	Power max solenoid	DT06-2S-EP06	-
CN-95	YAZAKI	2	Fusible link	21N4-01311	7122-4125-50
CN-113	KET	2	Buzzer MG651205-5	-	
CN-116	AMP	12	Switch panel	176116	-
CN-125	DEUTSCH	4	GPS CONN	-	
CN-125A	AMP	12	RMS	-	
CN-126	AMP	10	Service tool	S816-010002	S816-110002
CN-133	DEUTSCH	2	Boom priority solenoid	DT06-2S-EP06	-
CN-139	AMP	2	12V socket	172434-2	-
CN-140	DEUTSCH	2	Quick clamp solenoid	DT06-2S-EP06	DT04-2P-E005
CN-141	AMP	13	Wiper motor controller	172498-1	DT04-3P-EP10
CN-142	DEUTSCH	3	Accel dial	DT06-3S-EP06	-
CN-144	AMP	4	Free harness	2-967325-3	
CN-147	AMP	4	Fuel warmer	2-967325-3	-
CN-149	DEUTSCH	2	Attach safety solenoid	DT06-2S-EP06	-
CN-156	DEUTSCH	2	Air seat	-	DT04-2P-E005
CN-173	DEUTSCH	2	Resister	-	DT04-2P-E005
CN-236	DEUTSCH	2	Attach pressure solenoid	DT06-2S-EP06	-
CN-237	DEUTSCH	2	Attach conflux solenoid	DT06-2S-EP06	-
CN-242	DEUTSCH	2	Attach flow solenoid	DT06-2S-EP06	DT04-2P-E005
CN-249	AMP	4	Rear view camera	S816-004002	S816-104002
CN-259	DEUTSCH	6	Camera	DT06-08SA-EP06	DT04-8P
CN-279	AMP	2	Accel dial LED	S816-002002	-
· Relay			•		
CR-1	RING-TERM	-	Battery relay	ST730135-2	-
CR-2	-	5	Horn relay	-	-
CR-4	-	5	Work lamp relay	-	-
CR-5	-	5	Anti restart relay	-	-
CR-7	-	5	Aircon compressor relay	-	-
CR-9	-	5	Cabin lamp relay	-	-
CR-13	-	5	Head lamp relay	-	-
CR-15	-	5	Starter lockout relay	-	-
CR-23	AMP	4	Start relay	-	S814-102001

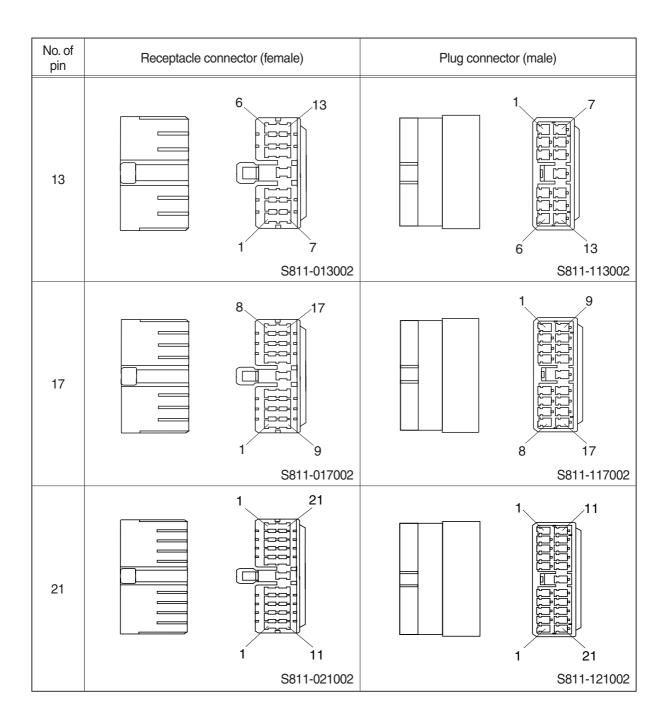
Connector	Time	No. of	Doctination	Connecto	or part No.
number	Type	pin	Destination	Female	Male
CR-24	AMP	4	Preheat relay	S822-014000	-
CR-35	-	5	Power relay	-	-
CR-36	-	5	Preheat relay	-	-
CR-46	-	5	Fuel warmer relay	-	-
CR-62	-	5	Breaker relay	-	-
CR-104		5	Starter limit relay	-	-
· Switch	·				
CS-1	SHUR	1	Door switch	S822-014002	S822-114002
CS-2	WP	6	Start key switch	S814-006100	-
CS-4	DEUTSCH	3	Safety switch	DT06-3S-EP06	-
CS-5	DEUTSCH	2	Horn switch	-	DT04-2P-E005
CS-19	DEUTSCH	2	One touch decel switch	-	DT04-2P-E005
CS-23	SWF	12	Beacon lamp switch	SWF589790	-
CS-26	DEUTSCH	2	Breaker switch	DT06-2S-EP06	-
CS-26A	AMP	2	Breaker foot pedal	S816-002002	S816-102002
CS-29	DEUTSCH	2	Power max switch	DT06-2S-EP06	-
CS-33	AMP	6	Emergency engine stop switch	S816-006002	S816-106002
CS-50	SWF	12	Overload switch	SWF589790	-
CS-53	AMP	1	Wiper cut switch	S822-014002	-
CS-67	SWF	12	Quick clamp switch	SWF 589790	-
CS-74A	AMP	2	Master switch	S813-030201	-
CS-74B	DEUTSCH	2	Master switch	DT06-2S-EP06	-
CS-82	SWF	12	Spare switch	SWF 589790	-
CS-83	SWF	12	Crab switch	SWF589790	-
CS-99	SWF	12	Air comp switch	SWF 589790	-
CS-100	SWF	12	Spare switch	SWF 589790	-
· Light					
CL-1	KET	3	Room lamp	MG651032	-
CL-2	AMP	3	Cigar light	S822-014002	S822-114002
CL-3	DEUTSCH	2	Head lamp-LH	DT06-2S-EP06	DT04-2P-E005
CL-4	DEUTSCH	2	Head lamp-RH	DT06-2S-EP06	DT04-2P-E005
CL-5	AMP	2	Work lamp-LH	180923-0	-
CL-6	AMP	2	Work lamp-RH	180923-0	-
CL-7	SHUR	2	Beacon lamp	S822-014002	S822-114002
CL-8	DEUTSCH	2	Cab light-LH	DT06-2S-EP06	DT-2P
CL-9	DEUTSCH	2	Cab light-RH	DT06-2S-EP06	DT04-2P
CL-10	DEUTSCH	2	Cab light-RH	DT06-2S-EP06	DT04-2P

Connector	Time	No. of	Destination	Connecto	r part No.
number	Type	pin	Destination	Female	Male
· Sensor, se	ender				
CD-1	AMP	2	Hydraulic oil temp sender	85202-1	-
CD-2	DEUTSCH	2	Fuel level sender	DT06-2S-EP06	-
CD-6	DEUTSCH	3	Travel pressure sensor	DT06-3S-EP06	-
CD-7	DEUTSCH	3	Working pressure sensor	DT06-3S-EP06	-
CD-10	RING TERM	-	Air cleaner switch	ST730135-2	-
CD-24	DEUTSCH	3	Swing sensor	DT06-3S-EP06	-
CD-31	AMP	3	Overload sensor	S816-003002	S816-103002
CD-32	DEUTSCH	3	Boom up sensor	DT06-3S-EP06	-
CD-42	DEUTSCH	3	Pump pressure 1	DT06-3S-EP06	-
CD-43	DEUTSCH	3	Pump pressure 2	DT06-3S-EP06	-
CD-44	DEUTSCH	3	Eppr pressure	DT06-3S-EP06	-
CD-45	DEUTSCH	2	Wif sensor	DT06-3S-EP06	-
CD-69	DEUTSCH	3	Attach pressure sensor	DT06-3S-EP06	-
CD-70	DEUTSCH	3	N1 pressure	DT06-3S-EP06	-
CD-71	DEUTSCH	3	N2 pressure	DT06-3S-EP06	-

2. CONNECTION TABLE FOR CONNECTORS

1) PA TYPE CONNECTOR

No. of pin	Receptacle conn	ector (female)	Plug connector (male)
5		2 5 1 3	2 5
		S811-005002	S811-105002
7		3 7	3 7
		S811-007002	S811-107002
9		4 9	1 5
		S811-009002	3S811-109002
11		5 11 6	5 11
		S811-011002	S811-111002

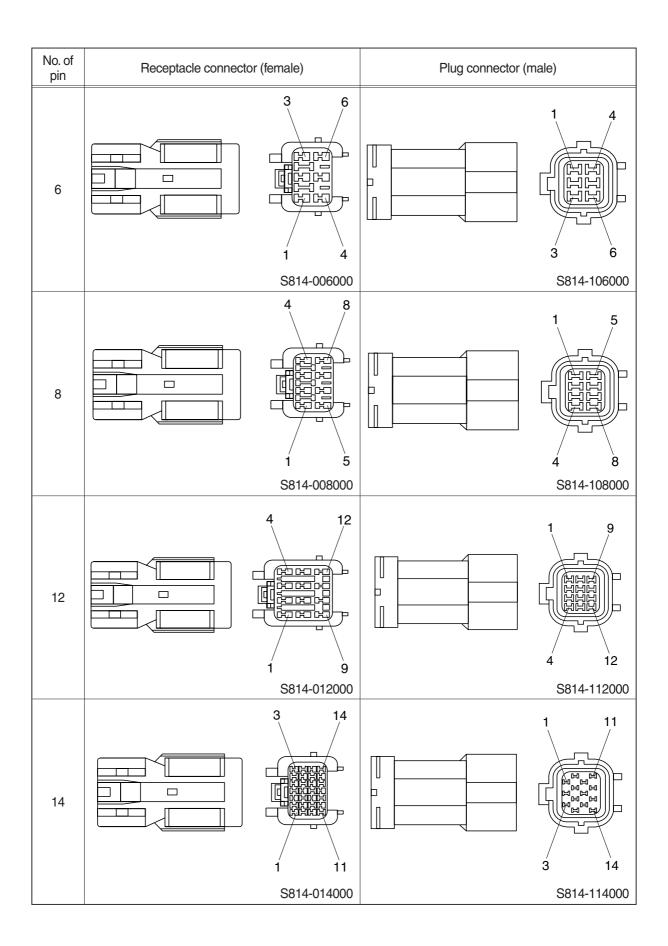


2) J TYPE CONNECTOR

No. of pin	Receptacle conne	ector (female)	Plug connector	(male)
2		2 S816-002001		2 1 S816-102001
3		3 1 S816-003001		3 1 2 S816-103001
4		3 1 4 2 S816-004001		3 1 S816-104001
8		6 3 1 8 5 2 S816-008001		8 5 2 6 3 1 S816-108001

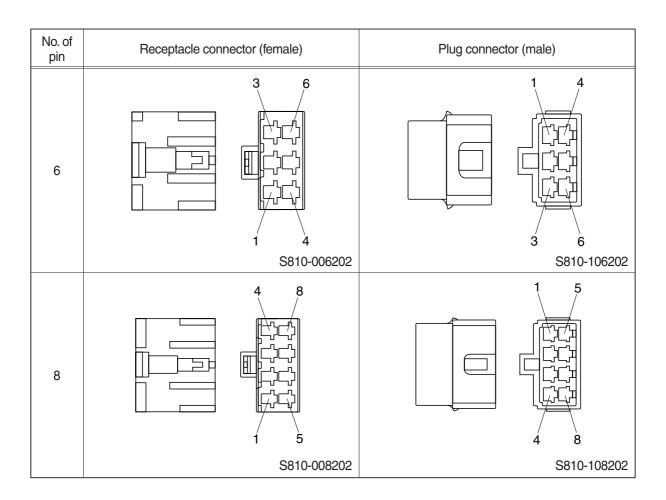
3) SWP TYPE CONNECTOR

No. of pin	Receptacle connector (female)	Plug connector (male)
1	S814-00100)
2	2 1 S814-00200	2 S814-102000
3	3 2 1 S814-00300	2 3 S814-103000
4		3 2 4 8 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9



4) CN TYPE CONNECTOR

No. of pin	Receptacle connecto	or (female)	Plug connector (male)
1		1		1
		S810-001202		S810-101202
2		1		1
		S810-002202		S810-102202
3		1 2		1 3
		S810-003202		S810-103202
4		2 4		1 3 2 4
		S810-004202		S810-104202



5) 375 FASTEN TYPE CONNECTOR

No. of pin	Receptacle connector (female)	Plug connector (male)
2	S810-002402	S810-102402

6) AMP ECONOSEAL CONNECTOR

No. of pin	Receptacle connector (female)	Plug connector (male)
36	12 24 36 13	13 25 12 36
	344111-1	344108-1

7) AMP TIMER CONNECTOR

No. of pin	Receptacle connector (female)	Plug connector (male)
2	85202-1	

8) AMP 040 MULTILOCK CONNECTOR

No. of pin	Receptacle connector (female)	Plug connector (male)
12	7	
	174045-2	

9) AMP 070 MULTILOCK CONNECTOR

No. of pin	Receptacle connector (female)	Plug connector (male)
14	1 7 14 173852	

10) AMP FASTIN - FASTON CONNECTOR

No. of pin	Receptacle connector (female)	Plug connector (male)
6	6 4	
	925276-0	

11) KET 090 CONNECTOR

No. of pin	Receptacle connector (female)	Plug connector (male)
2	1	
	MG610070	

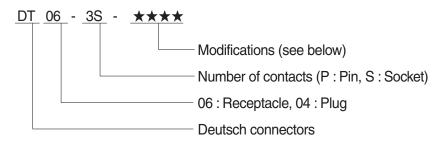
12) KET 090 WP CONNECTORS

No. of pin	Receptacle connector (female)	Plug connector (male)
2	1 2 MG640605	
	WG040003	
2	1 2	
	MG640795	

13) KET SDL CONNECTOR

No. of pin	Receptacle connector (female)	Plug connector (male)
14	7 14 MG610406	

14) DEUTSCH DT CONNECTORS



* Modification

E003: Standard end cap - gray

E004 : Color of connector to be black E005 : Combination - E004 & E003

EP04: End cap

EP06: Combination P012 & EP04

P012: Front seal enhancement - connectors color to black for 2, 3, 4 & 6pin

	PO12: Front Seal enhancement - connectors color to black for 2, 3, 4 & opin		
No. of pin	Receptacle connector (female)	Plug connector (male)	
2		1 2	
	DT06-2S	DT04-2P	
3	1 2	2 1 1 3	
	DT06-3S	DT04-3P	
4	2 3	3 2	
	DT06-4S	DT04-4P	

No. of pin	Receptacle connector (female)	Plug connector (male)
6		
	DT06-6S	DT04-6P
8	5 8 1 DT06-8S	DT04-8P
	D106-8S	D104-8P
12	7 6	1 12
	DT06-12S	DT04-12P

15) MOLEX 2CKTS CONNECTOR

No. of pin	Receptacle connector (female)	Plug connector (male)
2	1 2	
	35215-0200	

16) ITT SWF CONNECTOR

No. of pin	Receptacle connector (female)	Plug connector (male)
10	1 9	
	SWF593757	

17) MWP NMWP CONNECTOR

No. of pin	Receptacle connector (female)	Plug connector (male)
1	1	
	NMWP01F-B	

18) ECONOSEAL J TYPE CONNECTORS

No. of pin	Receptacle connector (female)	Plug connector (male)
1	S816-001002	S816-101002
2	1 2 S816-002002	2 1 S816-102002
3	1 2 3 S816-003002	3 2 1 S816-103002
4	3 4 S816-004002	2 1 4 3 S816-104002

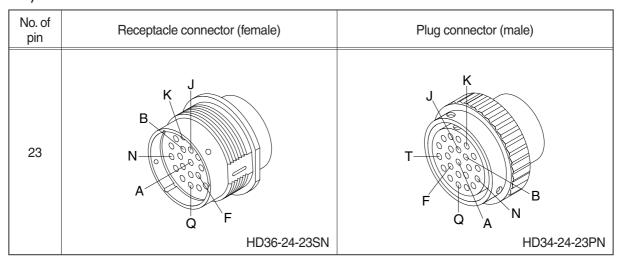
No. of pin	Receptacle connector (female)	Plug connector (male)
6	3 4 6 S816-006002	3 1 6 4 S816-106002
8	5 8 S816-008002	4 1 8 5 S816-108002
10	5 6 10 S816-010002	5 10 6 S816-110002
12	7 12 S816-012002	6 1

No. of pin	Receptacle connector (female)	Plug connector (male)
15	3 15 HEREE E	15 3
	368301-1	2-85262-1

19) METRI-PACK TYPE CONNECTOR

No. of pin	Receptacle connector (female)	Plug connector (male)
2	1 12040753	

20) DEUTSCH HD30 CONNECTOR



21) DEUTSCH MCU CONNECTOR

No. of pin	Receptacle connector (female)	Plug connector (male)
40	1 5 6 10 21 35 36 40 30	
	DRC26-40SA/B	

22) DEUTSCH SERVICE TOOL CONNECTOR

No. of pin	Receptacle connector (female)	Plug connector (male)
9	E	

23) AMP FUEL WARMER CONNECTOR

No. of pin	Receptacle connector (female)	Plug connector (male)
4	3 2 2	
	2-967325-3	

24) DEUTSCH INTERMEDIATE CONNECTOR

No. of pin	Receptacle connector (female)	Plug connector (male)
60	1 13 25 31 37 49 24 30 36 49 48 60 DRB16-60SAE-L018	

SECTION 5 MECHATRONICS SYSTEM

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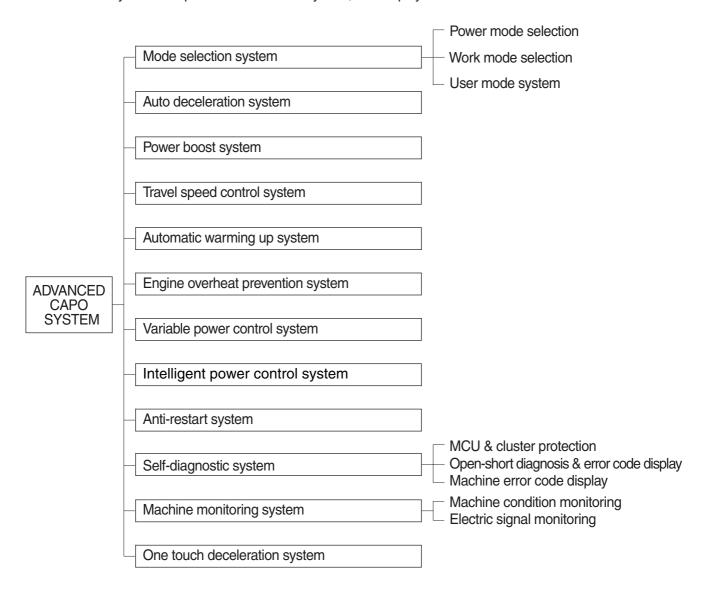
SECTION 5 MECHATRONICS SYSTEM

GROUP 1 OUTLINE

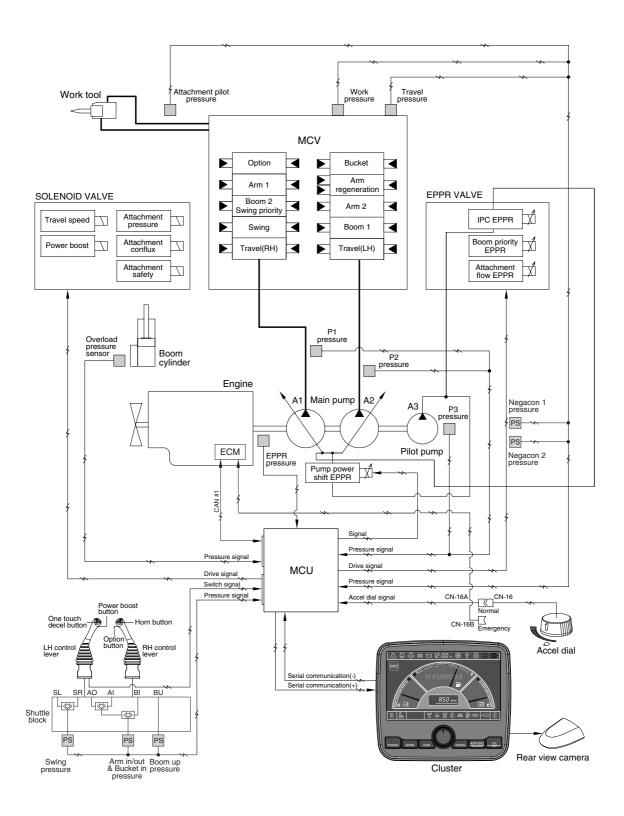
- Cluster type 1 ADVANCED CAPO (Computer Aided Power Optimization) system
- Cluster type 2 NEW CAPO (Computer Aided Power Optimization) system

The CAPO (Computer Aided Power Optimization) system controls engine and pump mutual power at an optimum and less fuel consuming state for the selected work by mode selection, auto-deceleration, power boost function, etc. It monitors machine conditions, for instance, engine speed, coolant temperature, hydraulic oil temperature, and hydraulic oil pressure, etc.

It consists of a MCU, a cluster, an accel actuator, EPPR valves, and other components. The MCU and the cluster protect themselves from over-current and high voltage input, and diagnose malfunctions caused by short or open circuit in electric system, and display error codes on the cluster.

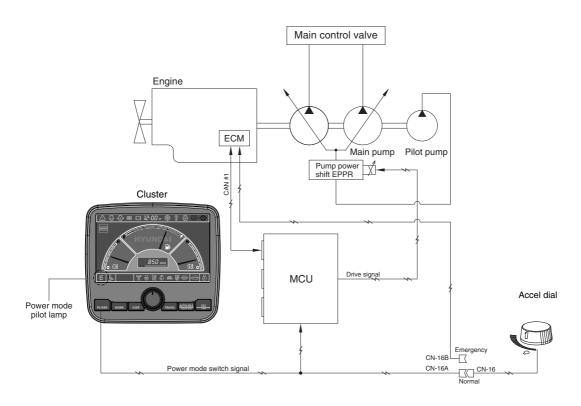


SYSTEM DIAGRAM (CLUSTER TYPE 1)



GROUP 2 MODE SELECTION SYSTEM

1. POWER MODE SELECTION SYSTEM



Mode selection system (micro computer based electro-hydraulic pump and engine mutual control system) optimizes the engine and pump performance.

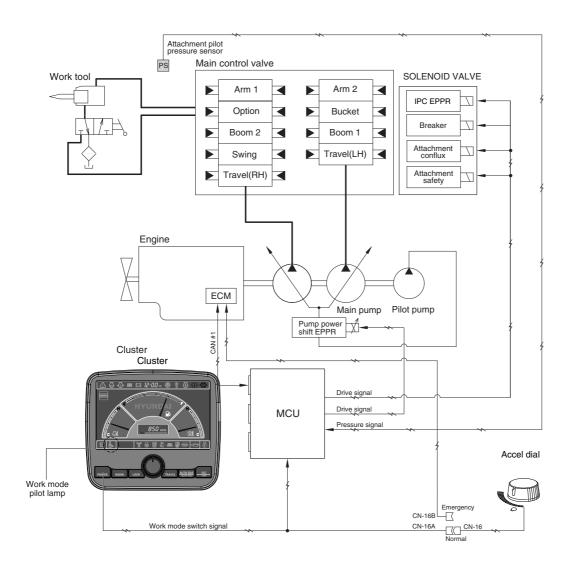
The combination of 3 power modes (P, S, E) and accel dial position (10 set) makes it possible to use the engine and pump power more effectively corresponding to the work conditions from a heavy and great power requesting work to a light and precise work.

		Engine rpm			Power shift by EPPR valve				
Power	Application	Standard		Option		Standard		Option	
mode		Unload	Load	Unload	Load	Current (mA)	Pressure (kgf/cm²)	Current (mA)	Pressure (kgf/cm²)
Р	Heavy duty power	1850±50	-	1950±50	-	-	8(~3)	-	2.5
S	Standard power	1750±50	-	1800±50	-	-	10(~5)	-	5
Е	Economy operation	1650±50	-	1700±50	-	-	13(~8)	-	10(~5)
AUTO DECEL	Engine deceleration	1000±100	-	-	-	-	40±2	-	-
One touch decel	Engine quick deceleration	900±100	-	-	-	-	40±2	-	-
KEY START	Key switch start position	900±100	-	-	-	•	40±2	-	-

^{*} Power shift (Standard/Option) can be changed by "Service menu" in "Management" on the cluster.

2. WORK MODE SELECTION SYSTEM

Work mode consists of the general operation (bucket) and the optional attachment (breaker, crusher).



1) GENERAL WORK MODE (bucket)

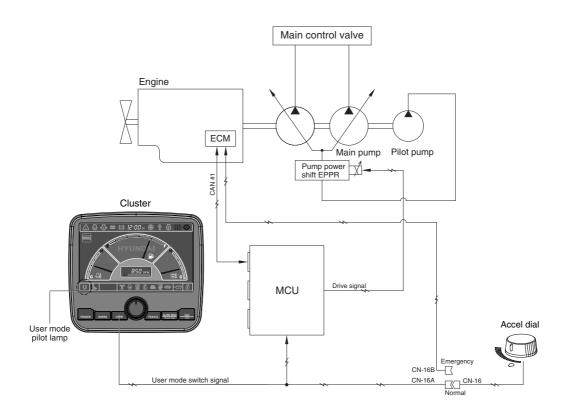
This mode is used to general digging work.

2) ATT WORK MODE (breaker, crusher)

It controls the pump flow and system pressure according to the operation of breaker or crusher.

Description	General mode	Work	c tool
Description	Bucket	Breaker	Crusher
Attachment safety solenoid	OFF	ON	ON
Attachment pressure solenoid	OFF	OFF	ON
Attachment conflux solenoid	OFF	OFF	ON/OFF
IPC EPPR solenoid	ON/OFF	ON	ON

3. USER MODE SELECTION SYSTEM

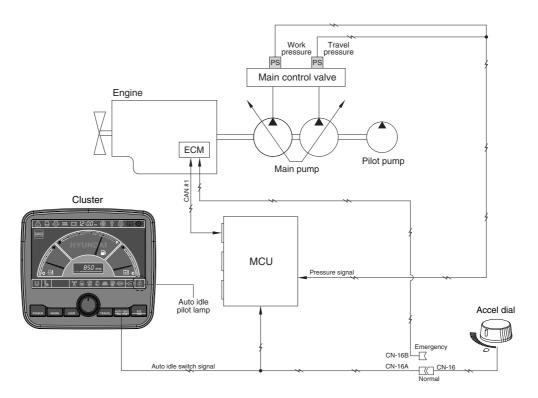


1) High idle rpm, auto idle rpm and EPPR pressure can be adjusted and memorized in the U-mode.

2) LCD segment vs parameter setting

Step (■)	Engine speed (rpm)	Idle speed (rpm)	Power shift (bar)
1	1400	850	0
2	1450	900	3
3	1500	950	6
4	1600	1000	9
5	1700	1050	12
6	1750	1100	16
7	1800	1150	20
8	1850	1200	26
9	1900	1250	32
10	1950	1300	38

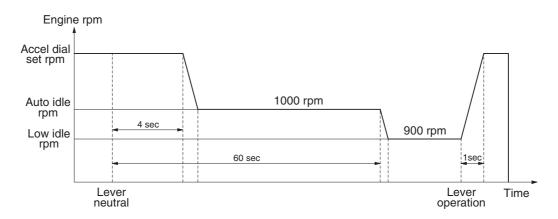
GROUP 3 AUTOMATIC DECELERATION SYSTEM



1. WHEN AUTO IDLE PILOT LAMP ON

When all of the work equipment control levers including swing and travel levers are at neutral for 4 seconds, MCU drives the accel actuator to reduce the engine speed to 1150 rpm. If the control levers are at neutral for 1 minute, MCU reduces the engine speed to 1000 rpm. As the result of reducing the engine speed, fuel consumption and noise are effectively cut down during non-operation of the control levers.

When the Auto idle pilot lamp is turned off by pressing the switch or any control lever is operated, the reduced engine speed rises upto the speed before deceleration in a second.

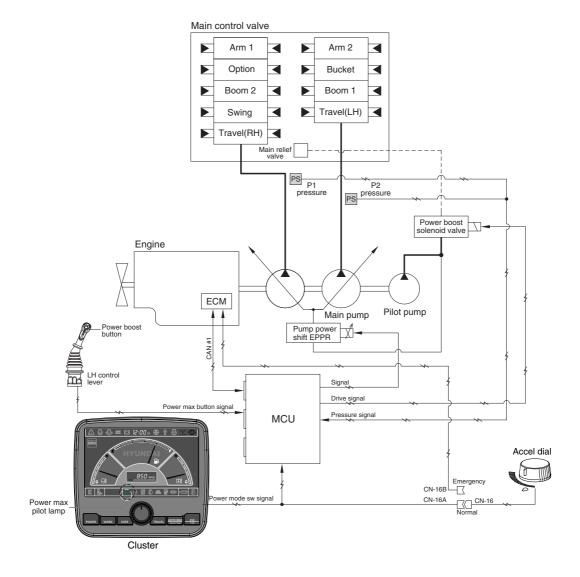


2. WHEN AUTO IDLE PILOT LAMP OFF

The engine speed can be set as desired using the accel dial switch, and even if the control levers are neutral, the engine speed is not reduced.

* Auto idle function can be activated when accel dial position is over 4.

GROUP 4 POWER BOOST SYSTEM

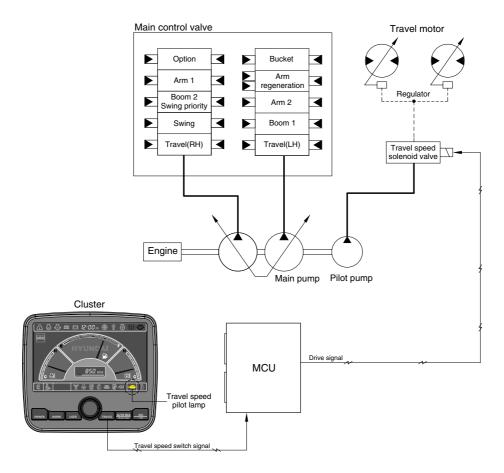


- When the power boost switch on the left control lever knob is pushed ON, the power mode is set P mode and maximum digging power is increased by 10 %.
- When the power boost function is activated, the power boost solenoid valve pilot pressure raises the set pressure of the main relief valve to increase the digging power.

Description	Condition	Function
Activated	Power boost switch : ON Accel dial : over 8	- Power mode : P - Accel dial power : 9 - Power boost solenoid : ON - Power boost pilot Imap : ON - Operating time : max 8 seconds
Canceled	Power boost switch : OFF	- Pre-set power mode - Power boost solenoid : OFF - Power boost pilot lamp : OFF

* When the auto power boost is set to Enable and power mode is set to P mode on the cluster, the digging power is automatically increased as working conditions by the MCU. It is operated max 8 seconds.

GROUP 5 TRAVEL SPEED CONTROL SYSTEM

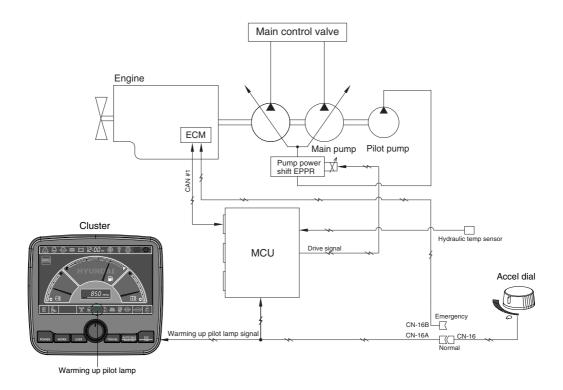


Travel speed can be switched manually by pressing the travel speed switch on the cluster.

Speed	Travel speed solenoid valve	Lamp on cluster	Operation
Low	OFF	Turtle	Low speed, high driving torque in the travel motor
High	ON	Rabbit	High speed, low driving torque in the travel motor

* Default : Turtle (low)

GROUP 6 AUTOMATIC WARMING UP SYSTEM

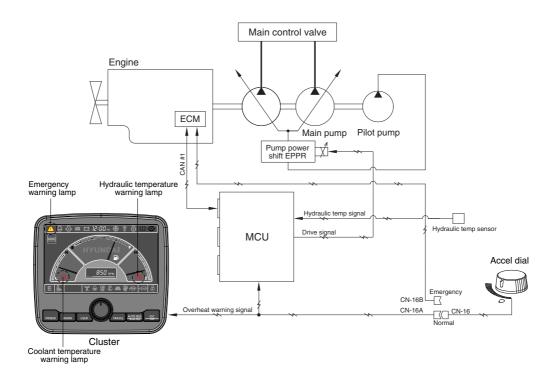


- 1. The MCU reads engine coolant temperature through the temperature sensor and if the coolant temperature is below 30°C, it increases the engine speed from key start rpm to 1150 rpm. At this time the mode does not change. If the coolant temperature sensor has fault, the hydraulic oil temperature signal is substituted.
- 2. In case of the coolant temperature increases up to 30°C, the engine speed is decreased to key start speed. And if an operator changes power mode set during the warming up function, the MCU cancels the automatic warming up function.

3. LOGIC TABLE

Description	Condition	Function
Actuated	- Coolant temperature : below 30°C (after engine run)	- Power mode : Default (E mode) - Warming up time : 10 minutes (max) - Warming up pilot lamp : ON
Canceled	- Coolant temperature: Above 30°C - Warming up time: Above 10 minutes - Changed power mode set by operator - RCV lever or pedal operating - Auto idle cancel * If any of the above conditions is applicable, the automatic warming up function is canceled	- Power mode : set mode - Warming up pilot lamp : OFF

GROUP 7 ENGINE OVERHEAT PREVENTION SYSTEM

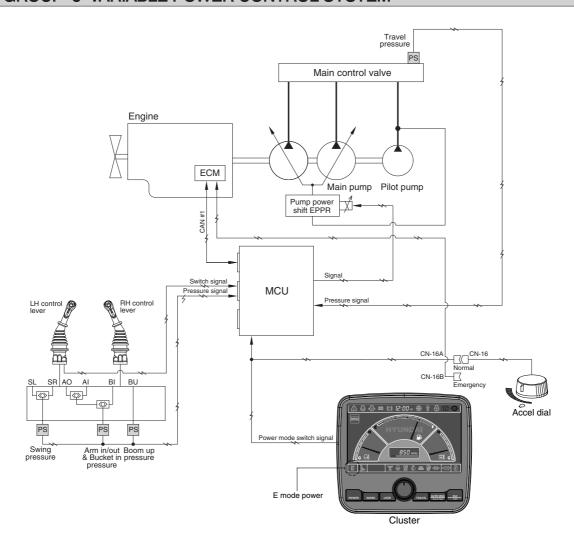


1. If the engine coolant temperature or the hydraulic oil temperature is overheated over 100°C, the warning lamp is ON and the pump input torque or the engine speed is reduced as below logic table.

2. LOGIC TABLE

Description		Condition	Function
First step	Activated	- Coolant or hydraulic oil temperature : Above 100°C	- Warning lamp buzzer : ON - Pump absorption torque is reduced.
warning	Canceled	- Coolant or hydraulic oil temperature : Less than 95°C	- Return to pre-set the pump absorption torque.
Second step	Activated	- Coolant or hydraulic oil temperature : Above 105°C	Emergency warning lamp pops up on the center of LCD and the buzzer sounds.Engine speed is reduced after 10 seconds.
warning	Canceled	- Coolant or hydraulic oil temperature : Less than 101°C	 Return to pre-set the engine speed. Hold pump absorption torque on the first step warning.

GROUP 8 VARIABLE POWER CONTROL SYSTEM



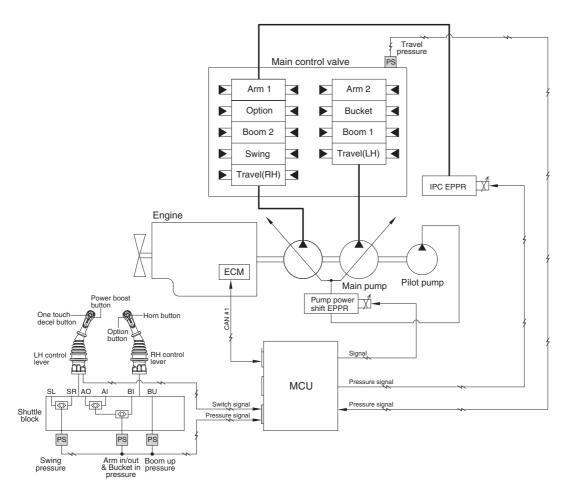
The variable power control system controls the engine and pump mutual power according to RCV lever stroke and pump load.

It makes fuel saving and smooth control at precise work.

Description	Working condition
Power mode	E
Work mode	General (bucket)
Pressure sensor	Normal

* The variable power control function can be activated when the power mode is set to E mode.

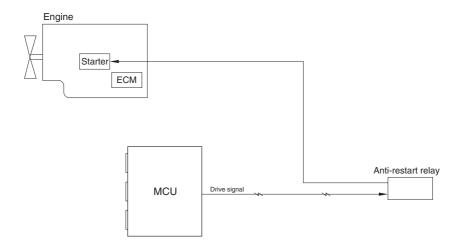
GROUP 9 INTELLIGENT POWER CONTROL SYSTEM



1. When the requirement of pump flow rate is low, IPC mode controls pump flow rate to improve fuel efficiency.

Condition	Function	
Boom up + Arm in Boom up + Arm in + Bucket in Not travel motion Not swing motion Breaker mode & Crusher mode	Limitation of pump flow rate : Activated	
None of upper condition	Limitation of pump flow rate : Canceled	

GROUP 10 ANTI-RESTART SYSTEM



1. ANTI-RESTART FUNCTION

After a few seconds from the engine starts to run, MCU turns off the start safety relay to protect the starter from inadvertent restarting.

GROUP 11 SELF-DIAGNOSTIC SYSTEM

1. OUTLINE

When any abnormality occurs in the ADVANCED CAPO system caused by electric parts malfunction and by open or short circuit, the MCU diagnoses the problem and sends the error codes to the cluster and also stores them in the memory.

2. MONITORING

1) Active fault



· The active faults of the MCU can be checked by this menu.

2) Logged fault



· The logged faults of the MCU can be checked by this menu.

3) Delete fault



· The logged faults of the MCU can be deleted by this menu.

3. MACHINE ERROR CODES TABLE

Error co	de	Description
HCESPN	FMI	·
101	3	Hydraulic oil temperature sensor circuit - Voltage above normal, or shorted to high source.
	4	Hydraulic oil temperature circuit - Voltage below normal, or shorted to low source.
	0	Working pressure sensor data above normal range.
105	1	Working pressure sensor data below normal range.
	2	Working pressure sensor data error.
	4	Working pressure sensor circuit - Voltage below normal, or shorted to Low source.
	0	Travel oil pressure sensor data above normal range.
108	1	Travel oil pressure sensor data below normal range.
	2	Travel oil pressure sensor data error.
	4	Travel oil pressure sensor circuit - Voltage below normal, or shorted to low source.
	0	Main pump 1 (P1) pressure sensor data above normal range.
400	1	Main pump 1 (P1) pressure sensor data below normal range.
120	2	Main pump 1 (P1) pressure sensor data error.
	4	Main pump 1 (P1) pressure sensor circuit - Voltage below normal, or shorted to low source.
	0	Main pump 2 (P2) pressure sensor data above normal range.
	1	Main pump 2 (P2) pressure sensor data below normal range.
121	2	Main pump 2 (P2) pressure sensor data error.
	4	Main pump 2 (P2) pressure sensor circuit - Voltage below normal, or shorted to low source.
	0	Overhead pressure sensor data above normal range.
400	1	Overhead pressure sensor data below normal range.
122	2	Overhead pressure sensor data error.
	4	Overhead pressure sensor circuit - Voltage below normal, or shorted to low source.
	0	Negative 1 pressure sensor data above normal range.
100	1	Negative 1 pressure sensor data below normal range.
123	2	Negative 1 pressure sensor data error.
	4	Negative 1 pressure sensor circuit - Voltage below normal, or shorted to low source.
	0	Negative 2 Pressure sensor data above normal range.
124	1	Negative 2 Pressure sensor data below normal range.
124	2	Negative 2 Pressure sensor data error.
	4	Negative 2 Pressure sensor circuit - Voltage below normal, or shorted to low source.
	0	Pilot pump (P3) pressure sensor data above normal range.
105	1	Pilot pump (P3) pressure sensor data below normal range.
125	2	Pilot pump (P3) pressure sensor data error.
	4	Pilot pump (P3) pressure sensor circuit - Voltage below normal, or shorted to low source.
	0	Boom up pilot pressure sensor data above normal range.
127	1	Boom up pilot pressure sensor data below normal range.
	2	Boom up pilot pressure sensor data error.
	4	Boom up pilot pressure sensor circuit - Voltage below normal, or shorted to low source.
	0	Arm in/out & bucket in pilot pressure sensor data above normal range.
	1	Arm in/out & bucket in pilot pressure sensor data below normal range.
133	2	Arm in/out & bucket in pilot pressure sensor data error.
	4	Arm in/out & bucket in pilot pressure sensor circuit - Voltage below normal, or shorted to low source.

^{*}Some error codes are not applied to this machine.

Error co	de	Decayintion
HCESPN	FMI	Description
	0	Swing pilot pressure sensor data above normal range.
135	1	Swing pilot pressure sensor data below normal range.
100	2	Swing pilot pressure sensor data error.
	4	Swing pilot pressure sensor circuit - Voltage below normal, or shorted to low source.
	0	Attachment pilot pressure sensor data above normal range.
138	1	Attachment pilot pressure sensor data below normal range.
	2	Attachment pilot pressure sensor data error.
	4	Attachment pilot pressure sensor circuit - Voltage below normal, or shorted to low source.
	0	Option pilot pressure sensor data above normal range
139	1	Option pilot pressure sensor data below normal range
	2	Option pilot pressure sensor data error
	4	Option pilot pressure sensor circuit - Voltage below normal, or shorted to low source
140	5	Pump EPPR valve circuit - Current below normal, or open circuit.
	6	Pump EPPR valve circuit - Current above normal.
141	5	Boom priority EPPR valve circuit - Current below normal, or open circuit.
	6	Boom priority EPPR valve circuit - Current above normal.
143	5	Travel EPPR valve circuit - Current below normal, or open circuit.
	6	Travel EPPR valve circuit - Current above normal.
144	5	Attachment flow EPPR valve circuit - Current below normal, or open circuit.
	6	Attachment flow EPPR valve circuit - Current above normal.
145	5	Remote cooling fan EPPR valve circuit - Current below normal, or open circuit.
	6	Remote cooling fan EPPR valve circuit - Current above normal.
150	5	Left rotate EPPR valve circuit - Current below normal, or open circuit.
	6	Left rotate EPPR valve circuit - Current above normal.
151	5 6	Right rotate EPPR valve circuit - Current below normal, or open circuit.
		Right rotate EPPR valve circuit - Current above normal.
152	5 6	Left tilt EPPR valve circuit - Current below normal, or open circuit. Left tilt EPPR valve circuit - Current above normal.
153	5	Right tilt EPPR valve circuit - Current below normal, or open circuit.
	6 5	Right tilt EPPR valve circuit - Current above normal. Power max solenoid circuit - Current below normal, or open circuit.
166	6	Power max solenoid circuit - Current above normal.
	5	Travel speed solenoid circuit - Current below normal, or open circuit.
167	6	Travel speed solenoid circuit - Current above normal.
	5	Attachment pressure solenoid circuit - Current below normal, or open circuit.
168	6	Attachment pressure solenoid circuit - Current above normal.
	5	Attachment conflux solenoid circuit - Current below normal, or open circuit.
169	6	Attachment conflux solenoid circuit - Current above normal.
	5	Arm regeneration solenoid circuit - Current below normal, or open circuit.
170	6	Arm regeneration solenoid circuit - Current above normal.
	5	Attachment safety solenoid circuit - Current below normal, or open circuit.
171	6	Attachment safety solenoid circuit - Current above normal.
	5	Remote cooling fan reverse solenoid circuit - Current below normal, or open circuit.
181	6	Remote cooling fan reverse solenoid circuit - Current above normal.
		1.10.110.10 Cooking tarrioroido Coloriola Circuit Carrotte above Horman.

^{*} Some error codes are not applied to this machine.

Error code		Description
HCESPN	FMI	Description
,	0	P1 & P2 EPPR valve pressure (measurement) sensor data above normal range
	1	P1 & P2 EPPR valve pressure (measurement) sensor data below normal range
200	2	P1 & P2 EPPR valve pressure (measurement) sensor data error
	4	P1 & P2 EPPR valve pressure (measurement) sensor circuit - Voltage below normal or shorted to low source
301	5	Fuel level sensor circuit - Voltage above normal, or shorted to high source.
001	6	Fuel level sensor circuit - Voltage below normal, or shorted to low source.
304	3	Engine coolant temperature sensor circuit - Voltage above normal, or shorted to high source.
001	4	Engine coolant temperature sensor circuit - Voltage below normal, or shorted to low source.
310	8	Engine speed signal error - Abnormal frequency or pulse width.
322	3	Engine preheat relay circuit - Voltage above normal, or shorted to high source.
022	4	Engine preheat relay circuit - Voltage below normal, or shorted to low source.
325	3	Fuel warmer relay circuit - Voltage above normal, or shorted to high source.
020	4	Fuel warmer relay circuit - Voltage below normal, or shorted to low source.
340	3	Potentiometer (G/A) circuit - Voltage above normal, or shorted to high source.
0.10	4	Potentiometer (G/A) circuit - Voltage below normal, or shorted to low source.
341	5	Governor actuator circuit - Current below normal, or open circuit.
011	6	Governor actuator circuit - Current above normal.
	0	Transmission oil pressure sensor data above normal range.
501	1	Transmission oil pressure sensor data below normal range.
	2	Transmission oil pressure sensor data error.
	4	Transmission oil pressure sensor circuit - Voltage below normal, or shorted to low source.
	0	Brake pressure sensor data above normal range.
503	1	Brake pressure sensor data below normal range.
	2	Brake pressure sensor data error.
	4	Brake pressure sensor circuit - Voltage below normal, or shorted to low source.
	0	Working brake pressure sensor data above normal range.
505	1	Working brake pressure sensor data below normal range.
	2	Working brake pressure sensor data error.
	4	Working brake pressure sensor circuit - Voltage below normal, or shorted to low source.
506	3	Working brake lamp circuit - Voltage above normal, or shorted to high source.
	4	Working brake lamp circuit - Voltage below normal, or shorted to low source.
520	3	Ram lock lamp circuit - Voltage above normal, or shorted to high source.
	4	Ram lock lamp circuit - Voltage below normal, or shorted to low source.
525	5 6	Ram lock solenoid circuit - Current below normal, or open circuit.
		Ram lock solenoid circuit - Current above normal.
	0 1	Travel F pilot pressure sensor data above normal range.
530	2	Travel F pilot pressure sensor data below normal range.
	4	Travel F pilot pressure sensor data error. Travel F pilot pressure sensor circuit - Voltage below normal, or shorted to low source.
	0	Travel R pilot pressure sensor circuit - voltage below normal, or shorted to low source. Travel R pilot pressure sensor data above normal range.
	1	
531	2	Travel R pilot pressure sensor data below normal range. Travel R pilot pressure sensor data error.
	4	Travel R pilot pressure sensor circuit - Voltage below normal, or shorted to low source.

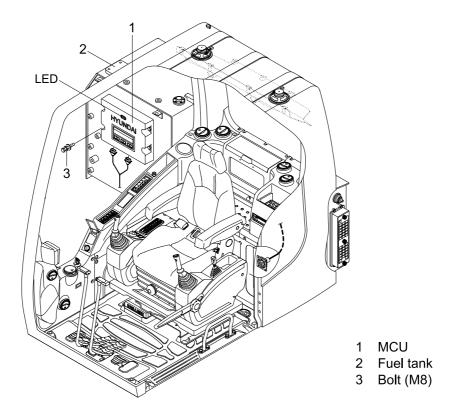
[※] Some error codes are not applied to this machine.

Error code		Description		
HCESPN	FMI	Description		
701	3	Hourmeter circuit - Voltage above normal, or shorted to high source.		
	4	Hourmeter circuit - Voltage below normal, or shorted to low source.		
705	0	MCU input voltage high.		
	1	MCU input voltage low.		
707				
714	3	Acc. dial circuit - Voltage above normal, or shorted to high source.		
714	4	Acc. dial circuit - Voltage below normal, or shorted to low source.		
715	3	Rotate signal input circuit - Voltage above normal, or shorted to high source.		
715	4	Rotate signal input circuit - Voltage below normal, or shorted to low source.		
716	3	Tilt signal input circuit - Voltage above normal, or shorted to high source.		
710	4	Tilt signal input circuit - Voltage below normal, or shorted to low source.		
722	3	Travel alarm (buzzer) circuit - Voltage above normal, or shorted to high source.		
122	4	Travel alarm (buzzer) circuit - Voltage below normal, or shorted to low source.		
830	12	MCU internal memory error.		
840	2	Cluster communication data error - Intermittent		
040	9	Cluster communication data error		
0/11	2	ECM communication data error - Intermittent		
841	9	ECM communication data error		
843	2	Option #1 (CAN 2) communication data error - Intermittent		
	9	Option #1 (CAN 2) communication data error		
850	2	RCM communication data error - Intermittent		
	9	RCM communication data error		

^{*} Some error codes are not applied to this machine.

GROUP 12 ENGINE CONTROL SYSTEM

1. MCU (Machine Control Unit)



2. MCU ASSEMBLY

- 1) To match the pump absorption torque with the engine torque, MCU varies EPPR valve output pressure, which control pump discharge amount whenever feedbacked engine speed drops under the reference rpm of each mode set.
- 2) Three LED lamps on the MCU display as below.

LED lamp	Trouble	Service	
G is turned ON	Normal	-	
G and R are turned ON	Trouble on MCU	· Change the MCU	
G and Y are turned ON	Trouble on serial	· Check if serial communication	
	communication line	lines between controller and cluster are	
		disconnected	
Three LED are turned OFF	Trouble on MCU power	· Check if the input power wire (24 V, GND) of	
		controller is disconnected	
		· Check the fuse	

G: green, R: red, Y: yellow

GROUP 13 EPPR VALVE

1. PUMP EPPR VALVE

1) COMPOSITION

EPPR (Electro Proportional Pressure Reducing) valve consists of electro magnet and spool valve installed at main pump.

(1) Electro magnet valve

Receive electric current from MCU and move the spool proportionally according to the specific amount of electric current value.

(2) Spool valve

Is the two way direction control valve for pilot pressure to reduce main pump flow. When the electro magnet valve is activated, pilot pressure enters into flow regulator of main pump.

(3) Pressure and electric current value for each mode

Mode		Pressure		Electric current	Engine rpm
Ivioue	kgf/cm ²	psi	(mA)	(at accel dial 10)	
	Р	8(~3)	116(~44)	_	1850 ± 50
Standard (Stage : 1.0)	S	10(~5)	145(~72)	_	1750 ± 50
(Otago : 1.0)	Е	13(~8)	188(~116)	_	1650 ± 50
Outland	Р	2.5	36	_	1950 ± 50
Option (Stage : 2.0)	S	5	72		1800 ± 50
	Е	10(~5)	145(~72)	_	1700 ± 50

2) HOW TO SWITCH THE STAGE (1.0 ↔ 2.0) ON THE CLUSTER

You can switch the EPPR valve pressure set by selecting the stage $(1.0 \leftrightarrow 2.0)$.

Management

· Service menu

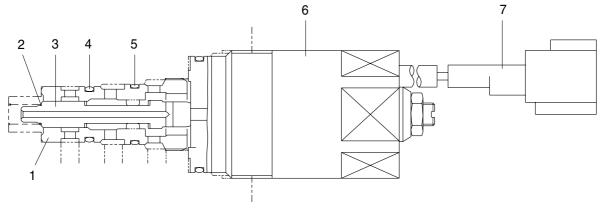


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· Power shift (standard/option): Power shift pressure can be set by option menu.

3) OPERATING PRINCIPLE

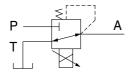
(1) Structure (pump EPPR valve)



- 1 Sleeve
- 2 Spring
- 3 Spool

- 4 O-ring
- 5 O-ring

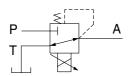
- 6 Solenoid valve
- 7 Connector

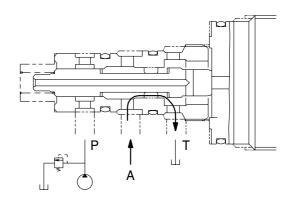


- P Pilot oil supply line (pilot pressure)
- T Return to tank
- A Secondary pressure to flow regulator at main pump

(2) Neutral

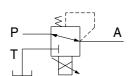
Pressure line is blocked and A oil returns to tank.

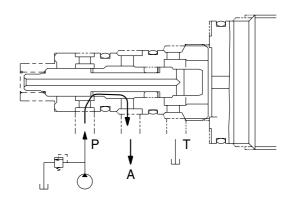




(3) Operating

Secondary pressure enters into A.





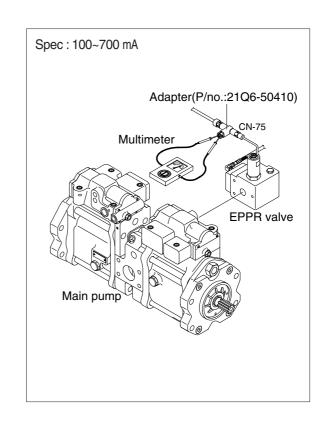
4) EPPR VALVE CHECK PROCEDURE

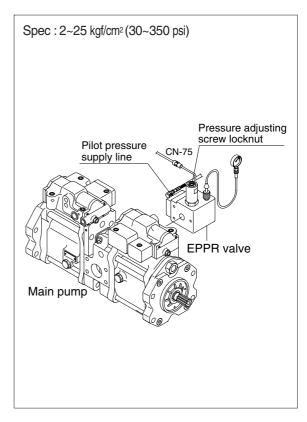
(1) Check electric current value at EPPR valve

- ① Disconnect connector CN-75 from EPPR valve.
- ② Insert the adapter to CN-75 and install multimeter as figure.
- ③ Start engine.
- Set power mode and cancel auto decel mode.
 - · Choise: S-mode
- (5) Position the accel dial at 10.
- 6 If rpm display show approx 1750 \pm 50 rpm check electric current at bucket circuit relief position.

(2) Check pressure at EPPR valve

- ① Remove plug and connect pressure gauge as figure.
 - Gauge capacity: 0 to 50 kgf/cm² (0 to 725 psi)
- ② Start engine.
- ③ Set power mode and cancel auto decel mode.
 - · Choise: S-mode
- 4 Position the accel dial at 10.
- If rpm display approx 1750 \pm 50 rpm check pressure at relief position of bucket circuit by operating bucket control lever.
- 6 If pressure is not correct, adjust it.
- After adjust, test the machine.





2. BOOM PRIORITY EPPR VALVE

1) COMPOSITION

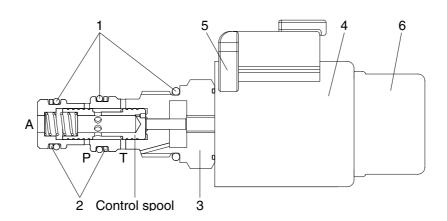
The boom priority EPPR valve is built in a manifold and mainly consisting of valve body and coil. This EPPR valve installed under the solenoid valve.

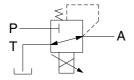
2) CONTROL

The boom priority EPPR valve has to be controlled by a specific electronic amplifier card, which is supplying the coil with a current 580 mA at 30 Ω and 24 V.

3) OPERATING PRINCIPLE

(1) Structure





P : Pilot supply line T : Return to tank

A : Secondary pressure to flow MCV

1 O-ring

3 Valve body

5 Connector

2 Support ring

4 Coil

6 Cover cap

(2) Operation

In de-energized mode the inlet port (P) is closed and the outlet port (A) is connected to tank port (T).

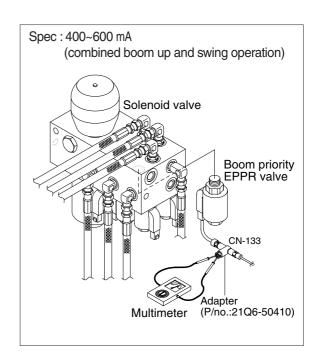
In energized mode the solenoid armature presses onto the control spool with a force corresponding to the amount of current. This will set a reduced pressure at port A. The setting is proportional to the amount of current applied.

(3) Maximum pressure relief

If a pressure from outside is applied on port A the valve may directly switch to tank port (T) and protect the system before overload.

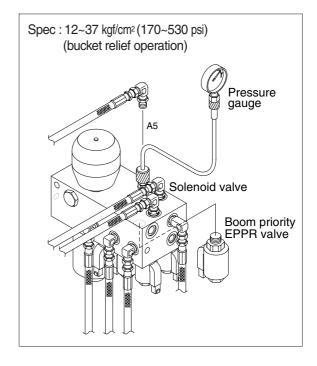
4) EPPR VALVE CHECK PROCEDURE

- (1) Check electric current value at EPPR valve
 - ① Disconnect connector CN-133 from EPPR valve.
 - ② Insert the adapter to CN-133 and install multimeter as figure.
 - ③ Start engine.
 - ④ If rpm display approx 1750±50 rpm check electric current in case of combined boom up and swing operation.



(2) Check pressure at EPPR valve

- ① Remove hose from A5 port and connect pressure gauge as figure.
 - Gauge capacity: 0 to 50 kgf/cm² (0 to 725 psi)
- ② Start engine.
- ④ If pressure is not correct, adjust it.
- ⑤ After adjust, test the machine.



GROUP 14 MONITORING SYSTEM

1. OUTLINE

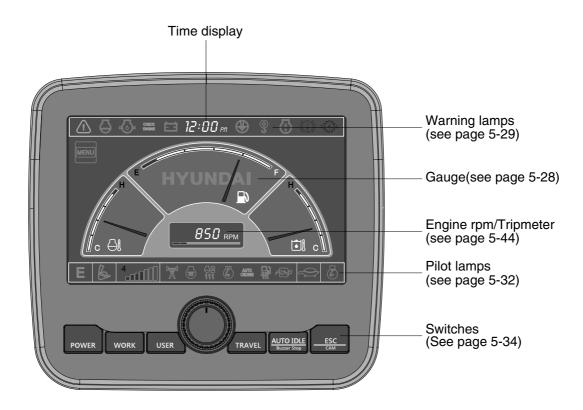
Monitoring system consists of the monitor part and switch part.

The monitor part gives warnings when any abnormality occurs in the machine and informs the condition of the machine.

Various select switches are built into the monitor panel, which act as the control portion of the machine control system.

2. CLUSTER

1) MONITOR PANEL



2) CLUSTER CHECK PROCEDURE

(1) Start key: ON

① Check monitor

- a. Buzzer sounding for 4 seconds with HYUNDAI logo on cluster.
- * If the ESL mode is set to the enable, enter the password to start engine.
- ② After initialization of cluster, the operating screen is displayed on the LCD. Also, self diagnostic function is carried out.
 - a. Engine rpm display: 0 rpm
 - b. Engine coolant temperature gauge: White range
 - c. Hydraulic oil temperature gauge: White range
 - d. Fuel level gauge: White range

③ Indicating lamp state

- a. Power mode pilot lamp: E mode or U mode
- b. Work mode pilot lamp: General operation mode (bucket)
- c. Travel speed pilot lamp: Low (turtle)

(2) Start of engine

Check machine condition

- a. RPM display indicates at present rpm
- b. Gauge and warning lamp: Indicate at present condition.
- * When normal condition: All warning lamp OFF
- c. Work mode selection: General work
- d. Power mode selection: E mode or U mode
- e. Travel speed pilot lamp: Low (turtle)

② When warming up operation

- a. Warming up pilot lamp: ON
- b. After engine started, engine speed increases to 1150 rpm.
- * Others same as above.

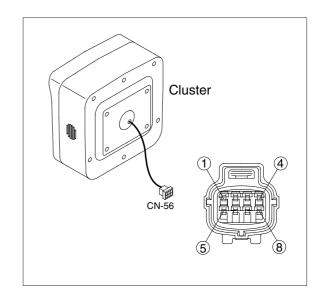
③ When abnormal condition

- a. The warning lamp lights up and the buzzer sounds.
- b. If BUZZER STOP switch is pressed, buzzer sound is canceled but the lamp warning lights up until normal condition.
- * The pop-up warning lamp moves to the original position and blink when the select switch is pushed. Also the buzzer stops.

3. CLUSTER CONNECTOR

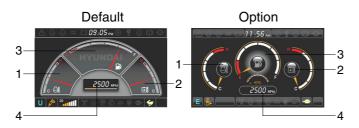
No.	Name	Signal
1	Battery 24V	20~32V
2	Signal 3	NTSC
3	GND	-
4	Serial + (TX)	0~5V
5	Power IG (24V)	20~32V
6	Signal 2	NTSC
7	Camera signal	NTSC
8	Serial - (RX)	0~5V

NTSC : the united states National Television Systems Committee



2) GAUGE

(1) Operation screen



- 1 Engine coolant temperature gauge
- 2 Hydraulic oil temperature gauge
- 3 Fuel level gauge
- 4 RPM / Tripmeter display
- * Operation screen type can be set by the screen type menu of the display.
 Refer to page 5-46 for details.

(2) Engine coolant temperature gauge



- ① This gauge indicates the temperature of coolant.
 - White range : 40-107°C (104-225°F)
 Red range : Above 107°C (225°F)
- ② If the indicator is in the red range or All lamp blinks in red, turn OFF the engine and check the engine cooling system.
- * If the gauge indicates the red range or All lamp blinks in red even though the machine is on the normal condition, check the electric device as that can be caused by the poor connection of electricity or sensor.

(3) Hydraulic oil temperature gauge



- ① This gauge indicates the temperature of hydraulic oil.
 - White range : 40-105°C (104-221°F)
 Red range : Above 105°C (221°F)
- ② If the indicator is in the red range or lamp blinks is red, reduce the load on the system. If the gauge stays in the red range, stop the machine and check the cause of the problem.
- * If the gauge indicates the red range or lamp blinks in red even though the machine is on the normal condition, check the electric device as that can be caused by the poor connection of electricity or sensor.

(4) Fuel level gauge



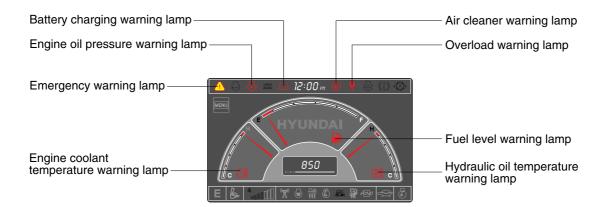
- 1) This gauge indicates the amount of fuel in the fuel tank.
- ② Fill the fuel when the red range, or lamp blinks in red.
- * If the gauge indicates the red range or lamp blinks in red even though the machine is on the normal condition, check the electric device as that can be caused by the poor connection of electricity or sensor.

(5) RPM / Tripmeter display



- ① This displays the engine speed or the tripmeter.
- * Refer to page 5-44 for details.

3) WARNING LAMPS



Each warning lamp on the top of the LCD pops up on the center of LCD and the buzzer sounds when the each warning is happened. The pop-up warning lamp moves to the original position and blinks when the select switch is pushed. And the buzzer stops.
Refer to page 5-35 for the select switch.

(1) Engine coolant temperature



- ① Engine coolant temperature warning is indicated two steps.

 - 107°C over : The <u>1</u> lamp pops up on the center of LCD and the buzzer sounds.
- ② The pop-up (i) lamp moves to the original position and blinks when the select switch is pushed. Also, the buzzer stops and lamp keeps blink.
- 3 Check the cooling system when the lamp keeps ON.

(2) Hydraulic oil temperature



- ① Hydraulic oil temperature warning is indicated two steps.
 - 100°C over : The limingly lamp blinks and the buzzer sounds.
 - 105°C over : The \(\hat{\overline} \) lamp pops up on the center of LCD and the buzzer sounds.
- ② The pop-up <u>1</u> lamp moves to the original position and blinks when the select switch is pushed. Also, the buzzer stops and lamp keeps blink.
- ③ Check the hydraulic oil level and hydraulic oil cooling system.

(3) Fuel level



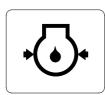
- ① This warning lamp blinks and the buzzer sounds when the level of fuel is below 55 l (14.53 U.S. gal).
- ② Fill the fuel immediately when the lamp blinks.

(4) Emergency warning lamp



- ① This lamp pops up and the buzzer sounds when each of the below warnings is happened.
 - Engine coolant overheating (over 105°C)
 - Hydraulic oil overheating (over 105°C)
 - Pump EPPR circuit abnormal or open
 - Attachment flow EPPR circuit abnormal or open
 - MCU input voltage abnormal
 - Accel dial circuit abnormal or open
 - Cluster communication data error
- ** The pop-up warning lamp moves to the original position and blinks when the select switch is pushed. Also the buzzer stops. This is same as following warning lamps.
- ② When this warning lamp blinks, machine must be checked and serviced immediately.

(5) Engine oil pressure warning lamp



- ① This lamp blinks when the engine oil pressure is low.
- ② If the lamp blinks, shut OFF the engine immediately. Check oil level.

(6) Battery charging warning lamp



- ① This lamp blinks when the battery charging voltage is low.
- ② Check the battery charging circuit when this lamp blinks.

(7) Air cleaner warning lamp



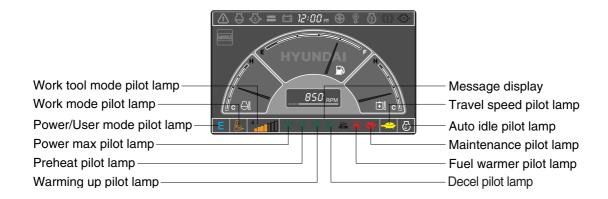
- ① This lamp blinks when the filter of air cleaner is clogged.
- ② Check the filter and clean or replace it.

(8) Overload warning lamp (opt)



- ① When the machine is overload, the overload warning lamp blinks during the overload switch is ON. (if equipped)
- ② Reduce the machine load.

4) PILOT LAMPS



(1) Mode pilot lamps

No	Mode	Pilot lamp	Selected mode	
		P	Heavy duty power work mode	
1	Power mode	S	Standard power mode	
		E	Economy power mode	
2	User mode	U	User preferable power mode	
			General operation mode	
3	Work mode		Breaker operation mode	
			Crusher operation mode	
4	Travel mode	Trough mode		Low speed traveling
4		*	High speed traveling	
5	Auto idle mode	(Auto idle	
6	Work tool mode	4	Oil flow level of breaker or crusher mode	
7	Message display		"Setting is completed" display after selection	

(2) Power max pilot lamp



- ① The lamp will be ON when pushing power max switch on the LH RCV lever.
- ② The power max function is operated maximum 8 seconds.

(3) Preheat pilot lamp



- ① Turning the start key switch ON position starts preheating in cold weather.
- ② Start the engine after this lamp is OFF.

(4) Warming up pilot lamp



- ① This lamp is turned ON when the coolant temperature is below 30°C(86°F).
- ② The automatic warming up is cancelled when the engine coolant temperature is above 30°C, or when 10 minutes have passed since starting the engine.

(5) Decel pilot lamp



- ① Operating one touch decel switch on the RCV lever makes the lamp ON.
- ② Also, the lamp will be ON and engine speed will be lowered automatically to save fuel consumption when all levers and pedals are at neutral position, and the auto idle function is selected.
- * One touch decel is not available when the auto idle pilot lamp is turned ON.

(6) Fuel warmer pilot lamp



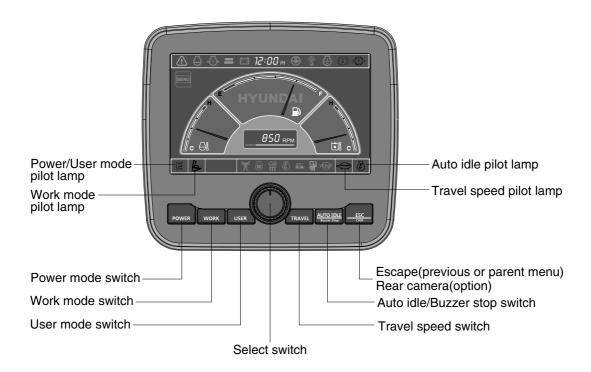
- ① This lamp is turned ON when the coolant temperature is below 10°C (50°F) or the hydraulic oil temperature 20°C (68°F).
- ② The automatic fuel warming is cancelled when the engine coolant temperature is above 60°C, or the hydraulic oil temperature is above 45°C since the start switch was ON position.

(7) Maintenance pilot lamp



- ① This lamp will be ON when the consuming parts are needed to change or replace. It means that the change or replacement interval of the consuming parts remains below 30 hours.
- ② Check the message in maintenance information of main menu. Also, this lamp lights ON for 3 minutes when the start switch is ON position.

5) SWITCHES



* When the switches are selected, the pilot lamps are displayed on the LCD.

(1) Power mode switch



- ① This switch is to select the machine power mode and selected power mode pilot lamp is displayed on the pilot lamp position.
 - · P : Heavy duty power work.
 - · S : Standard power work.
 - · E : Economy power work.
- ② The pilot lamp changes $E \rightarrow S \rightarrow P \rightarrow E$ in order.

(2) Work mode switch



- ① This switch is to select the machine work mode, which shifts from general operation mode to optional attachment operation mode.
 - · 🔈 : General operation mode
 - · Dreaker operation mode (if equipped)
 - 🖟 : Crusher operation mode (if equipped)
 - · Not installed : Breaker or crusher is not installed.

(3) User mode switch



- ① This switch is used to memorize the current machine operating status in the MCU and activate the memorized user mode.
 - · Memory: Push more than 2 seconds.
 - · Action : Push within 2 seconds.
 - · Cancel : Push this switch once more within 2 seconds.
- ② Refer to the page 5-37 for another set of user mode.

(4) Select switch



- ① This switch is used to select or change the menu and input value.
- ② Knob push
 - · Long (over 2 sec) : Return to the operation screen
 - · Medium (0.5~2 sec): Return to the previous screen
 - · Short (below 0.5 sec) : Select menu
- (3) Knob rotation

This knob changes menu and input value.

- · Right turning: Down direction / Increase input value
- · Left turning : Up direction / Decreased input value

(5) Auto idle/ buzzer stop switch

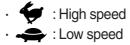


- ① This switch is used to activate or cancel the auto idle function.
 - · Pilot lamp ON : Auto idle function is activated.
 - · Pilot lamp OFF: Auto idle function is cancelled.
- ② The buzzer sounds when the machine has a problem. In this case, push this switch and buzzer stops, but the warning lamp blinks until the problem is cleared.

(6) Travel speed control switch



① This switch is used to select the travel speed alternatively.



(7) Escape/Camera switch



- ① This switch is used to return to the previous menu or parent menu.
- ② In the operation screen, pushing this switch will display the view of the camera on the machine (if equipped).
 - Please refer to page 5-60 for the camera.
- ③ If the camera is not installed, this switch is used only ESC function.

6) MAIN MENU









* Please refer to select switch, page 5-35 for selection and change of menu and input value.

(1) Structure

No	Main menu	Sub menu	Description
1	Mode	Work tool U mode power Boom/Arm speed Auto power boost Initial mode Cluster switch (back up)	Breaker, Crusher, Not installed User mode only Boom speed, Arm speed Enable, Disable Default, U mode Switch function
2	Monitoring	Active fault Logged fault Delete logged fault Monitoring (analog) Monitoring (digital) Operating hours	MCU MCU All logged fault delete, Initialization canceled Machine information Switch status, Output status Operating hours for each mode
3	Management	Maintenance information Machine security Machine Information A/S phone number Service menu	Replacement, Change interval oils and filters ESL mode setting, Password change Cluster, MCU, Engine, Machine A/S phone number, A/S phone number change Power shift, Hourmeter, Replacement history, Update
4	Display	Display item Clock Brightness Unit Language Screen type	Engine speed, Tripmeter A, Tripmeter B, Tripmeter C Clock Manual, Auto Temperature, Pressure, Flow, Date format Korean, English, Chinese A type, B type
5	Utilities	Tripmeter DMB Entertainment Camera setting Message box	3 kinds (A, B, C) DMB select, DAB select, Channel scan, Exit Play MP4, codec. Basic direction, Display switching, Full screen Record for fault, attachment etc.

(2) Mode setup

① Work tool



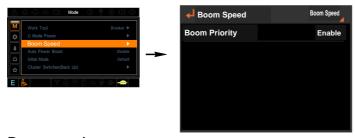
- · A : Select one installed optional attachment.
- B: Max flow Set the maximum flow for the attachment.
 Flow level Reduce the operating flow from maximum flow.
 Breaker Max 7 steps, Reduced 10 lpm each step.
 Crusher Max 4 steps, Reduced 20 lpm each step.
- * The flow level is displayed with the work mode pilot lamp.

② U mode power



- Engine high idle rpm, auto idle rpm and pump torque (power shift) can be modulated and memorized separately in U-mode.
- · U-mode can be activated by user mode switch.

3 Boom speed



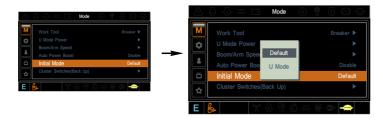
- · Boom speed
 - Boom up priority function can be turned on or off
 Enable Boom up speed can be automatically controlled by MCU
 Disable Normal operation status

4 Auto power boost



- · The power boost function can be activated or cancelled.
- Enable The digging power is automatically increased as working conditions by the MCU. It is operated max 8 seconds.
- · Disable Not operated.

⑤ Initial mode



- Default The initial power mode is set E mode when the engine is started.
- · U mode The initial power mode is set U mode when the engine is started.

⑥ Cluster switch (back up)



- The cluster switch can be selected and changed by this menu when the switches are abnormal on the cluster.
- In order to exit "Cluster switch" mode, please put the cursor on the ESC/CAM switch by turning the select switch and push the select switch.
- In "Cluster switch", other switches except "Select switch" do not work.

(3) Monitoring

① Active fault



 $\cdot\,$ The active faults of the MCU can be checked by this menu.

② Logged fault



 $\cdot\,$ The logged faults of the MCU can be checked by this menu.

③ Delete logged fault



· The logged faults of the MCU can be deleted by this menu.

4 Monitoring(Analog)



• The machine status such as the engine rpm, oil temperature, voltage and pressure etc. can be checked by this menu.

⑤ Monitoring (digital)



- $\cdot\,$ The switch status or output status can be confirmed by this menu.
- The activated switch or output pilot lamps 🐥 are light ON.

6 Operating hours



 $\cdot\,$ The operating hour of each mode can be confirmed by this menu.

(4) Management

① Maintenance information



· Alarm(🜣 🐥 🌞) : Gray 🜣 - Normal

Yellow 🐈 - First warning

Red - Second warning

· Replacement : The elapsed time will be reset to zero (0).

· Change interval : The change or replace interval can be changed in the unit of 50 hours.

· OK : Return to the item list screen.

· Change or replace interval

No	Item	Interval
1	Engine oil	500
2	Final gear oil	1000
3	Swing gear oil	1000
4	Hydraulic oil	2000
5	Pilot line filter	1000
6	Drain filter	1000
7	Hydraulic oil return filter	1000
8	Engine oil filter	500
9	Fuel filter	500
10	Pre-filter	500
11	Hydraulic tank breather	1000
12	Air cleaner (inner)	500
13	Radiator coolant	2000
14	Swing gear pinion grease	1000

2 Machine security

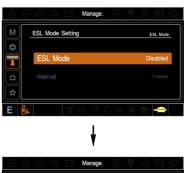


- · ESL mode
 - ESL: Engine Starting Limit
 - ESL mode is designed to be a theft deterrent or will prevent the unauthorized operation of the machine.
 - If the ESL mode was selected Enable, the password will be required when the start switch is turned ON.
 - Disable : Not used ESL function
 - Enable (always): The password is required whenever the operator start engine.

Enable (interval): The password is required when the operator start engine first. But the operator can restart the engine within the interval time without inputting the password.

The interval time can be set maximum 4 hours.









Enter the current password



· Password change

- The password is 5~10 digits.



Enter the new password



The new password is stored in the MCU.

Enter the new password again

③ Machine Information



· This can confirm the identification of the cluster, MCU, engine and machine.

4 A/S phone number



⑤ Service menu



- · Power shift (standard/option) : Power shift pressure can be set by option menu.
- · Hourmeter: Operating hours since the machine line out can be checked by this menu.
- · Replacement history: Replacement history of the MCU and cluster can be checked by this menu.
- Update: Firm ware can be upgraded by this menu. (the USB port is located under the cluster)

(5) Display

① Display item



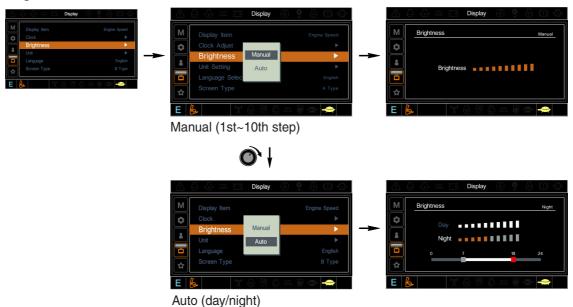
- · The center display type of the LCD can be selected by this menu.
- · The engine speed or each of the tripmeter (A,B,C) is displayed on the center display.

2 Clock



- The first line's three spots "**/***" represent Month/Day/Year each.
- The second line shows the current time. (0:00~23:59)

③ Brightness



** If "Auto" is chosen, brightness for day and night can be differently set up. Also by using the bar in lower side, users can define which time interval belongs to day and night. (in bar figure, gray area represents night time while white shows day time)

4 Unit



Temperature : °C ↔ °F

· Pressure : bar ← MPa ← kgf/cm²

· Flow : lpm ↔ gpm

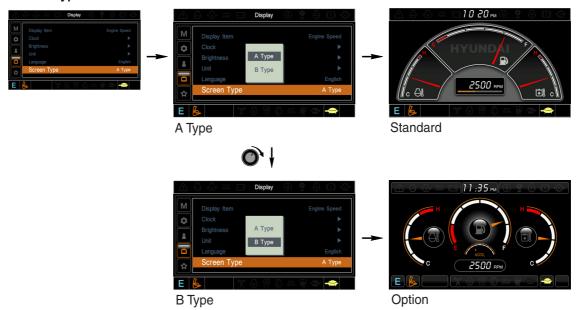
· Date format : $yy/mm/dd \leftrightarrow mm/dd/yy \leftrightarrow dd-Mar-yy$

5 Language



· User can select preferable language and all displays are changed the selected language.

6 Screen type



(6) Utilities

① Tripmeter



- · Maximum 3 kinds of tripmeters can be used at the same time.
- Each tripmeter can be turned on by choosing "Start" while it also can be turned off by choosing "Stop".
- · If the tripmeter icon is activated in the operation screen, it can be controlled directly there.

② DMB



- · DMB select : TV channel can be selected by this menu.
- · DAB select : Audio channel can be selected by this menu.
- · Channel scan: This menu can be used other region for TV/Audio.
- · Exit : Exit DMB menu

③ Entertainment

- · Play MP4 or codec file of external hard disk through USB port.
- · The USB port is located under the cluster.



④ Camera setting



- · Three cameras can be installed on the machine.
- · The display order can be set by this menu.



- · If the camera was not equipped, this menu is not useful.
- · In the operation screen, if the ESC/CAM switch is pushed, the first ordered display camera will be viewed.
- Turnning the select switch in clockwise direction, the next ordered will be shown and in counter-clockwise direction, the previously ordered will be shown.
- · Push the select switch, the displayed screen will be enlargement.

⑤ Message box

· The history of the machine operating status can be checked by this menu.



GROUP 15 FUEL WARMER SYSTEM

1. SPECIFICATION

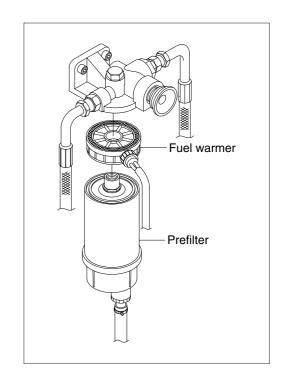
1) Operating voltage: $24 \pm 4 \text{ V}$

2) Power: 350±50 W 3) Current: 15 A

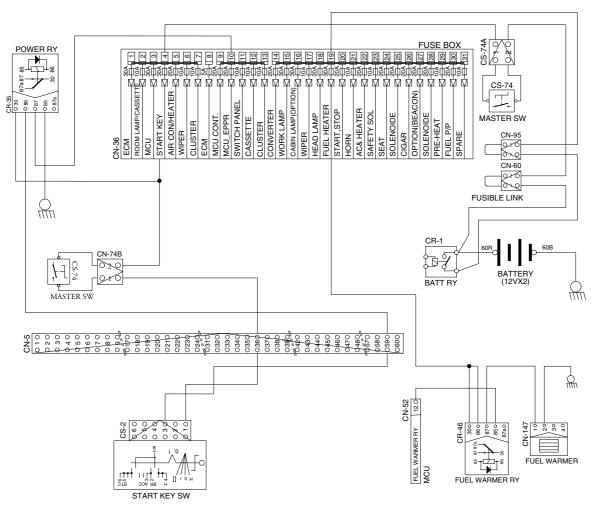
2. OPERATION

- 1) The current of fuel warmer system is automatically controlled without thermostat according to fuel temperature.
- 2) At the first state, the 15 A current flows to the fuel warmer and engine may be started in 1~2 minutes.
- 3) If the fuel starts to flow, ceramic-disk in the fuel warmer heater senses the fuel temperature to reduce the current as low as 1.5 A.

So, fuel is protected from overheating by this mechanism.



3. ELECTRIC CIRCUIT



SECTION 6 TROUBLESHOOTING

Group	1 Before Troubleshooting	6-1
Group	2 Hydraulic and Mechanical System	6-4
Group	3 Electrical System	6-24
Group	4 Mechatronics System ·····	6-39

SECTION 6 TROUBLESHOOTING

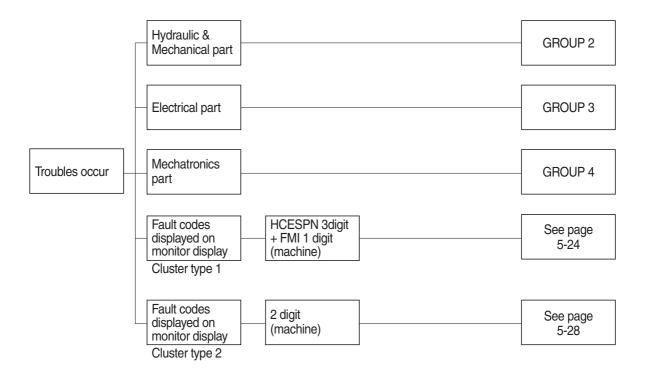
GROUP 1 BEFORE TROUBLESHOOTING

1. INTRODUCTION

When a trouble is occurred in the machine, this section will help an operator to maintain the machine with easy.

The trouble of machine is parted Hydraulic & Mechanical system, Electrical system and Mechatronics system. At each system part, an operator can check the machine according to the troubleshooting process diagram.

* Before carring out troubleshooting procedure, check monitoring menu in the cluster.



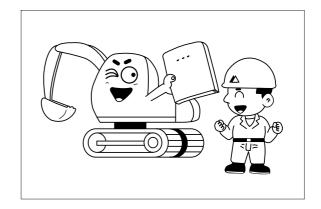
2. DIAGNOSING PROCEDURE

To carry out troubleshooting efficiently, the following steps must be observed.

STEP 1. Study the machine system

Study and know how the machine is operating, how the system is composing, what kinds of function are installed in the machine and what are specifications of the system components by the machine service manual.

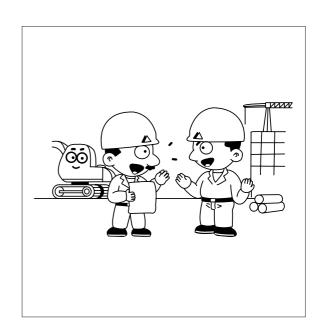
Especially, deepen the knowledge for the related parts of the trouble.



STEP 2. Ask the operator

Before inspecting, get the full story of malfunctions from a witness --- the operator.

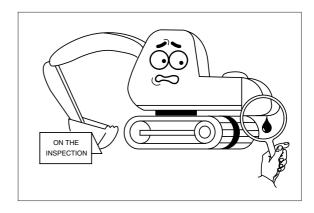
- 1) How the machine is used and when it is serviced?
- 2) When the trouble was noticed and what work the machine was doing at that time?
- 3) What is the phenomenon of the trouble? Was the trouble getting worse, or did it come out suddenly for the first time?
- 4) Did the machine have any troubles previously? If so, which parts were repaired before.



STEP 3. Inspect the machine

Before starting troubleshooting, check the machine for the daily maintenance points as shown in the operator's manual.

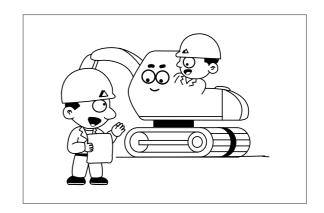
And also check the electrical system including batteries, as the troubles in the electrical system such as low battery voltage, loose connections and blown out fuses will result in malfunction of the controllers causing total operational failures of the machine.



STEP 4. Inspect the trouble actually on the machine

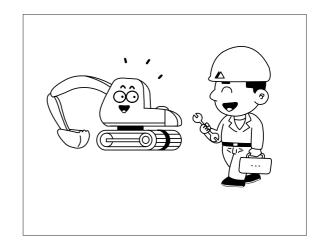
In case that some trouble cannot be confirmed, obtain the details of the malfunction from the operator.

Also, check if there are any in complete connections of the wire harnesses are or not.



STEP 5. Perform troubleshooting

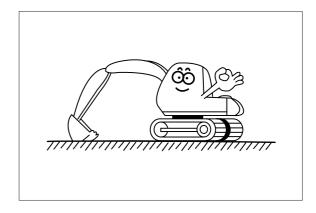
According to where the trouble parts are located, hydraulic & mechanical system part or electrical system part or mechatronics system part, perform troubleshooting the machine refer to the each system part's troubleshooting process diagram.



STEP 6. Trace a cause

Before reaching a conclusion, check the most suspectible causes again. Try to trace what the real cause of the trouble is.

Make a plan of the appropriate repairing procedure to avoid consequential malfunctions.



GROUP 2 HYDRAULIC AND MECHANICAL SYSTEM

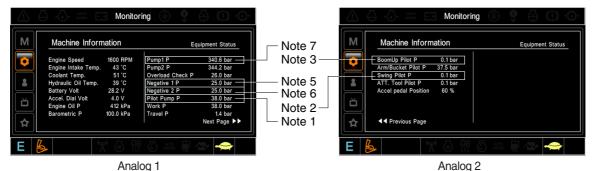
1. INTRODUCTION

1) MACHINE IN GENERAL

- (1) If even a minor fault is left intact and operation is continued, a fatal failure may be caused, entailing a large sum of expenses and long hours of restoration.
 - Therefore when even a small trouble occurs, do not rely on your intuition and experience, but look for the cause based on the troubleshooting principle and perform maintenance and adjustment to prevent major failure from occurring. Keep in mind that a fault results from a combination of different causes.
- (2) The following lists up commonly occurring faults and possible causes with this machine. For the troubleshooting of the engine, refer to the coming troubleshooting and repair.
- (3) When carrying out troubleshooting, do not hurry to disassemble the components. It will become impossible to find the cause of the problem.
- (4) Ask user or operator the following.
- ① Was there any strange thing about machine before failure occurred?
- ② Under what conditions did the failure occur?
- 3 Have any repairs been carried out before the failure?
- (5) Check before troubleshooting.
- ① Check oil and fuel level.
- ② Check for any external leakage of oil from components.
- ③ Check for loose or damage of wiring and connections.

2) MACHINE STATUS MONITORING ON THE CLUSTER

(1) The machine status such as the engine rpm, oil temperature, voltage and pressure etc. can be checked by this menu.

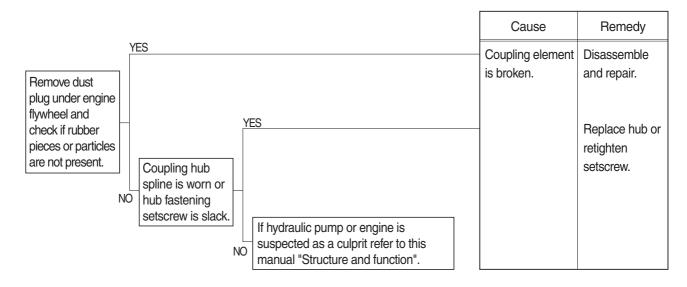


(2) Specification

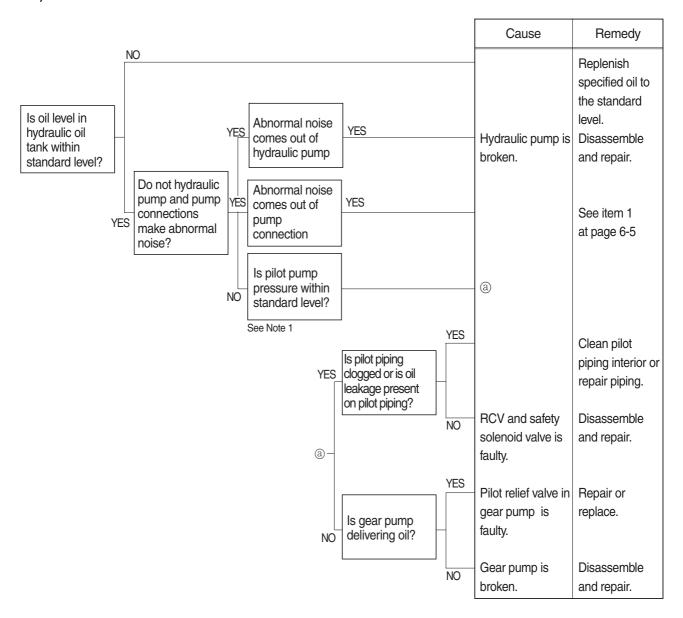
No.	Description	Specification
Note 1	Pilot pump pressure	40 ⁺² bar
Note 2	Swing pilot pressure	0~40 bar
Note 3	Boom up pilot pressure	0~40 bar
Note 5	P1 pump negative pressure	0~38 bar
Note 6	P2 pump negative pressure	0~38 bar
Note 7	Pump 1 pressure	350 bar

2. DRIVE SYSTEM

1) UNUSUAL NOISE COMES OUT OF PUMP CONNECTION

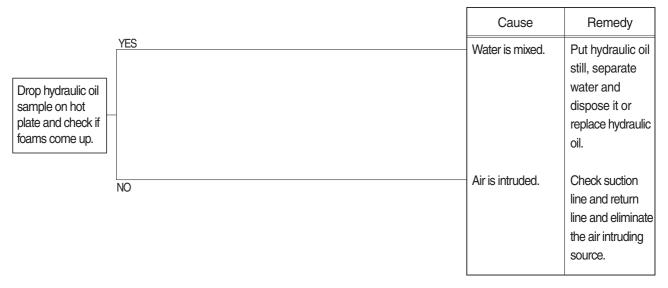


2) ENGINE STARTS BUT MACHINE DOES NOT OPERATE AT ALL

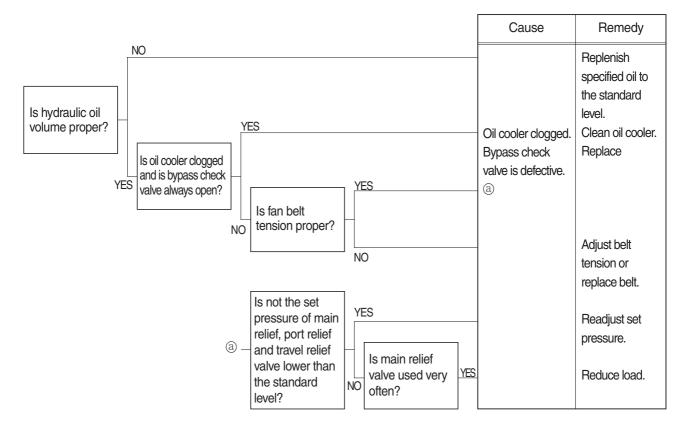


3. HYDRAULIC SYSTEM

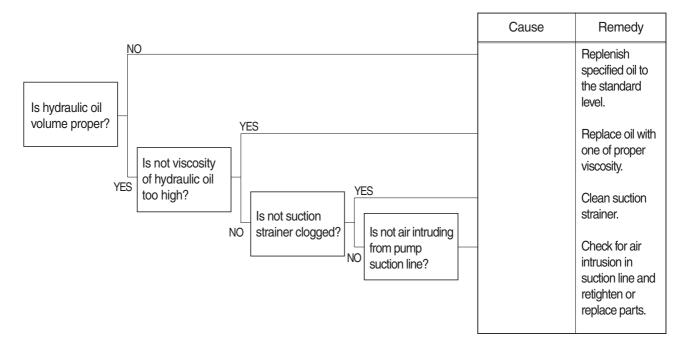
1) HYDRAULIC OIL IS CLOUDY



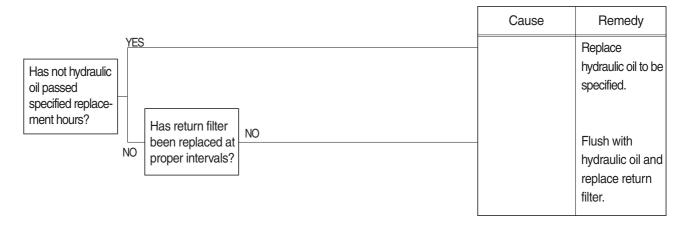
2) HYDRAULIC OIL TEMPERATURE HAS RISEN ABNORMALLY



3) CAVITATION OCCURS WITH PUMP

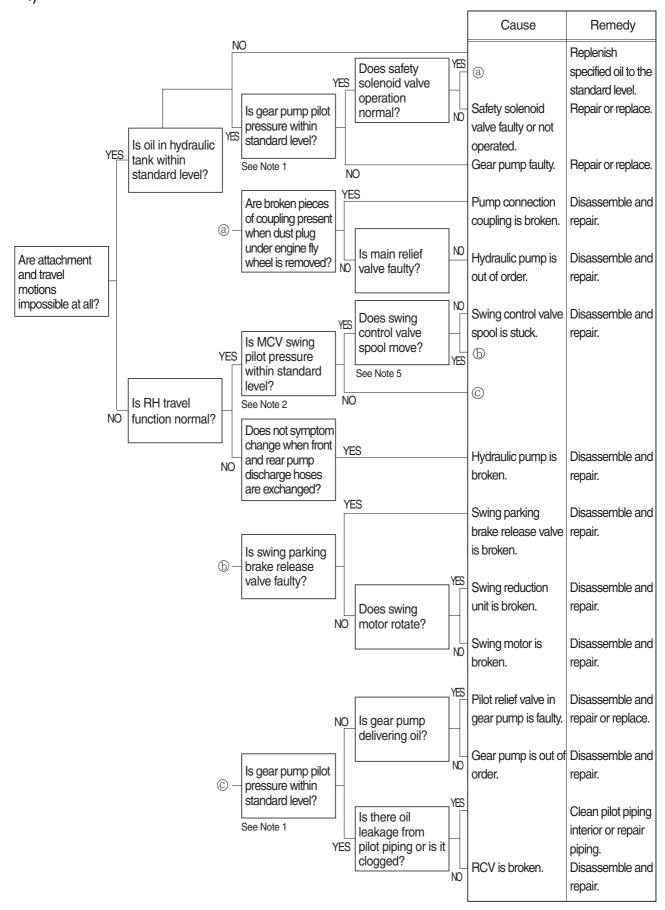


4) HYDRAULIC OIL IS CONTAMINATED

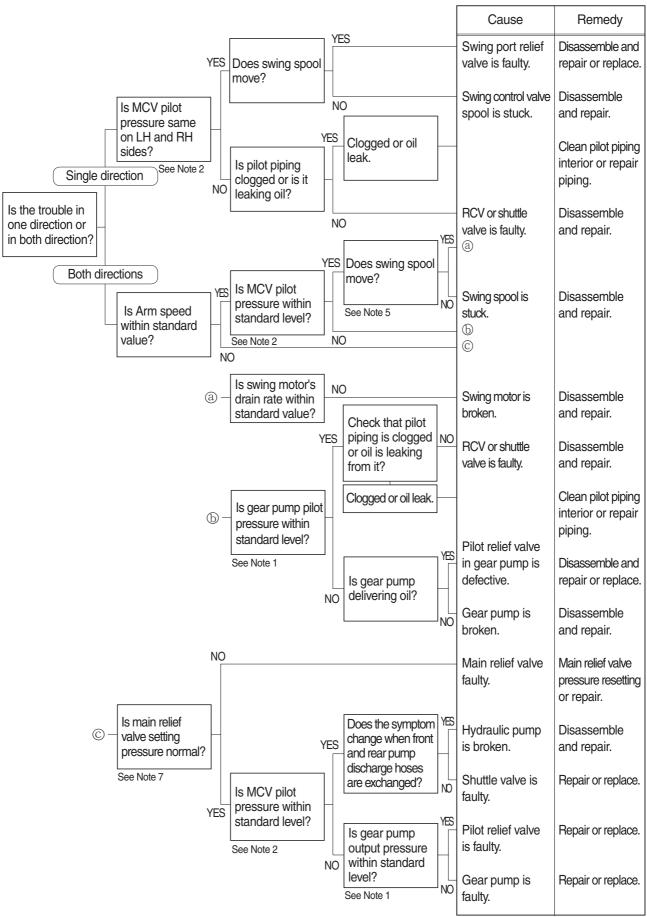


4. SWING SYSTEM

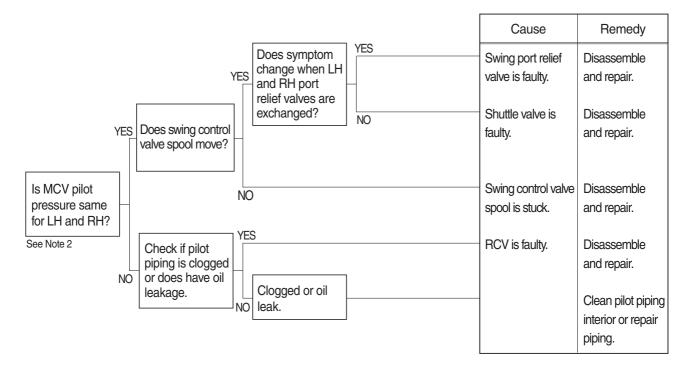
1) BOTH LH AND RH SWING ACTIONS ARE IMPOSSIBLE



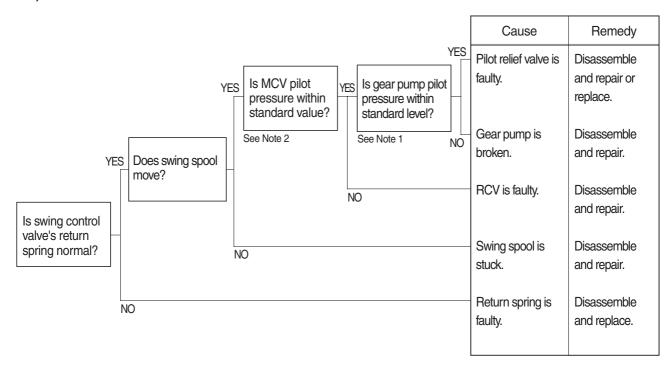
2) SWING SPEED IS LOW



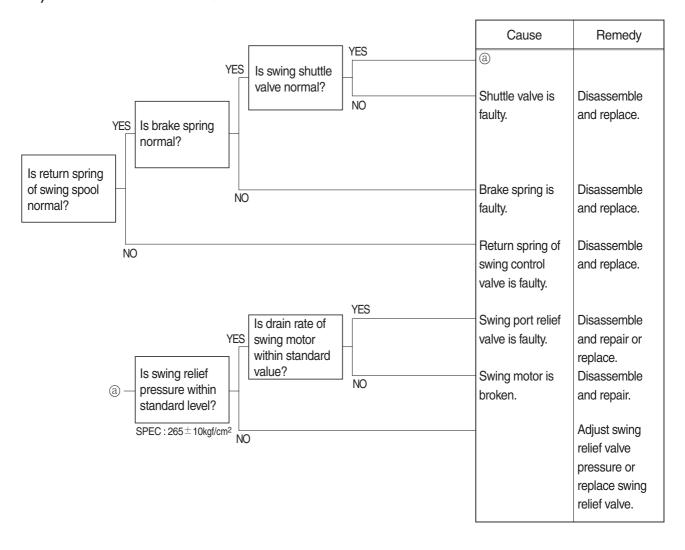
3) SWING MOTION IS IMPOSSIBLE IN ONE DIRECTION



4) MACHINE SWINGS BUT DOES NOT STOP

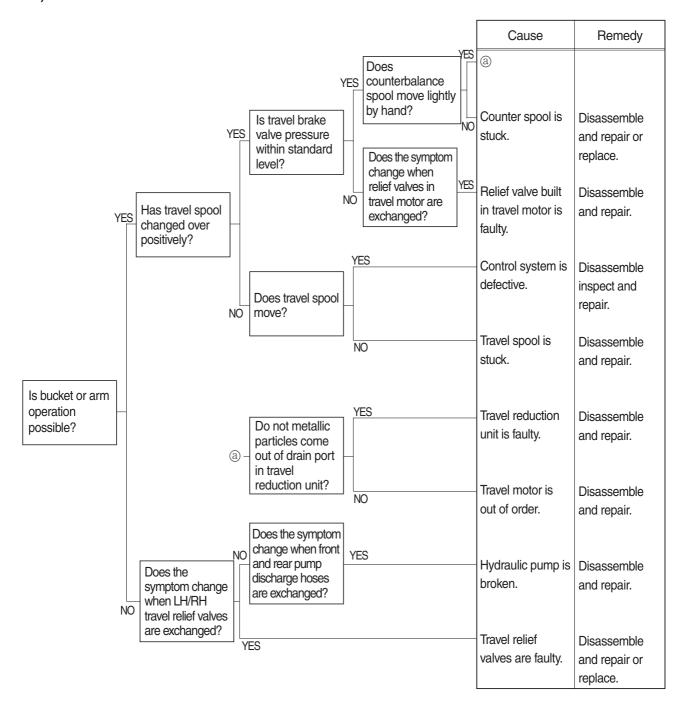


5) THE SWING UNIT DRIFTS WHEN THE MACHINE IS AT REST ON A SLOPE

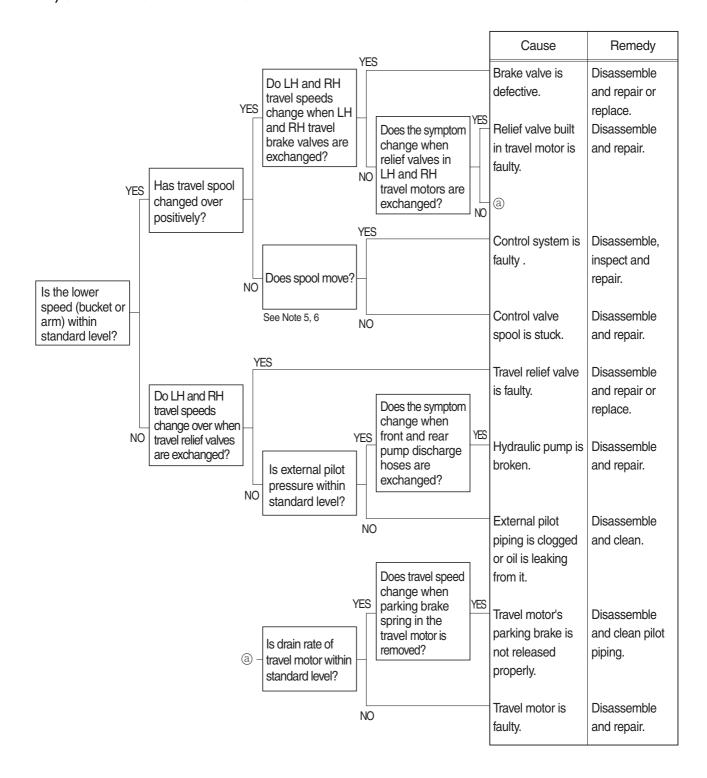


5. TRAVEL SYSTEM

1) TRAVEL DOES NOT FUNCTION AT ALL ON ONE SIDE

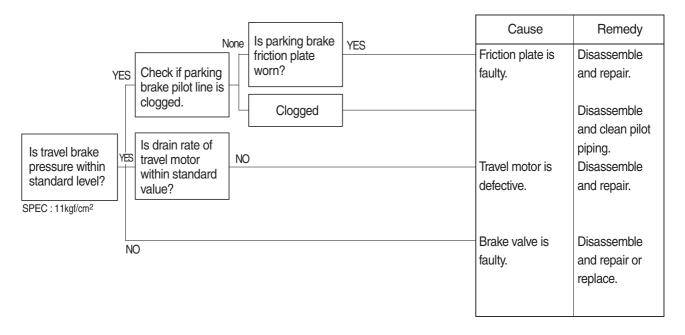


2) SPEED ON ONE SIDE FALLS AND THE MACHINE CURVES

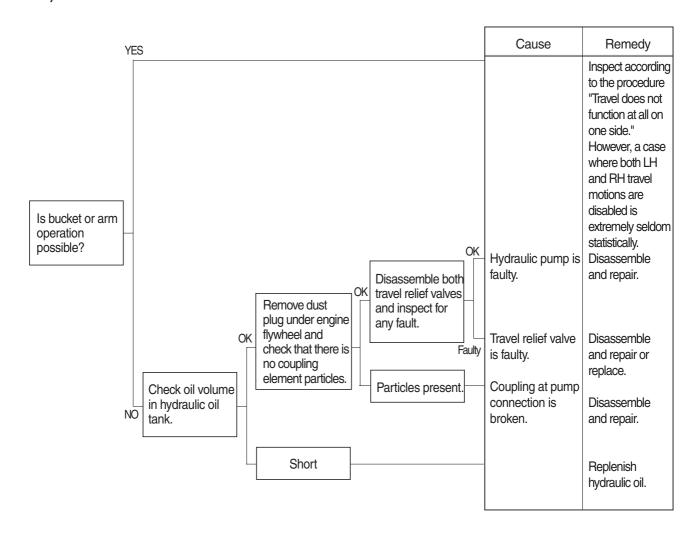


3) MACHINE DOES NOT STOP ON A SLOPE

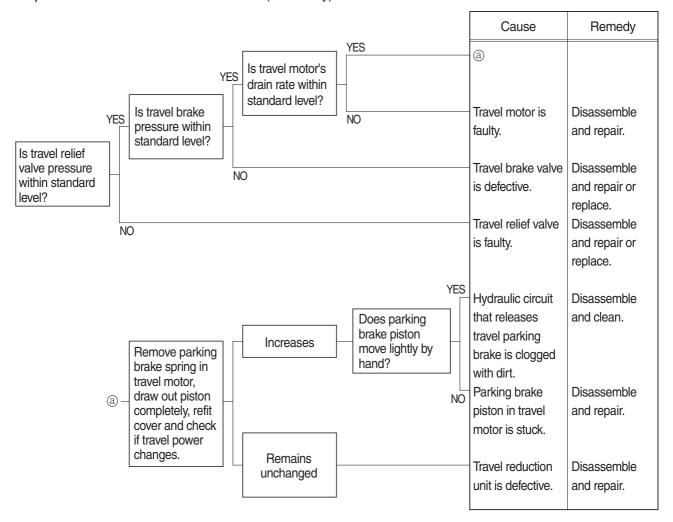
Machine is pulled forward as sprocket rotates during digging operation.



4) LH AND RH TRAVEL MOTIONS ARE IMPOSSIBLE



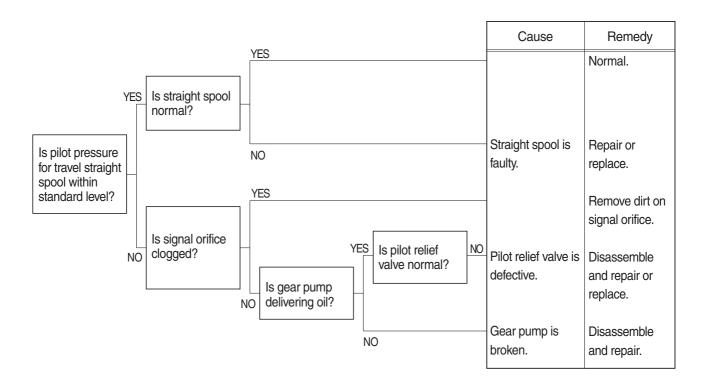
5) TRAVEL ACTION IS POWERLESS (travel only)



6) MACHINE RUNS RECKLESSLY ON A SLOPE

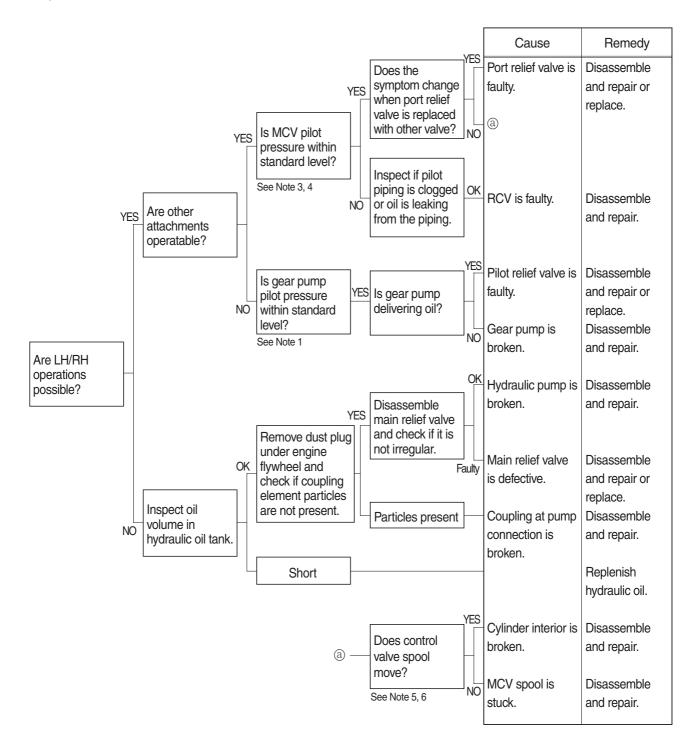


7) MACHINE MAKES A CURVED TRAVEL OR DOES NOT TRAVEL AT ALL WHEN TRAVEL AND ATTACHMENT OPERATIONS ARE EXECUTED AT THE SAME TIME

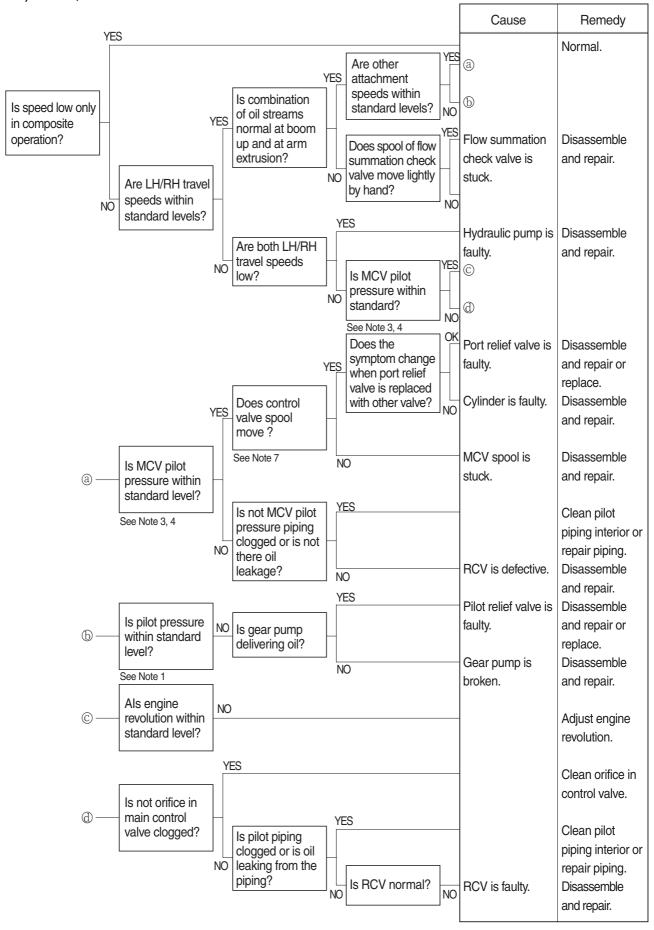


6. ATTACHMENT SYSTEM

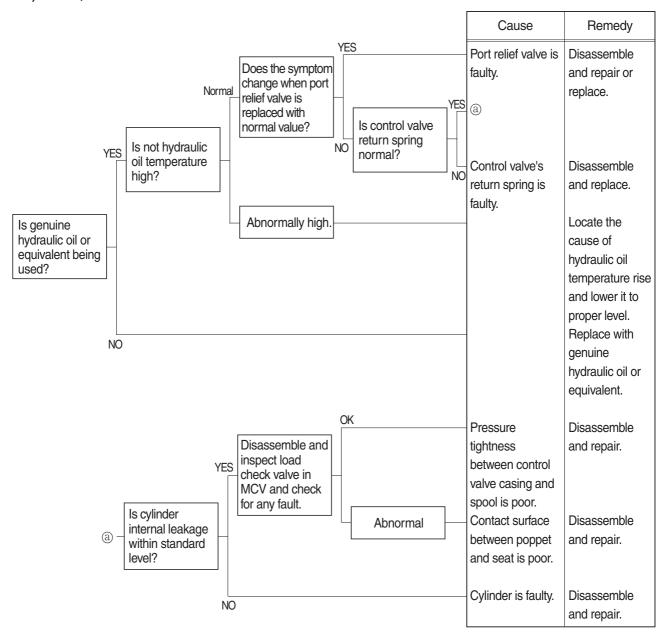
1) BOOM OR ARM ACTION IS IMPOSSIBLE AT ALL



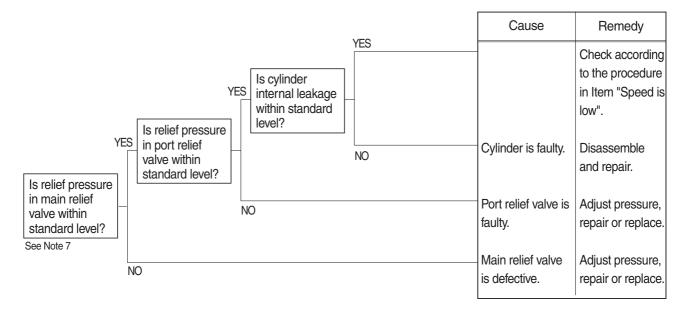
2) BOOM, ARM OR BUCKET SPEED IS LOW



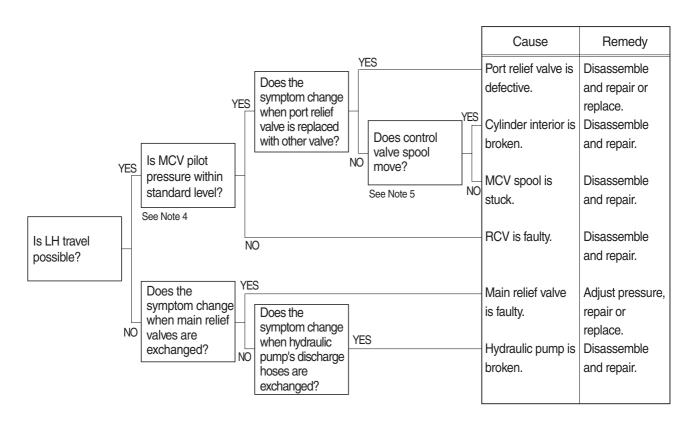
3) BOOM, ARM OR BUCKET CYLINDER EXTENDS OR CONTRACTS ITSELF AND ATTACHMENT FALLS



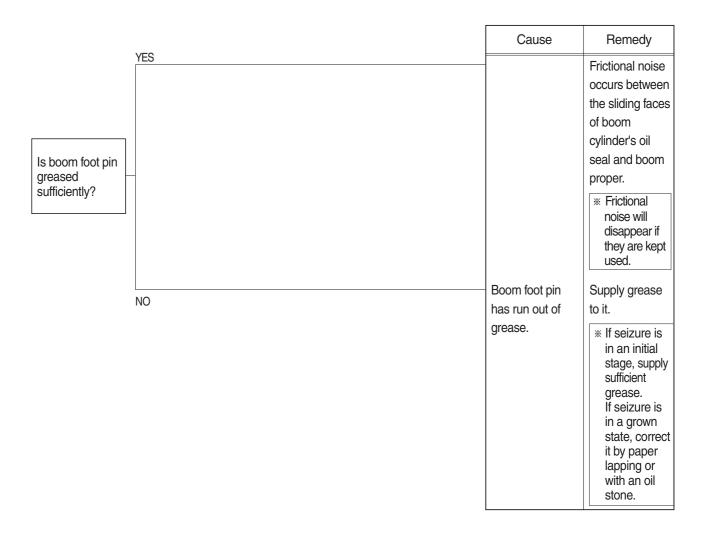
4) BOOM, ARM OR BUCKET POWER IS WEAK



5) ONLY BUCKET OPERATION IS TOTALLY IMPOSSIBLE

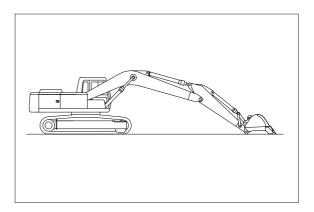


6) BOOM MAKES A SQUEAKING NOISE WHEN BOOM IS OPERATED

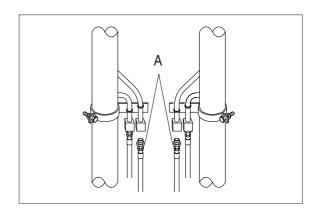


**** HOW TO CHECK INTERNAL BOOM CYLINDER LEAKAGE**

1. Lower the bucket teeth to the ground with bucket cylinder fully retracted and arm cylinder rod retracted almost in full.



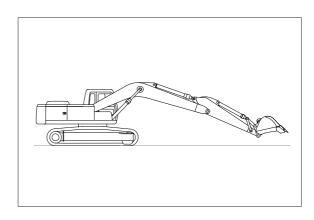
2. Disconnect hose (A) from rod side of boom cylinder and drain oil from cylinders and hose. (put cups on piping and hose ends)



3. Raise bucket OFF the ground by retracting the arm cylinder rod.

If oil leaks from piping side and boom cylinder rod is retracted there is an internal leak in the cylinder.

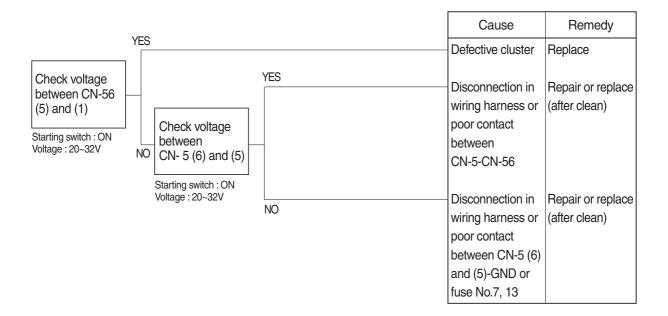
If no oil leaks from piping side and boom cylinder rod is retracted, there is an internal leak in the control valve.



GROUP 3 ELECTRICAL SYSTEM

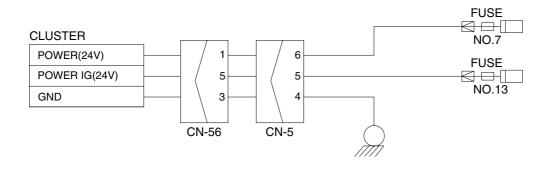
1. WHEN STARTING SWITCH IS TURNED ON, MONITOR PANEL DISPLAY DOES NOT APPEAR

- · Before disconnecting the connector, always turn the starting switch OFF.
- Before carrying out below procedure, check all the related connectors are properly inserted and fuse No.7 and 8 burnt out.
- · After checking, insert the disconnected connectors again immediately unless otherwise specified.



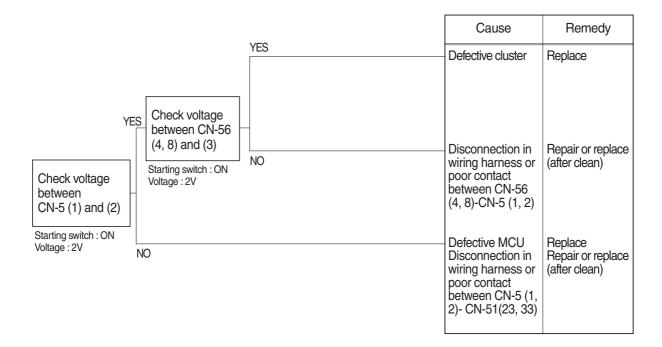
Check voltage

YES	20~32V
NO	0V



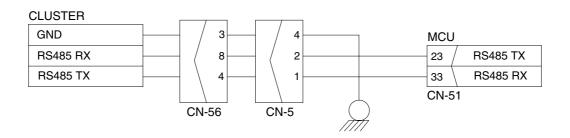
2. COMMUNICATION ERROR FLASHES ON THE CLUSTER (HCESPN 840, FMI 2)

- · Before disconnecting the connector, always turn the starting switch OFF.
- · Before carrying out below procedure, check all the related connectors are properly inserted.
- · After checking, insert the disconnected connectors again immediately unless otherwise specified.



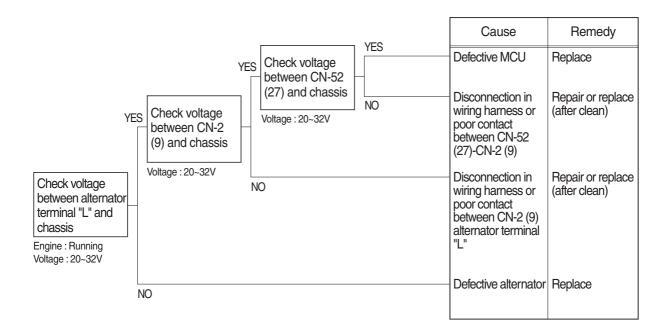
Check voltage

YES	2V		
NO	0V		



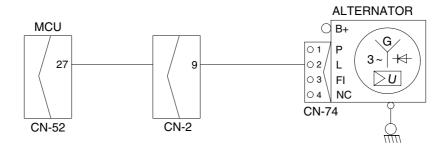
3. F + BATTERY CHARGING WARNING LAMP LIGHTS UP (Starting switch : ON)

- · Before disconnecting the connector, always turn the starting switch OFF.
- · Before carrying out below procedure, check all the related connectors are properly inserted.
- · After checking, insert the disconnected connectors again immediately unless otherwise specified.



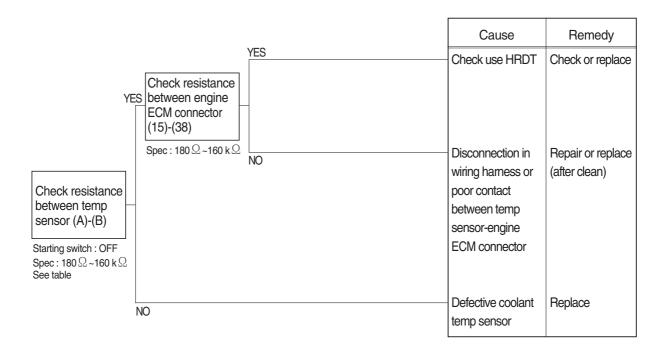
Check voltage

YES	20~32V		
NO	0V		



4. WHEN COOLANT OVERHEAT WARNING LAMP LIGHTS UP (engine is started)

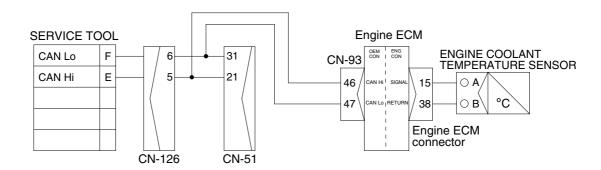
- · Before disconnecting the connector, always turn the starting switch OFF.
- Before carrying out below procedure, check all the related connectors are properly inserted.
- · After checking, insert the disconnected connectors again immediately unless otherwise specified.





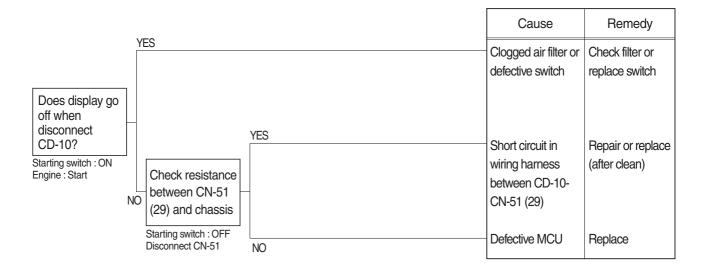
Check Table

Temperature (°C)	0	25	50	80	95
Resistance ($k\Omega$)	30~37	9.3~10.7	3.2~3.8	1.0~1.3	0.7~0.8



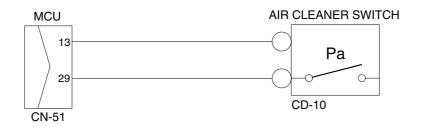
5. WHEN AIR CLEANER WARNING LAMP LIGHTS UP (engine is started)

- · Before disconnecting the connector, always turn the starting switch OFF.
- · Before carrying out below procedure, check all the related connectors are properly inserted.
- · After checking, insert the disconnected connectors again immediately unless otherwise specified.



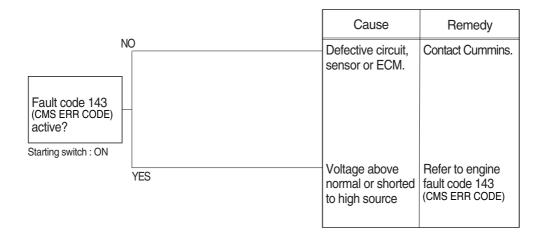
Check resistance

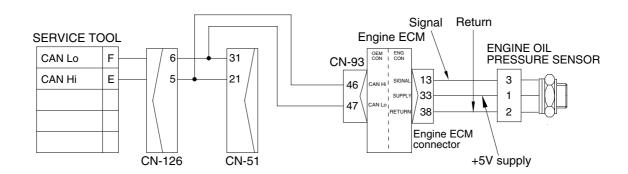
YES	MAX 1Ω		
NO	MIN 1MΩ		



6. WHEN ENGINE OIL PRESSURE WARNING LAMP LIGHTS UP (engine is started)

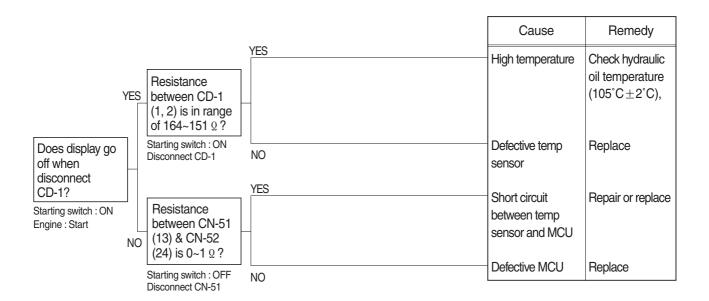
- · Before disconnecting the connector, always turn the starting switch OFF.
- Before carrying out below procedure, check all the related connectors are properly inserted.
- · After checking, insert the disconnected connectors again immediately unless otherwise specified.

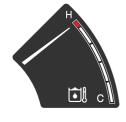




7. WHEN HYDRAULIC OIL TEMPERATURE WARNING LAMP LIGHTS UP (engine is started)

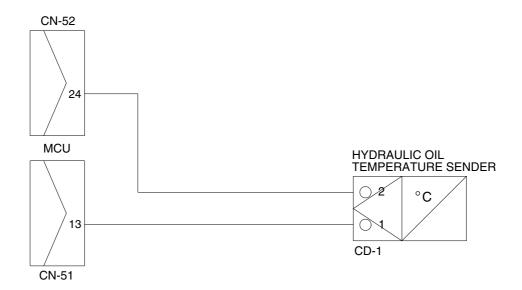
- · Before disconnecting the connector, always turn the starting switch OFF.
- · Before carrying out below procedure, check all the related connectors are properly inserted.
- · After checking, insert the disconnected connectors again immediately unless otherwise specified.





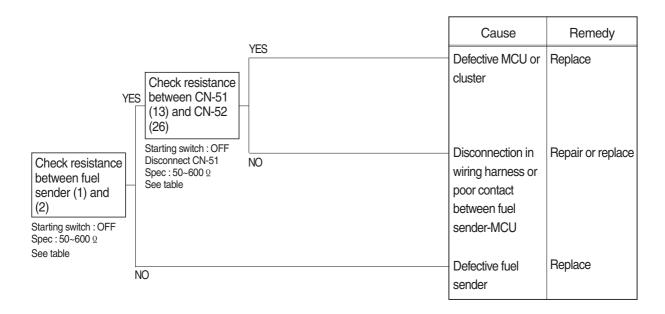
Check Table

Temperature (°C)	~ -30	~ -10	~ 0	~ 40	~ 70	~ 80	~ 90	~ 100	105~
Resistance (k Ω)								0.185 ~0.167	



8. WHEN FUEL GAUGE DOES NOT OPERATE

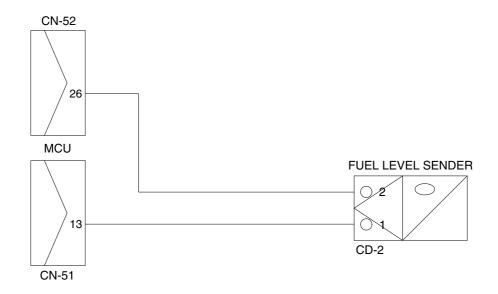
- · Before disconnecting the connector, always turn the starting switch OFF.
- · Before carrying out below procedure, check all the related connectors are properly inserted.
- · After checking, insert the disconnected connectors again immediately unless otherwise specified.





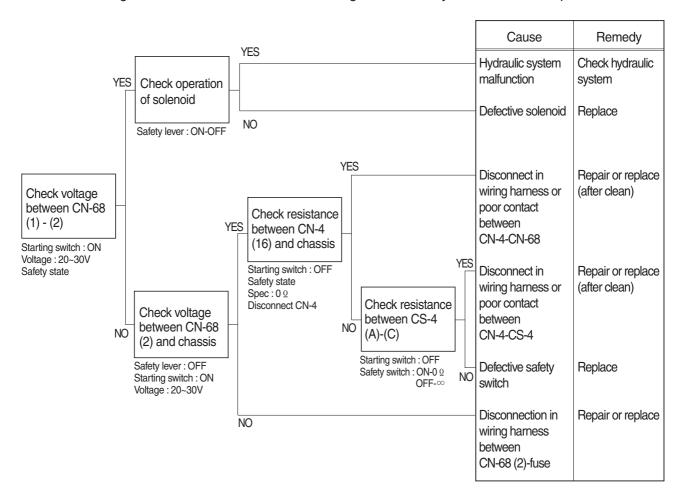
Check Table

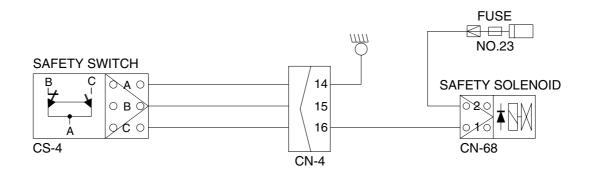
Range	Resistance (Ω)	Range	Resistance (Ω)
Full	50	5/12	400
11/12	100	4/12	450
10/12	150	3/12	500
9/12	200	2/12	550
8/12	250	1/12	600
7/12	300	Empty warning	700
6/12	350	-	-



9. WHEN SAFETY SOLENOID DOES NOT OPERATE

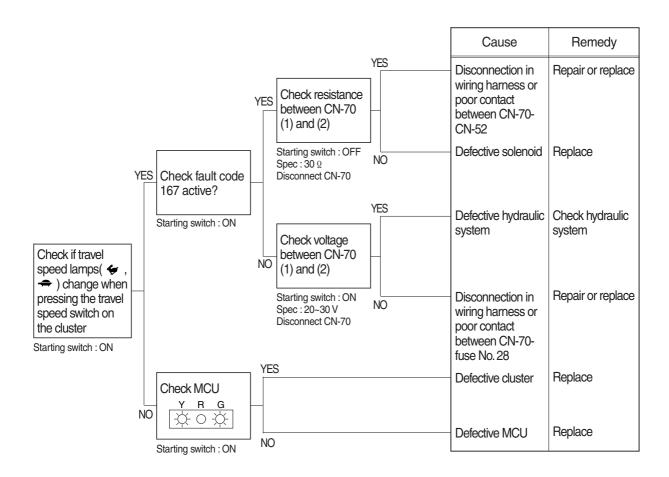
- · Before disconnecting the connector, always turn the starting switch OFF.
- · Before carrying out below procedure, check all the related connectors are properly inserted and fuse No.23 burnt out.
- · After checking, insert the disconnected connectors again immediately unless otherwise specified.

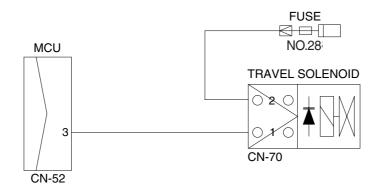




10. WHEN TRAVEL SPEED 1, 2 DOES NOT OPERATE (HCESPN 167, FMI 4 or 6)

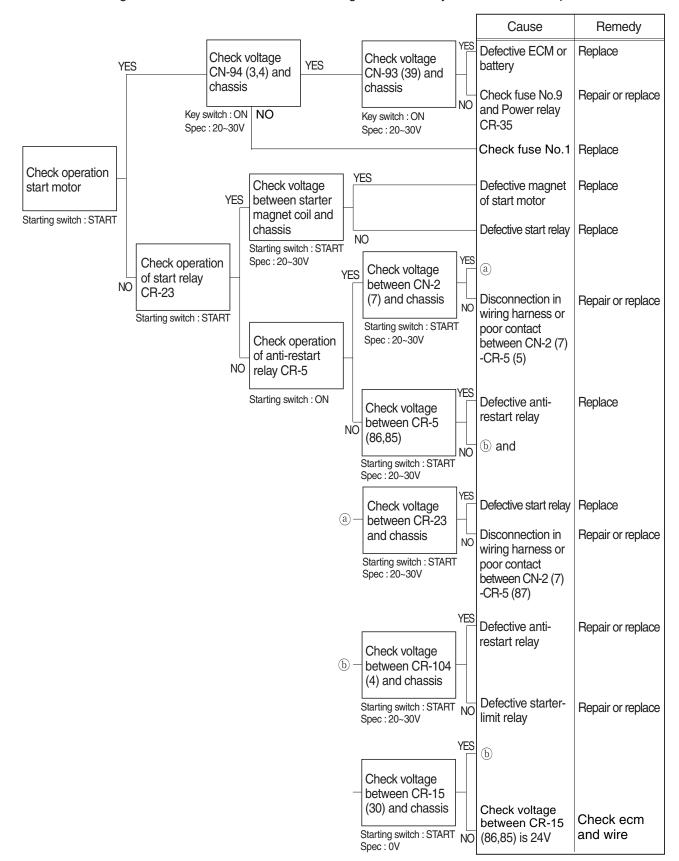
- · Before disconnecting the connector, always turn the starting switch OFF.
- Before carrying out below procedure, check all the related connectors are properly inserted and fuse
 No. 25 burnt out.
- · After checking, insert the disconnected connectors again immediately unless otherwise specified.

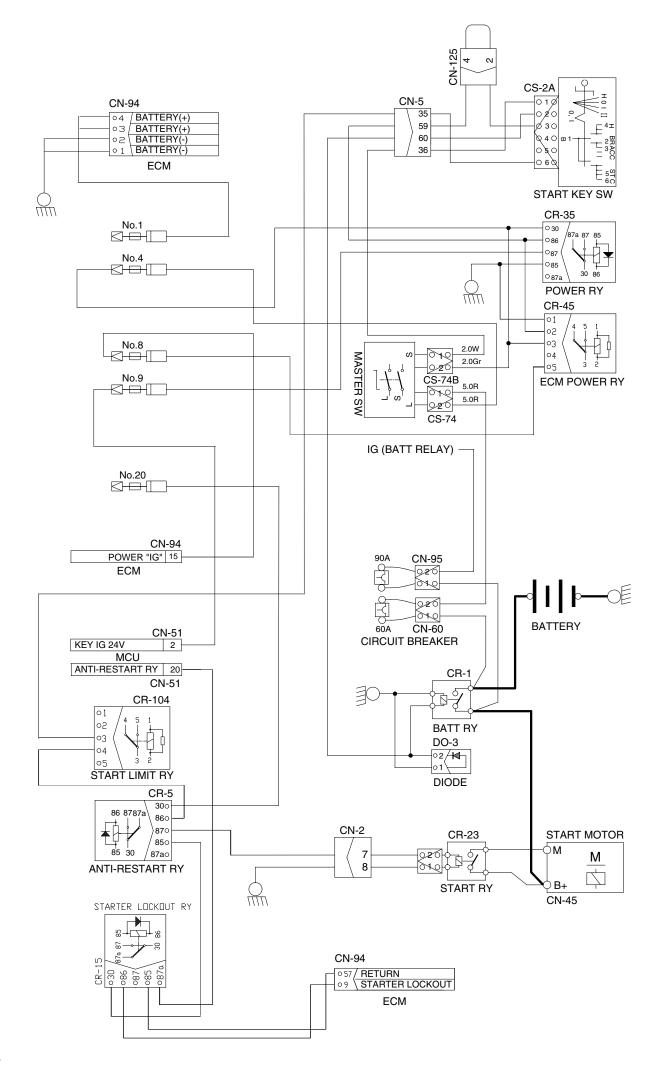




11. WHEN ENGINE DOES NOT START (| ights up condition)

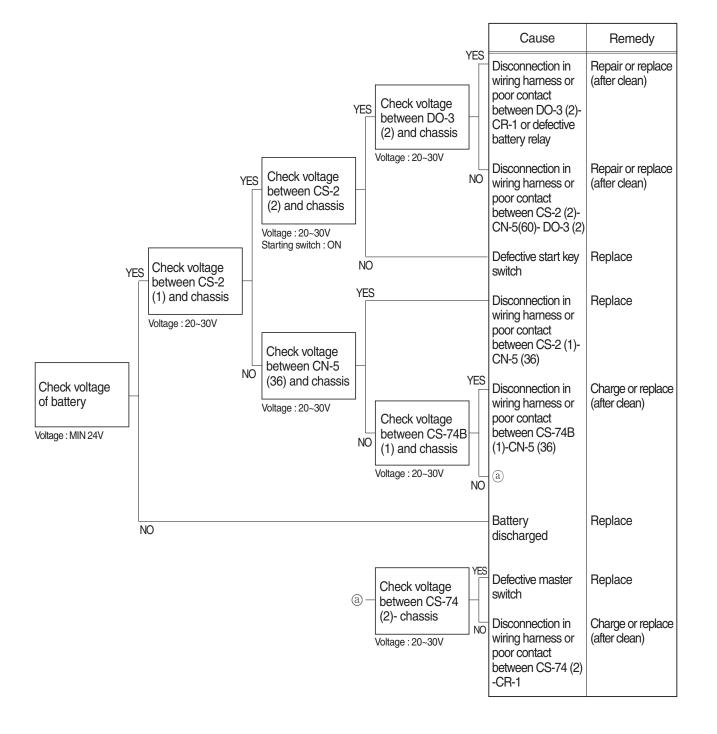
- · Before disconnecting the connector, always turn the starting switch OFF.
- · Before carrying out below procedure, check all the related connectors are properly inserted and short of fuse No. 1, 4, 8, 9, 20.
- · After checking, insert the disconnected connectors again immediately unless otherwise specified.

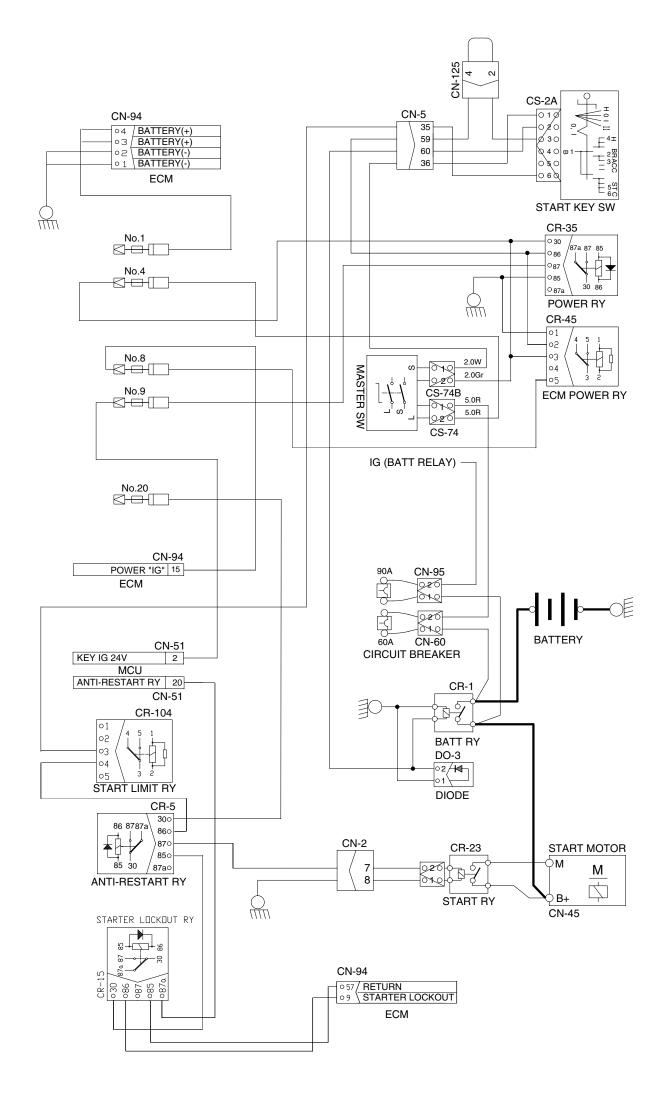




12. WHEN STARTING SWITCH ON DOES NOT OPERATE

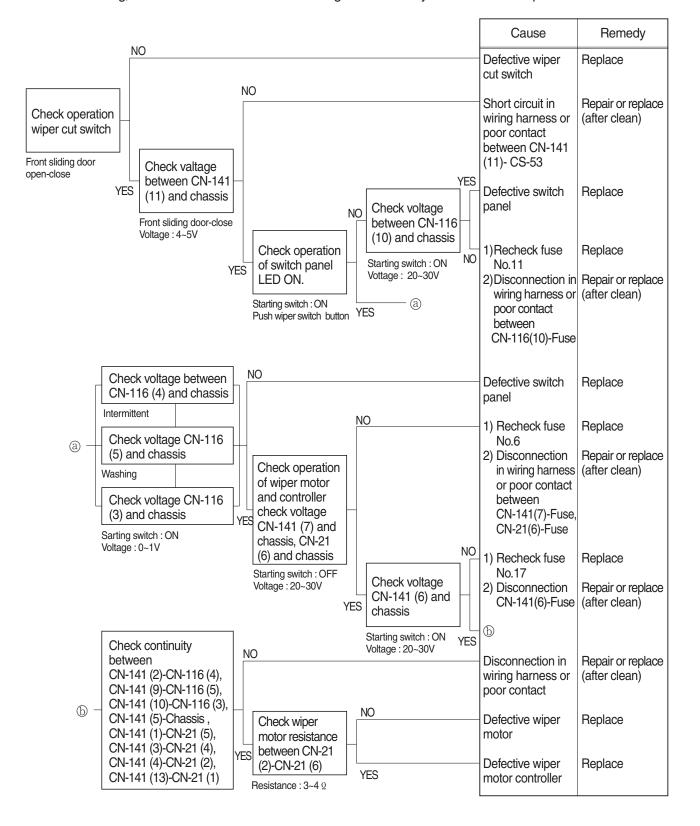
- · Before disconnecting the connector, always turn the starting switch OFF.
- Before carrying out below procedure, check all the related connectors are properly inserted, master switch ON and check open circuit of fusible link (CN-60).
- · After checking, insert the disconnected connectors again immediately unless otherwise specified.

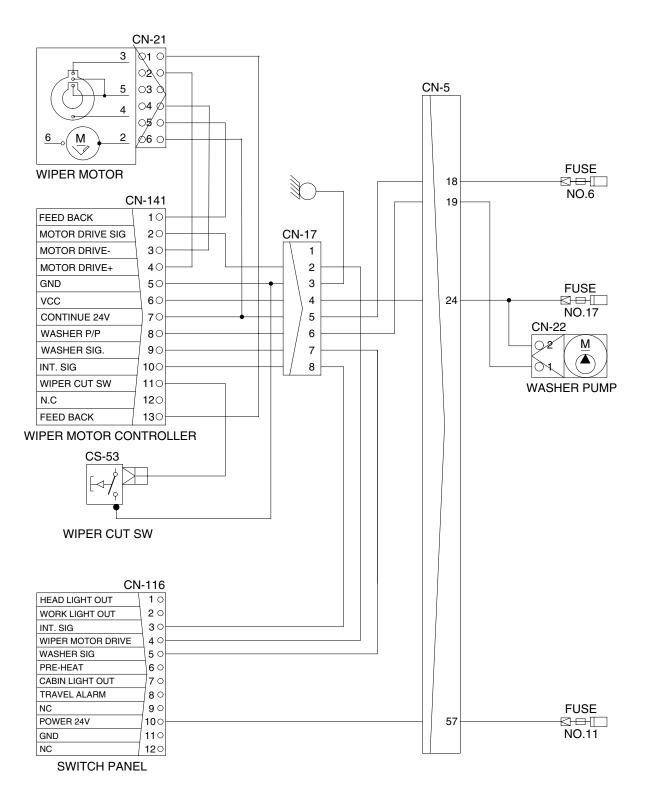




13. WHEN STARTING SWITCH IS TURNED ON, WIPER MOTOR DOES NOT OPERATE

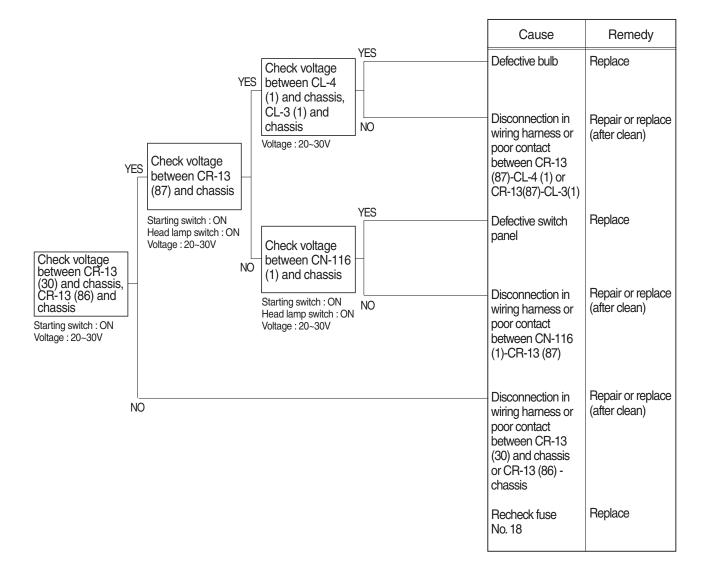
- · Before disconnecting the connector, always turn the starting switch OFF.
- Before carrying out below procedure, check all the related connectors are properly inserted and fuse No. 6,
 11 and 17 burnt out.
- · After checking, insert the disconnected connectors again immediately unless otherwise specified.

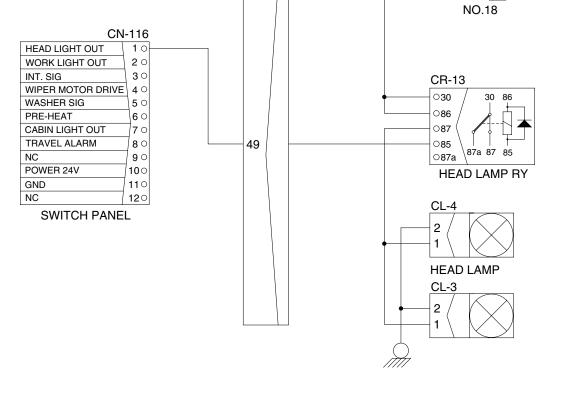




14. WHEN STARTING SWITCH IS TURNED ON, HEAD LAMP DOES NOT LIGHTS UP

- · Before disconnecting the connector, always turn the starting switch OFF.
- Before carrying out below procedure, check all the related connectors are properly inserted and fuse No.18 burnt out.
- · After checking, insert the disconnected connectors again immediately unless otherwise specified.



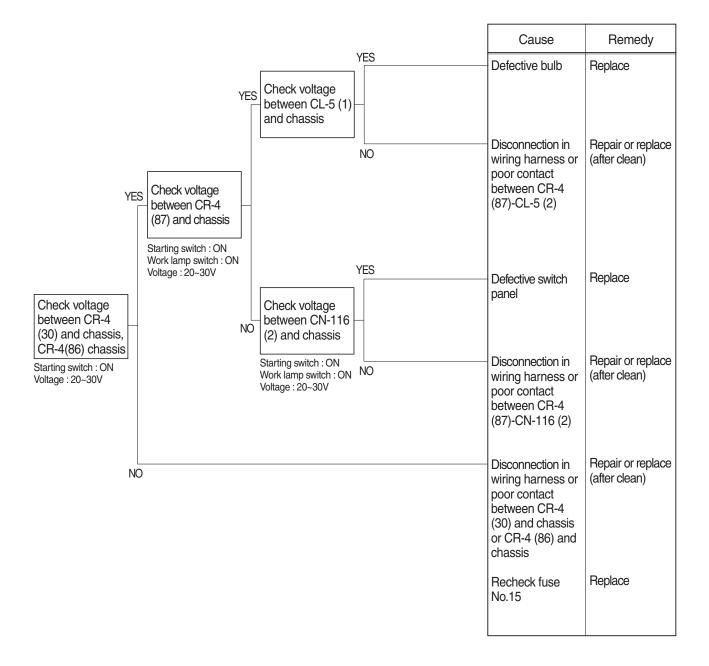


CN-5

FUSE

15. WHEN STARTING SWITCH IS TURNED ON, WORK LAMP DOES NOT LIGHTS UP

- · Before disconnecting the connector, always turn the starting switch OFF.
- Before carrying out below procedure, check all the related connectors are properly inserted and fuse
 No.15 burnt out.
- · After checking, insert the disconnected connectors again immediately unless otherwise specified.



TRAVEL ALARM 80 50 ○85 NC 90 ○87a POWER 24V 100 WORK LAMP RY GND 110 CL-5 NC 120 CN-12 **SWITCH PANEL** WORK LAMP CL-6

CN-5

CN-116

6 0

HEAD LIGHT OUT

WORK LIGHT OUT

CABIN LIGHT OUT

WIPER MOTOR DRIVE 4 0

INT. SIG

WASHER SIG

PRE-HEAT

FUSE

NO.15

CR-4

○30

086

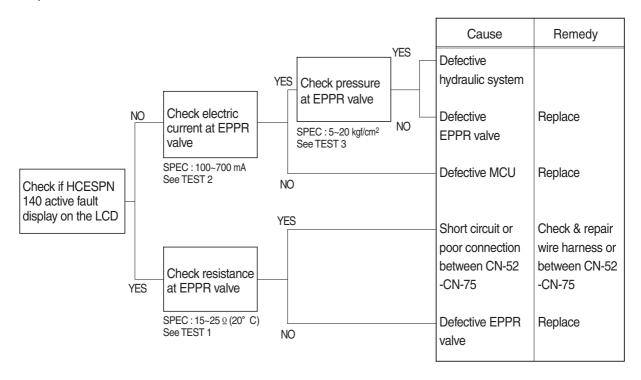
087

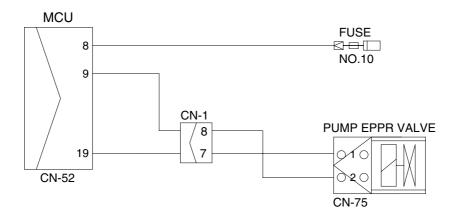
GROUP 4 MECHATRONICS SYSTEM

1. ALL ACTUATORS SPEED ARE SLOW

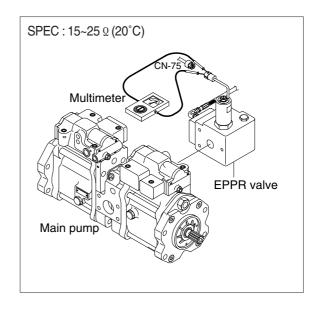
- * Boom, Arm, Bucket, Swing and travel speed are slow, but engine speed is good.
- st Spec : P-mode 1850 \pm 50 rpm S -mode 1750 \pm 50 rpm E-mode 1650 \pm 50 rpm
- * Before carrying out below procedure, check all the related connectors are properly inserted and fault code on the cluster.

1) INSPECTION PROCEDURE

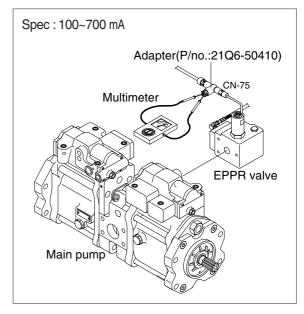




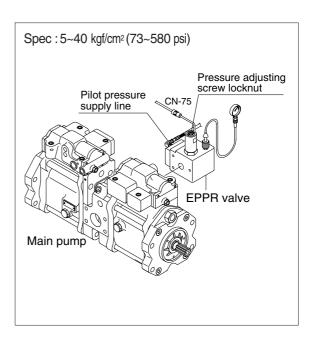
- (1) **Test 1**: Check resistance at connector CN-75.
- ① Starting key OFF.
- ② Disconnect connector CN-75 from EPPR valve at main hydraulic pump.
- ③ Check resistance between 2 lines as figure.



- (2) Test 2 : Check electric current at EPPR valve.
- ① Disconnect connector CN-75 from EPPR valve.
- ② Insert the adapter to CN-75 and install multimeter as figure.
- ③ Start engine.
- Set S-mode and cancel auto decel mode.
- ⑤ Position the accel dial at 10.
- 6 If rpm display approx 1750 \pm 50 rpm check electric current at bucket circuit relief position.



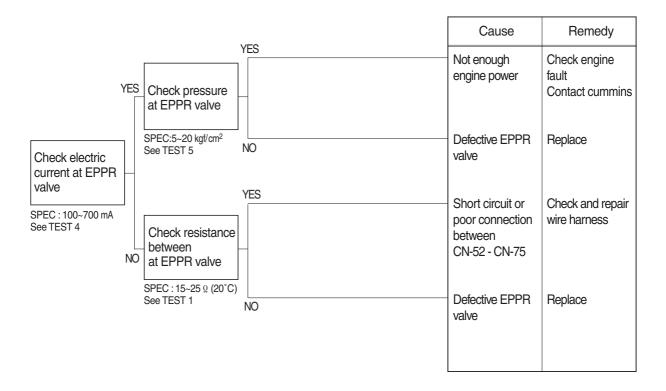
- (3) Test 3: Check pressure at EPPR valve.
 - ① Remove plug and connect pressure gauge as figure.
 - Gauge capacity: 0 to 50 kgf/cm² (0 to 710 psi)
 - ② Start engine.
 - ③ Set S-mode and cancel auto decel mode.
 - 4 Position the accel dial at 10.
 - If rpm display approx 1750 \pm 50 rpm check pressure at relief position of bucket circuit by operating bucket control lever.
 - 6 If pressure is not correct, adjust it.
 - 7 After adjust, test the machine.

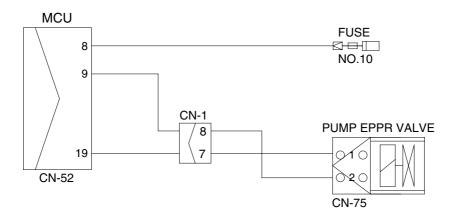


2. ENGINE STALL

* Before carrying out below procedure, check all the related connectors are properly inserted.

1) INSPECTION PROCEDURE

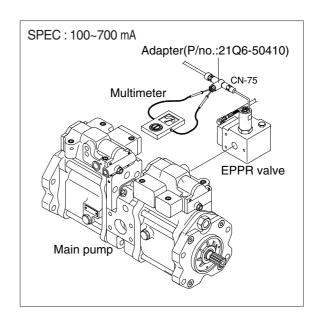


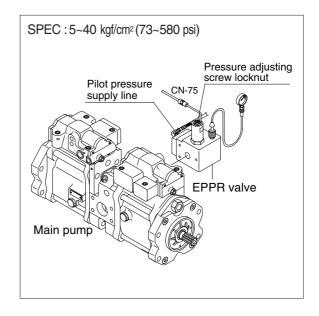


- (1) **Test 4**: Check electric current at EPPR valve.
 - ① Disconnect connector CN-75 from EPPR valve.
 - ② Insert the adapter to CN-75 and install multimeter as figure.
 - ③ Start engine.
 - 4 Set S-mode and cancel auto decel mode.
 - (5) Position the accel dial at 10.
 - 6 If rpm display approx 1750 \pm 50 rpm check electric current at bucket circuit relief position.



- ① Remove plug and connect pressure gauge as figure.
 - Gauge capacity: 0 to 50 kgf/cm² (0 to 710 psi)
- ② Start engine.
- 3 Set S-mode and cancel auto decel
- (4) mode.
- ⑤ Position the accel dial at 10.
 If rpm display approx 1750±50 rpm check pressure at relief position of bucket circuit
- 6 by operating bucket control lever.
- ⑦ If pressure is not correct, adjust it. After adjust, test the machine.

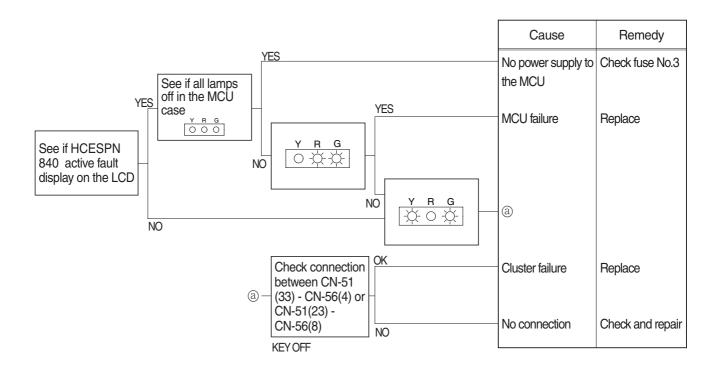


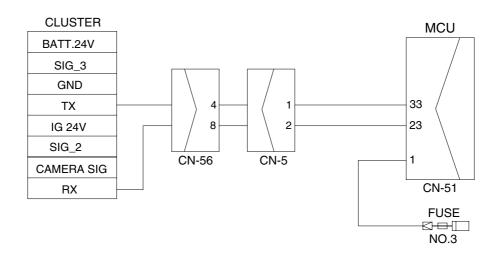


3. MALFUNCTION OF CLUSTER OR MODE SELECTION SYSTEM

* Before carrying out below procedure, check all the related connectors are properly inserted.

1) INSPECTION PROCEDURE

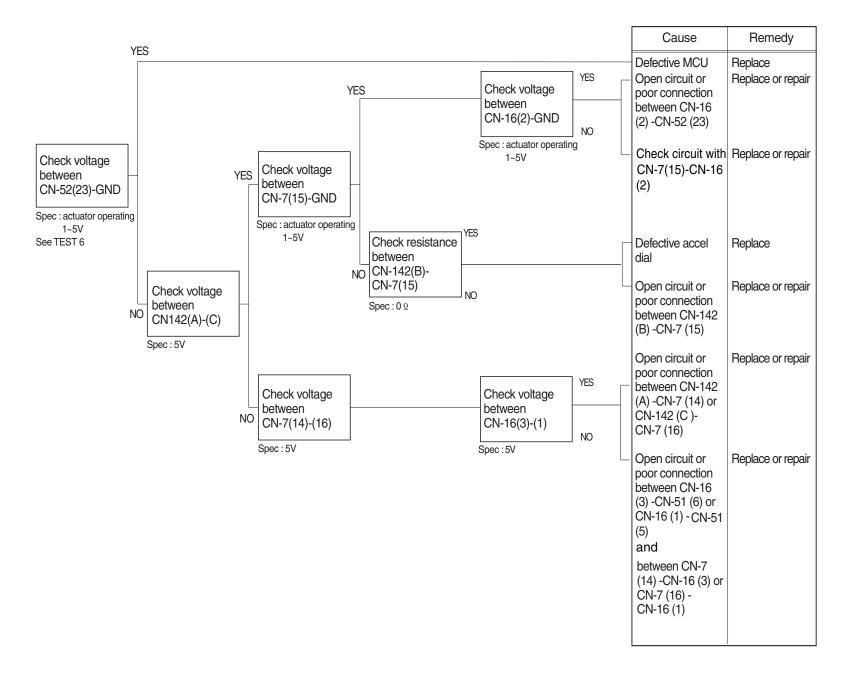


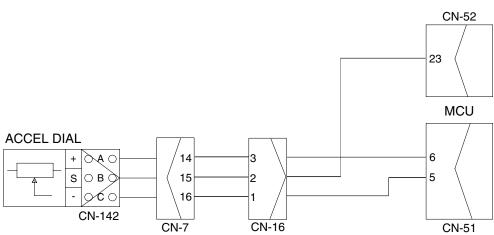


4. MALFUNCTION OF ACCEL DIAL

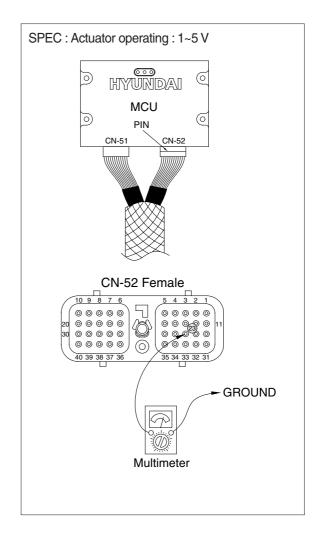
* Before carrying out below procedure, check all the related connectors are properly inserted.

1) INSPECTION PROCEDURE





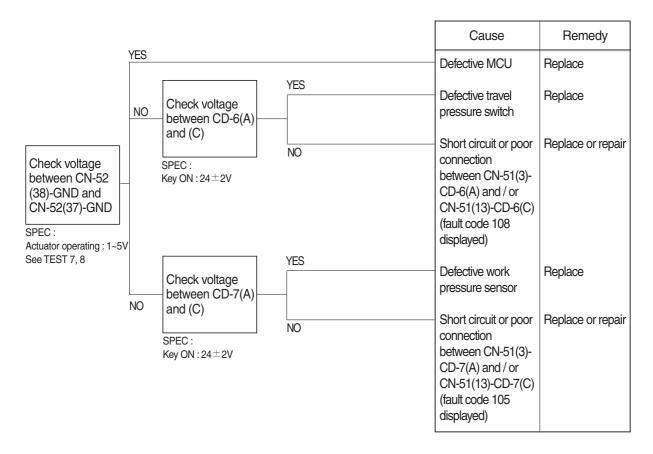
- (1) Test 6: Check voltage at CN-52(23) and ground.
- ① Prepare 1 piece of thin sharp pin, steel or copper.
- ② Insert prepared pin to rear side of connectors: One pin to (23) of CN-52.
- ③ Starting key ON.
- ④ Check voltage as figure.

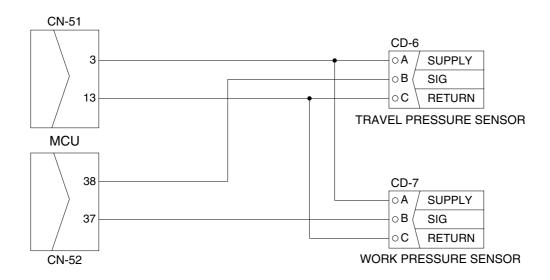


5. AUTO DECEL SYSTEM DOES NOT WORK

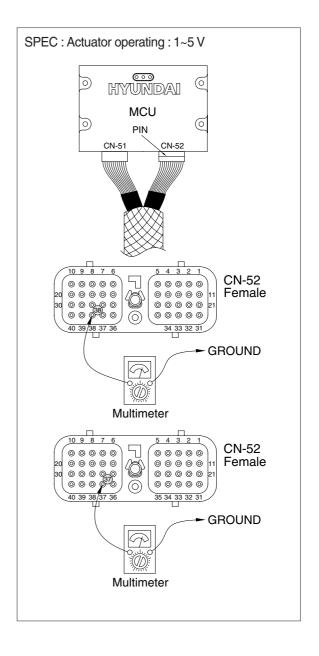
- Fault code: HCESPN 105, FMI 0~4 (work pressure sensor)
 HCESPN 108, FMI 0~4 (travel oil pressure sensor)
- * Before carrying out below procedure, check all the related connectors are properly inserted.

1) INSPECTION PROCEDURE





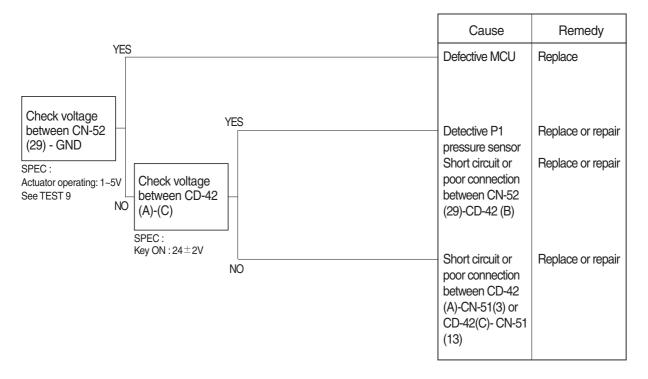
- (1) Test 7: Check voltage at CN-52(38) and ground.
- ① Prepare 1 piece of thin sharp pin, steel or copper.
- ② Insert prepared pin to rear side of connectors: One pin to (38) of CN-52.
- ③ Starting key ON.
- ④ Check voltage as figure.
- (2) Test 8: Check voltage at CN-52(37) and ground.
- ① Prepare 1 piece of thin sharp pin, steel or copper
- ② Insert prepared pin to rear side of connectors: One pin to (37) of CN-52.
- ③ Starting key ON.
- ④ Check voltage as figure.

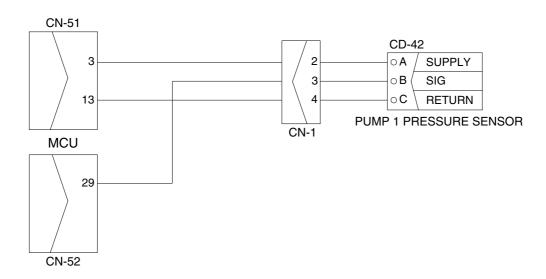


6. MALFUNCTION OF PUMP 1 PRESSURE SENSOR

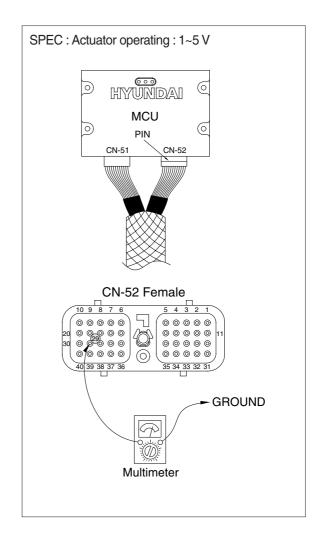
- · Fault code: HCESPN 120, FMI 0~4
- * Before carrying out below procedure, check all the related connectors are properly inserted.

1) INSPECTION PROCEDURE





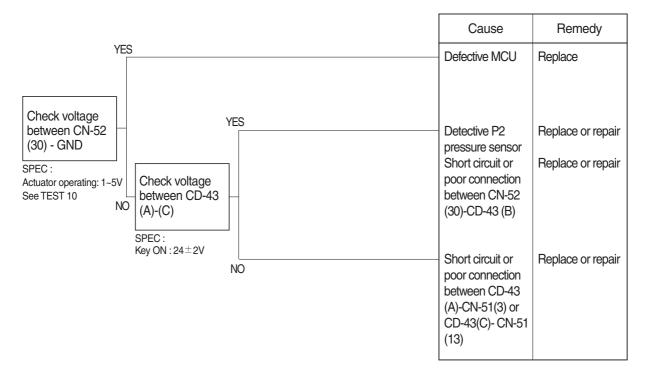
- (1) Test 9: Check voltage at CN-52(29) and ground.
- ① Prepare 1 piece of thin sharp pin, steel or copper.
- ② Insert prepared pin to rear side of connectors: One pin to (29) of CN-52.
- ③ Starting key ON.
- ④ Check voltage as figure.

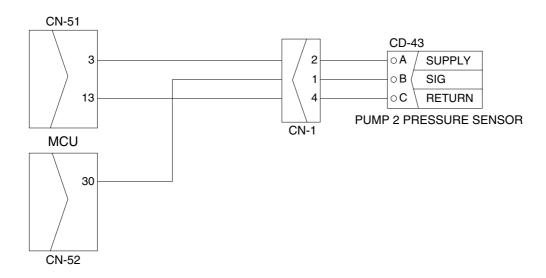


7. MALFUNCTION OF PUMP 2 PRESSURE SENSOR

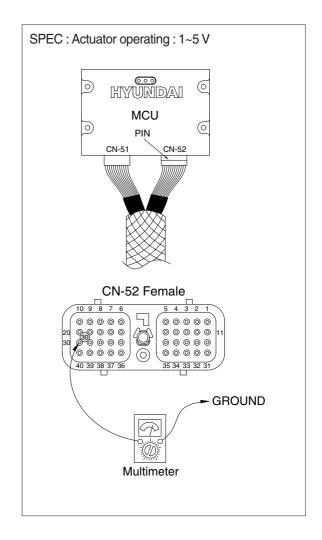
- · Fault code: HCESPN 121, FMI 0~4
- * Before carrying out below procedure, check all the related connectors are properly inserted.

1) INSPECTION PROCEDURE





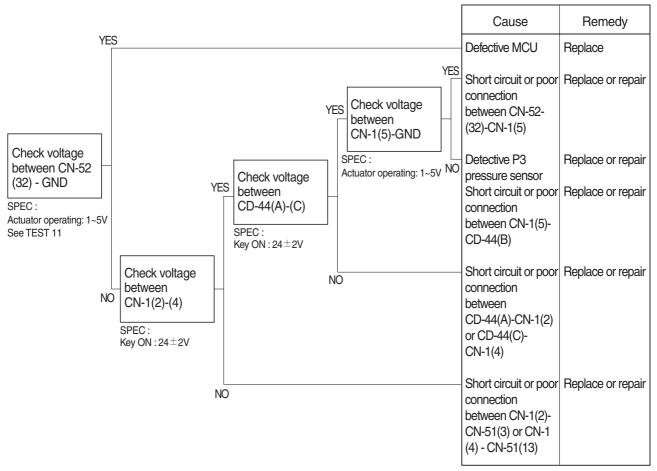
- (1) Test 10: Check voltage at CN-52(30) and ground.
- ① Prepare 1 piece of thin sharp pin, steel or copper.
- ② Insert prepared pin to rear side of connectors: One pin to (30) of CN-52.
- ③ Starting key ON.
- ④ Check voltage as figure.

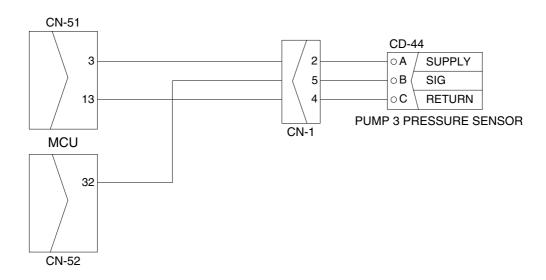


8. MALFUNCTION OF PUMP 3 PRESSURE SENSOR(EPPR PRESSURE)

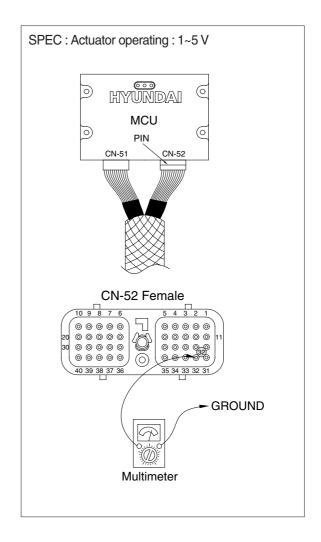
- · Fault code: HCESPN 125, FMI 0~4
- * Before carrying out below procedure, check all the related connectors are properly inserted.

1) INSPECTION PROCEDURE





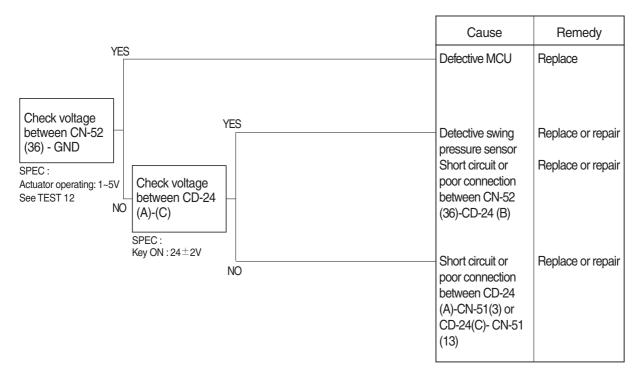
- (1) Test 11: Check voltage at CN-52(32) and ground.
- ① Prepare 1 piece of thin sharp pin, steel or copper.
- ② Insert prepared pin to rear side of connectors: One pin to (32) of CN-52.
- ③ Starting key ON.
- ④ Check voltage as figure.

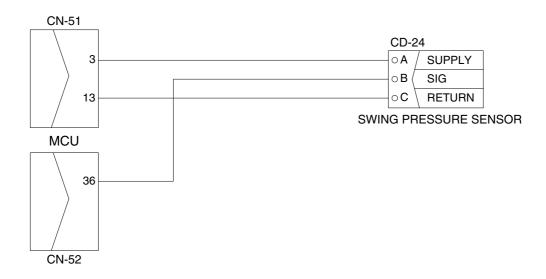


9. MALFUNCTION OF SWING PRESSURE SENSOR

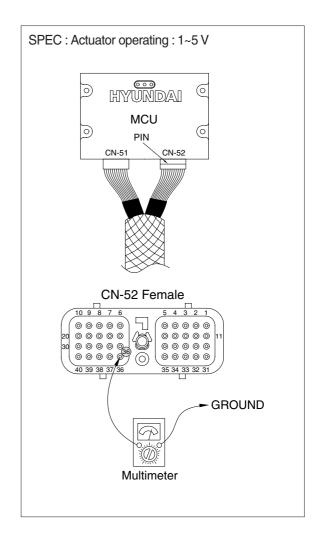
- · Fault code: HCESPN 135, FMI 0~4
- * Before carrying out below procedure, check all the related connectors are properly inserted.

1) INSPECTION PROCEDURE





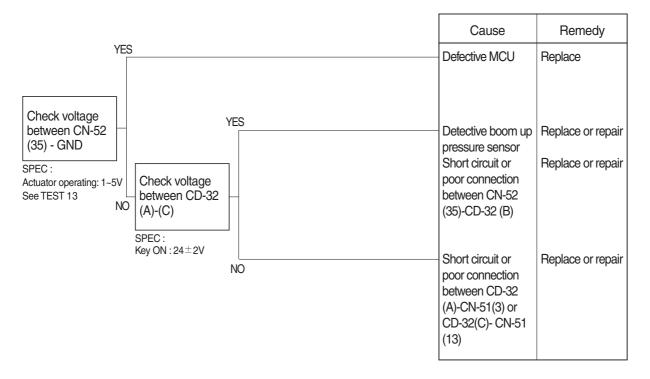
- (1) Test 12: Check voltage at CN-52(36) and ground.
- ① Prepare 1 piece of thin sharp pin, steel or copper.
- ② Insert prepared pin to rear side of connectors: One pin to (36) of CN-52.
- ③ Starting key ON.
- ④ Check voltage as figure.

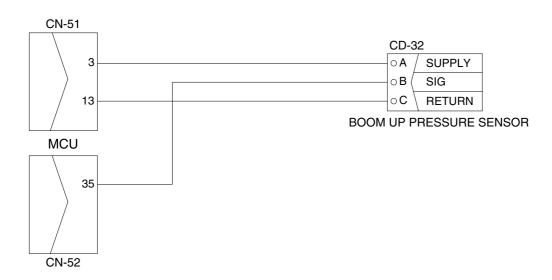


10. MALFUNCTION OF BOOM UP PRESSURE SENSOR

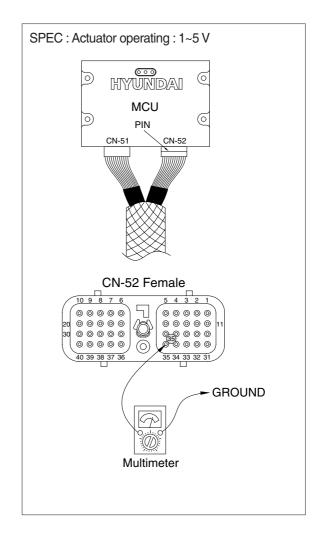
- · Fault code: HCESPN 127, FMI 0~4
- * Before carrying out below procedure, check all the related connectors are properly inserted.

1) INSPECTION PROCEDURE





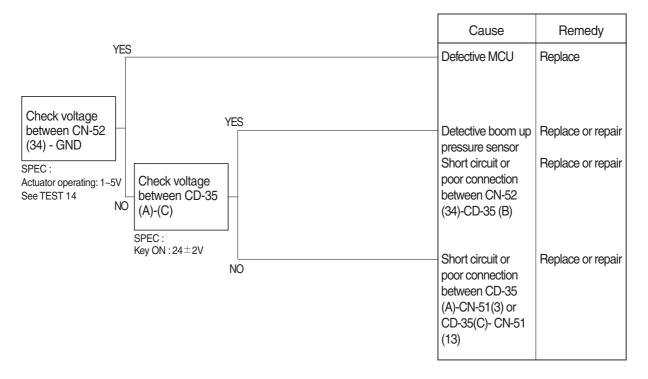
- (1) Test 13: Check voltage at CN-52(35) and ground.
- ① Prepare 1 piece of thin sharp pin, steel or copper.
- ② Insert prepared pin to rear side of connectors: One pin to (35) of CN-52.
- ③ Starting key ON.
- ④ Check voltage as figure.

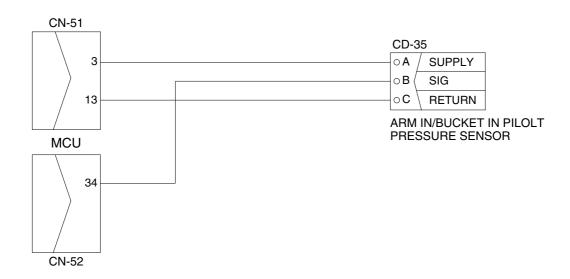


11. MALFUNCTION OF ARM/BUCKET PRESSURE SENSOR

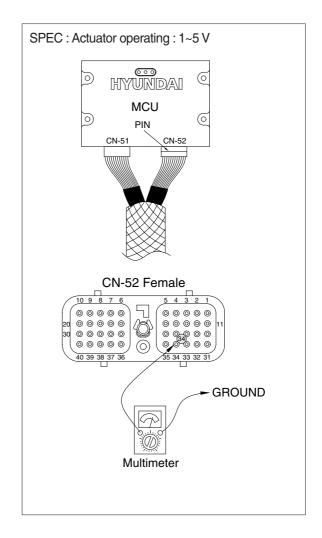
- · Fault code: HCESPN 133, FMI 0~4
- * Before carrying out below procedure, check all the related connectors are properly inserted.

1) INSPECTION PROCEDURE





- (1) Test 14: Check voltage at CN-52(34) and ground.
- ① Prepare 1 piece of thin sharp pin, steel or copper.
- ② Insert prepared pin to rear side of connectors: One pin to (34) of CN-52.
- ③ Starting key ON.
- ④ Check voltage as figure.

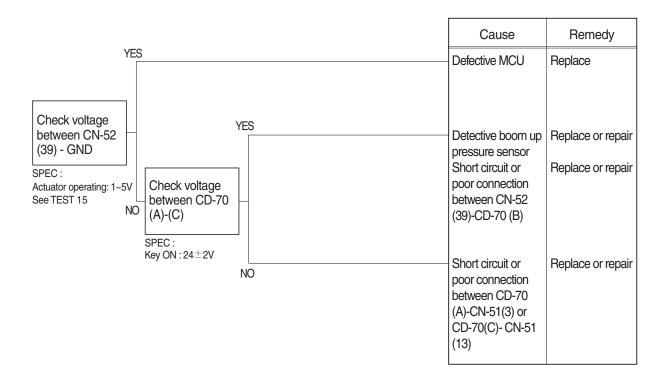


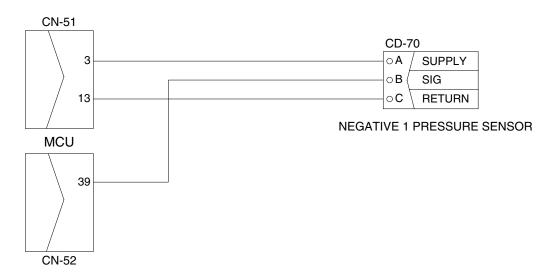
12. MALFUNCTION OF NEGATIVE 1 PRESSURE SENSOR

· Fault code: HCESPN 123, FMI 0~4

* Before carrying out below procedure, check all the related connectors are properly inserted.

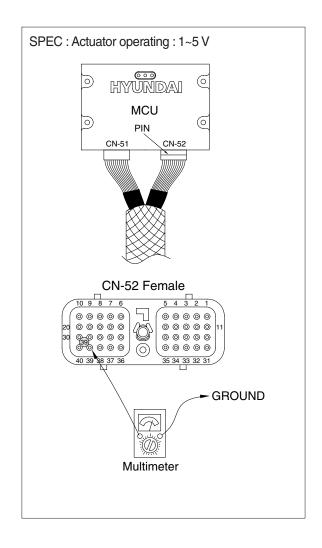
1) INSPECTION PROCEDURE





2) TEST PROCEDURE

- (1) Test 15: Check voltage at CN-52(39) and ground.
- ① Prepare 1 piece of thin sharp pin, steel or copper.
- ② Insert prepared pin to rear side of connectors: One pin to (39) of CN-52.
- ③ Starting key ON.
- ④ Check voltage as figure.

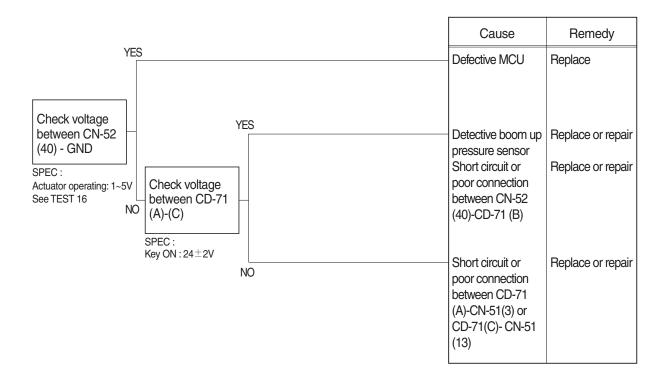


13. MALFUNCTION OF NEGATIVE 2 PRESSURE SENSOR

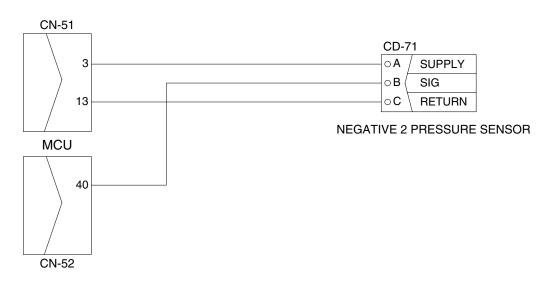
· Fault code: HCESPN 124, FMI 0~4

* Before carrying out below procedure, check all the related connectors are properly inserted.

1) INSPECTION PROCEDURE

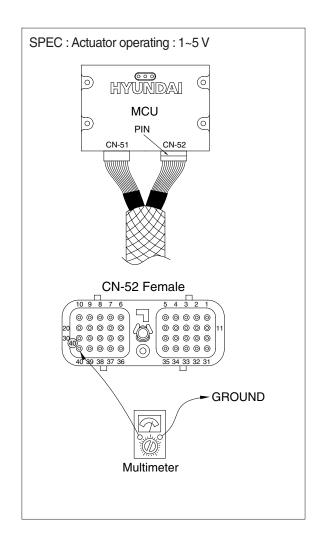


Wiring diagram



2) TEST PROCEDURE

- (1) Test 16: Check voltage at CN-52(40) and ground.
- ① Prepare 1 piece of thin sharp pin, steel or copper.
- ② Insert prepared pin to rear side of connectors: One pin to (40) of CN-52.
- ③ Starting key ON.
- ④ Check voltage as figure.

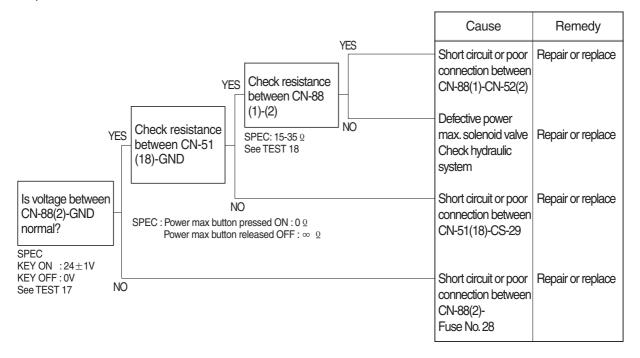


14. MALFUNCTION OF POWER MAX

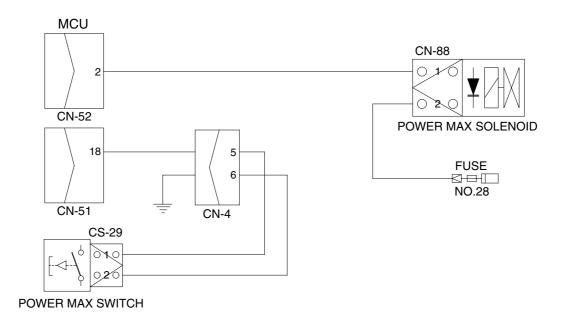
· Fault code: HCESPN 166, FMI 4 or 6

* Before carrying out below procedure, check all the related connectors are properly inserted.

1) INSPECTION PROCEDURE

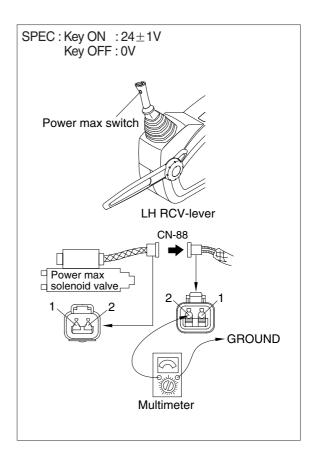


Wiring diagram

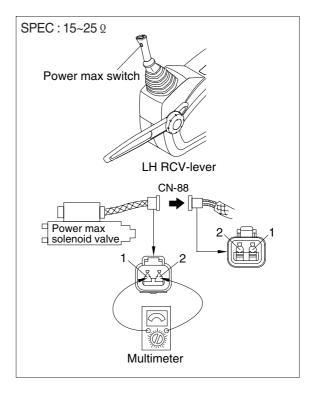


2) TEST PROCEDURE

- (1) Test 17: Check voltage between connector CN-88(2) GND.
- ① Disconnect connector CN-88 from power max solenoid valve.
- ② Start key ON.
- ③ Check voltage as figure.



- (2) Test 18: Check resistance of the solenoid valve between CN-88(1)-(2).
- ① Starting key OFF.
- ② Disconnect connector CN-88 from power max solenoid valve.
- ③ Check resistance as figure.

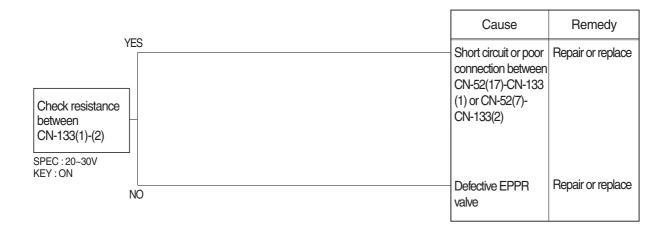


15. MALFUNCTION OF BOOM PRIORITY EPPR VALVE

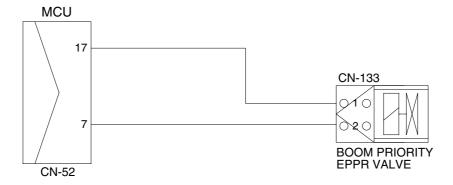
· Fault code: HCESPN 141, FMI 5 or 6

* Before carrying out below procedure, check all the related connectors are properly inserted.

1) INSPECTION PROCEDURE



Wiring diagram



SECTION 7 MAINTENANCE STANDARD

Group	1	Operational Performance Test ·····	7-1
Group	2	Major Components	7-18
Group	3	Track and Work Equipment	7-25

SECTION 7 MAINTENANCE STANDARD

GROUP 1 OPERATIONAL PERFORMANCE TEST

1. PURPOSE

Performance tests are used to check:

1) OPERATIONAL PERFORMANCE OF A NEW MACHINE

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

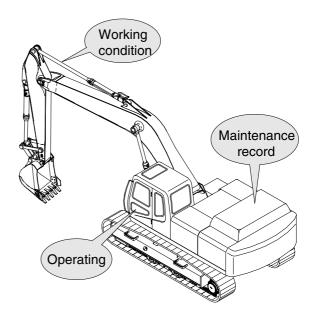
2) OPERATIONAL PERFORMANCE OF A WORKING MACHINE

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

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

3) OPERATIONAL PERFORMANCE OF A REPAIRED MACHINE

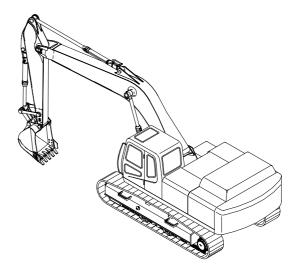
After the machine is repaired or serviced, it must be tested to confirm that its operational performance was restored by the repair and/or service work done.



2. TERMINOLOGY

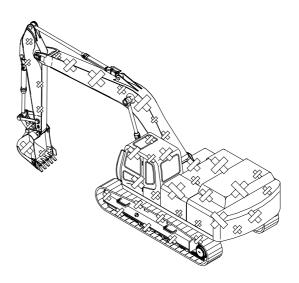
1) STANDARD

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



2) SERVICE LIMIT

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



3. OPERATION FOR PERFORMANCE TESTS

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

(1) The machine

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

(2) Test area

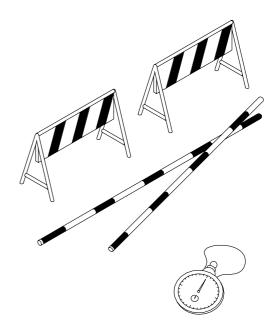
- ① Select a hard, flat surface.
- ② Secure enough space to allow the machine to run straight more than 20m, and to make a full swing with the front attachment extended.
- ③ If required, rope off the test area and provide signboards to keep unauthorized personnel away.

(3) Precautions

- ① Before starting to test, agree upon the signals to be employed for communication among coworkers. Once the test is started, be sure to communicate with each other using these signals, and to follow them without fail.
- ② Operate the machine carefully and always give first priority to safety.
- ③ While testing, always take care to avoid accidents due to landslides or contact with high voltage power lines. Always confirm that there is sufficient space for full swings.
- 4 Avoid polluting the machine and the ground with leaking oil. Use oil pans to catch escaping oil. Pay special attention to this when removing hydraulic pipings.

(4) Make precise measurements

- ① Accurately calibrate test instruments in advance to obtain correct data.
- ② Carry out tests under the exact test conditions prescribed for each test item.
- ③ Repeat the same test and confirm that the test data obtained can be procured repeatedly. Use mean values of measurements if necessary.



2) ENGINE SPEED

- (1) Measure the engine speed at each power mode
- ** The engine speed at each power mode must meet standard RPM; if not, all other operational performance data will be unreliable. It is essential to perform this test first.

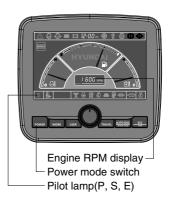
(2) Preparation

- Warm up the machine, until the engine coolant temperature reaches 50°C or more, and the hydraulic oil is 50±5°C.
- ② Set the accel dial at 10 (Max) position.
- ③ Measure the engine RPM.

(3) Measurement

- ① Measure and record the engine speed at each mode (P, S, E)
- ② Select the P-mode.
- ③ Lightly operate the bucket control lever a few times, then return the control lever to neutral; The engine will automatically enter the auto-idle speed after 4 seconds.
- Measure and record the auto deceleration speed.

CLUSTER



(4) Evaluation

The measured speeds should meet the following specifications.

Unit: rpm

Model	Engine speed	Standard	Remarks
	Start idle	900±100	
	P mode	1850±50	
R225LVS	S mode	1750±50	
	E mode	1650±50	
	Auto decel	1000±100	
	One touch decel	900±100	

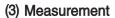
Condition: Set the accel dial at 10 (Max) position.

3) TRACK REVOLUTION SPEED

 Measure the track revolution cycle time with the track raised off ground.

(2) Preparation

- ① Adjust the tension of both side tracks to be equal.
- ② On the track to be measured, mark one shoe with chalk.
- ③ Swing the upperstructure 90° and lower the bucket to raise the track off ground. Keep the boom-arm angle between 90 to 110° as shown. Place blocks under machine frame.
- 4 Keep the hydraulic oil temperature at $50\pm5^{\circ}$ C.



① Select the following switch positions.

· Travel mode switch: 1 or 2 speed

· Power mode switch : P mode

· Auto idle switch : OFF

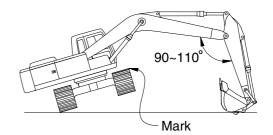
- ② Operate the travel control lever of the raised track in full forward and reverse.
- ③ Rotate 1 turn, then measure time taken for next 3 revolutions.
- ④ Raise the other side of machine and repeat the procedure.
- ⑤ Repeat steps ③ and ④ three times and calculate the average values.

(4) Evaluation

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

Unit: Seconds / 3 revolutions

Model	Travel speed	Standard	
R225LVS	1 Speed	28.1±2.0	
nzzolvo	2 Speed	18.6 <u>+</u> 2.0	



4) TRAVEL DEVIATION

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

(2) Preparation

- ① Adjust the tension of both tracks to be equal.
- 2 Provide a flat, solid test yard 20 m in length, with extra length of 3 to 5 m on both ends for machine acceleration and deceleration.
- ③ Hold the bucket 0.3 to 0.5 m above the ground with the arm and bucket rolled in.
- Weep the hydraulic oil temperature at $50\pm5^{\circ}C$.

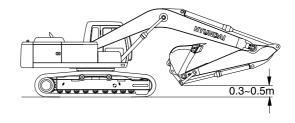
(3) Measurement

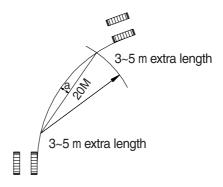
- ① Measure the amount of mistracking at high and low travel speeds.
- 2 Before beginning each test, select the following switch positions.
- · Power mode switch : P mode
- 3 Start traveling the machine in the acceleration zone with the travel levers at full stroke.
- ④ Measure the distance between a straight 20 m line and the track made by the machine. (Dimension a)
- ⑤ After measuring the tracking in forward travel, turn the upperstructure 180° and measure that in reverse travel.
- 6 Repeat steps 4 and 5 three times and calculate the average values.

(4) Evaluation

Mistrack should be within the following specifications.

Model	Standard	Maximum allowable	Remarks
R225LVS	200 below	240	





Unit: mm/20 m

5) SWING SPEED

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

(2) Preparation

- ① Check the lubrication of the swing gear and swing bearing.
- ② Place the machine on flat, solid ground with ample space for swinging. Do not conduct this test on slopes.
- ③ With the arm rolled out and bucket rolled in, hold the bucket so that the height of the bucket pin is the same as the boom foot pin. The bucket must be empty.
- 4 Keep the hydraulic oil temperature at $50\pm5^{\circ}\text{C}$.



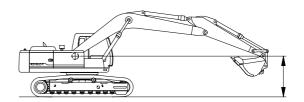
- ① Select the following switch positions.
- · Power mode switch: P mode
- ② Operate swing control lever fully.
- ③ Swing 1 turn and measure time taken to swing next 3 revolutions.
- ④ Repeat steps ② and ③ three time and calculate the average values.



The time required for 3 swings should meet the following specifications.

Unit: Seconds / 3 revolutions

Model	Power mode switch	Standard	
R225LVS	P mode	16.4±1.5	



6) SWING FUNCTION DRIFT CHECK

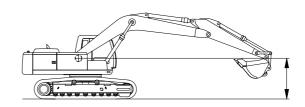
 Measure the swing drift on the bearing outer circumference when stopping after a 360° full speed swing.

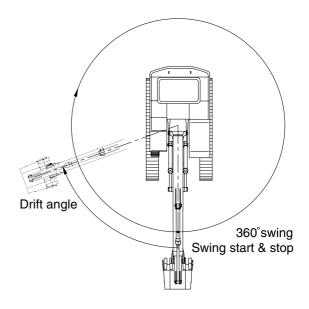
(2) Preparation

- ① Check the lubrication of the swing gear and swing bearing.
- ② Place the machine on flat, solid ground with ample space for swinging. Do not conduct this test on slopes.
- ③ With the arm rolled out and bucket rolled in, hold the bucket so that the height of the bucket pin is the same as the boom foot pin. The bucket must be empty.
- Make two chalk marks: one on the swing bearing and one directly below it on the track frame.
- 5 Swing the upperstructure 360°.
- \odot Keep the hydraulic oil temperature at $50\pm5^{\circ}$ C.

(3) Measurement

- ① Select the following switch positions.
- ② Power mode switch: P mode
- · Operate the swing control lever fully and
- ③ return it to the neutral position when the mark on the upperstructure aligns with that on track frame after swinging 360° Measure the distance between the two marks.
- 4 Align the marks again, swing 360°, then test the opposite direction.
- ⑤ Repeat steps ④ and ⑤ three times each and calculate the average values.





(4) Evaluation

The measured drift angle should be within the following specifications.

Unit: Degree

Model	Power mode switch	Standard	Maximum allowable	Remarks
R225LVS	P mode	90 below	126.7	

7) SWING BEARING PLAY

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

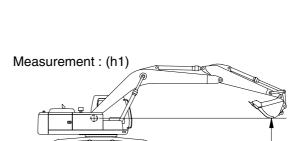
(2) Preparation

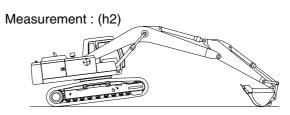
- ① Check swing bearing mounting cap screws for loosening.
- ② Check the lubrication of the swing bearing. Confirm that bearing rotation is smooth and without noise.
- ③ Install a dial gauge on the track frame as shown, using a magnetic base.
- ④ Position the upperstructure so that the boom aligns with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

(3) Measurement

- ① With the arm rolled out and bucket rolled in, hold the bottom face of the bucket to the same height of the boom foot pin.

 Record the dial gauge reading (h1).
- ② Lower the bucket to the ground and use it to raise the front idler 50cm. Record the dial gauge reading (h2).
- ③ Calculate bearing play (H) from this data (h1 and h2) as follows.
 H=h2-h1





(4) Evaluation

The measured drift should be within the following specifications.

Unit: mm

Model	Standard	Maximum allowable	Remarks
R225LVS	0.5 ~ 1.5	3.0	



8) HYDRAULIC CYLINDER CYCLE TIME

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

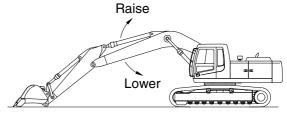
(2) Preparation

- ① To measure the cycle time of the boom cylinders:
 - With the arm rolled out and the empty bucket rolled out, lower the bucket to the ground, as shown.
- ② To measure the cycle time of the arm cylinder.
 - With the empty bucket rolled in, position the arm so that it is vertical to the ground. Lower the boom until the bucket is 0.5 m above the ground.
- ③ To measure the cycle time of the bucket cylinder.
 - The empty bucket should be positioned at midstroke between roll-in and roll-out, so that the sideplate edges are vertical to the ground.
- 4 Keep the hydraulic oil temperature at $50\pm5^{\circ}$ C.

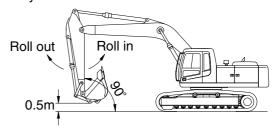
(3) Measurement

- ① Select the following switch positions.
- · Power mode switch : P mode
- ② To measure cylinder cycle times.
 - Boom cylinders.
 - Measure the time it takes to raise the boom, and the time it takes to lower the boom. To do so, position the boom at one stroke end then move the control lever to the other stroke end as quickly as possible.
 - Arm cylinder.
 - Measure the time it takes to roll in the arm, and the time it takes to roll out the arm. To do so, position the bucket at one stroke end, then move the control lever to the other stroke end as quickly as possible.

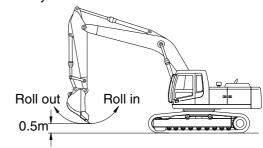




Arm cylinder



Bucket cylinder



- Bucket cylinders

Measure the time it takes to roll in the bucket, and the time it takes to roll out the bucket. To do so, position the bucket at one stroke end, then move the control lever to the other stroke end as quickly as possible.

- Repeat each measurement 3 times and calculate the average values.

(4) Evaluation

The average measured time should meet the following specifications.

Unit: Seconds

Model	Function	Standard	Remarks
	Boom raise	3.6±0.4	
	Boom lower	2.1 ±0.4	
R225LVS	Arm in	3.0±0.4	
	Arm out	3.0±0.3	
	Bucket in	2.4±0.4	
	Bucket out	2.2±0.3	

9) DIG FUNCTION DRIFT CHECK

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

(2) Preparation

- ① Load bucket fully. Instead of loading the bucket, weight(W) of the following specification can be used.
 - W=M³ × 1.5

Where:

M³ = Bucket heaped capacity (m³)

1.5 = Soil specific gravity

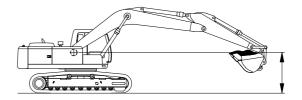
- ② Position the arm cylinder with the rod 20 to 30mm extended from the fully retracted position.
- ③ Position the bucket cylinder with the rod 20 to 30mm retracted from the fully extended position.
- With the arm rolled out and bucket rolled in, hold the bucket so that the height of the bucket pin is the same as the boom foot pin.
- $\$ Keep the hydraulic oil temperature at $50\pm5^{\circ}$ C.

(3) Measurement

- ① Stop the engine.
- ② Five minutes after the engine has been stopped, measure the changes in the positions of the boom, arm and bucket cylinders.
- ③ Repeat step ② three times and calculate the average values.
- (4) The measured drift should be within the following specifications.

Unit: mm/5min

Model	Drift to be measured	Standard	Remarks
	Boom cylinder	10 below	
R225LVS	Arm cylinder	10 below	
	Bucket cylinder	40 below	



10) PILOT PRIMARY PRESSURE

(1) Preparation

① Keep the hydraulic oil temperature at $50\pm5^{\circ}\text{C}$.

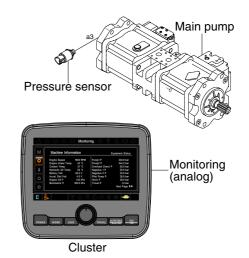
(2) Measurement

① Select the following switch positions.

· Power mode switch : P mode

· Auto decel switch : OFF

② Measure the primary pilot pressure by the monitoring menu of the cluster.



(3) Evaluation

The average measured pressure should meet the following specifications:

Model	Engine speed	Standard	Allowable limits	Remarks
R225LVS	P mode	40 +2	-	

11) FOR TRAVEL SPEED SELECTING PRESSURE:

(1) Preparation

- ① Stop the engine.
- ② Loosen the cap and relieve the pressure in the tank by pushing the top of the air breather.
- ③ To measure the speed selecting pressure: Install a connector and pressure gauge
- ④ assembly to turning joint P port as shown. Start the engine and check for on leakage from the adapter.
- Keep the hydraulic oil temperature at $50\pm5^{\circ}$ C.

(2) Measurement

① Select the following switch positions.

Travel mode switch : 1 speed

2 speed

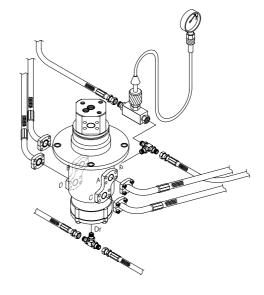
· Power mode switch : P mode

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



The average measured pressure should be within the following specifications.

				Office Right Offi
Model	Travel speed mode	Standard	Maximum allowable	Remarks
R225LVS	1 Speed	0	-	
TIZZSEVO	2 Speed	40±2	-	



12) SWING PARKING BRAKE RELEASING PRESSURE

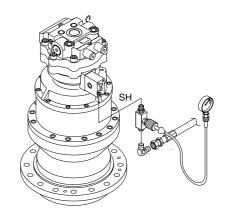
(1) Preparation

- ① Stop the engine.
- ② Loosen the cap and relieve the pressure in the tank by pushing the top of the air breather.
- 3 The pressure release L wrench to bleed air.
- ④ Install a connector and pressure gauge assembly to swing motor SH port, as shown.
- ⑤ Start the engine and check for oil leakage from the adapter.
- 6 Keep the hydraulic oil temperature at $50\pm5^{\circ}\text{C}$.



- ① Select the following switch positions.
 - · Power mode switch : P mode
- ② Operate the swing function or arm roll in function and measure the swing brake control pressure with the brake disengaged. Release the control lever to return to neutral and measure the control pressure when the brake is applied.

Repeat step ② three times and calculate the average values.



(3) Evaluation

The average measured pressure should be within the following specifications.

Model	Description	Standard	Remarks
R225LVS	Cracking	20.9	
HZZJEVO	Full stroke	35.5	

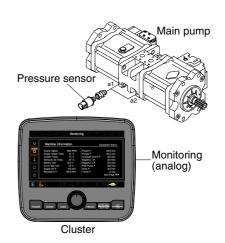
13) MAIN PUMP DELIVERY PRESSURE

(1) Preparation

① Keep the hydraulic oil temperature at $50\pm5^{\circ}\text{C}$.

(2) Measurement

- ① Select the following switch positions.
 - · Power mode switch : P mode
- ② Measure the main pump delivery pressure in the P mode (high idle).



(3) Evaluation

The average measured pressure should meet the following specifications.

Model	Engine speed	Standard	Allowable limits	Remarks
R225LVS	High idle	40+2	-	

14) SYSTEM PRESSURE REGULATOR RELIEF SETTING

(1) Preparation

① Keep the hydraulic oil temperature at $50\pm5^{\circ}$ C.

(2) Measurement

- ① Select the following switch positions.
 - · Power mode switch : P mode
- ② Slowly operate each control lever of boom, arm and bucket functions at full stroke over relief and measure the pressure.
- ③ In the swing function, place bucket against an immovable object and measure the relief pressure.
- ④ In the travel function, lock undercarriage with an immovable object and measure the relief pressure.



(3) Evaluation

The average measured pressure should be within the following specifications.

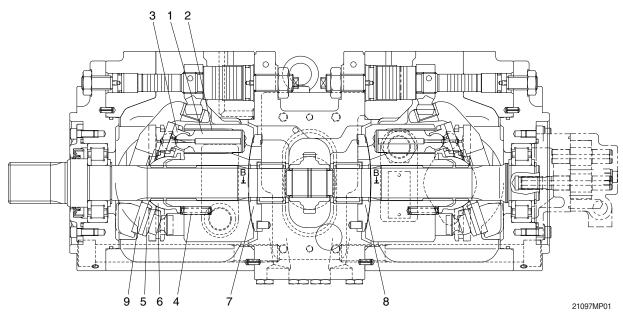
Unit: kgf/cm2

Model	Function to be tested	Standard
	Boom, Arm, Bucket	350 (380)±10
R225LVS	Travel	350±10
	Swing	265±10

(): Power boost

GROUP 2 MAJOR COMPONENT

1. MAIN PUMP



Part name & inspection item		Standard dimension	Recommended replacement value	Counter measures	
Clearance between piston (1) & cylinder bore (2) (D-d)	d D	0.039	0.067	Replace piston or cylinder.	
Play between piston (1) & shoe caulking section (3)		0-0.1	0.3	Replace	
Thickness of shoe (t)	t A	4.9	4.7	assembly of piston & shoe.	
Free height of cylinder spring (4)		41.1	40.3	Replace cylinder spring.	
Combined height of set plate (5) & spherical bushing (6) (H-h)	h H	23.0	22.0	Replace retainer or set plate.	
Surface roughness for valve plate (sliding face) (7,8),	Surface roughness necessary to be corrected	3z 0.4z or lower		1	
swash plate (shoe plate area) (9), & cylinder (2) (sliding face)	Standard surface roughness (corrected value)			Lapping	

2. MAIN CONTROL VALVE

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

3. SWING DEVICE

1) WEARING PARTS

Inspection item	Standard dimension	Recommended replacement value	Counter measures
Clearance between piston and cylinder block bore	0.041	0.060	Replace piston or cylinder block
Thickness of valve plate	6	5.88	Replace
Play between piston and shoe caulking section (δ)	0.025	0.1	Replace assembly of piston and shoe
Thickness of shoe (t)	6.6	6.5	Replace assembly of piston and shoe
Combined height of retainer plate and spherical bushing (H-h)	17.6	17.3	Replace set of retainer plate and sperical bushing
Thickness of friction plate	2.94	2.7	Replace
t	- San	- Frank	↓h H ↑ ↑
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2) SLIDING PARTS

Part name	Standard roughness	Allowable roughness	Remark
Shoe	Rmax=1S (Ra=0.2a) (LAPPING)	4S (Ra=0.1a)	
Shoe plate	Rmax=0.4S (Ra=0.1a) (LAPPING)	3S (Ra=0.8a)	
Cylinder	Rmax=0.4S (Ra=0.1a) (LAPPING)	3S (Ra=0.8a)	
Valve plate	Rmax=0.4S (Ra=0.1a) (LAPPING)	2S (Ra=0.5a)	

4. TRAVEL MOTOR

Problem		Cause	Remedy
Does not start	Pressure is not developed	Pump failure Control valve malfunction	 Check if action other than traveling is available. If faulty, repair. Check if spool moves correctly. Repair if necessary.
Pressure in developed		 Brake valve failure -Sleeve stick -Check valve stick Motor failure -Valve seat seizure Gear broken and fragment locked Overloaded 	 Replace brake valve Replace -Check hydraulic oil for contamination Replace reduction gear Reduce load
Oil leakage	Leakage from engaging surfaces	Scratch on engaging surfacesLoosening by poor bolt tightening	Correct surfaces by oilstone or sandpa- per or replace Check after retightening
	Leakage from casing	Plug loosenedCrack formed by stone	Retighten Replace reduction gear
	Leakage from floating seal	· Sliding surfaces worn · Creep on O-ring	Replace reduction gear Replace floating seal
	Leakage from hydraulic motor	Bolt loosenedO-ring damagedSealing surface scratched	Tighten properlyReplace O-ringCorrect by oilstone or sandpaper
Coasts on s	lope excessively	 Poor volumetric efficiency of hydraulic motor Increase of internal leakage of brake valve Parking brake not actuated Spring breakage Wear of friction plate 	
Excessive to reduction ge	emperature on ear case	Pitting on bearingLack of gear oilHydraulic oil introduced to gear case	Replace reduction gearSupply gear oil properlyCheck motor and replace oil seal
Meanders	Meanders at low pressure	 Delivery rate is different between right and left Motor drain rate is different between right and left 	
	Meanders at high pressure	 Delivery rate is different between right and left Motor drain rate is different between right and left 	
	Meanders at high pressure	Relief pressure dropped at right and left brake valve Main relief pressure dropped at right or left of control valve	·
Pump delivery is poor		Regulator operation poorExternal leakage of pump is excessive	Repair regulator Repair pump
External lea excessive	kage of motor is	-	· Replace motor

5. RCV LEVER

Maintenance check item	Criteria	Remark
Leakage	The valve is to be replaced when the leakage becomes more than 1000 cc/m at neutral handle position, or more than 2000 cc/m during operation.	Conditions : Primary pressure : 40 kgf/cm² Oil viscosity : 23 cSt
Spool	This is to be replaced when the sliding surface has worn more than 10 μ m, compared with the non-sliding surface.	The leakage at the left condition is estimated to be nearly equal to the above leakage.
Push rod	1 mm	
	This is to be replaced when the top end has worn more than 1 mm.	
Play at operating section	The pin, shaft, and joint of the operating section are to be replaced when their plays become more than 2 mm due to wears or so on.	When a play is due to looseness of a tightened section, adjust it.
Operation stability	When abnormal noises, hunting, primary pressure drop, etc. are generated during operation, and these cannot be remedied, referring to section 6. Troubleshooting, replace the related parts.	

Notes 1. It is desirable to replace seal materials, such as O-rings, every disassembling. However, they may be reused, after being confirmed to be free of damage.

2. When loosening the hexagon socket head cap screw (125), replace the seal washers (121) without fail.

6. TURNING JOINT

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

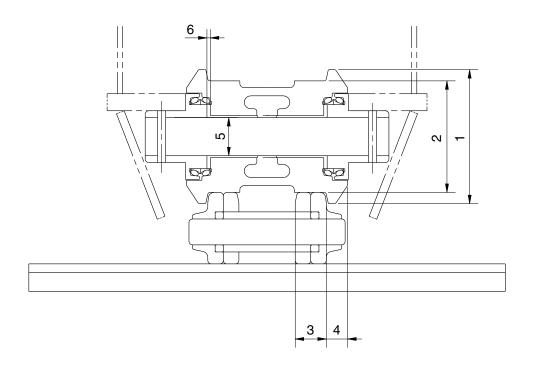
7. CYLINDER

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

GROUP 3 TRACK AND WORK EQUIPMENT

1. TRACK

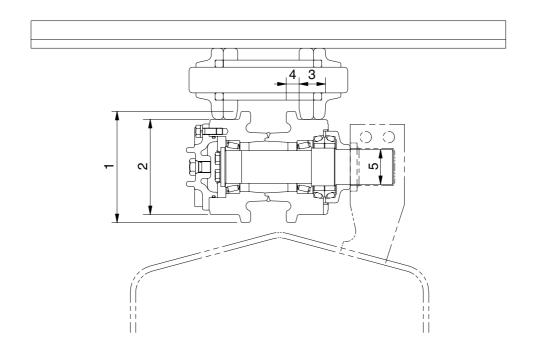
1) TRACK ROLLER



Unit:mm

No.	Check item	Crit	Remedy		
4	Outside dispersion of flagge	Standard size			
'	Outside diameter of flange	Ø 19 5	5±0.1		
2	Outside diameter of tread	Ø 160)±0.5	Rebuild or replace	
3	Width of tread	45	5.4	Topidoo	
4	Width of flange	33.3			
		Standard size & tolerance			
5	Clearance between shaft	Shaft	Hole	Replace	
	and bushing	and bushing -0.33 Ø70 -0.29	(λ70	Ø70 -0.10 +0.05	bushing
6	Side clearance of roller	Standard clearance		Replace	
6	(both side)	0.3 ~ 1.2			

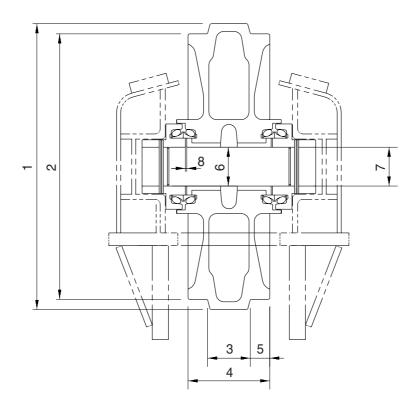
2) CARRIER ROLLER



Unit:mm

No.	Check item	Criteria			Remedy
4	Outside dispostant of florers	Standard size			
I	Outside diameter of flange	ø 169			
2	Outside diameter of tread	ø 144			
3	Width of tread	45.4			Rebuild or
4	Width of flange	17			replace
		Standard size	Toler	ance	
5	Clearance between shaft	Statitual USIZE	Shaft	Hole	
	and support	ø 55	-0.05 -0.1	+0.3 +0.1	

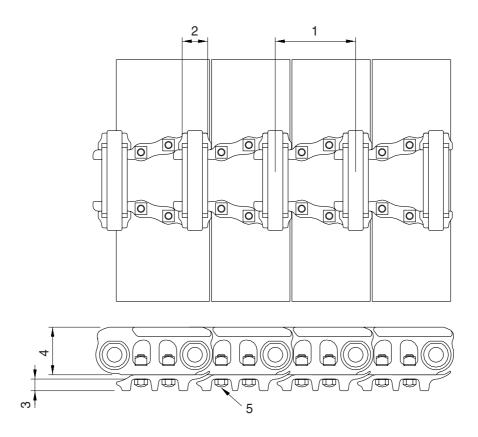
3) IDLER



Unit: mm

No.	Check item	Criteria	Remedy	
1	Outside diameter of protrusion	Standard size		
		ø 560		
2	Outside diameter of tread	ø 520	Rebuild or replace	
3	Width of protrusion	82		
4	Total width	160		
5	Width of tread	39		
6	Clearance between shaft and bushing	ø 75		
7	Clearance between shaft and support Ø 75		Replace	
8	Side clearance of idler (both side)			

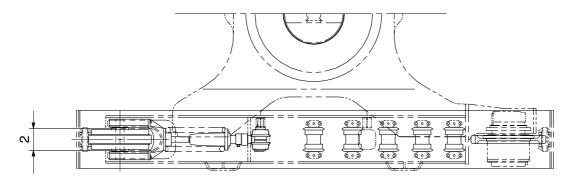
4) TRACK

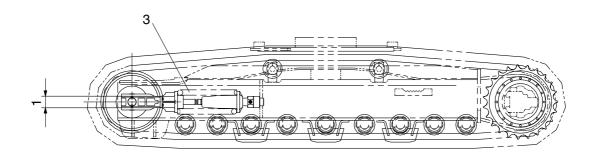


Unit:mm

No.	Check item	Criteria	Remedy	
1	Link pitch	Standard size	Turn or	
		190	replace	
2	Outside diameter of bushing	ø 59	Rebuild or replace	
3	Height of grouser	26		
4	Height of link	105		
5	Tightening torque	Initial tightening torque : $78\pm 8 \text{ kgf} \cdot \text{m}$	Retighten	

5) TRACK FRAME AND RECOIL SPRING

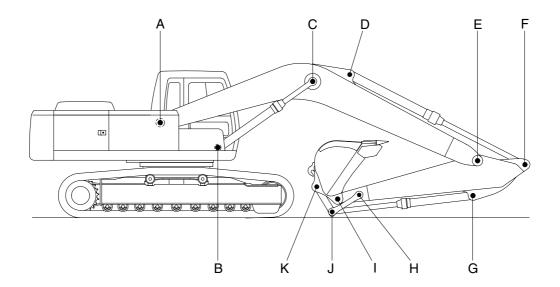




Unit: mm

No.	Check item		Remedy		
1	Vertical width of idler guide		Standard size		Rebuild or replace
		Track frame	113		
		Idler support	110		
2	Horizontal width of idler guide	Track frame	27	272	
		Idler support	270		
3	Recoil spring	Standard size			
		Free length	Installation length	Installation load	Replace
		ø 235×515	431	13716kg	

2. WORK EQUIPMENT



Unit:mm

			Р	in	Bus	hing	Deved
Mark	Measuring point (Pin and Bushing)	Normal value	Recomm. service limit	Limit of use	Recomm. service limit	Limit of use	Remedy & Remark
Α	Boom Rear	90	89	88.5	90.5	91	Replace
В	Boom Cylinder Head	80	79	78.5	80.5	81	"
С	Boom Cylinder Rod	70	69	68.5	70.5	71	"
D	Arm Cylinder Head	70	69	68.5	70.5	71	"
Е	Boom Front	80	79	78.5	80.5	81	"
F	Arm Cylinder Rod	80	79	78.5	80.5	81	"
G	Bucket Cylinder Head	80	79	78.5	80.5	81	"
Н	Arm Link	70	69	68.5	70.5	71	"
- 1	Bucket and Arm Link	80	79	78.5	80.5	81	"
J	Bucket Cylinder Rod	80	79	78.5	80.5	81	"
K	Bucket Link	80	79	78.5	80.5	81	"

SECTION 8 DISASSEMBLY AND ASSEMBLY

Group	1	Precaution	8-1
Group	2	Tightening Torque ·····	8-4
Group	3	Pump Device ····	8-7
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•		Swing Device	
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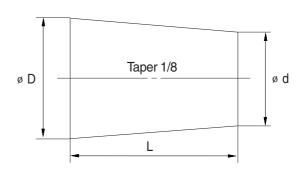
SECTION 8 DISASSEMBLY AND ASSEMBLY

GROUP 1 PRECAUTIONS

1. REMOVAL WORK

- Lower the work equipment completely to the ground.
 If the coolant contains antifreeze, dispose of it correctly.
- 2) After disconnecting hoses or tubes, cover them or fit blind plugs to prevent dirt or dust from entering.
- 3) When draining oil, prepare a container of adequate size to catch the oil.
- 4) Confirm the match marks showing the installation position, and make match marks in the necessary places before removal to prevent any mistake when assembling.
- 5) To prevent any excessive force from being applied to the wiring, always hold the connectors when disconnecting the connectors.
- 6) Fit wires and hoses with tags to show their installation position to prevent any mistake when installing.
- 7) Check the number and thickness of the shims, and keep in a safe place.
- 8) When raising components, be sure to use lifting equipment of ample strength.
- 9) When using forcing screws to remove any components, tighten the forcing screws alternately.
- 10) Before removing any unit, clean the surrounding area and fit a cover to prevent any dust or dirt from entering after removal.
- 11) When removing hydraulic equipment, first release the remaining pressure inside the hydraulic tank and the hydraulic piping.
- 12) If the part is not under hydraulic pressure, the following corks can be used.

Nominal	Dimensions						
number	D	d	L				
06	6	5	8				
08	8	6.5	11				
10	10	8.5	12				
12	12	10	15				
14	14	11.5	18				
16	16	13.5	20				
18	18	15	22				
20	20	17	25				
22	22	18.5	28				
24	24	20	30				
27	27	22.5	34				



2. INSTALL WORK

- 1) Tighten all bolts and nuts (sleeve nuts) to the specified torque.
- 2) Install the hoses without twisting or interference.
- 3) Replace all gaskets, O-rings, cotter pins, and lock plates with new parts.
- 4) Bend the cotter pin or lock plate securely.
- 5) When coating with adhesive, clean the part and remove all oil and grease, then coat the threaded portion with 2-3 drops of adhesive.
- 6) When coating with gasket sealant, clean the surface and remove all oil and grease, check that there is no dirt or damage, then coat uniformly with gasket sealant.
- 7) Clean all parts, and correct any damage, dents, burrs, or rust.
- 8) Coat rotating parts and sliding parts with engine oil.
- 9) When press fitting parts, coat the surface with antifriction compound (LM-P).
- 10) After installing snap rings, check that the snap ring is fitted securely in the ring groove (Check that the snap ring moves in the direction of rotation).
- 11) When connecting wiring connectors, clean the connector to remove all oil, dirt, or water, then connect securely.
- 12) When using eyebolts, check that there is no deformation or deterioration, and screw them in fully.
- 13) When tightening split flanges, tighten uniformly in turn to prevent excessive tightening on one side.
- 14) When operating the hydraulic cylinders for the first time after repairing and reassembling the hydraulic cylinders, pumps, or other hydraulic equipment or piping, always bleed the air from the hydraulic cylinders as follows:
- (1) Start the engine and run at low idling.
- (2) Operate the control lever and actuate the hydraulic cylinder 4-5 times, stopping 100mm before the end of the stroke.
- (3) Next, operate the piston rod to the end of its stroke to relieve the circuit. (The air bleed valve is actuated to bleed the air.)
- (4) After completing this operation, raise the engine speed to the normal operating condition.
- * If the hydraulic cylinder has been replaced, carry out this procedure before assembling the rod to the work equipment.
- * Carry out the same operation on machines that have been in storage for a long time after completion of repairs.

3. COMPLETING WORK

- 1) If the coolant has been drained, tighten the drain valve, and add water to the specified level. Run the engine to circulate the water through the system. Then check the water level again.
- 2) If the hydraulic equipment has been removed and installed again, add engine oil to the specified level. Run the engine to circulate the oil through the system. Then check the oil level again.
- 3) If the piping or hydraulic equipment, such as hydraulic cylinders, pumps, or motors, have been removed for repair, always bleed the air from the system after reassembling the parts.
- 4) Add the specified amount of grease (molybdenum disulphied grease) to the work equipment related parts.

GROUP 2 TIGHTENING TORQUE

1. MAJOR COMPONENTS

	No.		D 11 1	Torque		
No.		Descriptions	Bolt size	kgf⋅m	lbf ⋅ ft	
1		Engine mounting bolt (engine-bracket)	M12 × 1.75	12.8 ± 3.0	92.6 ± 21.7	
2		Engine mounting bolt (bracket-frame, FR)	M20 × 2.5	55 ± 3.5	398 ± 25	
3		Engine mounting bolt (bracket-frame, RR)	$M24 \times 3.0$	97 ± 7.0	702 ± 51	
4	Engine	Radiator mounting bolt	M16 × 2.0	29.7 ± 4.5	215 ± 32.5	
5		Coupling mounting socket bolt	M18 × 2.5	32 ± 1.0	231 ±7.2	
6		Fuel tank mounting bolt	$M20 \times 2.5$	57.9 ± 8.7	419 ± 62.9	
7		Main pump housing mounting bolt	M10 × 1.5	4.8 ± 0.3	34.7 ± 2.2	
8		Main pump mounting socket bolt	M20 × 2.5	42 ± 4.5	304 ± 32.5	
9	Hydraulic system	Main control valve mounting nut	M12 × 1.75	12.3 ± 1.3	89.0 ± 9.4	
10	System	Hydraulic oil tank mounting bolt	M20 × 2.5	57.9 ± 8.7	419 ± 62.9	
11	Turning joint mounting bolt, nut		M12 × 1.75	12.3 ± 1.3	89.0 ± 9.4	
12		Swing motor mounting bolt	$M20 \times 2.5$	58.4 ± 5.8	422 ± 42	
13	Power	Swing bearing upper part mounting bolt	$M20 \times 2.5$	57.9 ± 6.0	419 ± 43.4	
14	train	Swing bearing lower part mounting bolt	$M20 \times 2.5$	57.9 ± 6.0	419 ± 43.4	
15	system	Travel motor mounting bolt	$\mathrm{M16}\times2.0$	23 ± 2.5	166 ± 18.1	
16		Sprocket mounting bolt	M16 × 2.0	26 ± 3.0	188 ± 21.7	
17		Carrier roller mounting bolt, nut	M16 × 2.0	29.7± 3.0	215 ± 21.7	
18		Track roller mounting bolt	M16 × 2.0	29.7 ± 3.0	215 ± 21.7	
19	Under	Track tension cylinder mounting bolt	M16 × 2.0	29.7 ± 4.5	215 ± 32.5	
20	carriage	Track shoe mounting bolt, nut	M20 × 1.5	78 ± 8.0	564 ± 57.9	
21		Track guard mounting bolt	M20 × 2.5	57.9 ± 8.7	419 ± 62.9	
22		Counterweight mounting bolt	M36 × 3.0	337 ± 33	2440 ± 72.3	
23	Others	Cab mounting bolt	M12 × 1.75	12.8 ± 3.0	92.6 ± 21.7	
24		Operator's seat mounting bolt	M 8 × 1.25	4.05 ± 0.8	29.3 ± 5.8	

2. TORQUE CHART

Use following table for unspecified torque.

1) BOLT AND NUT

(1) Coarse thread

Dolt oize	8	Т	10T		
Bolt size	kgf ⋅ m	lbf ⋅ ft	kgf ⋅ m	lbf ⋅ ft	
M 6 × 1.0	0.85 ~ 1.25	6.15 ~ 9.04	1.14 ~ 1.74	8.2 ~ 12.6	
M 8 × 1.25	2.0 ~ 3.0	14.5 ~ 21.7	2.73 ~ 4.12	19.7 ~ 29.8	
M10 × 1.5	4.0 ~ 6.0	28.9 ~ 43.4	5.5 ~ 8.3	39.8 ~ 60	
M12 × 1.75	7.4 ~ 11.2	53.5 ~ 79.5	9.8 ~ 15.8	71 ~ 114	
M14 × 2.0	12.2 ~ 16.6	88.2 ~ 120	16.7 ~ 22.5	121 ~ 167	
M16 × 2.0	18.6 ~ 25.2	135 ~ 182	25.2 ~ 34.2	182 ~ 247	
M18 × 2.5	25.8 ~ 35.0	187 ~ 253	35.1 ~ 47.5	254 ~ 343	
M20 × 2.5	36.2 ~ 49.0	262 ~ 354	49.2 ~ 66.6	356 ~ 482	
M22 × 2.5	48.3 ~ 63.3	350 ~ 457	65.8 ~ 98.0	476 ~ 709	
M24 × 3.0	62.5 ~ 84.5	452 ~ 611	85.0 ~ 115	615 ~ 832	
M30 × 3.5	124 ~ 168	898 ~ 1214	169 ~ 229	1223 ~ 1655	
M36 × 4.0	174 ~ 236	1261 ~ 1703	250 ~ 310	1808 ~ 2242	

(2) Fine thread

Dolt oize	8	Т	10T		
Bolt size	kgf ⋅ m	lbf ⋅ ft	kgf ⋅ m	lbf ⋅ ft	
M 8 × 1.0	2.17 ~ 3.37	15.7 ~ 24.3	3.04 ~ 4.44	22.0 ~ 32.0	
M10 × 1.25	4.46 ~ 6.66	32.3 ~ 48.2	5.93 ~ 8.93	42.9 ~ 64.6	
M12 × 1.25	7.78 ~ 11.58	76.3 ~ 83.7	10.6 ~ 16.0	76.6 ~ 115	
M14 × 1.5	13.3 ~ 18.1	96.2 ~ 130	17.9 ~ 24.1	130 ~ 174	
M16 × 1.5	19.9 ~ 26.9	144 ~ 194	26.6 ~ 36.0	193 ~ 260	
M18 × 1.5	28.6 ~ 43.6	207 ~ 315	38.4 ~ 52.0	278 ~ 376	
M20 × 1.5	40.0 ~ 54.0	289 ~ 390	53.4 ~ 72.2	386 ~ 522	
M22 × 1.5	52.7 ~ 71.3	381 ~ 515	70.7 ~ 95.7	512 ~ 692	
M24 × 2.0	67.9 ~ 91.9	491 ~ 664	90.9 ~ 123	658 ~ 890	
M30 × 2.0	137 ~ 185	990 ~ 1338	182 ~ 248	1314 ~ 1795	
M36 × 3.0	192 ~ 260	1389 ~ 1879	262 ~ 354	1893 ~ 2561	

2) PIPE AND HOSE (FLARE TYPE)

Thread size (PF)	Width across flat (mm)	kgf ⋅ m	lbf ⋅ ft
1/4"	19	4	28.9
3/8"	22	5	36.2
1/2"	27	9.5	68.7
3/4"	36	18	130
1"	41	21	152
1-1/4"	50	35	253

3) PIPE AND HOSE (ORFS TYPE)

Thread size (UNF)	Width across flat (mm)	kgf⋅m	lbf ⋅ ft
9/16-18	19	4	28.9
11/16-16	22	5	36.2
13/16-16	27	9.5	68.7
1-3/16-12	36	18	130
1-7/16-12	41	21	152
1-11/16-12	50	35	253

4) FITTING

Thread size	Width across flat (mm)	kgf⋅m	lbf ⋅ ft
1/4"	19	4	28.9
3/8"	22	5	36.2
1/2"	27	9.5	68.7
3/4"	36	18	130
1"	41	21	152
1-1/4"	50	35	253

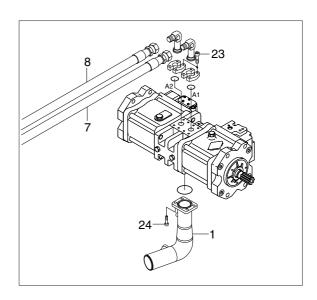
GROUP 3 PUMP DEVICE

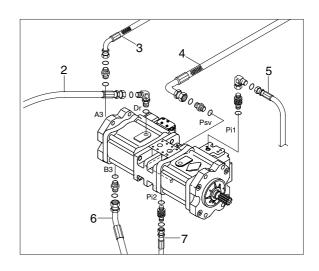
1. REMOVAL AND INSTALL

1) REMOVAL

- (1) Lower the work equipment to the ground and stop the engine.
- (2) Operate the control levers and pedals several times to release the remaining pressure in the hydraulic piping
- (3) Loosen the breather slowly to release the pressure inside the hydraulic tank.
- ▲ Escaping fluid under pressure can penetrate the skin causing serious injury.
- (4) Remove the wirings for the pressure sensors and so on.
- (5) Loosen the drain plug under the hydraulic tank and drain the oil from the hydraulic tank.
 - · Hydraulic tank quantity: 160 l
- (6) Remove socket bolts (23) and disconnect pipe (7, 8).
- (7) Disconnect pilot line hoses (2, 3, 4, 5, 6, 7).
- (8) Remove socket bolts(24) and disconnect pump suction tube (1).
- ** When pump suction tube is disconnected, the oil inside the piping will flow out, so catch it in oil pan.
- (9) Sling the pump assembly and remove the pump mounting bolts.
 - · Weight: 140 kg (310 lb)
- ** Pull out the pump assembly from housing. When removing the pump assembly, check that all the hoses have been disconnected.





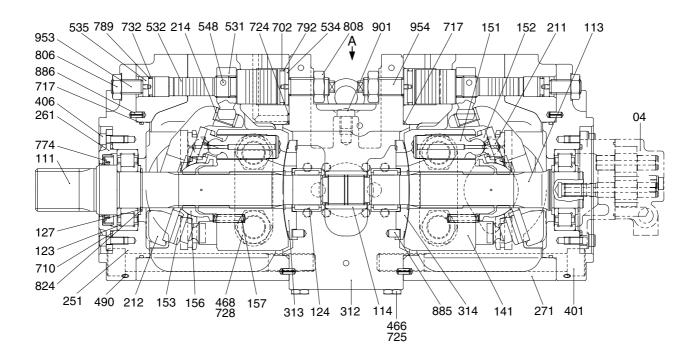


2) INSTALL

- (1) Carry out installation in the reverse order to removal.
- (2) Remove the suction strainer and clean it.
- (3) Replace return filter with new one.
- (4) Remove breather and clean it.
- (5) After adding oil to the hydraulic tank to the specified level.
- (6) Bleed the air from the hydraulic pump.
- ① Remove the air vent plug (2EA).
- ② Tighten plug lightly.
- ③ Start the engine, run at low idling, and check oil come out from plug.
- 4 Tighten plug.
- (7) Start the engine, run at low idling (3~5 minutes) to circulate the oil through the system.
- (8) Confirm the hydraulic oil level and check the hydraulic oil leak or not.

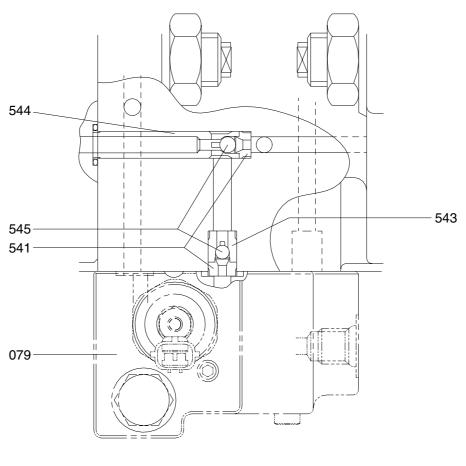
2. MAIN PUMP (1/2)

The main pump consists of two piston pumps (front & rear) and valve block.



04	Gear pump	261	Seal cover (F)	717	O-ring
111	Drive shaft (F)	271	Pump casing	724	O-ring
113	Drive shaft (R)	312	Valve block	725	O-ring
114	Spline coupling	313	Valve plate (R)	728	O-ring
123	Roller bearing	314	Valve plate (L)	732	O-ring
124	Needle bearing	401	Hexagon socket bolt	774	Oil seal
127	Bearing spacer	406	Hexagon socket bolt	789	Back up ring
141	Cylinder block	466	VP Plug	792	Back up ring
151	Piston	468	VP Plug	806	Hexagon head nut
152	Shoe	490	Plug	808	Hexagon head nut
153	Set plate	531	Tilting pin	824	Snap ring
156	Bushing	532	Servo piston	885	Pin
157	Cylinder spring	534	Stopper (L)	886	Spring pin
211	Shoe plate	535	Stopper (S)	901	Eye bolt
212	Swash plate	548	Pin	953	Set screw
214	Bushing	702	O-ring	954	Set screw
251	Support	710	O-ring		

MAIN PUMP (2/2)



VIEW A

541 Seat 544 Stopper 2 079 Proportional reducing valve 543 Stopper 1 545 Steel ball

2) TOOLS AND TIGHTENING TORQUE

(1) Tools

The tools necessary to disassemble/reassemble the pump are shown in the follow list.

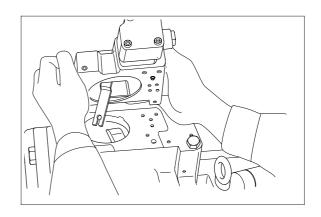
Tool name & size	Part name						
Name B		Hexagon socket head bolt (F		PT plug T thread)	PO plug (PF thread)		Hexagon socket head setscrew
Allen wrench	4	M 5		3P-1/16	-		M 8
	5	M 6	BP-1/8		-		M10
	6	M 8	BP-1/4		PO-1/4		M12, M14
- B -	8	M10	Е	3P-3/8	PO-3/8	3	M16, M18
	17	M20, M22	Е	3P-1	PO-1, 1 1/4,	1 1/2	-
Double ring spanner, socket wrench, double (single)	-	Hexagon socket head bolt		Hexagon nut		VP plug (PF thread)	
open end spanner	19	M12		M12		VP-1/4	
D	24	M16		M16		-	
B B	27	M18		M18		VP-1/2	
	30	M20		M20		-	
	36	-		-		VP-3/4	
Adjustable angle wrench		Medium size, 1 set					
Screw driver		Minus type screw driver, Medium size, 2 sets					
Hammer		Plastic hammer, 1 set					
Pliers		For snap ring, TSR-160					
Steel bar		Steel bar of key material approx. 10 × 8 × 200					
Torque wrench		Capable of tightening with the specified torques					

(2) Tightening torque

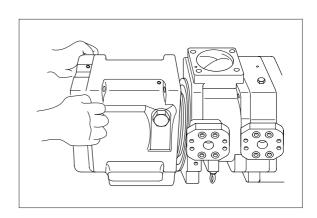
Dowlers	D. H. d	Tor	que	Wrench size		
Part name	Bolt size	kgf⋅m	lbf ⋅ ft	in	mm	
Hexagon socket head bolt	M 5	0.7	5.1	0.16	4	
(Material : SCM435)	M 6	1.2	8.7	0.20	5	
	M 8	3.0	21.7	0.24	6	
	M10	5.8	42.0	0.31	8	
	M12	10.0	72.3	0.39	10	
	M14	16.0	116	0.47	12	
	M16	24.0	174	0.55	14	
	M18	34.0	246	0.55	14	
	M20	44.0	318	0.67	17	
PT Plug (Material : S45C)	PT1/16	0.7	5.1	0.16	4	
*Wind a seal tape 1 1/2 to	PT 1/8	1.05	7.59	0.20	5	
2 turns round the plug	PT 1/4	1.75	12.7	0.24	6	
	PT 3/8	3.5	25.3	0.31	8	
	PT 1/2	5.0	36.2	0.39	10	
PF Plug (Material : S45C)	PF 1/4	3.0	21.7	0.24	6	
	PF 1/2	10.0	72.3	0.39	10	
	PF 3/4	15.0	109	0.55	14	
	PF 1	19.0	137	0.67	17	
	PF 1 1/4	27.0	195	0.67	17	
	PF 1 1/2	28.0	203	0.67	17	

3) DISASSEMBLY

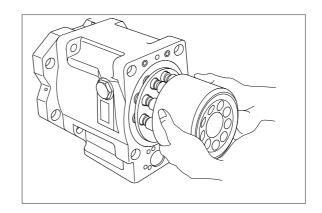
- (1) Select place suitable to disassembling.
- * Select clean place.
- Spread rubber sheet, cloth or so on on overhaul workbench top to prevent parts from being damaged.
- (2) Remove dust, rust, etc, from pump surfaces with cleaning oil or so on.
- (3) Remove drain port plug (468) and let oil out of pump casing (front and rear pump).
- (4) Remove hexagon socket head bolts (412, 413) and remove regulator.



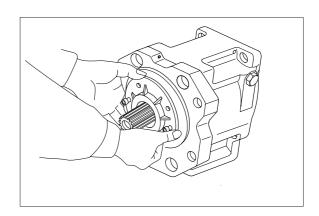
- (5) Loosen hexagon socket head bolts (401) which tighten swash plate support (251), pump casing (271) and valve block (312).
- If gear pump and so on are fitted to rear face of pump, remove them before starting this work.
- (6) Place pump horizontally on workbench with its regulator-fitting surface down and separate pump casing (271) from valve block (312).
- ** Before bringing this surface down, spread rubber sheet on workbench without fail to prevent this surface from being damaged.

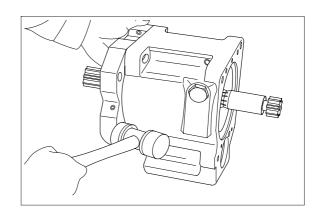


- (7) Pull cylinder block (141) out of pump casing (271) straightly over drive shaft (111). Pull out also pistons (151), set plate (153), spherical bush (156) and cylinder springs (157) simultaneously.
- * Take care not to damage sliding surfaces of cylinder, spherical bushing, shoes, swash plate, etc.

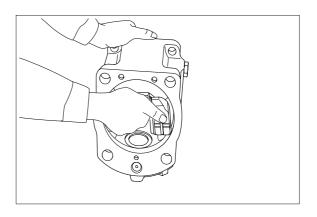


- (8) Remove hexagon socket head bolts (406) and then seal cover (F, 261).
- Fit bolt into pulling out tapped hole of seal cover (F), and cover can be removed easily.
- Since oil seal is fitted on seal cover (F), take care not to damage it in removing cover.
- (9) Remove hexagon socket head bolts (408) and then seal cover (R, 262).In case fitting a gear pump, first, remove gear pump.
- (10) Tapping lightly fitting flange section of swash plate support (251) on its pump casing side, separate swash plate support from pump casing.

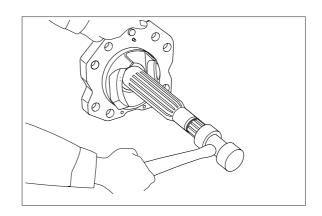




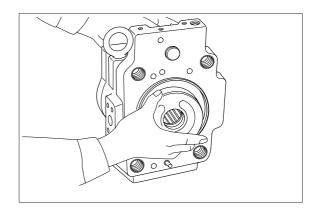
(11) Remove shoe plate (211) and swash plate (212) from pump casing (271).



(12) Tapping lightly shaft ends of drive shafts (111, 113) with plastic hammer, take out drive shafts from swash plate supports.



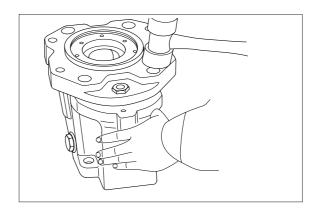
- (13) Remove valve plates (313, 314) from valve block (312).
- * These may be removed in work (6).



- (14) If necessary, remove stopper (L, 534), stopper (S, 535), servo piston (532) and tilting pin (531) from pump casing (271), and needle bearing (124) and splined coupling (114) from valve block (312).
- In removing tilting pin, use a protector to prevent pin head from being damaged.
- Since loctite is applied to fitting areas of tilting pin and servo piston, take care not to damage servo piston.
- ** Do not remove needle bearing as far as possible, except when it is considered to be out of its life span.
- ** Do not loosen hexagon nuts of valve block and swash plate support. If loosened, flow setting will be changed.

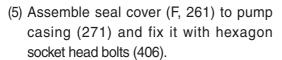
4) ASSEMBLY

- (1) For reassembling reverse the disassembling procedures, paying attention to the following items.
- ① Do not fail to repair the parts damaged during disassembling, and prepare replacement parts in advance.
- ② Clean each part fully with cleaning oil and dry it with compressed air.
- ③ Do not fail to apply clean working oil to sliding sections, bearings, etc. before assembling them.
- In principle, replace seal parts, such as O-rings, oil seals, etc.
- (5) For fitting bolts, plug, etc., prepare a torque wrench or so on, and tighten them with torques shown in page 8-11, 12.
- ⁶ For the double-pump, take care not to mix up parts of the front pump with those of the rear pump.
- (2) Fit swash plate support (251) to pump casing (271), tapping the former lightly with a hammer.
- ** After servo piston, tilting pin, stopper (L) and stopper (S) are removed, fit them soon to pump casing in advance for reassembling.
- In tightening servo piston and tilting pin, use a protector to prevent tilting pin head and feedback pin from being damaged. In addition, apply loctite (Medium strength) to their threaded sections.



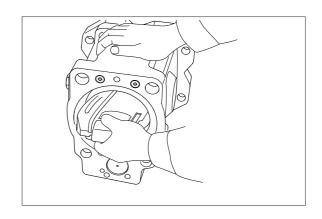
- (3) Place pump casing with its regulator fitting surface down, fit tilting bush of swash plate to tilting pin (531) and fit swash plate (212) to swash plate support (251) correctly.
- * Confirm with fingers of both hands that swash plate can be removed smoothly.
- * Apply grease to sliding sections of swash plate and swash plate support, and drive shaft can be fitted easily.
- (4) To swash plate support (251), fit drive shaft (111) set with bearing (123), bearing spacer (127) and snap ring (824).
- * Do not tap drive shaft with hammer or so on.
- * Assemble them into support, tapping outer race of bearing lightly with plastic hammer.

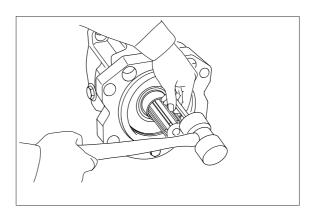
Fit them fully, using steel bar or so on.

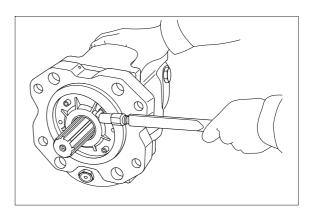


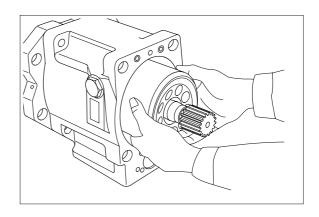
- * Apply grease lightly to oil seal in seal cover (F).
- * Assemble oil seal, taking full care not to damage it.
- For tandem type pump, fit rear cover (263) and seal cover (262) similarly.
- (6) Assemble piston cylinder subassembly (cylinder block (141), piston subassembly (151, 152), set plate (153), spherical bush (156), spacer (158) and cylinder spring (157)).

Fit spline phases of retainer and cylinder. Then, insert piston cylinder subassembly into pump casing.

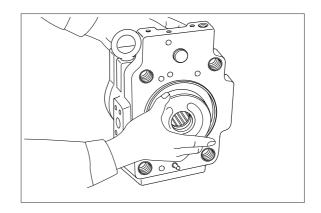




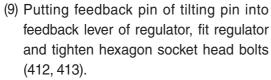




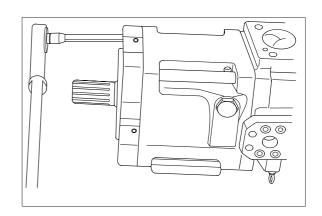
- (7) Fit valve plate (313) to valve block (312), entering pin into pin hole.
- * Take care not to mistake suction / delivery directions of valve plate.

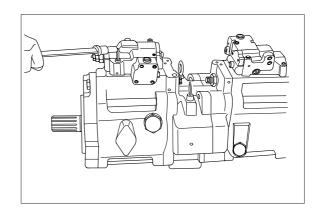


- (8) Fit valve block (312) to pump casing (271) and tighten hexagon socket head bolts (401).
- * At first assemble this at rear pump side, and this work will be easy.
- * Take care not to mistake direction of valve block.
- ** Clockwise rotation (Viewed from input shaft side) - Fit block with regulator up and with delivery flange left, viewed from front side.
- ** Counter clockwise rotation (Viewed from input shaft side) - Fit block with delivery flange right, viewed from front side.



* Take care not to mistake regulator of front pump for that of rear pump.

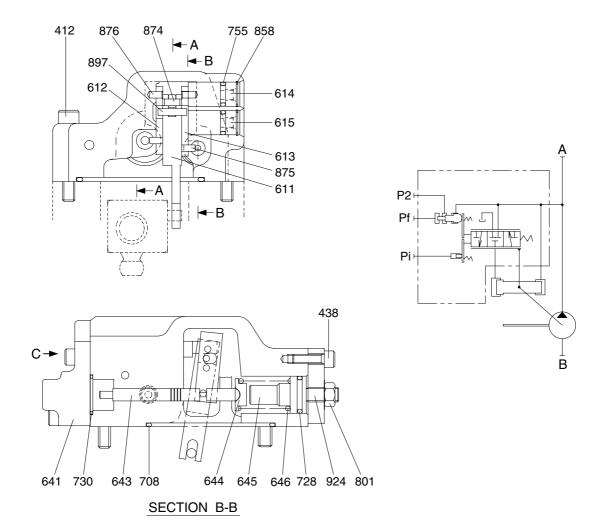


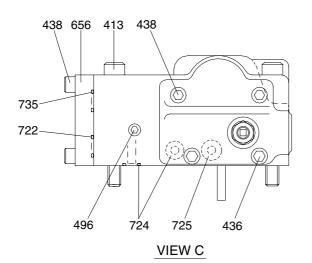


(10) Fit drain port plug (468).

This is the end of reassembling procedures.

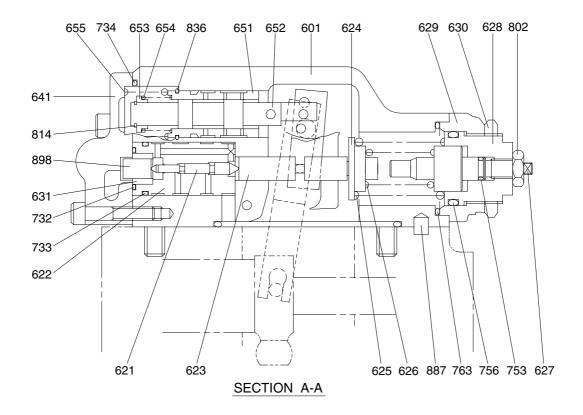
3. REGULATOR (1/2)





Port	Port name	Port size
Α	Delivery port	3/4"
В	Suction port	2 1/2"
Pi	Pilot port	PF 1/4-15
Pf	Power shift port	-
P2	Companion delivery port	-

REGULATOR (2/2)



412	Hexagon socket screw	630	Lock nut	733	O-ring
413	Hexagon socket screw	631	Sleeve, pf	734	O-ring
436	Hexagon socket screw	641	Pilot cover	735	O-ring
438	Hexagon socket screw	643	Pilot piston	753	O-ring
496	Plug	644	Spring seat (Q)	755	O-ring
601	Casing	645	Adjust stem (Q)	756	O-ring
611	Feed back lever	646	Pilot spring	763	O-ring
612	Lever (1)	651	Sleeve	801	Nut
613	Lever (2)	652	Spool	802	Nut
614	Fulcrum plug	653	Spring seat	814	Snap ring
615	Adjust plug	654	Return spring	836	Snap ring
621	Compensator piston	655	Set spring	858	Snap ring
622	Piston case	656	Block cover	874	Pin
623	Compensator rod	708	O-ring	875	Pin
624	Spring seat (C)	722	O-ring	876	Pin
625	Outer spring	724	O-ring	887	Pin
626	Inner spring	725	O-ring	897	Pin
627	Adjust stem (C)	728	O-ring	898	Pin
628	Adjust screw (C)	730	O-ring	924	Set screw
629	Cover (C)	732	O-ring		

2) TOOLS AND TIGHTENING TORQUE

(1) Tools

The tools necessary to disassemble/reassemble the pump are shown in the follow list.

Tool name & size	Part name						
Name [Hexagon socket head bolt		PT plug T thread)	PO plug (PF thread)		Hexagon socket head setscrew
Allen wrench		M 5		3P-1/16 -			M 8
LI B	5	M 6	BP-1/8		-		M10
	6	M 8	E	3P-1/4	PO-1/4		M12, M14
Double ring spanner, socket wrench, double (single) open end spanner		Hexagon head bolt		Hexagon nut		VP plug (PF thread)	
	6	M 8		М	M 8		-
Adjustable angle wrench		Small size, Max 36mm					
Screw driver		Minus type screw driver, Medium size, 2 sets					
Hammer		Plastic hammer, 1 set					
Pliers	For snap ring, TSR-160						
Steel bar		4×100 mm					
Torque wrench		Capable of tightening with the specified torques					
Pincers		-					
Bolt	M4, Length: 50 mm						

(2) Tightening torque

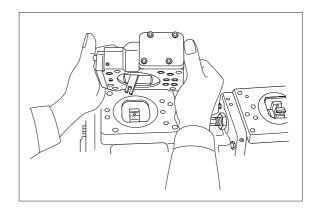
Dowl name		Tor	que	Wrench size		
Part name	Bolt size	kgf⋅m	lbf ⋅ ft	in	mm	
Hexagon socket head bolt	M 5	0.7	5.1	0.16	4	
(Material : SCM435)	M 6	1.2	8.7	0.20	5	
	M 8	3.0	21.7	0.24	6	
	M10	5.8	42.0	0.31	8	
	M12	10.0	72.3	0.39	10	
	M14	16.0	116	0.47	12	
	M16	24.0	174	0.55	14	
	M18	34.0	246	0.55	14	
	M20	44.0	318	0.67	17	
PT Plug (Material : S45C)	PT1/16	0.7	5.1	0.16	4	
* Wind a seal tape 1 1/2 to	PT 1/8	1.05	7.59	0.20	5	
2 turns round the plug	PT 1/4	1.75	12.7	0.24	6	
	PT 3/8	3.5	25.3	0.31	8	
	PT 1/2	5.0	36.2	0.39	10	
PF Plug (Material : S35C)	PF 1/4	3.0	21.7	0.24	6	
	PF 1/2	10.0	72.3	0.39	10	
	PF 3/4	15.0	109	0.55	14	
	PF 1	19.0	137	0.67	17	
	PF 1 1/4	27.0	195	0.67	17	
	PF 1 1/2	28.0	203	0.67	17	

3) DISASSEMBLY

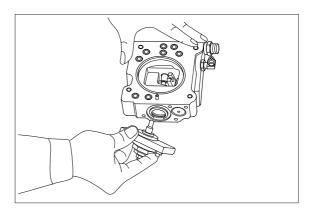
Since the regulator consists of small precision finished parts, disassembly and assembly are rather complicated.

For this reason, replacement of a regulator assembly is recommended, unless there is a special reason, but in case disassembly is necessary for an unavoidable reason, read through this manual to the end before starting disassembly.

- (1) Choose a place for disassembly.
- * Choose a clean place.
- Spread rubber sheet, cloth, or so on on top of work-bench to prevent parts from being damaged.
- (2) Remove dust, rust, etc. from surfaces of regulator with clean oil.
- (3) Remove hexagon socket head screw (412, 413) and remove regulator main body from pump main body.
- * Take care not to lose O-ring.



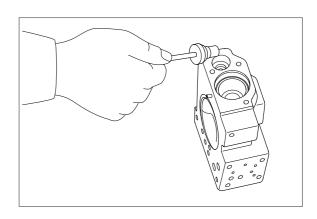
- (4) Remove hexagon socket head screw (438) and remove cover (C,629)
- ** Cover (C) is fitted with adjusting screw (C, 628), adjusting ring (C, 627), lock nut (630), hexagon nut (801) and adjusting screw (924).
- * Do not loosen these screws and nuts.
 If they are loosened, adjusted pressure-flow setting will vary.

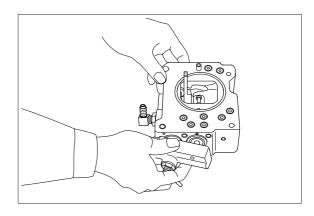


(5) After removing cover (C, 629) subassembly, take out outer spring (625), inner spring (626) and spring seat (C, 624) from compensating section.

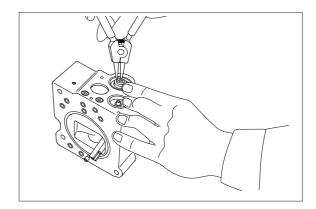
Then draw out adjusting ring (Q, 645), pilot spring (646) and spring seat (644) from pilot section.

- * Adjusting ring (Q,645) can easily be drawn out with M4 bolt.
- (6) Remove hexagon socket head screws (436, 438) and remove pilot cover (641). After removing pilot cover, take out set spring (655) from pilot section.

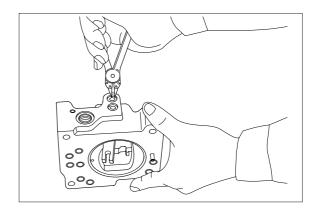


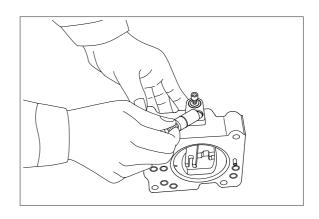


- (7) Remove snap ring (814) and take out spring seat (653), return spring (654) and sleeve (651).
- * Sleeve (651) is fitted with snap ring (836).
- When removing snap ring (814), return spring (654) may pop out.
 Take care not to lose it.

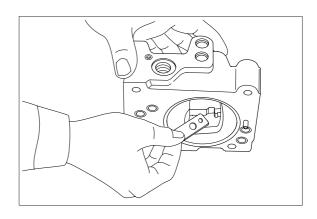


- (8) Remove locking ring (858) and take out fulcrum plug (614) and adjusting plug (615).
- Fulcrum plug (614) and adjusting plug (615) can easily be taken out with M6 bolt.



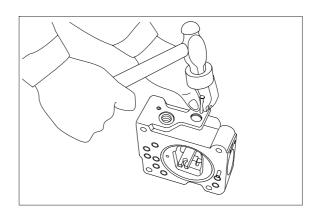


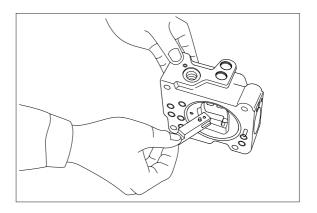
- (9) Remove lever (2, 613). Do not draw out pin (875).
- Work will be promoted by using pincers or so on.



(10) Draw out pin (874) and remove feedback lever (611).

Push out pin (874, 4 mm in dia.) from above with slender steel bar so that it may not interfere with lever (1, 612).



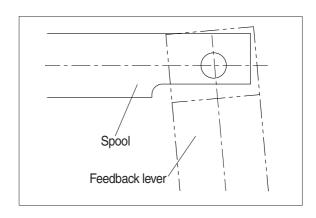


- (11) Remove lever (1, 612). Do not draw out pin (875).
- (12) Draw out pilot piston (643) and spool (652).
- (13) Draw out piston case (622), compensating piston (621) and compensating rod (623).
- * Piston case (622) can be taken out by pushing compensating rod (623) at opposite side of piston case.

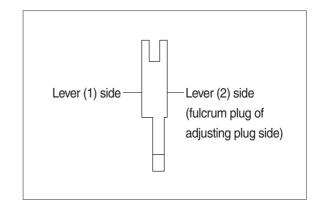
This completes disassembly.

4) ASSEMBLY

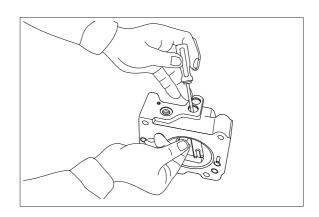
- For assembly, reverse disassembly procedures, but pay attention to the following items.
- ① Always repair parts that were scored at disassembly.
- ② Get replacement parts ready beforehand. Mixing of foreign matter will cause malfunction.
 - Therefore, wash parts well with cleaning oil, let them dry with jet air and handle them in clean place.
- 3 Always tighten bolts, plugs, etc. to their specified torques.
- ④ Do not fail to coat sliding surfaces with clean hydraulic oil before assembly.
- ⑤ Replace seals such as O-ring with new ones as a rule.
- (2) Put compensating rod (623) into compensating hole of casing (601).
- (3) Put pin force-fitted in lever (1, 612) into groove of compensating rod and fit lever (1) to pin force-fitted in casing.
- (4) Fit spool (652) and sleeve (651) into hole in spool of casing.
- * Confirm that spool and sleeve slide smoothly in casing without binding.
- * Pay attention to orientation of spool.



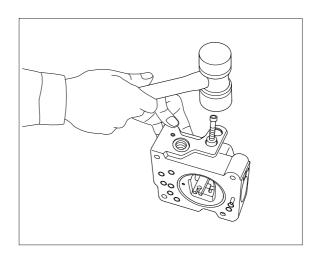
- (5) Fit feedback lever (611), matching its pin hole with pin hole in spool. Then insert pin (874).
- * Insert pin in feedback lever a little to ease operation.
- * Take care not to mistake direction of feedback lever.

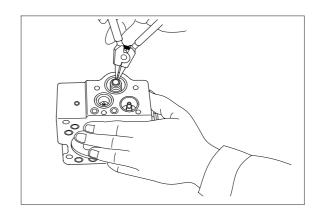


- (6) Put pilot piston (643) into pilot hole of casing.
- * Confirm that pilot piston slides smoothly without binding.
- (7) Put pin force-fitted in lever (2, 613) into groove of pilot piston. Then fix lever (2).



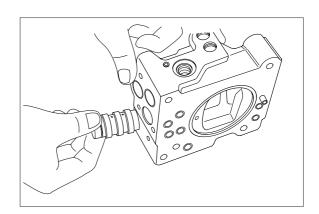
- (8) Fit fulcrum plug (614) so that pin forcefitted in fulcrum plug (614) can be put into pin hole of lever (2). Then fix locking ring (858).
- (9) Insert adjusting plug (615) and fit locking ring.
- ** Take care not to mistake inserting holes for fulcrum plug and adjusting plug. At this point in time move feedback lever to confirm that it has no large play and is free from binding.
- (10) Fit return spring (654) and spring seat (653) into spool hole and attach snap ring (814).



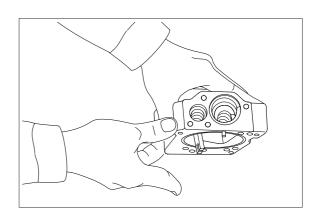


compensating piston (621) and piston case (622) into compensating hole. Fit pilot cover (641) and tighten it with hexagonal socket head screws (436, 438).

(11) Fit set spring (655) to spool hole and put

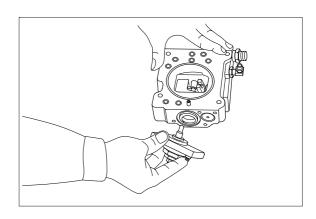


- (12) Put spring seat (644), pilot spring (646) and adjusting ring (Q, 645) into pilot hole. Then fix spring seat (624), inner spring (626) and outer spring (625) into compensating hole.
- When fitting spring seat, take care not to mistake direction of spring seat.



(13) Install cover (C, 629) fitted with adjusting screws (628), adjusting ring (C, 627), lock nut (630), hexagon nut (801) and adjusting screw (924).

Then tighten them with hexagonal socket head screws (438).



This completes assembly.

GROUP 4 MAIN CONTROL VALVE

1. REMOVAL AND INSTALL OF MOTOR

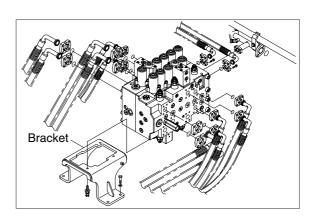
1) REMOVAL

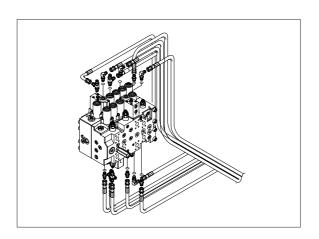
- (1) Lower the work equipment to the ground and stop the engine.
- (2) Operate the control levers and pedals several times to release the remaining pressure in the hydraulic piping.
- (3) Loosen the breather slowly to release the pressure inside the hydraulic tank.
- ♠ Escaping fluid under pressure can penetrate the skin causing serious injury.
- When pipes and hoses are disconnected, the oil inside the piping will flow out, so catch it in oil pan.
- (4) Remove the wirings for the pressure sensor and so on.
- (5) Remove bolts and disconnect pipe.
- (6) Disconnect pilot line hoses.
- (7) Disconnect pilot piping.
- (8) Sling the control valve assembly and remove the control valve mounting bolt.
 - · Weight: 220 kg (485 lb)
- (9) Remove the control valve assembly. When removing the control valve assembly, check that all the piping have been disconnected.

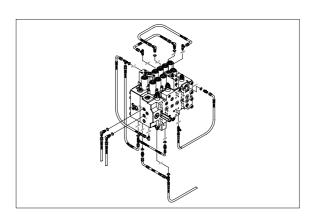
2) INSTALL

- (1) Carry out installation in the reverse order to removal.
- (2) Bleed the air from below items.
- ① Cylinder (boom, arm, bucket)
- ② Swing motor
- ③ Travel motor
- * See each item removal and install.
- (3) Confirm the hydraulic oil level and recheck the hydraulic oil leak or not.

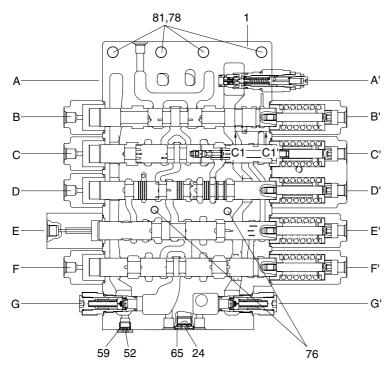


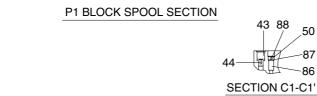


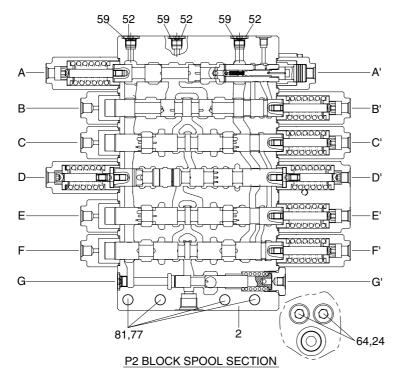




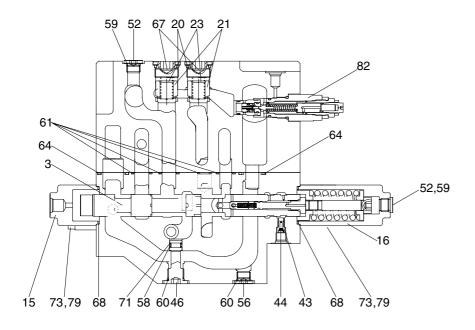
2. STRUCTURE



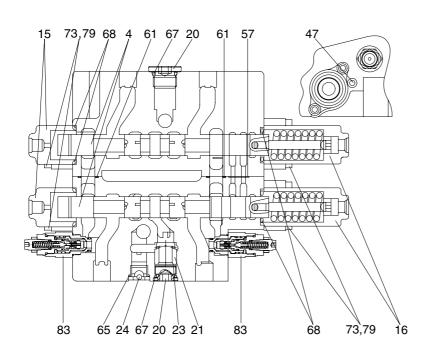




- 1 Housing (P1)
- 2 Housing (P2)
- 24 Plug
- 43 Orifice-signal
- 44 Coin type filter
- 50 O-ring
- 52 Plug
- 59 O-ring
- 64 O-ring
- 65 O-ring
- 76 Socket bolt
- 77 Hex socket head bolt
- 78 Hex socket head bolt
- 81 Spring washer
- 86 Poppet
- 87 Spring check
- 88 Plug

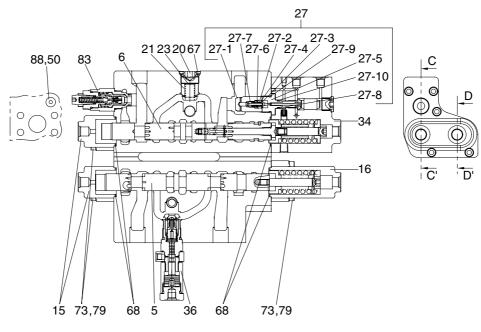


A-A' (STRAIGHT-TRAVEL & SUPPLY)

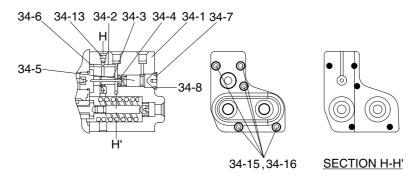


B-B' (TRAVEL RIGHT & LEFT)

- 3 Spool-straight
- 4 Spool-travel
- 15 Cover-pilot A
- 16 Cover-pilot B1
- 20 Plug
- 21 Poppet 1-check valve
- 23 Spring 1-check valve
- 24 Plug
- 43 Orifice-signal
- 44 Coin type filter
- 46 Plug
- 47 Plug
- 52 Plug
- 56 Plug
- 57 O-ring
- 58 O-ring
- 59 O-ring
- 60 O-ring
- 61 O-ring
- 64 O-ring
- 65 O-ring
- 67 O-ring
- 68 O-ring
- 71 Back-up ring
- 73 Hex socket head bolt
- 79 Washer
- 82 Main relief valve
- 83 Main relief valve

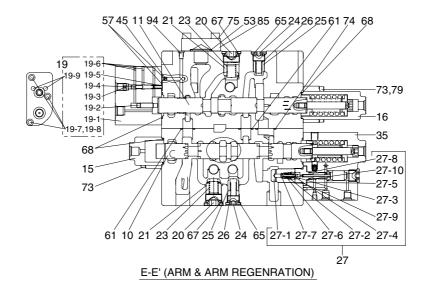


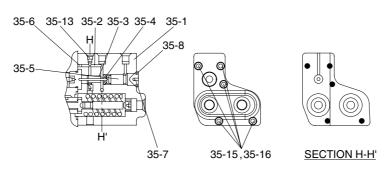
C-C' (SWING & BOOM1)



34 DETAIL (HOLDING ASSY)

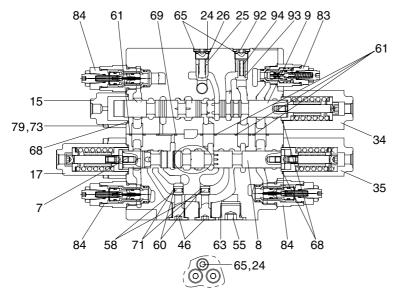
5	Spool-swing	27-7	Restrictor-lock valve	34-14	Plug
6	Spool-boom	27-8	O-ring	34-15	Socket bolt
15	Cover-pilot A	27-9	O-ring	34-16	Spring washer
16	Cover-pilot B1	27-10	Back up ring	36	Logic valve
20	Plug	34	Holding kit-A1	50	O-ring
21	Poppet 1-check valve	34-1	Block-H/D P1	56	O-ring
23	Spring 1-check valve	34-2	Piston 1-holding	66	O-ring
27	Holding kit-B	34-3	Guide piston-holding	67	O-ring
27-1	Poppet	34-4	Spring 1-lock valve	68	O-ring
27-2	Spring	34-5	Piston 2-holding	70	Back-up ring
27-3	Poppet guide	34-6	Plug	73	Hex socket head bolt
27-4	Pilot poppet	34-7	Plug	79	Washer
27-5	Poppet seat	34-8	Plug	83	Overload relief valve
27-6	C-ring	34-13	Plug	88	Plug



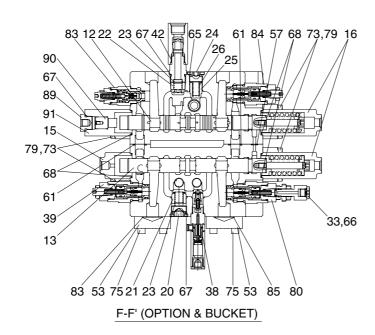


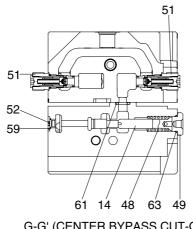
35 DETAIL (HOLDING ASSY)

10	Spool-arm	27	Poppet-lock valve	35-13	Plua
11	Spool-arm regeneration	27-1	Poppet		Socket bolt
15	Cover-pilot A	27-2	Spring		Spring washer
	•		. 0		. •
16	Cover-pilot B1	27-3	Poppet guide	45	Orifice-plug
19	Arm-regeneration	27-4	Pilot poppet	53	Flange
19-1	Block-regeneration	27-5	Poppet seat	56	O-ring
19-2	Piston-cut off	27-6	C-ring	57	O-ring
19-3	Stopper-regeneration	27-7	Restrictor-lock valve	61	O-ring
19-4	Spool-regeneration	27-8	O-ring	65	O-ring
19-5	Spring-regeneration	27-9	O-ring	66	O-ring
19-6	Plug	27-10	Back up ring	67	O-ring
19-7	Socket bolt	35	Holding kit-A2	68	O-ring
19-8	Spring wahser	35-1	Block-H/D P2	70	Back-up ring
19-9	Pin-regeneration	35-2	Piston 1-holding	73	Hex socket head bolt
20	Plug	35-3	Guide piston-holding	74	O-ring
21	Poppet 1-check valve	35-4	Spring 1-lock valve	75	Socket bolt
23	Spring 1-check valve	35-5	Piston 2-holding	79	Washer
24	Plug	35-6	Plug	85	O-ring
25	Poppet 2-check valve	35-7	Plug		
26	Spring 2-check valve	35-8	Plug		



D-D' (SWING PRIORITY-BOOM2 & ARM2)





G-G' (CENTER BYPASS CUT-OFF & NEGATIVE CONTROL)

- 7 Spool-swing priority
- 8 Spool-boom 2
- 9 Spool-arm 2
- 12 Spool-bucket
- 13 Spool-option
- 14 BC spool
- 15 Cover-pilot A
- 16 Cover-pilot B1
- 17 Cover-pilot B2
- 20 Plug
- 21 Poppet 1-check valve
- 22 Poppet L/C-bucket
- 23 Spring 1-check valve
- 24 Plug
- 25 Poppet 2-check valve
- 26 Spring 2-check valve
- 34 Holding kit
- 35 Holding kit
- 38 Load check valve assy
- 39 Overload relief valve
- 42 Check valve
- 46 Plug
- 48 Spring-BC spool
- 49 Plug-BC spool
- 51 Negative control valve
- 52 Plug
- 53 Flange
- 55 Plug
- 57 O-ring
- 58 O-ring
- 59 O-ring
- 60 O-ring
- 61 O-ring
- 63 O-ring
- 65 O-ring
- 67 O-ring
- 68 O-ring
- 69
- O-ring
- 71 Back-up ring
- 73 Hex socket head bolt
- 75 Socket bolt
- 79 Washer
- 80 Overload relief valve
- 83 Overload relief valve
- 84 Overload relief valve
- 85 O-ring
- 89 Plug
- 90 Piston
- 91 Pilot cover C1
- Plug 92
- 93 **Poppet**
- 94 Spring

3. DISASSEMBLY AND ASSEMBLY

1) GENERAL PRECAUTIONS

- (1) As hydraulic equipments, not only this valve are constructed precisely with very small clearances, disassembling and assembling must be carefully done in a clean place with preventing dusts and contaminants from entering.
- (2) Prepare the section drawing and study the structure of MCV and then start disassembly work.
- (3) When removing the control valve from the machine, install caps on every ports, and wash the outside of the assembly with confirming the existence of caps before disassembling. Prepare a suitable table and some clean papers or rubber mat on the table for disassembling.
- (4) If the components are left disassembled, they may get rust. Make sure to measure the greasing and sealing.
- (5) For carrying the control valve, never hold with pilot cover or relief valve and overload relief valve and carefully treat the valves.
- (6) Do not tap the valve even if the spool movement is not smooth.
- (7) Several tests for such as relief characteristics, leakage, overload relief valve setting and flow resistance are required after re-assembling, and the hydraulic test equipments for those tests are needed.

Therefore, do not disassemble what cannot perform test adjustment, even if it can disassemble.

Be sure to observe the mark (*) description in the disassembly and assembly procedures.

2) TOOLS

Before disassembling the control valve, prepare the following tools beforehand.

Name of tool	Quantity	Size (mm)	
Vice mounted on bench (soft jaws)	1 unit		
Hexagon wrench	Each 1 piece	5, 6, 10, 12 and 14	
Socket wrench	Each 1 piece	27 and 32	
Spanner	Each 1 piece	26 and 32 (main relief valve)	

3) DISASSEMBLY

(1) Removing spool

① The case of the section without holding valve

Instruction for removing the travel spool (for instance) is follows: Remove two hex socket bolts by 5 mm allen key wrench, then remove pilot cover.

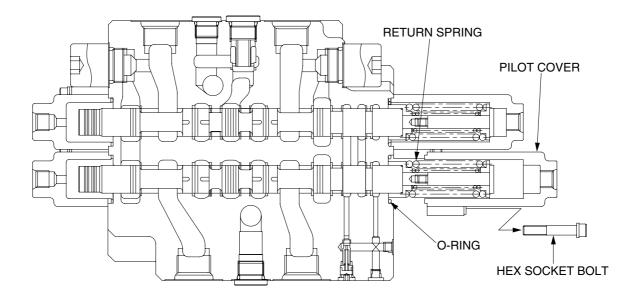
* Pay attention not to lose the O-ring under the pilot cover.

As the return spring portion of travel spool comes out, pull the spring straight slowly, by which spool assembly is removed.

* The spools have to remove from the spring side.

Other spools (no lock valve type) can be removed in the same manner but the swing priority spool is reversed.

- * When spool replace, do not disassemble of a spool by any cases. Please replace by spool assembly.
- * Please attach using a tag etc. in the case of two or more kinds of spool replace, and understand a position.



② The case of the section with holding valve

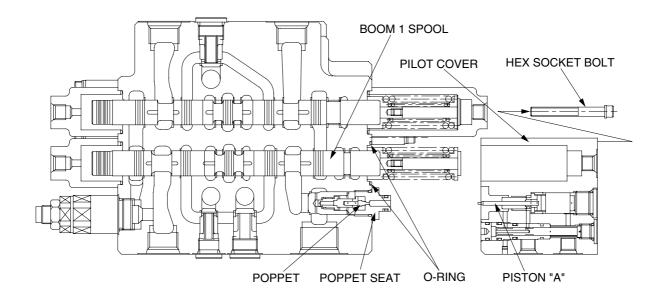
Instruction for removing the boom spool (for instance) is follows:

Remove five hex socket bolts with washer by 5 mm allen key wrench. Then remove pilot cover with internal parts below figure.

- * Be careful not to separate O-ring and poppet under pilot cover.
- * Pay attention not to damage the exposed piston A under pilot cover.

As the return spring portion of boom 1 spool comes out, pull the spring straight slowly, by which spool assembly is removed.

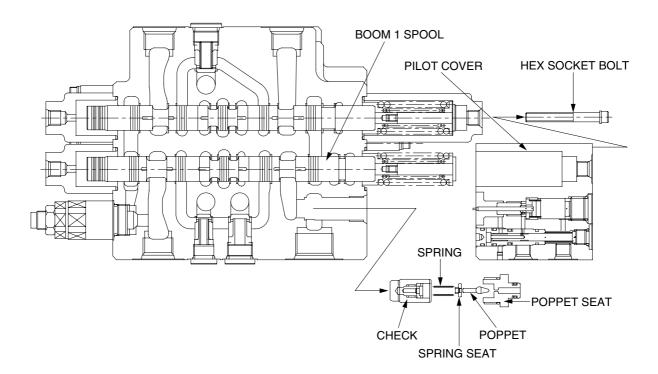
- * The spools have to remove form the spring side.
- * When spool replace, do not disassemble of a spool by any cases, please replace by spool assembly.



(2) Removing holding valve

Remove the pilot cover with the holding valve as described on previous page.

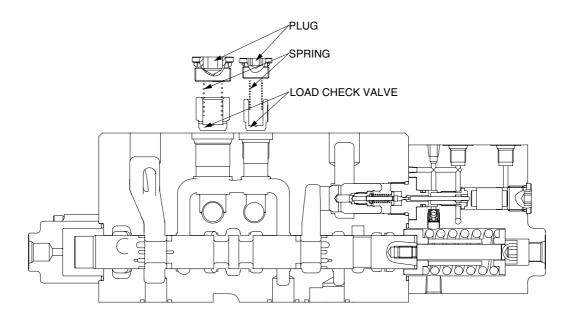
- * Do not disassembled internal parts of the pilot cover.
 Loosen the poppet seat by 26 mm spanner and remove the poppet, the spring seat, the spring and the check in order.
- * Pay attention not to lose the poppet.
- * Do not disassembled internal parts of the check because the plug, functioning orifice, can damage easily.



(3) Removing load check valve and negative relief valve

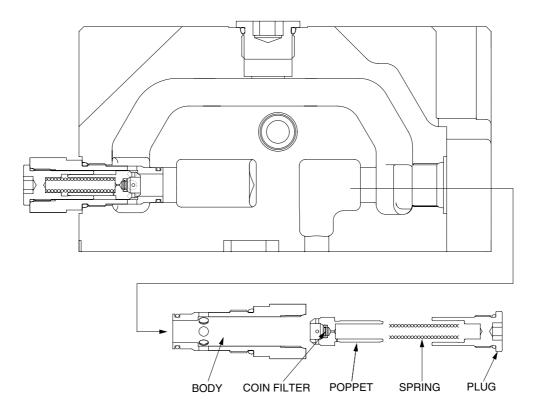
① The load check valve

- Fix the body to suitable work bench. Loosen the plug by 10 mm allen key wrench.
- Remove the spring and the load check valve with pincers or magnet.



② The negative relief valve

Loosen the socket by 12 mm allen key wrench. Remove the spring, the spring holder, the piston and the negative control poppet.

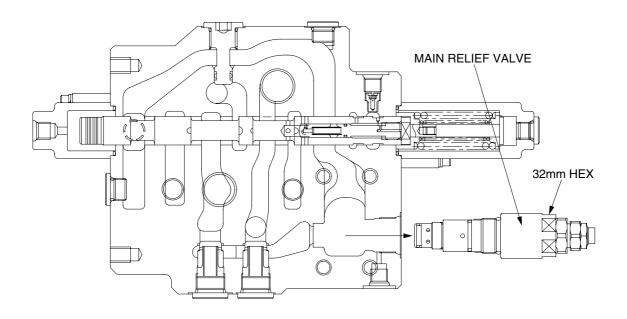


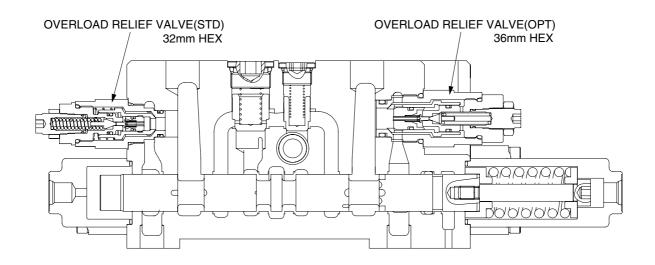
* Do not disassemble the coin filter inside the negative control poppet because of forced fit.

(4) Removing main relief valve and overload relief valve

Fix the valve body to suitable work bench. Remove the main relief valve by 32 mm spanner and remove the overload relief valve 32 mm spanner (standard) or 36 mm spanner (optional).

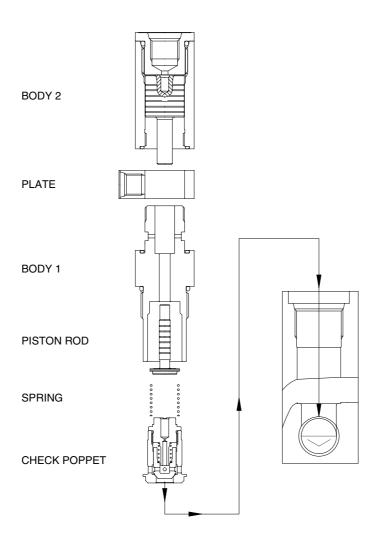
- * When disassembled, tag the relief valve for identification so that they can be reassembled correctly.
- * Pay attention not to damage seat face of disassembled main relief and overload relief valve.
- ** Main relief and overload relief valve are very critical parts for performance and safety of the machine. Also, the pressure set is very difficult. Therefore, any abnormal parts are found, replace it with completely new relief valve assembly.





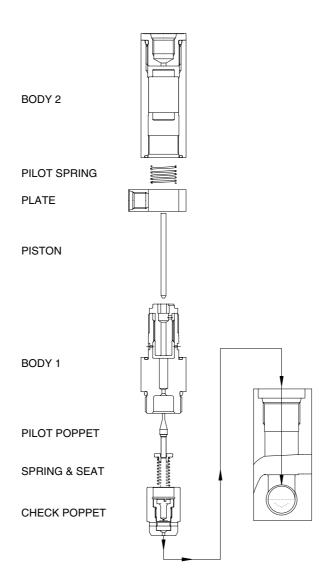
(5) Removing the swing logic valve and bucket logic valve

- Fix the valve body to suitable work bench.
- Loosen the body 2 by 32 mm spanner (swing logic valve) or 24 mm spanner (bucket logic valve) and remove it.
- Remove the banjo plate.
- Loosen the body 1 as the same spanner of body 2 and remove it.
- Remove the check poppet and spring.
- * Pay attention not to damage seat face of removed check poppet.
- * Do not disassemble the check poppet and replace it with a assembly in case any abnormal parts are found.
- * Pay attention not to lose and separation while disassembling and assembling.



(6) Removing the option ON/OFF valve

- Fix the valve body to suitable work bench.
- Loosen the body 2 by 24 mm spanner and remove it.
- Remove the banjo plate.
- Loosen the body 1 as the same spanner of body 2 and remove it.
- Remove the pilot poppet, spring and seat.
- Remove the check poppet.



4) ASSEMBLY

(1) Precaution

- ① When you assemble, please wash all parts by pure cleaning liquid.
- ② For re-assembling, basically use only bland new seals for all portions.
- ③ Apply grease or hydraulic oil to the seals and seal fitting section to make the sliding smooth, unless otherwise specified.
- ④ Pay attention not to roll the O-ring when fitting and it may cause oil leakage.
- ⑤ Do not tap the valve even if the spool movement is not smooth.
- ⑥ Prepare the section drawing and study the structure of MCV and then start disassembly work.
- Tighten bolt and parts with thread for all section by torque wrench to the respective tightening torque.

(2) Assembly

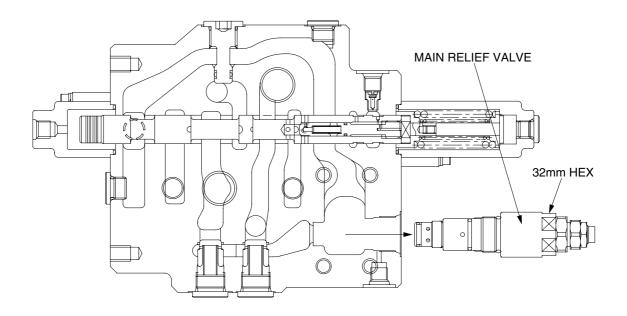
Explanation only is shown for the assembly, refer to the figures shown in the previous disassembly section.

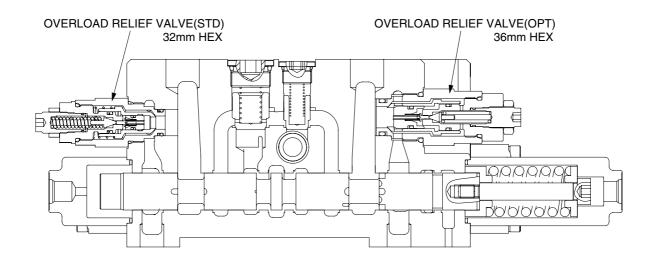
① Main relief and overload relief valve

Fix the valve body to suitable work bench.

Install main relief valve and overload relief valve into the body and tighten to the specified torque by 32 mm torque wrench.

· Tightening torque: 8~9 kgf·m (57.8~65.1 lbf·ft)



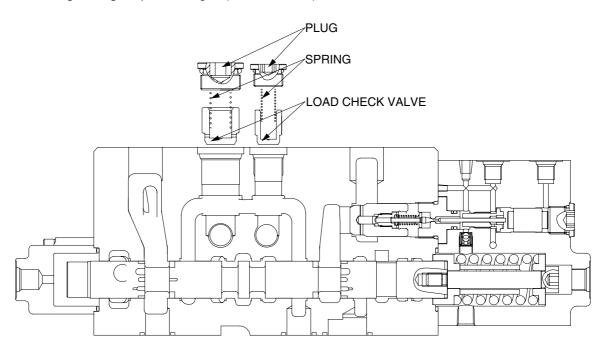


② Load check valve

Assemble the load check valve and spring.

Put O-rings on to plug and tighten plug to the specified torque by 10 mm torque wrench.

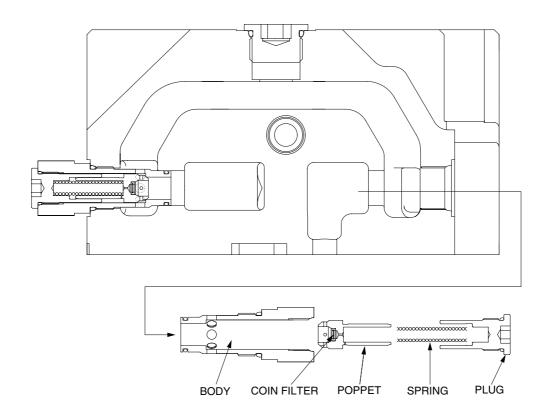
· Tightening torque : 6~7 kgf·m (43.4~50.6 lbf·ft)



3 Negative control relief valve

Assemble the nega-con poppet, piston, spring holder and spring into body in order and tighten the socket to the specified torque by 12 mm torque wrench.

· Tightening torque: 8~9 kgf·m (57.8~65.1 lbf·ft)



4 Holding valves

Assemble the check, spring seat and poppet into the hole of valve body in order.

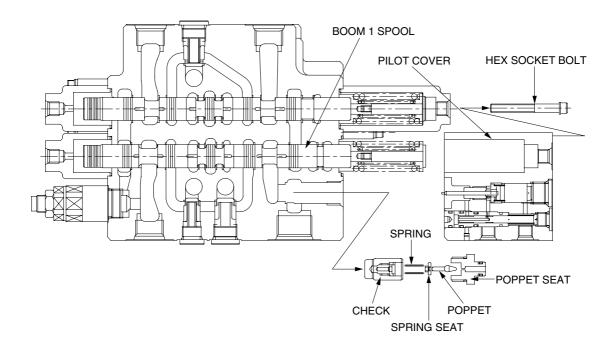
Tighten the poppet seat to the specified torque by 25 mm torque wrench.

· Tightening torque: 6~7 kgf·m (43.4~50.6 lbf·ft)

Fit the "piston A" under pilot cover with internal parts into hole on the poppet seat.

Tighten hexagon socket head bolt to specified torque by 5 mm torque wrench.

- · Tightening torque: 1~1.1 kgf·m (7.2~7.9 lbf·ft)
- Pay attention poppet not to separation.
- * Confirm that O-rings have been well fitted on the groove of body. (Apply grease on O-ring)



⑤ Main spool

Put the spool position upward and fix it to the vise. Carefully insert the previously assembled spool assemblies into their respective bores within of body.

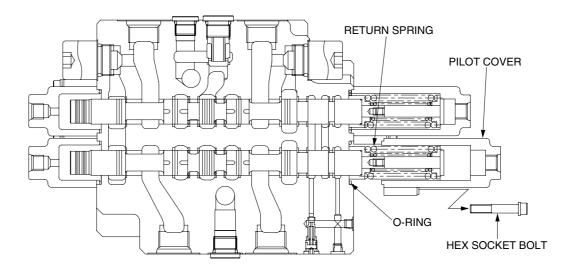
Fit spool assemblies into body carefully and slowly. Do not under any circumstances push them forcibly in.

Fit the pilot cover to the groove of the valve body.

Confirm that O-rings have been fitted on the groove of body. (Apply grease on O-ring)

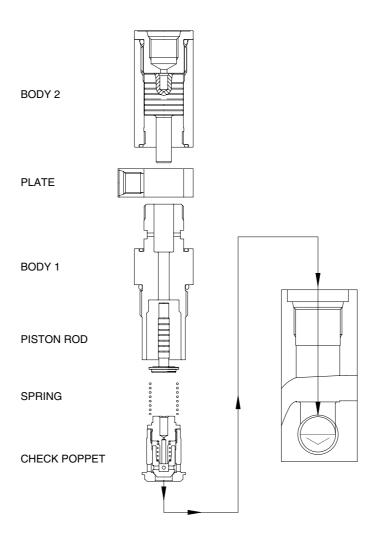
Tighten the two socket bolt to the specified torque by 5 mm torque wrench.

· Tightening torque: 1~1.1 kgf·m (7.2~7.9 lbf·ft)



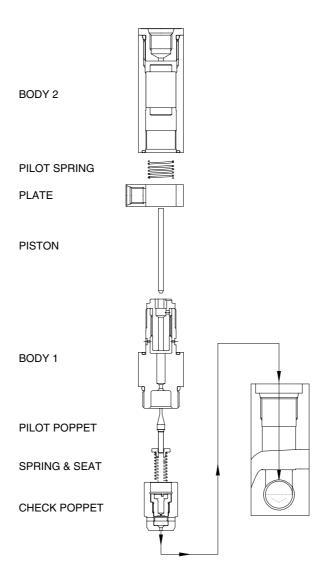
6 The swing logic valve and bucket logic valve

- Assemble the piston rod, spring and check poppet into the body 1 in order.
- Install the body 1 assembly into valve body and tighten to the specified torque.
 - · Tightening torque : 2.9 kgf·m (21.0 lbf·ft)
- Assemble the banjo plate.
- * Confirm O-ring has been seated on the groove of banjo plate.
- Tighten the body 2 to the specified torque.
 - · Tightening torque: 1.5 kgf·m (10.8 lbf·ft)



⑦ Option ON/OFF valve

- Assemble the check poppet into the valve body.
- * Push the check poppet about half of hole.
- Assemble the pilot poppet, spring and seat into check poppet.
- * As it can not be fixed, hang it diagonally.
- Insert the end of pilot poppet into the machined center hole of body 1 and push it complete
- slowly. Then tighten to the specified torque.
 - · Tightening torque : 2.9 kgf·m (21.0 lbf·ft)
- X Tighten socket piston.
- When push the piston to the end, confirm the repulsive spring force.
- Assemble the banjo plate.
- Put the pilot spring into body 2 and assemble it into body 1 and then tighten to the specified torque.
 - · Tightening torque: 1.5 kgf·m (10.8 lbf·ft)



GROUP 5 SWING DEVICE

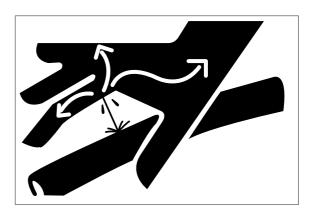
1. REMOVAL AND INSTALL OF MOTOR

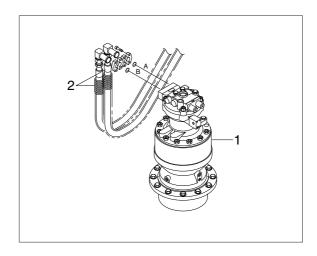
1) REMOVAL

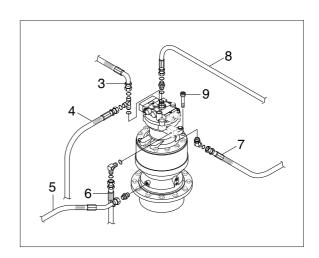
- (1) Lower the work equipment to the ground and stop the engine.
- (2) Operate the control levers and pedals several times to release the remaining pressure in the hydraulic piping.
- (3) Loosen the breather slowly to release the pressure inside the hydraulic tank.
- ▲ Escaping fluid under pressure can penetrate the skin causing serious injury.
- When pipes and hoses are disconnected, the oil inside the piping will flow out, so catch it in oil pan.
- (4) Disconnect hose assembly (2).
- (5) Disconnect pilot line hoses (3, 4, 5, 6, 7, 8).
- (6) Sling the swing motor assembly (1) and remove the swing motor mounting socket bolts (9).
 - Motor device weight: 61 kg (135 lb)
- (7) Remove the swing motor assembly.
- When removing the swing motor assembly, check that all the piping have been disconnected.

2) INSTALL

- (1) Carry out installation in the reverse order to removal.
- (2) Bleed the air from the swing motor.
- Remove the air vent plug.
- ② Pour in hydraulic oil until it overflows from the port.
- 3 Tighten plug lightly.
- ④ Start the engine, run at low idling and check oil come out from plug.
- ⑤ Tighten plug fully.
- (3) Confirm the hydraulic oil level and check the hydraulic oil leak or not.

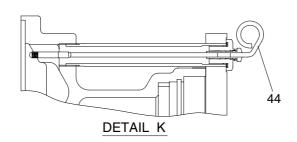


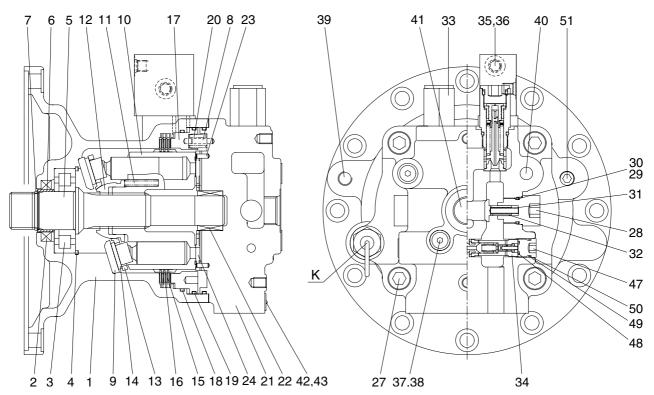




2. DISASSEMBLY AND ASSEMBLY OF SWING MOTOR

1) STRUCTURE





1	Body
2	Oil seal
3	Roller bearing
4	Snap ring
5	Shaft
6	Bushing
7	Stop ring
8	Pin
9	Shoe plate
10	Cylinder block
11	Spring
12	Ball guide
13	Set plate

14 Piston assy15 Friction plate

16

17

Separate plate

Brake piston

21	Rear cover
22	Needle bearing
23	Pin
24	Valve plate
27	Wrench bolt
28	Plug
29	Back up ring
30	O-ring
31	Spring
32	Check
33	Relief valve
34	Anti-inversion valve
35	Time delay valve
36	Wrench bolt

18 O-ring

O-ring Brake spring

19

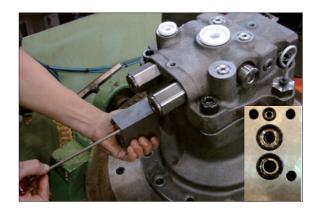
20

37	Plug
38	O-ring
39	Plug
40	Plug
41	Plug
42	Name plate
43	Rivet
44	Level gauge
45	Flange
46	O-ring
47	Plug
48	O-ring
49	O-ring
50	Back up ring
51	Plug

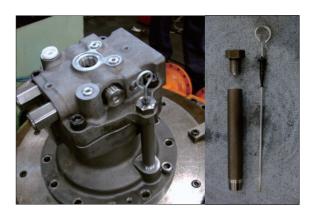
2) DISASSEMBLING

(1) Disassemble the sub of a TURNING AXIS

① Unloosing wrench bolt and disassemble time delay valve assy (35) from rear cover (21)



② Disassemble level gauge (44) from body (1).



③ Hang rear cover (21) on hoist, unloose wrench bolt (27) and disassemble from body (1).



① Using a jig, disassemble break piston (17) from body (1).



⑤ Disassemble respectively cylinder block assy, friction plate (15), plate (16) from body (1).



(2) Disassemble cylinder block assy sub

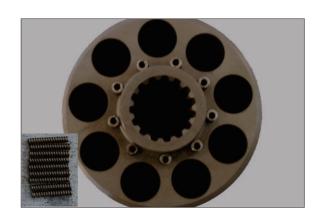
① Disassemble piston assy (14), set plate (13) from cylinder block assy.



② Disassemble ball guide (12) from cylinder block (10).



③ Disassemble spring (11) from cylinder block (10).



① Disassemble shoe plate (9) from body (1).



⑤ Using a plier jig, disassemble snap ring (4) from shaft (5).



⑥ Disassemble shaft assy from body (1).



(3) Disassemble rear cover assy sub

① Disassemble pin (8, 23), valve plate (24) from rear cover (21).



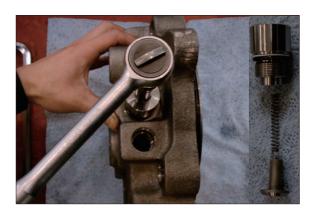
② Using a torque wrench, disassemble relief valve assy (33) 2 set from rear cover (21).



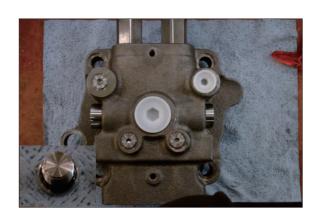
③ After disassembling plug with a L-wrench from rear cover (21), disassemble respectively back up ring, O-ring, O-ring, spring, anti-inversion valve assy (34)



① Disassemble make up check valve assy with a torque wrench from rear cover (21).



⑤ Disassemble respectively plug (37, 40, 41), with a L-wrench from rear cover (21).



3) ASSEMBLING

(1) Assemble the sub of a turning axls

- ① Put roller bearing (3), bushing (6) on preheater and provide heat to inner wheel (compressing temp: 290°C for 2minutes)
 - \cdot Roller bearing \times 1 EA
 - \cdot Bushing \times 1 EA



- ② After assembling and compressing preheated roller bearing (3), bushing (6) into shaft (5).
 - \cdot Stop ring \times 1 EA
 - \cdot Shaft \times 1 EA



③ Put body (1) on a assembling jig, fix it with bolts to prohibit moving.



④ Using a compressing tool and steel stick, assemble oil seal (2) into body (1).

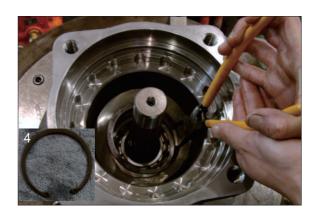
 \cdot Oil seal \times 1 EA



⑤ Insert above shaft sub into body (1) and assemble it with a steel stick.



Fix snap ring (4) to shaft with a plier jig. Snap ring × 1 EA

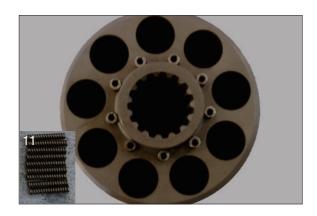


- Spread grease on shoe plate (9) and assemble on the body.
 - \cdot Shoe plate \times 1 EA



(2) Assemble the sub of cylinder block assy

- ① Assemble spring (11) 9 set into cylinder block (10).
 - \cdot Spring \times 9 EA



- ② Assemble ball guide (12) into cylinder.
 - \cdot Ball guide \times 1 EA



- 3 Assemble piston assy (14) 9 set into set plate (13).
 - · Piston assy × 9 EA
 - \cdot Set plate imes 1 EA



④ Assemble above item ② and ③.



⑤ Assemble cylinder block assy into body (1).





- ② Assemble 3 set of plate (16), friction plate (15) respectively into body.
 - \cdot Plate imes 3 EA
 - \cdot Friction plate \times 3 EA



- - \cdot O-ring imes 2 EA



Insert break piston assy into body (1) and compress it with a jig and hammer.



- Assemble spring (20) (20 EA) into break piston (17).
 - \cdot Spring \times 20 EA



(3) Assemble the sub of rear cover assy sub

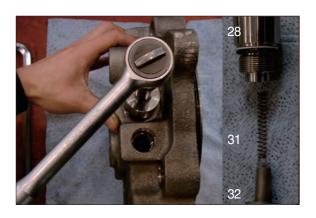
① Assemble the sub of make up check valve assy.

Assemble O-ring (30), back up ring (29) into plug (28) with a O-ring assembling jig.

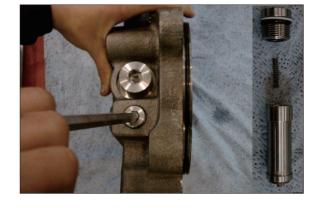
- \cdot Plug imes1 EA
- · Back up ring ×1 EA
- \cdot O-ring \times 1 EA



- ② Assemble respectively make up check valve assy spring (31), check (32), plug (28) into rear cover (21) after then screw it torque wrench.
 - \cdot Make up check sub imes 2 set
 - · Spring × 2 EA
 - · Check × 3 EA



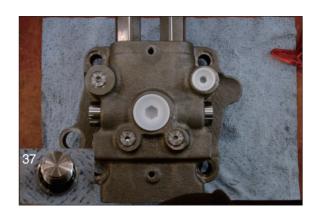
- ③ Assemble respectively plug (47), back up ring, O-ring, O-ring, spring, anti-rotating valve assy (34) into rear cover (21). (Bilateral symmetry assembling)
 - · Anti-Inversion v/v assy × 2 set
 - · O-ring (P12)×2 EA
 - \cdot O-ring (P18) \times 2 EA
 - · Back up ring (P18)×2EA



 Assemble relief valve assy (33) 2set into rear cover (21) with a torque wrench.
 (Bilateral symmetry assembling)



Assemble plug (37), plug (40, 41) into rear cover (21) with a L-wrench.* Plug × 3 EA (PF1/4)



- 6 After assembling needle bearing (22) into rear cover (21), with a hammer assemble pin (8, 23).
 - * $Pin \times 1 EA$
 - * $Pin \times 2 EA$



- Spreading grease on valve plate (24), assemble into rear cover (21).
 - · Valve plate × 1 EA



Solution Street Stre



Assemble level gauge (44) into body (1).



① Assemble time delay valve assy (35) into rear cover (21) with a wrench bolt (36).



(4) Air pressing test

Be sure of leakage, after press air into assembled motor



(5) Leakage check

After cleaning motor by color check No.1, paint No.3 and be sure of leakage.



(6) Mount test bench

Mounting motor test bench, test the availability of each part.



3. REMOVAL AND INSTALL OF REDUCTION GEAR

1) REMOVAL

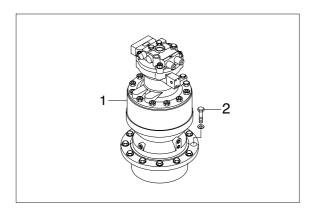
- Remove the swing motor assembly.
 For details, see removal of swing motor assembly.
- (2) Sling reduction gear assembly (1) and remove mounting bolts (2).
- (3) Remove the reduction gear assembly.Reduction gear device weight: 180 kg(396 lb)



2) INSTALL

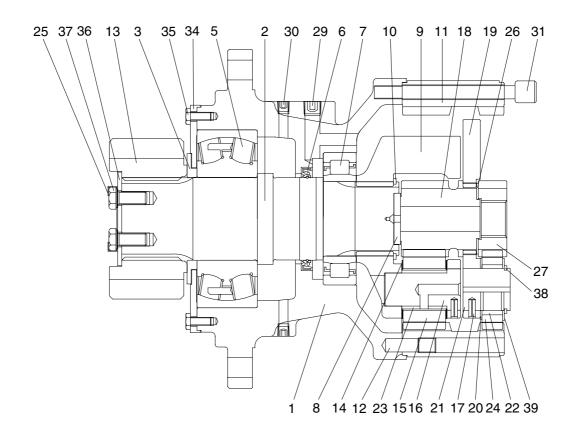
(1) Carry out installation in the reverse order to removal.

 \cdot Tightening torque : 58.4 \pm 6.4 kgf \cdot m (422 \pm 46.3 lbf \cdot ft)



4. DISASSEMBLY AND ASSEMBLY OF REDUCTION GEAR

1) STRUCTURE



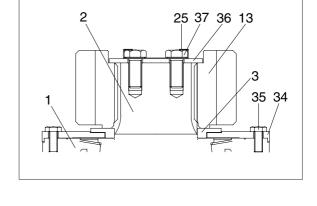
1	Casing	14	Thrust washer	26	Side plate 3
2	Drive shaft	15	Planet gear 2	27	Sun gear 1
3	Spacer	16	Pin & bushing	29	Plug
5	Roller bearing	17	Spring pin	30	Plug
6	Oil seal	18	Sun gear 2	31	Socket bolt
7	Roller bearing	19	Carrier 1	34	Cover plate
8	Thrust plate 3	20	Side plate 1	35	Hexagon bolt
9	Carrier 2	21	Pin 1	36	Lock plate
10	Stop ring	22	Needle cage	37	Hexagon bolt
11	Ring gear	23	Bushing 2	38	Stop ring
12	Knock pin	24	Planet gear 1	39	Side plate 2
13	Pinion gear	25	Lock washer		

2) DISASSEMBLY

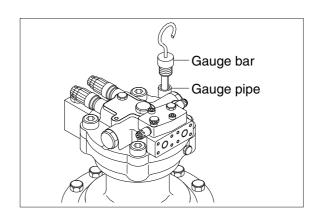
- (1) Spread off the 4 corners of lock washer (25) with a tool.
- ** Do not reuse lock washer (25). Loosen the bolts (37) and then remove lock washer (25) and lock plate (36) from the pinion gear (13).

Remove pinion gear (13) and spacer (3) from the drive shaft (2).

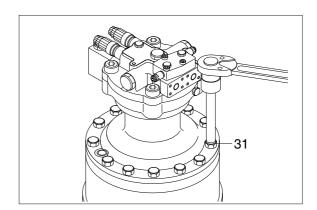
Remove cover plate (34) from the casing (1) by loosening the hexagon bolts (35).



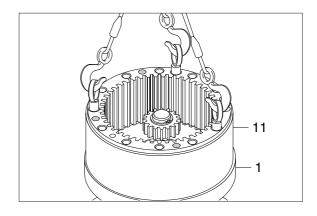
- (2) Remove gauge bar and gauge pipe from the swing motor casing.
- * Pour the gear oil out of reduction gear into the clean bowl to check out the friction decrease.



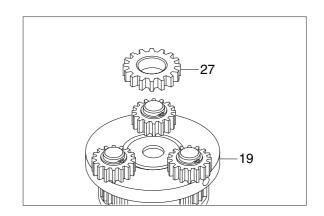
(3) Loosen the socket bolts (31) to separate swing motor from reduction gear.



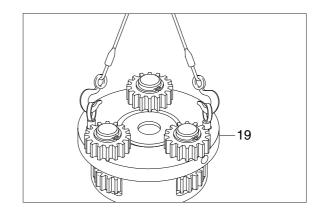
(4) Tighten 3 M16 eye bolts to the ring gear (11) and then lift the ring gear (11) out of the casing (1).



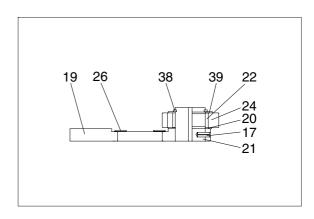
(5) Remove sun gear1 (27).



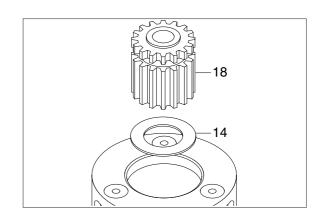
(6) Tighten two M10 eye bolts to carrier1 (19) and lift up and remove carrier1 (19) as subassembly.



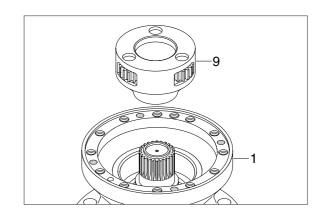
- (7) Disassembling carrier1 (19) assembly.
- ① Remove stop ring (38).
- ② Remove side plate2 (39), planet gear1 (24), needle cage (22), side plate1 (20) and side plate3 (26) from the carrier.
- ③ Using M8 solid drill, crush spring pin (17) so that the pin1 (21) can be removed by hammering.
- ④ Remove side plate3 (26) from carrier1 (19).
- * Do not reuse spring pin (17).
- * Do not remove pin1 (21), carrier1 (19) and spring pin (17) but in case of replacement.
- Put matching marks on the planet gear1 (24) and the pin1 (21) for easy reassembly.



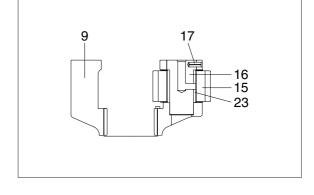
(8) Remove sun gear2 (18) and thrust washer (14).



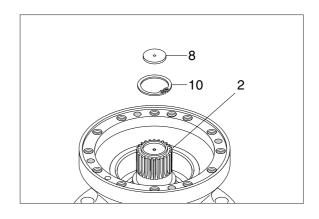
(9) Remove carrier2 (9) assembly from casing (1).



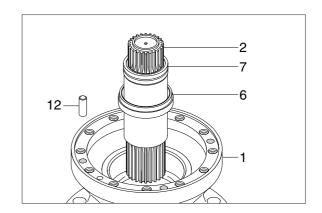
- (10) Disassembling carrier2 (9) assembly
 - ① Using M8 solid drill, crush spring pin (17) so that the pin & bushing (16) can be removed.
 - * Do not reuse spring pin (17).
 - 2 Remove pin & bushing (16), planet gear2(15) and bushing2 (23) from the carrier2(9).
 - Put matching marks on the planet gear2 (15) and the pin & bushing (16) for easy reassembly.
 - ** Do not disassemble pin & bushing (16), carrier2 (9) and spring pin (17) but in case of replacement.



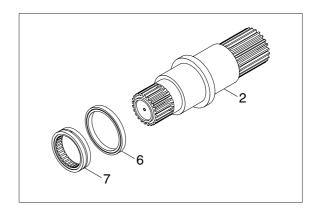
(11) Remove thrust plate (8) and stop ring (10) from the drive shaft (2).



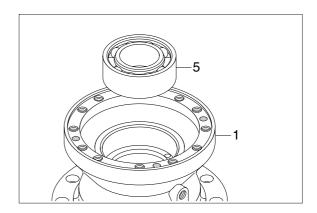
(12) Remove drive shaft (2) with roller bearing(7) and oil seal (6) assembled.Remove knock pin (12) from the casing (1).



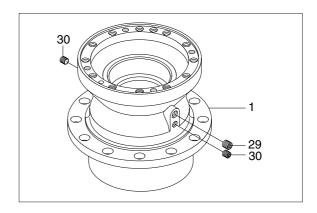
- (13) Remove roller bearing (7) and oil seal (6) from the drive shaft (2).
- * Do not reuse oil seal (6) once removed.



(14) Using the bearing disassembly tool, remove roller bearing (5).

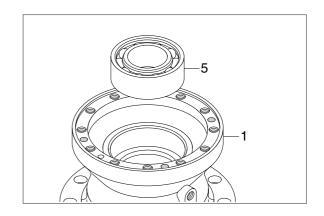


(15) Remove plugs (29, 30) from the casing (1).

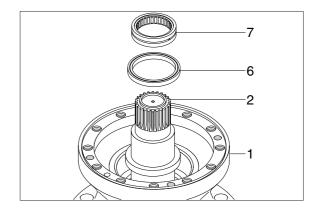


3) ASSEMBLY

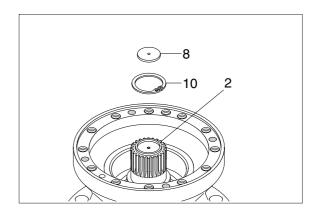
(1) Assemble roller bearing (5) inside the casing (1).



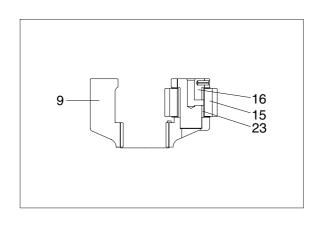
(2) Assemble the drive shaft (2) into the casing (1) and then install oil seal (6) and roller bearing (7).



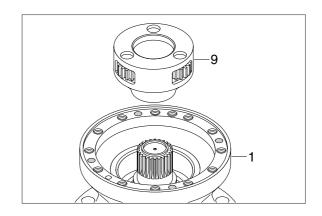
(3) Install stop ring (10) and thrust plate (8) on top of drive shaft (2).



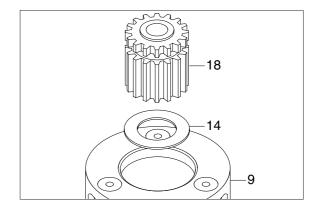
- (4) Assembling carrier2 (9) assembly.
- ① Install thrust washer (14) inside the carrier2 (9).
- ② Install bushing2 (23) inside the planet gear2 (15) and then assemble them to the carrier2 (9).
- ③ Assemble the pin & bushing (16) to the carrier2 (9) and then press the spring pin (17) by hammering.
- ④ Punch 2 points of the spring pin (17) lip.
- * Take care not to mistake the matching marks of each part.



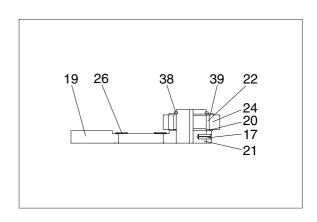
(5) Assemble carrier2 (9) assembly correctly to the drive shaft (2).



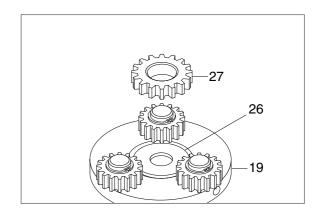
(6) Assemble sun gear2 (18) and thrust washer (14) to the center of the carrier2(9) assembly.



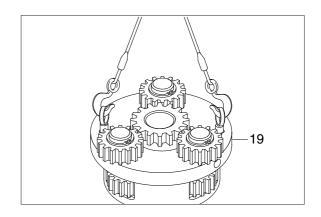
- (7) Assembling carrier1 (19) assembly.
- ① Assemble the pin1 (21) to the carrier1 (19) and then press the spring pin (17) by hammering.
- ② Punch 2 points of the spring pin's (17) lip.
- ③ Install side plate3 (26) onto the center of carrier1 (19).
- ④ Install needle cage (22) into the planet gear1 (24).
- ⑤ Assemble side plate (20), planet gear1 (24), side plate2 (39) and then stop ring (38) to the pin1 (21).
- * Take care not to mistake the matching marks of each part.



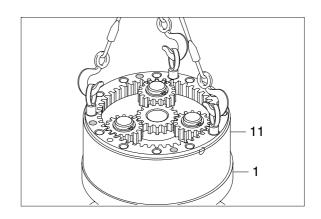
(8) Install sun gear1 (27) onto the side plate3 (26).



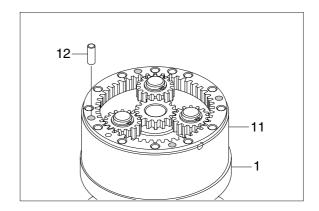
(9) Assemble carrier 1 (19) assembly onto the carrier2 assembly.



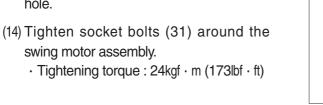
- (10) Apply loctite to the tapped holes of casing (1).
- (11) Tighten 3 M16 eye bolts to the ring gear (11) and lift up and then assemble it onto the casing (1).
- * Don't fail to coincide the knock pin (12) holes.

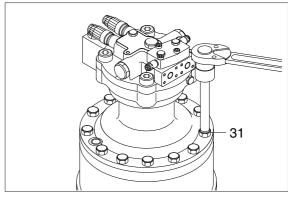


(12) Hammer 4 knock pins (12) around the ring gear (11).

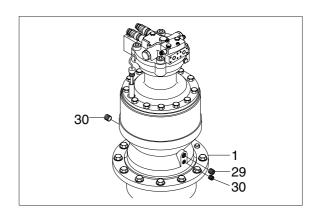


- (13) Apply loctite to the tapped holes of the ring gear (11) and then mount swing motor onto the ring gear (11).
- * Don't fail to coincide the gauge bar (33) hole.





(15) Assemble plugs (29, 30).



(16) Turn the swing motor assembly upside down and assemble cover plate (34) by tightening the hexagon bolts (35).

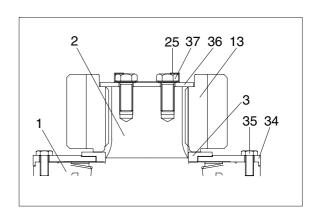
Install spacer (3) and pinion gear (13) to the drive shaft (2).

Assemble lock plate (36) on the pinion gear (13).

Assemble 2 lock washers (25) on the lock plate (36) with their 2 hole coincided individually to the tapped holes of drive shaft (2).

Tighten hexagon bolts (37) to the drive shaft (2) and then fold all the lock washer (25) corners over the hexagon bolts (37).

· Tightening torque : 24kgf · m (173lbf · ft)



(17) Inject oil into the reduction gear.

GROUP 6 TRAVEL DEVICE

1. REMOVAL AND INSTALL

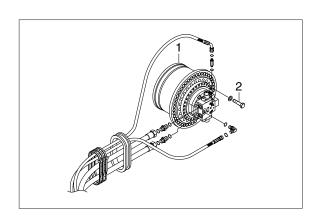
1) REMOVAL

- (1) Swing the work equipment 90° and lower it completely to the ground.
- (2) Operate the control levers and pedals several times to release the remaining pressure in the hydraulic piping.
- (3) Loosen the breather slowly to release the pressure inside the hydraulic tank.
- ♠ Escaping fluid under pressure can penetrate the skin causing serious injury.
- When pipes and hoses are disconnected, the oil inside the piping will flow out, so catch it in oil pan.
- (4) Remove the track shoe assembly.
 For details, see removal of track shoe assembly.
- (5) Remove the cover.
- (6) Remove the hoses.
- * Fit blind plugs to the disconnected hoses.
- (7) Remove the bolts and the sprocket.
- (8) Sling travel device assembly (1).
- (9) Remove the mounting bolts (2), then remove the travel device assembly.
 - Weight: 305 kg (670 lb)

2) INSTALL

- (1) Carry out installation in the reverse order to removal.
- (2) Bleed the air from the travel motor.
- ① Remove the air vent plug.
- ② Pour in hydraulic oil until it overflows from the port.
- ③ Tighten plug lightly.
- ④ Start the engine, run at low idling, and check oil come out from plug.
- 5 Tighten plug fully.
- (3) Confirm the hydraulic oil level and check the hydraulic oil leak or not.

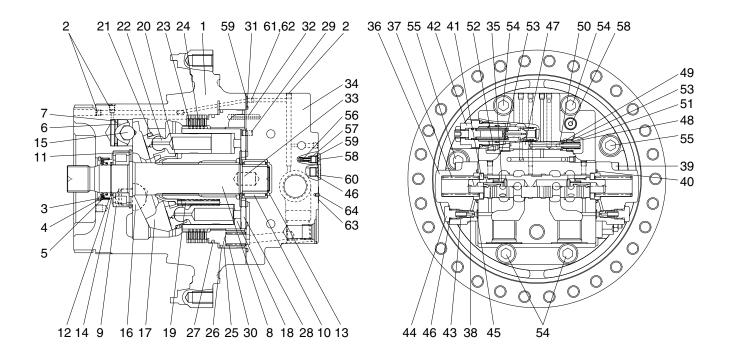




2. TRAVEL MOTOR

1) STRUCTURE

22 Piston assy



1	Casing	23	Friction plate	44	Plug
2	Plug	24	Separated plate	45	O-ring
3	Oil seal	25	Parking piston	46	O-ring
4	Thrust plate	26	D-ring	47	Spool
5	Snap ring	27	D-ring	48	Plug
6	Piston	28	Valve plate	49	Spring seat
7	Piston seal	29	Parallel pin	50	Parallel pin
8	Shaft	30	Spring	51	Spring
9	Cylinder roller bearing	31	O-ring	52	Connector
10	Needle bearing	32	Spring pin	53	O-ring
11	Snap ring	33	Parallel pin	54	Hexagon socket head bolt
12	Snap ring	34	Rear cover	55	Hexagon socket head bolt
13	Snap ring	35	Main spool assy	56	Check valve
14	Thrust plate	36	Cover	57	Spring
15	Steel ball	37	Spring	58	Plug
16	Pivot	38	Restrictor	59	O-ring
17	Swash plate	39	Hexagon socket head bolt	60	Plug
18	Cylinder block	40	O-ring	61	Restrictor
19	Spring	41	Spring seat	62	Restrictor
20	Ball guide	42	Relief valve assy	63	Name plate
21	Retainer plate	43	Spring	64	Rivet

2) TOOLS AND TIGHTENING TORQUE

(1) Tools

Tool name	Remark		
Hexagon wrench	Width across flat 5, 6, 8, 10, 14 mm		
Snap ring prier	For shaft Ø60~80 mm		
Snap ring prier	For bore Ø32~58 mm		
Plastic hammer	1 piece		
Screw dirver	Minus (-), medium size, 2 pieces		
Torque wrench	10 kgf·m (72.3 lbf·ft), 33 kgf·m (238.6 lbf·ft), 45 kgf·m (325.4 lbf·ft)		
Gig for inserting oil seal	00 		
Gig for inserting parking piston (M10×100 bolt 2EA, M12×100 bolt 1EA)	230 187		
Gig for pulling out brake piston	30 20 24.5° 24.5° 24.5° 24.5° 24.5°		

(2) Tightening torque

Itom	Name	Size	Torque			
Item		Size	kgf · m	lbf ⋅ ft		
2	Plug	NPTF 1/16	1.1±0.1	7.9 ±0.72		
39	Hexagon socket head bolt	M12	1.0±1.0	72.3±7.2		
42	Relief valve	1 5/16	34±3.4	246±24.6		
44	Plug	PF 1/4	2.8±0.3	20.3 ± 2.17		
48	Plug	PF 3/8	5.5±0.5	39.8±3.6		
52	Connector	PF 3/8	5.5±0.5	39.8±3.6		
54	Hexagon socket head bolt	M18	38±3.8	275 ± 27.5		
55	Hexagon socket head bolt	M18	38±3.8	275 ± 27.5		
58	Plug	PF 1/8	1.5±0.1	10.8 ± 0.72		
60	Plug	PF 1/4	3±0.3	21.7 ± 2.17		

3. DISASSEMBLING

1) GENERAL INSTRUCTIONS

♠ Combustibles such as white kerosene are used for washing parts. These combustibles are easily ignited, and could result in fire or injury. Be very careful when using.

▲ Internal parts are coated with hydraulic fluid during disassembling and are slippery.
If a part slips out of your hand and fails, it could result in bodily injury or could damage the park.

Be very careful when handling.

- (1) Generally, hydraulic equipment is precisely manufactured and clearances between each parts are very narrow. Therefore, disassembling and assembling works should be performed on the clean place where dusts hardly gather. Tools and kerosene to wash parts should also be clean and handled with great care.
- (2) When motor is removed from the host machine, wash around the ports sufficiently and put the plugs so that no dust and/or water may invade. Take off these plugs just before the piping works when re-attach it to the host machine.
- (3) Bofore disassembling, review the sectional drawing and prepare the required parts, depending on the purpose and the range of disassembling.

Seals, O-rings, etc., if once disassembled, are not reusable.

There are some parts that should be replaced as a subassembly.

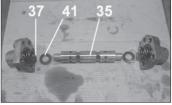
Consult with the parts manual in advance.

- (4) The piston can be inserted to whichever cylinder block for the initial assembling. However, their combination should not be changed if they are once used. To reuse them, put the matching mark on both pistons and cylinder block before disassembling.
- ▲ Take great care not to pinch your hand between parts while disassembling nor let fall parts on your foot while lifting them.

2) DISASSEMBLING TRAVEL MOTOR

(1) Disassemble the wrench bolt (39) to tighten the spool cover (36) and rear cover (34) by using the L-wrench or impact wrench and then disassemble the spring (37), spring seat

(41) and main spool assy (35) in order.



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34

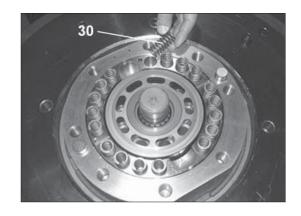
(2) Disassemble the wrench bolt (54, 55) to tighten the casing (1) and rear cover (34) by using the L-wrench or impact wrench.



(3) Separate the casing (1) and rear cover (34).



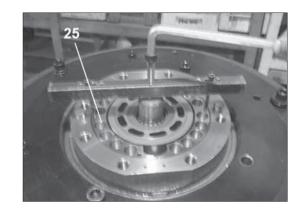
(4) Disassemble the brake spring (30, 18EA) from the piston.



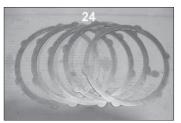
(5) Disassemble the parking piston (25) by using the jig for disassembling parking piston.



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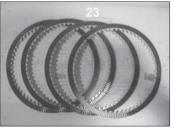


(6) Disassemble the separated plate (24, 5EA) and friction plate (23, 4EA) from the casing.

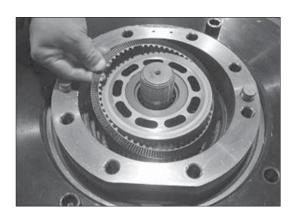


25098TM04

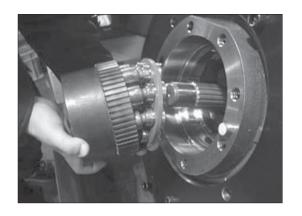




25098TM04



(7) Turn the casing (1) horizontal by using the assemble truck and disassemble the cylinder block kit form the casing (1).



(8) Disassemble the cylinder block (18), retainer plate (21), piston assy (22), ball guide (20) and spring (19) from the cylinder block kit.





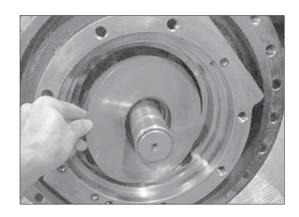






(9) Disassemble the swash plate (17) from the casing.





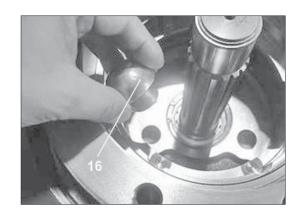
(10) Disassemble the steel ball (15) and swash piston (6) from the casing.



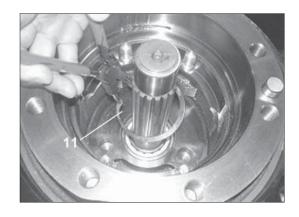




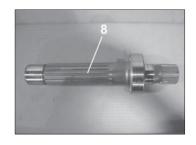
(11) Disassemble the pivot (16, 2EA) from the casing.



(12) Disassemble the snap ring (11) from the shaft (8) with the pryer for retaining ring.

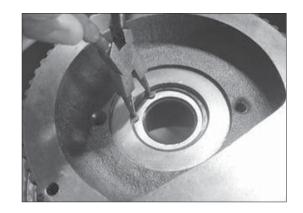


(13) Disassemble the shaft (8) from the casing (1).



(14) Disassemble the snap ring (5) from the casing (1) with the pryer for retaining ring.



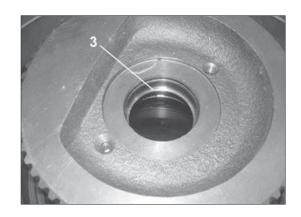


(15) Disassemble the thrust plate (4) from the casing (1).

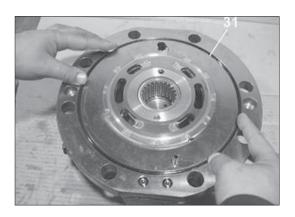


(16) Disassemble the oil seal (3) from the casing (1) with suitable tool.

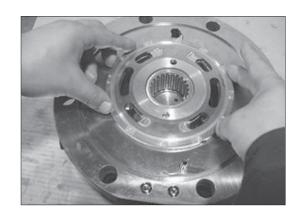




(17) Disassemble the O-ring (31) from the casing (1).



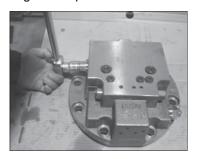
(18) Disassemble the valve plate (28) from the casing (1).



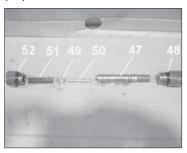
(19) Disassemble the relief valve (42, 2EA) from the rear cover (34) by using the torque wrench.







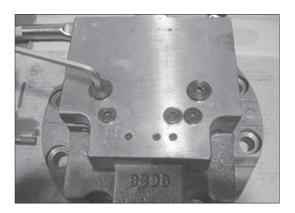
(20) Disassemble both side of the plug (48) and connector (52) from the rear cover (34) by using the torque wrench and then disassemble the spring (51), spring seat (49), parallel pin (50) and spool (47) in order.



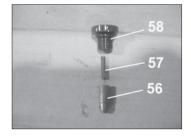


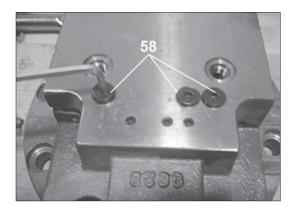


(21) Disassemble the plug (60) from the rear cover.



(22) Disassemble the plug (58) and then disassemble the spring (57) and check valve (56) from the rear cover in order.



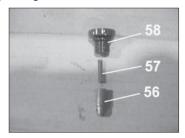


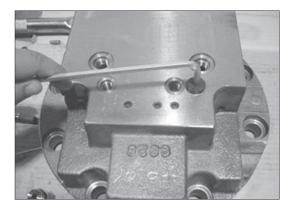
4. REASSEMBLING

1) ASSEMBLING MOTOR

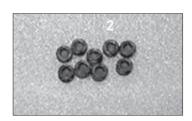
- REAR COVER ASSY

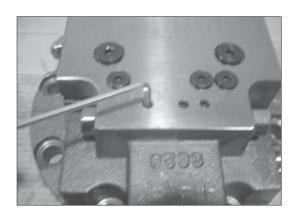
(1) Assemble the check valve (56) and the spring (57) to the rear cover and then tighten the plug (60) by using the L-wrench.



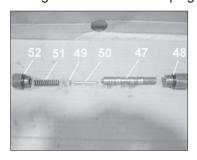


(2) Apply the loctite #242 on the NPTF 1/16 plug (2, 12EA) and tighten it.

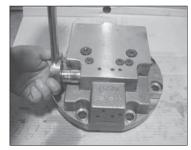




(3) Assemble the spool (47), parallel pin (50), spring seat (49) and spring (51) into the rear cover (34) and tighten both side of the plug (48) and connector (52) into the rear cover (34).



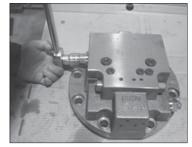




(4) Assemble the relief valve (42, 2EA) into rear cover (34).







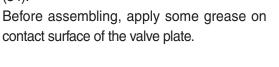
(5) Tight fit the needle bearing (10) into rear cover (34) by using pressing jig.

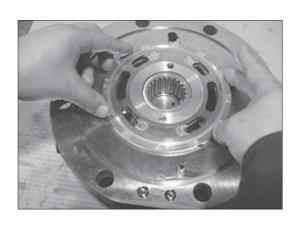


(6) Assemble the spring pin (32) and parallel pin (29) into rear cover (34) by using round bar or small hammer.

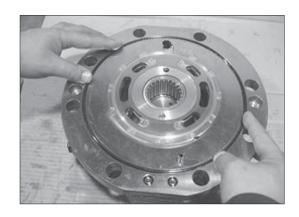


(7) Assemble the valve plate (28) into rear cover (34).Before assembling, apply some grease on

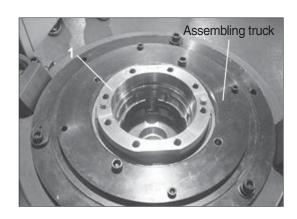




(8) Apply some grease on the O-ring and fit it into groove.



(9) Assemble the casing (1) on the assembling truck.

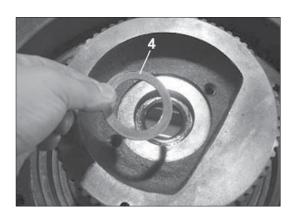


- (10) Tight fit the oil seal (3) into the casing (1) by using jig.
- $\ensuremath{\, \times \,}$ Be careful direction of the oil seal.

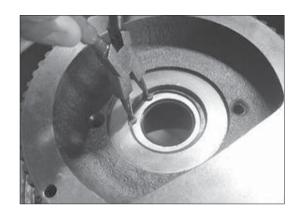




(11) Assemble the thrust plate (4) into the casing (1).



(12) Assemble the snap ring (5) into the casing (1) with the plier for retaining ring.



- (13) Heat the roller bearing (9) and fit it into the shaft with shrink fitting.
 - a. Shrink fitting can be used induction heating system and set the temperature at 100°C.
 - b. Be careful not to damage the sliding surface of the oil seal of the shaft.



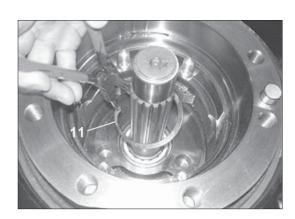




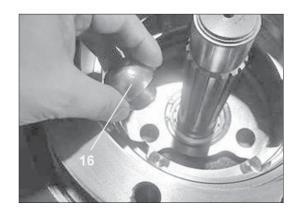
(14) Assemble the heat-fitted shaft (8) into casing (1).



(15) Assemble the snap ring (11) into the casing (1) with the plier for retaining ring.



(16) Apply a little grease on the pivot (16, 2EA) and assemble it into the casing (1).

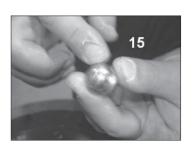


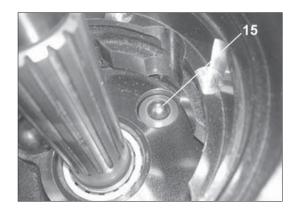
(17) Heat the piston seal (7) and fit it into the swash piston (6) and then tighten it a few minutes by band or tie. Loosen the band or tie and assemble it to the casing (1).





(18) Apply a little grease on the steel ball (15) and assemble it into the swash plate (17).



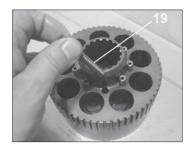


(19) Apply some grease on the steel ball hole of the swash plate (17) and assemble it casing (1).





(20) Assemble the spring (19), ball guide (20), retainer plate (21) and piston assy (22) into cylinder block (18) in order.



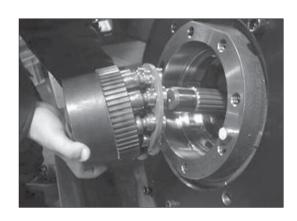








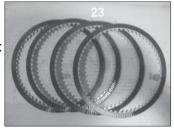
(21) Tilt the casing (1) sideways and assemble the cylinder block kit into the casing (1).

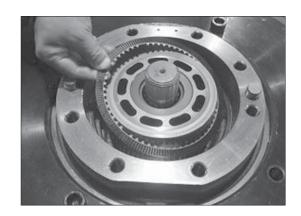


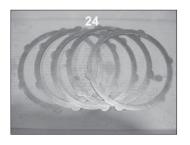
(22) Assemble the separated plate (24) and friction plate (23) into the cylinder block alternately.

Friction plate : 4EA

Separated plate : 5EA









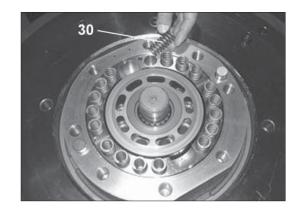
(23) Apply some grease on the D-ring and assemble it parking piston.



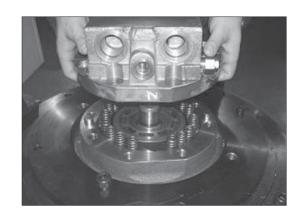
(24) Insert the parking piston into the casing and assemble it by using jig.



(25) Assemble the brake spring (30, 18EA) into the piston.



(26) Place the rear cover (34) on the casing (1).

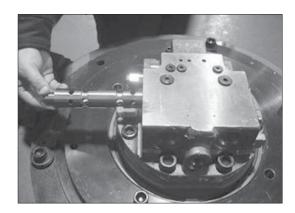


(27) Tighten the casing (1) and rear cover (34) specified torque with wrench bolt (54, 55) by using the impact wrench and torque wrench.



- (28) Confirm the insert direction of the main spool assy (35) exactly and assemble it into the rear cover (34).
- Assure that four balance hole is directed VA port.

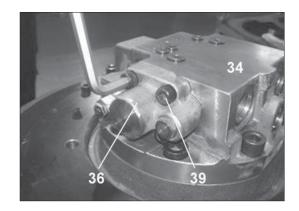




(29) Assemble the spring seat (41), spring (37) and main spool cover (36) into valve plate and tighten the wrench bolt (39, M12x35) by using L-wrench or impact wrench.

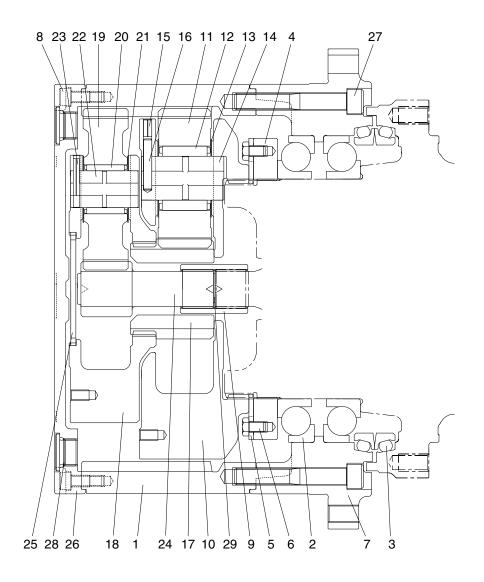






2) TRAVEL REDUCTION GEAR

11 Planetary gear 2



1	Ring gear	12	Needle bearing 2	22	Carrier pin 1
2	Ball bearing	13	Thrust washer 2	23	Spring pin 1
3	Floating seal assy	14	Carrier pin 2	24	Sun gear 1
4	Ring nut	15	Spring pin 2	25	Thrust plate
5	Lock plate	16	Solid pin 2	26	Cover
6	Hexagon bolt	17	Sun gear 2	27	Hexagon socket head bolt
7	Housing	18	Carrier 1	28	Plug
8	Hexagon socket head bolt	19	Planetary gear 1	29	Snap ring
9	Coupling	20	Needle bearing 1	30	Name plate
10	Carrier 2	21	Thrust washer 1	31	Rivet

6. DISASSEMBLING

1) GENERAL INSTRUCTIONS

▲ Combustibles such as white kerosene are used for washing parts.

These combustibles are easily ignited, and could result in fire or injury.

Be very careful when using.

▲ Internal parts are coated with gear oil during disassembling and are slippery.
If a part slips off from your hand and fails, it could result in bodily injury or could damage the park.

Be very careful when handling.

(1) Therefore, disassembling and assembling works should be performed on the clean place where dusts hardly gather.

Tools and kerosene to wash parts should also be clean and handled with great care.

(2) Bofore disassembling, review the sectional drawing and prepare the required parts, depending on the purpose and the range of disassembling.

Seals, O-rings, etc., if once disassembled, are not reusable.

There are some parts that should be replaced as a subassembly.

Consult with the parts manual in advance.

▲ Take great care not to pinch your hand between parts while disassembling nor let fall parts on your foot while lifting them.

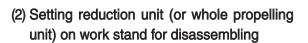
2) DISASSEMBLING TRAVEL REDUCTION GEAR

(1) Preparation for disassembling

- The reduction units removed from excavator are usually covered with mud. Wash outside of propelling unit and dry it.
- ② Locate reducer in order for drain port to be at the lowest level, loosen taper screw plug of drain port, and drain oil from reduction gear.
- While oil is still hot, inside of the unit may be pressurized.
- ▲ Take care of the hot oil gushing out of the unit when loosening the plug.

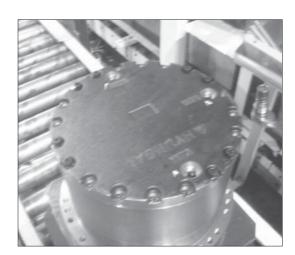
3 Mark for mating

Put marks on each mating parts when disassembling so as to reassemble correctly as before.



- ① Remove 7/16-14UNC hexagon socket head bolts at 3 places from cover almost equally apart each other, and then install 7/16-14UNC eye bolts.
- ▲ Take great care not to pinch your hand between parts while disassembling nor let fall parts on your foot while lifting them.





(3) Removing cover

- ① Remove the rest of 7/16-14UNC hexagon socket head bolts that secure cover and ring gear. Loosen all the socket bolts and then, disassemble cover.
- ② As the cover is adhered to ring gear, disassemble ring gear and cover by lightly hammering slantwise upward using sharpen punch inserted between the cover and ring gear.



(4) Removing No.1 carrier sub assembly

① Screw three M10 eye-bolt in No.1 carrier and lift up and remove No.1 carrier assy.



- ② Remove No.1 sun gear.
- Be sure to maintain it vertical with the ground when disassembling No.1 sun gear.

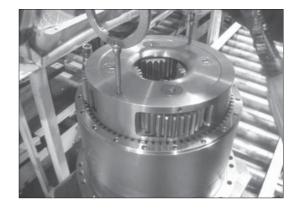


(5) Removing No.2 carrier sub assembly

① Screw three M10 eye-bolt in No.2 carrier and lift up and remove No.2 carrier assy.

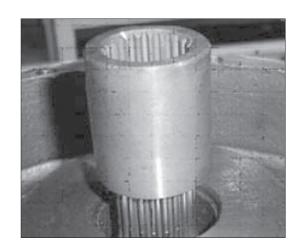


- ② Remove No.2 sun gear.
- Be sure to maintain it vertical with the ground when disassembling No.1 sun gear.



(6) Removing coupling

① Remove coupling.

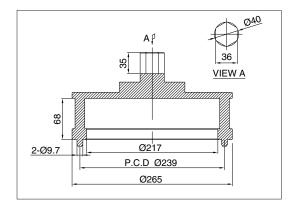


(7) Removing ring nut & lock plate

- ① Remove M12 hexagon head bolts that secure ring nut and lock plate.
- ② Remove lock plate.

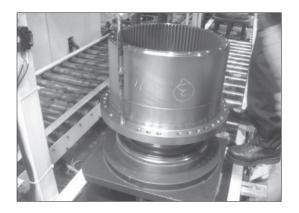


- ③ Remove ring nut from motor casing.
- * Remove the ring nut by using the special tool for removing the ring nut.



(8) Removing housing sub assembly & ring gear

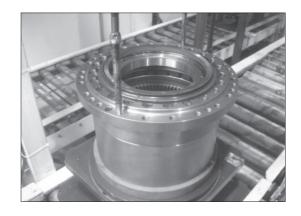
① Screw 7/16-14UNC eye bolt in housing and lift up ring gear and housing assembly including anguler bearing and floating seal.



② Setting reduction unit on work stand for disassembling. Remove M16 hexagon socket head bolts that secure ring gear and housing assembly.



③ As the ring gear is adhered to housing assy, disassemble housing assy and ring gear by lightly hammering slantwise upward using sharpen punch inserted between the housing assy and ring gear.



(9) Removing floating seal

① Lift up a piece of floating seal of motor side.



(10) Removing housing sub assembly

- ① Setting housing assembly on work stand for disassembling.
- ② After setting housing, lift up a piece of floating seal from housing and then remove it.
- Don't disassemble angular bearing.



(11) Disassembling No.1 carrier

① Remove thrust plate.



② Knock spring pin fully into No.1 pin.



③ Remove planetary, thrust washer, No.1 pin, bearing from carrier.



(12) Disassembling No.2 carrier

- ① Knock spring pin fully into No.2 pin.
- ② Remove No.2 solid pin.
- ③ Remove planetary, thrust washer, No.2 pin, bearing from carrier.



7. ASSEMBLY REDUTION UNIT

1) GENERAL NOTES

- (1) Clean every part by kerosene and dry them by air blow.
- (2) Surfaces to be applied by loctite must be decreased by solvent.
- (3) Check every part for any abnormal.
- (4) Each hexagon socket head bolt should be used with loctite No.242 applied on its threads.
- (5) Apply gear oil slightly on each part before assembling.
- ▲ Take great care not to pinch your hand between parts or tools while assembling nor let fall parts on your foot while lifting them.

Inspection before reassembling.

Thrust washer

- · Check if there are seizure, abnormal wear or uneven wear.
- · Check if wear is over the allowable limit.

Gear

- · Check if there are pitting or seizure on the tooth surface.
- · Check if there are cracks on the root of tooth by die check.

Bearing

· Rotate by hand to see if there are something unusual such as noise or uneven rotation.

Floating seal

· Check flaw or score on sliding surfaces or O-ring.

2) ASSEMBLING CARRIER 1 ASSY

- (1) Put No.1 carrier on a flat place.
- (2) Install No.1 needle bearing into No.1 planetary gear, put 2EA of No.1 thrust washer on both sides of planetary gear, and then, install it into carrier.



(3) Install No.1 pin into No.1 carrier where the holes for No.1 pin are to be in line with those of No.1 carrier, and then, install spring pins into the holes.

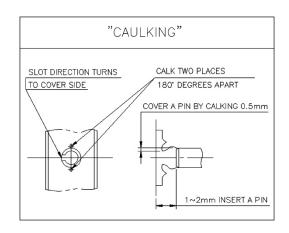


(4) Caulk carrier holes as shown on the picture.



3) ASSEMBLING CARRIER 2 ASSY

- (1) Put No.2 carrier on a flat place.
- (2) Install No.2 needle bearing into No.2 planetary gear, put 2EA of No.2 thrust washer on both sides of planetary gear, and then, install it into carrier.

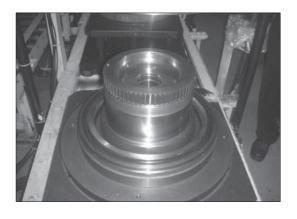


- (3) After install solid pin into the holes, install No.2 pin into No.1 carrier where the holes for No.1 pin are to be in line with those of No.1 carrier, and then, install spring pins into the holes.
- (4) Caulk carrier holes as shown on the picture.



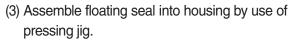
4) ASSEMBLING FLOATING SEAL

- Assemble floating seal into motor by use of pressing jig.
 - Grease the contact parts for floating seal which is assembled into motor.
- Be sure to maintain it vertical with the ground when assembling bearing and floating seal.



5) ASSEMBLING HOUSING

- (1) Heat housing at 60~70°C while clearing it out and then, assemble floating seal into housing by use of pressing jig.
- (2) Setting housing assembly on work stand for assembling.
 Assemble angular hearing into housing by
 - Assemble angular bearing into housing by use of pressing jig.



Do not reuse the disassembling O-ring. Grease the contact parts for floating seal which is assembled into housing.

Be sure to maintain it vertical with the ground when assembling bearing and floating seal.

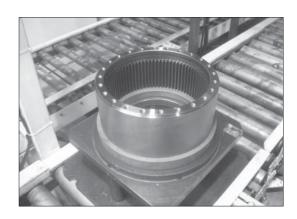


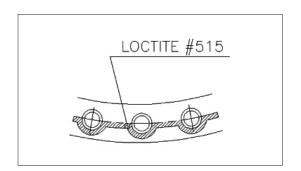


6) ASSEMBLING HOUSING ASSY AND RING GEAR

(1) Setting ring gear on work stand for assembling.

Apply loctite #515 on ring gear for housing without gap.





- (2) Install M16 eye-bolt on the tap of housing.
- (3) Lift housing and then, assemble into housing in order for bolt hole of ring gear and bolt hole of housing to be in line.
- (4) Apply loctite #242 on M16 hexagon socket head bolt, and then, bolt.



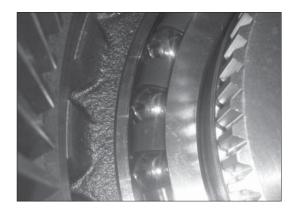
7) ASSEMBLING HOUSING ASSY AND MOTOR

- (1) Install 7/16-14UNC eye-bolt on the tap of ring gear.
- (2) Assemble housing assembly into motor by use of hoist and eye-bolt.
- * Be sure to tighten eye-bolt deep enough.



8) ASSEMBLING MAIN BEARING

- (1) Assemble angular bearing into housing by use of pressing jig.
- Be sure to maintain it vertical with the ground when assembling bearing.



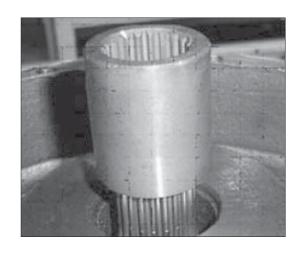
9) ASSEMBLING NUT RING AND LOCK PLATE

- (1) Tighten nut ring to specified torque, utilizing special tool.
 - Tightening torque : 60.3 kgf·m (436 lbf·ft)
- (2) After install lock plate, apply loctite #242 on M12 hexagon head bolt, and then, bolt. Tighten M12 hexagon head bolt to specified torque, with torque wrench.



10) ASSEMBLING COUPLING

(1) Install coupling on spline of the motor.



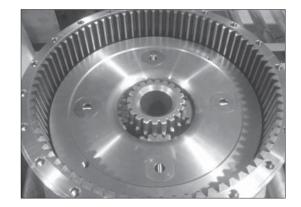
11)ASSEMBLING NO.2 CARRIER SUB ASSEMBLY

- (1) Install M10 eye-bolt on No.2 carrier assembly.
- (2) Lift No.2 carrier assembly and then, slowly put it down on ring gear.
- (3) Rotate planetary gear by hands and install on ring gear.
- (4) Rotate No.2 carrier assembly by hands and install on motor.
- Match pin hole of No.2 carrier with main (A, B) port of motor.



(1) Install No.2 sun gear on the No.2 planetary gear, matching teeth of them.





13) ASSEMBLING NO.1 CARRIER SUB ASSEMBLY

- (1) Install M10 eye-bolt on No.1 carrier assembly.
- (2) Lift No.1 carrier assembly and then, slowly put it down on ring gear.
- (3) Rotate planetary gear by hands and install on ring gear.
- (4) Rotate No.1 carrier assembly by hands and install on No.2 sun gear.



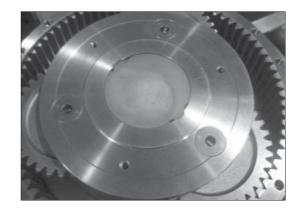
14) ASSEMBLING NO.1 SUN GEAR

- (1) Put down No.1 sun gear on No.1 carrier, maintaining it vertical with spline of coupling.
- (2) Install No.1 sun gear on No.1 planetary gear, matching their teeth.



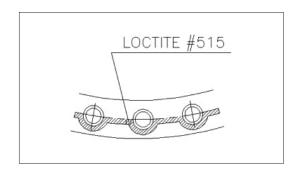
15) ASSEMBLING THRUST PLATE

- (1) Assembly thrust plate into No.1 carrier.
- Edge of thrust plate direction turns to cover side.

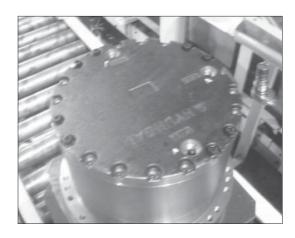


16) ASSEMBLING COVER

(1) Apply loctite #515 on the ring gear for cover without gap.



- (2) Put cover on ring gear, apply loctite #242 on 7/16-14UNC hexagon socket head bolt, and then, bolt.
 - Tighten 7/16-14UNC hexagon socket head bolt to specified torque, with torque wrench.
- (3) Fill gear oil (6 liter) into drain port.
- (4) Apply gear oil on PF3/4 hydraulic plug and then, bolt.



GROUP 7 RCV LEVER

1. REMOVAL AND INSTALL

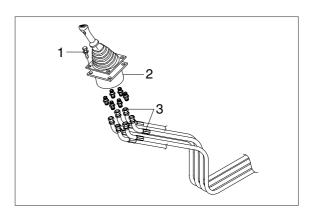
1) REMOVAL

- (1) Lower the work equipment to the ground and stop the engine.
- (2) Operate the control levers and pedals several times to release the remaining pressure in the hydraulic piping.
- (3) Loosen the breather slowly to release the pressure inside the hydraulic tank.
- ▲ Escaping fluid under pressure can penetrate the skin causing serious injury.
- (4) Loosen the socket bolt (1).
- (5) Remove the cover of the console box.
- (6) Disconnect pilot line hoses (3).
- (7) Remove the pilot valve assembly (2).
- When removing the pilot valve assembly, check that all the hoses have been disconnected.

2) INSTALL

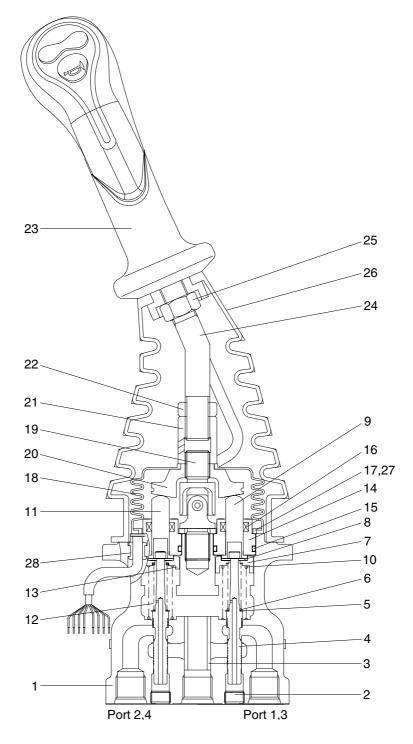
- (1) Carry out installation in the reverse order to removal.
- (2) Confirm the hydraulic oil level and check the hydraulic oil leak or not.





2. DISASSEMBLY AND ASSEMBLY

1) STRUCTURE



1	Case	8	Stopper	15	O-ring	22	Lock nut
2	Plug	9	Push rod	16	Rod seal	23	Handle assembly
3	Bushing	10	Spring	17	Plate	24	Handle bar
4	Spool	11	Push rod	18	Boot	25	Nut
5	Shim	12	Spring	19	Joint assembly	26	Boot
6	Spring	13	Spring seat	20	Swash plate	27	Spring pin
7	Spring seat	14	Plug	21	Adjusting nut	28	Bushing

2) TOOLS AND TIGHTENING TORQUE

(1) Tools

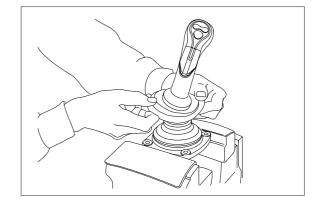
Tool name	Remark			
Allen wrench	6	3		
Channer	22			
Spanner	27			
(+) Driver	Length 150			
(-) Driver	Width 4~5			
Torque wrench	Capable of tightening with the specified torques			

(2) Tightening torque

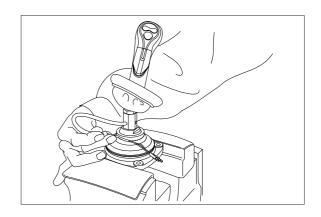
Part name	Item	Size	Torque			
Fait name	item	Size	kgf ⋅ m	lbf ⋅ ft		
Plug	2	PT 1/8	3.0	21.7		
Joint	19	M14	3.5	25.3		
Swash plate	20	M14	5.0±0.35	36.2±2.5		
Adjusting nut	21	M14	5.0±0.35	36.2±2.5		
Lock nut	22	M14	5.0±0.35	36.2±2.5		

3) DISASSEMBLY

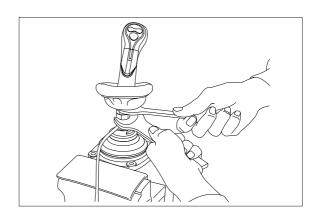
- (1) Clean pilot valve with kerosene.
- * Put blind plugs into all ports
- (2) Fix pilot valve in a vise with copper (or lead) sheets.
- (3) Remove end of boot (26) from case (1) and take it out upwards.



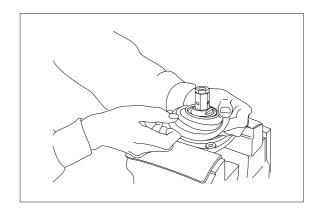
** For valve with switch, remove cord also through hole of casing.



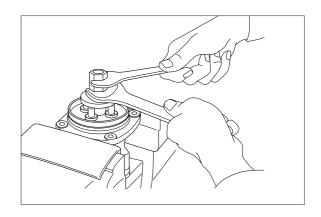
(4) Loosen lock nut (22) and adjusting nut (21) with spanners on them respectively, and take out handle section as one body.

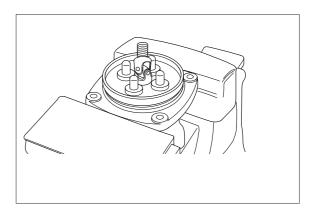


(5) Remove the boot (18).

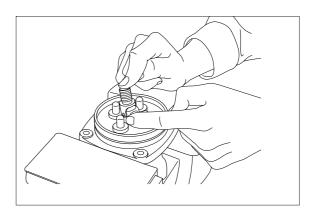


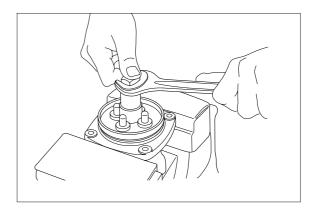
(6) Loosen adjusting nut (21) and swash plate (20) with spanners on them respectively, and remove them.



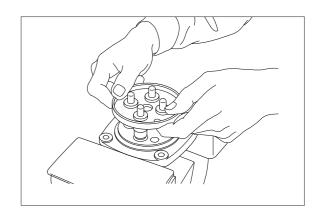


- (7) Turn joint anticlockwise to loosen it, utilizing jig (Special tool).
- When return spring (10) is strong in force, plate (17), plug (14) and push rod (11) will come up on loosening joint. Pay attention to this.

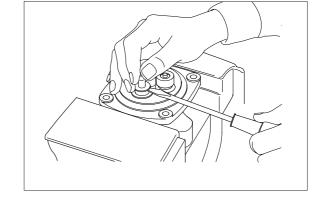




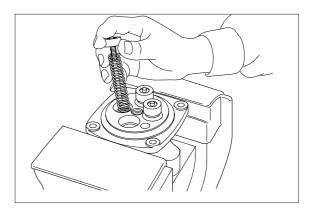
(8) Remove plate (17).



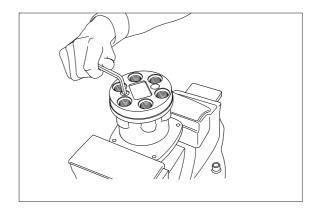
- (9) When return spring (10) is weak in force, plug (14) stays in casing because of sliding resistance of O-ring.
- * Take it out with minus screwdriver. Take it out, utilizing external periphery groove of plug and paying attention not to damage it by partial loading.
- During taking out, plug may jump up due to return spring (10) force.
 Pay attention to this.



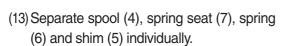
- (10) Remove reducing valve subassembly and return spring (10) out of casing.
- ** Record relative position of reducing valve subassembly and return springs.



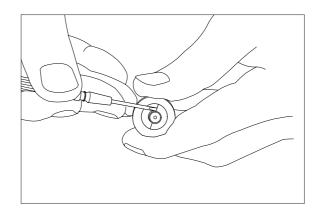
(11) Loosen hexagon socket head plug(2) with hexagon socket screw key.

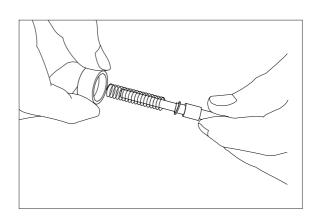


- (12) For disassembling reducing valve section, stand it vertically with spool (4) bottom placed on flat workbench. Push down spring seat (7) and remove two pieces of semicircular stopper (8) with tip of small minus screwdriver.
- * Pay attention not to damage spool surface.
- * Record original position of spring seat (7).
- * Do not push down spring seat more than 6mm.

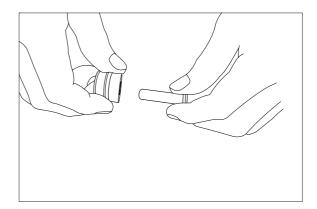


We until being assembled, they should be handled as one subassembly group.



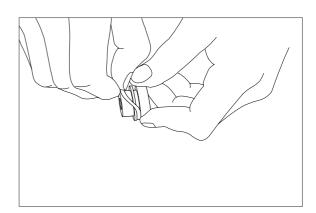


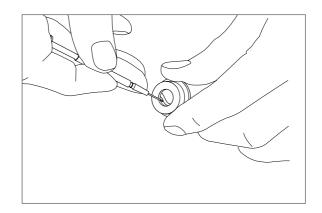
(14) Take push rod (11) out of plug (14).



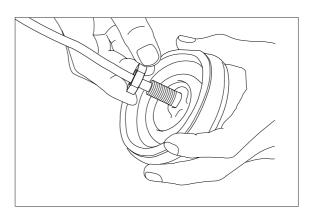
(15) Remove O-ring (15) and seal (16) from plug (14).

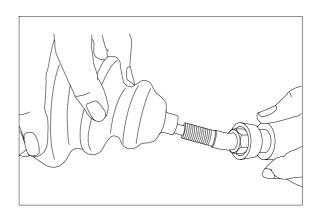
Use small minus screwdriver or so on to remove this seal.





(16) Remove lock nut (22) and then boot (26).





(16) Cleaning of parts

- ① Put all parts in rough cleaning vessel filled with kerosene and clean them (rough cleaning).
- If dirty part is cleaned with kerosene just after putting it in vessel, it may be damaged. Leave it in kerosene for a while to loosen dust and dirty oil.
- If this kerosene is polluted, parts will be damaged and functions of reassembled valve will be degraded.
 - Therefore, control cleanliness of kerosene fully.
- ② Put parts in final cleaning vessel filled with kerosene, turning it slowly to clean them even to their insides (finish cleaning).
- Do not dry parts with compressed air, since they will be damaged and/or rusted by dust and moisture in air.

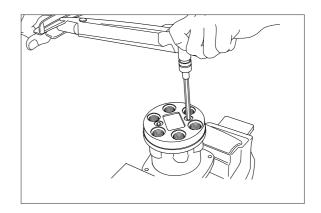
(17) Rust prevention of parts

Apply rust-preventives to all parts.

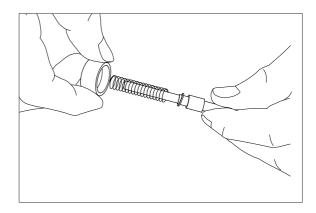
If left as they after being cleaned, they will be rusted and will not display their functions fully after being reassembled.

4) ASSEMBLY

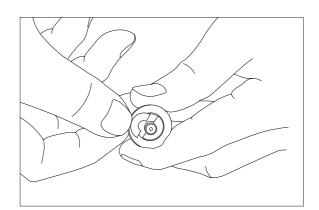
- (1) Tighten hexagon socket head plug (2) to the specified torque.
- * Tighten two bolts alternately and slowly.



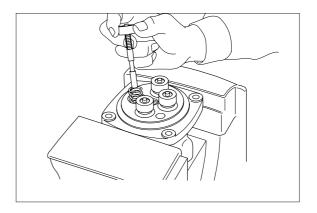
(2) Put shim (5), springs (6) and spring seat (7) onto spool (4) in this order.



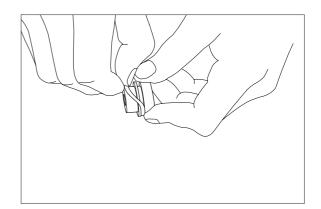
- (3) Stand spool vertically with its bottom placed on flat workbench, and with spring seat pushed down, put two pieces of semicircular stopper (8) on spring seat without piling them on.
- ** Assemble stopper (8) so that its sharp edge side will be caught by head of spool. Do not push down spring seat more than 6mm.



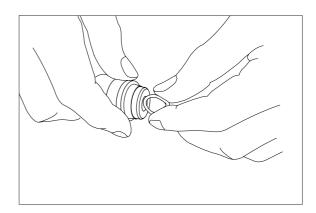
- (4) Assemble spring (10) into casing (1).
 Assemble reducing valve subassembly into casing.
- * Assemble them to their original positions.



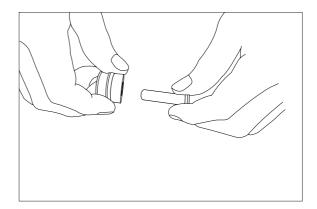
(5) Assemble O-ring (15) onto plug (14).



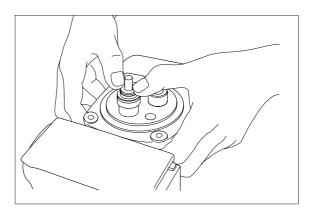
- (6) Assemble seal (16) to plug (14).
- * Assemble seal in such lip direction as shown below.



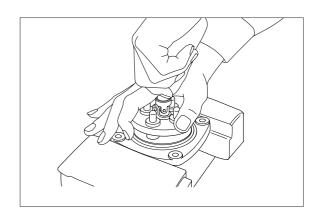
- (7) Assemble push rod (11) to plug (14).
- * Apply working oil on push-rod surface.



- (8) Assemble plug subassembly to casing.
- When return spring is weak in force, subassembly stops due to resistance of O-ring.

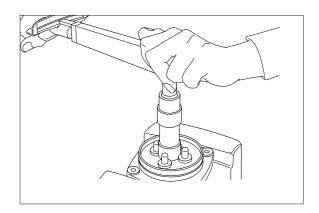


(9) When return spring is strong in force, assemble 4 sets at the same time, utilizing plate (17), and tighten joint (19) temporarily.



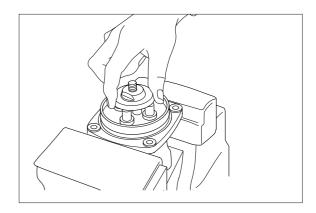
(10) Fit plate (17).

(11) Tighten joint (19) with the specified torque to casing, utilizing jig.

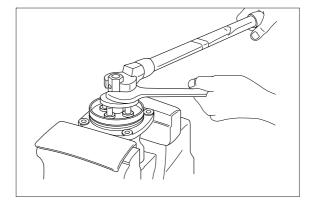


(12) Assemble swash plate (20) to joint (19).

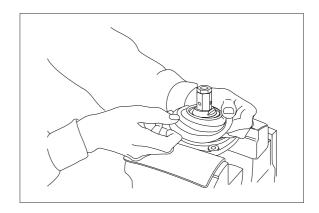
- Screw it to position that it contacts with 4 push rods evenly.
- * Do not screw it over.



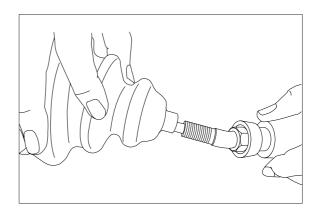
- (13) Assemble adjusting nut (21), apply spanner to width across flat of plate (20) to fix it, and tighten adjusting nut to the specified torque.
- * During tightening, do not change position of disk.

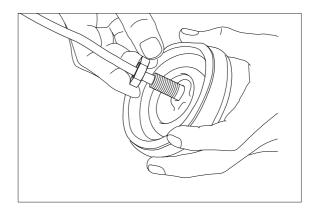


(14) Fit boot (18) to plate.

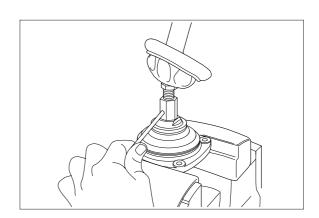


(15) Fit boot (26) and lock nut (22), and handle subassembly is assembled completely.

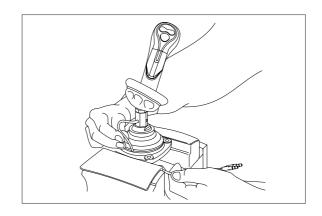




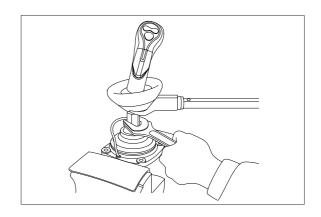
(16) Pull out cord and tube through adjusting nut hole provided in direction 60° to 120° from casing hole.



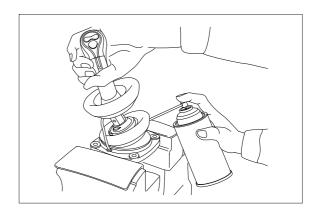
- (17) Assemble bushing (28) to plate and pass cord and tube through it.
- * Provide margin necessary to operation.



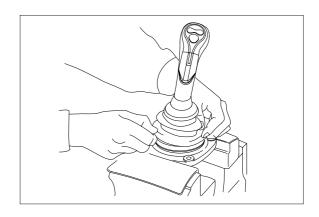
(18) Determine handle direction, tighten lock nut (22) to specified torque to fix handle.



(19) Apply grease to rotating section of joint and contacting faces of disk and push rod.



- (20) Assemble lower end of bellows to casing.
- (21) Inject volatile rust-preventives through all ports and then put blind plugs in ports.



GROUP 8 TURNING JOINT

1. REMOVAL AND INSTALL

1) REMOVAL

- (1) Lower the work equipment to the ground and stop the engine.
- (2) Operate the control levers and pedals several times to release the remaining pressure in the hydraulic piping.
- (3) Loosen the breather slowly to release the pressure inside the hydraulic tank.
- A Escaping fluid under pressure can penetrate the skin causing serious injury.
- When pipes and hoses are disconnected, the oil inside the piping will flow out, so catch it in oil pan.
- (4) Disconnect all hoses.
- (5) Sling the turning joint assembly (1) and remove the mounting bolt (2).

· Weight: 55 kg (120 lb)

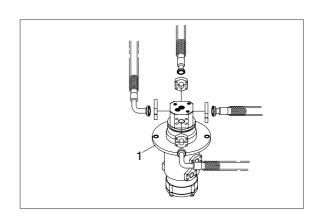
 \cdot Tightening torque : 12.3 \pm 1.3 kgf \cdot m (88.9 \pm 9.4 lbf \cdot ft)

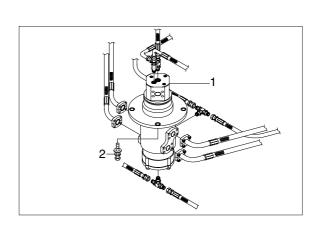
- (6) Remove the turning joint assembly.
- When removing the turning joint, check that all the hoses have been disconnected.

2) INSTALL

- (1) Carry out installation in the reverse order to removal.
- * Take care of turning joint direction.
- * Assemble hoses to their original positions.
- * Confirm the hydraulic oil level and check the hydraulic oil leak or not.

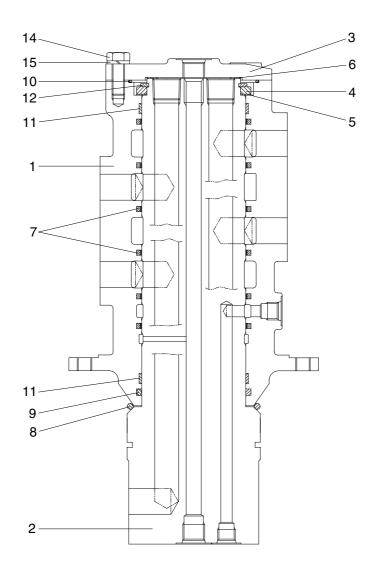






2. DISASSEMBLY AND ASSEMBLY

1) STRUCTURE



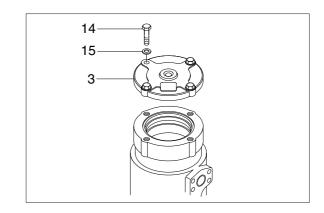
- 1 Hub
- 2 Shaft
- 3 Cover
- 4 Spacer
- 5 Shim

- 6 Shim
- 7 Slipper seal
- 8 O-ring
- 9 O-ring
- 10 O-ring

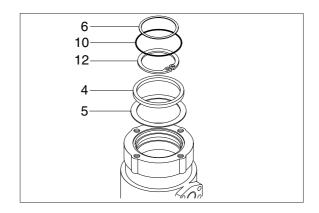
- 11 Wear ring
- 12 Retainer ring
- 13 Plug
- 14 Hexagon bolt
- 15 Spring washer

2) DISASSEMBLY

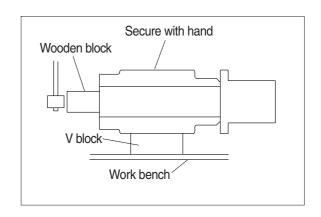
- * Before the disassembly, clean the turning joint.
- (1) Remove bolts (14), washer (15) and cover (3).



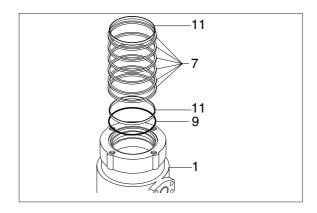
- (2) Remove shim (6) and O-ring (10).
- (3) Remove retainer ring (12), spacer (4) and shim (5).



- (4) Place hub (1) on a V-block and by using a wood buffer at the shaft end, hit out shaft(2) to about 1/2 from the body with a hammer.
- * Take care not to damage the shaft (2) when remove hub (1) or rest it sideway.
- * Put a fitting mark on hub (1) and shaft (2).

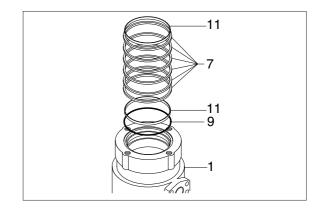


(5) Remove six slipper seals (7) and O-ring (9), two wear ring (11) from hub (1).

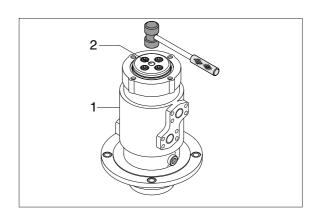


3) ASSEMBLY

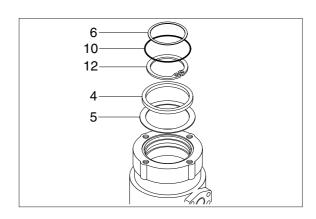
- * Clean all parts.
- * As a general rule, replace oil seals and O-ring.
- * Coat the sliding surfaces of all parts with engine oil or grease before installing.
- (1) Fix seven slipper seal (7) and O-ring (9), two wear ring (11) to hub (1).
- (2) Fit O-ring (8) to shaft (2).



(3) Set shaft (2) on block, tap hub (1) with a plastic hammer to install.

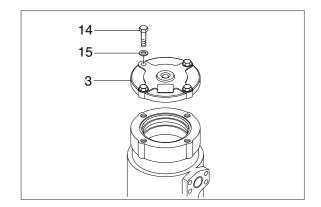


- (4) Fit shim (5), spacer (4) and retainer ring (12) to shaft (2).
- (5) Fit O-ring (10) to hub (1).
- (6) Fit shim (6) to shaft (2).



(7) Install cover (3) to body (1) and tighten bolts (14).

 \cdot Torque : 10~12.5 kgf \cdot m (72.3~90.4 lbf \cdot ft)



GROUP 9 BOOM, ARM AND BUCKET CYLINDER

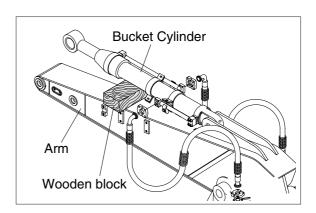
1. REMOVAL AND INSTALL

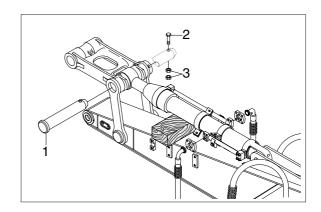
1) BUCKET CYLINDER

(1) Removal

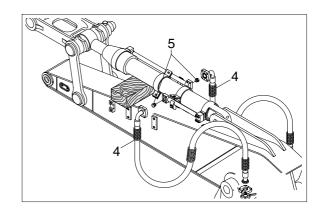
- Expand the arm and bucket fully, lower the work equipment to the ground and stop the engine.
- * Operate the control levers and pedals several times to release the remaining pressure in the hydraulic piping.
- * Loosen the breather slowly to release the pressure inside the hydraulic tank.
- A Escaping fluid under pressure can penetrate the skin causing serious injury.
- Fit blind plugs in the hoses after disconnecting them, to prevent dirt or dust from entering.
- ① Set block between bucket cylinder and arm.
- ② Remove bolt (2), nut (3) and pull out pin (1).
- * Tie the rod with wire to prevent it from coming out.



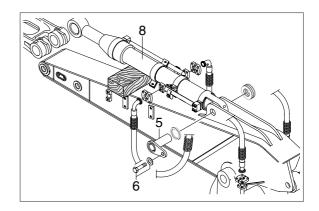




③ Disconnect bucket cylinder hoses (4) and put plugs (5) on cylinder pipe.



- ④ Sling bucket cylinder assembly (8) and remove bolt (6) then pull out pin (5).
- ⑤ Remove bucket cylinder assembly (8).
 - · Weight: 175 kg (390 lb)



(2) Install

- ① Carry out installation in the reverse order to removal.
- ♠ When aligning the mounting position of the pin, do not insert your fingers in the pin hole.
- * Bleed the air from the bucket cylinder.
- * Confirm the hydraulic oil level and check the hydraulic oil leak or not.

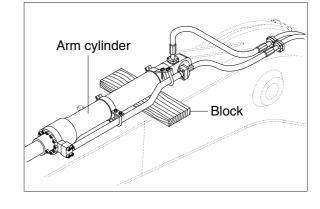
2) ARM CYLINDER

(1) Removal

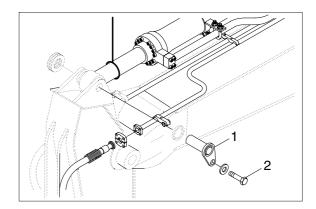
- Expand the arm and bucket fully, lower the work equipment to the ground and stop the engine.
- * Operate the control levers and pedals several times to release the remaining pressure in the hydraulic piping.
- * Loosen the breather slowly to release the pressure inside the hydraulic tank.

♠ Escaping fluid under pressure can penetrate the skin causing serious injury.

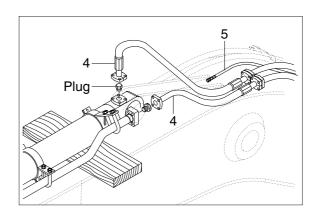
- Fit blind plugs in the hoses after disconnecting them, to prevent dirt or dust from entering.
- ① Set block between arm cylinder and boom.



- ② Remove bolt (2) and pull out pin (1).
- * Tie the rod with wire to prevent it from coming out.

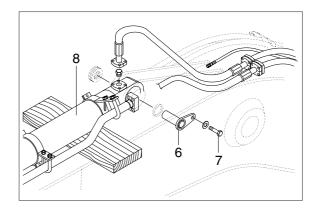


- ③ Disconnect arm cylinder hoses (4) and put plugs on cylinder pipe.
- ④ Disconnect greasing pipings (5).





- ⑤ Sling arm cylinder assembly(8) and remove bolt (7) then pull out pin (6).
- © Remove arm cylinder assembly (8).
 - · Weight: 290 kg (640 lb)



(2) Install

- ① Carry out installation in the reverse order to removal.
- ♠ When aligning the mounting position of the pin, do not insert your fingers in the pin hole.
- * Bleed the air from the arm cylinder.
- * Confirm the hydraulic oil level and check the hydraulic oil leak or not.

3) BOOM CYLINDER

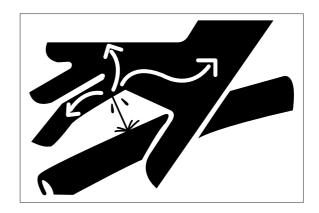
(1) Removal

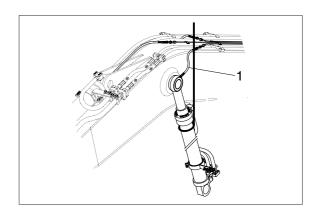
- Expand the arm and bucket fully, lower the work equipment to the ground and stop the engine.
- * Operate the control levers and pedals several times to release the remaining pressure in the hydraulic piping.
- * Loosen the breather slowly to release the pressure inside the hydraulic tank.

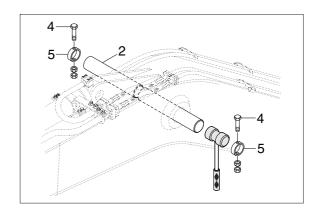
▲ Escaping fluid under pressure can penetrate the skin causing serious injury.

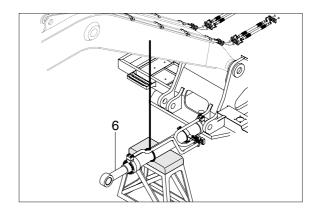
- Fit blind plugs in the hoses after disconnecting them, to prevent dirt or dust from entering.
- ① Disconnect greasing hoses (1).
- ② Sling boom cylinder assembly.
- ③ Remove bolt (4), stopper (5) and pull out pin (2).
- * Tie the rod with wire to prevent it from coming out.

④ Lower the boom cylinder assembly (6) on a stand.

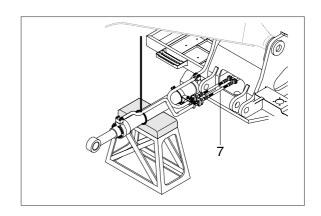




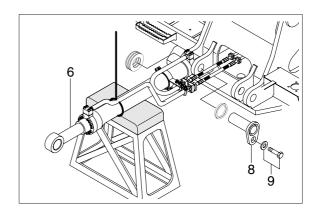




⑤ Disconnect boom cylinder hoses (7) and put plugs on cylinder pipe.



- 6 Remove bolt (9) and pull out pin (8).
- ? Remove boom cylinder assembly (6).
 - · Weight: 180 kg (400 lb)



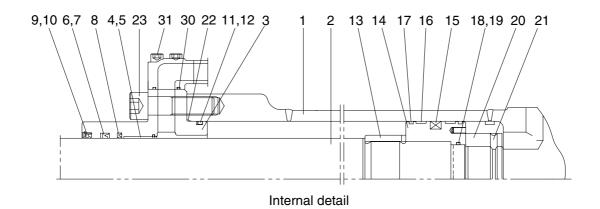
(2) Install

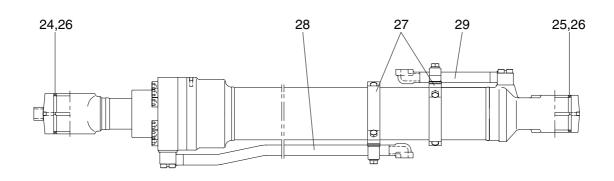
- ① Carry out installation in the reverse order to removal.
- ♠ When aligning the mounting position of the pin, do not insert your fingers in the pin hole.
- * Bleed the air from the boom cylinder.
- * Conformed the hydraulic oil level and check the hydraulic oil leak or not.

2. DISASSEMBLY AND ASSEMBLY

1) STRUCTURE

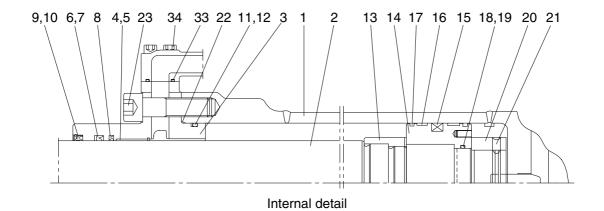
(1) Bucket cylinder

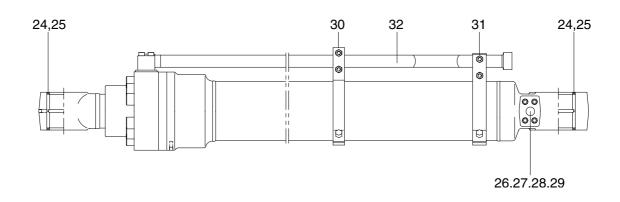




1	Tube assembly	12	Back up ring	23	Hexagon socket head bolt
2	Rod assembly	13	Cushion ring	24	Pin bushing
3	Gland	14	Piston	25	Pin bushing
4	DD2 bushing	15	Piston seal	26	Dust seal
5	Snap ring	16	Wear ring	27	Band assembly
6	Rod seal	17	Dust ring	28	Pipe assembly-R
7	Back up ring	18	O-ring	29	Pipe assembly-B
8	Buffer ring	19	Back up ring	30	O-ring
9	Dust wiper	20	Lock nut	31	Hexagon socket head bolt
10	Snap ring	21	Hexagon socket set screw		
11	O-ring	22	O-ring		

(2) Arm cylinder

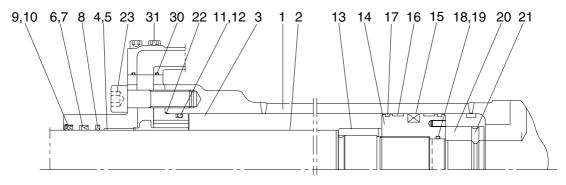




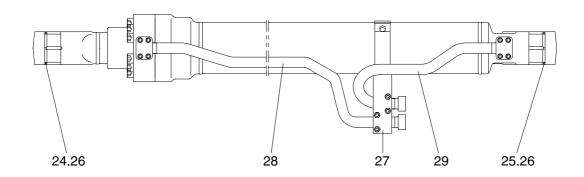
1	Tube assembly	13	Cushion ring	25	Dust seal
2	Rod assembly	14	Piston	26	Check valve
3	Gland	15	Piston seal	27	Coil spring
4	DD2 bushing	16	Wear ring	28	O-ring
5	Snap ring	17	Dust ring	29	Plug
6	Rod seal	18	O-ring	30	Band assembly-R
7	Back up ring	19	Back up ring	31	Band assembly-B
8	Buffer ring	20	Lock nut	32	Pipe assembly-R
9	Dust wiper	21	Hexagon socket set screw	33	O-ring
10	Snap ring	22	O-ring	34	Hexagon socket head bolt
11	O-ring	23	Hexagon socket head bolt		
12	Back up ring	24	Pin bushing		

(3) Boom cylinder

11 O-ring



Internal detail



1	Tube assembly	12	Back up ring	23	Hexagon socket head bolt
2	Rod assembly	13	Cushion ring	24	Pin bushing
3	Gland	14	Piston	25	Pin bushing
4	DD2 bushing	15	Piston seal	26	Dust seal
5	Snap ring	16	Wear ring	27	Band assembly
6	Rod seal	17	Dust ring	28	Pipe assembly-R
7	Back up ring	18	O-ring	29	Pipe assembly-B
8	Buffer ring	19	Back up ring	30	O-ring
9	Dust wiper	20	Lock nut	31	Hexagon socket head bolt
10	Snap ring	21	Hexagon socket set screw		

22 O-ring

2) TOOLS AND TIGHTENING TORQUE

(1) Tools

Tools	Remark
	6
Allen uweneb	8 B
Allen wrench	14
	17
Channer	7
Spanner	8
(-) Driver	Small and large sizes
Torque wrench	Capable of tightening with the specified torques

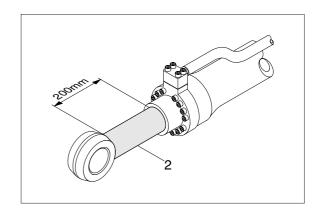
(2) Tightening torque

Part name		Itom	Ciro	Torque	
		Item	Size	kgf ⋅ m	lbf ⋅ ft
	Bucket cylinder	23	M16	23±2.0	166±14.5
	Ducket Cylinder	31	M10	5.4±0.5	39.1 ± 3.6
Socket head bolt	Boom cylinder	23	M16	23±2.0	166±14.5
Socket flead boil	Booth cylinder	31	M10	5.4±0.5	39.1 ± 3.6
	Arm cylinder	23	M18	32±3.0	232±21.7
		34	M12	9.4±1.0	68±7.2
E	Bucket cylinder	20	-	100±10	723±72.3
Lock nut	Boom cylinder	20	-	100±10	723±72.3
	Arm cylinder	20	-	150±15	1085±108
	Bucket cylinder	14	-	150±15	1085±108
Piston	Boom cylinder	14	-	150±15	1085±108
	Arm cylinder	14	-	200±20	1447±145

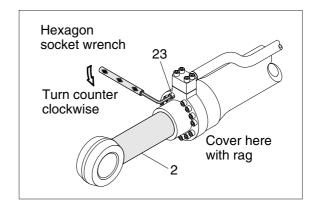
3) DISASSEMBLY

(1) Remove cylinder head and piston rod

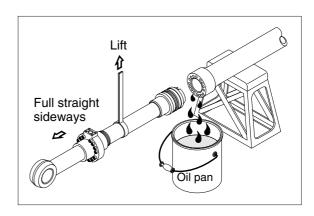
- * Procedures are based on the bucket cylinder.
- ① Hold the clevis section of the tube in a vise.
- * Use mouth pieces so as not to damage the machined surface of the cylinder tube. Do not make use of the outside piping as a locking means.
- ② Pull out rod assembly (2) about 200mm (7.1in). Because the rod assembly is rather heavy, finish extending it with air pressure after the oil draining operation.



- 3 Loosen and remove socket bolts (23) of the gland in sequence.
- ** Cover the extracted rod assembly (2) with rag to prevent it from being accidentally damaged during operation.

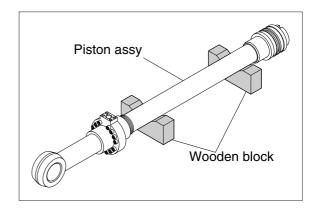


- ① Draw out cylinder head and rod assembly together from tube assembly (1).
- Since the rod assembly is heavy in this case, lift the tip of the rod assembly (2) with a crane or some means and draw it out. However, when rod assembly (2) has been drawn out to approximately two thirds of its length, lift it in its center to draw it completely.



Note that the plated surface of rod assembly (2) is to be lifted. For this reason, do not use a wire sling and others that may damage it, but use a strong cloth belt or a rope.

- ⑤ Place the removed rod assembly on a wooden V-block that is set level.
- * Cover a V-block with soft rag.



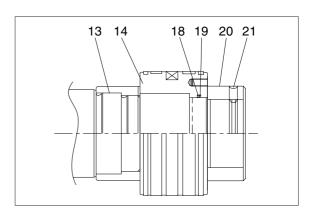
(2) Remove piston and cylinder head

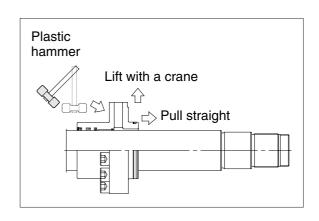
- ① Remove set screw (21).
- Since set screw (21) and lock nut (20) is tightened to a high torque, use a hydraulic and power wrench that utilizers a hydraulic cylinder, to remove the lock set screw (21) and lock nut (20).
- ② Remove piston assembly (14), back up ring (19), and O-ring (18).
- ③ Remove the cylinder head assembly from rod assembly (2).
- * If it is too heavy to move, move it by striking the flanged part of cylinder head with a plastic hammer.

* Pull it straight with cylinder head

assembly lifted with a crane.

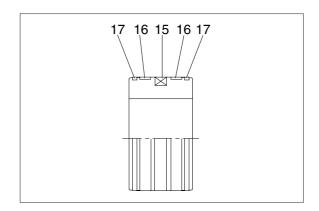
Exercise care so as not to damage the lip of rod bushing (4) and packing (5,6,7,8,9,10) by the threads of rod assembly (2).





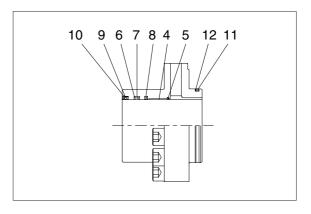
(3) Disassemble the piston assembly

- ① Remove wear ring (16).
- ② Remove dust ring (17) and piston seal (15).
- Exercise care in this operation not to damage the grooves.



(4) Disassemble cylinder head assembly

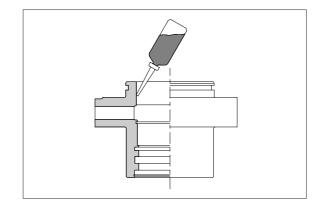
- ① Remove back up ring (12) and O-ring (11).
- ② Remove snap ring (10), dust wiper (9).
- ③ Remove back up ring (7), rod seal (6) and buffer ring (8).
- Exercise care in this operation not to damage the grooves.
- * Do not remove seal and ring, if does not damaged.
- * Do not remove bushing (4).



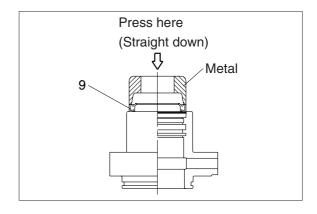
3) ASSEMBLY

(1) Assemble cylinder head assembly

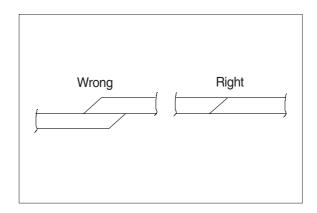
- * Check for scratches or rough surfaces if found smooth with an oil stone.
- ① Coat the inner face of gland (3) with hydraulic oil.



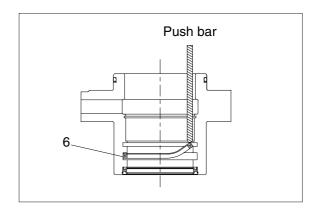
- ② Coat dust wiper (9) with grease and fit dust wiper (9) to the bottom of the hole of dust seal.
 - At this time, press a pad metal to the metal ring of dust seal.
- ③ Fit snap ring (10) to the stop face.



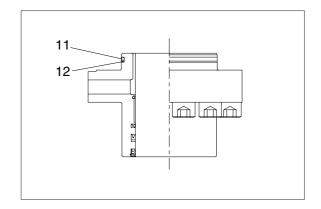
- ④ Fit back up ring (7), rod seal (6) and buffer ring (8) to corresponding grooves, in that order.
- * Coat each packing with hydraulic oil before fitting it.
- ** Insert the backup ring until one side of it is inserted into groove.



- ** Rod seal (6) has its own fitting direction. Therefore, confirm it before fitting them.
- * Fitting rod seal (6) upside down may damage its lip. Therefore check the correct direction that is shown in fig.



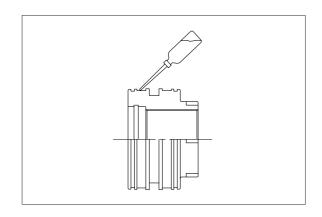
- 5 Fit back up ring (12) to gland (3).
- Put the backup ring in the warm water of 30~50°C.
- ⑥ Fit O-ring (11) to gland (3).



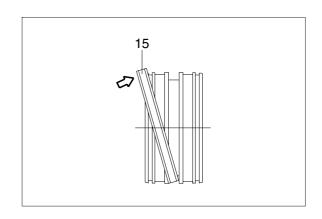
(2) Assemble piston assembly

- * Check for scratches or rough surfaces.

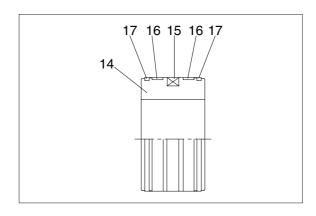
 If found smooth with an oil stone.
- ① Coat the outer face of piston (14) with hydraulic oil.



- ② Fit piston seal (15) to piston.
- Put the piston seal in the warm water of 60~100°C for more than 5 minutes.
- * After assembling the piston seal, press its outer diameter to fit in.

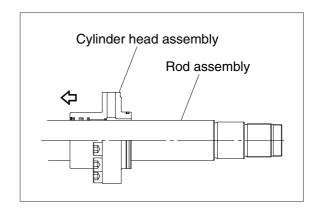


③ Fit wear ring (16) and dust ring (17) to piston (14).

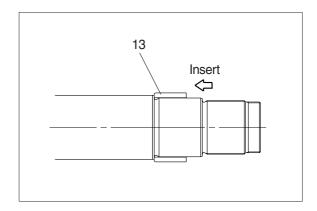


(3) Install piston and cylinder head

- ① Fix the rod assembly to the work bench.
- ② Apply hydraulic oil to the outer surface of rod assembly (2), the inner surface of piston and cylinder head.
- ③ Insert cylinder head assembly to rod assembly.

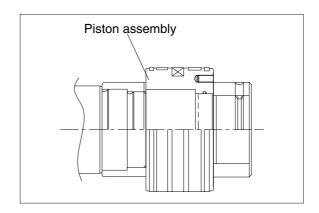


- ④ Insert cushion ring (13) to rod assembly.
- * Note that cushion ring (13) has a direction in which it should be fitted.



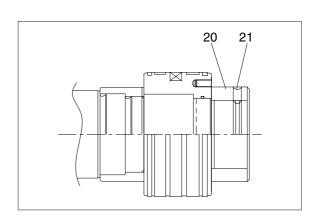
- $\ensuremath{\mbox{\Large \sc 5}}$ Fit piston assembly to rod assembly.
 - \cdot Tightening torque : 150 \pm 15 kgf \cdot m

 $(1085\pm108 \text{ lbf} \cdot \text{ft})$



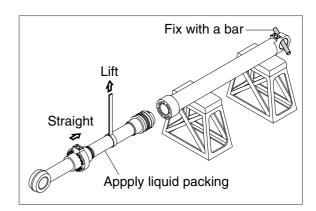
- ⑥ Fit lock nut (20) and tighten the screw (21).
 - · Tightening torque:

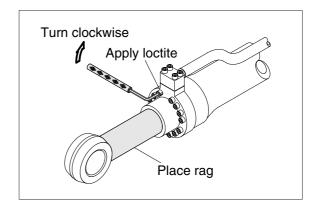
Item		kgf ⋅ m	lbf ⋅ ft	
	Bucket	100±10	723±72.3	
20	Boom	100±10	723±72.3	
	Arm	150±15	1085±108	
21		2.7±0.3	19.6±2.2	



(3) Overall assemble

- ① Place a V-block on a rigid work bench. Mount the tube assembly (1) on it and fix the assembly by passing a bar through the clevis pin hole to lock the assembly.
- ② Insert the rod assembly in to the tube assembly, while lifting and moving the rod assembly with a crane.
- ** Be careful not to damage piston seal by thread of tube assembly.
- ③ Match the bolt holes in the cylinder head flange to the tapped holes in the tube assembly and tighten socket bolts to a specified torque.
- * Refer to the table of tightening torque.





GROUP 10 UNDERCARRIAGE

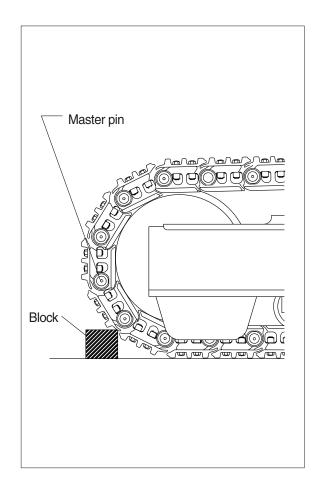
1. TRACK LINK

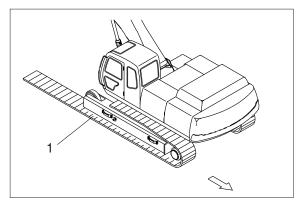
1) REMOVAL

- (1) Move track link until master pin is over front idler in the position put wooden block as shown.
- (2) Loosen tension of the track link.
- If track tension is not relieved when the grease valve is loosened, move the machine backwards and forwards.
- ** Unscrew the grease nipple after release the tension by pushing the poppet only when necessarily required. Grease leaking hole is not existing. So, while unscrew the grease nipple, grease is not leaking until the grease nipple is completely coming out. If the tension is not released in advance, the grease nipple can be suddenly popped out by
- (3) Push out master pin by using a suitable tool.

pressurized grease.

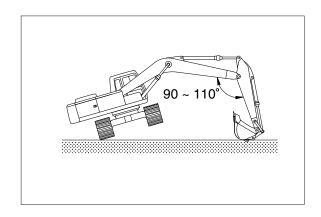
- (4) Move the machine slowly in reverse, and lay out track link assembly (1).
- * Jack up the machine and put wooden block under the machine.
- ** Don't get close to the sprocket side as the track shoe plate may fall down on your feet.





2) INSTALL

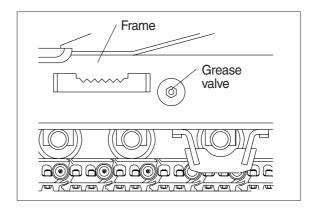
- (1) Carry out installation in the reverse order to removal.
- * Adjust the tension of the track link.



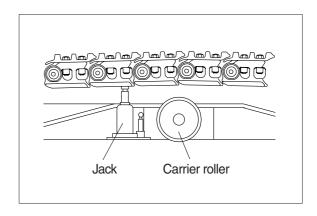
2. CARRIER ROLLER

1) REMOVAL

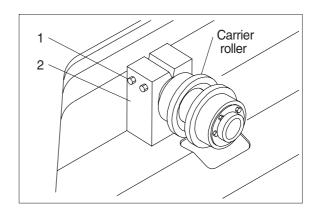
(1) Loosen tension of the track link.



(2) Jack up the track link height enough to permit carrier roller removal.



- (3) Loosen the lock nut (1).
- (4) Open bracket(2) with a screwdriver, push out from inside, and remove carrier roller assembly.
 - · Weight: 20 kg (45 lb)



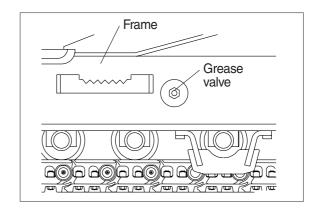
2) INSTALL

(1) Carry out installation in the reverse order to removal.

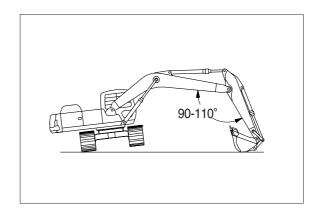
3. TRACK ROLLER

1) REMOVAL

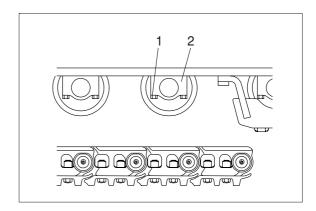
(1) Loosen tension of the track link.



- (2) Using the work equipment, push up track frame on side which is to be removed.
- * After jack up the machine, set a block under the unit.



- (3) Remove the mounting bolt (1) and draw out the track roller (2).
 - · Weight: 40 kg (90 lb)



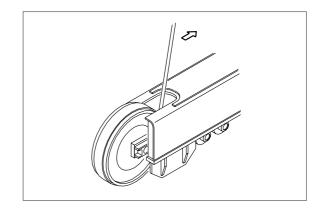
2) INSTALL

(1) Carry out installation in the reverse order to removal.

4. IDLER AND RECOIL SPRING

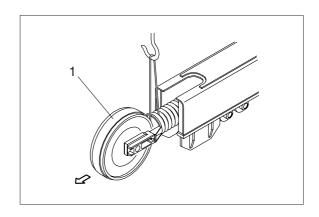
1) REMOVAL

(1) Remove the track link.
For detail, see removal of track link.

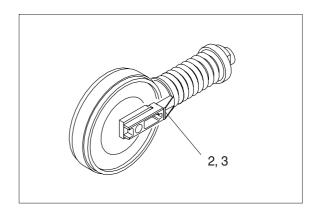


(2) Sling the recoil spring (1) and pull out idler and recoil spring assembly from track frame, using a pry.

· Weight: 310 kg (680 lb)

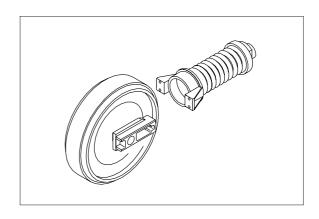


(3) Remove the bolts (2), washers (3) and separate ilder from recoil spring.



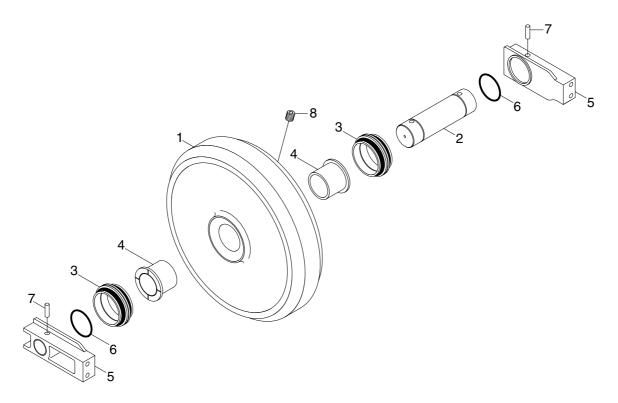
2) INSTALL

- (1) Carry out installation in the reverse order to removal.
- Make sure that the boss on the end face of the recoil cylinder rod is in the hole of the track frame.



3) DISASSEMBLY AND ASSEMBLY OF IDLER

(1) Structure

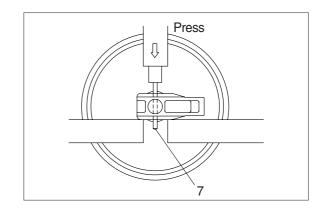


- 1 Shell
- 2 Shaft
- 3 Seal assembly
- 4 Bushing
- 5 Bracket
- 6 O-ring

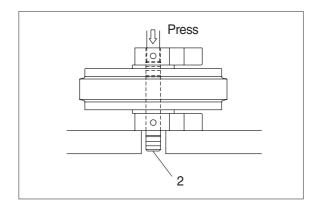
- 7 Spring pin
- 8 Plug

(2) Disassembly

- Remove plug and drain oil.
- ② Draw out the spring pin (7), using a press.

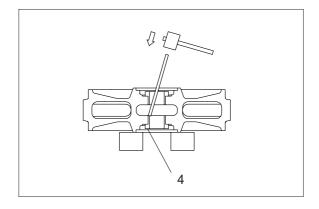


- ③ Pull out the shaft (2) with a press.
- ④ Remove seal (3) from idler (1) and bracket (5).
- ⑤ Remove O-ring (6) from shaft.



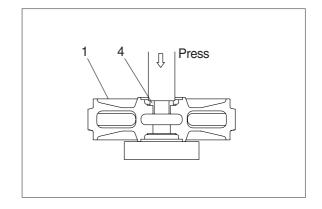
© Remove the bushing (4) from idler, using a special tool.
Only remove bushing if replacement is

Only remove bushing if replacement is necessity.

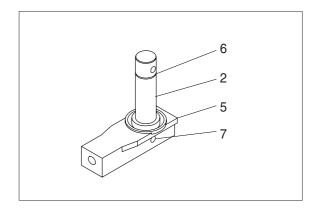


(3) Assembly

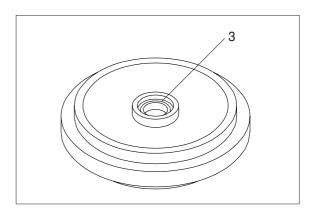
- * Before assembly, clean the parts.
- * Coat the sliding surfaces of all parts with oil.
- Cool up bushing (4) fully by some dry ice and press it into shell (1).
 Do not press it at the normal temperature, or not knock in with a hammer even after the cooling.



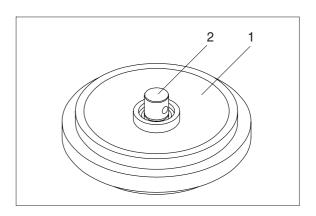
- ② Coat O-ring (6) with grease thinly, and install it to shaft (2).
- ③ Insert shaft (2) into bracket (5) and drive in the spring pin (7).



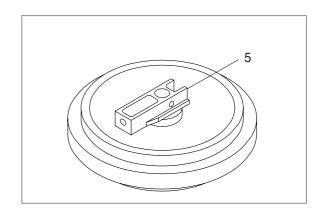
④ Install seal (3) to shell (1) and bracket (5).



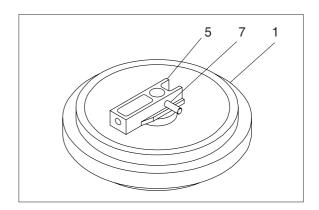
⑤ Install shaft (2) to shell (1).

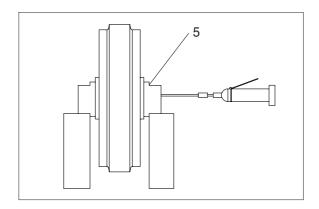


 $\ensuremath{\textcircled{6}}$ Install bracket (5) attached with seal (3).



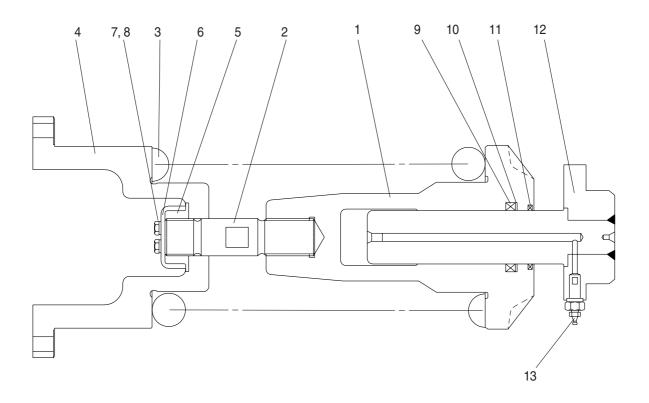
⑦ Knock in the spring pin (7) with a hammer.





4) DISASSEMBLY AND ASSEMBLY OF RECOIL SPRING

(1) Structure



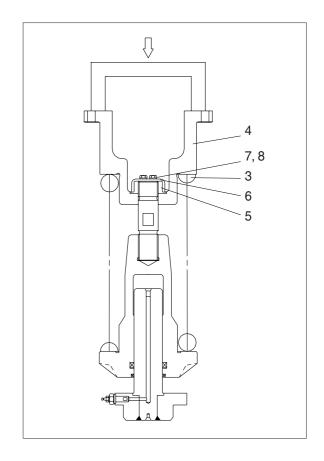
- 1 Body
- 2 Tie bar
- 3 Spring
- 4 Bracket
- 5 Lock nut

- 6 Lock plate
- 7 Bolt
- 8 Spring washer
- 9 Rod seal
- 10 Back up ring

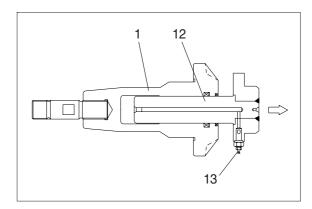
- 11 Dust seal
- 12 Rod assembly
- 13 Grease valve

(2) Disassembly

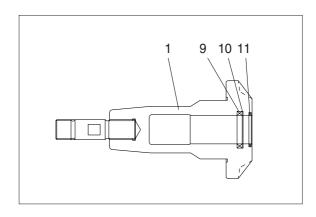
- ① Apply pressure on spring (3) with a press.
- * The spring is under a large installed load. This is dangerous, so be sure to set properly.
 - · Spring set load : 13716 kg (30238 lb)
- ② Remove bolt (7), spring washer (8) and lock plate (6).
- ③ Remove lock nut (5). Take enough notice so that the press which pushes down the spring, should not be slipped out in its operation.
- ④ Lighten the press load slowly and remove bracket (4) and spring (3).



- ⑤ Remove rod (12) from body (1).
- ⑥ Remove grease valve (13) from rod (12).



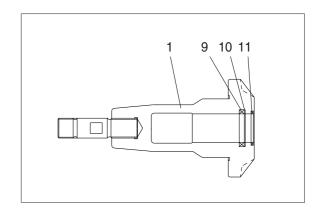
⑦ Remove rod seal (9), back up ring (10) and dust seal (11).



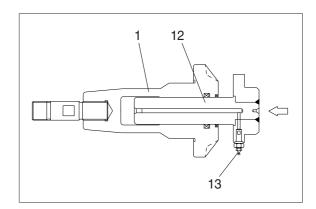
(3) Assembly

Install dust seal (11), back up ring (10) and rod seal (9) to body (1).

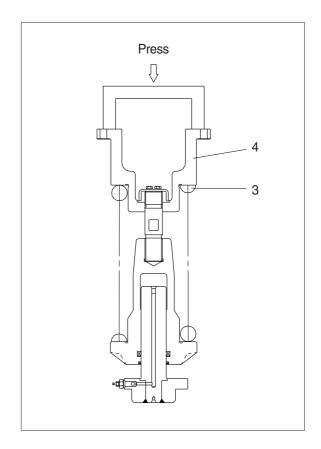
When installing dust seal (11) and rod seal (9), take full care so as not to damage the lip.



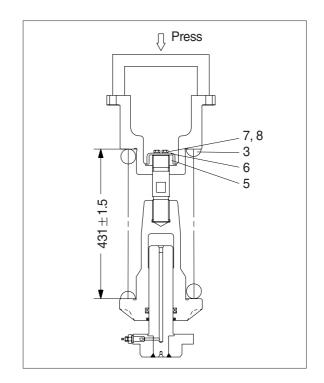
- ② Pour grease into body (1), then push in rod (12) by hand. After take grease out of grease valve mounting hole, let air out.
- If air letting is not sufficient, it may be difficult to adjust the tension of crawler.
- ③ Fit grease valve (13) to rod (12). ·Tightening torque : 13 ± 1.0 kgf·m $(94\pm7.2$ lbf·ft)



- (4) Install spring (3) and bracket (4) to body (1).
- (5) Apply pressure to spring (3) with a press and tighten lock nut (5).
- * Apply sealant before assembling.
- During the operation, pay attention specially to prevent the press from slipping out.

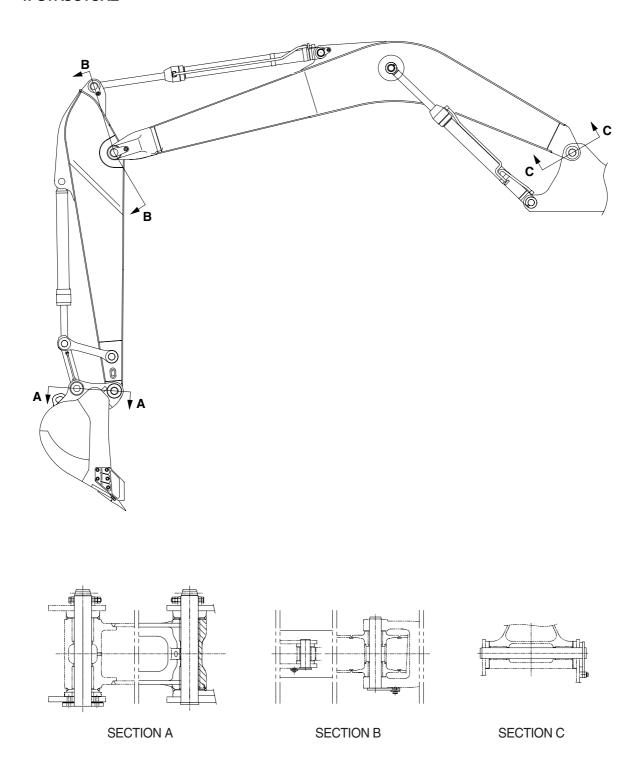


- © Lighten the press load and confirm the set length of spring (3).
- After the setting of spring (3), install lock plate (6), spring washer (8) and bolt (7).



GROUP 11 WORK EQUIPMENT

1. STRUCTURE

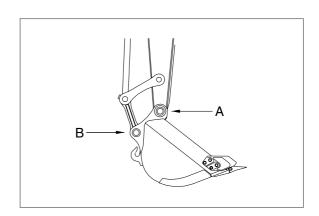


2. REMOVAL AND INSTALL

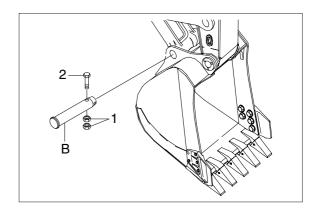
1) BUCKET ASSEMBLY

(1) Removal

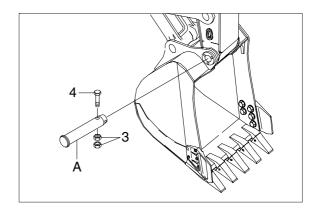
① Lower the work equipment completely to ground with back of bucket facing down.



② Remove nut (1), bolt (2) and draw out the pin (A).

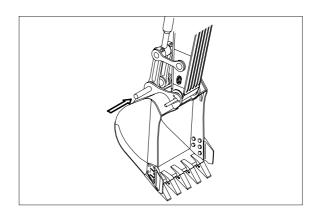


③ Remove nut (3), bolt (4) and draw out the pin (B).



(2) Install

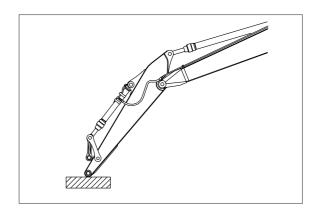
- ① Carry out installation in the reverse order to removal.
- ♠ When aligning the mounting position of the pin, do not insert your fingers in the pin hole.
- * Adjust the bucket clearance.
 For detail, see operation manual.

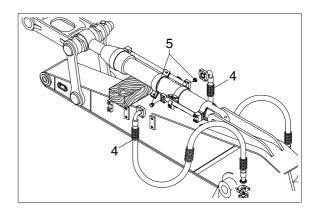


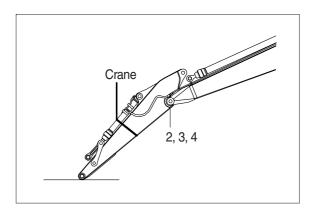
2) ARM ASSEMBLY

(1) Removal

- * Loosen the breather slowly to release the pressure inside the hydraulic tank.
- ♠ Escaping fluid under pressure can penetrated the skin causing serious injury.
- Remove bucket assembly.
 For details, see removal of bucket assembly.
- ② Disconnect bucket cylinder hose (1).
- ▲ Fit blind plugs (5) in the piping at the chassis end securely to prevent oil from spurting out when the engine is started.
- ③ Sling arm cylinder assembly, remove spring, pin stopper and pull out pin.
- * Tie the rod with wire to prevent it from coming out.
- ④ For details, see removal of arm cylinder assembly.
 - Place a wooden block under the cylinder and bring the cylinder down to it.
- ⑤ Remove bolt (2), plate (3) and pull out the pin (4) then remove the arm assembly.
- Weight: 1050 kg (2310 lb)
 When lifting the arm assembly, always lift the center of gravity.







(2) Install

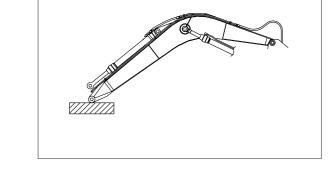
- ① Carry out installation in the reverse order to removal.
- A When lifting the arm assembly, always lift the center of gravity.
- * Bleed the air from the cylinder.

3) BOOM CYLINDER

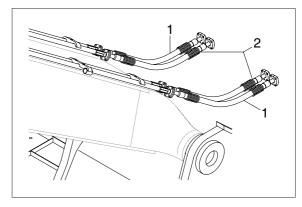
(1) Removal

- Remove arm and bucket assembly.
 For details, see removal of arm and bucket assembly.
- ② Remove boom cylinder assembly from boom.

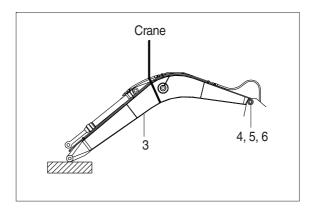
For details, see removal of arm cylinder assembly.



- ③ Disconnect head lamp wiring.
- ④ Disconnect bucket cylinder hose (2) and arm cylinder hose (1).
- When the hose are disconnected, oil may spurt out.
- ⑤ Sling boom assembly (3).

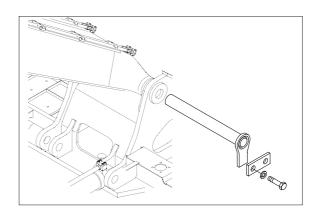


- ⑥ Remove bolt (4), plate (5) and pull out the pin (6) then remove boom assembly.· Weight :1950 kg (4300 lb)
- When lifting the boom assembly always lift the center of gravity.



(2) Install

- ① Carry out installation in the reverse order to removal.
- ♠ When lifting the arm assembly, always lift the center of gravity.
- * Bleed the air from the cylinder.



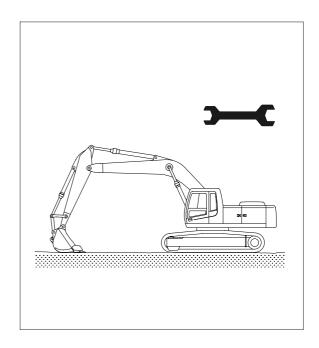
SECTION 9 COMPONENT MOUNTING TORQUE

Group	1	Introduction guide ·····	9-1
Group	2	Engine system	9-2
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		Hydraulic system	
Group	5	Undercarriage	9-9
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SECTION 9 COMPONENT MOUNTING TORQUE

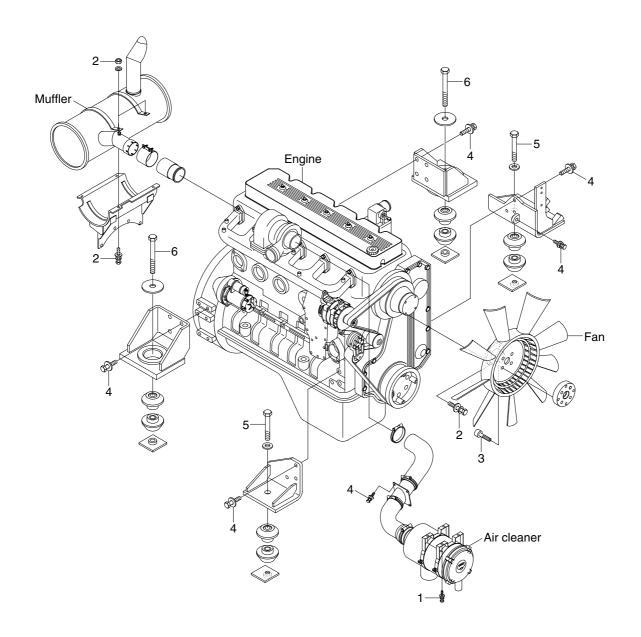
GROUP 1 INTRODUCTION GUIDE

- 1. This section shows bolt specifications and standard torque values needed when mounting components to the machine.
- Use genuine Hyundai spare parts.
 We expressly point out that Hyundai will not accept any responsibility for defects resulted from non-genuine parts.
 In such cases Hyundai cannot assume liability for any damage.
- ** Only metric fasteners can be used and incorrect fasteners may result in machine damage or malfunction.
- ** Before installation, clean all the components with a non-corrosive cleaner. Bolts and threads must not be worn or damaged.



GROUP 2 ENGINE SYSTEM

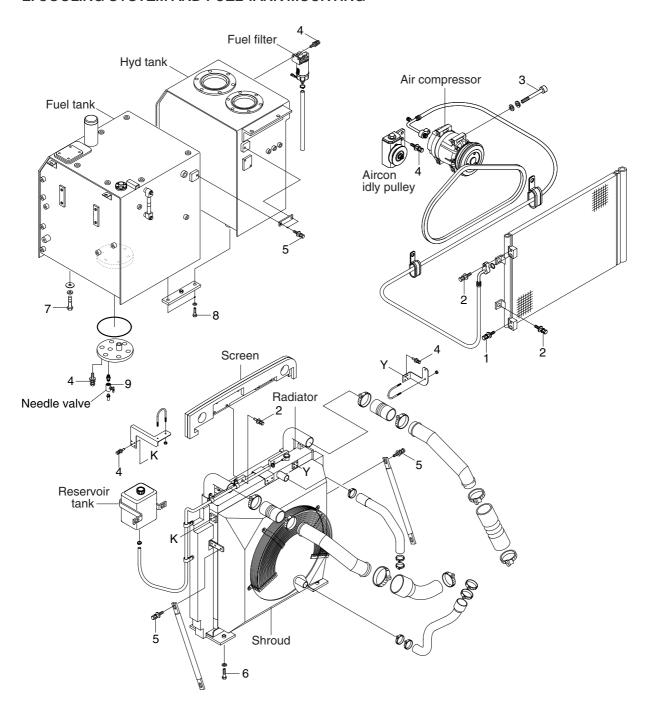
1. ENGINE AND ACCESSORIES MOUNTING



Item	Size	kgf · m	lbf ⋅ ft
1	M 8×1.25	2.5±0.5	18.1±3.6
2	M10×1.5	6.9±1.4	49.9±10.1
3	M10×1.25	9.0 ± 1.8	65±13

Item	Size	kgf ⋅ m	lbf ⋅ ft
4	M12×1.75	12.8±3.0	92.6±21.7
5	M20×2.5	55±3.5	398±25.3
6	M24×3.0	90±7.0	651±51

2. COOLING SYSTEM AND FUEL TANK MOUNTING

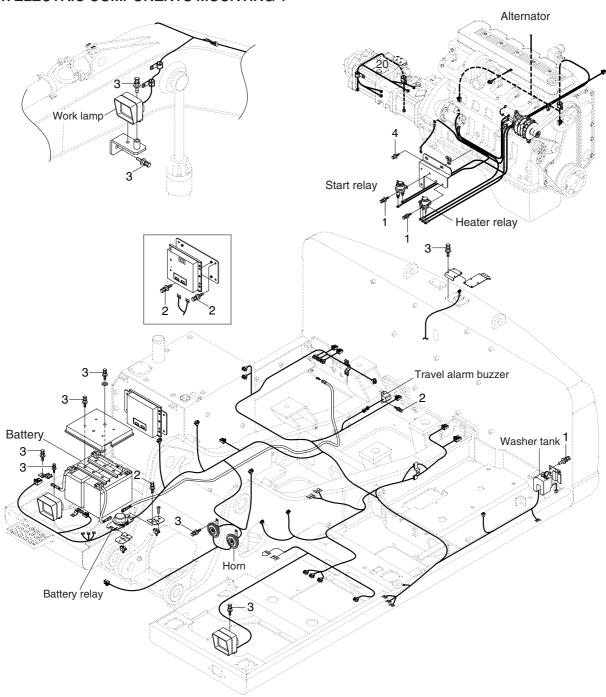


Item	Size	kgf ⋅ m	lbf ⋅ ft
1	M 6×1.0	1.05±0.2	7.6±1.45
2	M 8×1.25	2.5±0.5	18.1±3.6
3	M 8×1.0	4.5±0.9	32.5±6.5
4	M10×1.5	6.9±1.4	49.9±10.1
5	M12×1.75	12.8±3.0	92.6±21.7

Item	Size	kgf ⋅ m	lbf ⋅ ft
6	M16×2.0	29.7±4.5	215±32.5
7	M20×2.5	46±5.1	333 ± 36.9
8	M20×2.5	57.9±8.7	419 ± 62.9
9	-	2.3±0.6	16.6±4.3

GROUP 3 ELECTRIC SYSTEM

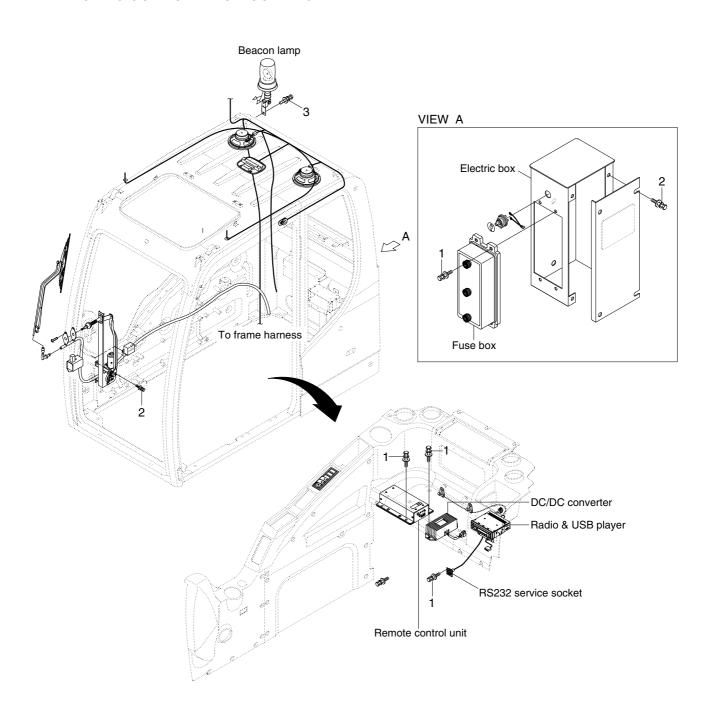
1. ELECTRIC COMPONENTS MOUNTING 1



Item	Size	kgf · m	lbf ⋅ ft
1	M 6×1.0	1.05±0.2	7.6±1.45
2	M 8×1.25	2.5±0.5	18.1±3.6

Item	Size	kgf ⋅ m	lbf ⋅ ft
3	M10×1.5	6.9±1.4	49.9±10.1
4	M12×1.75	12.8±3.0	92.6±21.7

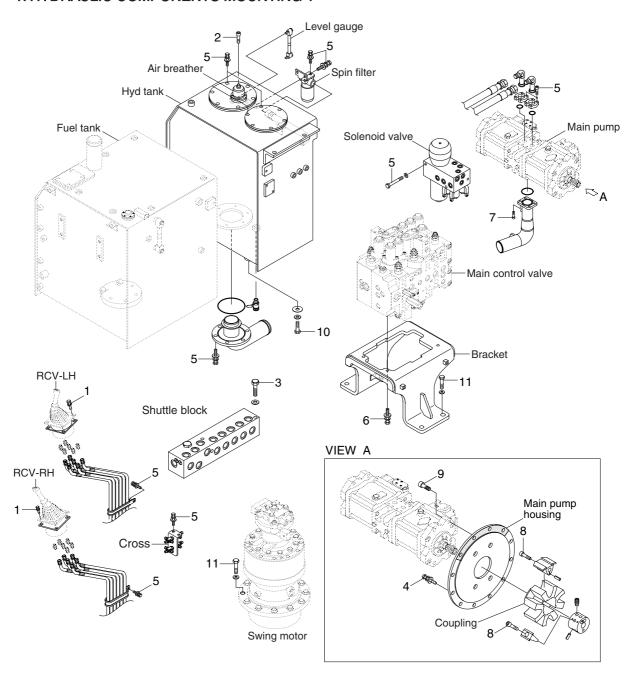
ELECTRIC COMPONENTS MOUNTING 2



Item	Size	kgf ⋅ m	lbf ⋅ ft
1	M 6×1.0	1.05±0.2	7.6±1.45
2	M 8×1.25	2.5±0.5	18.1±3.6
3	M10×1.5	6.9±1.4	49.9±10.1

GROUP 4 HYDRAULIC SYSTEM

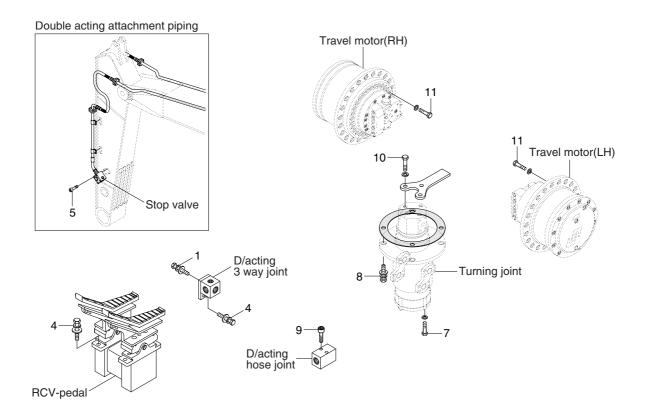
1. HYDRAULIC COMPONENTS MOUNTING 1



Item	Size	kgf ⋅ m	lbf ⋅ ft
1	M 6×1.0	1.05±0.2	7.6±1.45
2	M 6×1.0	1.44±0.3	10.4±2.2
3	M 8×1.25	2.5±0.5	18.1±3.6
4	M10×1.5	4.8±0.3	34.7±2.2
5	M10×1.5	6.9±1.4	49.9±10.1
6	M12×1.75	12.3±1.3	89±9.4

Item	Size	kgf ⋅ m	lbf ⋅ ft
7	M12×1.75	14.7±2.2	106±15.9
8	M18×2.5	32±1.0	231±7.2
9	M20×2.5	42±4.5	304 ± 32.5
10	M20×2.5	46±5.1	333 ± 36.9
11	M20×2.5	58.4±6.4	422±46.3

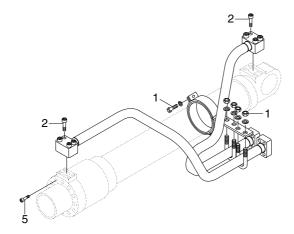
HYDRAULIC COMPONENTS MOUNTING 2



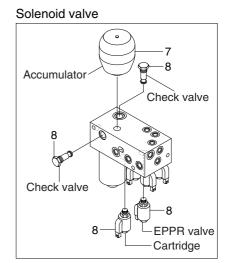
Item	Size	kgf ⋅ m	lbf ⋅ ft
1	M 8×1.25	2.5±0.5	18.1±3.6
3	M10×1.5	5.4±0.5	39±3.6
4	M10×1.5	6.9±1.4	49.9 ± 10.1
5	M10×1.5	8.27±1.7	59.8 ± 12.3

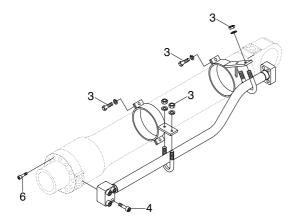
Item	Size	kgf ⋅ m	lbf ⋅ ft
7	M12×1.75	12.3±1.3	89±9.4
8	M12×1.75	12.8±3.0	92.6±21.7
9	M12×1.75	14.7±2.2	106 ± 15.9
10	M14×2.0	19.6±2.9	142±21.0
11	M16×2.0	23.0±2.5	166±18.1

HYDRAULIC COMPONENTS MOUNTING 3

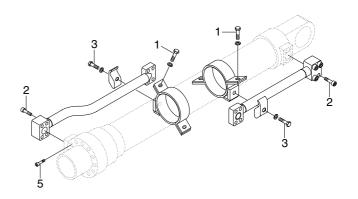


BOOM CYLINDER





ARM CYLINDER



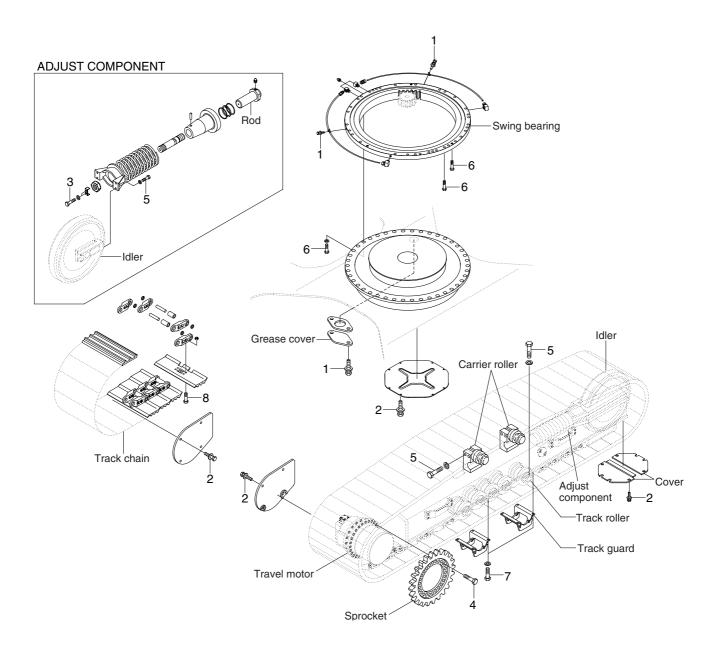
BUCKET CYLINDER

Item	Size	kgf ⋅ m	lbf ⋅ ft
1	M10×1.5	3.2±0.3	23.1±2.2
2	M10×1.5	5.4 ± 0.5	39.1±3.6
3	M12×1.75	5.5±0.6	39.8±4.3
4	M12×1.75	9.4±1.0	68.0±7.2

Item	Size	kgf ⋅ m	lbf ⋅ ft
5	M16×2.0	23±2.0	166±14.5
6	M18×2.5	32 ± 3.0	232±21.7
7	Accumulator	5.6 ± 0.5	40.5±3.6
8	Check valve	2.5±0.5	18±3.6

GROUP 5 UNDERCARRIAGE

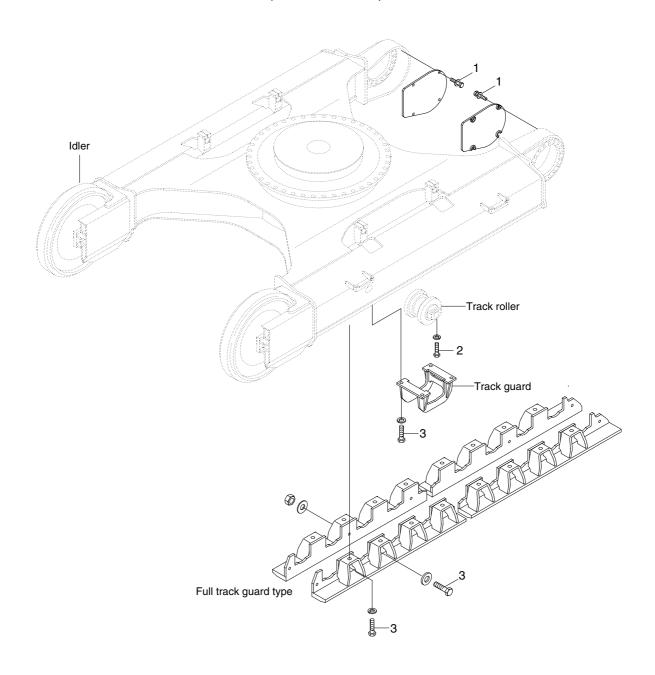
1. UNDERCARRIAGE MOUNTING



Item	Size	kgf ⋅ m	lbf ⋅ ft
1	M10×1.5	6.9±1.4	49.9±10.1
2	M12×1.75	12.8±3.0	92.6±21.7
3	M12×1.25	15±0.5	108±3.6
4	M16×2.0	26±2.5	188±18.1

Item	Size	kgf ⋅ m	lbf ⋅ ft
5	M16×2.0	29.7±4.5	215±32.5
6	M20×2.5	57.8±6.4	418±46.3
7	M20×2.5	57.9±8.7	419±62.9
8	M20×2.5	78±8.0	564±57.9

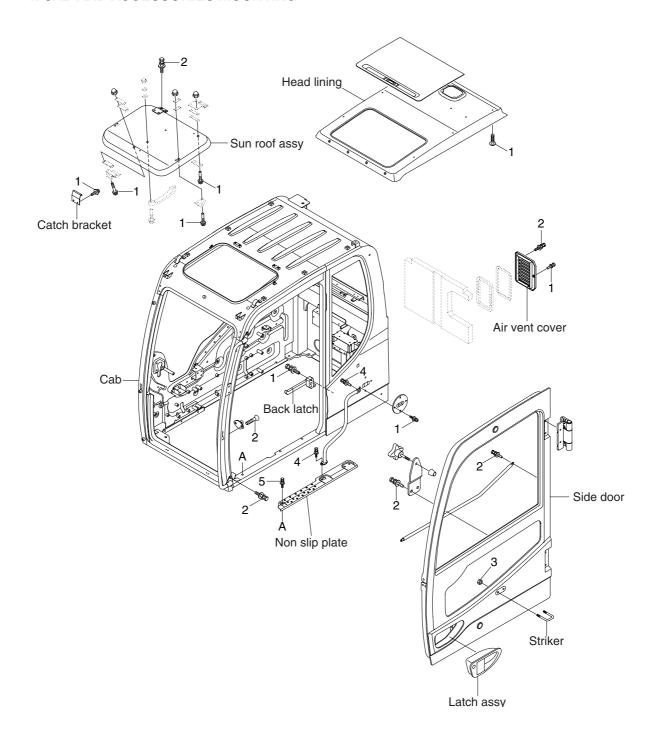
2. UNDERCARRIAGE MOUNTING (HIGH WALKER)



Item	Size	kgf · m	lbf ⋅ ft
1	M12×1.75	12.8±3.0	92.6±21.7
2	M20×2.5	29.7±4.5	215±32.5
3	M24×3.0	100±15	723±108

GROUP 6 STRUCTURE

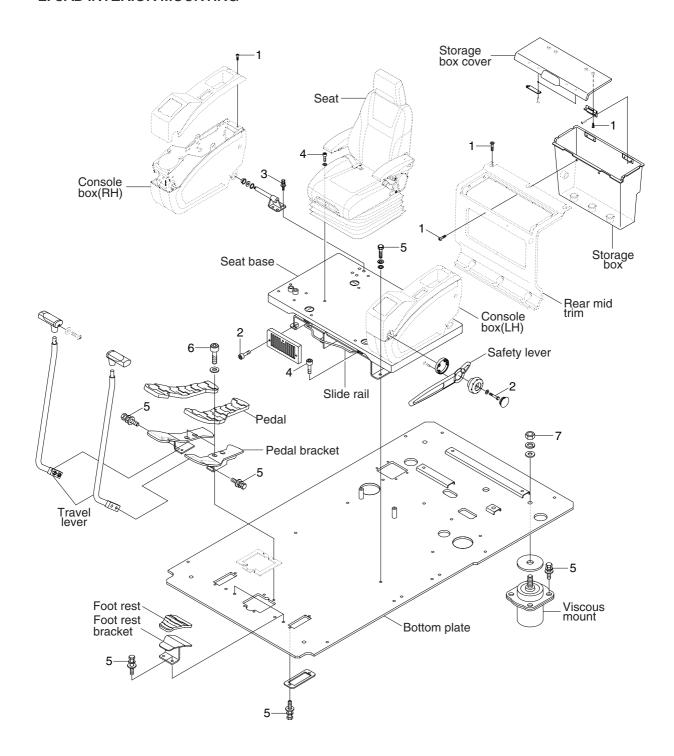
1. CAB AND ACCESSORIES MOUNTING



Item	Size	kgf ⋅ m	lbf ⋅ ft
1	M 6×1.0	1.44±0.3	10.4±2.2
2	M 8×1.25	2.5±0.5	18.1±3.6
3	M10×1.5	4.7±0.9	34±6.5

Item	Size	kgf ⋅ m	lbf ⋅ ft
4	M10×1.5	8.27±1.7	59.8±12.3
5	M12×1.75	12.8±3.0	92.6±21.7

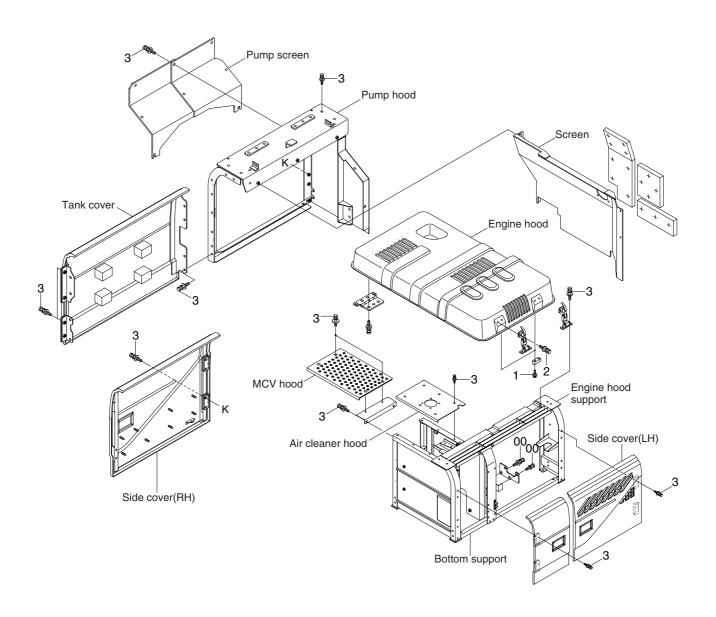
2. CAB INTERIOR MOUNTING



Item	Size	kgf · m	lbf ⋅ ft
1	M 6×1.0	0.49±0.1	3.5±0.7
2	M 6×1.0	1.05±0.2	7.6 ± 1.4
3	M 8×1.25	3.43 ± 0.7	24.8±5.1
4	M 8×1.25	4.05 ± 0.8	29.3±5.8

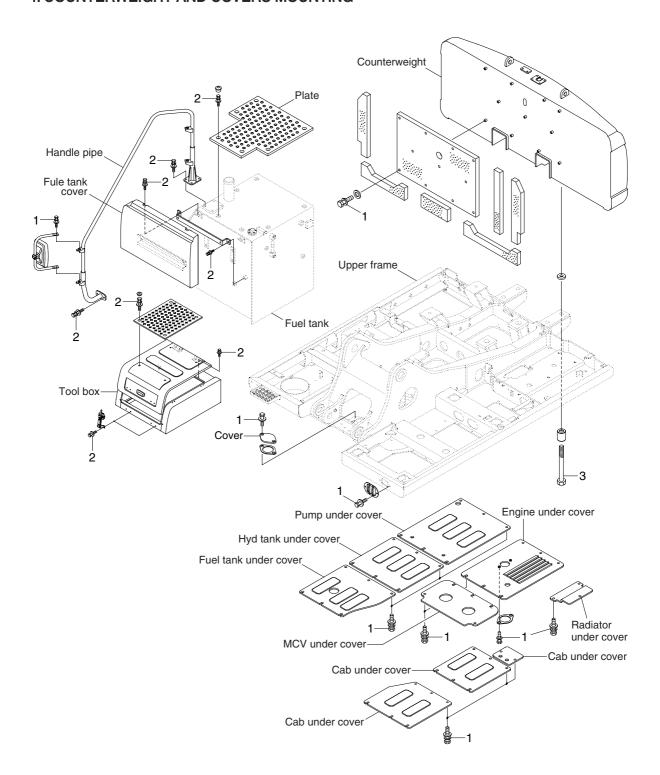
Ite	m	Size	kgf ⋅ m	lbf ⋅ ft
5	5	M10×1.5	6.9±1.4	49.9±10.1
6	6	M10×1.5	8.27±1.7	59.8 ± 12.3
7	7	M16×2.0	29.7±4.5	215±32.5

3. COWLING MOUNTING



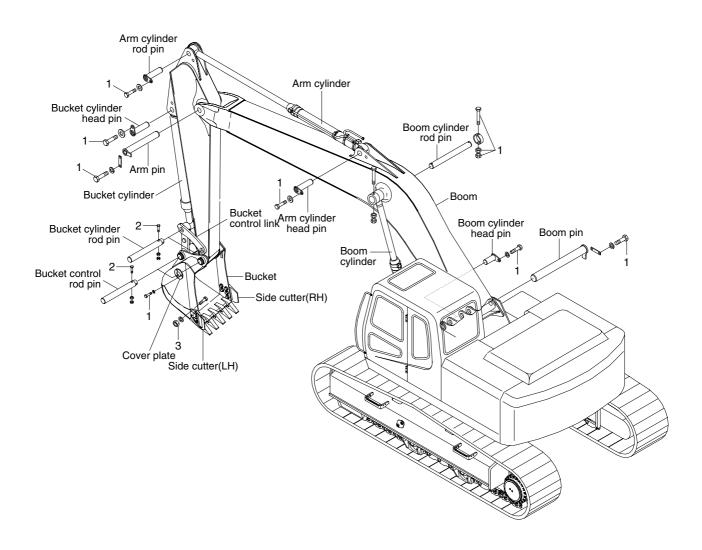
Item	Size	kgf ⋅ m	lbf ⋅ ft
1	M 6×1.0	1.05±0.2	7.6±1.4
2	M 8×1.25	2.5 ± 0.5	18.1±3.6
3	M12×1.75	12.8±3.0	92.6±21.7

4. COUNTERWEIGHT AND COVERS MOUNTING



Item	Size	kgf · m	lbf ⋅ ft
1	M10×1.5	6.9±1.4	49.9±10.1
2	M12×1.75	12.8±3.0	92.6±21.7
3	M36×3.0	340 ± 10	2460±72.3

GROUP 7 WORK EQUIPMENT



Item	Size	kgf ⋅ m	lbf ⋅ ft
1	M16×2.0	29.7±4.5	215±32.5
2	M20×2.5	57.9±8.7	419±62.9
3	M22×2.5	81.9±16.1	592±116