CONTENTS

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 DISASSEMBLY 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.

The specifications contained in this shop manual are subject to change at any time and without any advance notice. Contact your HD Hyundai Construction Equipment 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 HD Hyundai Construction Equipment 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
   2 - 3
   - 2: Item number (2. Structure and Function)
   - 3: Consecutive page number for each item.
3. Additional pages : Additional pages are indicated by a hyphen (-) and number after the page number. File as in the example.
   7 - 4
   7 - 4 - 1 ┐ Added pages
   7 - 4 - 2 ┘
   7 - 5

Revised edition mark (①②③…)

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
⚠	Safety	Special safety precautions are necessary when performing the work.
		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 50 in the vertical column at the left side, take this as ⓐ, then draw a horizontal line from ⓐ.

   (2) Locate the number 5 in 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, 55 mm = 2.165 inches.

2. Convert 550 mm 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 55 mm.

   (2) Carry out the same procedure as above to convert 55 mm to 2.165 inches.

   (3) The original value (550 mm) 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 550 mm = 21.65 inches.

Millimeters to inches

ⓑ

1 mm = 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
ⓐ 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	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 ℓ = 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

kgf · m to lbf · ft

1kgf · m = 7.233lbf · ft

	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

1kgf / cm² = 14.2233lbf / 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	4	39.2	3.9	39	102.2	23.3	74	165.2	62.7	145	293.0
-15.0	5	41.0	4.4	40	104.0	23.9	75	167.0	65.6	150	302.0
-14.4	6	42.8	5.0	41	105.8	24.4	76	168.8	68.3	155	311.0
-13.9	7	44.6	5.6	42	107.6	25.0	77	170.6	71.1	160	320.0
-13.3	8	46.4	6.1	43	109.4	25.6	78	172.4	73.9	165	329.0
-12.8	9	48.2	6.7	44	111.2	26.1	79	174.2	76.7	170	338.0
-12.2	10	50.0	7.2	45	113.0	26.7	80	176.0	79.4	172	347.0

SECTION 1 GENERAL

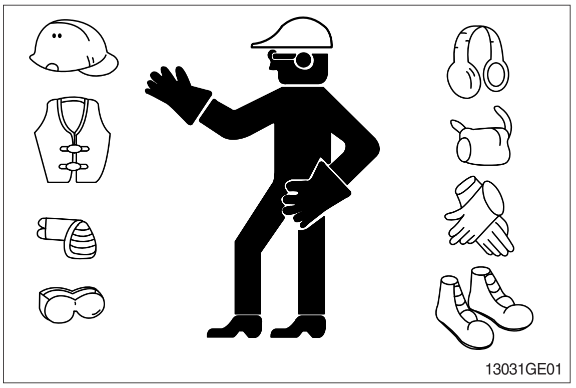
GROUP 1 SAFETY

FOLLOW SAFE PROCEDURE

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

WEAR PROTECTIVE CLOTHING

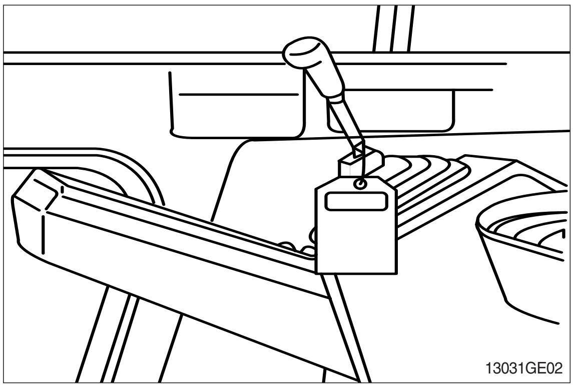
Wear close fitting clothing and safety equipment appropriate to the job.



13031GE01

WARN OTHERS OF SERVICE WORK

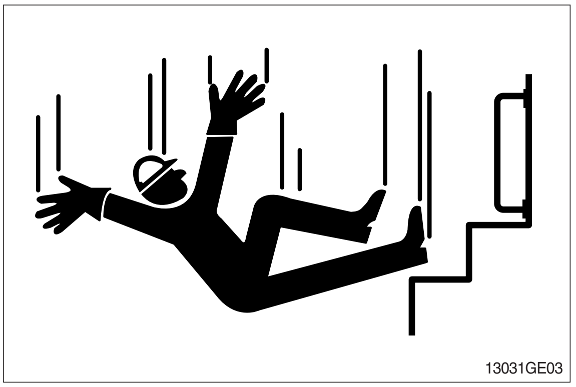
Unexpected machine movement can cause serious injury.
Before performing any work on the excavator, attach a 「**Do Not Operate**」 tag on the right side control lever.



13031GE02

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.



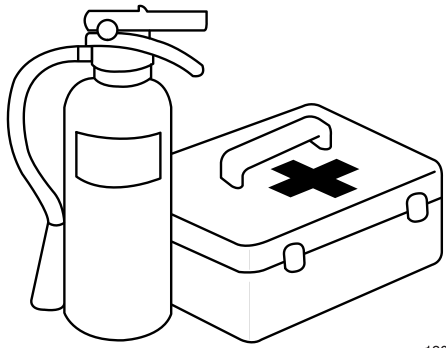
13031GE03

PREPARE FOR EMERGENCIES

Be prepared if a fire starts.

Keep a first aid kit and fire extinguisher handy.

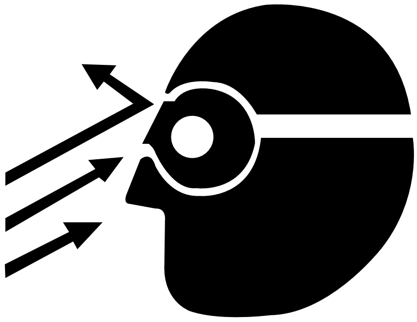
Keep emergency numbers for doctors, ambulance service, hospital, and fire department near your telephone.



13031GE04

PROTECT AGAINST FLYING DEBRIS

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

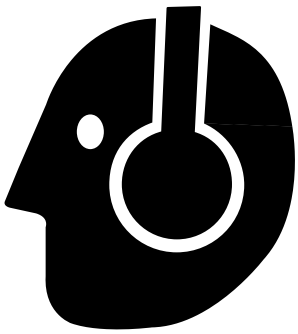


13031GE05

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.

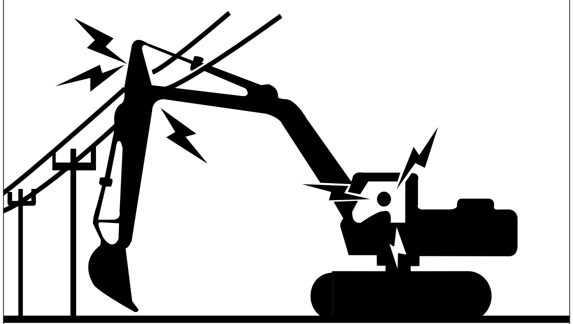


13031GE06

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.

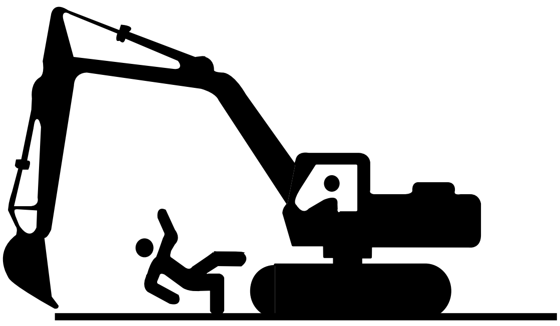


13031GE07

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.



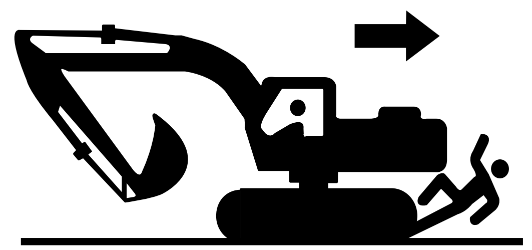
13031GE08

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.

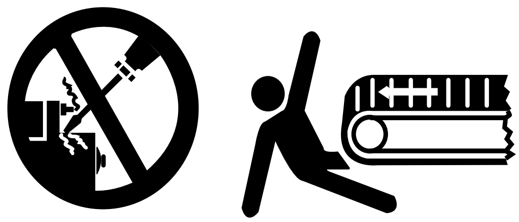


13031GE09

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.



13031GE26

PARK MACHINE SAFELY

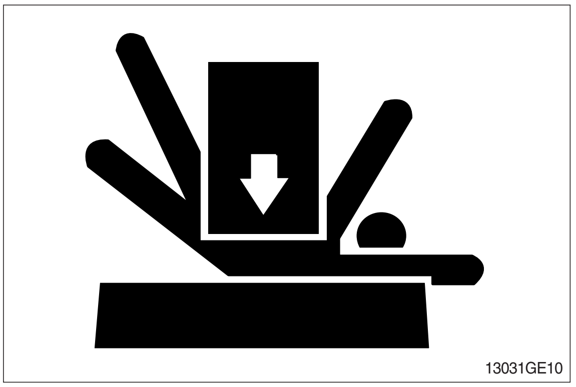
Before working on the machine:

· 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.

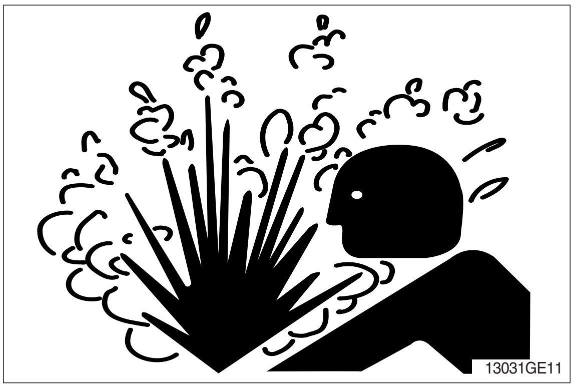


13031GE10

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.



13031GE11

HANDLE FLUIDS SAFELY-AVOID FIRES

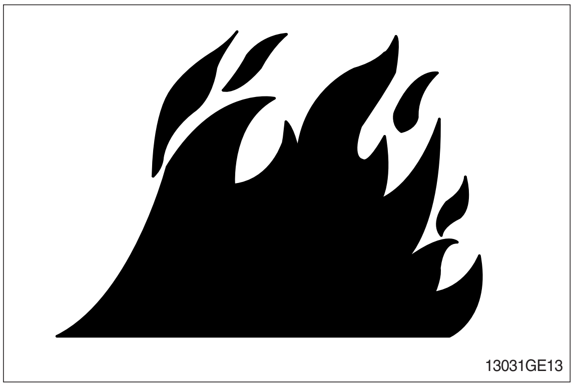
Handle fuel with care; It is highly flammable. Do not refuel the machine while smoking or when near open flame or sparks. Always stop engine before refueling machine.
Fill fuel tank outdoors.

13031GE12

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.

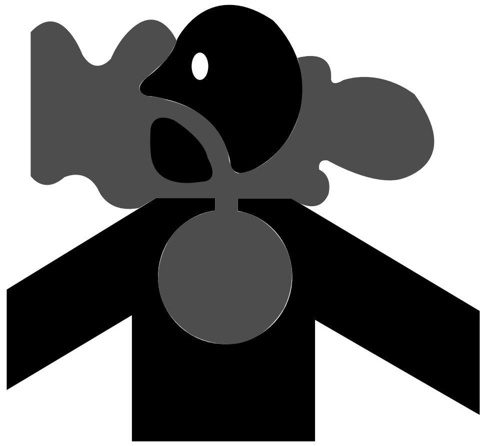


13031GE13

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.



13031GE14

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

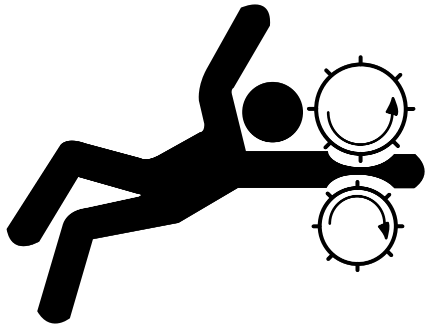
Illuminate your work area adequately but safely. Use a portable safety light for working inside or under the machine. Make sure the bulb is enclosed by a wire cage. The hot filament of an accidentally broken bulb can ignite spilled fuel or oil.

13031GE15

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.

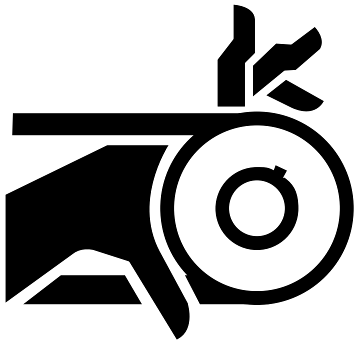


13031GE16

STAY CLEAR OF MOVING PARTS

Entanglements in moving parts can cause serious injury.

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



13031GE17

AVOID HIGH PRESSURE FLUIDS

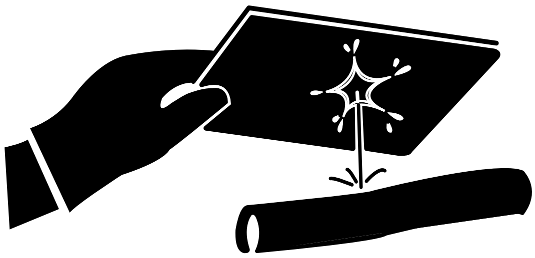
Escaping fluid under pressure can penetrate the skin causing serious injury.

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.

13031GE18



13031GE19

AVOID HEATING NEAR PRESSURIZED FLUID LINES

13031GE20

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

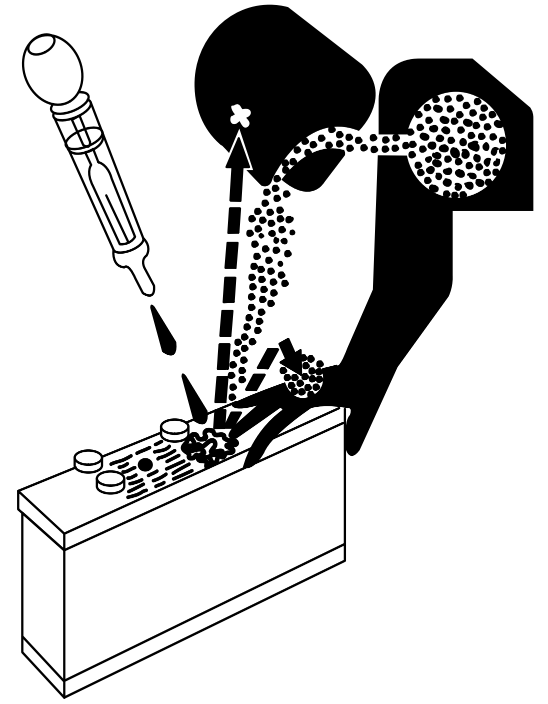
13031GE21

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℃ (60°F).

PREVENT ACID BURNS


13031GE22

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.

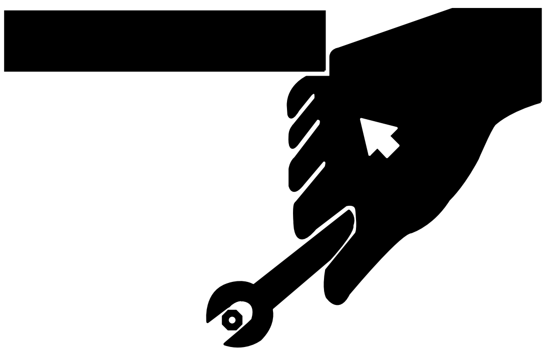
If you spill acid on yourself:

1. Flush your skin with water.
2. Apply baking soda or lime to help neutralize the acid.
3. 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


13031GE23

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.

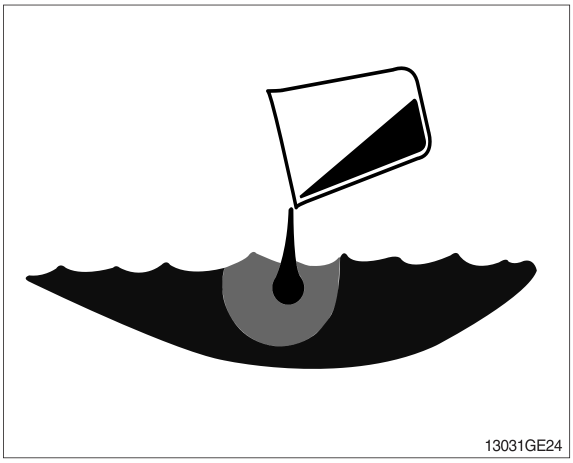
Use only recommended replacement parts. (See Parts catalogue.)

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.

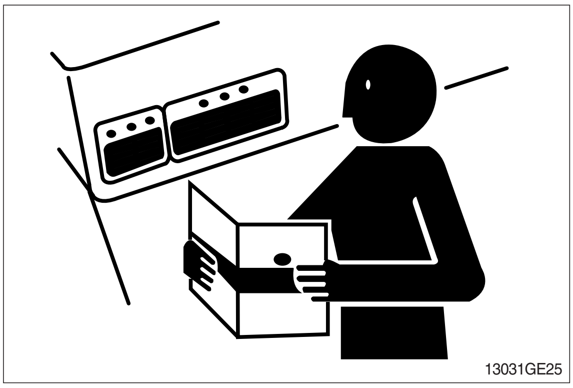
DO NOT pour oil into the ground, down a drain, or into a stream, pond, or lake. Observe relevant environmental protection regulations when disposing of oil, fuel, coolant, brake fluid, filters, batteries, and other harmful waste.



13031GE24

REPLACE SAFETY SIGNS

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

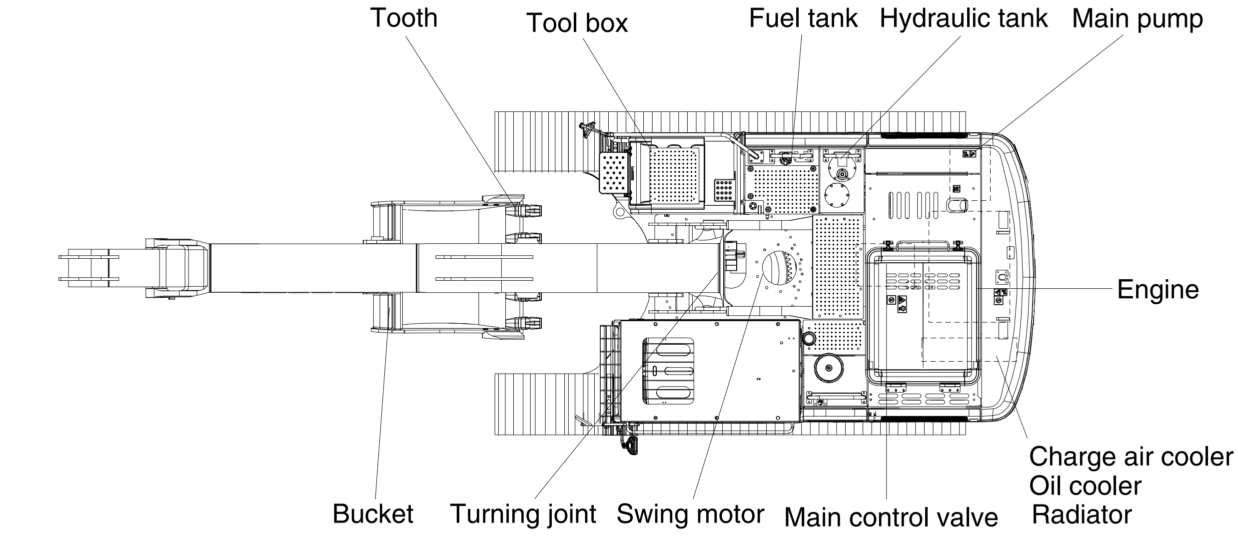


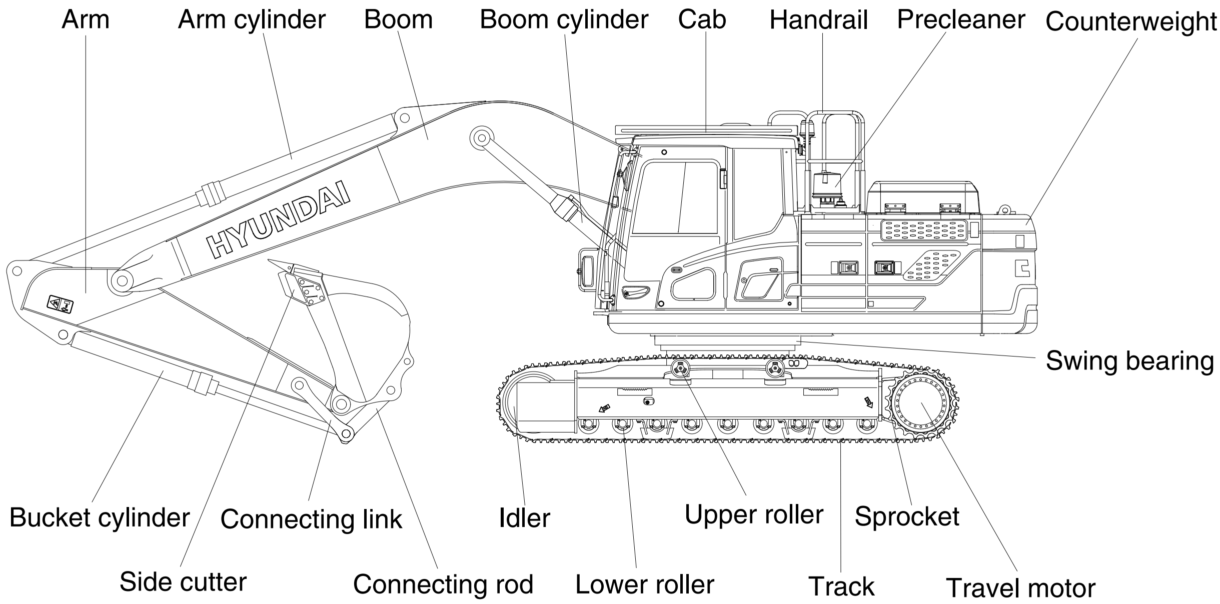
13031GE25

LIVE WITH SAFETY

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

1. MAJOR COMPONENT

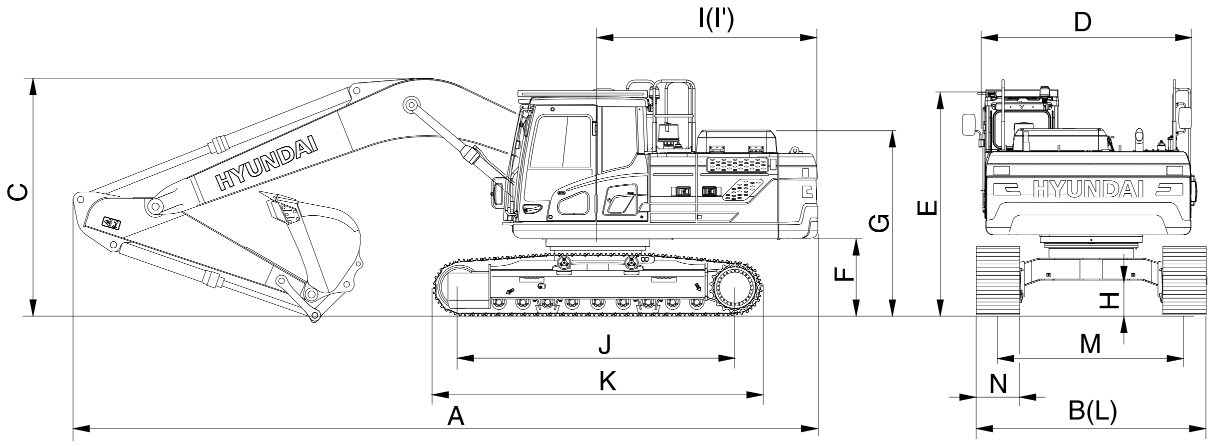




260SA2SP01

2. SPECIFICATIONS

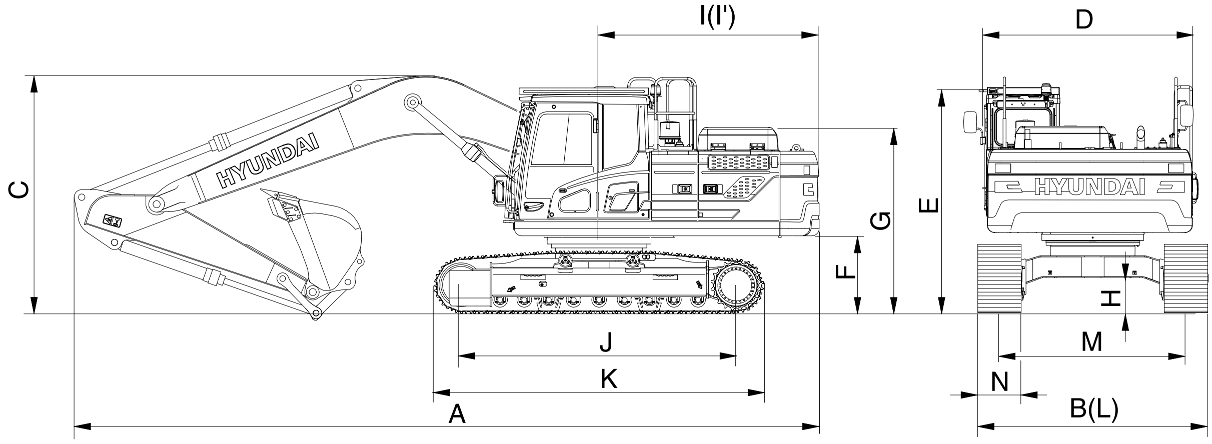
1) HX260LT3, MONO BOOM



260SA2SP02

Description		Unit		Specification			
		m (ft-in)	Boom	5.85 (19' 2")			
			Arm	3.05 (10' 0")	2.10 (6' 11")	2.50 (8' 2")	3.60 (11' 10")
		mm (in)	Shoe	600 (24)			
Operating weight		kg (lb)		26060 (57450)	25930 (57170)	25990 (57300)	26240 (57850)
Bucket capacity (SAE heaped) standard		m^3 (yd^3)		1.08 (1.41)	1.08 (1.41)	1.08 (1.41)	1.08 (1.41)
Overall length	A	mm (ft-in)		10010 (32' 10")	10170 (33' 4")	10070 (33' 0")	10040 (32' 11")
Overall width	B			3180 (10' 5")	3180 (10' 5")	3180 (10' 5")	3180 (10' 5")
Overall height of boom	C			3230 (10' 7")	3480 (11' 5")	3360 (11' 0")	3360 (11' 0")
Superstructure width	D			2840 (9' 4")	2840 (9' 4")	2840 (9' 4")	2840 (9' 4")
Overall height of cab	E			3050 (10' 0")	3050 (10' 0")	3050 (10' 0")	3050 (10' 0")
Ground clearance of counterweight	F			1110 (3' 8")	1110 (3' 8")	1110 (3' 8")	1110 (3' 8")
Overall height of engine hood	G			2580 (8' 6")	2580 (8' 6")	2580 (8' 6")	2580 (8' 6")
Overall height of handrail	G'			3260 (10' 8")	3260 (10' 8")	3260 (10' 8")	3260 (10' 8")
Minimum ground clearance	H			480 (1' 7")	480 (1' 7")	480 (1' 7")	480 (1' 7")
Rear-end distance	I			2990 (9' 10")	2990 (9' 10")	2990 (9' 10")	2990 (9' 10")
Rear-end swing radius	I'			3085 (10' 1")	3085 (10' 1")	3085 (10' 1")	3085 (10' 1")
Distance between tumblers	J			3830 (12' 7")	3830 (12' 7")	3830 (12' 7")	3830 (12' 7")
Undercarriage length	K			4640 (15' 3")	4640 (15' 3")	4640 (15' 3")	4640 (15' 3")
Undercarriage width	L			3180 (10' 5")	3180 (10' 5")	3180 (10' 5")	3180 (10' 5")
Track gauge	M			2580 (8' 6")	2580 (8' 6")	2580 (8' 6")	2580 (8' 6")
Track shoe width standard	N			600 (24")	600 (24")	600 (24")	600 (24")
Travel speed (low/high)		km/hr (mph)		3.2/5.6	3.2/5.6	3.2/5.6	3.2/5.6
Swing speed		rpm		10.9	10.9	10.9	10.9
Gradeability		Degree (%)		35 (70)	35 (70)	35 (70)	35 (70)
Ground pressure		kgf/cm^2 (psi)		0.53 (7.54)	0.53 (7.50)	0.53 (7.52)	0.53 (7.59)
Max traction force		kg (lb)		22193 48927	22193 48927	22193 48927	22193 48927

2) HX260LT3, HW

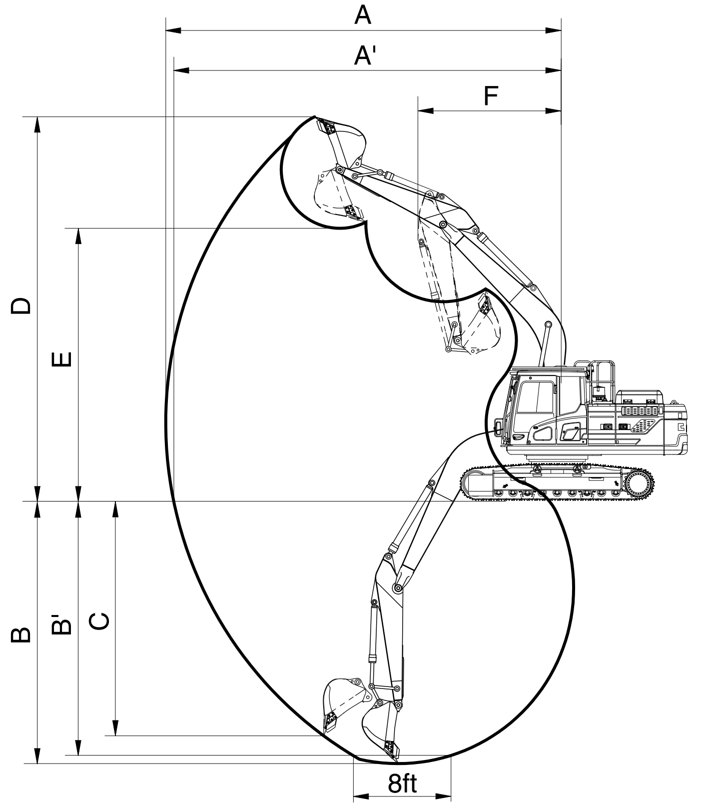


260SA2SP02

Description		Unit		Specification			
		m (ft-in)	Boom	5.85 (19' 2")			
			Arm	3.05 (10' 0")	2.10 (6' 11")	2.50 (8' 2")	3.60 (11' 10")
		mm (in)	Shoe	600 (24)			
Operating weight		kg (lb)		30710 (67700)	30580 (67420)	30640 (67550)	30890 (68100)
Bucket capacity (SAE heaped) standard		m^3 (yd^3)		1.08 (1.4)	1.08 (1.4)	1.08 (1.4)	1.08 (1.4)
Overall length	A	mm (ft-in)		9870 (32' 5")	10160 (33' 4")	10020 (32' 10")	10040 (32' 11")
Overall width	B			3390 (11' 1")	3390 (11' 1")	3390 (11' 1")	3390 (11' 1")
Overall height of boom	C			3220 (10' 7")	3630 (11' 11")	3460 (11' 4")	3610 (11' 10")
Superstructure width	D			2840 (9' 4")	2840 (9' 4")	2840 (9' 4")	2840 (9' 4")
Overall height of cab	E			3395 (11' 2")	3395 (11' 2")	3395 (11' 2")	3395 (11' 2")
Ground clearance of counterweight	F			1475 (4' 10")	1475 (4' 10")	1475 (4' 10")	1475 (4' 10")
Overall height of engine hood	G			2925 (9' 7")	2925 (9' 7")	2925 (9' 7")	2925 (9' 7")
Overall height of handrail	G'			3605 (11' 10")	3605 (11' 10")	3605 (11' 10")	3605 (11' 10")
Minimum ground clearance	H			765 (2' 6")	765 (2' 6")	765 (2' 6")	765 (2' 6")
Rear-end distance	I			2990 (9' 10")	2990 (9' 10")	2990 (9' 10")	2990 (9' 10")
Rear-end swing radius	I'			3085 (10' 1")	3085 (10' 1")	3085 (10' 1")	3085 (10' 1")
Distance between tumblers	J			4030 (13' 3")	4030 (13' 3")	4030 (13' 3")	4030 (13' 3")
Undercarriage length	K			4940 (16' 2")	4940 (16' 2")	4940 (16' 2")	4940 (16' 2")
Undercarriage width	L			3390 (11' 1")	3390 (11' 1")	3390 (11' 1")	3390 (11' 1")
Track gauge	M			2790 (9' 2")	2790 (9' 2")	2790 (9' 2")	2790 (9' 2")
Track shoe width standard	N			600 (24")	600 (24")	600 (24")	600 (24")
Travel speed (low/high)		km/hr (mph)		2.6/4.7 1.6/2.9	2.6/4.7 1.6/2.9	2.6/4.7 1.6/2.9	2.6/4.7 1.6/2.9
Swing speed		rpm		10.9	10.9	10.9	10.9
Gradeability		Degree (%)		35 (70)	35 (70)	35 (70)	35 (70)
Ground pressure		kgf/cm^2 (psi)		0.59 (8.41)	0.59 (8.37)	0.59 (8.39)	0.60 (8.46)
Max traction force		kg (lb)		27405 (60418)	27405 (60418)	27405 (60418)	27405 (60418)

3. WORKING RANGE AND DIGGING FORCE

1) HX260LT3, MONO BOOM

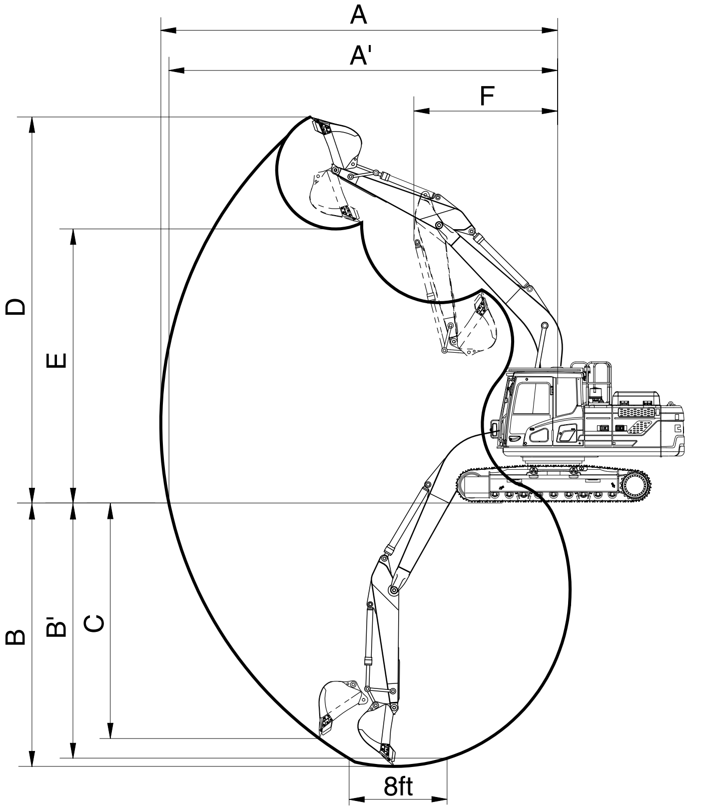


260SA2SP10

Description	m (ft-in)	Boom	5.85 (19' 2")			
		Arm	3.05 (10' 0")	2.10 (6' 11")	2.50 (8' 2")	3.60 (11' 10")
Max digging reach	mm (ft-in)	A	10360 (34' 0")	9560 (31' 4")	9870 (32' 5")	10870 (35' 8")
Max digging reach on ground		A'	10190 (33' 5")	9370 (30' 9")	9690 (31' 9")	10710 (35' 2")
Max digging depth		B	7010 (23' 0")	6060 (19' 11")	6460 (21' 2")	7560 (24' 10")
Max digging depth (8 ft level)		B'	6850 (22' 6")	5850 (19' 2")	6280 (20' 7")	7420 (24' 4")
Max vertical wall digging depth		C	6170 (20' 3")	5520 (18' 1")	5680 (18' 8")	6860 (22' 6")
Max digging height		D	10260 (33' 8")	9950 (32' 8")	10020 (32' 10")	10560 (34' 8")
Max dumping height		E	7150 (23' 5")	6800 (22' 4")	6900 (22' 8")	7430 (24' 5")
Min swing radius		F	3450 (11' 4")	3840 (12' 7")	3190 (10' 6")	3150 (10' 4")
Bucket digging force	kN	SAE	154.0 [168]	153.0 [166.9]	154.0 [168]	154.0 [168]
	kgf		15700 [17130]	15600 [17020]	15700 [17130]	15700 [17130]
	lbf		34610 [37770]	34390 [37520]	34610 [37770]	34610 [37770]
	kN	ISO	178.5 [194.7]	177.5 [193.7]	177.5 [193.7]	178.5 [194.7]
	kgf		18200 [19850]	18100 [19750]	18100 [19750]	18200 [19850]
	lbf		40120 [43760]	39900 [43540]	39900 [43540]	40120 [43760]
Arm digging force	kN	SAE	112.8 [123.1]	158.9 [173.3]	134.4 [146.6]	103.0 [112.3]
	kgf		11500 [12550]	16200 [17670]	13700 [14950]	10500 [11450]
	lbf		25350 [27670]	35710 [38960]	30200 [32960]	23150 [25240]
	kN	ISO	117.7 [128.4]	167.7 [182.9]	141.2 [154.1]	106.9 [116.6]
	kgf		12000 [13090]	17100 [18650]	14400 [15710]	10900 [11890]
	lbf		26460 [28860]	37700 [41120]	31750 [34630]	24030 [26210]

[ ] : Power boost

2) HX260LT3, HW



Description	m (ft-in)	Boom	5.85 (19' 2")			
		Arm	3.05 (10' 0")	2.10 (6' 11")	2.50 (8' 2")	3.60 (11' 10")
Max digging reach	mm (ft-in)	A	10360 (34' 0")	9560 (31' 4")	9870 (32' 5")	10870 (35' 8")
Max digging reach on ground		A'	10120 (33' 2")	9290 (30' 6")	9610 (31' 6")	10640 (34' 11")
Max digging depth		B	6650 (21' 10")	5700 (18' 8")	6100 (20' 0")	7200 (23' 7")
Max digging depth (8 ft level)		B'	6490 (21' 4")	5490 (18' 0")	5910 (19' 5")	7050 (23' 2")
Max vertical wall digging depth		C	5810 (19' 1")	5150 (16' 11")	5320 (17' 5")	6500 (21' 4")
Max digging height		D	10620 (34' 10")	10310 (33' 10")	10380 (34' 1")	10920 (35' 10")
Max dumping height		E	7510 (24' 8")	7160 (23' 6")	7260 (23' 10")	7790 (25' 7")
Min swing radius		F	3450 (11' 4")	3840 (12' 7")	3190 (10' 6")	3150 (10' 4")
Bucket digging force	kN	SAE	154.0 [168]	153.0 [166.9]	154.0 [168]	154.0 [168]
	kgf		15700 [17130]	15600 [17020]	15700 [17130]	15700 [17130]
	lbf		34610 [37770]	34390 [37520]	34610 [37770]	34610 [37770]
	kN	ISO	178.5 [194.7]	177.5 [193.7]	177.5 [193.7]	178.5 [194.7]
	kgf		18200 [19850]	18100 [19750]	18100 [19750]	18200 [19850]
	lbf		40120 [43760]	39900 [43540]	39900 [43540]	40120 [43760]
Arm digging force	kN	SAE	112.8 [123.1]	158.9 [173.3]	134.4 [146.6]	103.0 [112.3]
	kgf		11500 [12550]	16200 [17670]	13700 [14950]	10500 [11450]
	lbf		25350 [27670]	35710 [38960]	30200 [32960]	23150 [25240]
	kN	ISO	117.7 [128.4]	167.7 [182.9]	141.2 [154.1]	106.9 [116.6]
	kgf		12000 [13090]	17100 [18650]	14400 [15710]	10900 [11890]
	lbf		26460 [28860]	37700 [41120]	31750 [34630]	24030 [26210]

[ ] : Power boost

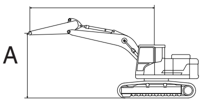
4. WEIGHT

Item	HX260LT3		HX260LT3 HW	
	kg	lb	kg	lb
Upperstructure assembly	11671	25730	11685	25760
Main frame weld assembly	2430	5360	2430	5360
Engine assembly	552	1220	552	1220
Main pump assembly	146	320	146	320
Main control valve assembly	220	490	220	490
Swing motor assembly	380	840	380	840
Hydraulic oil tank WA	185	410	185	410
Fuel tank WA	216	480	216	480
Counterweight	4600	10140	4600	10140
Cab assembly	495	1090	495	1090
Lower chassis assembly	8902	19630	13551	29870
Track frame weld assembly	2930	6460	5170	11400
Swing bearing	364	800	364	800
Travel motor assembly (2EA)	610	1340	886	1950
Turning joint	53	120	53	120
Sprocket (2EA)	103	230	103	230
Track recoil spring (2EA)	326	720	326	720
Idler (2EA)	301	660	301	660
Upper roller (2EA)	82	180	82	180
Lower roller (18EA)	855	1880	855	1880
Track-chain assembly (600 mm triple grouser shoe) (2EA)	3000	6610	3000	6610
Front attachment assembly				
5.85 m boom assembly	5487	12100	5487	12100
3.05 m arm assembly	2055	4530	2055	4530
1.08 m^3 SAE heaped bucket	987	2180	987	2180
Boom cylinder assembly (2EA)	910	2010	910	2010
Arm cylinder assembly	474	1040	474	1040
Bucket cylinder assembly	334	740	334	740
Bucket control linkage total	206	450	206	450

5. LIFTING CAPACITIES

Model	Type	Boom	Arm	Counterweight	Shoe	Wheel	Dozer		Outrigger	
HX260LT3	MONO BOOM	Length [mm]	Length [mm]	weight [kg]	width [mm]	width [mm]	Front	Rear	Front	Rear
		5850	2010	4600	600	-	-	-	-	-

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



Lift-point height (A)		Lift-point radius (B)								At max. reach		
		3.0 m (9.8 ft)		4.5 m (14.8 ft)		6.0 m (19.7 ft)		7.5 m (24.6 ft)		Capacity		Reach
												m (ft)
7.5 m	kg									*7270	*7270	5.55
(24.6 ft)	lb									*16030	*16030	(18.2)
6.0 m	kg			*7450	*7450	*7020	6840			*7120	5570	6.77
(19.7 ft)	lb			*16420	*16420	*15480	15080			*15700	12280	(22.2)
4.5 m	kg			*9300	*9300	*7680	6610			6980	4650	7.49
(14.8 ft)	lb			*20500	*20500	*16930	14570			15390	10250	(24.6)
3.0 m	kg					*8750	6300	6850	4540	6360	4220	7.86
(9.8 ft)	lb					*19290	13890	15100	10010	14020	9300	(25.8)
1.5 m	kg					9390	6030	6720	4410	6190	4080	7.93
(4.9 ft)	lb					20700	13290	14820	9720	13650	8990	(26.0)
0.0 m	kg			*14160	8870	9220	5880	6640	4350	6400	4200	7.70
(0.0 ft)	lb			*31220	19550	20330	12960	14640	9590	14110	9260	(25.3)
-1.5 m	kg			*13770	8910	9210	5870			7130	4660	7.16
(-4.9 ft)	lb			*30360	19640	20300	12940			15720	10270	(23.5)
-3.0 m	kg	*16820	*16820	*12420	9090	*9100	6030			*8600	5780	6.20
(-9.8 ft)	lb	*37080	*37080	*27380	20040	*20060	13290			*18960	12740	(20.4)

Note 1. Lifting capacity are based on ISO 10567.
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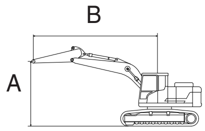
3. The Lift-point is bucket pivot mounting pin on the arm (without bucket mass).
4. *Indicates load limited by hydraulic capacity.

※ Lifting capacities are based upon a standard machine conditions.
Lifting capacities will vary with different work tools ground conditions and attachments.
The difference between the weight of a work tool attachment must be subtracted.
Consult your HD Hyundai Construction Equipment dealer regarding the lifting capacities for specific work tools and attachments.
Failure to comply to the rated load can cause possible personal injury or property damage.
Make adjustments to the rated load as necessary for non-standard configurations.

Model	Type	Boom	Arm	Counterweight	Shoe	Wheel	Dozer		Outrigger	
		Length [mm]	Length [mm]	weight [kg]	width [mm]	width [mm]	Front	Rear	Front	Rear
HX260LT3	MONO BOOM	5850	2500	4600	600	-	-	-	-	-

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



Lift-point height (A)		Lift-point radius (B)								At max. reach		
		3.0 m (9.8 ft)		4.5 m (14.8 ft)		6.0 m (19.7 ft)		7.5 m (24.6 ft)		Capacity		Reach
												m (ft)
7.5 m	kg									*6090	*6090	6.00
(24.6 ft)	lb									*13430	*13430	(19.7)
6.0 m	kg					*6490	*6490			*5660	5160	7.14
(19.7 ft)	lb					*14310	*14310			*12480	11380	(23.4)
4.5 m	kg			*8580	*8580	*7240	6680	*6730	4690	*5590	4360	7.82
(14.8 ft)	lb			*18920	*18920	*15960	14730	*14840	10340	*12320	9610	(25.7)
3.0 m	kg			*11110	9690	*8360	6350	6870	4550	*5750	3970	8.18
(9.8 ft)	lb			*24490	21360	*18430	14000	15150	10030	*12680	8750	(26.8)
1.5 m	kg			*13180	9100	9430	6060	6720	4410	5830	3840	8.25
(4.9 ft)	lb			*29060	20060	20790	13360	14820	9720	12850	8470	(27.1)
0.0 m	kg			*14060	8860	9220	5870	6610	4320	6000	3930	8.03
(0.0 ft)	lb			*31000	19530	20330	12940	14570	9520	13230	8660	(26.3)
-1.5 m	kg	*11530	*11530	*13950	8840	9160	5820	6620	4320	6610	4310	7.51
(-4.9 ft)	lb	*25420	*25420	*30750	19490	20190	12830	14590	9520	14570	9500	(24.6)
-3.0 m	kg	*18010	*18010	*12910	8980	9270	5920			8060	5220	6.61
(-9.8 ft)	lb	*39710	*39710	*28460	19800	20440	13050			17770	11510	(21.7)
-4.5 m	kg			*10170	9350					*8590	7760	5.12
(-14.8 ft)	lb			*22420	20610					*18940	17110	(16.8)

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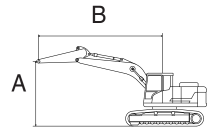
Failure to comply to the rated load can cause possible personal injury or property damage.
Make adjustments to the rated load as necessary for non-standard configurations.

Model	Type	Boom	Arm	Counterweight	Shoe	Wheel	Dozer		Outrigger	
HX260LT3	MONO BOOM	Length [mm]	Length [mm]	weight [kg]	width [mm]	width [mm]	Front	Rear	Front	Rear
		5850	3050	4600	600	-	-	-	-	-

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



Lift-point height (A)		Lift-point radius (B)										At max. reach		
		1.5 m (4.9 ft)		3.0 m (9.8 ft)		4.5 m (14.8 ft)		6.0 m (19.7 ft)		7.5 m (24.6 ft)		Capacity		Reach
														m (ft)
7.5 m	kg							*5640	*5640			*4020	*4020	6.66
(24.6 ft)	lb							*12430	*12430			*8860	*8860	(21.8)
6.0 m	kg							*5760	*5760	*4720	*4720	*3770	*3770	7.70
(19.7 ft)	lb							*12700	*12700	*10410	*10410	*8310	*8310	(25.3)
4.5 m	kg					*7520	*7520	*6570	*6570	*6150	4720	*3730	*3730	8.34
(14.8 ft)	lb					*16580	*16580	*14480	*14480	*13560	10410	*8220	*8220	(27.4)
3.0 m	kg					*10060	9890	*7760	6410	*6720	4560	*3840	3610	8.67
(9.8 ft)	lb					*22180	21800	*17110	14130	*14820	10050	*8470	7960	(28.5)
1.5 m	kg					*12400	9200	*8980	6070	6700	4390	*4110	3490	8.74
(4.9 ft)	lb					*27340	20280	*19800	13380	14770	9680	*9060	7690	(28.7)
0.0 m	kg			*6350	*6350	*13710	8830	9190	5840	6560	4260	*4580	3550	8.53
(0.0 ft)	lb			*14000	*14000	*30230	19470	20260	12870	14460	9390	*10100	7830	(28.0)
-1.5 m	kg	*7180	*7180	*11200	*11200	*13990	8730	9080	5740	6510	4210	*5410	3840	8.04
(-4.9 ft)	lb	*15830	*15830	*24690	*24690	*30840	19250	20020	12650	14350	9280	*11930	8470	(26.4)
-3.0 m	kg	*12130	*12130	*17610	*17610	*13350	8810	9120	5780			6970	4520	7.21
(-9.8 ft)	lb	*26740	*26740	*38820	*38820	*29430	19420	20110	12740			15370	9960	(23.7)
-4.5 m	kg			*16130	*16130	*11410	9080					*8250	6180	5.88
(-14.8 ft)	lb			*35560	*35560	*25150	20020					*18190	13620	(19.3)

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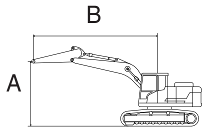
Model	Type	Boom	Arm	Counterweight	Shoe	Wheel	Dozer		Outrigger	
HX260LT3	MONO BOOM	Length [mm]	Length [mm]	weight [kg]	width [mm]	width [mm]	Front	Rear	Front	Rear
		5850	3600	4600	600	-	-	-	-	-



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

Lift-point height (A)		Lift-point radius (B)												At max. reach		
		1.5 m (4.9 ft)		3.0 m (9.8 ft)		4.5 m (14.8 ft)		6.0 m (19.7 ft)		7.5 m (24.6 ft)		9.0 m (29.5 ft)		Capacity		Reach
																m (ft)
9.0 m	kg													*3960	*3960	5.83
(29.5 ft)	lb													*8730	*8730	(19.1)
7.5 m	kg													*3480	*3480	7.32
(24.6 ft)	lb													*7670	*7670	(24.0)
6.0 m	kg									*5160	4880			*3290	*3290	8.27
(19.7 ft)	lb									*11380	10760			*7250	*7250	(27.1)
4.5 m	kg							*5870	*5870	*5600	4760			*3260	*3260	8.87
(14.8 ft)	lb							*12940	*12940	*12350	10490			*7190	*7190	(29.1)
3.0 m	kg					*8950	*8950	*7110	6480	*6230	4570	*4260	3390	*3350	3260	9.19
(9.8 ft)	lb					*19730	*19730	*15670	14290	*13730	10080	*9390	7470	*7390	7190	(30.1)
1.5 m	kg					*11490	9300	*8430	6090	6700	4380	*4900	3300	*3560	3160	9.25
(4.9 ft)	lb					*25330	20500	*18580	13430	14770	9660	*10800	7280	*7850	6970	(30.3)
0.0 m	kg			*7080	*7080	*13180	8810	9170	5810	6520	4210	*4320	3230	*3930	3200	9.05
(0.0 ft)	lb			*15610	*15610	*29060	19420	20220	12810	14370	9280	*9520	7120	*8660	7050	(29.7)
-1.5 m	kg	*6440	*6440	*10510	*10510	*13840	8620	8990	5650	6420	4130			*4560	3420	8.60
(-4.9 ft)	lb	*14200	*14200	*23170	*23170	*30510	19000	19820	12460	14150	9110			*10050	7540	(28.2)
-3.0 m	kg	*10440	*10440	*15470	*15470	*13580	8630	8980	5640	6450	4150			*5730	3930	7.82
(-9.8 ft)	lb	*23020	*23020	*34110	*34110	*29940	19030	19800	12430	14220	9150			*12630	8660	(25.7)
-4.5 m	kg	*15510	*15510	*17650	*17650	*12230	8840	*8930	5790					*7710	5080	6.62
(-14.8 ft)	lb	*34190	*34190	*38910	*38910	*26960	19490	*19690	12760					*17000	11200	(21.7)

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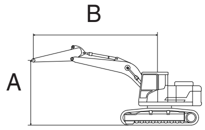
Model	Type	Boom	Arm	Counterweight	Shoe	Wheel	Dozer		Outrigger	
HX260LT3 HW	MONO BOOM	Length [mm]	Length [mm]	weight [kg]	width [mm]	width [mm]	Front	Rear	Front	Rear
		5850	2100	4600	600	-	-	-	-	-

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



Lift-point height (A)		Lift-point radius (B)								At max. reach		
		3.0 m (9.8 ft)		4.5 m (14.8 ft)		6.0 m (19.7 ft)		7.5 m (24.6 ft)		Capacity		Reach
												m (ft)
7.5 m	kg									*7200	*7200	5.91
(24.6 ft)	lb									*15870	*15870	(19.4)
6.0 m	kg			*7800	*7800	*7110	*7110			*7130	6500	6.98
(19.7 ft)	lb			*17200	*17200	*15670	*15670			*15720	14330	(22.9)
4.5 m	kg			*9890	*9890	*7920	*7920	*7230	5720	*7230	5590	7.61
(14.8 ft)	lb			*21800	*21800	*17460	*17460	*15940	12610	*15940	12320	(25.0)
3.0 m	kg					*9010	7730	*7610	5610	*7440	5190	7.90
(9.8 ft)	lb					*19860	17040	*16780	12370	*16400	11440	(25.9)
1.5 m	kg					*9940	7480	*8040	5490	7580	5110	7.90
(4.9 ft)	lb					*21910	16490	*17730	12100	16710	11270	(25.9)
0.0 m	kg			*14140	11220	*10380	7360	8130	5450	7980	5350	7.60
(0.0 ft)	lb			*31170	24740	*22880	16230	17920	12020	17590	11790	(24.9)
-1.5 m	kg	*13230	*13230	*13550	11290	*10130	7380			*8390	6060	6.97
(-4.9 ft)	lb	*29170	*29170	*29870	24890	*22330	16270			*18500	13360	(22.9)
-3.0 m	kg	*16040	*16040	*11860	11520					*8640	7820	5.89
(-9.8 ft)	lb	*35360	*35360	*26150	25400					*19050	17240	(19.3)

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4. *Indicates load limited by hydraulic capacity.

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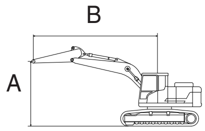
Make adjustments to the rated load as necessary for non-standard configurations.

Model	Type	Boom	Arm	Counterweight	Shoe	Wheel	Dozer		Outrigger	
HX260LT3 HW	MONO BOOM	Length [mm]	Length [mm]	weight [kg]	width [mm]	width [mm]	Front	Rear	Front	Rear
		5850	2500	4600	600	-	-	-	-	-

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



Lift-point height (A)		Lift-point radius (B)								At max. reach		
		3.0 m (9.8 ft)		4.5 m (14.8 ft)		6.0 m (19.7 ft)		7.5 m (24.6 ft)		Capacity		Reach
												m (ft)
7.5 m	kg					*6460	*6460			*5940	*5940	6.33
(24.6 ft)	lb					*14240	*14240			*13100	*13100	(20.8)
6.0 m	kg					*6620	*6620			*5620	*5620	7.34
(19.7 ft)	lb					*14590	*14590			*12390	*12390	(24.1)
4.5 m	kg			*9160	*9160	*7490	*7490	*6810	5760	*5610	5260	7.94
(14.8 ft)	lb			*20190	*20190	*16510	*16510	*15010	12700	*12370	11600	(26.0)
3.0 m	kg			*11700	*11700	*8650	7780	*7320	5620	*5820	4890	8.22
(9.8 ft)	lb			*25790	*25790	*19070	17150	*16140	12390	*12830	10780	(27.0)
1.5 m	kg			*13500	11370	*9690	7500	*7840	5480	*6300	4820	8.22
(4.9 ft)	lb			*29760	25070	*21360	16530	*17280	12080	*13890	10630	(27.0)
0.0 m	kg			*14110	11190	*10280	7350	8090	5400	*7170	5020	7.93
(0.0 ft)	lb			*31110	24670	*22660	16200	17840	11900	*15810	11070	(26.0)
-1.5 m	kg	*13530	*13530	*13790	11210	*10240	7330			*8060	5600	7.33
(-4.9 ft)	lb	*29830	*29830	*30400	24710	*22580	16160			*17770	12350	(24.0)
-3.0 m	kg	*17300	*17300	*12460	11400	*9140	7480			*8460	7000	6.31
(-9.8 ft)	lb	*38140	*38140	*27470	25130	*20150	16490			*18650	15430	(20.7)

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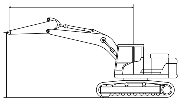
Model	Type	Boom	Arm	Counterweight	Shoe	Wheel	Dozer		Outrigger	
HX260LT3 HW	MONO BOOM	Length [mm]	Length [mm]	weight [kg]	width [mm]	width [mm]	Front	Rear	Front	Rear
		5850	3050	4600	600	-	-	-	-	-

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



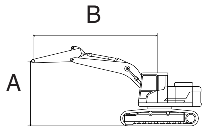
Lift-point height (A)		Lift-point radius (B)										At max. reach		
		1.5 m (4.9 ft)		3.0 m (9.8 ft)		4.5 m (14.8 ft)		6.0 m (19.7 ft)		7.5 m (24.6 ft)		Capacity		Reach
														m (ft)
9.0 m	kg											*4460	*4460	5.47
(29.5 ft)	lb											*9830	*9830	(18.0)
7.5 m	kg							*5580	*5580			*3930	*3930	6.96
(24.6 ft)	lb							*12300	*12300			*8660	*8660	(22.8)
6.0 m	kg							*5910	*5910	*5380	*5380	*3750	*3750	7.89
(19.7 ft)	lb							*13030	*13030	*11860	*11860	*8270	*8270	(25.9)
4.5 m	kg			*11330	*11330	*8090	*8090	*6840	*6840	*6270	5790	*3750	*3750	8.45
(14.8 ft)	lb			*24980	*24980	*17840	*17840	*15080	*15080	*13820	12760	*8270	*8270	(27.7)
3.0 m	kg					*10690	*10690	*8070	7830	*6880	5620	*3890	*3890	8.71
(9.8 ft)	lb					*23570	*23570	*17790	17260	*15170	12390	*8580	*8580	(28.6)
1.5 m	kg					*12820	11430	*9240	7510	*7510	5450	*4200	*4200	8.71
(4.9 ft)	lb					*28260	25200	*20370	16560	*16560	12020	*9260	*9260	(28.6)
0.0 m	kg			*7450	*7450	*13860	11140	*10020	7300	*7950	5340	*4740	4540	8.44
(0.0 ft)	lb			*16420	*16420	*30560	24560	*22090	16090	*17530	11770	*10450	10010	(27.7)
-1.5 m	kg	*8350	*8350	*12570	*12570	*13920	11090	*10240	7230	*7970	5320	*5710	4990	7.88
(-4.9 ft)	lb	*18410	*18410	*27710	*27710	*30690	24450	*22580	15940	*17570	11730	*12590	11000	(25.8)
-3.0 m	kg	*13480	*13480	*18690	*18690	*13030	11210	*9640	7310			*7740	6010	6.94
(-9.8 ft)	lb	*29720	*29720	*41200	*41200	*28730	24710	*21250	16120			*17060	13250	(22.8)
-4.5 m	kg			*14980	*14980	*10580	*10580					*8320	*8320	5.45
(-14.8 ft)	lb			*33030	*33030	*23320	*23320					*18340	*18340	(17.9)

Note 1. Lifting capacity are based on ISO 10567.
2. Lifting capacity of the HX series does not exceed 75% of tipping load with the machine on firm level ground or 87% of full hydraulic capacity.
3. The Lift-point is bucket pivot mounting pin on the arm (without bucket mass).
4. *Indicates load limited by hydraulic capacity.

※ Lifting capacities are based upon a standard machine conditions.
Lifting capacities will vary with different work tools ground conditions and attachments.
The difference between the weight of a work tool attachment must be subtracted.
Consult your HD Hyundai Construction Equipment dealer regarding the lifting capacities for specific work tools and attachments.
Failure to comply to the rated load can cause possible personal injury or property damage.
Make adjustments to the rated load as necessary for non-standard configurations.

Model	Type	Boom	Arm	Counterweight	Shoe	Wheel	Dozer		Outrigger	
HX260LT3 HW	MONO BOOM	Length [mm]	Length [mm]	weight [kg]	width [mm]	width [mm]	Front	Rear	Front	Rear
		5850	3600	4600	-	-	-	-	-	-

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



Lift-point height (A)		Lift-point radius (B) 1.5 m (4.9 ft) over-front	1.5 m (4.9 ft) over-side	3.0 m (9.8 ft) over-front	3.0 m (9.8 ft) over-side	4.5 m (14.8 ft) over-front	4.5 m (14.8 ft) over-side	6.0 m (19.7 ft) over-front	6.0 m (19.7 ft) over-side	7.5 m (24.6 ft) over-front	7.5 m (24.6 ft) over-side	9.0 m (29.5 ft) over-front	9.0 m (29.5 ft) over-side	At max. reach Capacity over-front	At max. reach Capacity over-side	Reach m (ft)
9.0 m	kg							*4480	*4480					*3800	*3800	6.26
(29.5 ft)	lb							*9880	*9880					*8380	*8380	(20.5)
7.5 m	kg									*3740	*3740			*3410	*3410	7.59
(24.6 ft)	lb									*8250	*8250			*7520	*7520	(24.9)
6.0 m	kg							*5190	*5190	*5290	*5290			*3270	*3270	8.45
(19.7 ft)	lb							*11440	*11440	*11660	*11660			*7210	*7210	(27.7)
4.5 m	kg							*6150	*6150	*5740	*5740			*3270	*3270	8.97
(14.8 ft)	lb							*13560	*13560	*12650	*12650			*7210	*7210	(29.4)
3.0 m	kg					*9610	*9610	*7440	*7440	*6410	5630	*4490	4230	*3390	*3390	9.22
(9.8 ft)	lb					*21190	*21190	*16400	*16400	*14130	12410	*9900	9330	*7470	*7470	(30.3)
1.5 m	kg					*12000	11520	*8720	7520	*7120	5430	*4910	4140	*3630	*3630	9.22
(4.9 ft)	lb					*26460	25400	*19220	16580	*15700	11970	*10820	9130	*8000	*8000	(30.3)
0.0 m	kg			*7780	*7780	*13430	11090	*9670	7260	*7690	5290			*4050	*4050	8.97
(0.0 ft)	lb			*17150	*17150	*29610	24450	*21320	16010	*16950	11660			*8930	*8930	(29.4)
-1.5 m	kg	*7370	*7370	*11560	*11560	*13860	10950	*10110	7140	7910	5220			*4780	4450	8.44
(-4.9 ft)	lb	*16250	*16250	*25490	*25490	*30560	24140	*22290	15740	17440	11510			*10540	9810	(27.7)
-3.0 m	kg	*11540	*11540	*17020	*17020	*13370	11010	*9870	7160	*7110	5280			*6170	5210	7.58
(-9.8 ft)	lb	*25440	*25440	*37520	*37520	*29480	24270	*21760	15790	*15670	11640			*13600	11490	(24.9)
-4.5 m	kg			*16730	*16730	*11650	11280	*8340	7370					*7820	7000	6.24
(-14.8 ft)	lb			*36880	*36880	*25680	24870	*18390	16250					*17240	15430	(20.5)

Note 1. Lifting capacity are based on ISO 10567.
2. Lifting capacity of the HX series does not exceed 75% of tipping load with the machine on firm level ground or 87% of full hydraulic capacity.
3. The Lift-point is bucket pivot mounting pin on the arm (without bucket mass).
4. *Indicates load limited by hydraulic capacity.

※ Lifting capacities are based upon a standard machine conditions.
Lifting capacities will vary with different work tools ground conditions and attachments.
The difference between the weight of a work tool attachment must be subtracted.
Consult your HD Hyundai Construction Equipment dealer regarding the lifting capacities for specific work tools and attachments.
Failure to comply to the rated load can cause possible personal injury or property damage.
Make adjustments to the rated load as necessory for non-standard configurations.

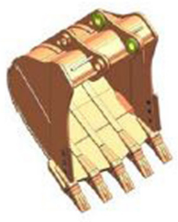
6. BUCKET SELECTION GUIDE

1) HX260LT3, 4600 KG COUNTERWEIGHT

General bucket

Heavy duty
(without side cutter)

Heavy duty
(with side cutter)



Rock heavy duty

Type	Capacity		Width	Weight	Tooth	MONO Recommendation			
	SAE Heaped	CECE heaped				5.85 m (19' 2") Boom			
	m^3 (yd^3)	m^3 (yd^3)	mm (in)	kg (lb)	EA	2.1 m (6' 11')Arm	2.5 m (8' 2") Arm	3.05 m (10' 0") Arm	3.60 m (11' 10") Arm
General bucket	1.08 (1.41)	0.95 (1.24)	1130 (44.5")	910 (2010)	5	●	●	●	●
	1.27 (1.66)	1.10 (1.44)	1290 (50.8")	1010 (2290)	5	●	●	◐	■
	1.50 (1.96)	1.30 (1.70)	1490 (58.7")	1080 (2380)	5	◐	◐	■	X

●	Applicable for materials with density of 2100 kg/m^3 (3500 lb/yd^3) or less
◐	Applicable for materials with density of 1800 kg/m^3 (3000 lb/yd^3) or less
■	Applicable for materials with density of 1500 kg/m^3 (2500 lb/yd^3) or less
▲	Applicable for materials with density of 1200 kg/m^3 (2000 lb/yd^3) or less
X	Not recommended

※ These recommendations are for general conditions and average use.
Work tools and ground conditions have effects on machine performance.
Select an optimum combination according to the working conditions and the type of work that is being done.
Consult your HD Hyundai Construction Equipment dealer for information on selecting the correct boom-arm-bucket combination.

2) HX260LT3, 5100 KG COUNTERWEIGHT

General bucket

Heavy duty
(without side cutter)

Heavy duty
(with side cutter)

Rock heavy duty

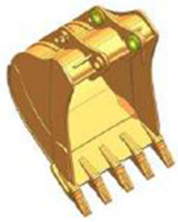
Type	Capacity SAE Heaped	Capacity CECE heaped	Width	Weight	Tooth	MONO Recommendation 5.85 m (19' 2") Boom			
	m^3 (yd^3)	m^3 (yd^3)	mm (in)	kg (lb)	EA	2.1 m (6' 11')Arm	2.5 m (8' 2") Arm	3.05 m (10' 0") Arm	3.60 m (11' 10") Arm
General bucket	1.08 (1.41)	0.95 (1.24)	1130 (44.5")	910 (2010)	5	●	●	●	●
	1.27 (1.66)	1.10 (1.44)	1290 (50.8")	1010 (2290)	5	●	●	●	◐
	1.50 (1.96)	1.30 (1.70)	1490 (58.7")	1080 (2380)	5	●	◐	■	X

●	Applicable for materials with density of 2100 kg/m^3 (3500 lb/yd^3) or less
◐	Applicable for materials with density of 1800 kg/m^3 (3000 lb/yd^3) or less
■	Applicable for materials with density of 1500 kg/m^3 (2500 lb/yd^3) or less
▲	Applicable for materials with density of 1200 kg/m^3 (2000 lb/yd^3) or less
X	Not recommended

※ These recommendations are for general conditions and average use.
Work tools and ground conditions have effects on machine performance.
Select an optimum combination according to the working conditions and the type of work that is being done.
Consult your HD Hyundai Construction Equipment dealer for information on selecting the correct boom－arm－bucket combination.

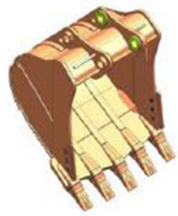
3) HX260LT3 HW, 4600 AND 5100 KG COUNTERWEIGHT

General bucket



Heavy duty
(without side cutter)

Heavy duty
(with side cutter)



Rock heavy duty

Type	Capacity		Width	Weight	Tooth	MONO Recommendation			
	SAE Heaped	CECE heaped				5.85 m (19' 2") Boom			
	m^3 (yd^3)	m^3 (yd^3)	mm (in)	kg (lb)	EA	2.1 m (6' 11')Arm	2.5 m (8' 2") Arm	3.05 m (10' 0") Arm	3.60 m (11' 10") Arm
General bucket	1.08 (1.41)	0.95 (1.24)	1130 (44.5")	910 (2010)	5	●	●	●	●
	1.27 (1.66)	1.10 (1.44)	1290 (50.8")	1010 (2290)	5	●	●	●	●
	1.50 (1.96)	1.30 (1.70)	1490 (58.7")	1080 (2380)	5	●	●	●	X

●	Applicable for materials with density of 2100 kg/m^3 (3500 lb/yd^3) or less
◐	Applicable for materials with density of 1800 kg/m^3 (3000 lb/yd^3) or less
■	Applicable for materials with density of 1500 kg/m^3 (2500 lb/yd^3) or less
▲	Applicable for materials with density of 1200 kg/m^3 (2000 lb/yd^3) or less
X	Not recommended

※ These recommendations are for general conditions and average use.
Work tools and ground conditions have effects on machine performance.
Select an optimum combination according to the working conditions and the type of work that is being done.
Consult your HD Hyundai Construction Equipment dealer for information on selecting the correct boom−arm−bucket combination.

7. UNDERCARRIAGE

1) TYPES OF SHOES

Model	Description	Unit		Triple grouser							
	width	mm	(in)	600	(24)	700	(28)	800	(32)	900	(36)
HX260LT3	Operating weight	kg	(lb)	26060	57450	26370	58140	26670	58800	26900	59480
	Ground pressure	kgf/cm²	(psi)	0.53	7.54	0.46	6.54	0.41	5.79	0.37	5.20
	Overall width	mm	(in)	3180	10' 5"	3280	10' 9"	3380	11' 1"	3480	11' 5"
	Link quantity	EA		51		51		51		51	

Model	Description	Unit		Triple grouser				Double grouser	
	width	mm	(in)	600	(24)	700	(28)	700	(28)
HX260LT3 HW	Operating weight	kg	(lb)	30710	6770	31300	69000	32340	71300
	Ground pressure	kgf/cm²	(psi)	0.59	8.41	0.52	7.35	0.53	7.58
	Overall width	mm	(in)	3390	11' 1"	3490	11' 5"	3490	11' 5"
	Link quantity	EA		48		48		48	

2) 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
600 mm triple grouser	Standard	A
700 mm triple grouser	Option	C
700 mm double grouser (HW only)	Option	C
800 mm triple grouser	Option	C
900 mm triple grouser	Option	C

Table 2

Category	Applications	Precautions
A	Rocky ground river beds normal soil	· Travel at low speed on rough ground with large obstacles such as boulders or fallen trees or a wide range of general civil engineering work
B	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
C	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
Maker / Model	Cummins / HE6.7
Type	4-cycle turbocharged charge air cooled electronic controlled diesel engine
Cooling method	Water cooled
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 (4.21" × 4.88")
Displacement	6.7 ℓ (408 cu in)
Compression ratio	17.2 : 1
Gross power	190 Hp (142 kW) at 2200 rpm
Net power	185 Hp (138 kW) at 2200 rpm
Max. power	195 Hp (145 kW) at 2000 rpm
Peak Torque	929 N·m (685 lbf·ft) at 1400 rpm
Engine oil quantity	23.7 ℓ (6.3 U.S. gal)
Wet weight	552 kg (1217 lb)
Starter motor	24 V-4.8 kW
Alternator	Valeo 24 V-95 A

2) MAIN PUMP

Item	Specification
Type	Variable displacement tandem axis piston pumps
Capacity	2 × 130 cc/rev
Maximum pressure	350 kgf/cm^2 (4980 psi) [380 kgf/cm^2 (5400 psi)]
Rated oil flow	2 × 247 ℓ/min (65.2 U.S. gpm / 54.3 U.K. gpm)
Rated speed	1700 rpm

[ ] : Power boost

3) GEAR PUMP

Item	Specification
Type	Fixed displacement gear pump single stage
Capacity	10 cc/rev
Maximum pressure	40 kgf/cm^2 (570 psi)
Rated oil flow	19 ℓ/min (5.0 U.S. gpm/4.2 U.K. gpm)

4) MAIN CONTROL VALVE

Item		Specification
Type		10 spools, two block
Operating method		Hydraulic pilot system
Main relief valve pressure		350 kgf/cm^2 (4980 psi) [380 kgf/cm^2 (5400 psi)]
Port relief valve pressure	Boom	400 kgf/cm^2 (5690 psi)
	Arm	400 kgf/cm^2 (5690 psi)
	Bucket	400 kgf/cm^2 (5690 psi)

[ ] : Power boost

5) SWING MOTOR

Item	Specification
Type	Fixed displacement axial piston motor
Capacity	142.8 cc/rev
Relief pressure	300 kgf/cm^2 (4267 psi)
Braking system	Automatic spring applied hydraulic released
Braking torque	58 kgf · m (420 lbf · ft) over
Brake release pressure	20.9~35.5 kgf/cm^2 (297~505 psi) below
Reduction gear type	2 - stage planetary

6) TRAVEL MOTOR

Item	Specification	
	HX260LT3	HX260LT3 HW
Type	Variable displacement axial piston motor	
Capacity	182.4/105.4 cc/rev	282.6/156.9 cc/rev
Relief pressure	350 kgf/cm^2 (4980 psi)	
Braking system	Automatic spring applied hydraulic released	
Braking torque	72 kgf · m (521 lbf · ft)	134 kgf · m (969 lbf · ft)
Brake release pressure	16.8 kgf/cm^2 (239 psi)	17 kgf/cm^2 (242 psi)
Reduction gear type	2-stage planetary	

7) CYLINDER

Item		Specification
Boom cylinder	Bore dia × Stroke	Ø135 × 1395 mm
	Cushion	Extend only
Arm cylinder	Bore dia × Stroke	Ø145 × 1620 mm
	Cushion	Extend and retract
Bucket cylinder	Bore dia × Stroke	Ø130 × 1185 mm
	Cushion	Extend only

※ Discoloration of cylinder rod can occur when the friction reduction additive of lubrication oil spreads on the rod surface.

※ Discoloration does not cause any harmful effect on the cylinder performance.

9. RECOMMENDED OILS

HD Hyundai Construction Equipment genuine lubricating oils have been developed to offer the best performance and service life for your equipment. These oils have been tested according to the specifications of HD Hyundai Construction Equipment and therefore will meet the highest safety and quality requirements.

We recommend that you use only HD Hyundai Construction Equipment genuine lubricating oils and grease officially approved by HD Hyundai Construction Equipment.

Service point	Kind of fluid	Capacity ℓ (U.S. gal)	Ambient temperature °C (°F): -50 (-58), -30 (-22), -20 (-4), -10 (14), 0 (32), 10 (50), 20 (68), 30 (86), 40 (104)
Engine oil pan	Engine oil	24.4 (6.4)	★SAE 0W-30 SAE 5W-30 SAE 10W-30 SAE CI-4 and 10W-30 SAE 5W-40 or 15W-40
Swing drive	Gear oil	7.0 (1.8)	★SAE 75W-90
Final drive	Gear oil	7.0 (1.8) 6.0 (1.6)-HW	SAE 80W-90
Hydraulic tank	Hydraulic oil	Tank 160 (42.3) System 275 (72.6)	★ISO VG 15 ISO VG 32 ISO VG 68
Fuel tank	Diesel fuel	450 (119)	★ASTM D975 NO.1 ASTM D975 NO.2
Fitting (grease nipple)	Grease	As required	★NLGI NO.1 NLGI NO.2
Radiator (reservoir tank)	Mixture of antifreeze and soft water★1	40 (10.6)	Ethylene glycol base permanent type (50 : 50) ★Ethylene glycol base permanent type (60 : 40)

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

★ : Cold region (Russia CIS Mongolia)
★1 : Soft water
City water or distilled water

※ Using any lubricating oils other than HD Hyundai Construction Equipment genuine products may lead to a deterioration of performance and cause damage to major components.

※ Do not mix HD Hyundai Construction Equipment genuine oil with any other lubricating oil as it may result in damage to the systems of major components.

※ Do not use any engine oil other than that specified above as it may clog the diesel particulate filter(DPF).

※ For HD Hyundai Construction Equipment genuine lubricating oils and grease for use in regions with extremely low temperatures please contact HD Hyundai Construction Equipment dealers.

SECTION 2 STRUCTURE AND FUNCTION

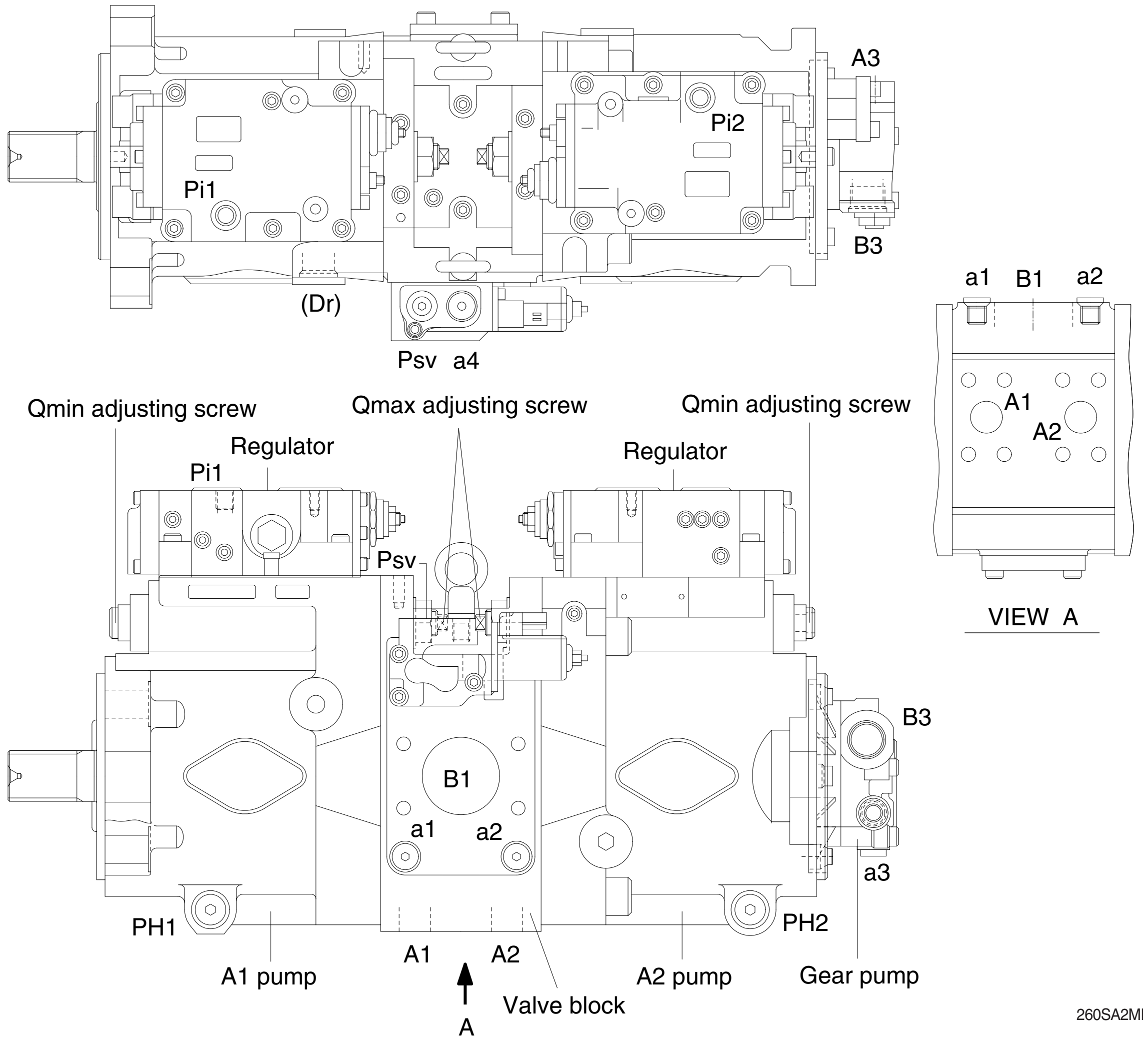
SECTION 2 STRUCTURE AND FUNCTION

GROUP 1 PUMP DEVICE

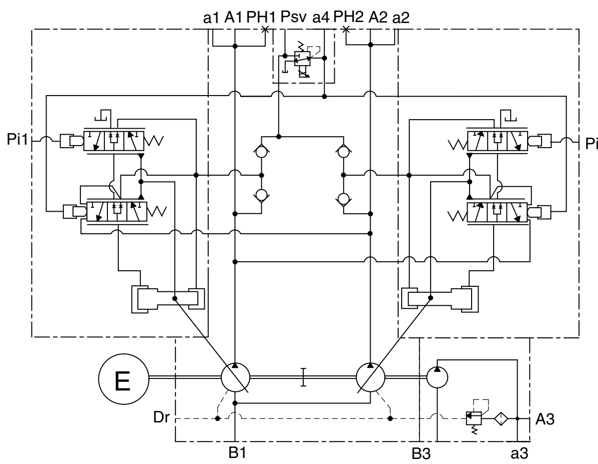
1. STRUCTURE

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

· WITHOUT PTO TYPE



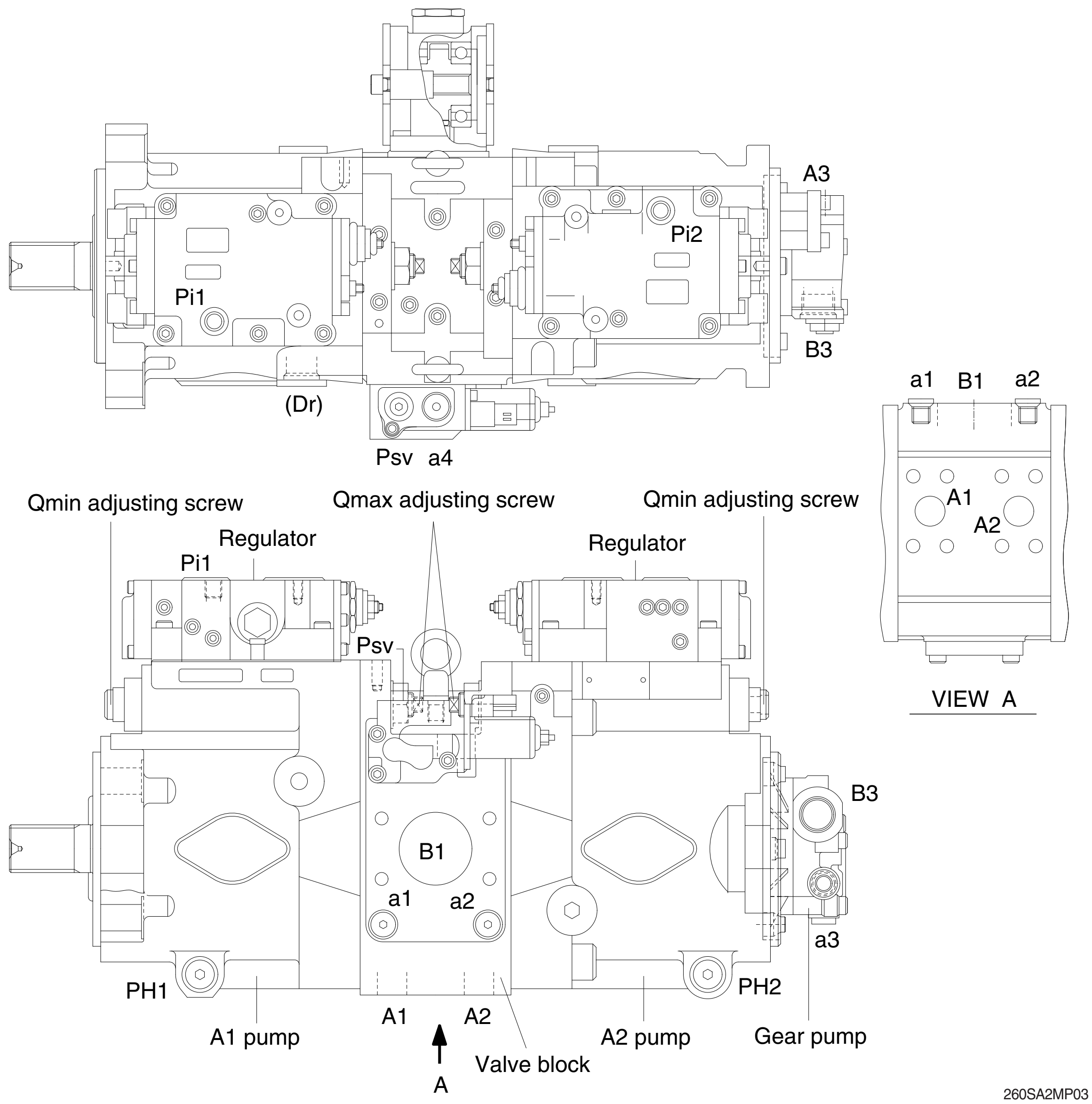
260SA2MP01



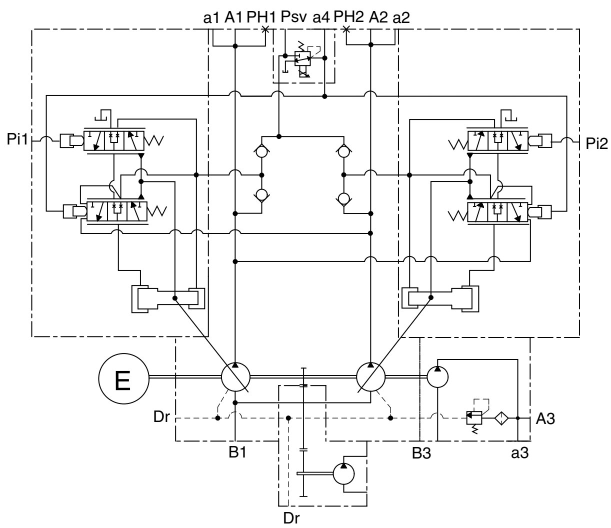
260SA2MP02

Port	Port name	Port size
A1,2	Delivery port	SAE 6000 psi 1"
B1	Suction port	SAE 2500 psi 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
PH1,2	Pressure sensor port	PF 3/8-17
a3	Gauge port	PF 1/4-14
A3	Gear pump delivery port	PF 1/2 - 19
B3	Gear pump suction port	PF 3/4 - 20.5

· WITH PTO TYPE



260SA2MP03

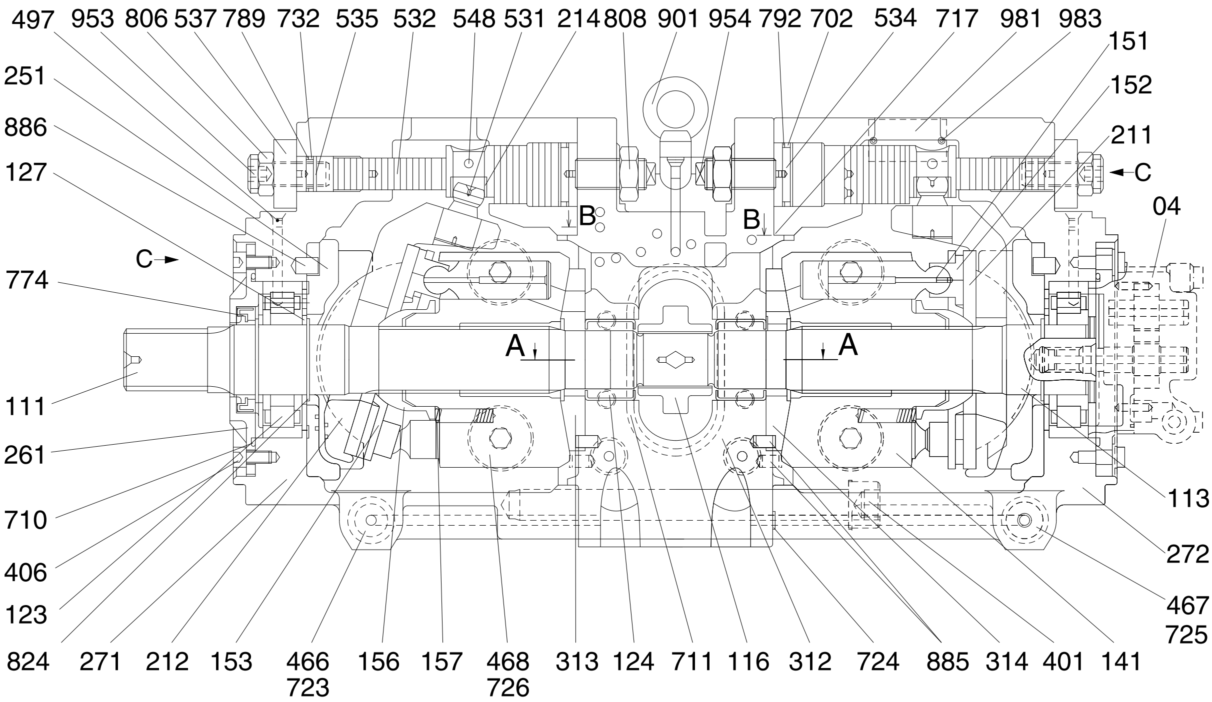


260SA2MP04

Port	Port name	Port size
A1,2	Delivery port	SAE 6000 psi 1"
B1	Suction port	SAE 2500 psi 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
PH1,2	Pressure sensor port	PF 3/8-17
a3	Gauge port	PF 1/4-14
A3	Gear pump delivery port	PF 1/2 - 19
B3	Gear pump suction port	PF 3/4 - 20.5

1) MAIN PUMP (1/3)

The main pump consists of two piston pumps (A1 & A2) and valve block.

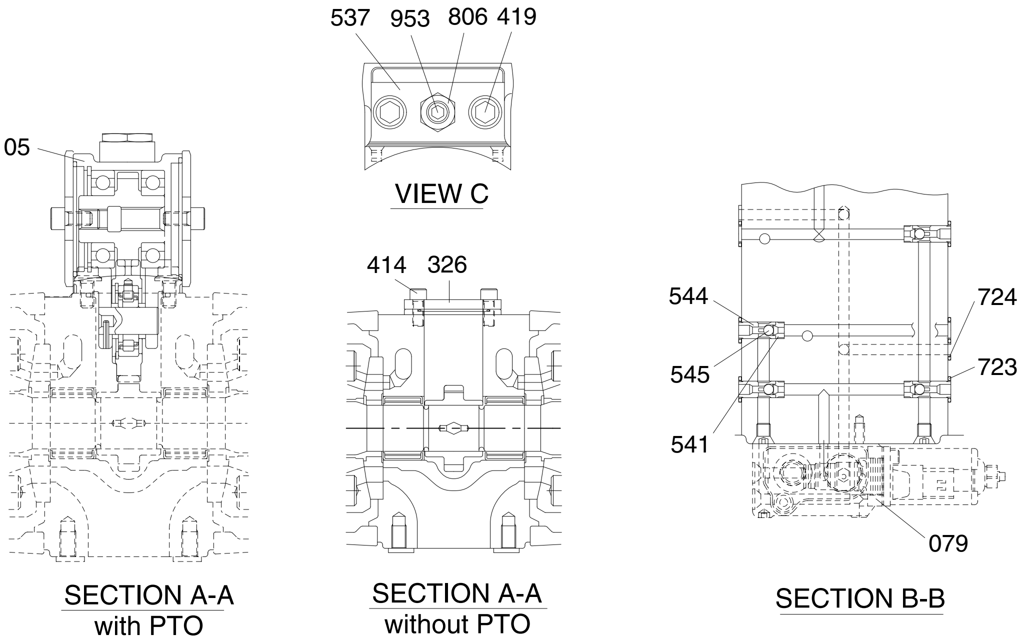


※ Section A-A, B-B, view C : see next page.

260SA2MP05

04	Gear pump	272	Pump casing (R)	711	O-ring
111	Drive shaft (F)	312	Valve block	717	O-ring
113	Drive shaft (R)	313	Valve plate (R)	723	O-ring
116	1st gear	314	Valve plate (L)	724	Square ring
123	Roller bearing	401	Hexagon socket bolt	725	O-ring
124	Needle bearing	406	Hexagon socket bolt	726	O-ring
127	Bearing spacer	466	Plug	732	O-ring
141	Cylinder block	467	Plug	774	Oil seal
151	Piston	468	Plug	789	Back up ring
152	Shoe	497	MH Plug	792	Back up ring
153	Set plate	531	Tilting pin	806	Hexagon head nut
156	Spherical bushing	532	Servo piston	808	Hexagon head nut
157	Cylinder spring	534	Stopper (L)	824	Snap ring
211	Shoe plate	535	Stopper (S)	885	Pin
212	Swash plate	537	Servo cover (S)	886	Pin
214	Tilting Bushing	548	Feed-back pin	901	Eye bolt
251	Support	702	O-ring	953	Set screw
261	Seal cover (F)	710	O-ring	954	Set screw
271	Pump casing (F)				

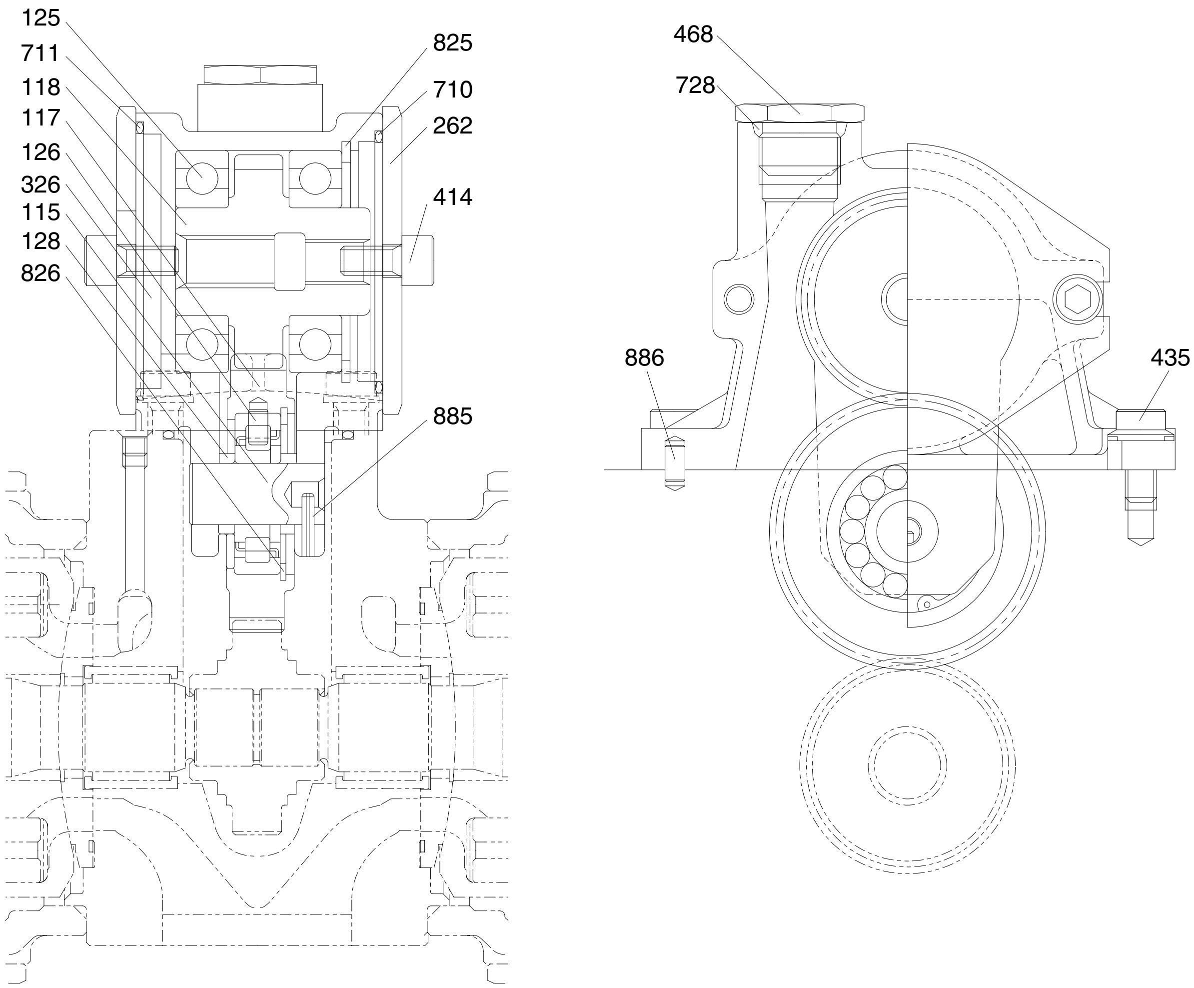
MAIN PUMP (2/3)



220S2MP06

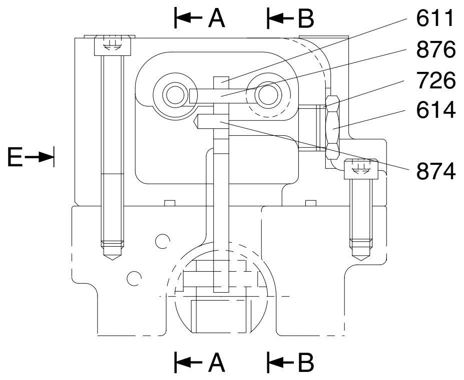
05	PTO unit (with PTO)	537	Servo cover	724	Square ring
079	Proportional reducing valve	541	Seat	806	Hexagon head nut
326	Cover (without PTO)	544	Stopper 1	953	Set screw
414	Hexagon socket bolt (without PTO)	545	Steel ball		
419	Hexagon socket bolt	723	O-ring		

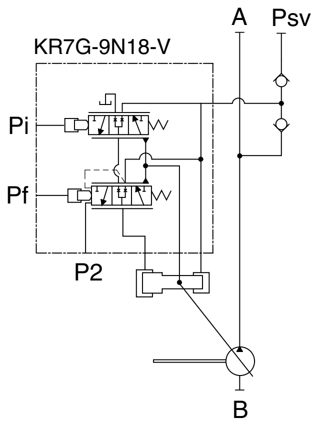
MAIN PUMP (3/3, WITH PTO TYPE)



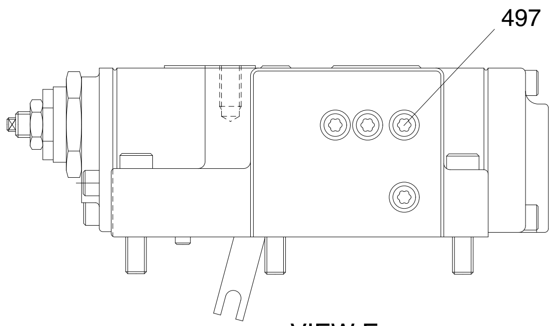
115	Idler shaft	262	Cover	711	O-ring
117	Gear No. 2	326	Gear case	728	O-ring
118	Gear No. 3	414	Socket head screw	825	Retainer ring
125	Ball bearing	435	Flange head socket bolt	826	Retainer ring
126	Roller bearing	468	Plug	885	Spring pin
128	Bearing spacer	710	O-ring	886	Pin

2) REGULATOR (1/2)

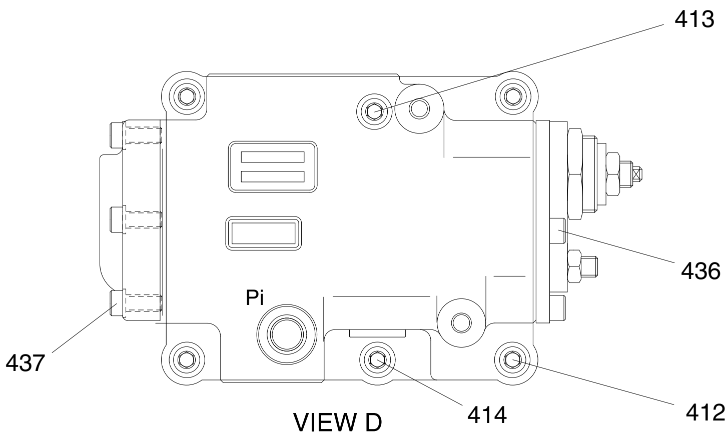




260SA2MP08



VIEW E

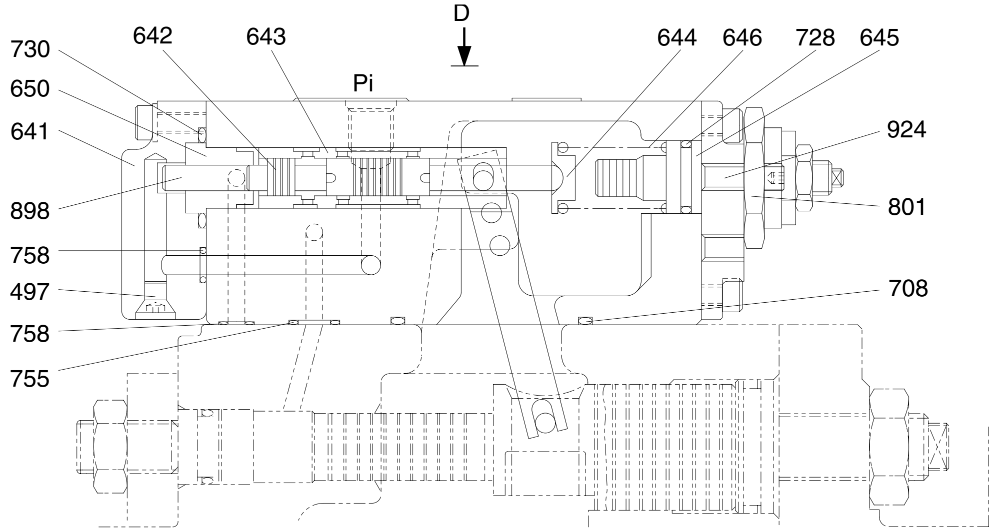


VIEW D

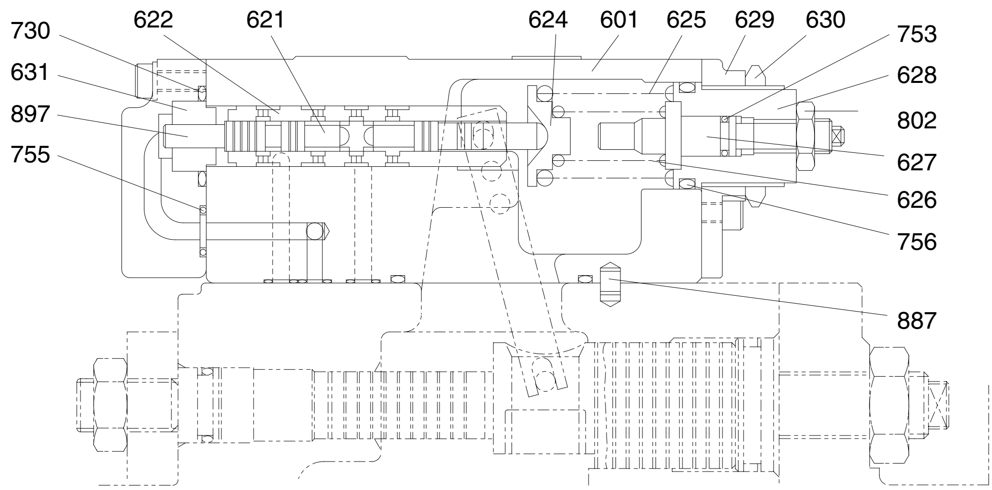
412 Hexagon socket screw
413 Hexagon socket screw
414 Hexagon socket screw
436 Hexagon socket screw
437 Hexagon socket screw
497 Plug
611 Feed back lever
614 Adjust plug
726 O-ring
874 Pin
876 Pin

Port	Port name	Port size
A	Delivery port	SAE 6000 psi 1"
B	Suction port	SAE 2500 psi 2 1/2"
Pi	Pilot port	PF 1/4-15
Pf	Power shift port	-
P2	Companion delivery port	-

REGULATOR (2/2)



SECTION B-B

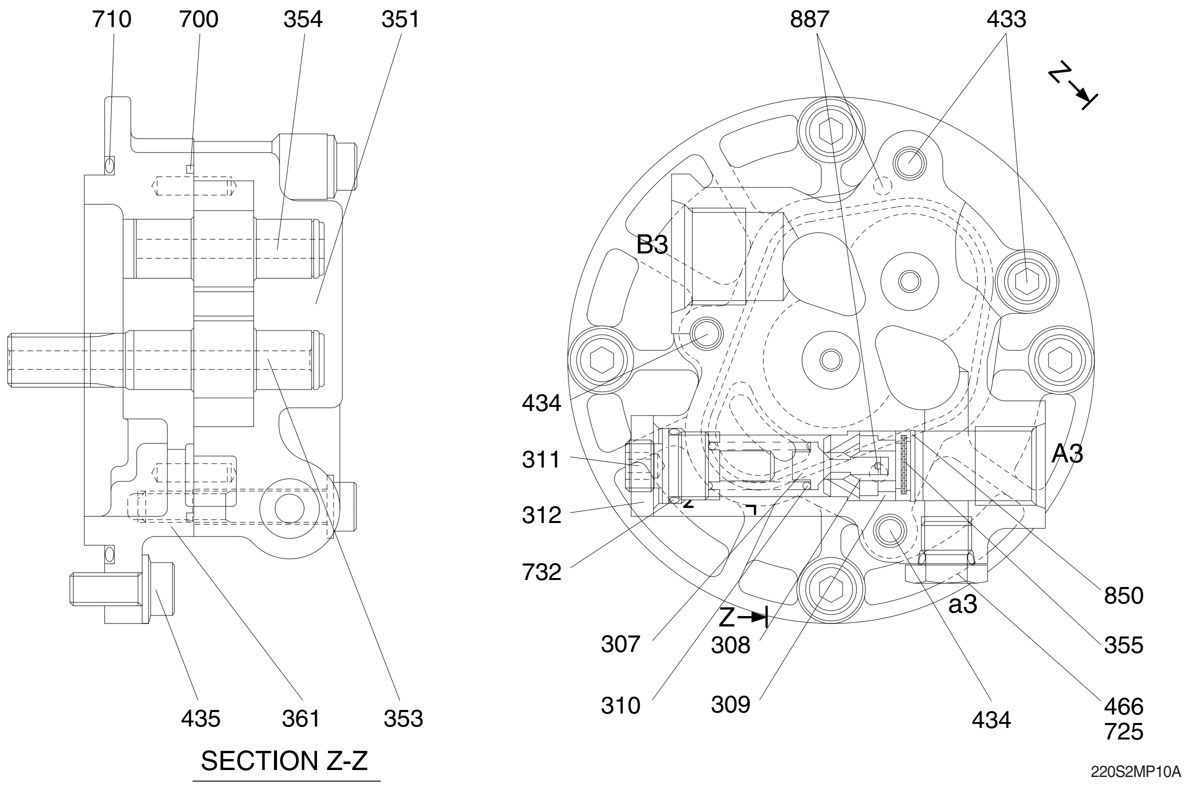


SECTION A-A

220S2MP09A

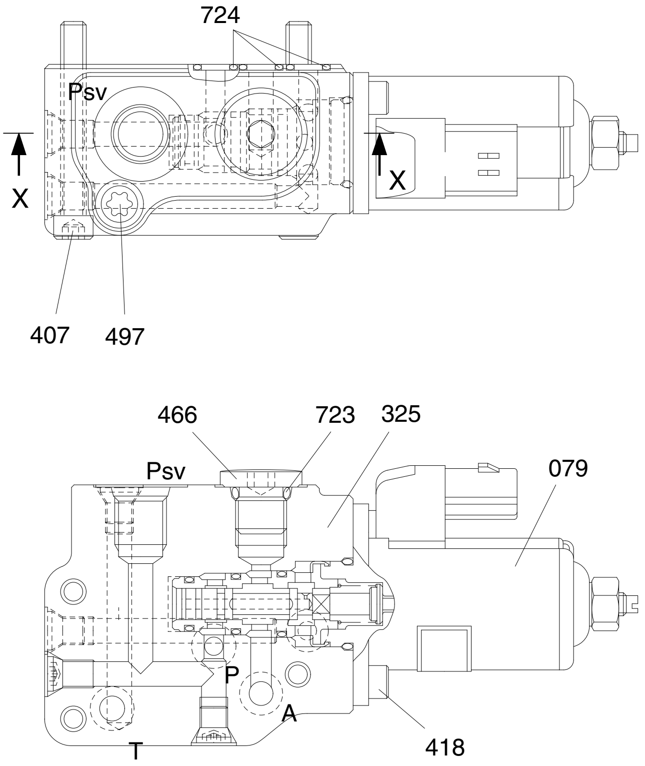
497	Plug	630	Lock nut	730	O-ring
601	Casing	631	Sleeve, pf	753	O-ring
621	Compensator spool	641	Pilot cover	755	O-ring
622	Compensator sleeve	642	Pilot spool	756	O-ring
624	Spring seat (C)	643	Pilot sleeve	758	Square ring
625	Outer spring	644	Spring seat (Q)	801	Nut
626	Inner spring	645	Adjust stem (Q)	802	Nut
627	Adjust stem (C)	646	Pilot spring	887	Pin
628	Adjust screw (C)	650	Sleeve, pi	897	Piston, pf
629	Cover (C)	708	O-ring	898	Piston, pi
		728	O-ring	924	Set screw

3) GEAR PUMP



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

4) PROPORTIONAL REDUCING VALVE AND CASING ASSY

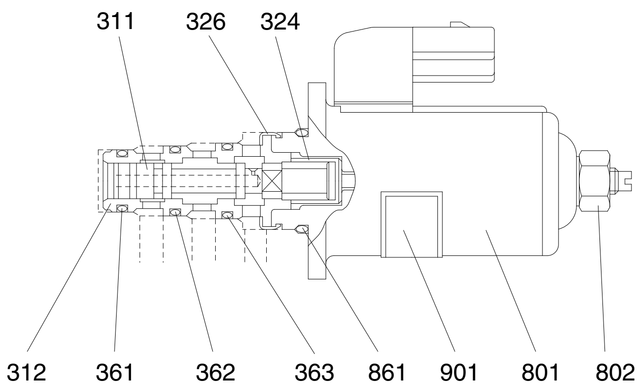


SECTION X-X

220S2MP11

079	Proportional reducing valve	418	Hexagon socket head bolt	723	O-ring
325	Valve casing (f)	466	Plug	724	Square ring
407	Hexagon socket head bolt	497	Plug		

5) PROPORTIONAL REDUCING VALVE ASSY



220S2MP12

311	Spool	361	O-ring	802	Seal nut
312	Sleeve	362	O-ring	861	O-ring
324	Spring	363	O-ring	901	Name plate
326	Retaining ring	801	Solenoid		

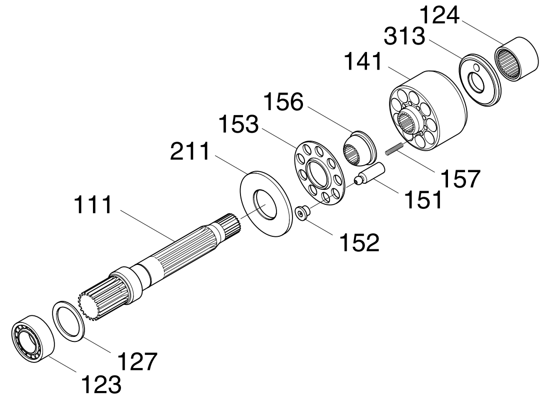
2. MAIN PUMP

The pumps may be 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 flow: and the valve block group that changes over oil suction and discharge: and the PTO group to attach on auxiliary gear pump.

1) ROTARY GROUP

The rotary group consists of drive shaft (F) (111), bearing spacers (127), cylinder block (141), piston shoes (151,152), set plates (153), spherical bushings (156) and cylinder springs (157). The drive shaft is supported by bearings (123,124) at its both ends.

The shoe is caulked to the piston to form a spherical joint for lessening thrust force generated by load pressure and has grooves to slide on the shoe plate (211) smoothly and hydraulically balanced. The piston-shoe sub group is pushed onto the shoe plate by the cylinder springs through the set plate and spherical bushing for enabling smooth sliding on the shoe plate. Similarly, the cylinder block is pushde onto the valve plate (313, 314) by the cylinder springs.



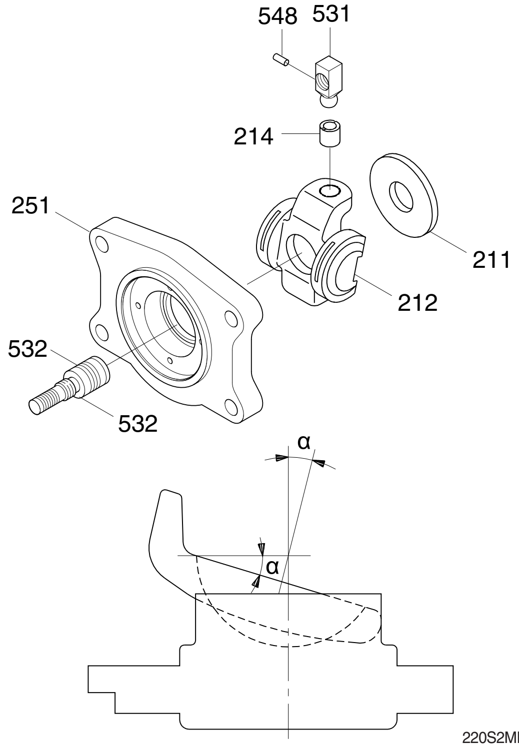
220S2MP13

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 supported by the swash plate support at the cylindrical portion formed on the opposite side of the shoe sliding face.

When the servo piston is moved to the left or right by introducing the hydraulic force controlled by the regulator into the hydraulic chamber provided on both ends of the servo piston, the swash plate slides over the swash plate support through the spherical portion of the tilting pin and can vary the tilting angle (α).



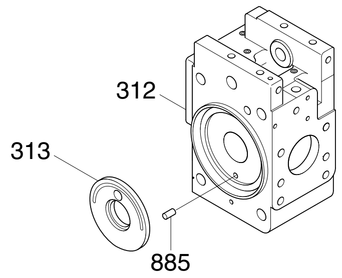
220S2MP14

3) VALVE BLOCK GROUP

The valve block group consists of valve block (312), valve plate (313, 314) and valve plate pin(885).

The valve plate having two arc ports is attached to the valve block and feeds and collects oil to and from the cylinder block.

The oil exchanged by the valve plate is connected to an external piping through the valve block.



220S2MP15

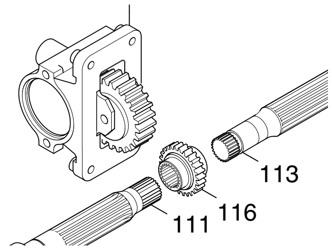
4) PTO GROUP

The PTO group is composed of the PTO unit (05), 1st gear (116), front drive shaft (111) and rear drive shaft (113).

The front and rear shafts are supported by the bearings, respectively and attached to the valve block.

Now, suppose the drive shaft is rotated by the motor or engine, the cylinder block is also rotated through the spline conection. If the swash plate is tilted, the pistons arranged inside the cylinder reciprocate relatively to the cylinder, rotating with the cylinder block. Accordingly, if a piston is focused on, its motion is separating from the valve plate (oil suction process) for 180 degrees, and approaching the valve plate (oil delivery process) for the remaining 180 degrees. When the swash plate has a tilting angle of zero, the piston makes no stroke and discharges no oil.

In the meantime, the rotation of the drive shaft is pickde up by the 1st gear (116), transmitted to the 3rd gear throught the 2nd gear, and drives the auxiliary pump connected to the 3rd gear.



220S2MP15

3. REGULATOR

1) OUTLINE

The regulator for the K7V series axial piston pump has various models to satisfy various kinds of specifications required.

(1) Horsepower control

The pump tilting angle is automatically decreased as the discharge pressure Pd1, Pd2 rises, and restricts the input torque below a designated value. (The input horsepower is constant when the speed is constant.)

In case of tandem type double pump, the control is total horsepower control. During the horsepower control, the regulators of the respective pumps are controlled at the same tilting angle. Therefore, overload of the motor is automatically prevented regardless of load of the two pumps.

(2) Power shift control

The power shift command pressure Pf is shifted by the input current to the solenoid-operated proportional reducing valve. And, the horsepower setting is shifted by the command pressure Pf. The power shift command pressure Pf (secondary pressure of the solenoid-operated proportional reducing valve) is led to the horsepower control portion of the regulator fo each pump through the pump internal passage, and shifted to the same horsepower setting.

(3) Flow control

By changing the pilot pressure Pi, the pump tilting angle (delivery flow) is regulated arbitrarily. This regulator is the negative flow control in which the delivery flow Q decreases as the pilot pressure Pi raises.

With this mechanism, when the pilot pressure corresponding to the required for the work is commanded, the pump discharges the required flow only, and so does not consume the power uselessly.

This rugulator has the above three contol mechanisms, but in case of combined operation of these controls, priority is given to the lower tilting angle (lower flow) command as described later.

2) FUNTION

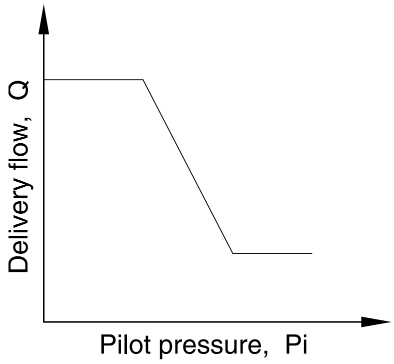
Regulator consists of the negative flow control, horse power control, power shift control and priority mechanism for lower tilting (lower flow) command function.

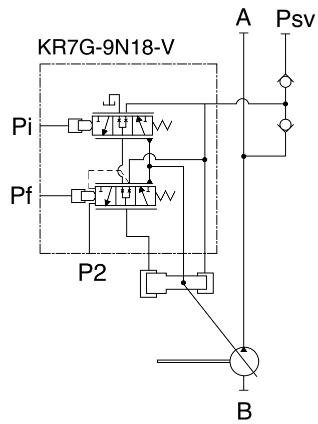
(1) Negative flow control

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.



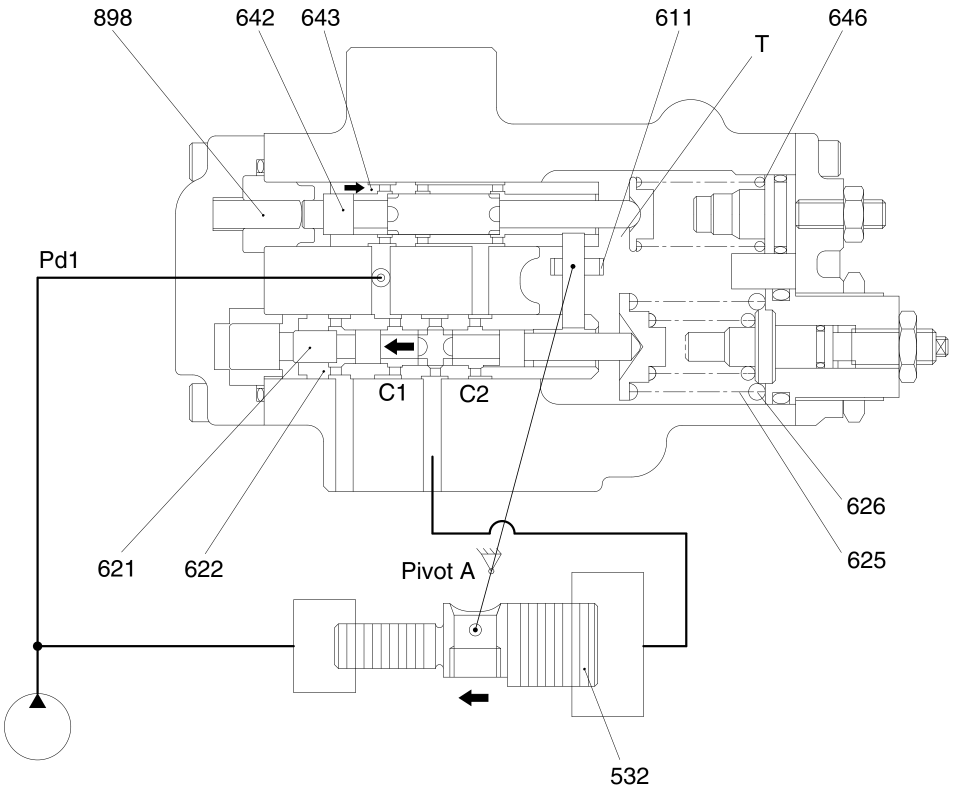


260SA2MP17

① Flow decreasing funtion

As the pilot pressure Pi increases, the pilot spool (642) through the pilot piston (898) moves to right direction, and stops at the position where the force of the pilot spring (646) and hydraulic pressure balances.

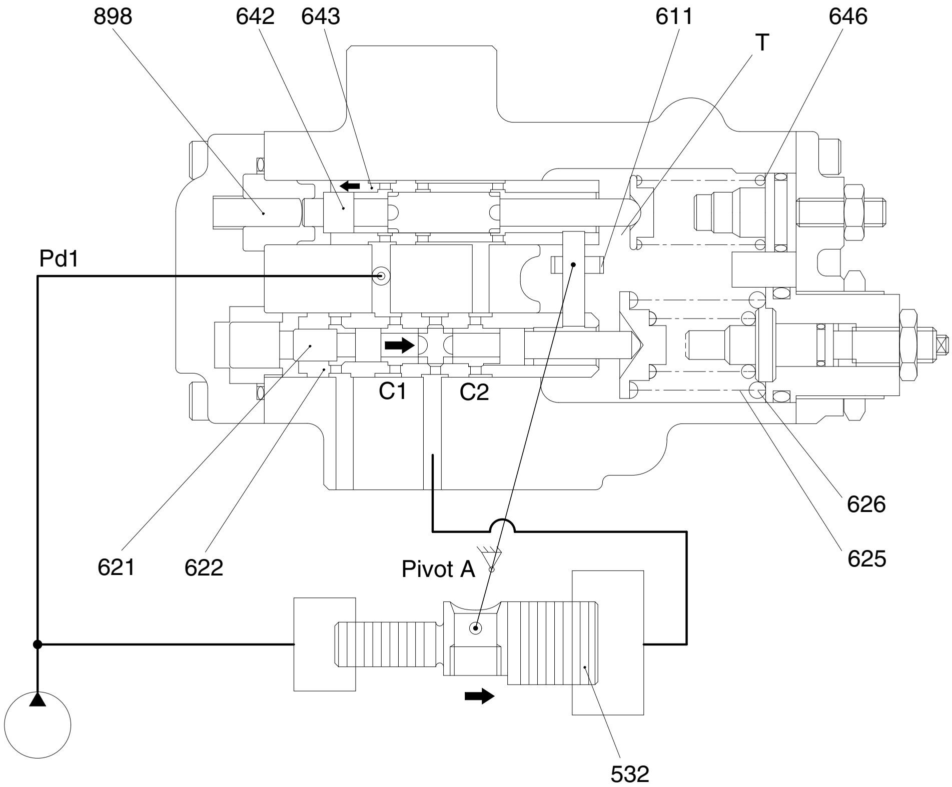
The movement of the pilot spool (642) causes the delivery pressure Pd1 to connect to the port Q1 through the pilot spool spool (642) and to be admitted to the large-diameter section of the servo piston (532). Although the delivery pressure Pd1 is constantly admitted to small-diameter section fo servo pistion (532), the servo piston (532) moves to left direction because of its difference of the area between large and small-diameter section. As a result, the tilting angle is decreased. As the servo piston (532) moves, the feedback lever (611) rotates around the pivot. A, and pilot sleeve (643) moves to right direction till the opening between the spool and sleeve being closed.



220S2MP18

② Flow increasing funtion

As the pilot pressure Pi decreases, the pilot spool (642) moves to left direction. The movement of the spool causes the port Q2 connects to the tank port. This deprives the large-diameter section of the servo piston (532) of pressure, and moves the servo piston (532) to right direction by the discharge pressure Pd1 in the small-diameter section, resulting in the flow rate increase.



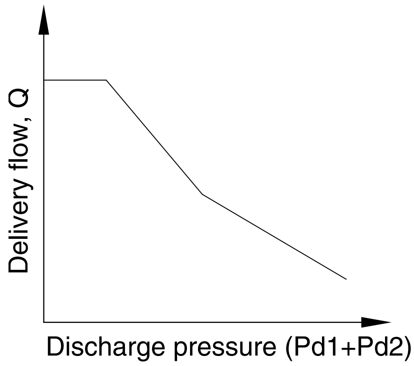
220S2MP19

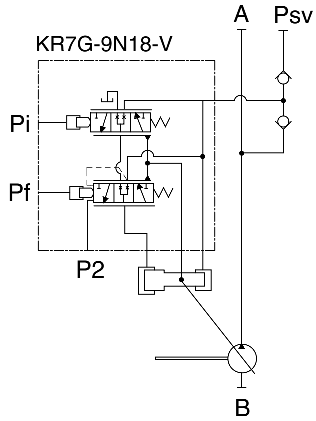
(2) Horsepower control

As shown in the figure, when the discharge pressure increases, overloading of the motor is prevented by decreasing the pump tilting angle.

The operation of the horsepower control is similar to that of the flow control, and explained below briefly.

Pf = Pd1+Pd2





260SA2MP20

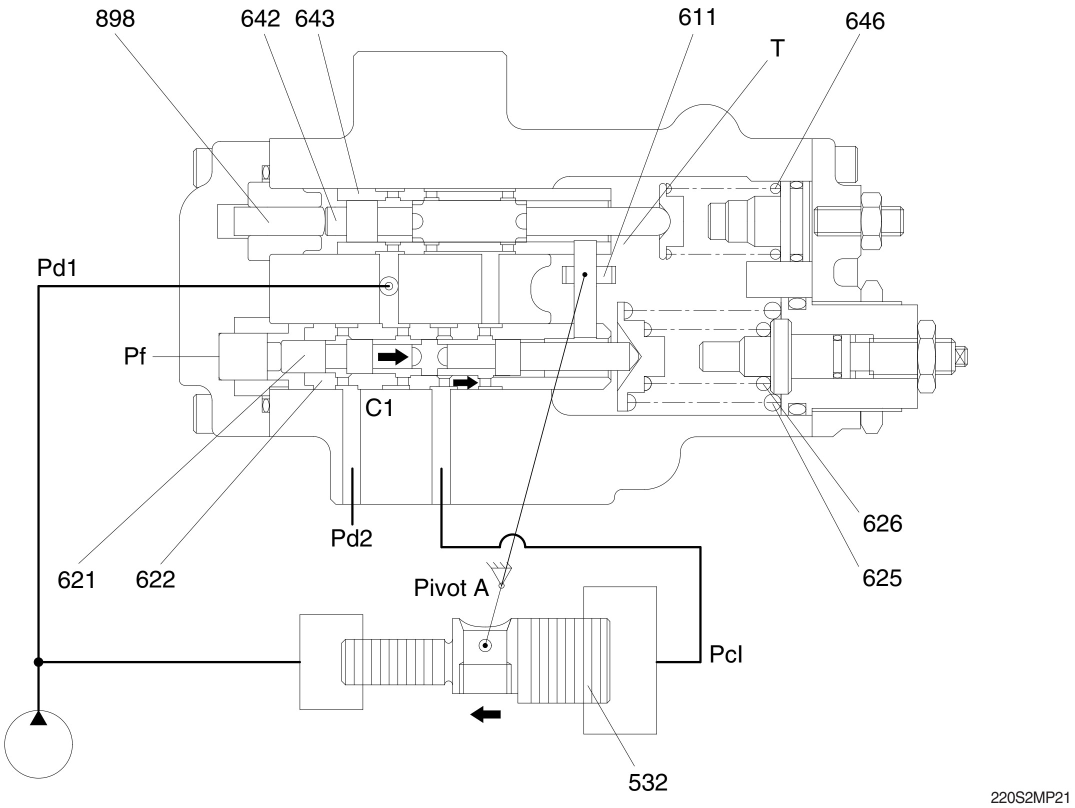
① **Overload prevention function**

As own pump discharges pressure Pd1, or partner pump discharges pressure Pd2 increase, Pd1, and Pd2 work on the stepped section of the compensator spool (621), and spool moves toward right direction. And stops at the position where the force of the outer spring (625) and inner spring (626) and hydraulic pressure balances.

The movement of the compensator spool (621) causes the delivery pressue Pd1 to connect to the port C1 and to be admitted to the large-diameter section of the servo piston (532).

Although the delivery pressure Pd1 is constantly admitted to small diameter section of servo piston (532), the serve piston (532) moves to the left because of its difference of the area between large and small-diameter section.

As a result, the tilting angle is decreased. As the servo piston (532) moves, the feedback lever (611) rotates around the pivot A, and the compensator sleeve (622) moves to right direction till the opening between the spool and sleeve being closed.



② Flow return function

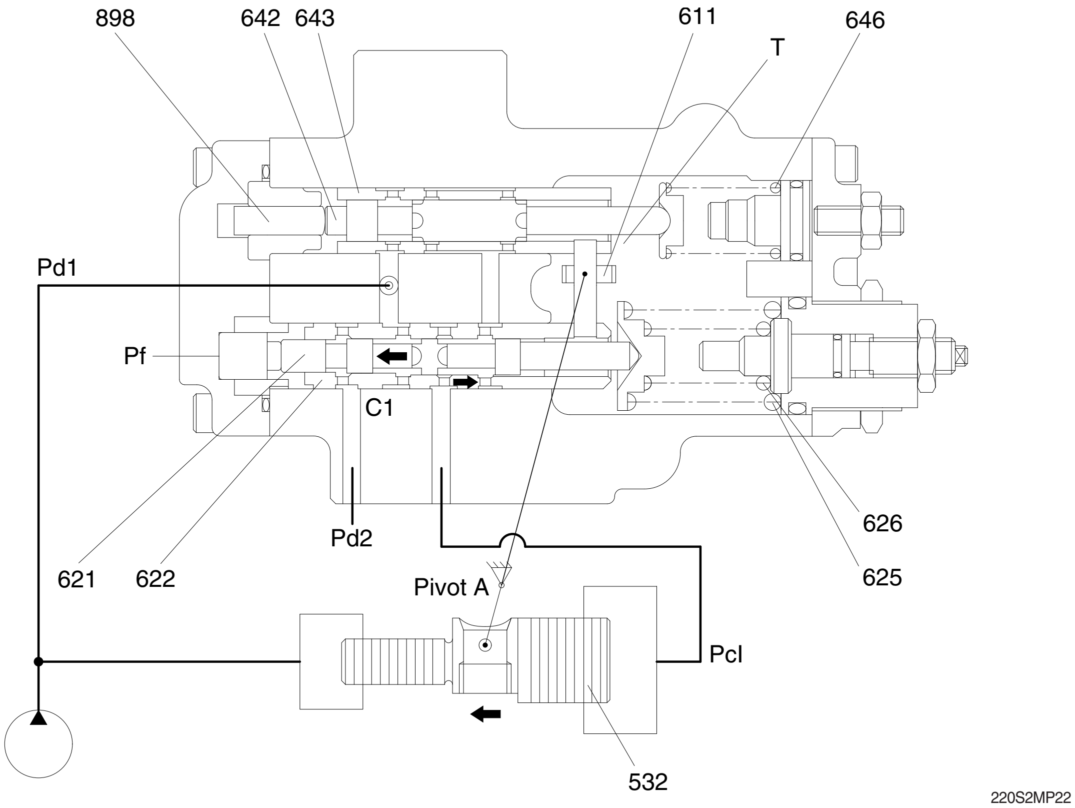
As own pump discharges pressure Pd1, or partner pump discharges pressure Pd2 decrease, the compensator spool (621) moves to left direction by the outer spring (625) and inner spring (626).

And the spool stops at the position where the force of their springs and hydraulic pressure balances.

The movement of the compensator spool causes the delivery pressure Pd1, to connect to the port C1 through the compensator spool (621) and to be admitted to the large-diameter section of the servo piston (532). Although the delivery pressure Pd1, is constantly admitted to small-diameter section of servo piston (532), the servo piston moves to the left direction because of its difference of the area between large and small-diameter section. As a result, the tilting angle is decreased. As the servo piston (532) moves, the feedback lever (611) rotates around the pivot A, and the compensator sleeve (622) moves to right direction fill the opening between the spool and compensator sleeve being closed.

Priority mechanism for lower tilting (lower flow) command

As described above, flow and horsepower control commands are generated independently. In case if the flow and horsepower control commands are generated simultaneously, lower tilting command is selected hydro-mechanically to prevent overload.



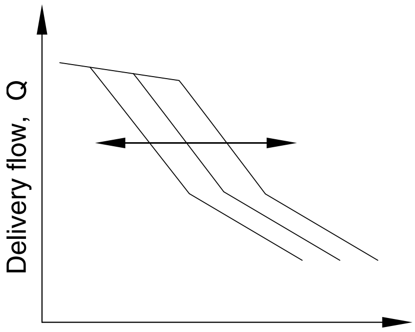
(3) Priority mechanism for lower tilting (lower flow) command

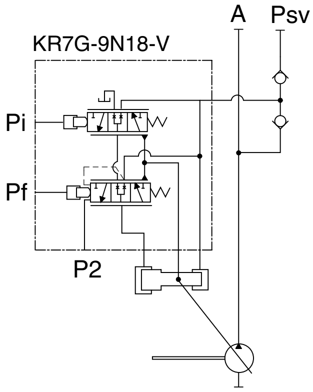
As described previous, flow and horsepower control commands are generated independently. In case if the flow and horsepower control commands are generated simultaneously, lower tilting command is selected hydro-mechanically to prevent overload.

(4) Power shift control (horsepower reduction control)

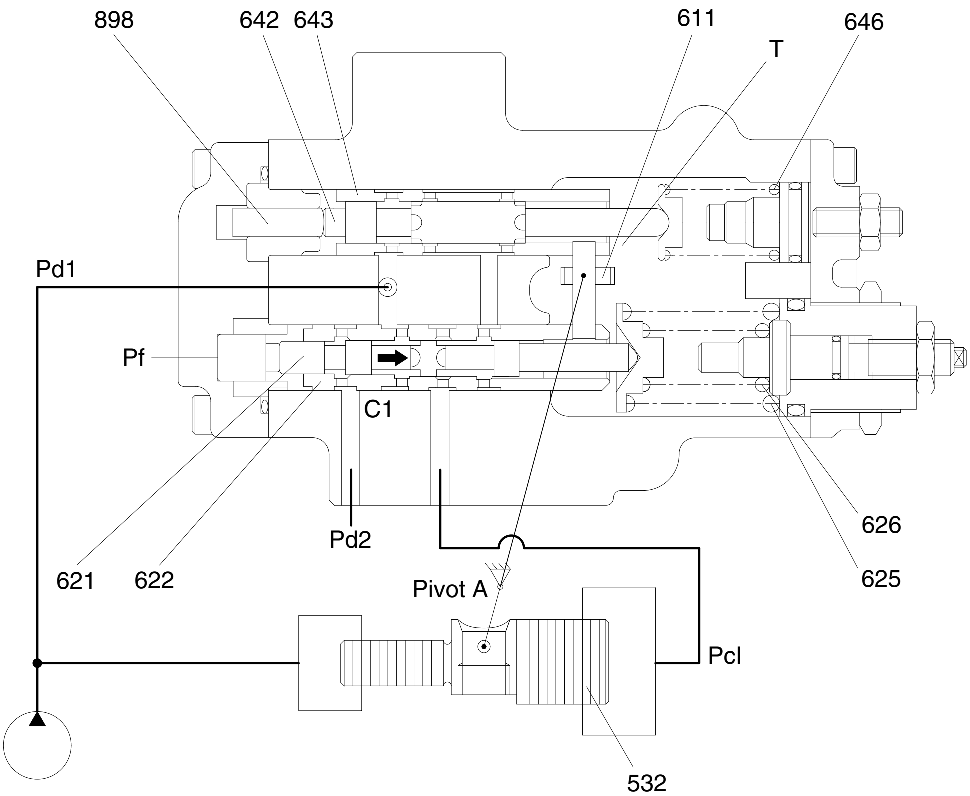
The pump horsepower control setting is controlled by the power shift pressure Pf (Pd1 + Pd2) as shown in the figure.

When the power shift pressure Pf increases, the compensator spool (621) moves right direction through the Pf piston (897), so the pump tilting angle decreases and horsepower setting decreases, as explained in the overload prevention operation. Conversely, if the power shift pressure Pf decrease, the horsepower setting rises.





260SA2MP23



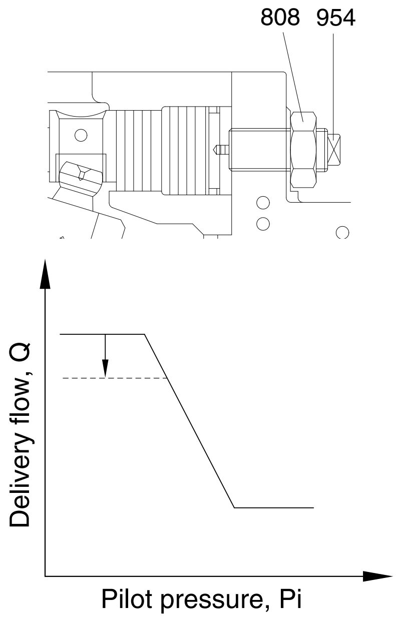
220S2MP24

4. ADJUSTMENT OF PUMP AND REGULATOR

The maximum flow and minimum flow can be adjusted with the adjusting screws (954, 953) of the pump. The flow control characteristics can be adjusted with the hexagon socket head cap (924). The horsepower control characteristics can be adjusted with the adjusting screw (C. 628) and adjusting stem (C, 627) of the regulator. The maximum flow and minimum flow can be adjusted with the adjusting screws of the pump.

1) ADJUSTMENT OF MAXIMUM FLOW (MAIN PUMP SIDE)

Adjust it by loosening the hexagon nut (808) and by tightening (or loosening) the hexagonal socket head screw (954). As tightening the flow decreases, as loosening the flow increases. Only the maxinum flow can be adjusted without changing other control characteristics.

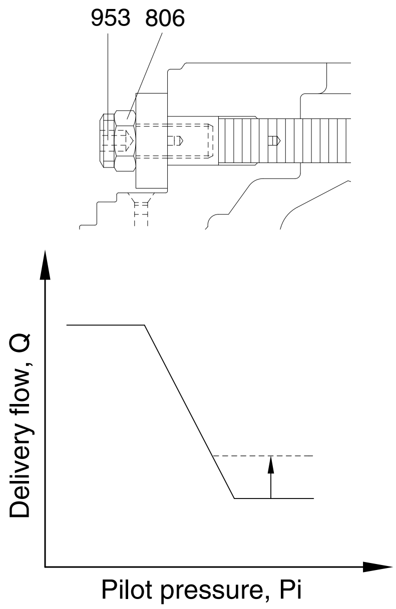


220S2MP25

2) ADJUSTMENT OF MINIMUM FLOW (MAIN PUMP SIDE)

Adjust it by loosening the hexagon nut (806) and by tightening (or loosening) the hexagon socket head set screw (953). As tightening the flow increases, as loosening the flow decreases.

Similarly to the adjustment of the maximum flow, other characteristics are not changed. However, remember that, if tightened too much, the required horsepower at the maximum delivery pressure (or during relieving) may increase.



220S2MP26

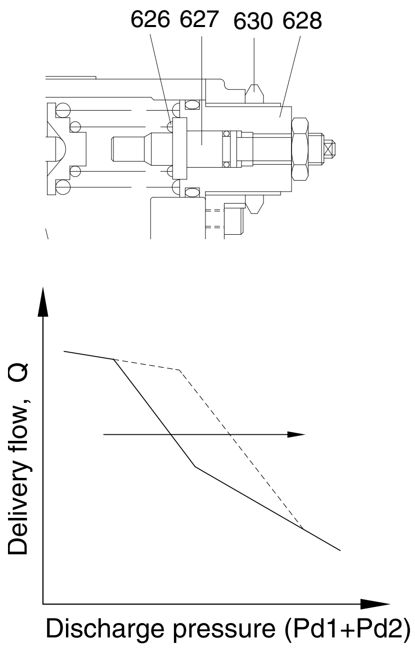
3) ADJUSTMENT OF INPUT HORSEPOWER

This regulator is 2 pump total horsepower control system, so when you change horsepower set, please adjust the adjust stem (C, 627) and the adjust screw (C) (628) both front and rear pumps. In addition, changes of pressure values by adjustments are values when 2 pump pressure risings are simultaneously.

(1) Adjustment of outer spring

Loosen the hexagon nut (630), and make adjustment by tightening (or loosening) the adjusting screw (C, 628).

When the adjusting screw (C, 628) is tightening, the control diagram moves right, and input horsepower increases as shown in the drawing right. However, if the adjusting screw (C, 628) is turned, the setting of the inner spring (626) also changes, so temporarily turn the adjusting ring (C, 627) reversely.

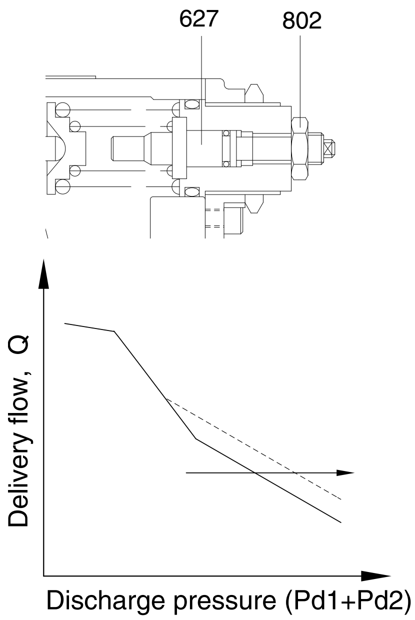


220S2MP27

2) Adjustment of inner spring

Loosen the hexagon nut (802), and make adjustment by tightening (or loosening) the adjusting stem (C, 627).

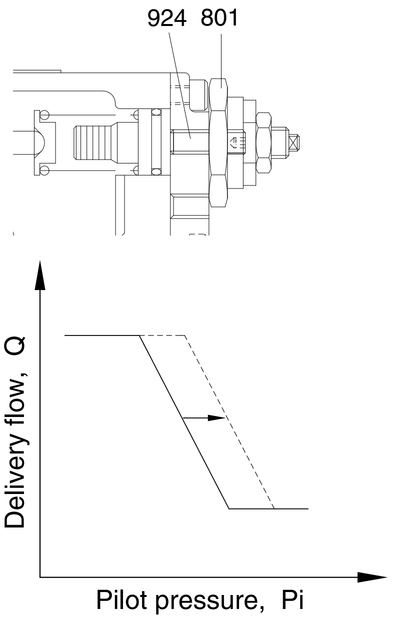
When the adjusting stem (C, 627) is tightening, flow increases, and input horsepower increases as shown in the drawing right.



220S2MP28

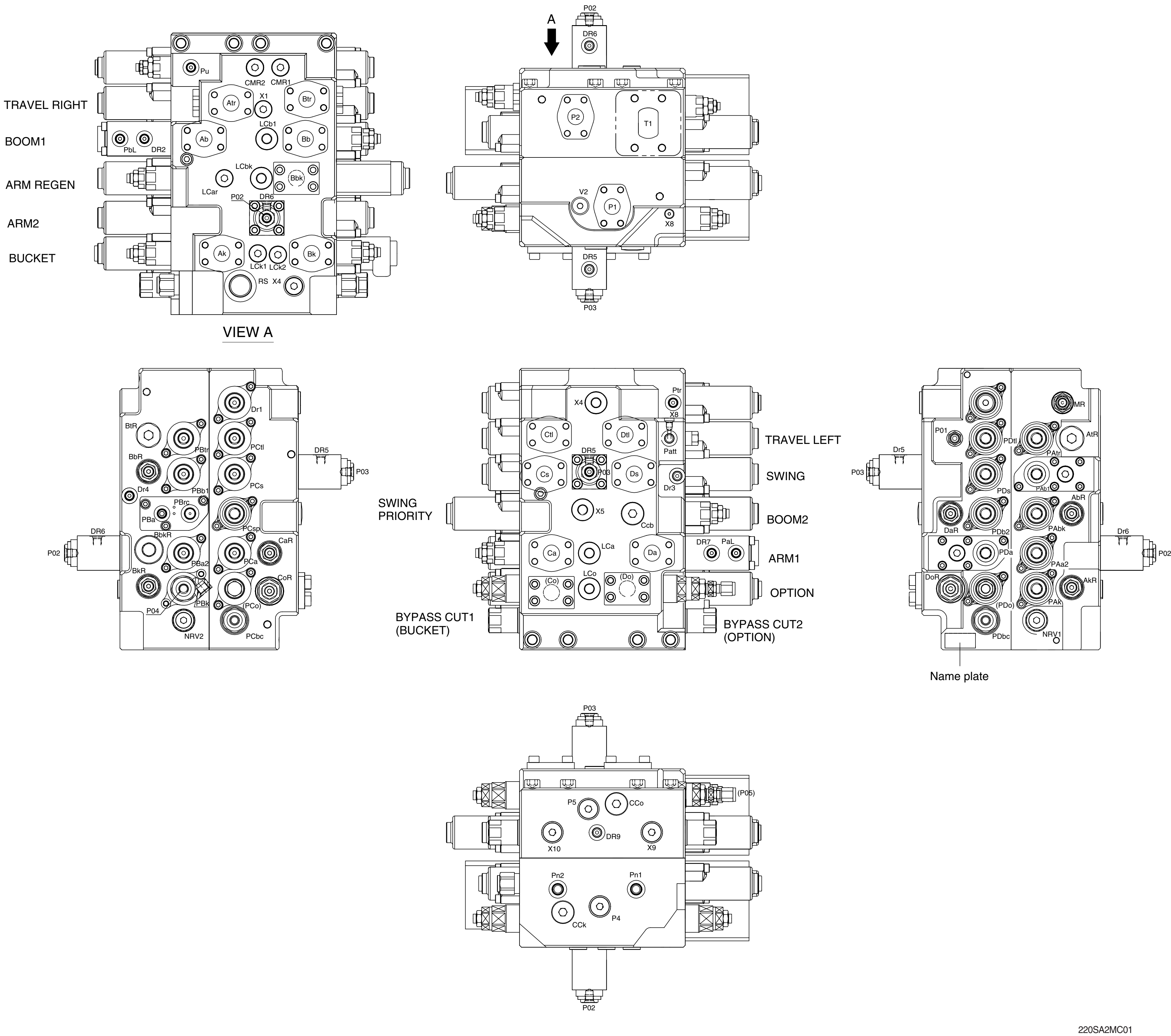
4) Adjustment of flow control characteristic

The flow control characteristic can be adjusted with the adjusting screw. Adjust it by tightening (or loosening) the hexagonal socket head screw (924) after loosening the hexagon nut (801). Tightening the screw shifts control chart to right as shown in the figure.



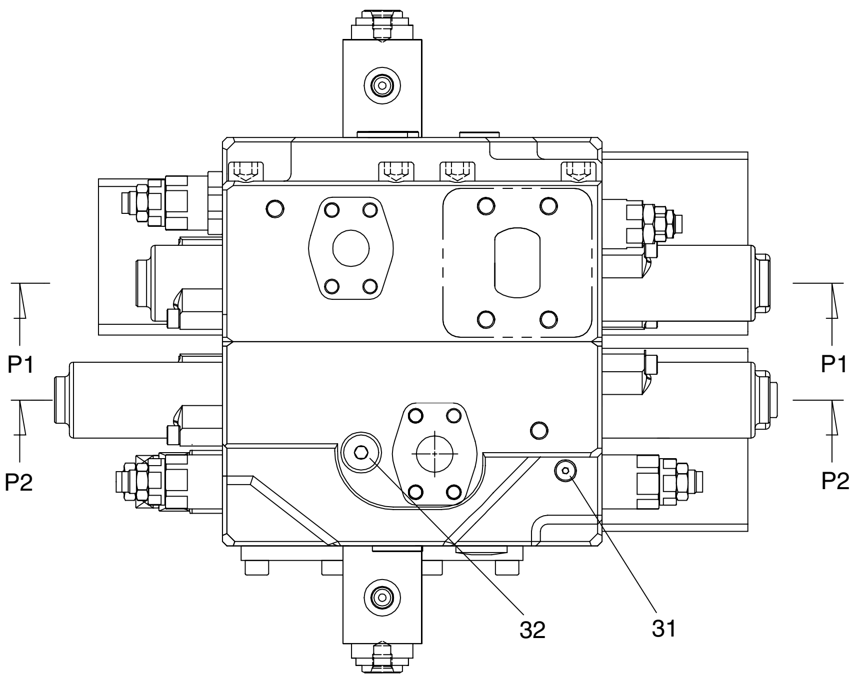
220S2MP29

1. STRUCTURE (1/8)

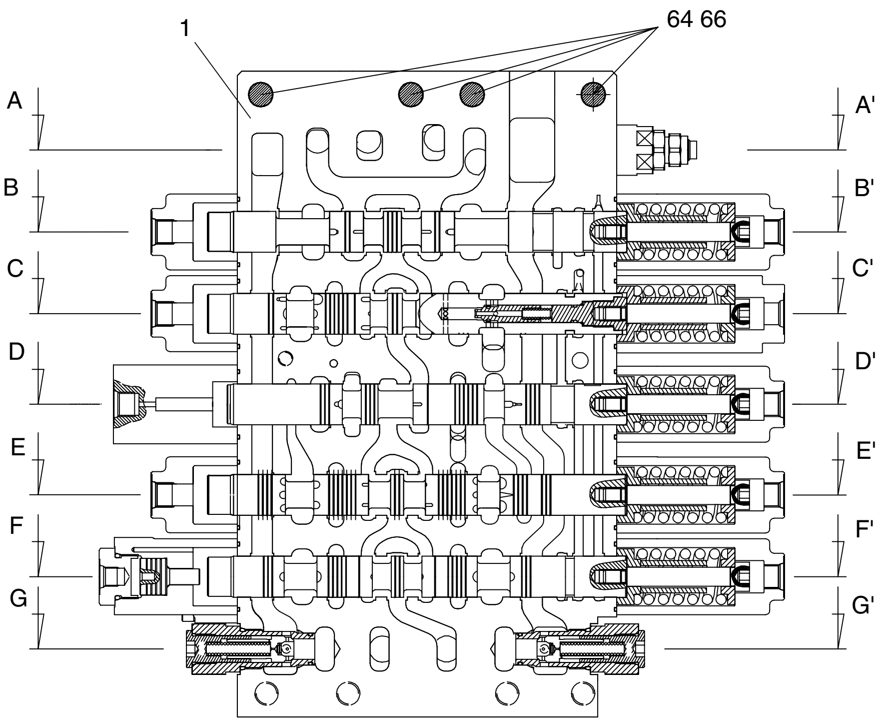


Mark	Port name	Port size	Tightening torque
Rs	Make up for swing motor	PF1	20~25 kgf · m (145~180 lbf · ft)
Patt	Auto idle signal-attachment	PF1/4	3.5~4.0 kgf · m (25.3~28.9 lbf · ft)
PbL	Lock valve pilot port (boom)		
PCbc	Bucket in confluence pilot port		
PDbc	Option confluence pilot port		
P01	Pilot signal port		
P02	Pilot signal port		
P03	Swing logic pilot port		
P04	Bucket parallel orifice pilot port		
(P05)	Option B confluence pilot port		
PaL	Lock valve pilot port (arm)		
Ptr	Auto idle signal-travel		
Pu	Power boost		
PBa	Arm in regen-cut signal selector port		
DR1	Drain port		
DR2	Drain port		
DR3	Drain port		
DR4	Drain port		
DR5	Drain port		
DR6	Drain port		
DR7	Drain port		
DR9	Drain port		
(P4)	-	PF1/2	10~12 kgf · m (72.3~86.8 lbf · ft)
(P5)	-		
PAtr	Travel pilot port-RH (FW)	PF3/8	7~8 kgf · m (50.6~57.8 lbf · ft)
PBtr	Travel pilot port-RH (BW)		
PCtl	Travel pilot port-LH (BW)		
PDtl	Travel pilot port-LH (FW)		
PAb1	Boom up pilot port		
PDb2	Boom up confluence pilot port		
PBb1	Boom down pilot port		
PCs	Swing pilot port (LH)		
PDs	Swing pilot port (RH)		
PBa2	Arm in confluence pilot port		
PCsp	Swing priority pilot port		
PAbk	Option A pilot port (breaker)		
PBrc	Arm in regeneration cut port		
PCa	Arm in pilot port		
PDa	Arm out pilot port		
PAa2	Arm out confluence pilot port		
PAk	Bucket in pilot port		
PBk	Bucket out pilot port		
(PCo)	Option B pilot port		
(PDo)	Option B pilot port		
Pn1	Negative control signal port (A2 port side)		
Pn2	Negative control signal port (A1 port side)		
V2	Carry-over port		
Atr	Travel motor port-LH (FW)	M10	5.0~6.5 kgf · m (36.2~47.0 lbf · ft)
Btr	Travel motor port-LH (BW)		
Ctl	Travel motor port-RH (BW)		
Dtl	Travel motor port-RH (FW)		
Ab	Boom up port		
Bb	Boom down port		
Cs	Swing motor port (LH)		
Ds	Swing motor port (RH)		
(Bbk)	Option A port (breaker)		
Ca	Arm in port		
Da	Arm out port		
Ak	Bucket in port		
Bk	Bucket out port		
(Co)	Option B port		
(Do)	Option B port		
P1	Pump port (A2 side)		
P2	Pump port (A1 side)		
T1	Return port	M12	8.0~11.0 kgf · m (57.9~79.6 lbf · ft)

STRUCTURE (2/8)



TOP VIEW

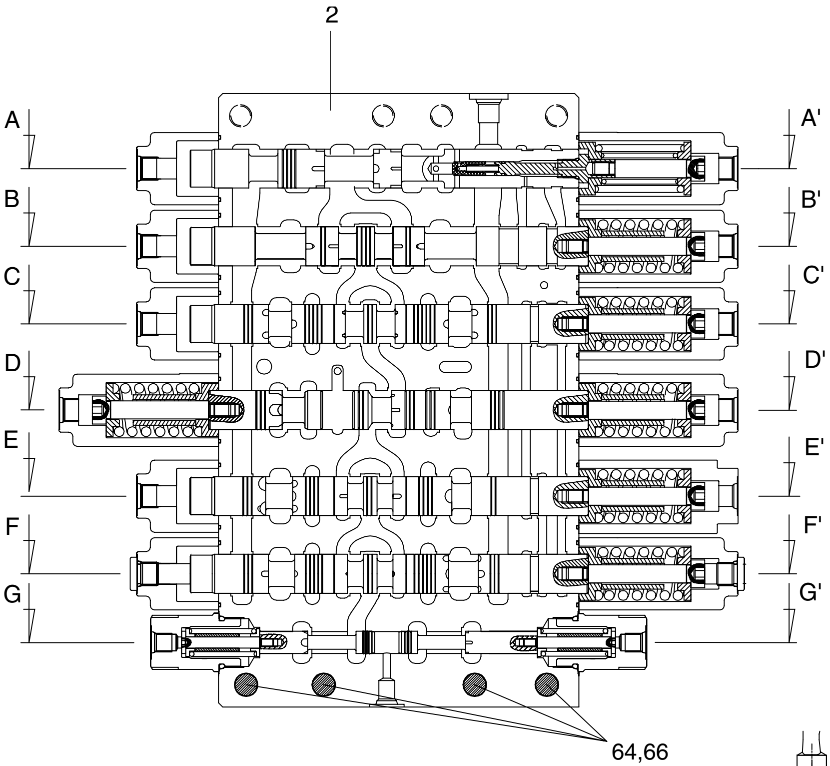


P1 BLOCK SPOOL SECTION

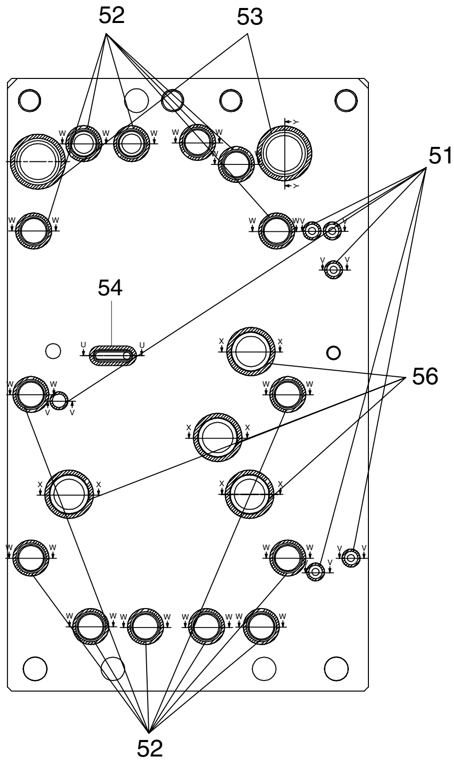
220SA2MC02

1	Housing P1
31	Plug
32	Plug
64	Hex socket head bolt
66	Spring washer

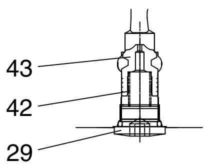
STRUCTURE (3/8)



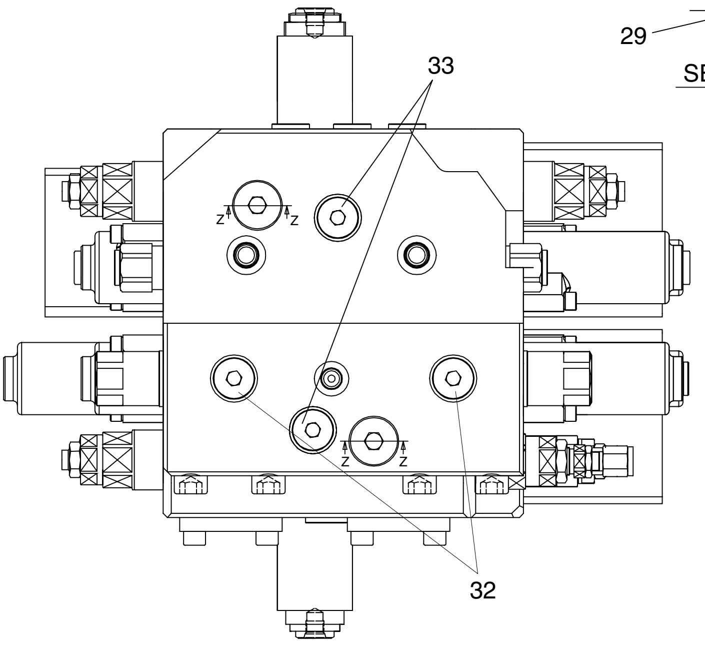
P2 BLOCK SPOOL SECTION



CONTACT FACE



SECTION Z-Z

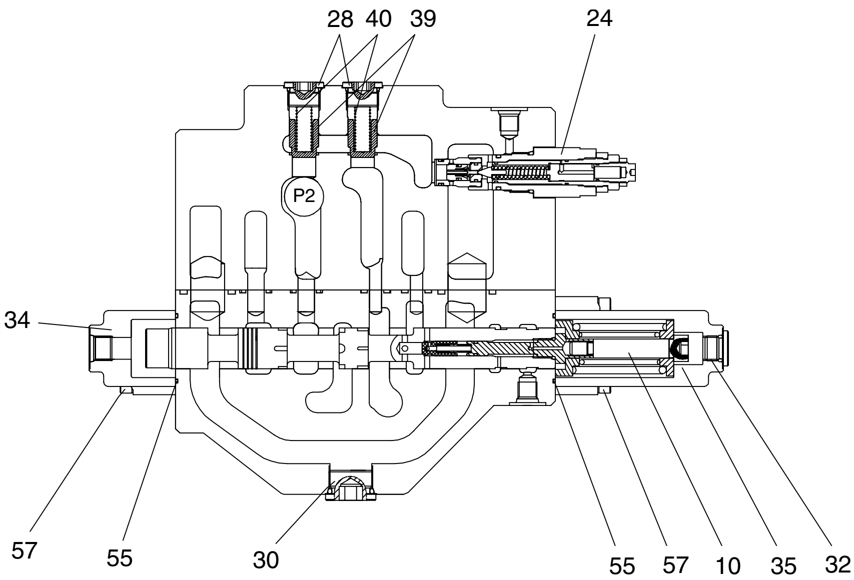


BOTTOM VIEW

220SA2MC03

2	Housing 2
29	Plug
32	Plug
33	Plug
42	Check valve spring 3
43	Check valve poppet 4
51	O-ring
52	O-ring
53	O-ring
54	O-ring
56	O-ring
64	Hex socket head bolt
66	Spring washer

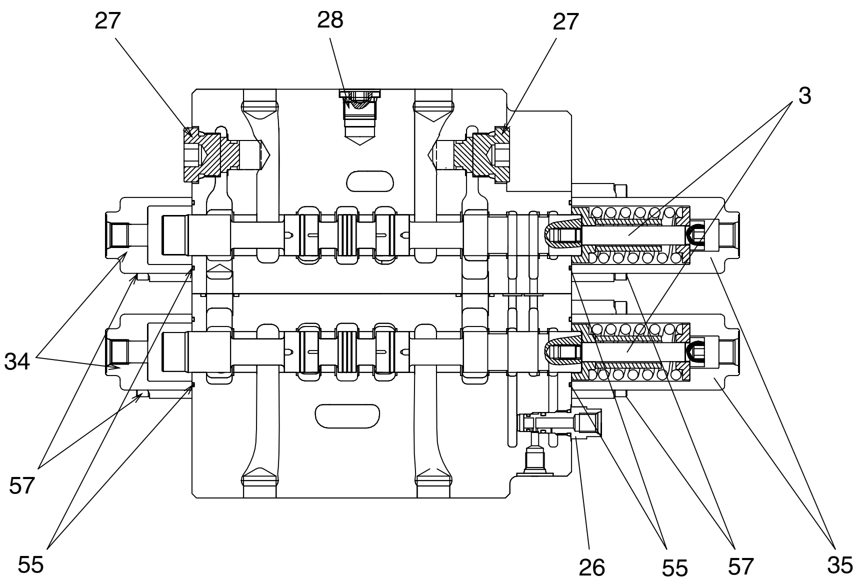
STRUCTURE (4/8)



A-A' (STRAIGHT TRAVEL AND SUPPLY)

220SA2MC04

10 Travel straight spool kit
24 Main relief valve
28 Plug
30 Plug
32 Plug
34 Pilot cover A
35 Pilot cover B
39 Check valve poppet 2
40 Check valve spring 2
55 O-ring
57 Hex socket head bolt

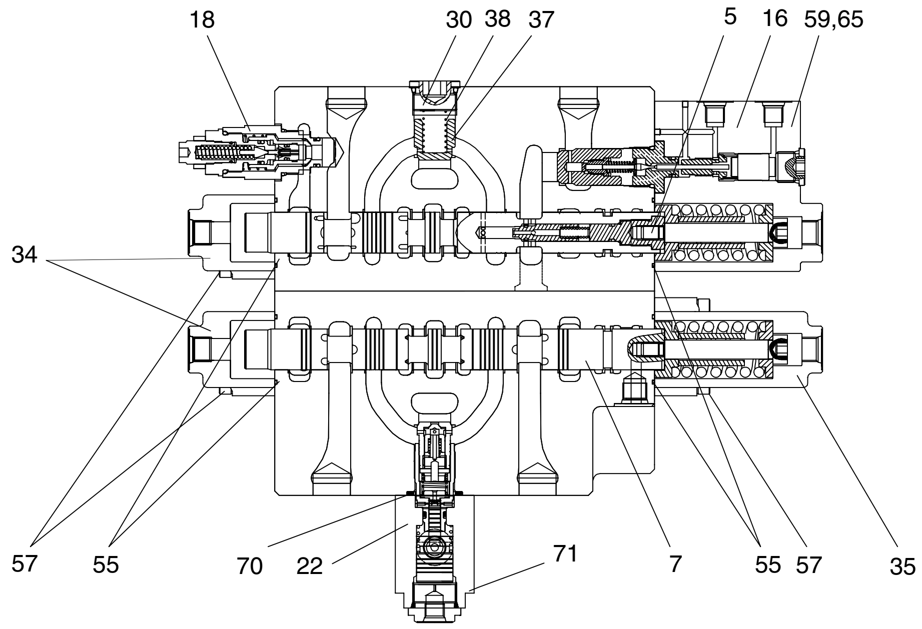


B-B' (TRAVEL RIGHT AND LEFT)

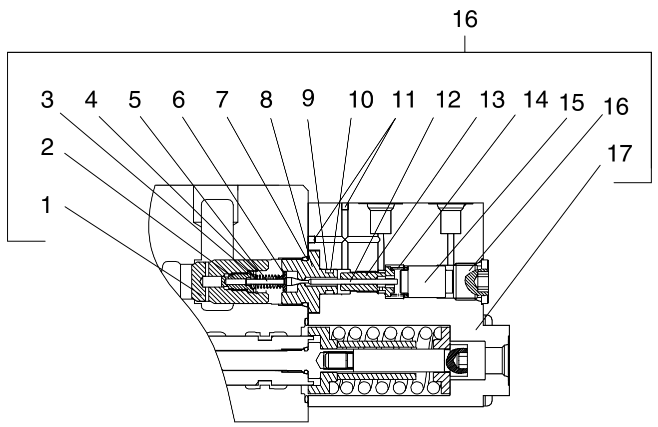
220S2MC05

3 Travel spool kit
26 Orifice signal plug
27 ORV plug
28 Plug
34 Pilot cover A
35 Pilot cover B
55 O-ring
57 Hex socket head bolt

STRUCTURE (5/8)



C-C' (SWING AND BOOM1)

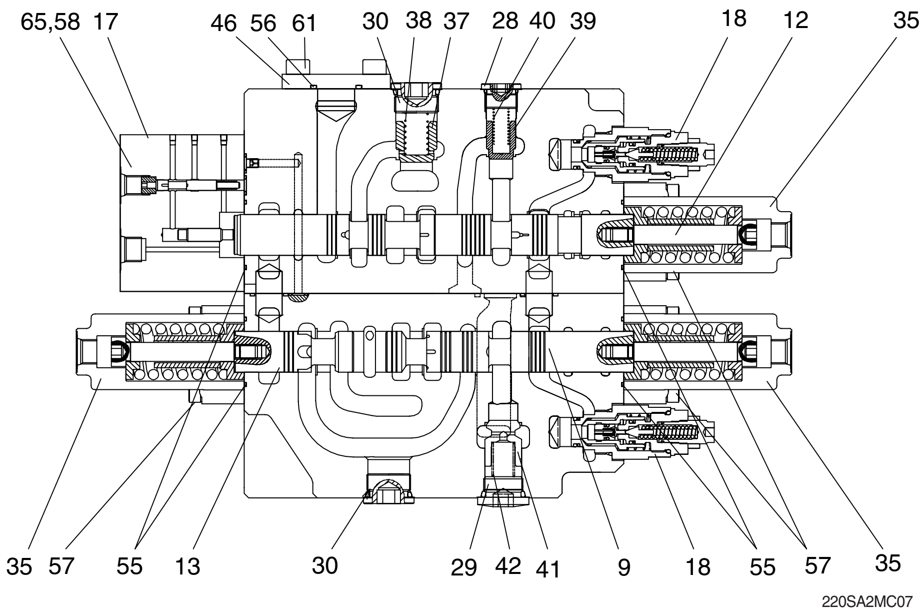


HOLDING VALVE

220SA2MC06

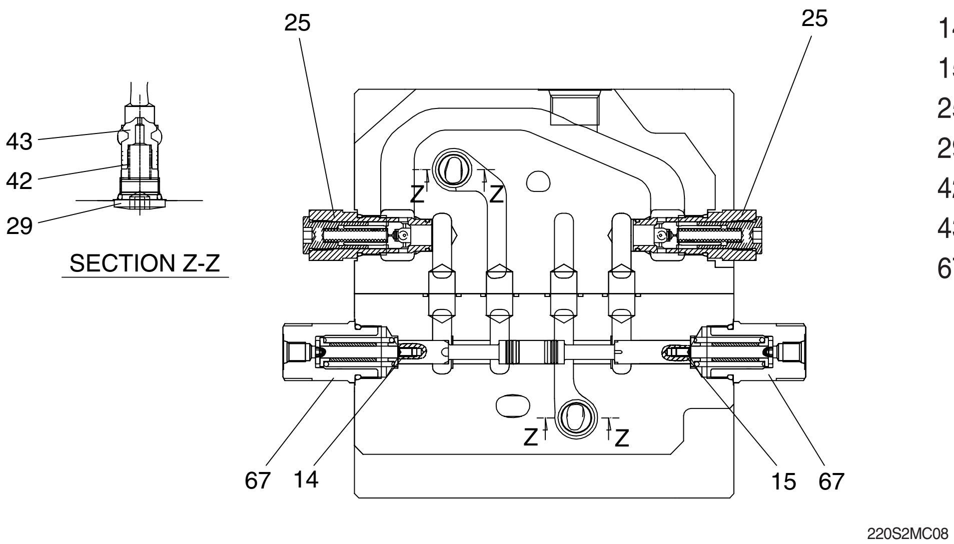
5	Boom 1 spool kit	16-9	Back up ring	30	Plug
7	Swing spool kit	16-10	O-ring	34	Pilot cover A
16	Holding valve assy	16-11	Plug	35	Pilot cover B
16-1	Main poppet	16-12	Pilot piston	37	Check valve poppet 1
16-2	Restrictor	16-13	Piston guide	38	Check valve spring 1
16-3	Pilot spring	16-14	Spring	55	O-ring
16-4	C-ring	16-15	Main piston	57	Hex socket head bolt
16-5	Pilot poppet	16-16	Plug	59	Hex socket head bolt
16-6	Poppet guide	16-17	Block	65	Spring washer
16-7	O-ring	18	Overload relief valve	70	O-ring
16-8	Poppet seat	22	Swing logic valve	71	Hex socket head bolt

STRUCTURE (6/8)



D-D' (SWING PRI, BOOM 2 & ARM REGEN)

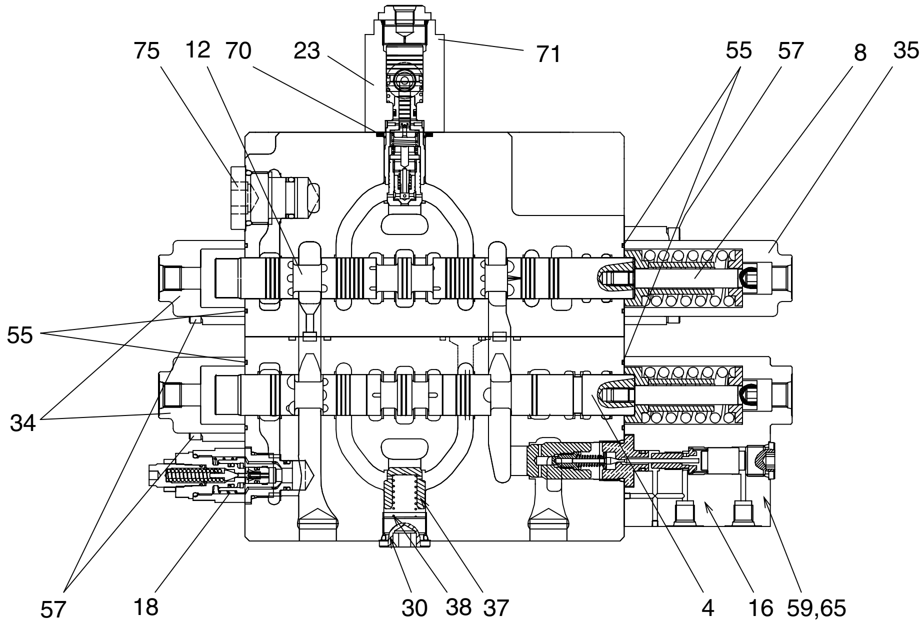
9	Boom 2 spool kit
12	Arm regen spool kit
13	Swing priority spool kit
17	Regen valve
18	Overload relief valve
28	Plug
29	Plug
30	Plug
35	Pilot cover B
37	Check valve poppet 1
38	Check valve spring 1
39	Check valve poppet 2
40	Check valve spring 2
41	Check valve poppet 3
42	Check valve spring 3
46	Flange
55	O-ring
56	O-ring
57	Hex socket head bolt
58	Hex socket head bolt
61	Hex socket head bolt
65	Spring washer



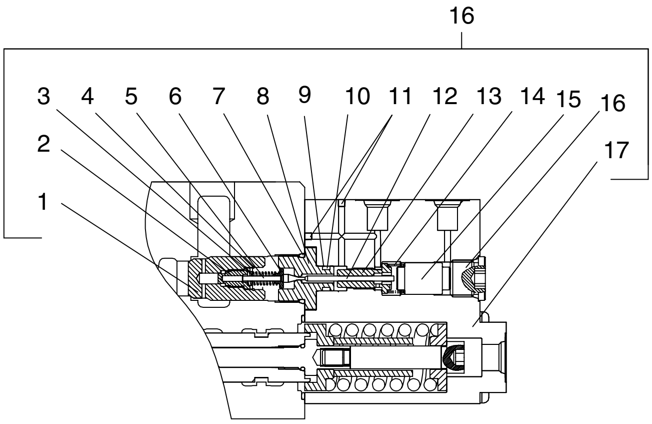
G-G' (BYPASS CUT & NEGATIVE CONTROL)

14	Bypass cut 1 spool kit (bucket)
15	Bypass cut 1 spool kit (option)
25	Negacon valve
29	Plug
42	Check valve spring 3
43	Check valve poppet 4
67	BC plug

STRUCTURE (7/8)



E-E' (ARM 1 & ARM 2)

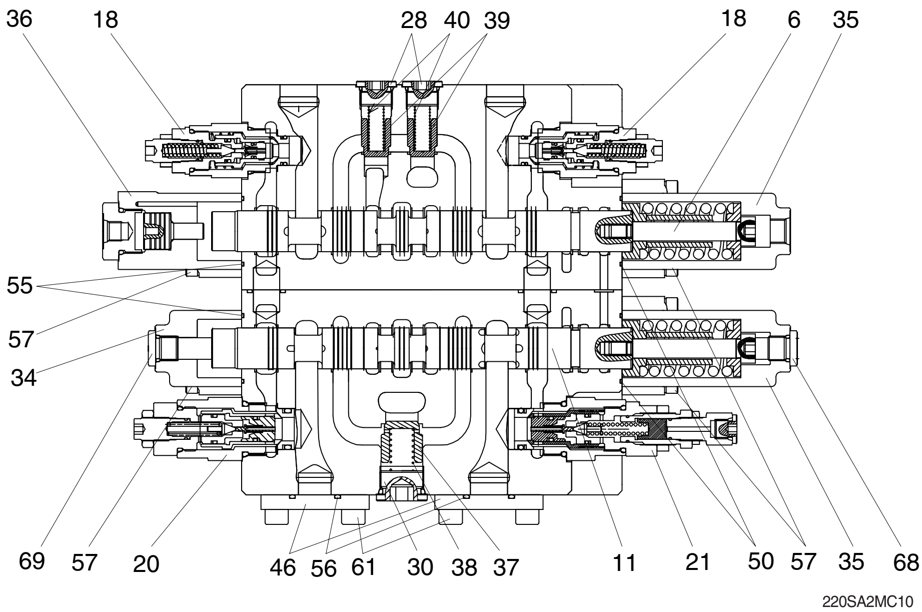


HOLDING VALVE

220SA2MC09

4	Arm 1 spool kit	16-9	Back up ring	34	Pilot cover A
8	Arm 2 spool kit	16-10	O-ring	35	Pilot cover B
12	Arm regen spool kit	16-11	Plug	37	Check valve poppet 1
16	Holding valve assy	16-12	Pilot piston	38	Check valve spring 1
16-1	Main poppet	16-13	Piston guide	55	O-ring
16-2	Restrictor	16-14	Spring	57	Hex socket head bolt
16-3	Pilot spring	16-15	Main piston	59	Hex socket head bolt
16-4	C-ring	16-16	Plug	65	Spring washer
16-5	Pilot poppet	16-17	Block	70	O-ring
16-6	Poppet guide	18	Overload relief valve	71	Hex socket head bolt
16-7	O-ring	23	Arm logic valve	75	Plug
16-8	Poppet seat	30	Plug		

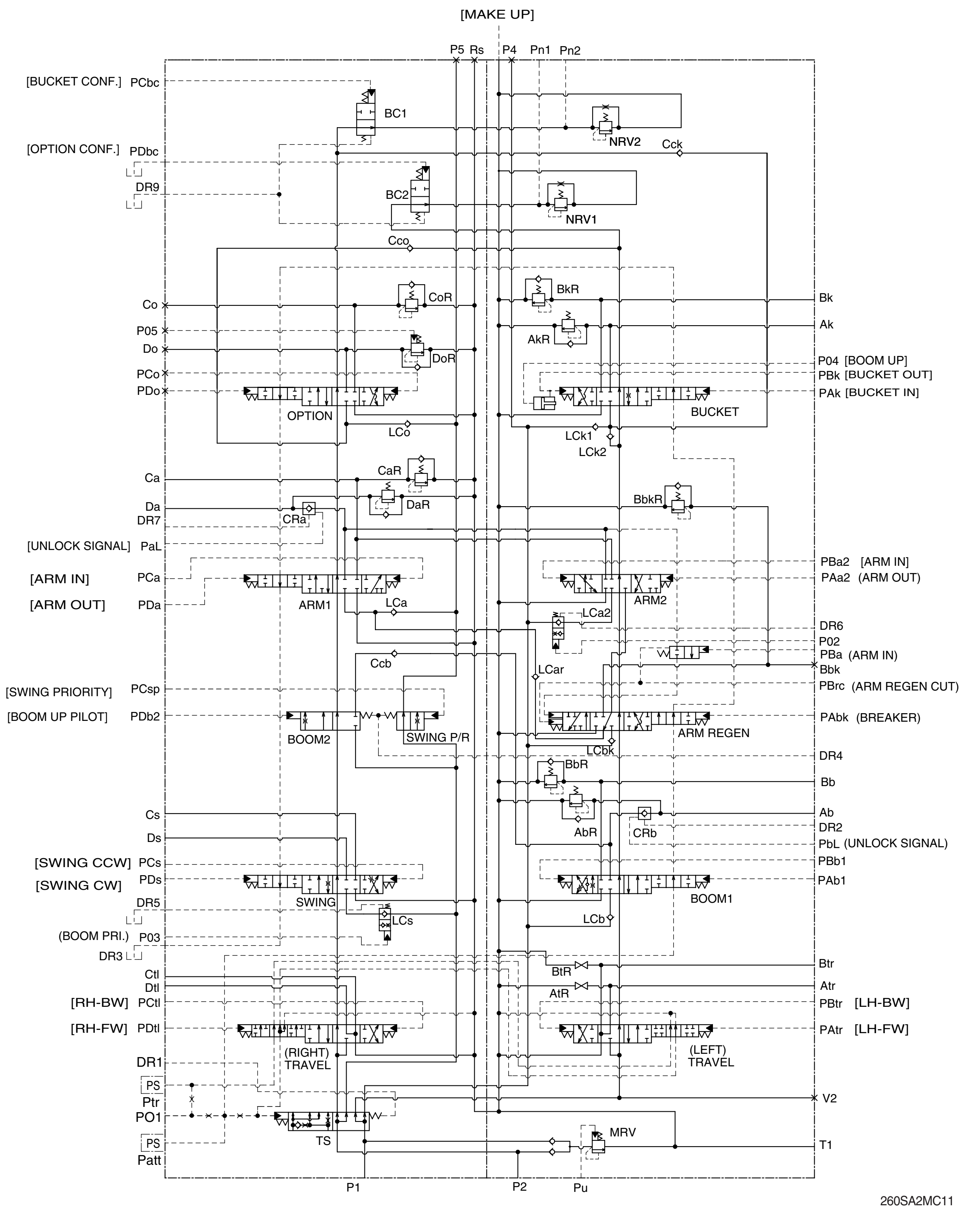
STRUCTURE (8/8)



F-F' (OPTION & BUCKET)

6	Bucket spool kit
11	Option spool kit
18	Overload relief valve
20	Overload relief valve
21	Overload relief valve
28	Plug
30	Plug
34	Pilot cover A
35	Pilot cover B
36	Pilot cover (stroke limit)
37	Check valve poppet 1
38	Check valve spring 1
39	Check valve poppet 2
40	Check valve spring 2
46	Flange
55	O-ring
56	O-ring
57	Hex socket head bolt
61	Hex socket head bolt
68	Plug kit 1
69	Plug kit 2

2. HYDRAULIC CIRCUIT



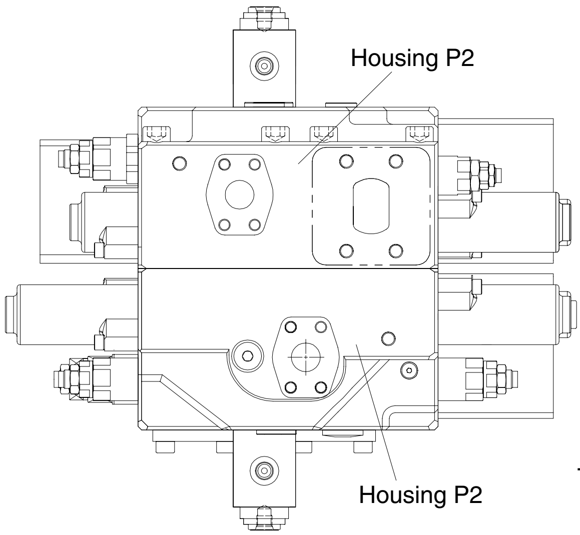
3. FUNCTION

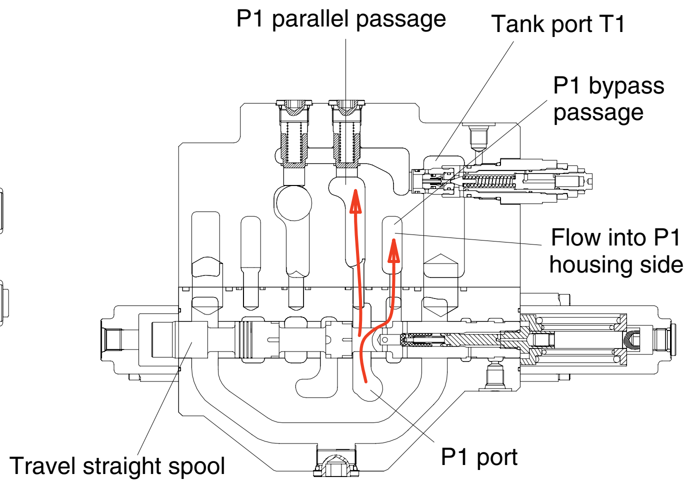
1) CONTROL IN NEUTRAL POSITION

(1) P1 housing side

The pressurized oil discharged from hydraulic pump flows into the main control valve through the inlet port P1 and pass the land of the straight travel spool into the P1 bypass passage and P1 parallel passage.

When the straight travel spool is neutral, the P1 side bypass passage is not cut-off and the pressurized oil is directed to the tank port T1 through the bypass passage of spools (travel right -> boom 1 -> arm regeneration -> arm 2 -> bucket), the negative control valve of P1 and tank passage.

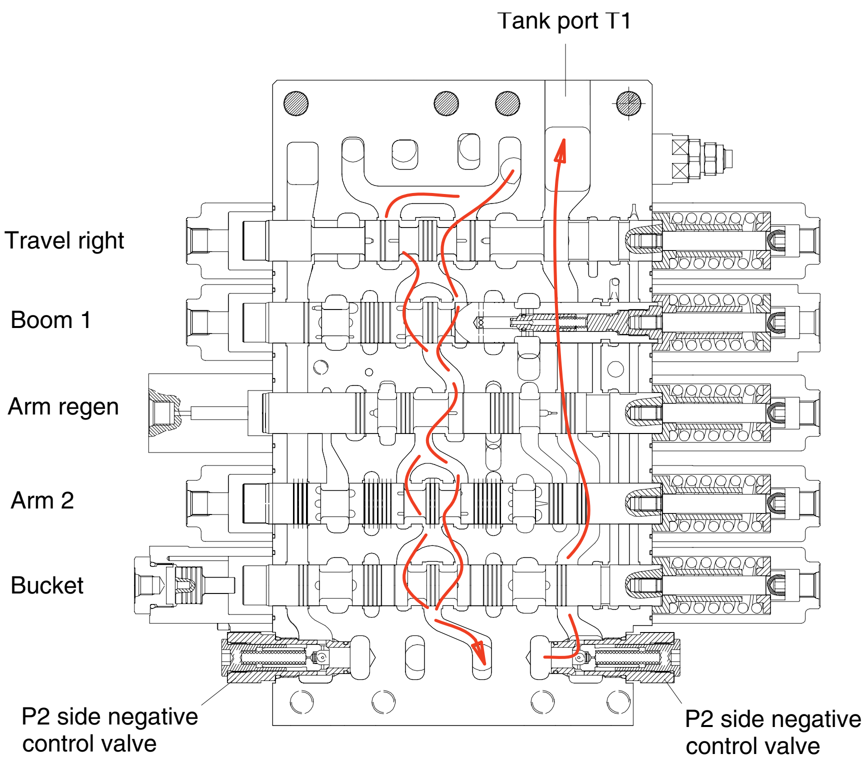




220SA2MC13

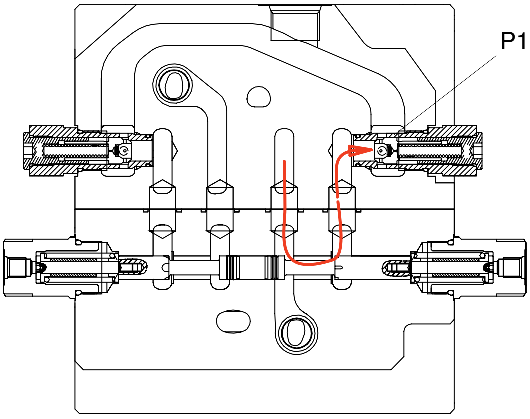
TOP VIEW

A-A' (STRAIGHT TRAVEL AND SUPPLY)



P1 BLOCK SPOOL SECTION

220SA2MC14



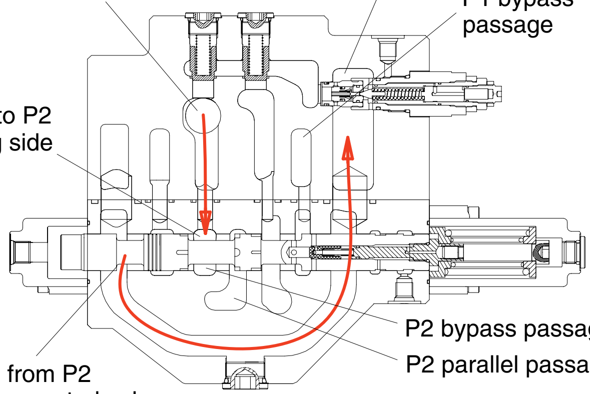
G-G' (BYPASS CUT & NEGATIVE CONTROL)

220S2MC15

(2) P2 housing side

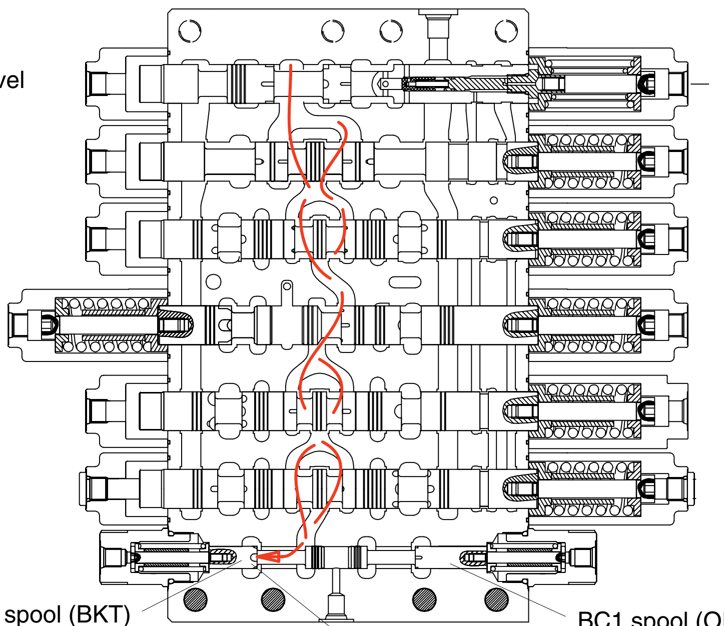
The pressurized oil discharged from hydraulic pump flows into the main control valve through the inlet port P2 and pass the land of the straight travel spool into the P2 bypass passage and P2 parallel passage.

When the straight travel spool is neutral, the P2 side bypass passage is not cut-off and the pressurized oil is directed to the tank port T1 through the bypass passage of spools (travel left -> swing -> boom 2 and swing priority -> arm 1 -> option), the negative control valve of P2 and tank passage.



A-A' (STRAIGHT TRAVEL AND SUPPLY)

220SA2MC16



P2 BLOCK SPOOL SECTION

220S2MC17

2) TRAVEL OPERATION

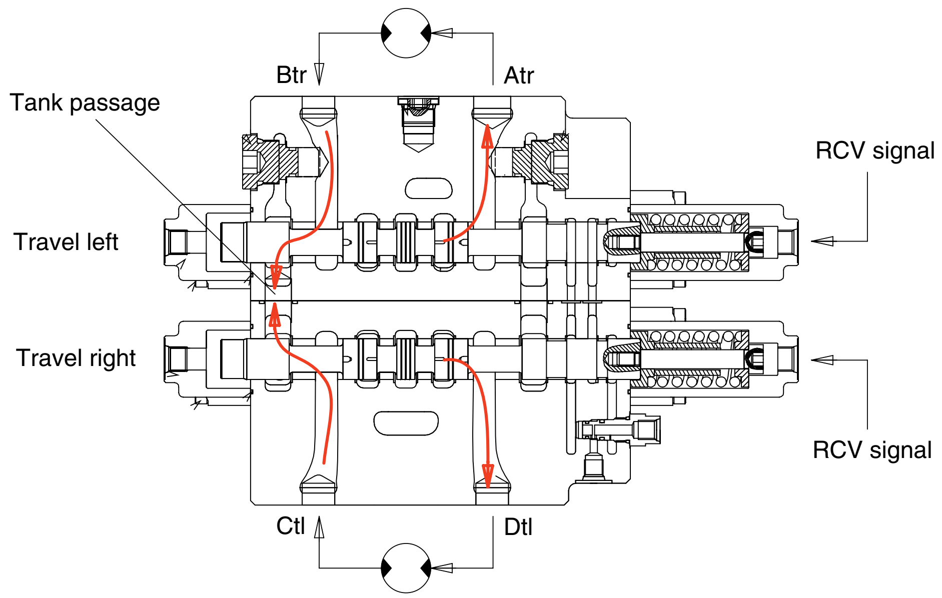
(1) Travel forward operation

During the travel forward operation, the pilot secondary pressure from the remote control valve is supplied to the spring side of pilot port and it shifts travel spools to the left direction.

The pressurized oil from the pump flows into the bypass passage of the travel spools through the land of the straight travel spool.

When the travel spools is shifted and the bypass passage is shut-off. The pressurized oil flowed into bypass passage is supplied to the travel motors through opened port Atr and Dtl.

On the other hand, the return oil from the travel motors flows into main control valve inside through the port Btr and Ctl and return to the tank passage.



B-B' (TRAVEL RIGHT AND LEFT)

220S2MC18

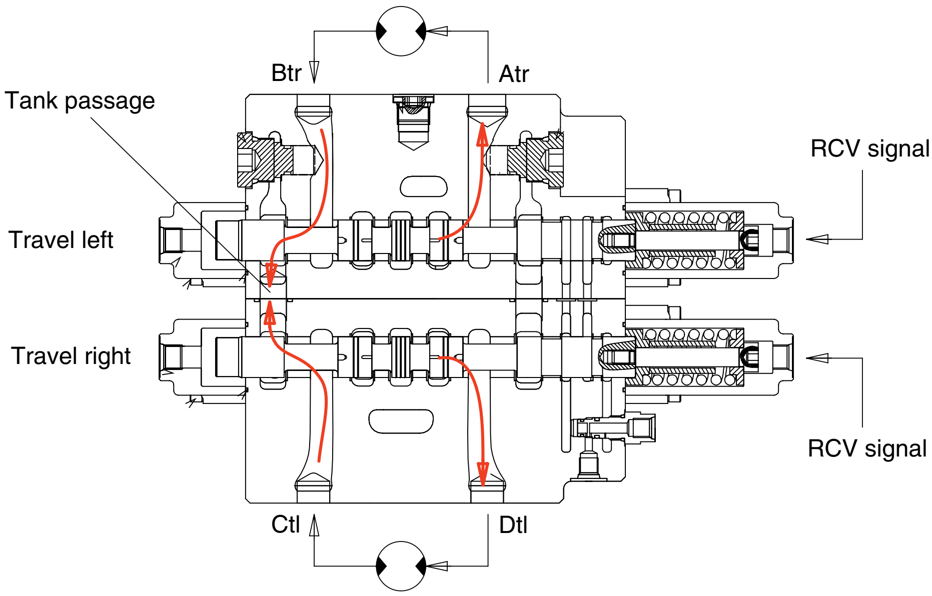
(2) Travel backward operation

During the travel backward operation, the pilot secondary pressure from the remote control valve is supplied to the against pilot port of the spring side and it shifts travel spools to the right direction.

The pressurized oil from the pump flows into the bypass passage of the travel spools through the land of the straight travel spool.

When the travel spools are shifted and the bypass passage is shut-off. The pressurized oil flowed into bypass passage is supplied to the travel motors through opened port Btr and Ctl.

On the other hand, the return oil from the travel motors flows into main control valve inside through the port Atr and Dtl and return to the tank passage.



B-B' (TRAVEL RIGHT AND LEFT)

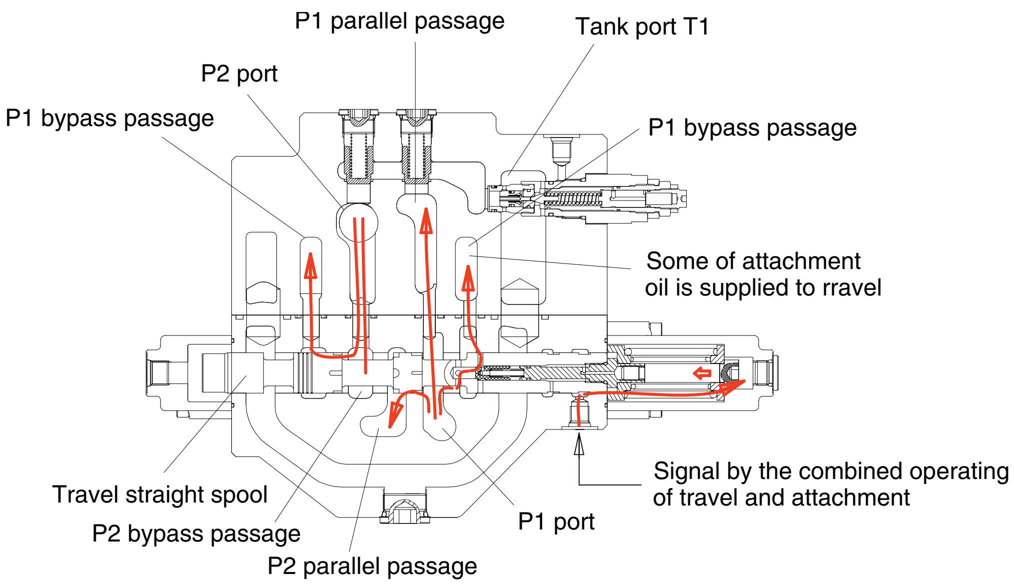
220S2MC19

(3) Travel straight function

This function keeps straight travel in case of simultaneous operation of other actuators (boom, arm, bucket, swing etc) during a straight travel.

In normal conditions, travel straight spool keeps neutral conditions, the pressurized oil of the P1 and P2 pumps is supplied to each passage independently.

When the attachment spool is operated under the travel operation of both sides, the pilot pressure is supplied to the spring side port of the travel straight spool and then the travel straight spool is shifted to the left direction.



A-A' (STRAIGHT TRAVEL AND SUPPLY)

220SA2MC20

After changeover of the travel straight spool, the pressurized oil discharged from the P1 pump is connected with P2 port oil and is supplied to the attachment line through both parallel passage of the P1 and P2.

Also, some of the pressurized oil open the check valve of the spool inside through side of the travel straight spool and is connected with the bypass passage of the P2 side.

On the other hand, the pressurized oil discharged from the P2 pump is connected with P1 port oil and is supplied to the travel line through both parallel passage of the P1 and P2.

Accordingly the attachment spool is operated under the travel operation of both sides, the pressurized oil discharged from P2 pump is mainly supplied to left and right travel line and the pressurized oil discharged from P1 pump is mainly supplied to attachment line.

As a result, simultaneous operation of both travel spools and attachment is not influenced to the travel operation of the both sides and the machine keeps straight travel.

3) BOOM OPERATION

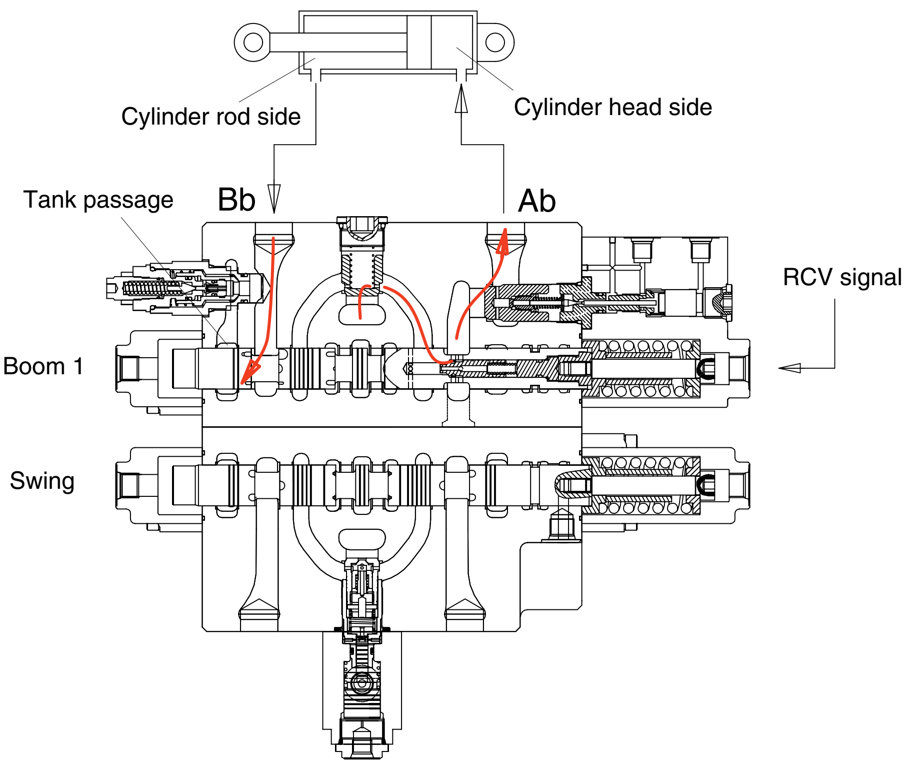
(1) Boom up operation

During the boom up operation, the pilot secondary pressure from the RCV is supplied to the port of the spring side and shifts the boom 1 spool to the left direction. The P1 bypass passage is shut off by the movement of the boom 1 spool and the pressurized oil from P2 port is entered P1 parallel passage and then passes through the load check valve, bridge passage and boom holding valve then flows into the head side of the boom cylinder via Ab port. (In this case, the boom holding valve is free flow condition)

At the same time, the pilot secondary 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 boom 2 spool and the pressurized oil from P2 port entered boom summation passage via the P2 parallel passage, notch of the boom 2 spool, the check valve.

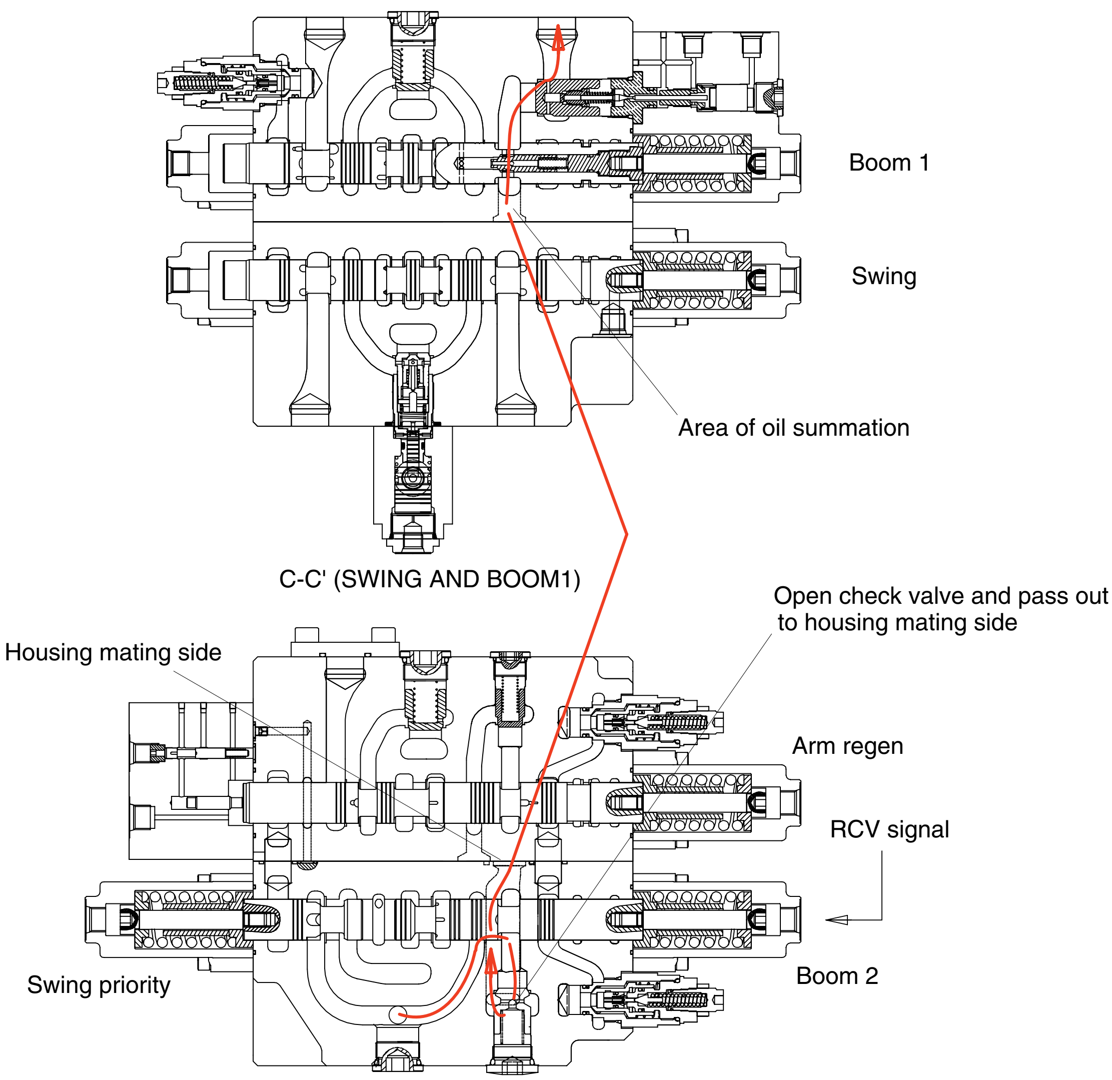
The oil from boom 2 spool combined with the boom 1 spool oil and is supplied Ab port.

At the same time, the return oil from rod side of the boom cylinders flows the boom 1 spool through the Bb port and return to the hydraulic oil tank through the tank passage.



C-C' (SWING AND BOOM1)

220SA2MC21



C-C' (SWING AND BOOM1)

D-D' (SWING PRI, BOOM 2 & ARM REGEN)

220SA2MC22

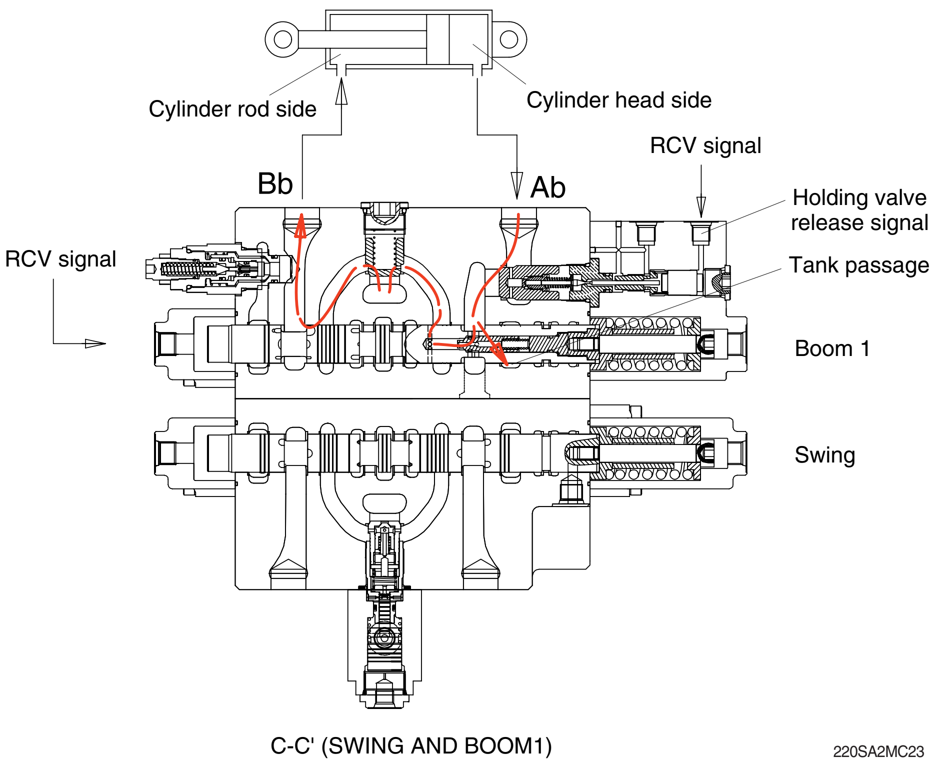
(2) Boom down operation

During the boom down operation, the pilot secondary pressure from the RCV is supplied to the against port of the spring side and shifts the boom 1 spool to the right direction. The P1 bypass passage is shut off by the movement of the boom 1 spool and the pressurized oil from P1 port is entered P1 parallel passage and then passes through the load check valve and bridge passage then flows into the rod side of the boom cylinder via Bb port.

At the same time, the return oil from head side of the boom cylinders flows the boom 1 spool through the Ab port and the boom holding valve and return to the hydraulic oil tank through the tank passage.

At this time, some of the return oil from the boom head side passes to the connected passage of the boom 1 spool inside and flows into the P1 parallel passage. (Boom spool inside regeneration function). At this time, the boom holding valve is open status and the operation principles are described following page.

During the boom down operation, the flow is not combined.



C-C' (SWING AND BOOM1)

4) HOLDING VALVE OPERATION

(1) Holding operation

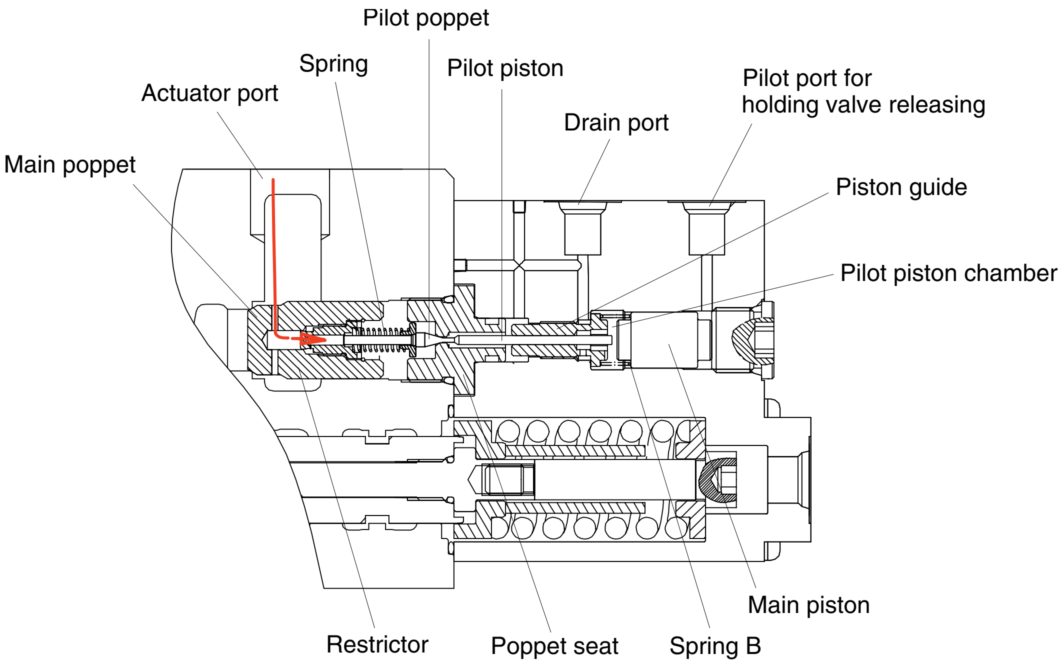
At neutral condition, the pilot piston chamber is connected to drain port through the pilot port.

And the main piston is seated by the spring B.

Also, the pressurized oil from the actuator entered to inside of the holding valve through the periphery hole of the main poppet, crevice of the main poppet and the restrictor and the periphery hole of the restrictor.

Then, this pressured oil pushed the pilot poppet to the poppet seat and the main poppet to the seat of body.

So the pressurized oil from the holding side of the actuator is not escaped and the actuator is not moved.



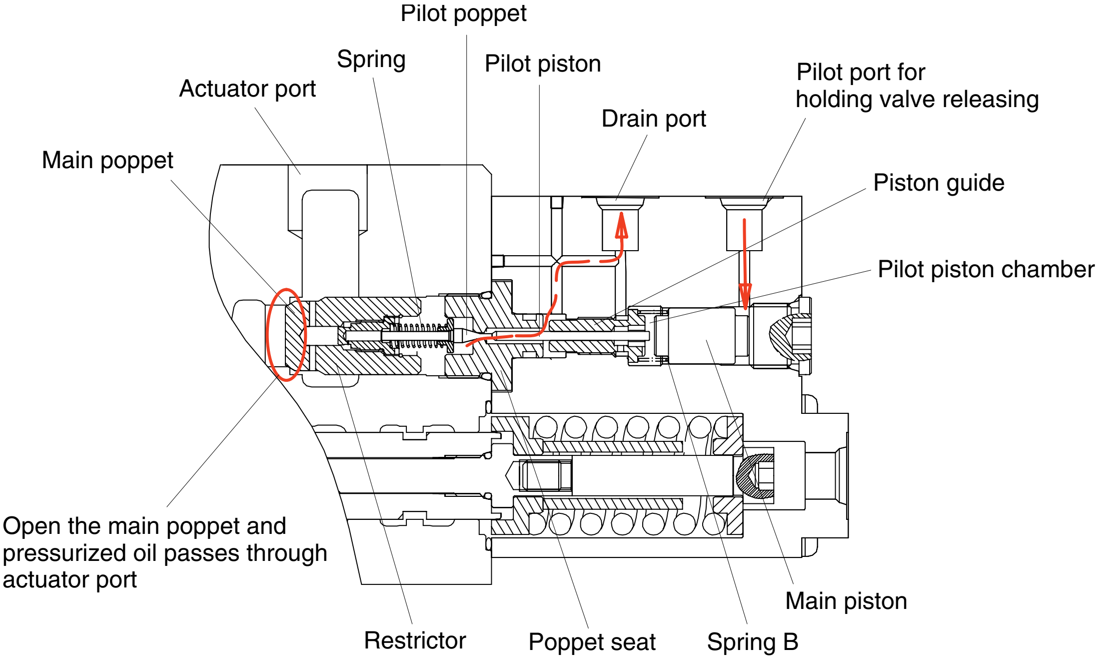
HOLDING VALVE BLOCK SECTION

(2) Releasing holding operation

The pilot pressure is supplied to the pilot port for releasing holding valve and shifts the main piston to the left direction against the spring B and shifts the pilot poppet to the left direction through the pilot piston and open the passage for the drain.

At same time, the return oil from actuator returns to the drain port through the periphery hole of main poppet, crevice of the main poppet and the restrictor, the periphery hole of the restrictor, inside of holding valve, crevice of the pilot poppet and the drain passage of the holding valve.

After above operation, pressure of inside of holding valve is decreased and the main poppet is opened by the return oil of the actuator and the return oil from actuator returns to the tank passage through the notch of spool.



HOLDING VALVE BLOCK SECTION

220S2MC25

5) BUCKET OPERATION

(1) Bucket in operation

① Bucket operation only

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

The P1 bypass passage is shut off by the movement of the bucket spool and the pressurized oil from P1 port entered P1 parallel passage and is directed to the Ak port through the check valve 2.

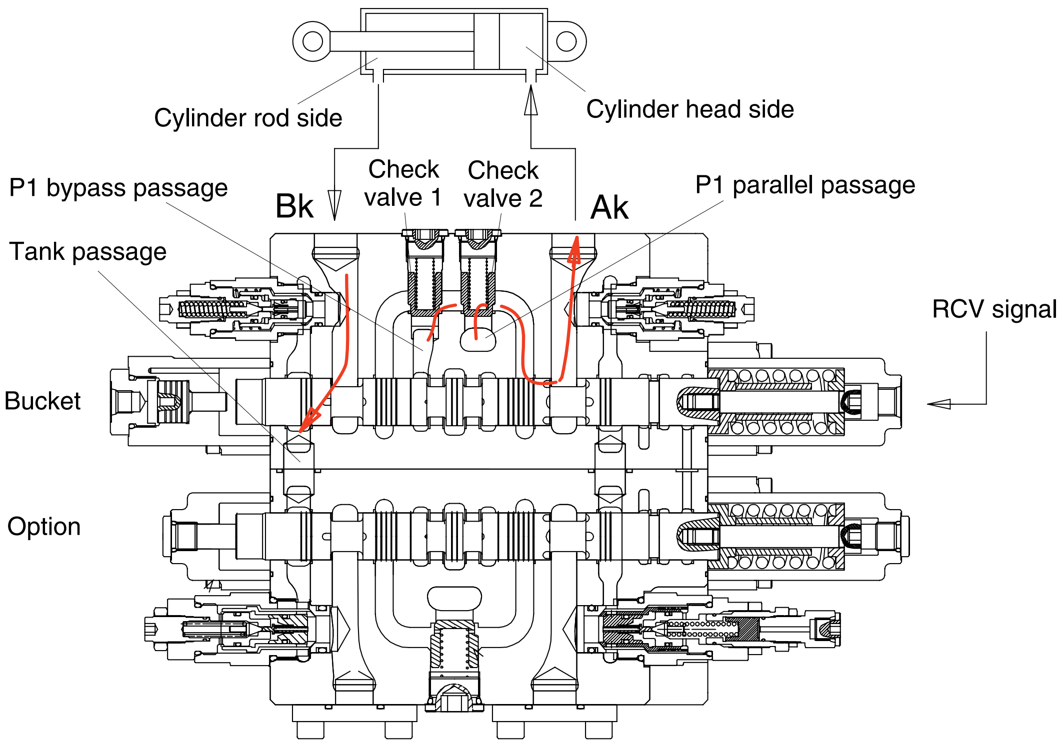
At the same time, the pressurized oil from P1 bypass passage is directed to the AK port through the check valve 1.

The return oil from the rod side of the bucket cylinder (Bk port) returns to the hydraulic oil tank through the tank passage.

② Combined operation

When combined operation of the bucket and other actuators, mostly same as above operation but the fluid from P1 bypass passage is empty by the upstream operation such as the arm or boom operation.

So only the fluid from P1 parallel passage is supplied to the Ak port.



F-F' (OPTION AND BUCKET)

220SA2MC26

(2) Bucket slow operation (incase bucket in)

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

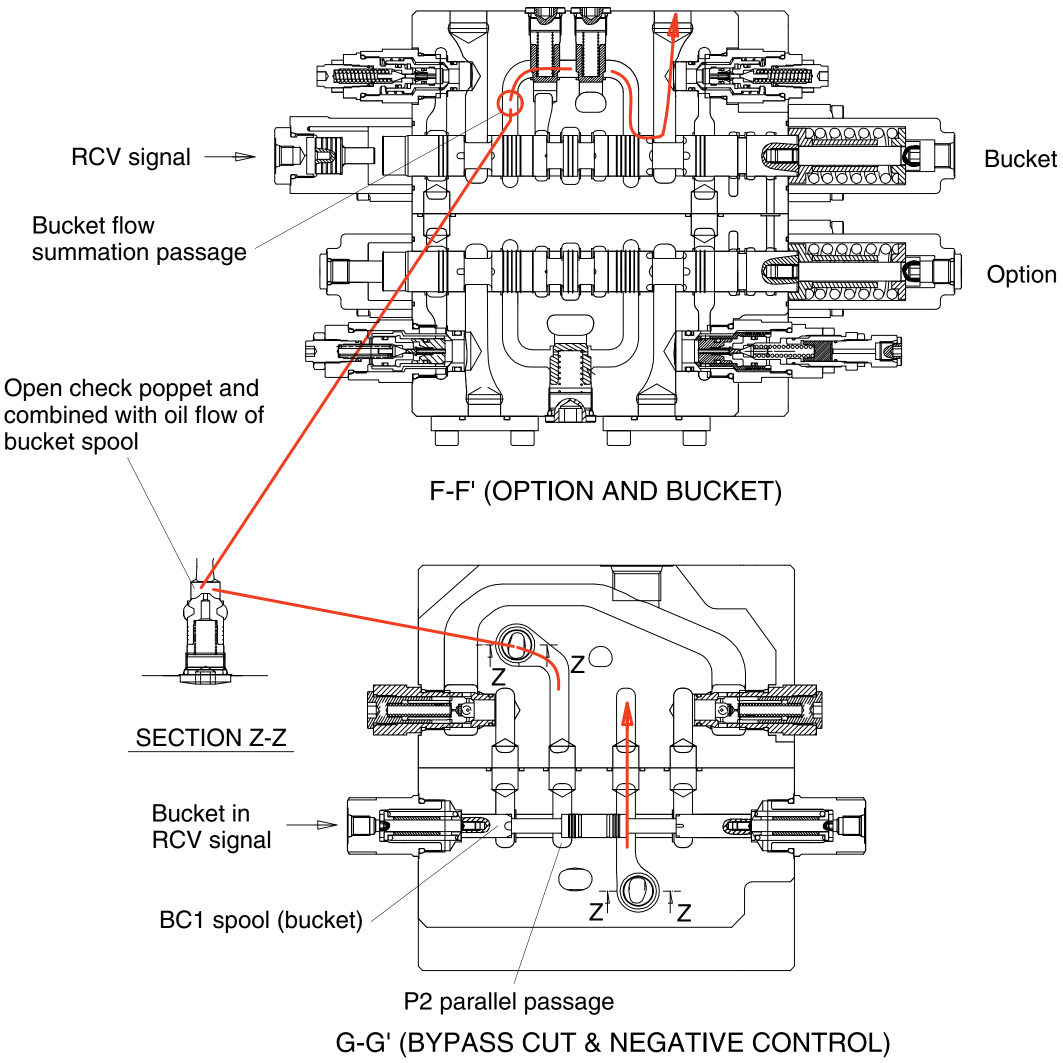
The bucket slow pilot pressure is supplied the pilot port of the BC1 spool and the piston is shifted to the right and then the bucket spool stroke is limited and the oil passage from P1 to the bucket cylinder is reduced and the oil flow of the bucket spool is reduced.

Bucket flow summation function, bypass cut-off 1 spool

During the bucket in operation, the pilot secondary pressure from the RCV is supplied to port of the spring side and shifts the BC1 (bucket) spool to the right direction.

The P2 parallel passage is shut off by the movement of the BC1 spool and the pressurized oil from P2 port opens the check poppet and combined with the flow of the bucket spool.

(Only bucket in operation)



FLOW SUMMATION BY THE SHIFTING OF THE BC1 SPOOL

220SA2MC27

(3) Bucket out operation

① Bucket operation only

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

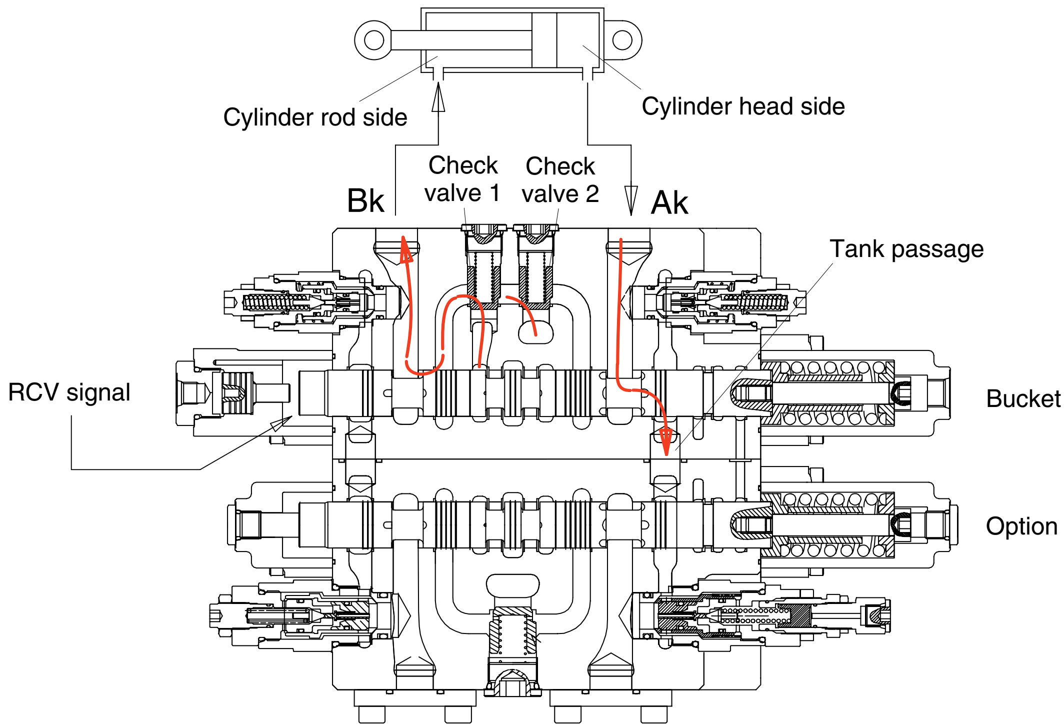
The P1 bypass passage is shut off by the movement of the bucket spool and the pressurized oil from P1 port entered P1 parallel passage and is directed to the Bk port through the check valve 2.

At the same time, the pressurized oil from P1 bypass passage is directed to the Bk port through the check valve 1.

The return oil from the head side of the bucket cylinder (Ak port) returns to the hydraulic oil tank through the tank passage.

② Combined operation

When combined operation of the bucket and other actuators, exactly same as above operation.



F-F' (OPTION AND BUCKET)

220SA2MC28

6) SWING OPERATION

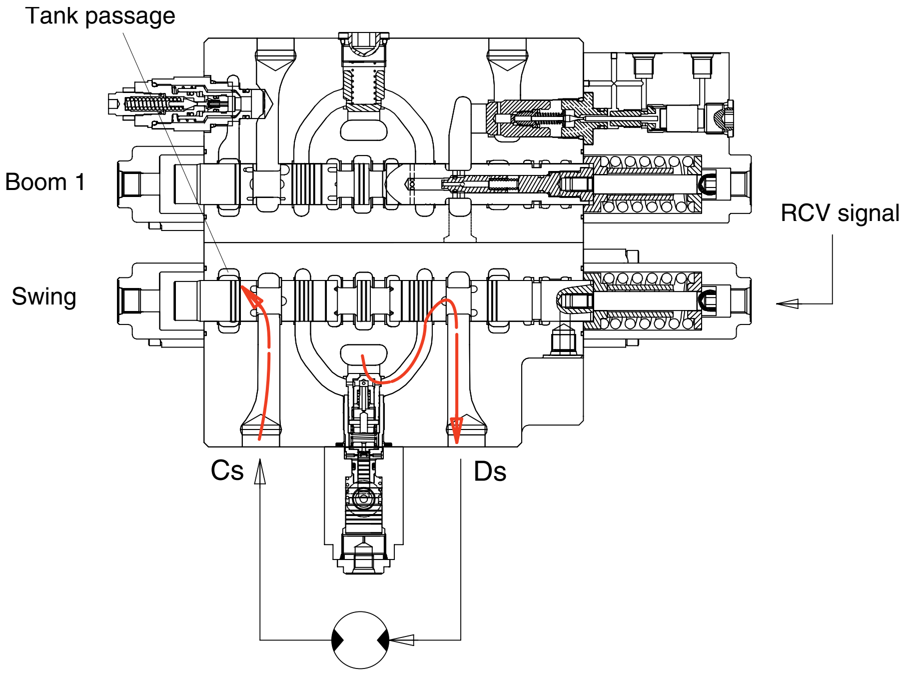
(1) Swing left and right operation

During the swing left operation, the pilot secondary pressure from the RCV is supplied to the port of the spring side and shifts the swing spool in left direction. The P2 bypass passage is shut off by the movement of the swing spool and the pressurized oil from P2 port flows into the P2 parallel passage and open the load check valve and is supplied to swing motor through the Ds port.

As the result, the return oil from the swing motor flows into the main control inside through Cs port and returns to the hydraulic oil tank through the 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 pressurized oil from P2 parallel passage flows into swing motor through the Cs port and returns to the hydraulic oil tank through the Ds port and the tank passage.



C-C' (SWING AND BOOM1)

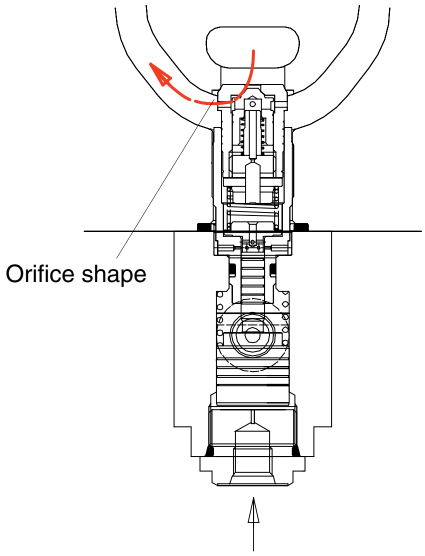
220SA2MC29

(2) Boom priority function

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

The boom priority signal is supplied the pilot port and the poppet of the swing logic valve is closed and then the pressurized oil from P2 port is reduced by the oil leaking through the orifice.

As a result, the swing speed is slowed.



SWING LOGIC VALVE

220S2MC30

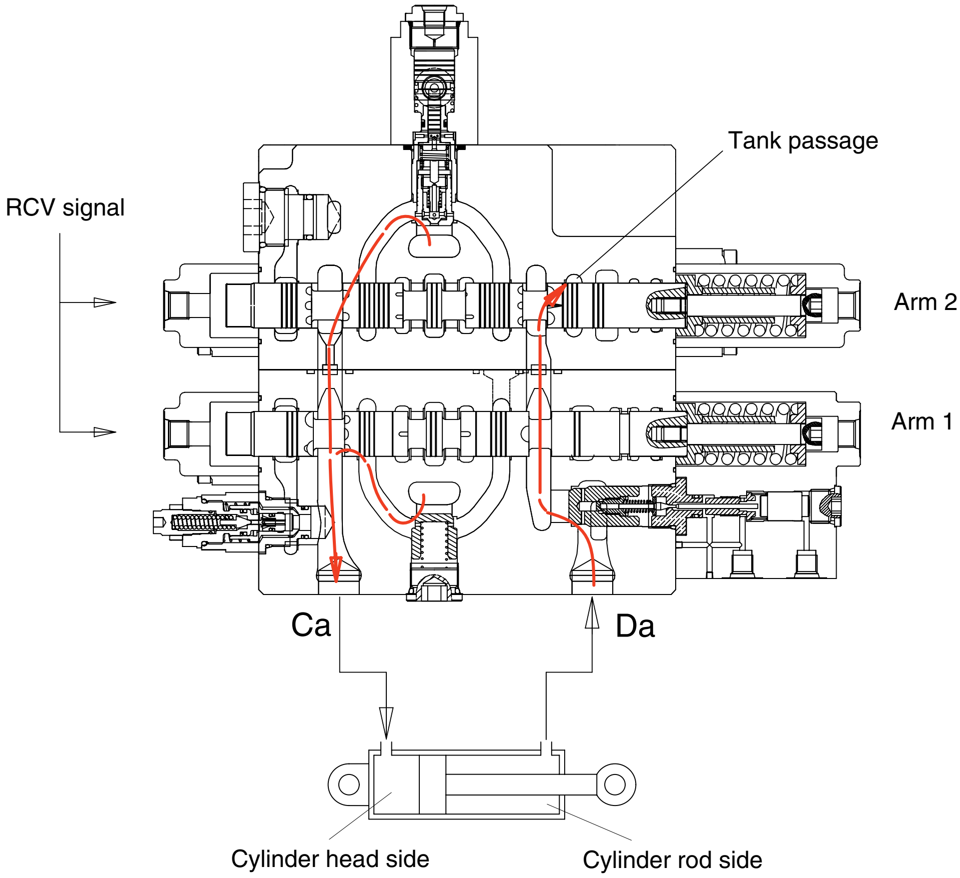
7) ARM OPERATION

(1) Arm in operation

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

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

At the same time, the pilot secondary pressure from the RCV is supplied to the port of spring opposite side and shifts the arm 2 spool in the right direction. The P2 bypass passage is shut off by the movement of the arm 2 spool and the pressurized oil from the P1 port flows into the arm summation passage through P1 parallel passage, the check valve and the notch of the arm 2 spool.



E-E' (ARM 1 AND ARM 2)

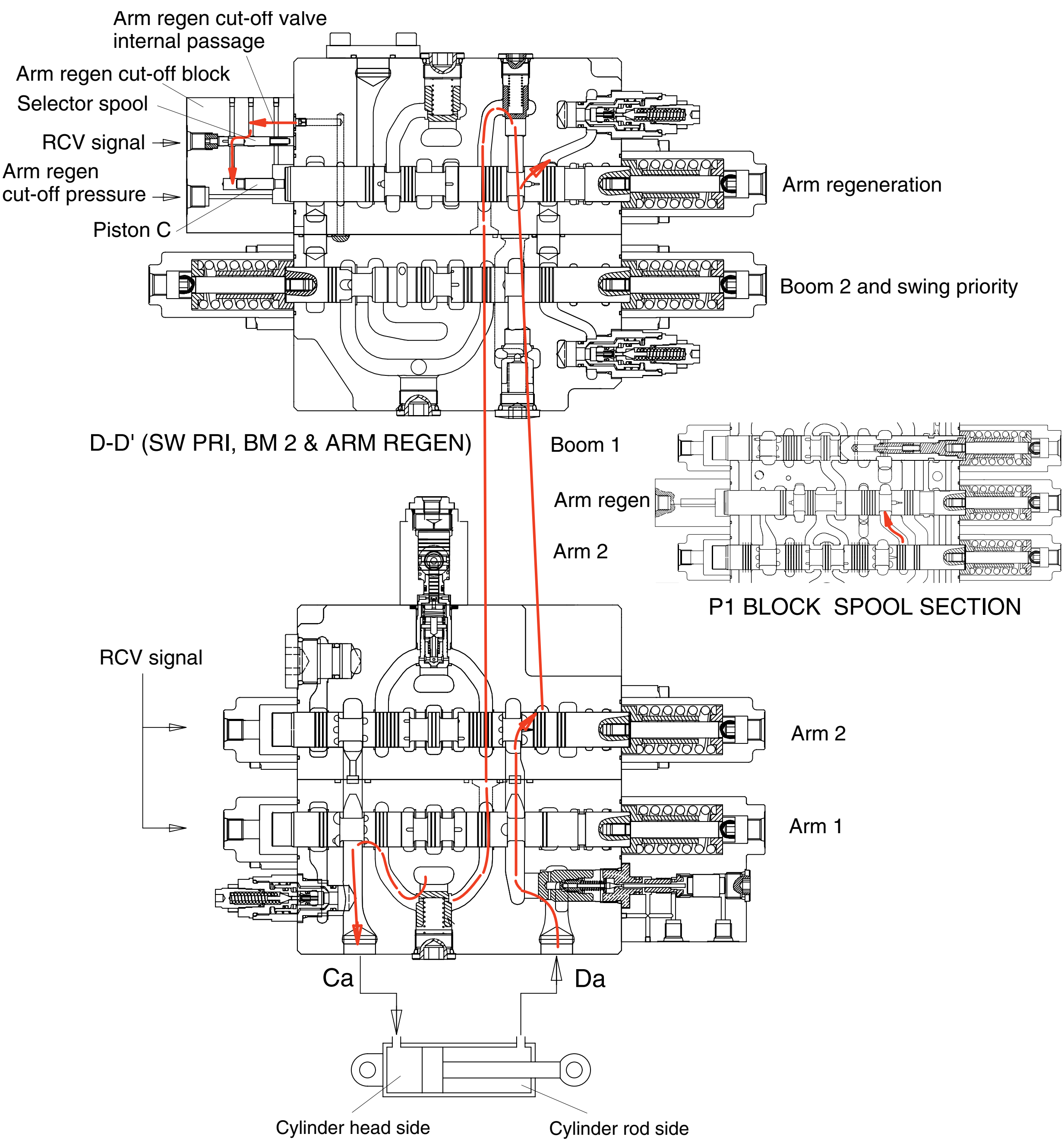
ARM REGENERATION

The return oil from the arm cylinder rod side passes the arm holding valve (open condition) through the Da port and the notch of the arm 1 and arm 2, and swing priority spool. And some of the oil return to the tank passage through the notch of the arm regeneration spool and most of the oil is supplied to the head side of the arm cylinder through internal summation 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 of the oil that is supplied to the head side of the arm cylinder passes the selector spool (in this case, the selector spool is opened by the arm in pilot pressure) built in the arm regeneration block through internal passage and is pushed the piston C.
The amount of the regeneration oil from the rod side of the arm cylinder to the tank passage is increased by the movement of the piston C and the arm regeneration spool to the right direction and the arm regeneration flow is decreased as much increased oil.
The pressure of the arm cylinder head increases, then, the arm regeneration flow decreases.

Furthermore, the arm regeneration cut-off pressure is supplied to the port of the spring opposite side and the arm regeneration spool is moved to the right direction fully. The flow from the arm cylinder rod to the tank passage is maximum condition.



ARM REGENERATION PASSAGE

220S2MC32

(2) Arm out operation

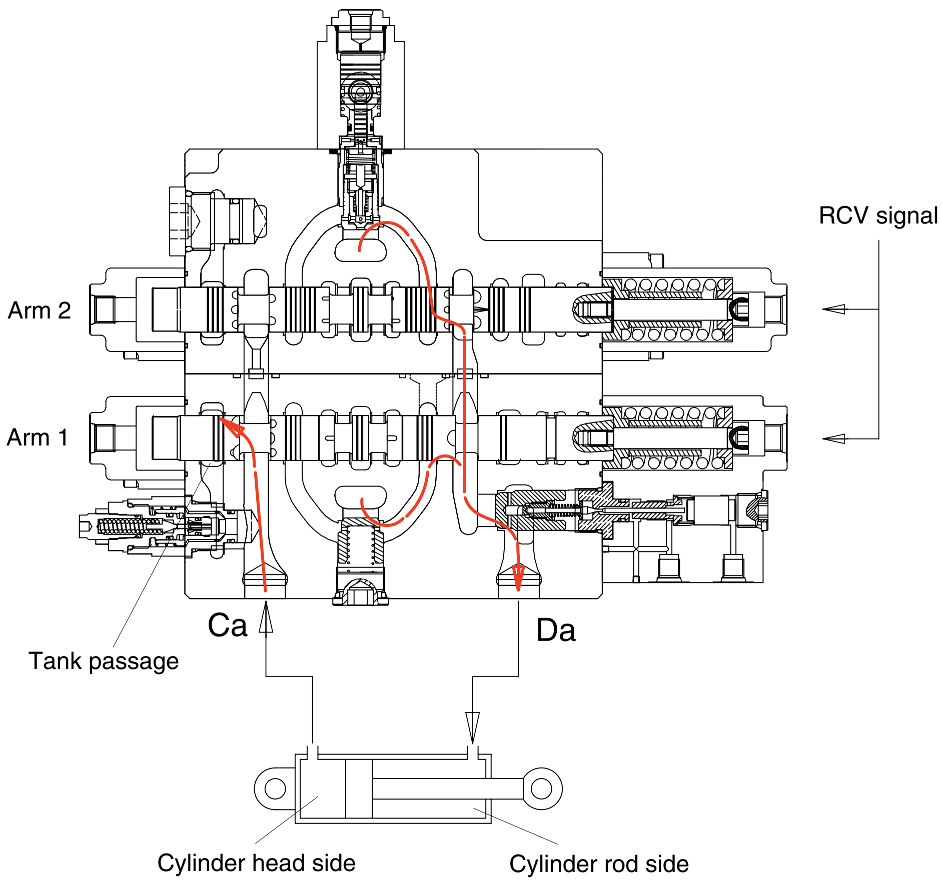
During arm out operation, the pilot secondary pressure from the RCV is supplied to the port of the spring side and shifts the arm 1 spool to the left direction.

The bypass passage is shut off by the movement of the arm 1 spool and the pressurized oil from the P2 port flows into arm 1 spool through the P2 parallel passage. Then it enters into the arm cylinder rod side through the load check, bridge passage, arm holding valve (oped status) and the port Da.

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

The bypass passage is shut off by the movement of the arm 2 spool and the pressurized oil from the P2 port through the P2 parallel passage. Then it combined with the flow of the arm 1 passage through P1 parallel passage, the check valve, bridge passage, the notch of the arm 1 and the arm holding valve (open status).

On the other hand, the return flow from the arm cylinder head side returns to the hydraulic tank through the port Ca, the notch of the arm 1 spool and tank passage.



E-E' (ARM 1 AND ARM 2)

220S2MC33

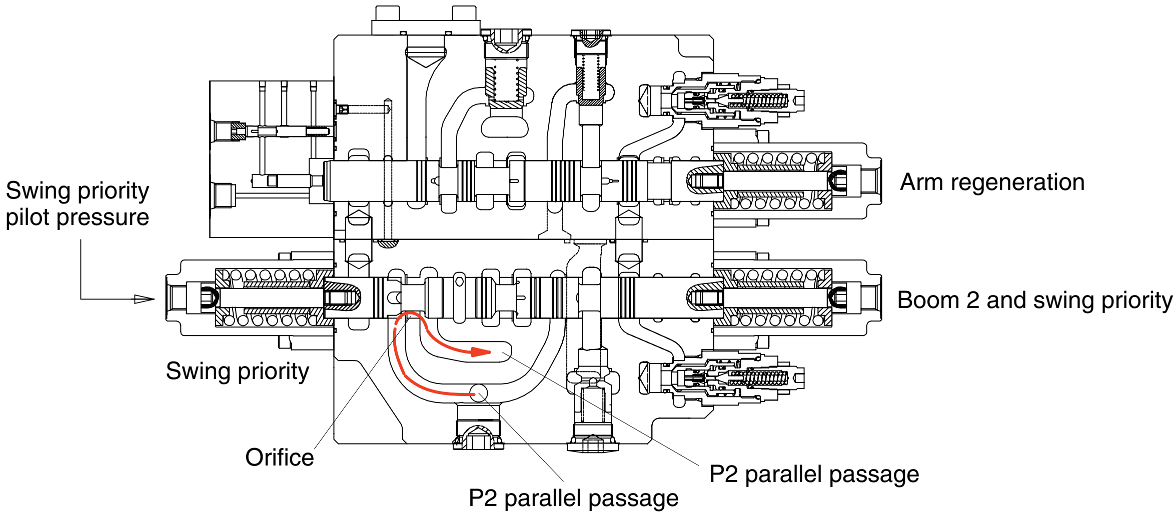
8) OPERATION OF SWING PRIORITY SPOOL

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 to the right direction.

The pressurized oil from the P2 port flows into the P2 parallel passage through the notch of the swing priority 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 orifice is formed between the notch of the swing priority spool and the land of the block housing and then the fluid to the swing side more then the downstream of the swing spool such as the arm 1 and option spool.

As a result, the flow is supplied to the swing operation most preferential.



D-D' (SWING PRI, BOOM 2 & ARM REGENERATION)

220S2MC34

9) OPERATION OF OPTION SPOOL

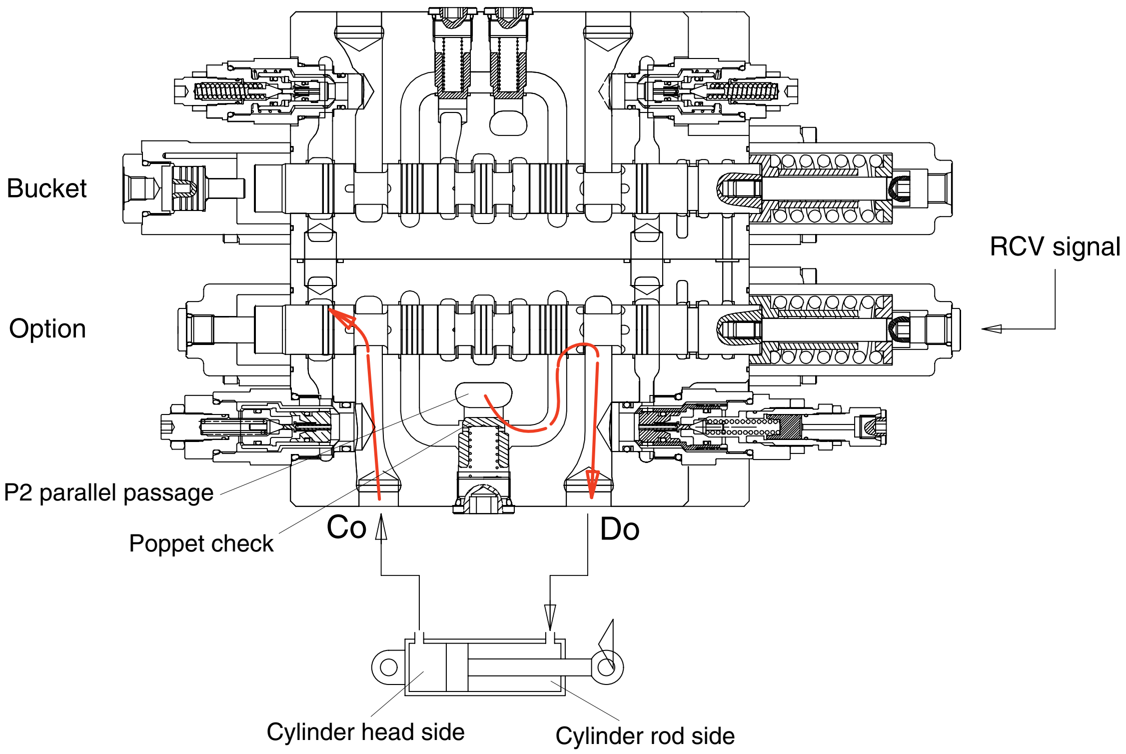
(1) 1-way operation

※ The pilot pressure is supplied to the port of the spring side and shifts spool to the left direction. The pilot secondary pressure from the RCV is supplied to the port of the spring opposite side of the option spool, the P2 bypass passage is shut off by the movement of the option spool and the pressurized oil from the P2 port flows into the actuator through the P2 parallel passage, the check valve, bridge passage and the Do port.

(2) 2-way operation

※ Shifts spool to the left and right direction.

- When the spool shifts to the left, same as 1-way operation.
- When the spool shifts to the right, the pressurized oil from the P2 port flows into the actuator through the P2 parallel passage, the check valve, bridge passage and the Co port.



F-F' (OPTION AND BUCKET)

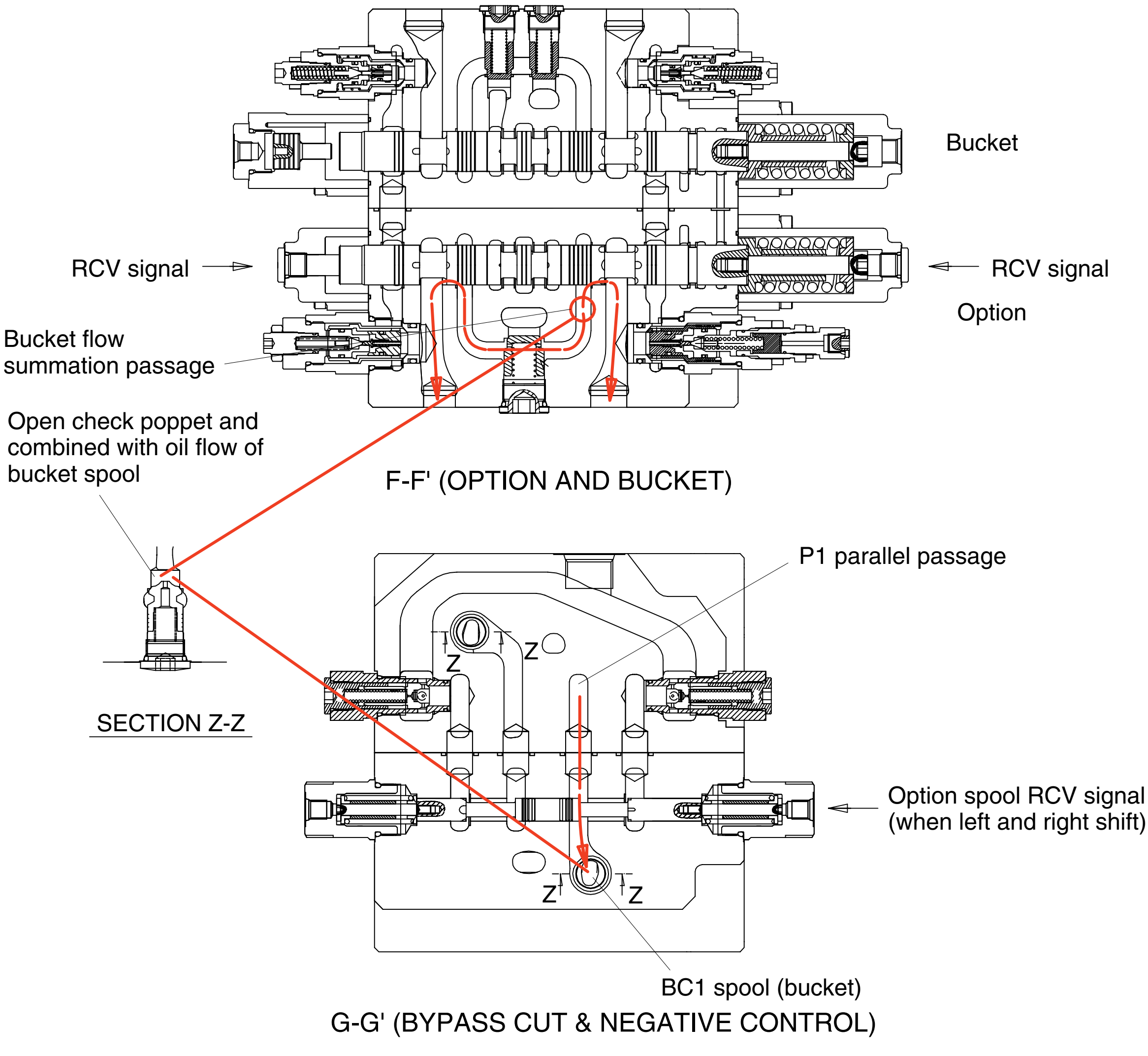
220SA2MC35

Option flow summation function, bypass cut-off 2 spool

During the 2-way option operation, the pilot secondary pressure from the RCV is supplied to port of the spring side and shifts the BC2 (option) spool.

The P1 parallel passage is shut off by the movement of the BC2 spool and the pressurized oil from P1 port opens the check poppet and combined with flow of the option spool.

(Only bucket in operation)

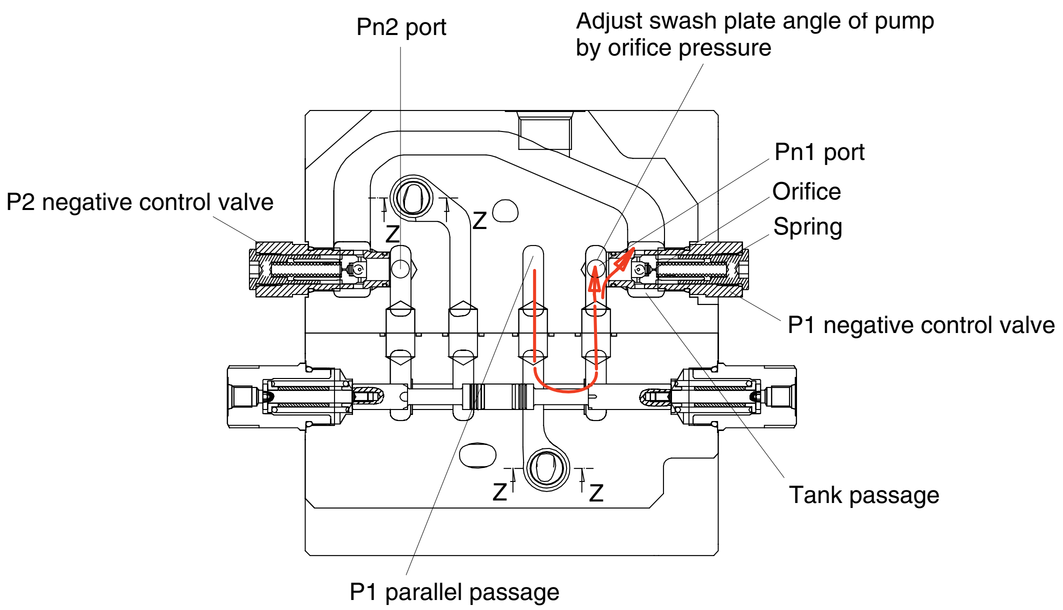


FLOW SUMMATION BY THE SHIFTING OF THE BC2 SPOOL 220SA2MC36

10) OPERATION OF NEGATIVE CONTROL VALVE

When no function is being actuated on P1 side, the hydraulic fluid from the P2 port, flows into the tank passage through the P1 bypass passage and the orifice of the negative control valve.
The negative control pressure caused by this operation is transferred to the regulator of the piston pump through the Pn1 port.
This pressure controls the swash plate angle of the pump to the minimum and minimize the flow of the P1 side.
When one or more spools are shifted, the P1 bypass passage is shut-off and the flow is almost zero.
Accordingly, the negative control pressure that is supplied to the pump through Pn1 port is lowered and the swash plate angle becomes maximum and the flow of the P1 side becomes maximum.
On the other hand, the negative control pressure is increased and high than the setting pressure of the spring, the negative control valve is opened and the flow passes to the hydraulic tank and functions as a relief valve.

The operation of the negative control valve of the P2 side is same as that of the P1 side.



OPERATION OF NEGATIVE CONTROL VALVE

220S2MC37

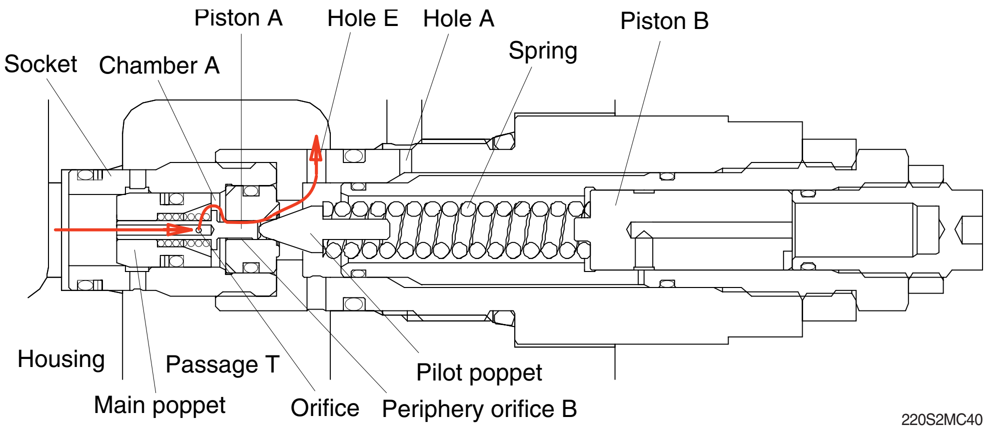
11) OPERATION OF MAIN RELIEF VALVE

(1) Neutral

The pressurized oil passes through the internal passage of the piston A, fitted in the main poppet and the orifice A and is filled up in the chamber A of the inside and seats the main poppet against socket and socket against the housing securely.

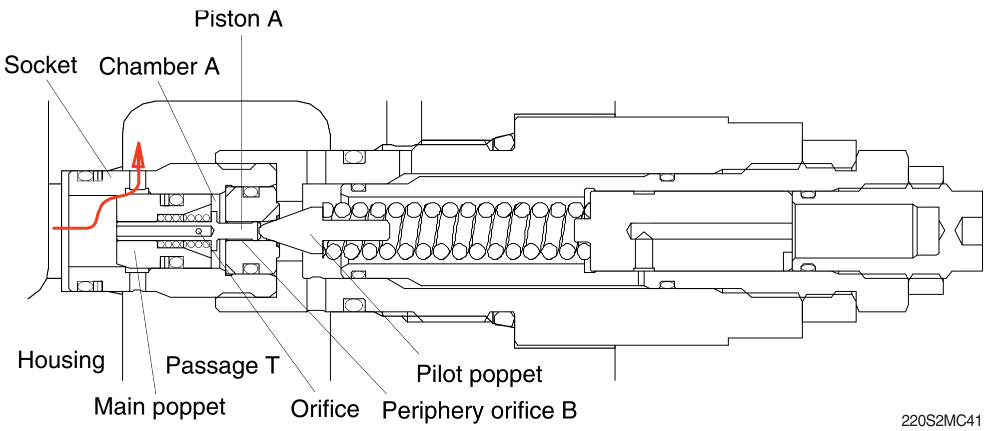
(2) When operation (relief)

① When the pressurized oil flowed in the chamber A through the orifice becomes equal to the set pressure of the spring, the hydraulic oil apply to the main poppet through the piston and pushes open the pilot poppet and flows to tank passage through the piston A internal passage, orifice A, chamber A, periphery orifice B and the hole E.



OPERATION 1 OF MAIN RELIEF VALVE

② The pressure in chamber A is lowered by moving of the pilot poppet and the main poppet is opened. As a result, the pressurized oil flows out to the tank passage through the hole of the socket side.



OPERATION 2 OF MAIN RELIEF VALVE

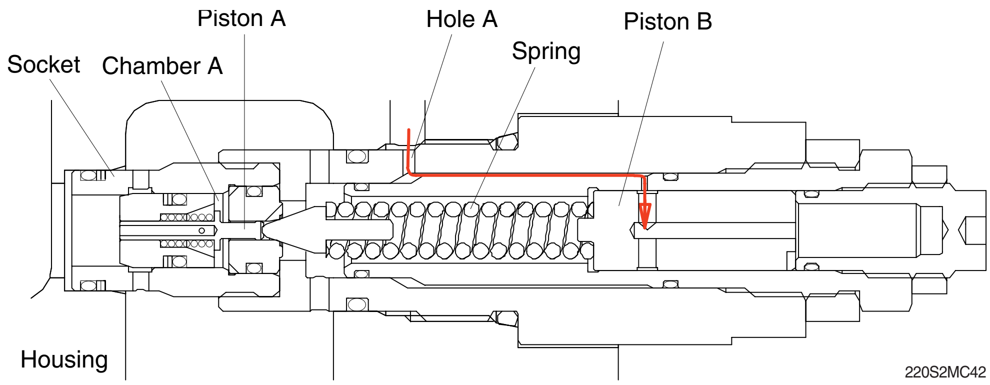
(3) When retraction (return)

On the other hand, the pressure of the pressurized oil becomes lower than set pressure of the spring, the main poppet is seated by spring force. Then the pressure of the chamber A becomes equal to the pressure of the P port and the main poppet is seated to the seat of the socket. The valve returns to the initial condition.

Power boost function

During power boost operation, the pilot pressure for the power boost enters inside of the piston B through the hole A, the crevice passage and the side hole of the piston B.

It pushes the piston to the left direction and the set pressure of the spring is increased.

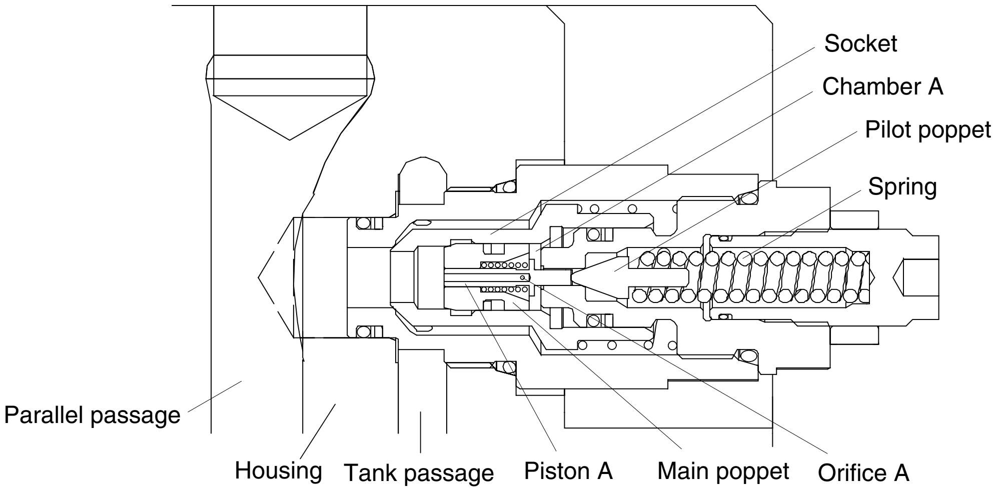


OPERATION 3 OF MAIN RELIEF VALVE

12) OPERATION OF PORT RELIEF VALVE

(1) Function as relief valve

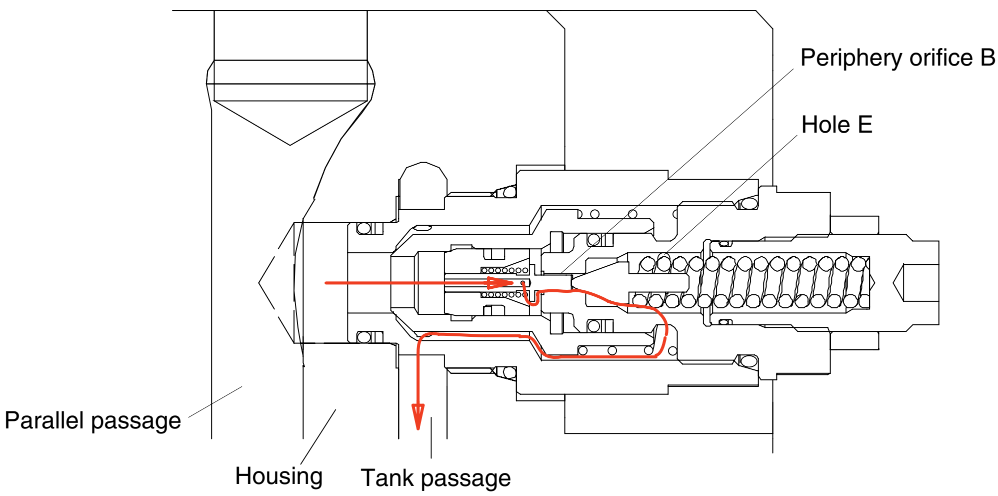
① The pressurized oil passes through the internal passage of the piston A, fitted in the main poppet and the orifice A and is filled up in the chamber A of the inside and seats the main poppet against socket and socket against the housing securely.



PORT RELIEF VALVE

220S2MC43

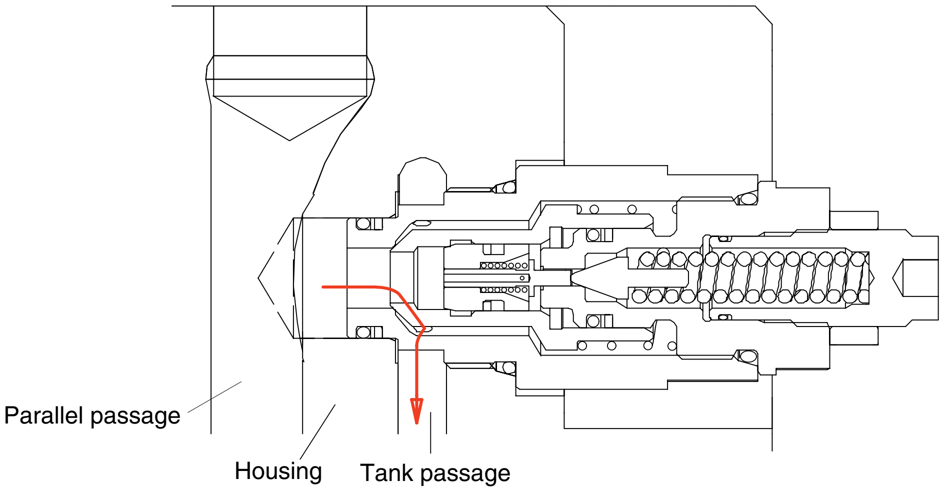
② When the pressurized oil from the actuators becomes equal to the set pressure of the spring, the hydraulic oil apply to the pilot poppet and pushes the pilot poppet to the right direction and flows to tank passage through the piston A internal passage, orifice A, chamber A, periphery orifice B and the hole E.



OPERATION 1 OF PORT RELIEF VALVE

220S2MC44

③ The pressure in chamber A is lowered by moving of the pilot poppet and the main poppet is opened. As a result, the pressurized oil from the actuator port flows out to the tank passage through the hole of the socket side.

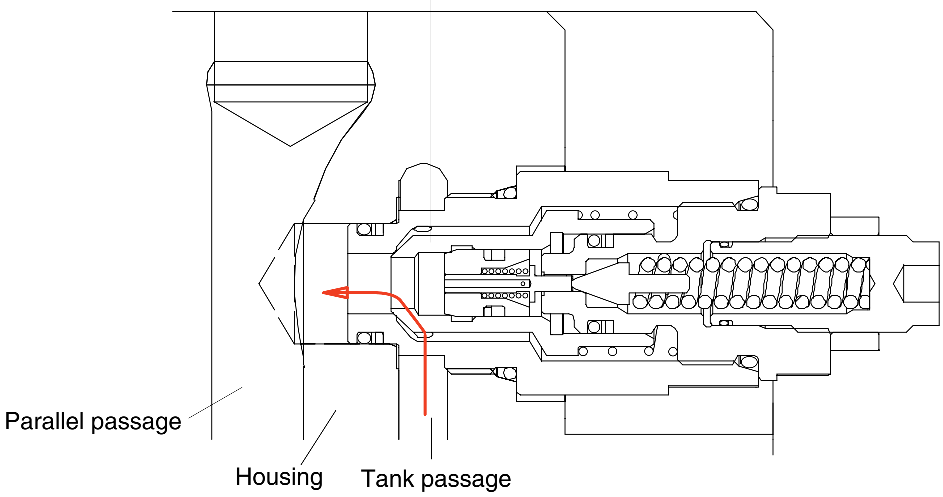


OPERATION 2 OF PORT RELIEF VALVE 220S2MC45

④ On the other hand, the pressure of the actuator becomes lower than set pressure of the spring, the pilot poppet is seated by spring force. Then the pressure of the chamber A becomes equal to the pressure of the actuator port and the main poppet is seated to the seat of the socket. The valve returns to the initial condition.

Make up function

When negative pressure exists at the actuator port, the oil is supplied through tank passage. When the pressure at tank passage becomes higher than that of at the actuator port, it pushed the socket moves in the right direction. Then, the gap between the housing and socket is opened and pressurized oil from the tank passage flows into parallel passage side.



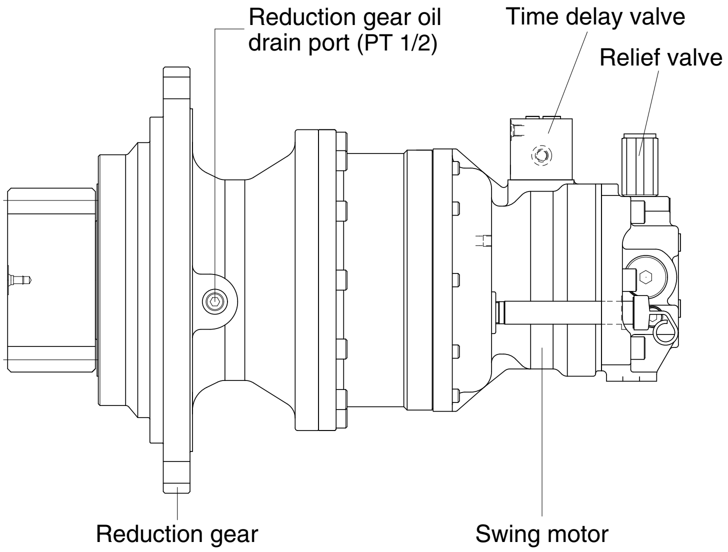
MAKE UP FUNCTION OF PORT RELIEF VALVE 220S2MC46

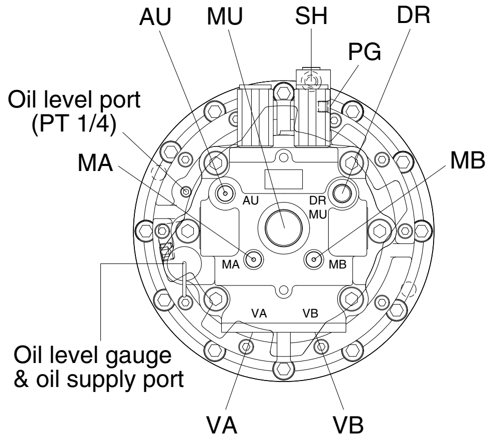
GROUP 3 SWING DEVICE

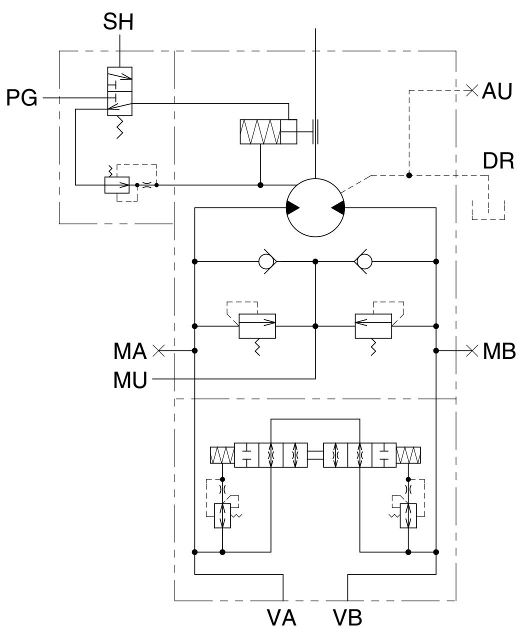
1. STRUCTURE

Swing device consists swing motor, swing reduction gear.

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





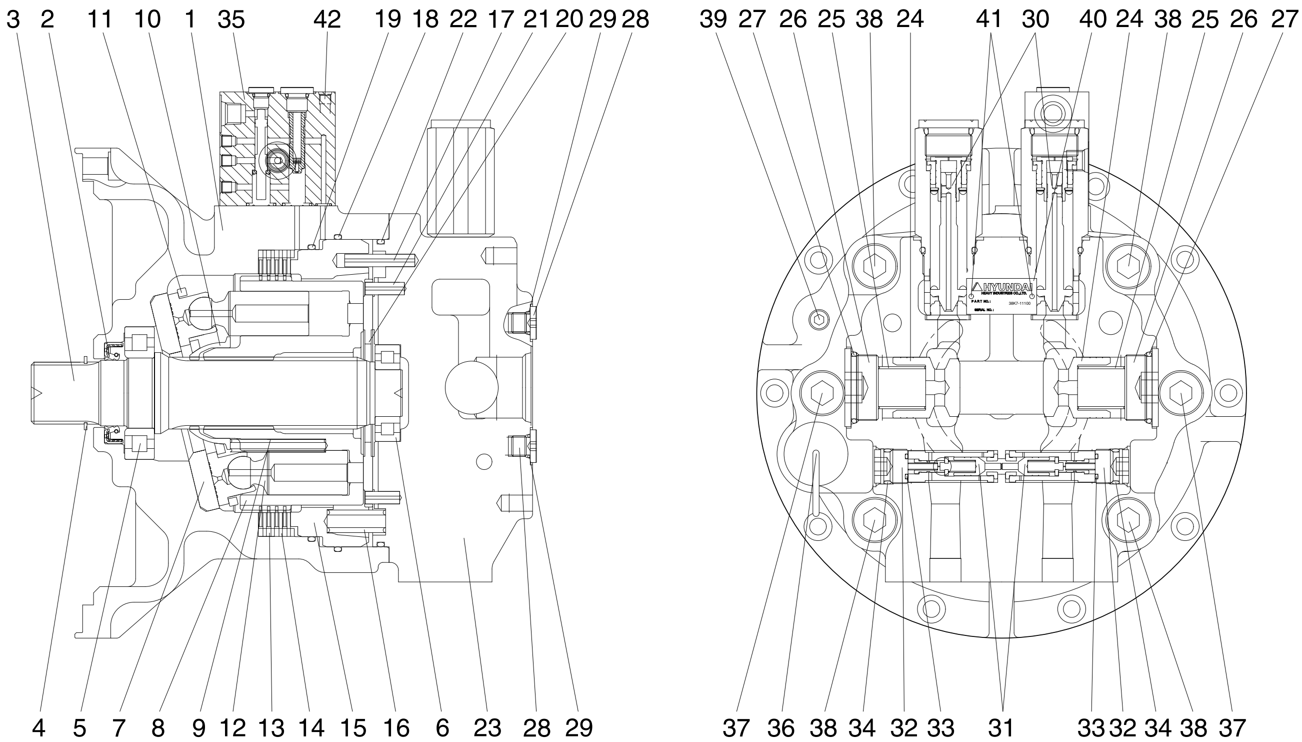


Hydraulic circuit

Port	Port name	Port size
VA	Main port	Ø20
VB	Main port	Ø20
DR	Drain port	PF 1/2
MU	Make up port	PF 1 1/4
PG	Stand by port	PF 1/4
SH	Brake release port	PF 1/4
MA, MB	Gauge port	PF 1/4
AU	Air vent port	PF 1/4

260L2SM01

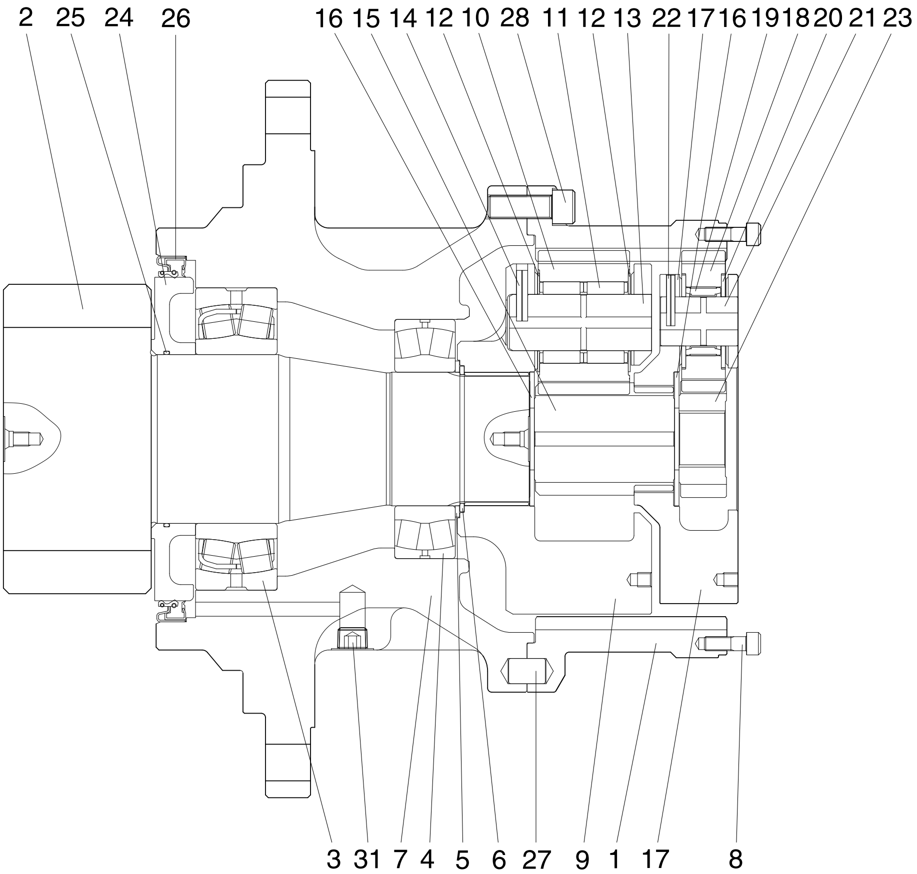
1) SWING MOTOR



260L2SM02

1	Casing	15	Parking piston	29	O-ring
2	Oil seal	16	Brake spring	30	Relief valve assy
3	Shaft	17	Spring pin	31	Anti rotating valve assy
4	Snap ring	18	O-ring	32	Plug
5	Roller bearing	19	O-ring	33	O-ring
6	Roller bearing	20	Valve plate	34	O-ring
7	Swash plate	21	Spring pin	35	Time delay valve assy
8	Cylinder block	22	O-ring	36	Level gauge assy
9	Spring	23	Valve casing	37	Socket bolt
10	Ball guide	24	Check valve	38	Socket bolt
11	Retainer plate	25	Spring	39	Plug
12	Piston assy	26	Plug	40	Name plate
13	Friction plate	27	O-ring	41	Rivet
14	Separate plate	28	Plug	42	Socket bolt

2) REDUCTION GEAR



260L2SM03

1	Ring gear	11	Needle bearing 2	21	Carrier pin 1
2	Drive shaft	12	Thrust washer 2	22	Spring pin 1
3	Roller bearing	13	Carrier pin 2	23	Sun gear 1
4	Roller bearing	14	Spring pin	24	Sleeve
5	Thrust plate	15	Sun gear 2	25	O-ring
6	Retainer ring	16	Thrust plate	26	Oil seal
7	Casing	17	Carrier 1	27	Parallel pin
8	Socket bolt	18	Planetary gear 1	28	Socket bolt
9	Carrier 2	19	Needle bearing 1	31	Socket plug
10	Planetary gear 2	20	Thrust washer 1		

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).

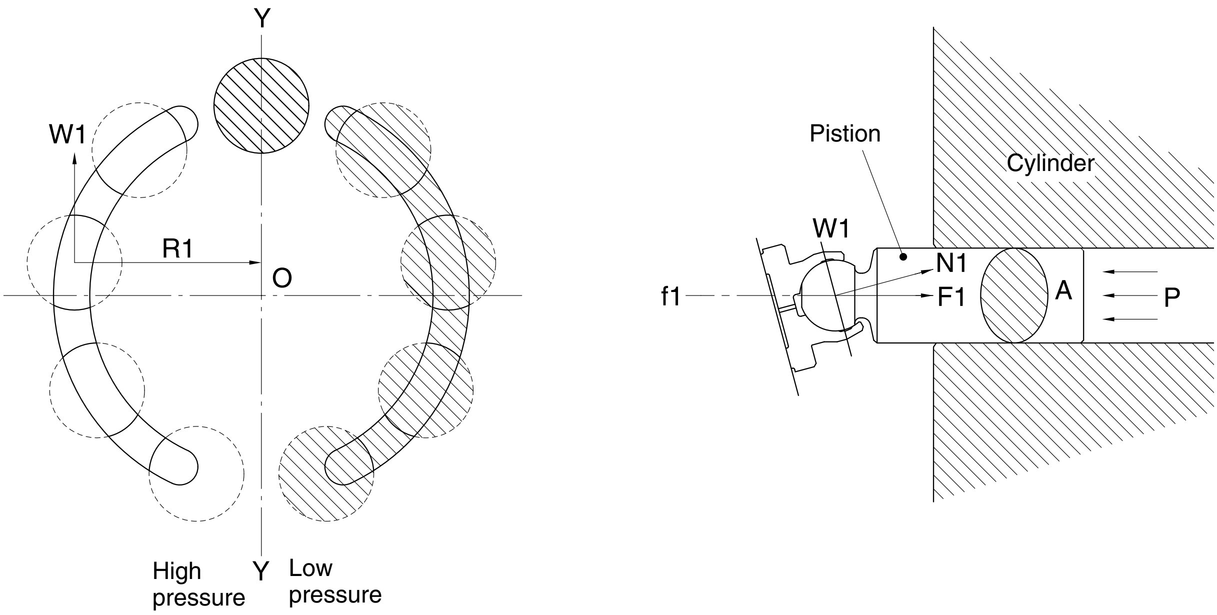
The high hydraulic can generate the force, F1=P×A (P : supplied pressure, A : water pressure area), like following pictures, working on a piston.

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×R1, for Y-Y line connected by the upper and lower sides of the piston as following pictures.

The sum of torque (ΣW1×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.



21078TM05

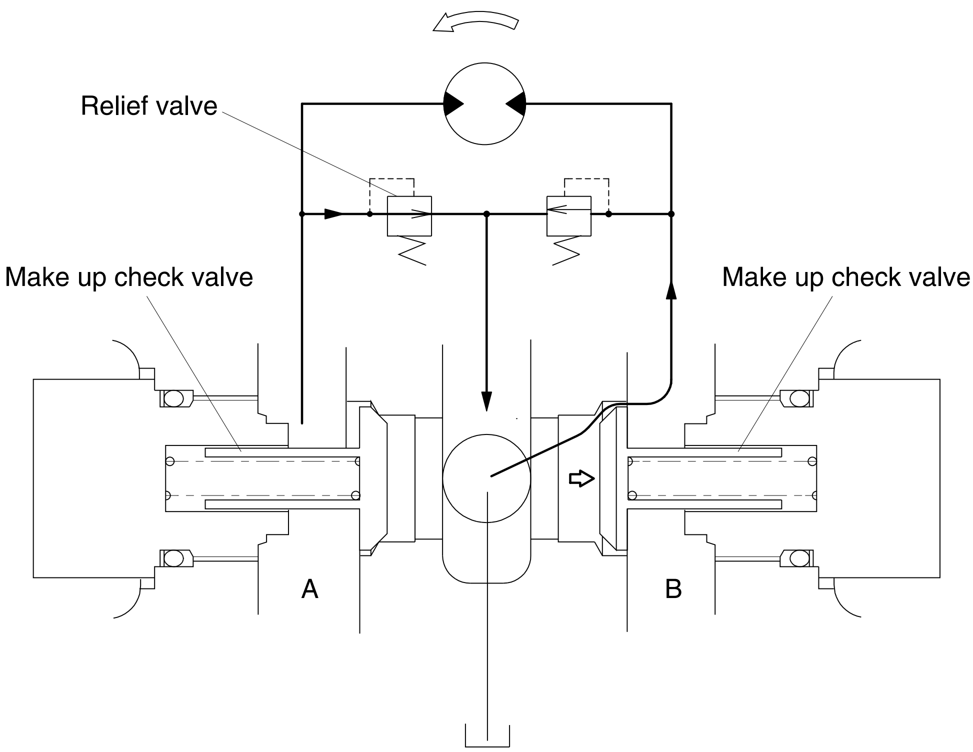
2) MAKE UP VALVE

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.

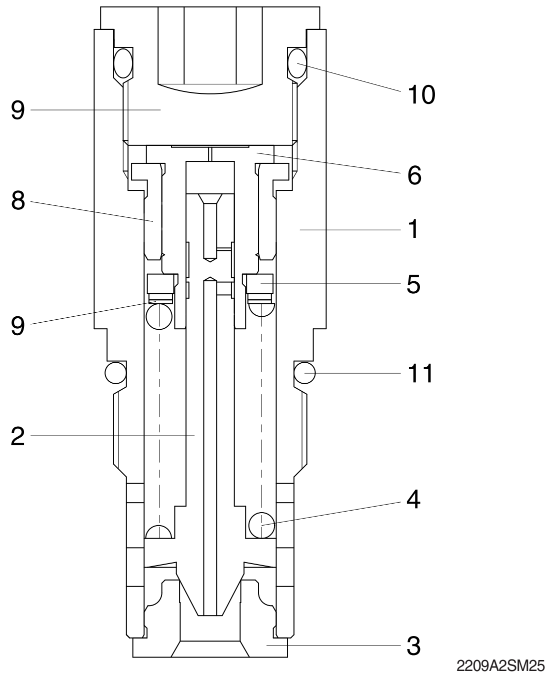
Pressurized oil into the port B, the motor rotate counterclockwise.

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.



21092SM04

3) RELIEF VALVE



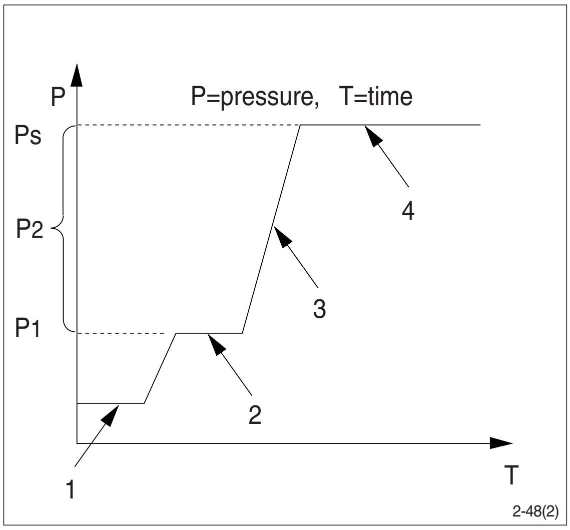
1	Sleeve
2	Poppet
3	Poppet seat
4	Spring
5	Spring seat
6	Shim
7	Piston
8	Stopper
9	Plug
10	O-ring
11	O-ring

(1) Construction of relief valve

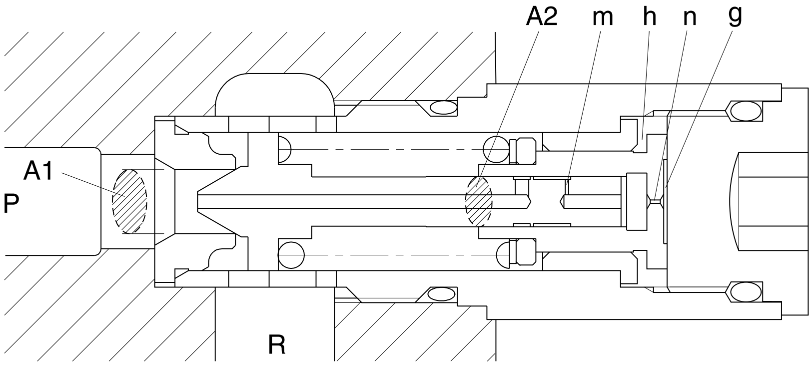
The valve casing contains two cartridge type relief valves that stop the regular and reverse rotations of the hydraulic motor. The relief valves relieve high pressure at start or at stop of swing motion and can control the relief pressure in two steps, high and low, in order to insure smooth operation.

(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.

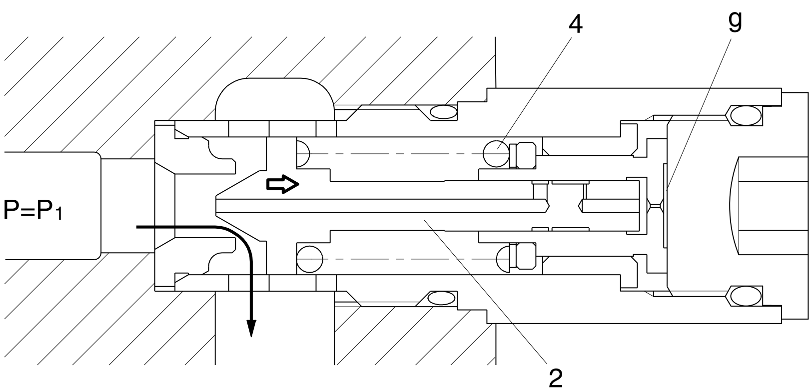


2209A2SM26

② When hydraulic oil pressure ($P \times A_1$) reaches the preset force (F_{SP}) of spring (4), the plunger (2) moves to the right as shown.

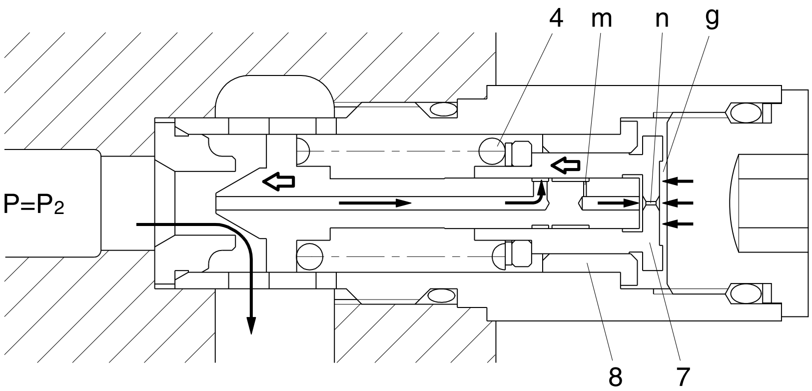
$P_1 \times A_1 = Fsp + Pg \times A_2$

$$P_1 = \frac{Fsp + Pg \times A_2}{A_1}$$



2209A2SM27

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

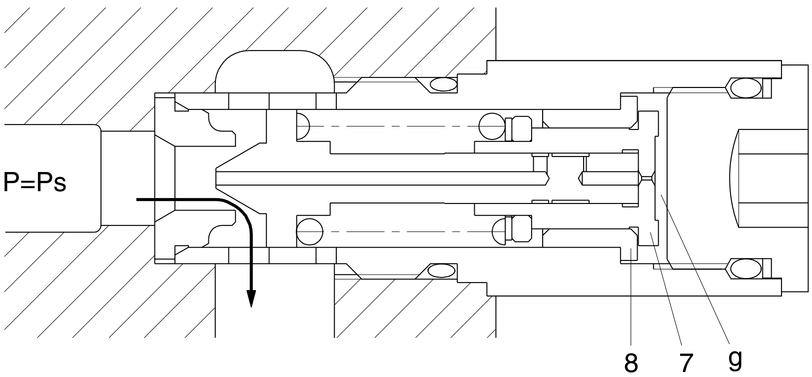


2209A2SM28

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).

$Ps \times A_1 = Fsp + Ps \times A_2$

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



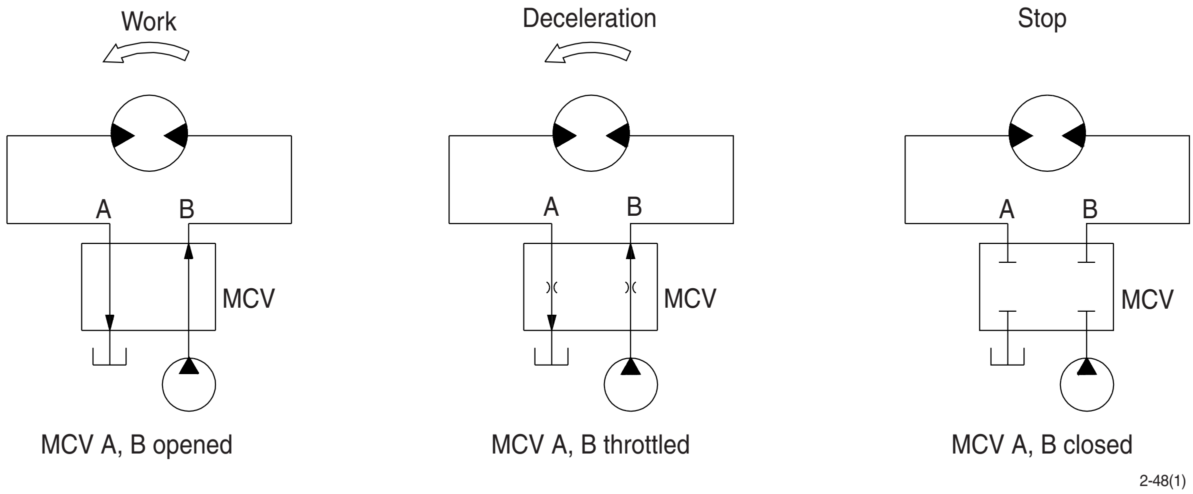
2209A2SM29

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.



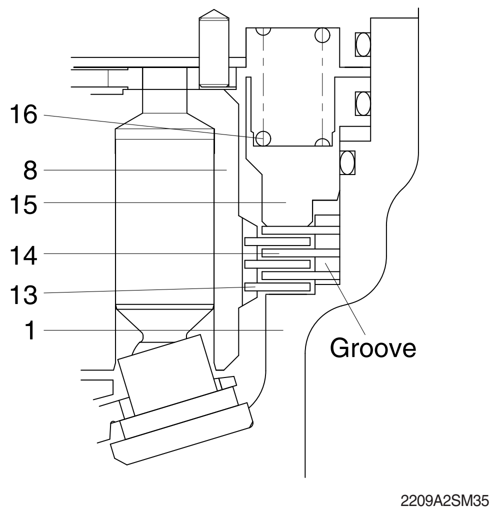
(2) Mechanical swing parking brake system

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.

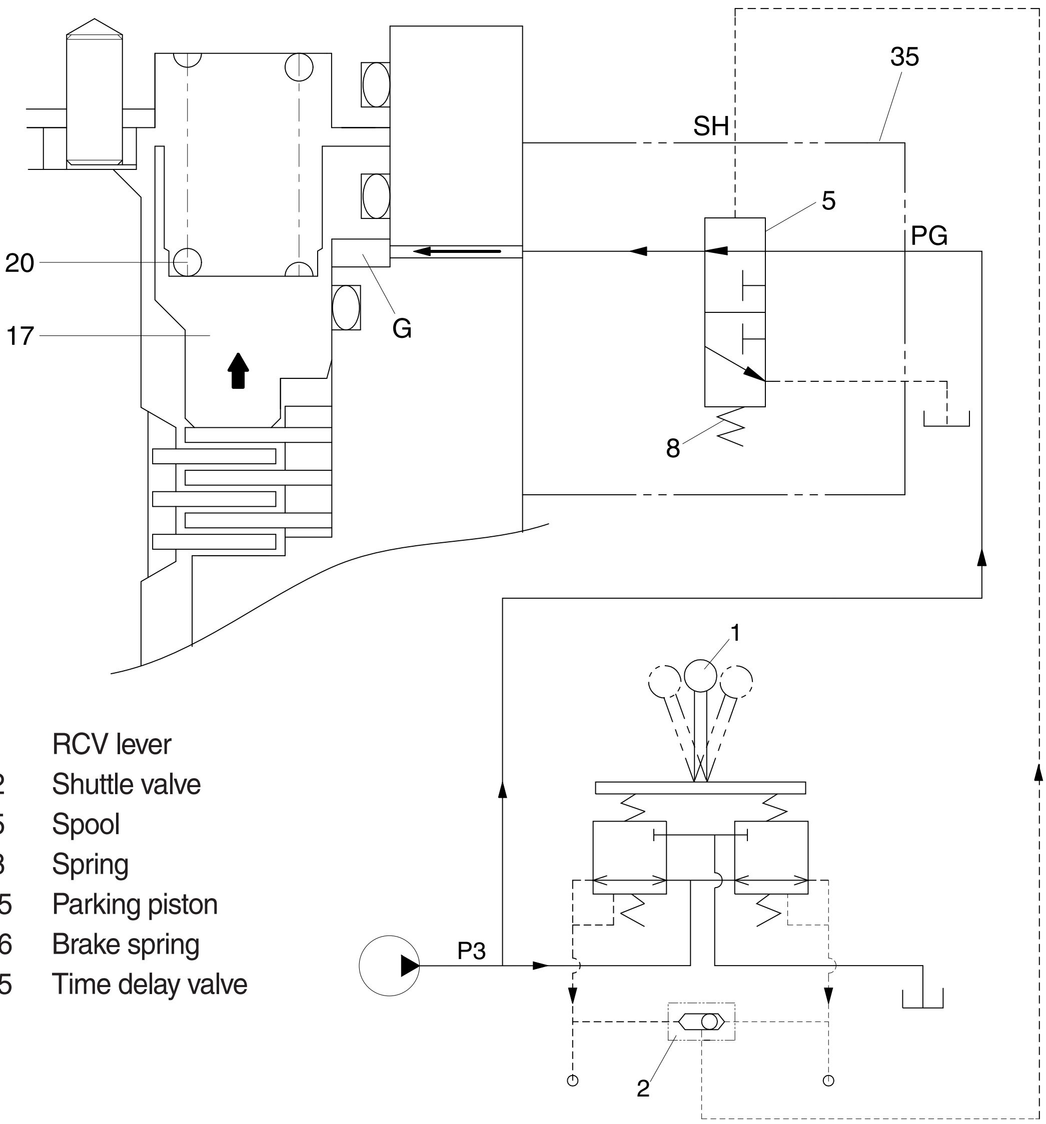
Cylinder block (8) is constrained by this friction force and brake acts, while brake releases when hydraulic force exceeds spring force.



1	Casing	14	Separated plate
8	Cylinder block	15	Parking piston
13	Friction plate	16	Brake spring

② Operating principle

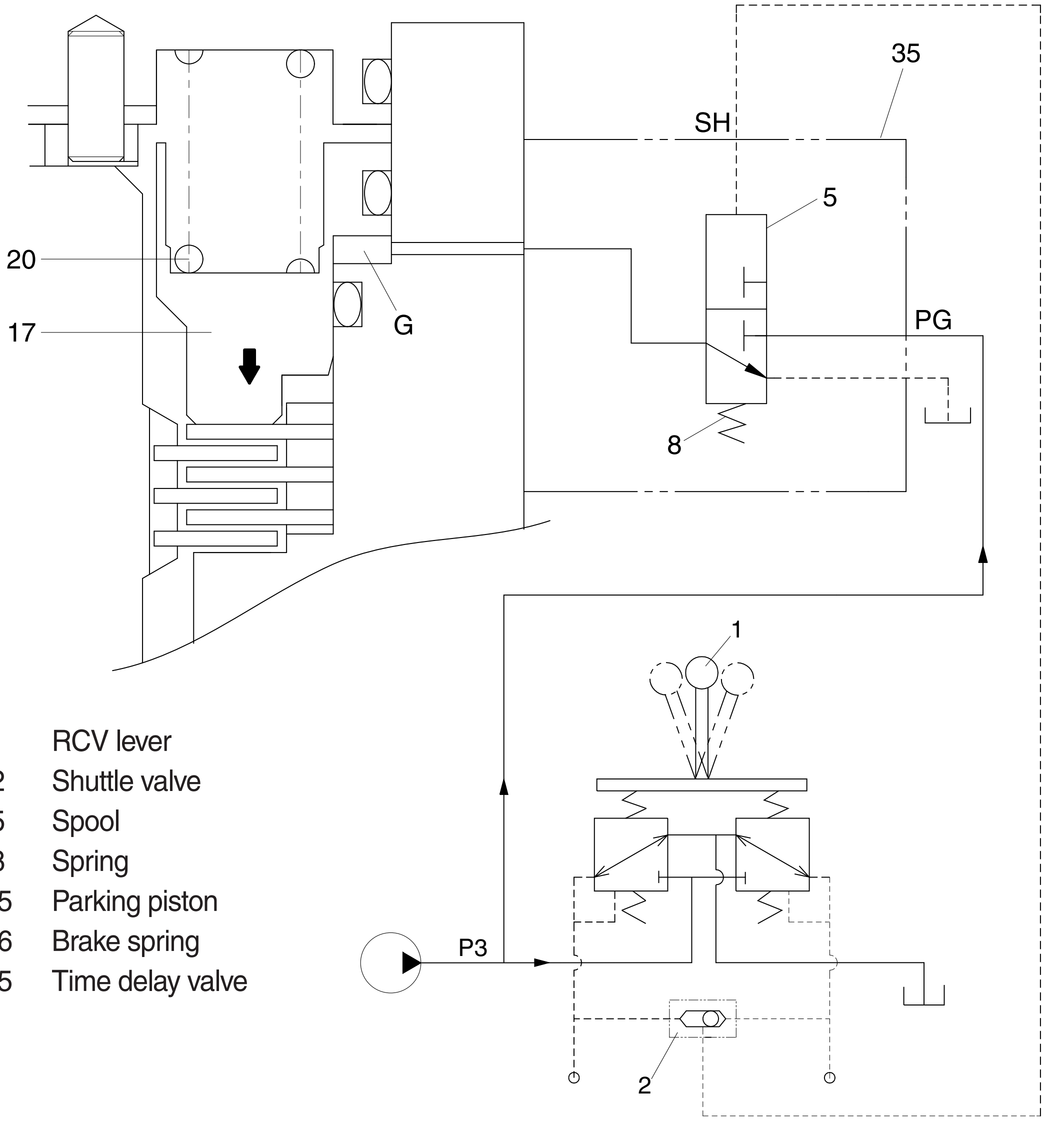
a. When the RCV lever (1) is set to the swing or arm in operating position, the pilot oil go to SH of the time delay valve (35).
   This pressure moves spool (5) to the leftward against the force of the spring(8), so pilot pump charged oil (P3) goes to the chamber G through port PG.
   This pressure 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.



1	RCV lever
2	Shuttle valve
5	Spool
8	Spring
15	Parking piston
16	Brake spring
35	Time delay valve

300L2SM04

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.



1 RCV lever
2 Shuttle valve
5 Spool
8 Spring
15 Parking piston
16 Brake spring
35 Time delay valve

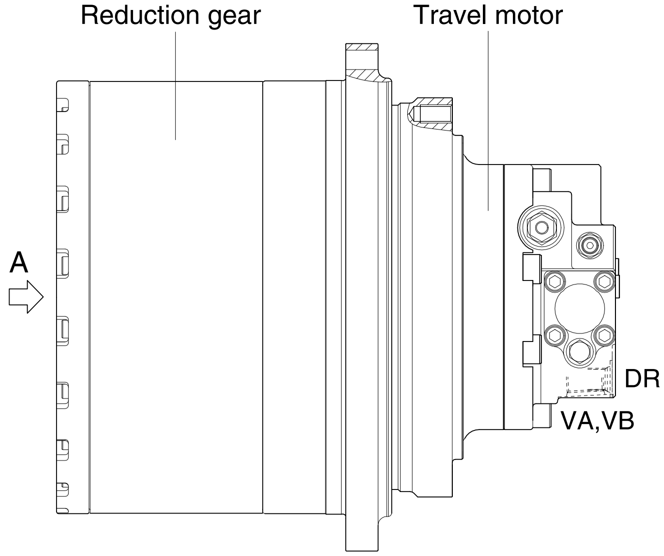
300L2SM05

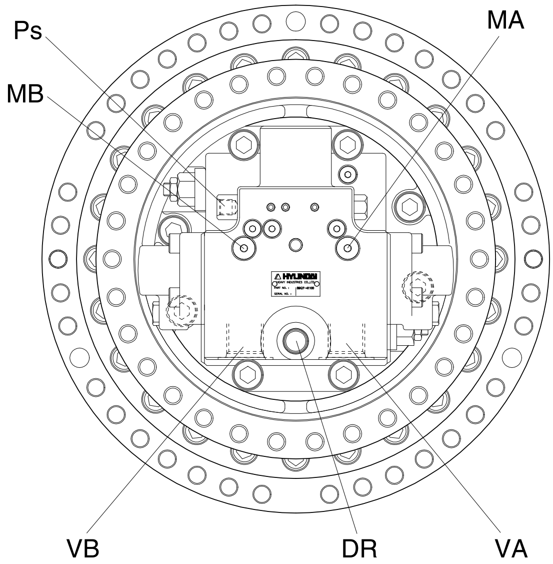
GROUP 4 TRAVEL DEVICE (STD)

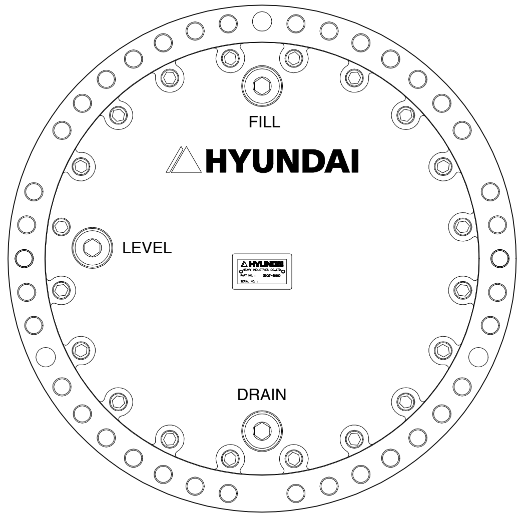
1. CONSTRUCTION

Travel device consists travel motor and gear box.

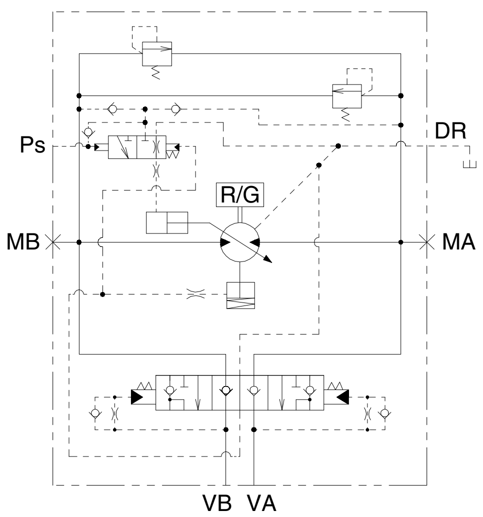
Travel motor includes brake valve, parking brake and high/low speed changeover mechanism.







VIEW A



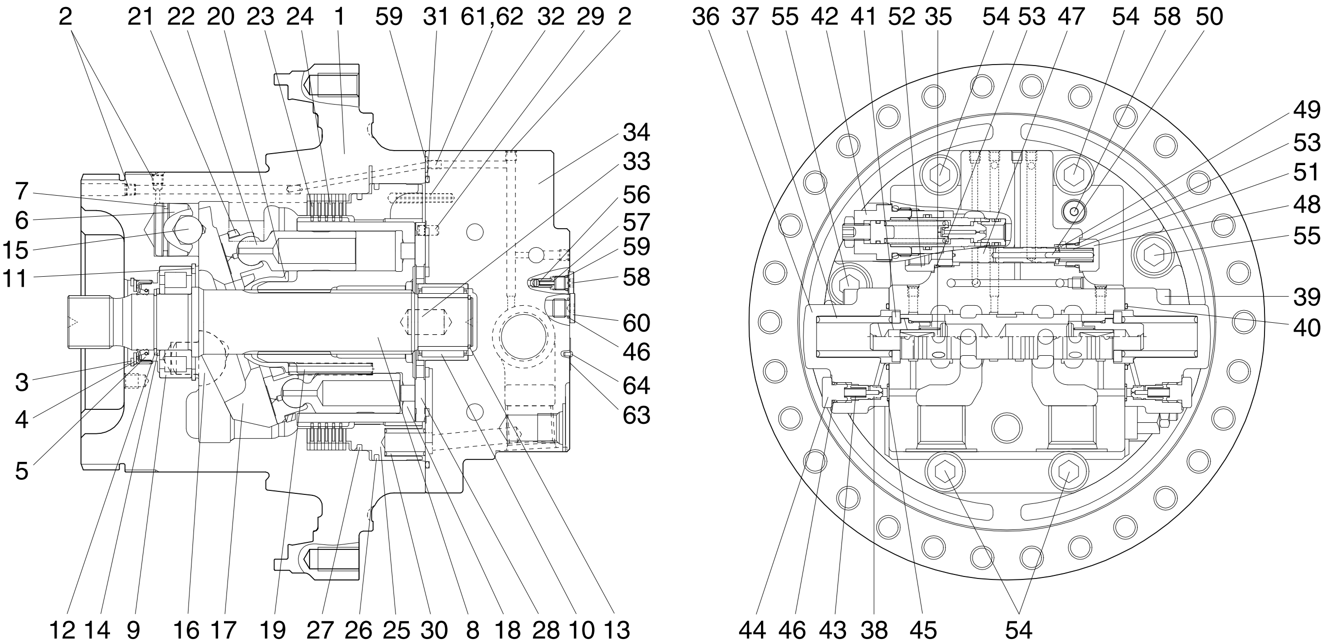
Hydraulic circuit

260L2TM01

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

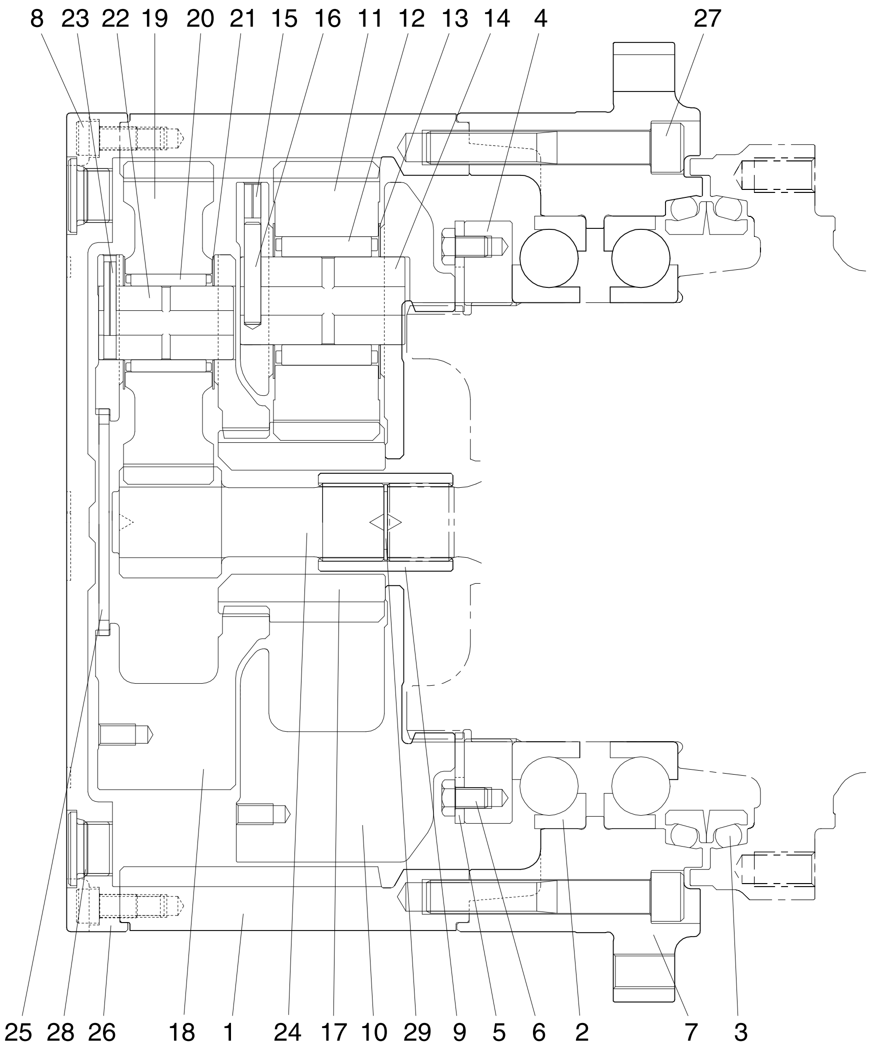
1) TRAVEL MOTOR



260L2TM02

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

2) TRAVEL REDUCTION GEAR



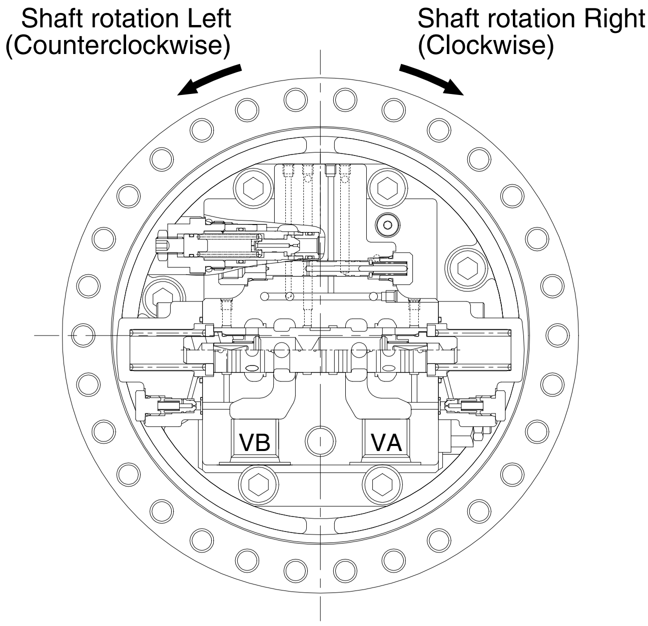
2209A2TM22

1	Gear ring	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	Nut ring	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
11	Planetary gear 2				

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)

25092TM23

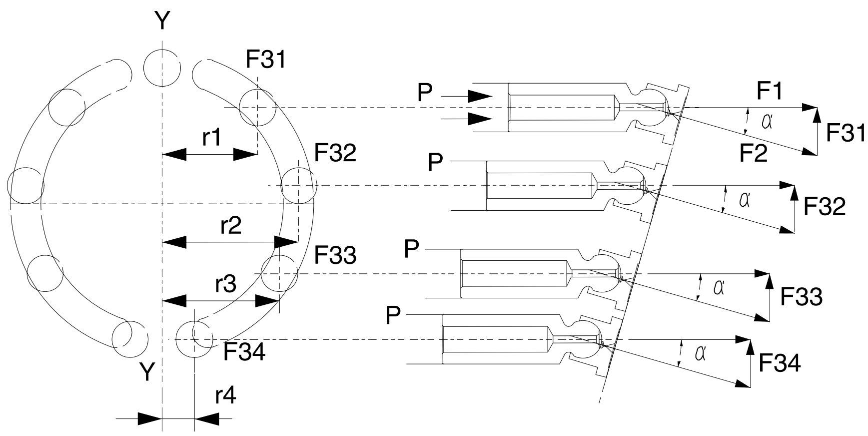
As shown in below figure, high pressure oil is supplied to the pistons which are on one side of the line Y-Y that connects upper and lower dead points and produces force F1.

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

The swash plate (17) with inclined angle of α 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).

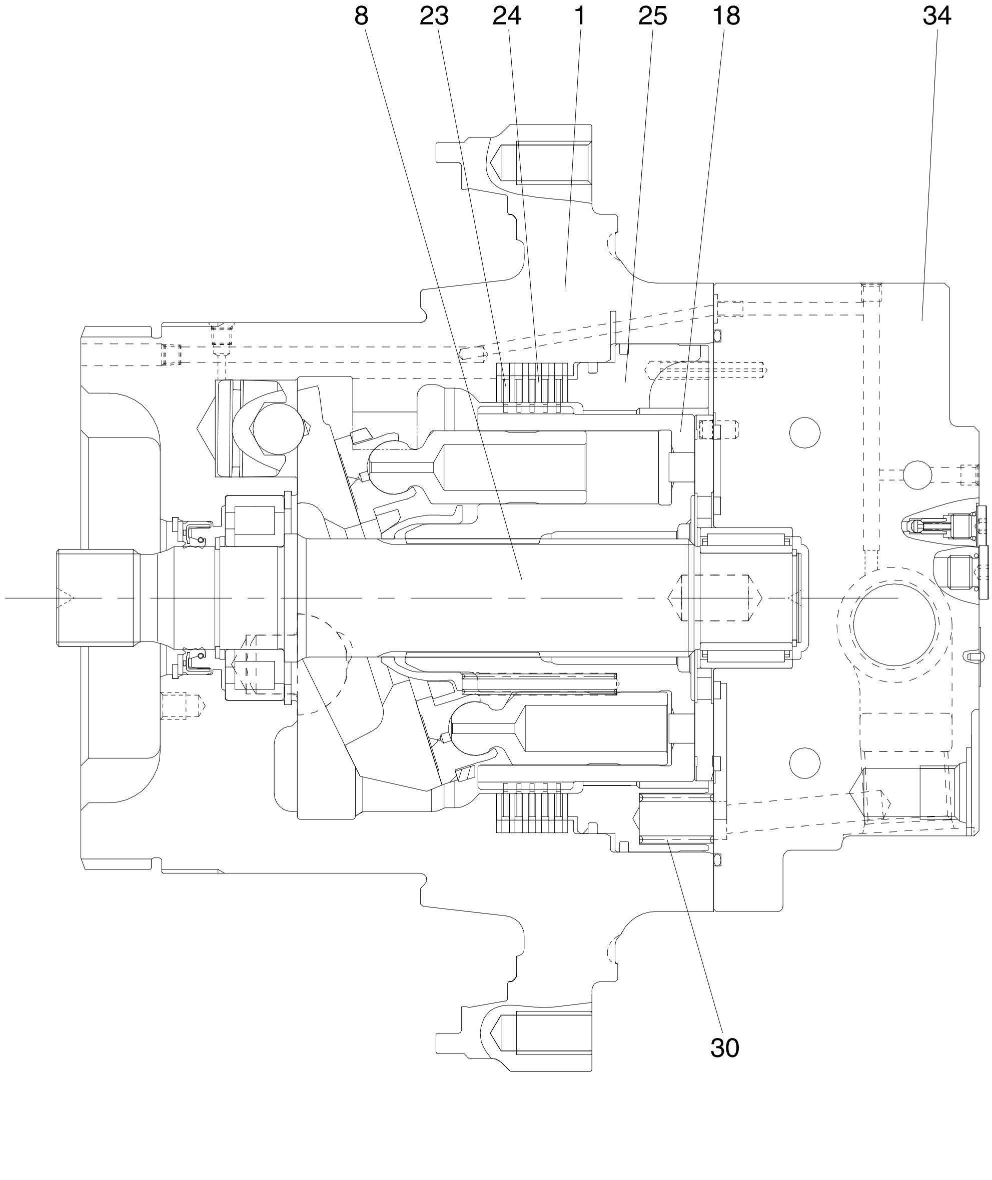


29092TM07

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).



25092TM24

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.

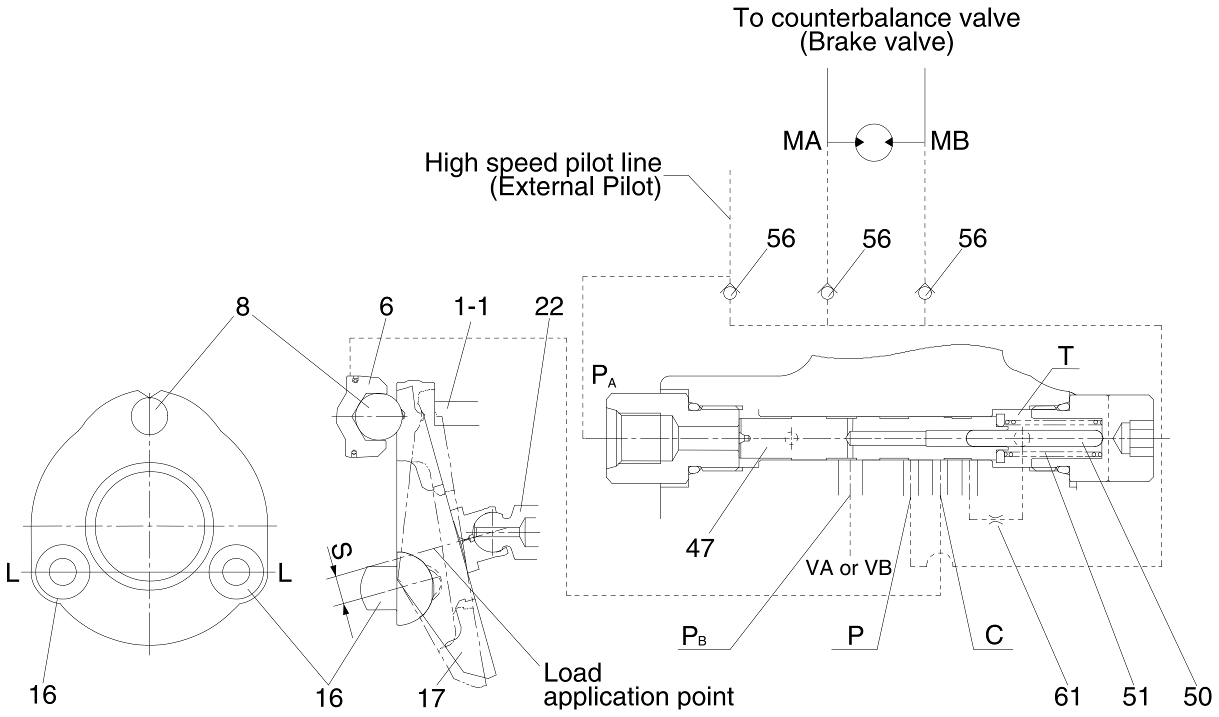
In this case, the piston stroke become shorter and motor capacity become smaller and motor rotates faster, around 1.60 times, by the same volume of oil.

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_B and this pressure activate on pin (50). When the pressure at P_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.

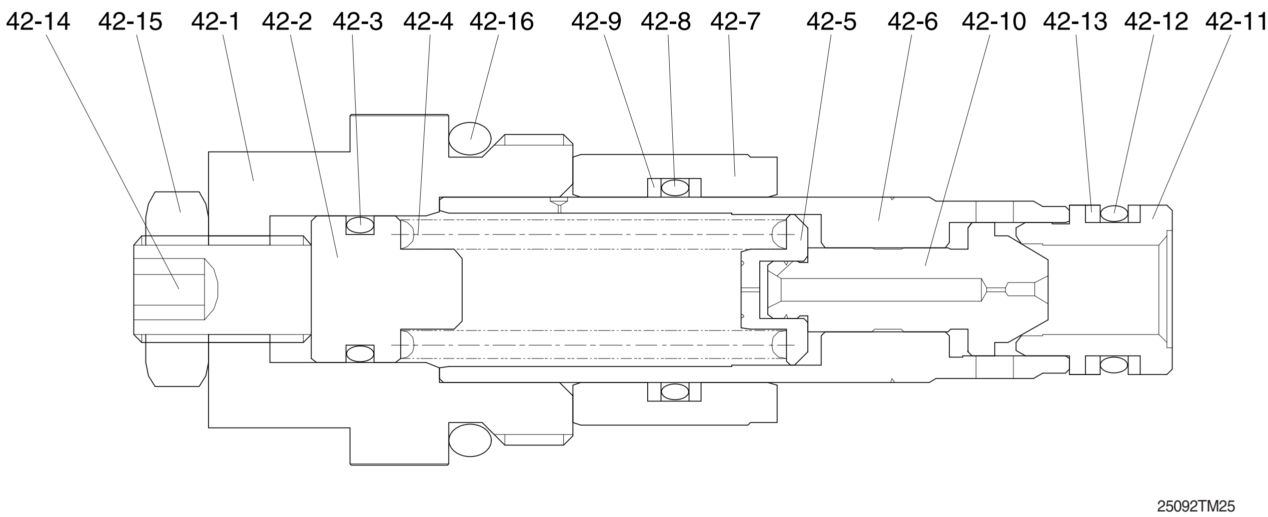


25092TM19

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.



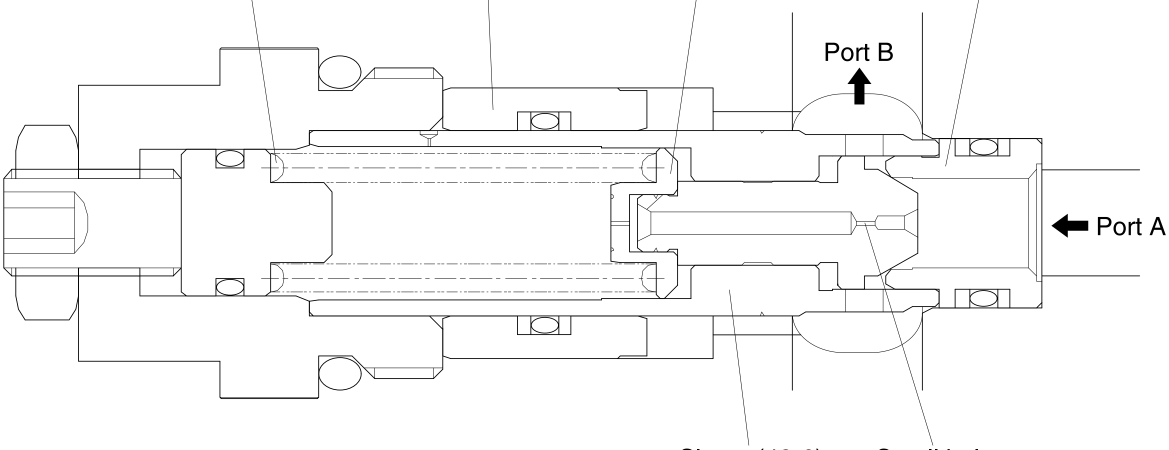
42-1	Plug	42-7	Piston	42-12	O-ring
42-2	Guide	42-8	O-ring	42-13	Back-up ring
42-3	O-ring	42-9	Back-up ring	42-14	Socket screw
42-4	Spring	42-10	Poppet	42-15	Hexagon nut
42-5	Spring seat	42-11	Poppet seat	42-16	O-ring
42-6	Sleeve				

(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.



25092TM27

5) BRAKE VALVE

(1) Structure

The brake valve portion mainly consists of the following parts:

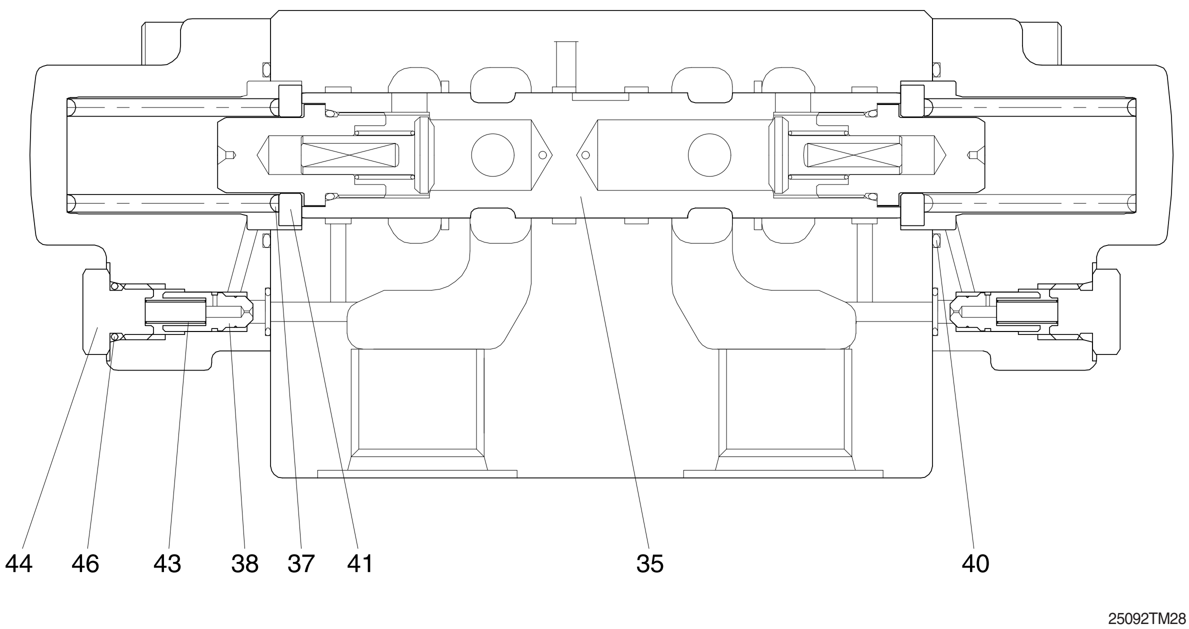
① Spool

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 2-79, (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	40	O-ring	44	Plug
37	Spring	41	Spring seat	46	O-ring
38	Restrictor	43	Restrictor spring		

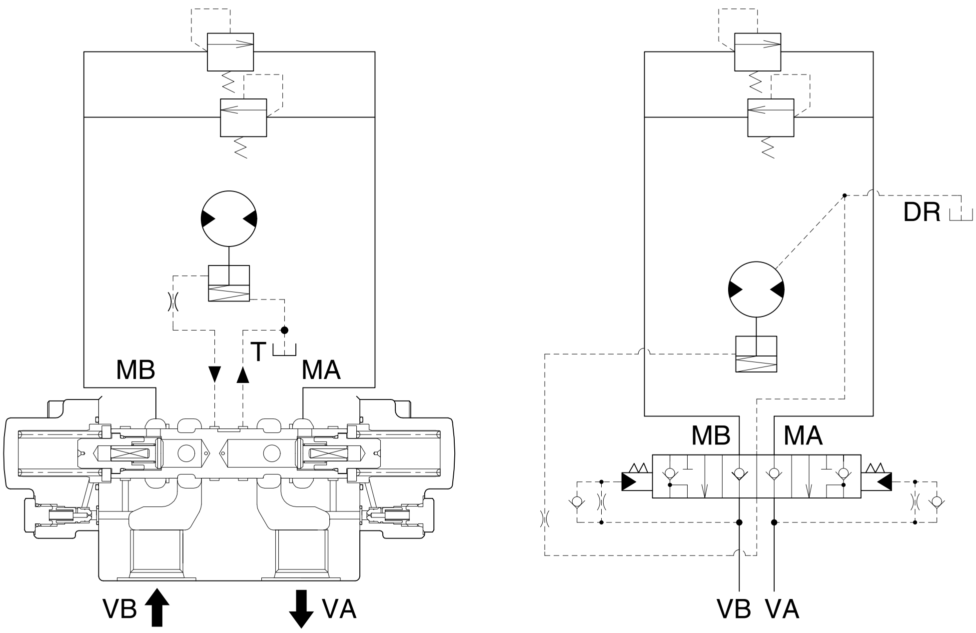
(2) Operation

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.



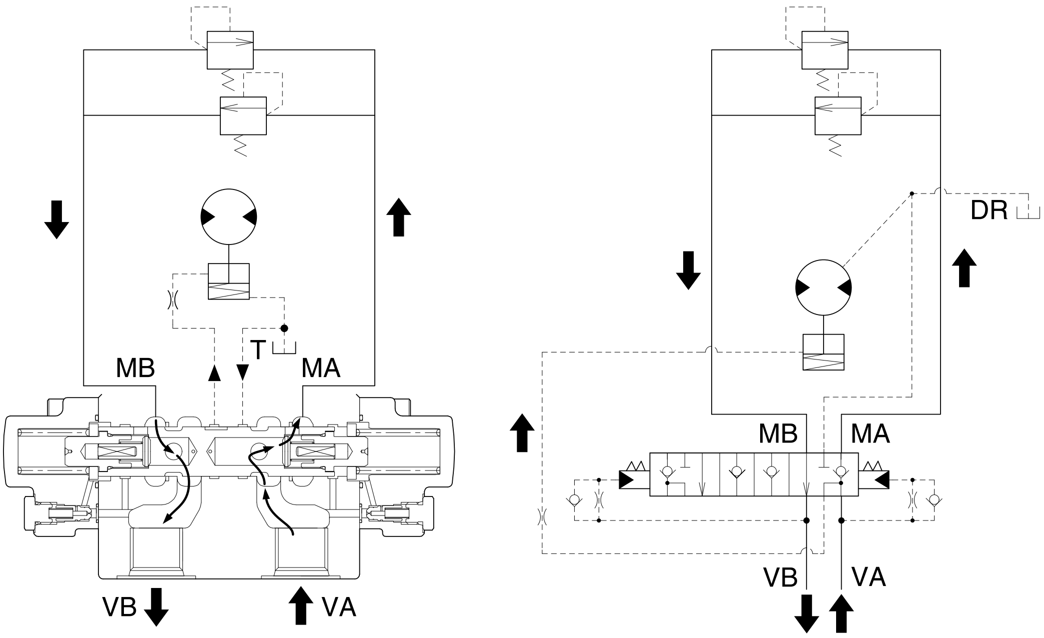
25092TM29

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.



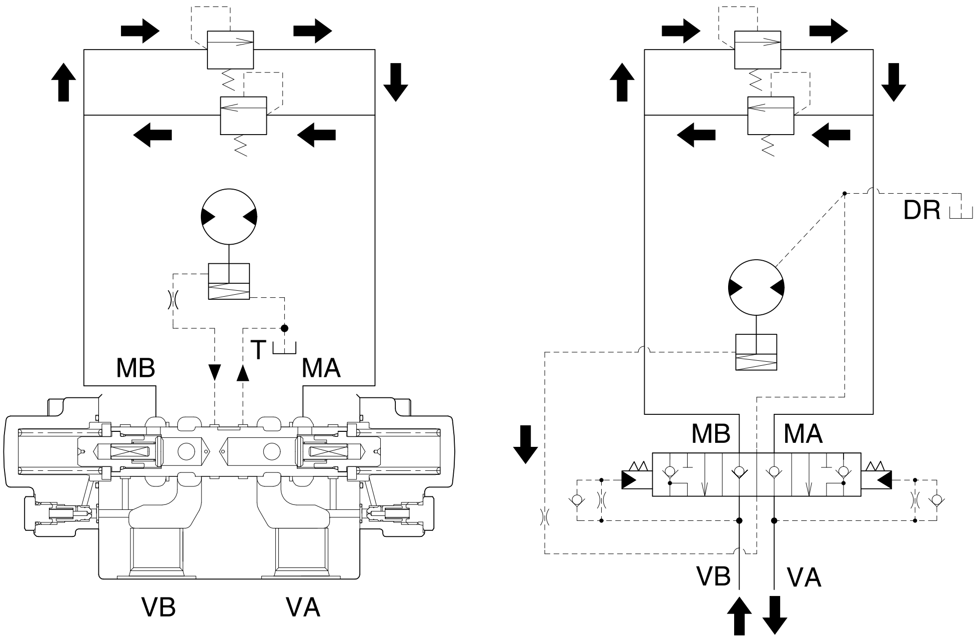
25092TM30

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.



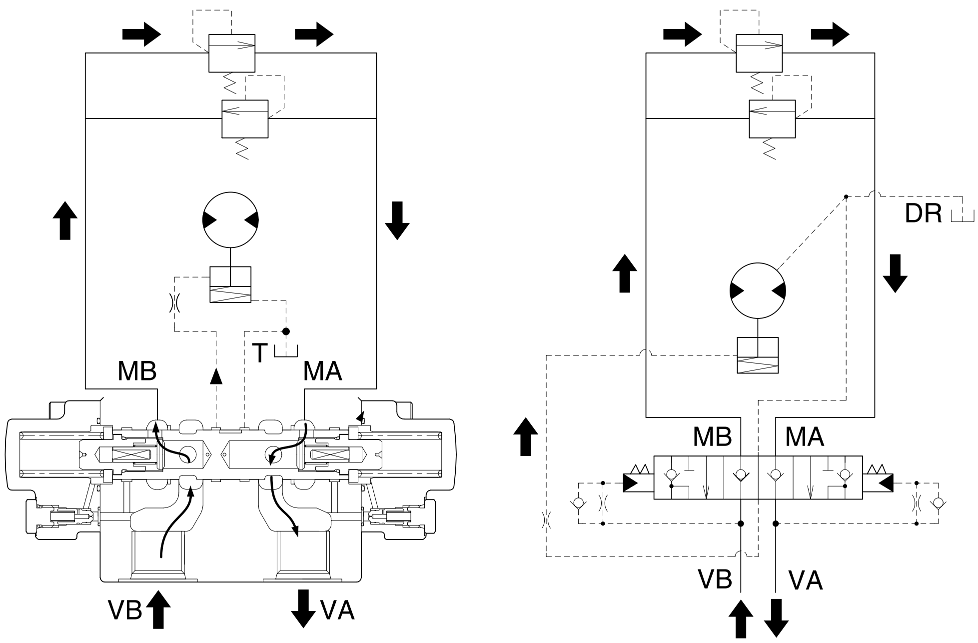
25092TM31

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.

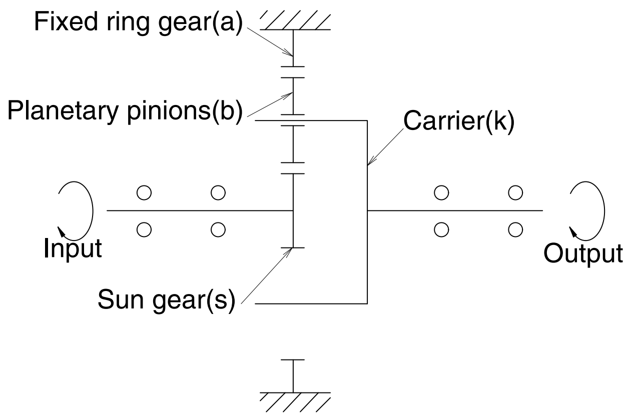
If the motor rotates slower than that matched to the volume of supplied oil, the pilot chamber pressure on VB port increases, and spool (35) moves rightwards to enlarge the area of passage from MA to VA. Therefore the braking effect becomes smaller and the rotational speed of motor is controlled to correspond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



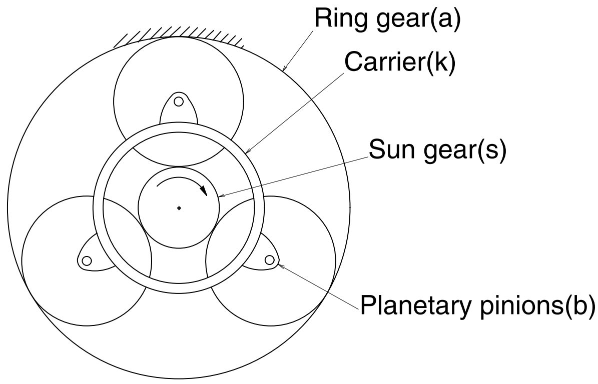
25092TM32

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.

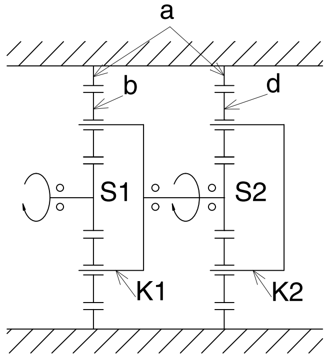


29072TM10



29072TM11

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.



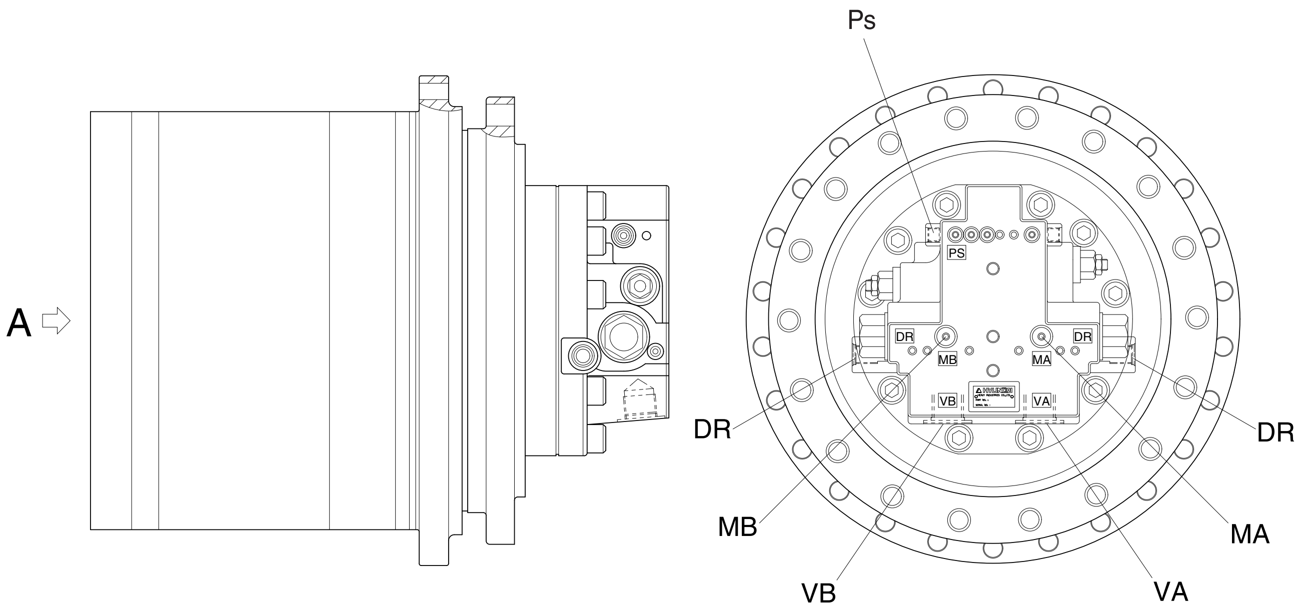
29072TM12

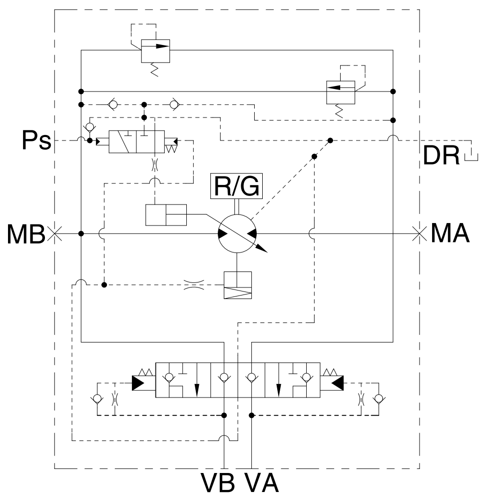
TRAVEL DEVICE (HIGH WALKER)

1. CONSTRUCTION

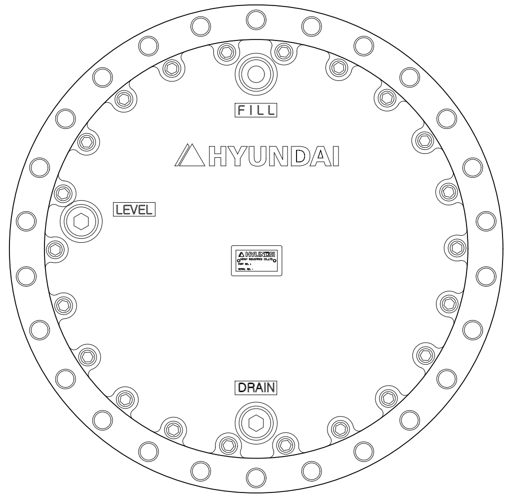
Travel device consists travel motor and gear box.

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





HYDRAULIC CIRCUIT



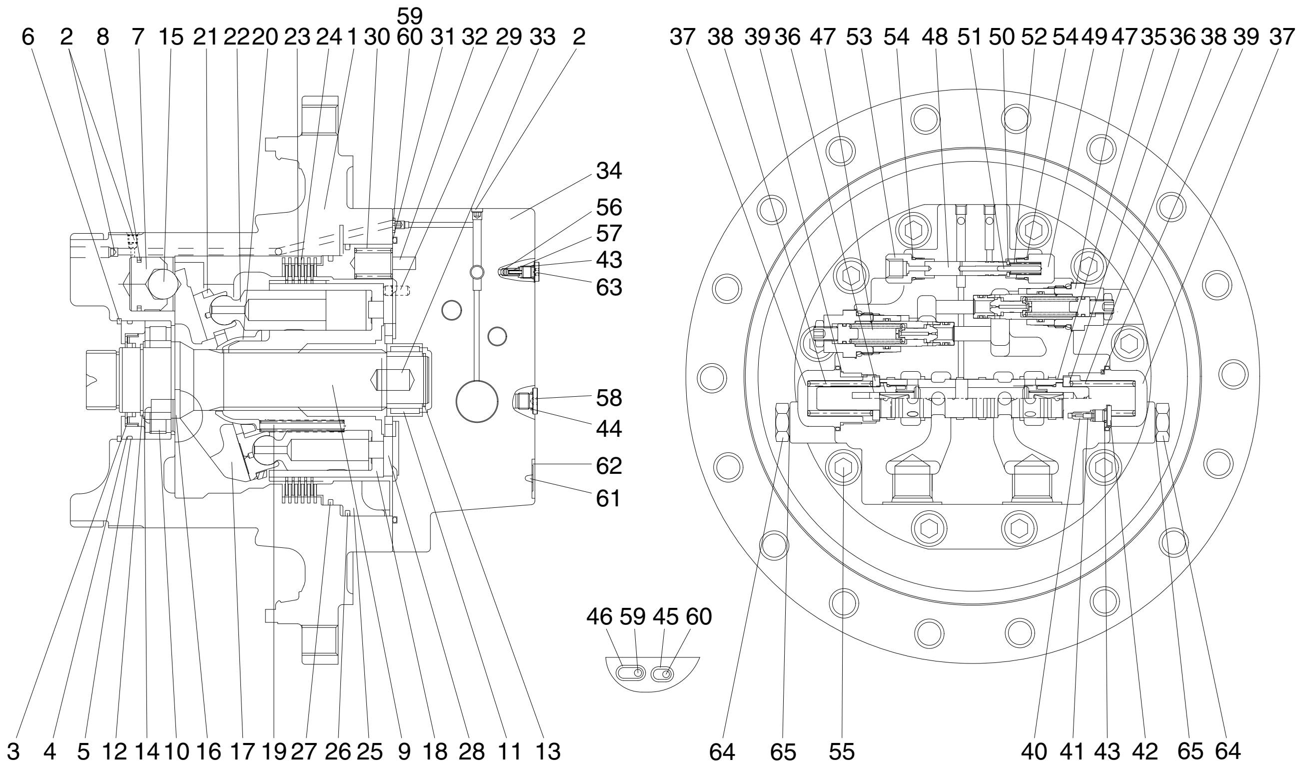
VIEW A

300L2TM01

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

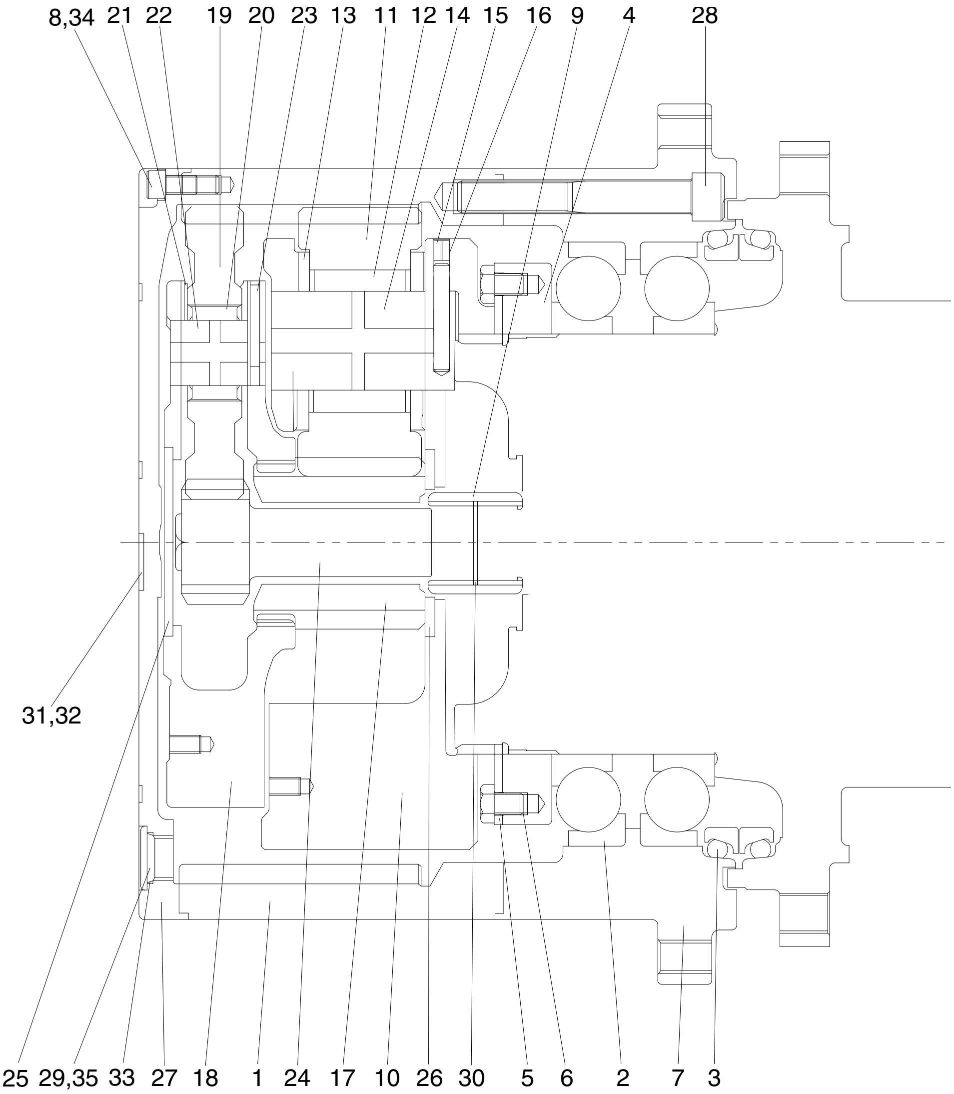
1) TRAVEL MOTOR



300L2TM02

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

2) TRAVEL REDUCTION GEAR



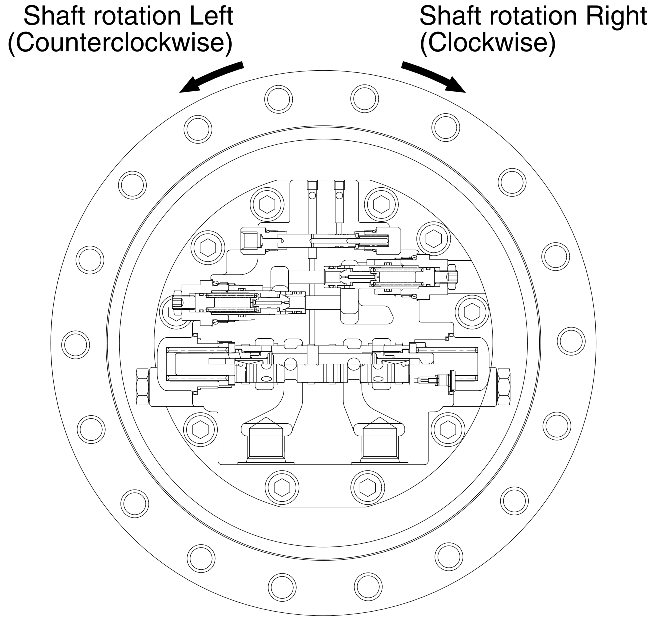
260SA2TM03

1	Ring gear	13	Thrust washer 2	25	Thrust plate
2	Ball bearing	14	Carrier pin 2	26	Thrust plate
3	Floating seal assy	15	Spring pin 2	27	Cover
4	Ring nut	16	Solid pin 2	28	Hexagon socket head bolt
5	Lock plate	17	Sun gear 2	29	Socket plug
6	Hexagon head bolt	18	Carrier 1	30	Retainer ring
7	Housing	19	Planetary gear 1	31	Name plate
8	Hexagon socket head bolt	20	Needle bearing 1	32	Rivet
9	Coupling	21	Thrust washer 1	33	O-ring
10	Carrier 2	22	Carrier pin 1	34	Rubber cap
11	Planetary gear 2	23	Spring pin 1	35	Rubber cap
12	Needle bearing 2	24	Sun gear 1		

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)

300L2TM04

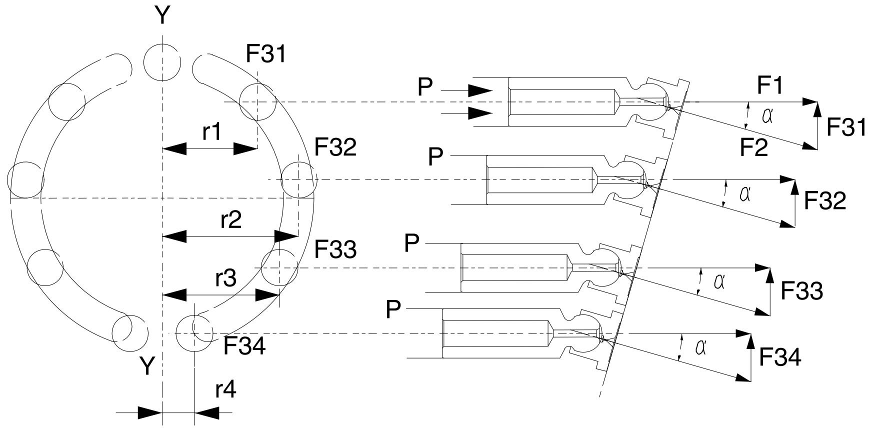
As shown in below figure, high pressure oil is supplied to the pistons which are on one side of the line Y-Y that connects upper and lower dead points and produces force F1.

F1 = P × A (P : pressure, A : area of piston section)

The swash plate (17) with inclined angle of α 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 (9).

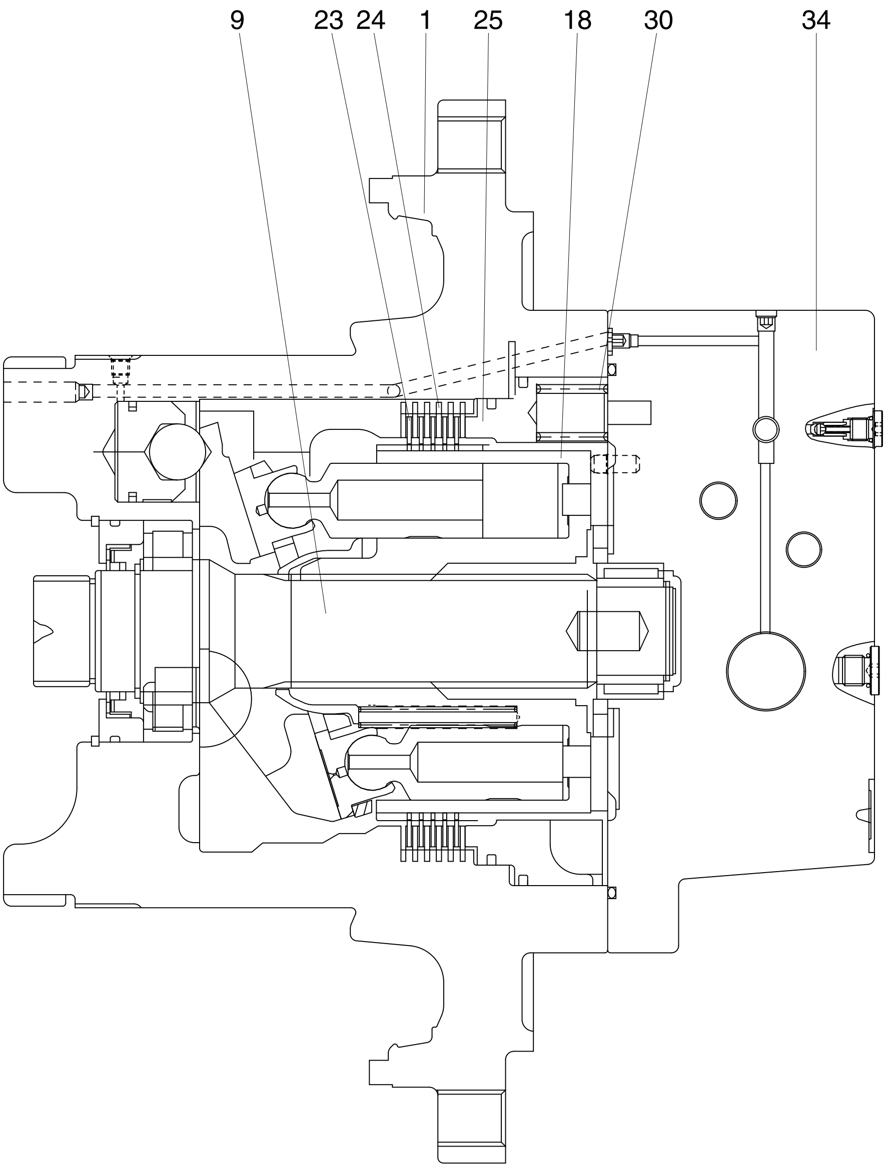


29092TM07

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 (9).



2609A2TM05

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 (52), the spring (52) is compressed and spool (48) 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 (7). 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.

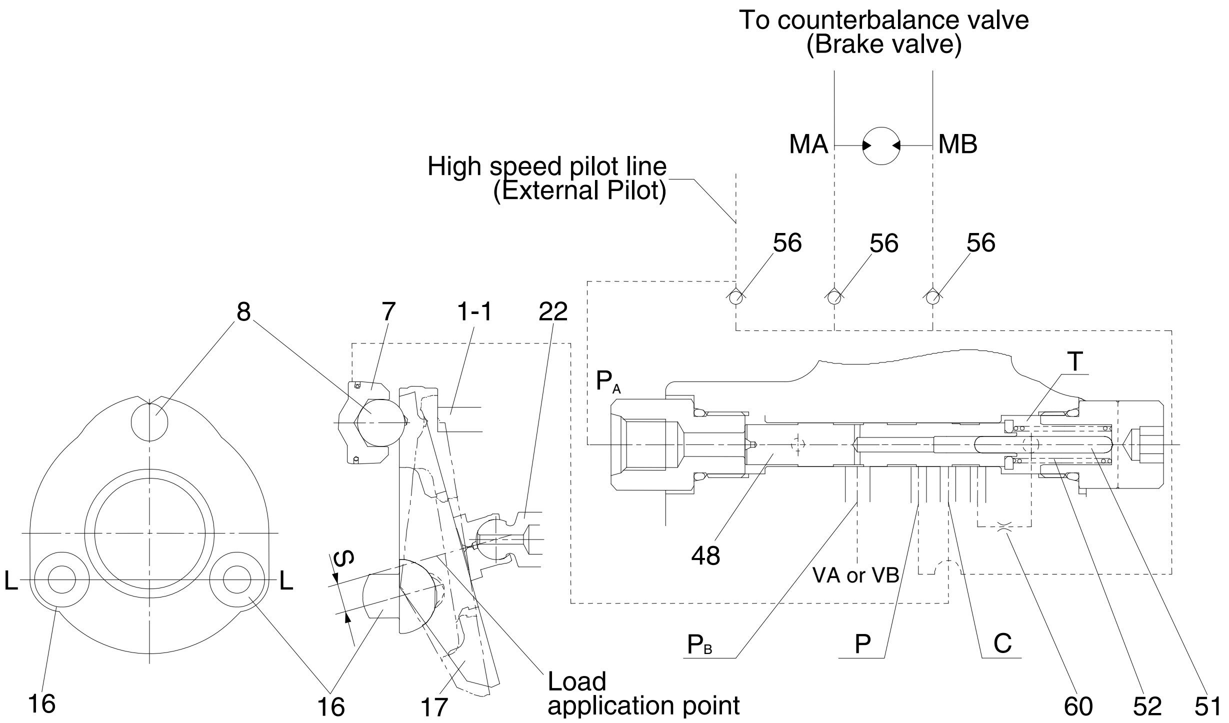
In this case, the piston stroke become shorter and motor capacity become smaller and motor rotates faster, around 1.60 times, by the same volume of oil.

When no pressure is in the high speed pilot line P_A, spool (35) is pushed back by the spring (52) and pressure that pressed the shifter piston (7) is released to the hydraulic tank through restrictor (60).

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 swash 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_B and this pressure activate on pin (51). When the pressure at P_B exceeds predetermined value, spool (48) returns to the left by the counter-pressure against pin (51) and the pressure on the shifter piston (7) through port C is released to the tank and the motor comes to low speed.

When P_B goes down, the spool (48) moves to the right and the speed become high.

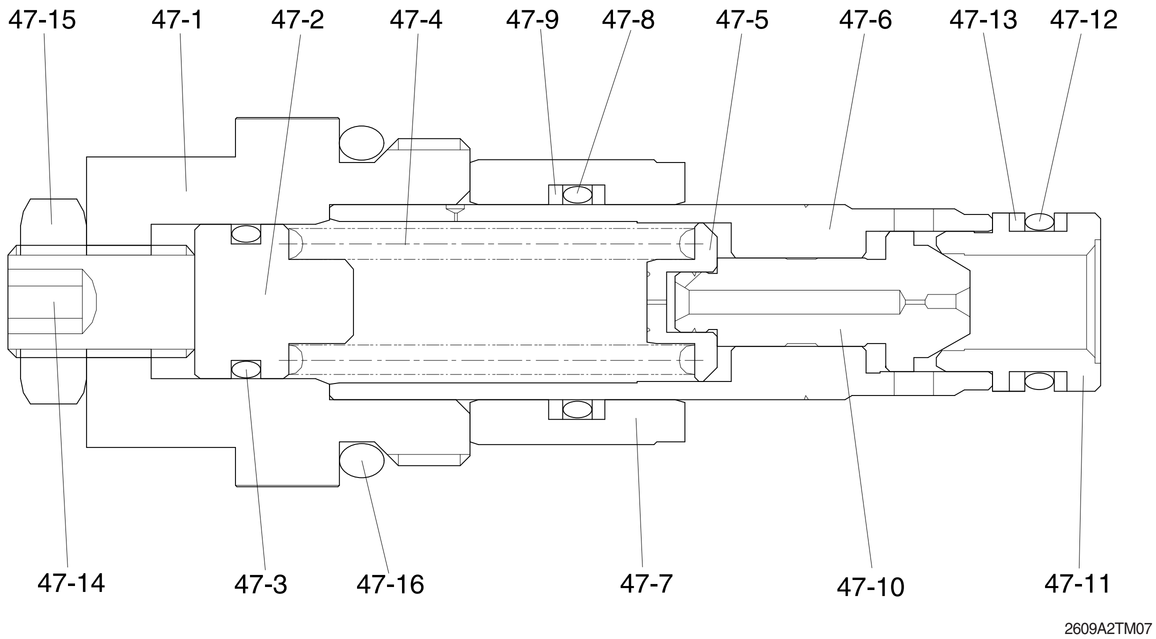


2609A2TM06

4) OVERLOAD RELIEF VALVE

(1) Structure

This valve is screwed in the motor rear cover (34) and consists of : plug (47-1) that is screwed and fixed in the rear cover (34), poppet (47-10) and supports the poppet seat (47-11), spring (47-4) that is operating relief valve setting pressure and supports the spring seat (47-5), that is inserted in the sleeve (47-6), screw (47-14) that is adjust the spring force, nut (47-15) that fix screw (47-14), piston (47-7) that reduce the shock.



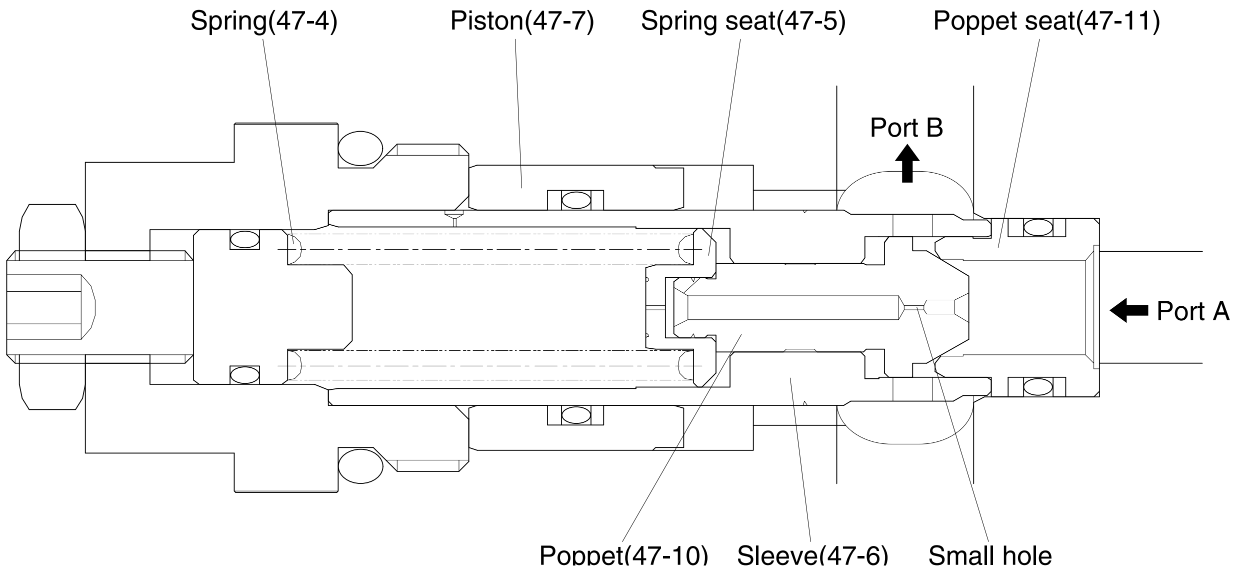
47-1	Plug	47-7	Piston	47-12	O-ring
47-2	Guide	47-8	O-ring	47-13	Back-up ring
47-3	O-ring	47-9	Back-up ring	47-14	Socket screw
47-4	Spring	47-10	Poppet	47-15	Hexagon nut
47-5	Spring seat	47-11	Poppet seat	47-16	O-ring
47-6	Sleeve				

(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 (47-10) which seats on the poppet seat (47-11) and, at the same time, is delivered, via small hole, to the spring seat (47-5) located inside the sleeve (47-6) and the seat bore pressure increases up to "A" port pressure. The poppet (47-10) opposes to spring (47-4) 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 (47-7) is at the left position by the driving pressure, and when "A" port pressure increases, the pressure is applied also to the piston (47-7) through the small hole in the poppet (47-10) and piston (47-7) moves rightward until it touches the stopper in rear cover. In this while, the poppet (47-10) maintains "A" port pressure at comparatively low against the spring (47-4) force and exhaust oil to "B" port side. After the piston reached to the plug, the valve acts the same as at starting.



2609A2TM08

5) BRAKE VALVE

(1) Structure

The brake valve portion mainly consists of the following parts:

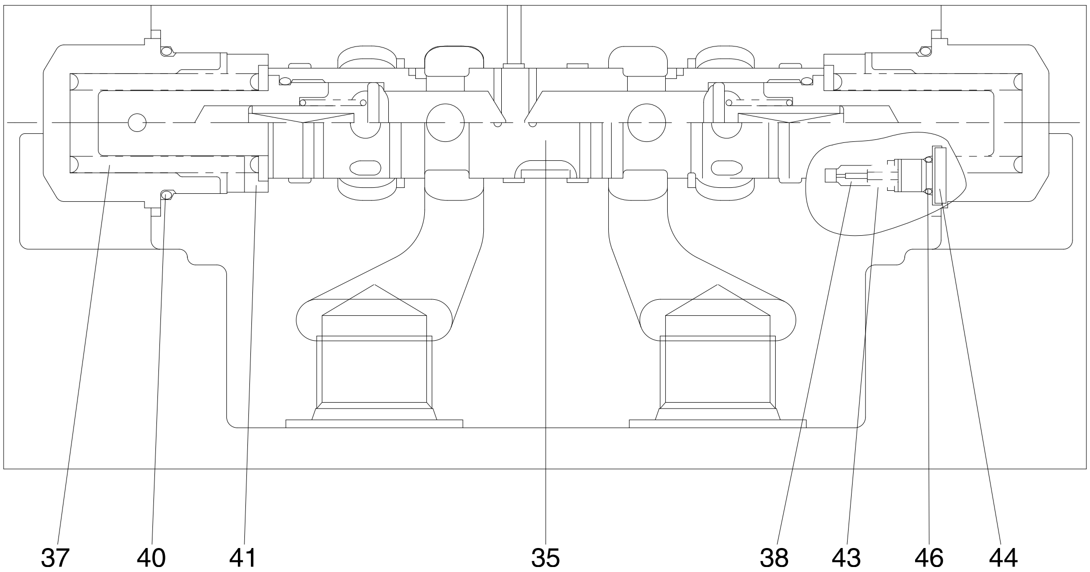
① Spool

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 2-93, (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	39	O-ring	42	Plug
36	Spring seat	40	Restrictor	43	O-ring
38	Spring	41	Restrictor spring		

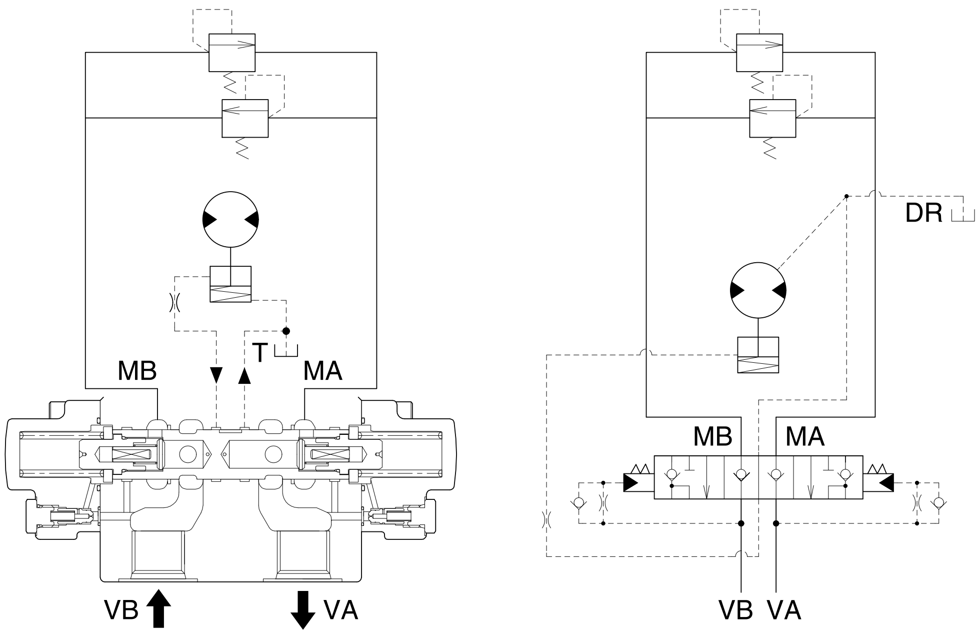
(2) Operation

① Holding operation

When the control valve is at neutral position, VA and VB ports are connected to the tank, and the spring (38) 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.



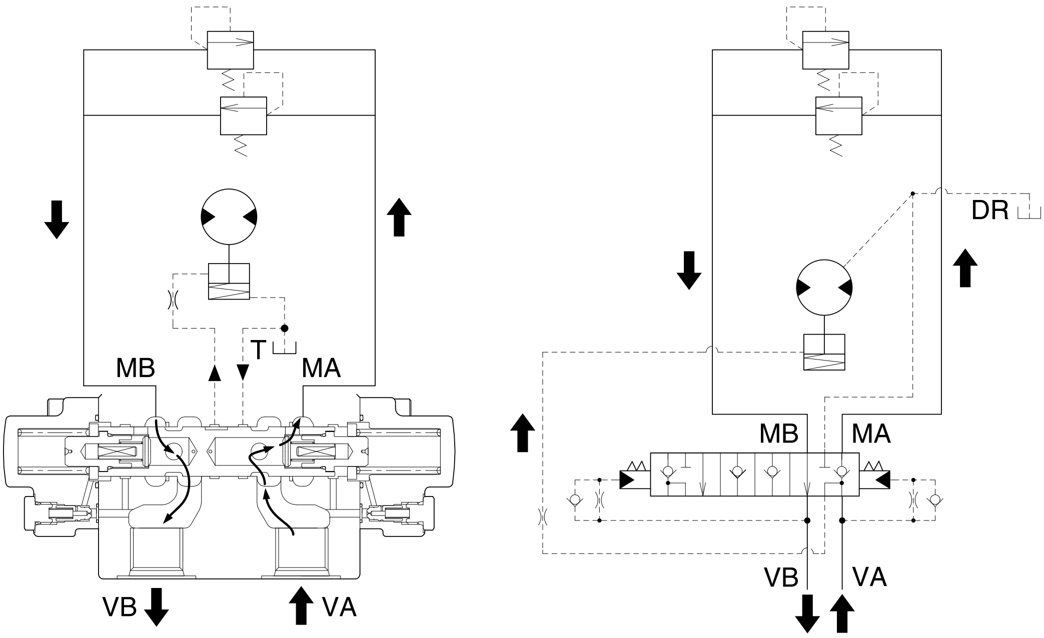
25092TM29

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 (38) 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.



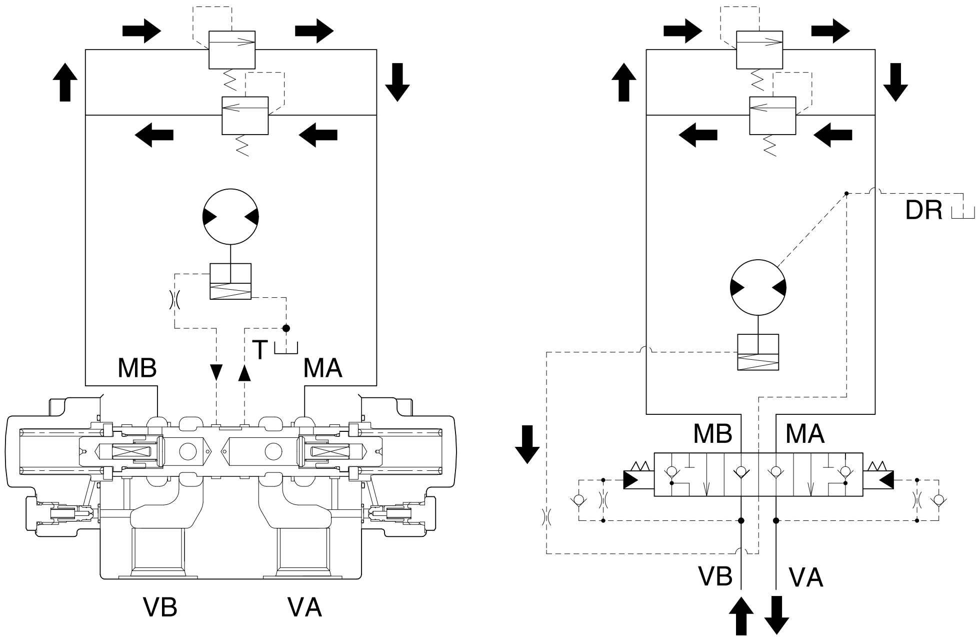
25092TM30

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 (38) 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.



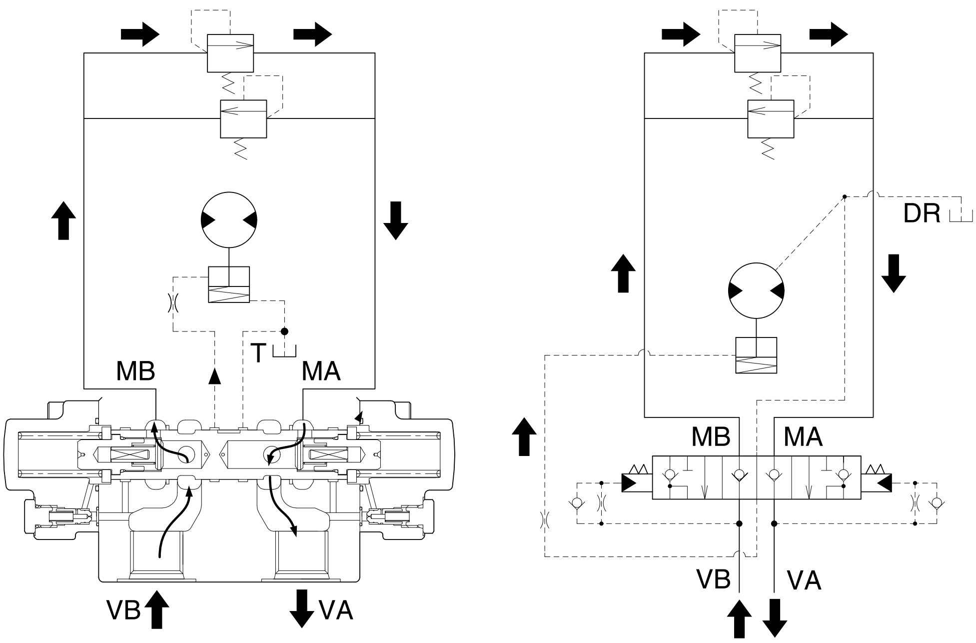
25092TM31

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 (38) 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.

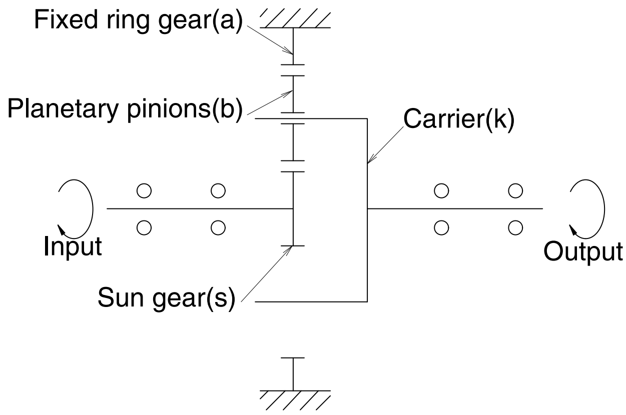
If the motor rotates slower than that matched to the volume of supplied oil, the pilot chamber pressure on VB port increases, and spool (35) moves rightwards to enlarge the area of passage from MA to VA. Therefore the braking effect becomes smaller and the rotational speed of motor is controlled to correspond to the volume of supplied oil.
In order to give stable counterbalance operation, the restrictors (40) 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).



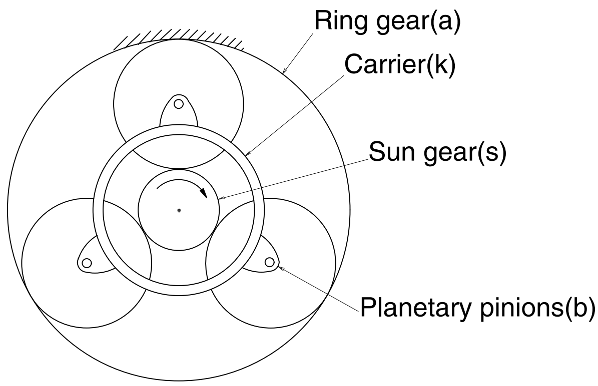
25092TM32

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.

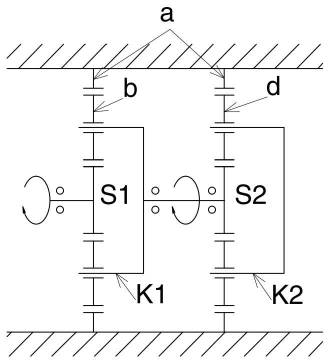


29072TM10



29072TM11

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.



29072TM12

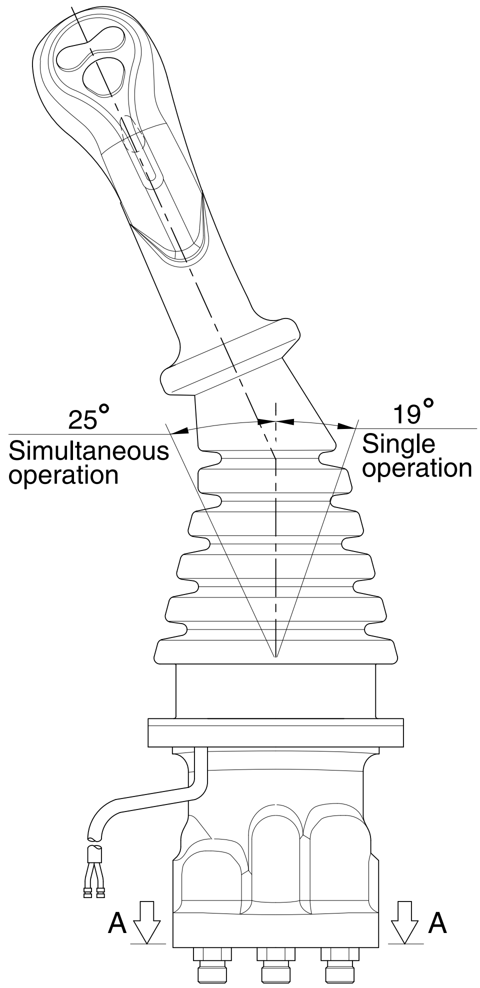
GROUP 5 RCV LEVER

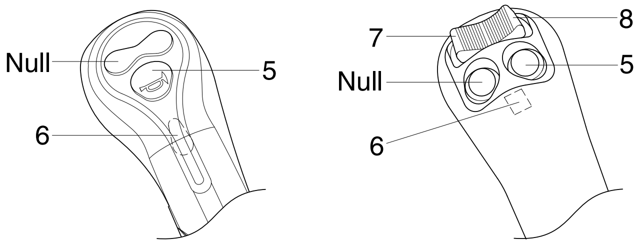
1. STRUCTURE

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.

※ Refer to the parts manual for the types of the RCV lever.

1) TYPE M1, M5



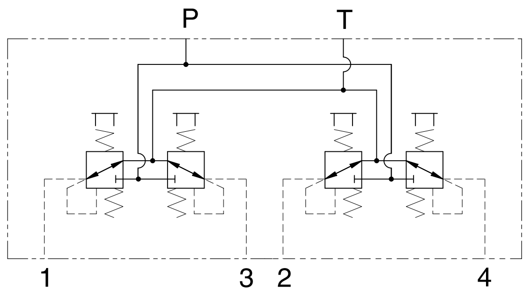


TYPE M1 TYPE M5

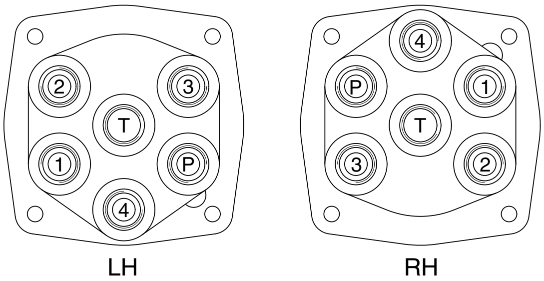
Switches

Type	No.	LH	RH
M1	5	One touch decel	Horn
	6	Power boost	Breaker
M5	5	One touch decel	Horn
	6	Power boost	Null
	7	CCW rotation	Close
	8	CW rotation	Open

※ Number 7 and 8 : Option attachment



Hydraulic circuit



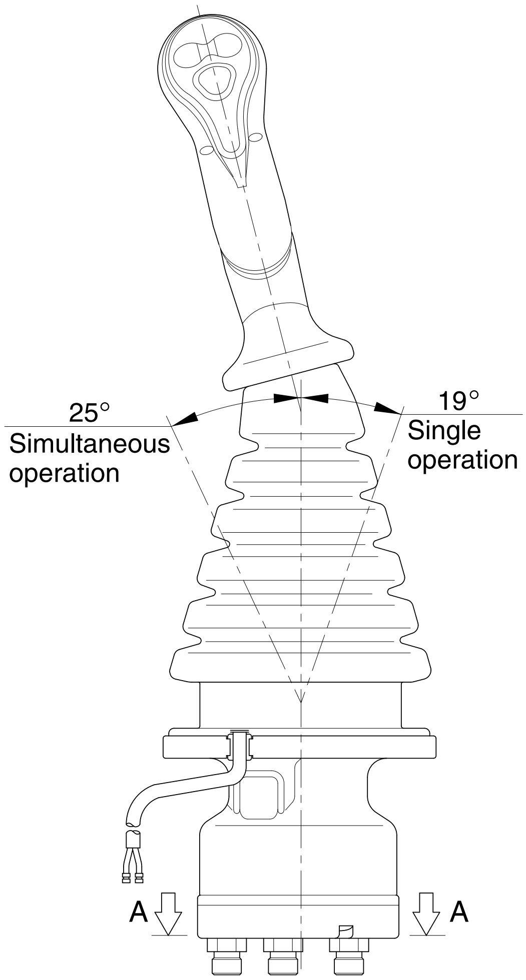
VIEW A-A

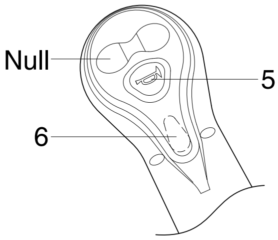
Pilot ports

Port	LH	RH	Port size
P	Pilot oil inlet port	Pilot oil inlet port	PF 3/8
T	Pilot oil return port	Pilot oil return port	
1	Left swing port	Bucket out port	
2	Arm out port	Boom up port	
3	Right swing port	Bucket in port	
4	Arm in port	Boom down port	

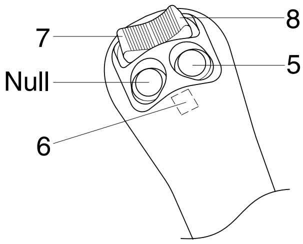
210A2RL01

2) TYPE M11, M12





TYPE M12

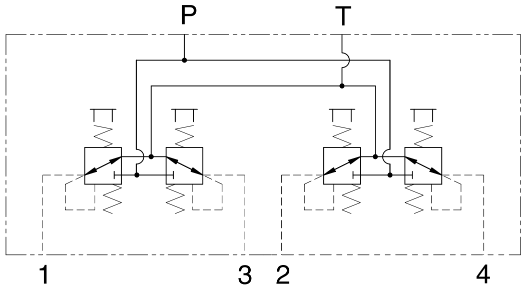


TYPE M11

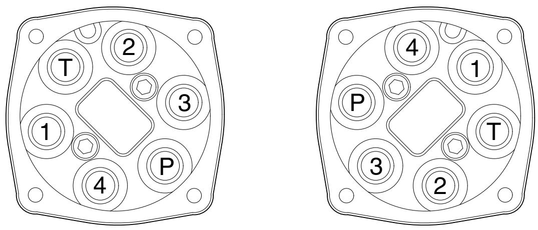
Switches

Type	No.	LH	RH
M12	5	One touch decel	Horn
	6	Power boost	Breaker
M11	5	One touch decel	Horn
	6	Power boost	Null
	7	CCW rotation	Close
	8	CW rotation	Open

※ Number 7 and 8 : Option attachment



Hydraulic circuit



LH RH

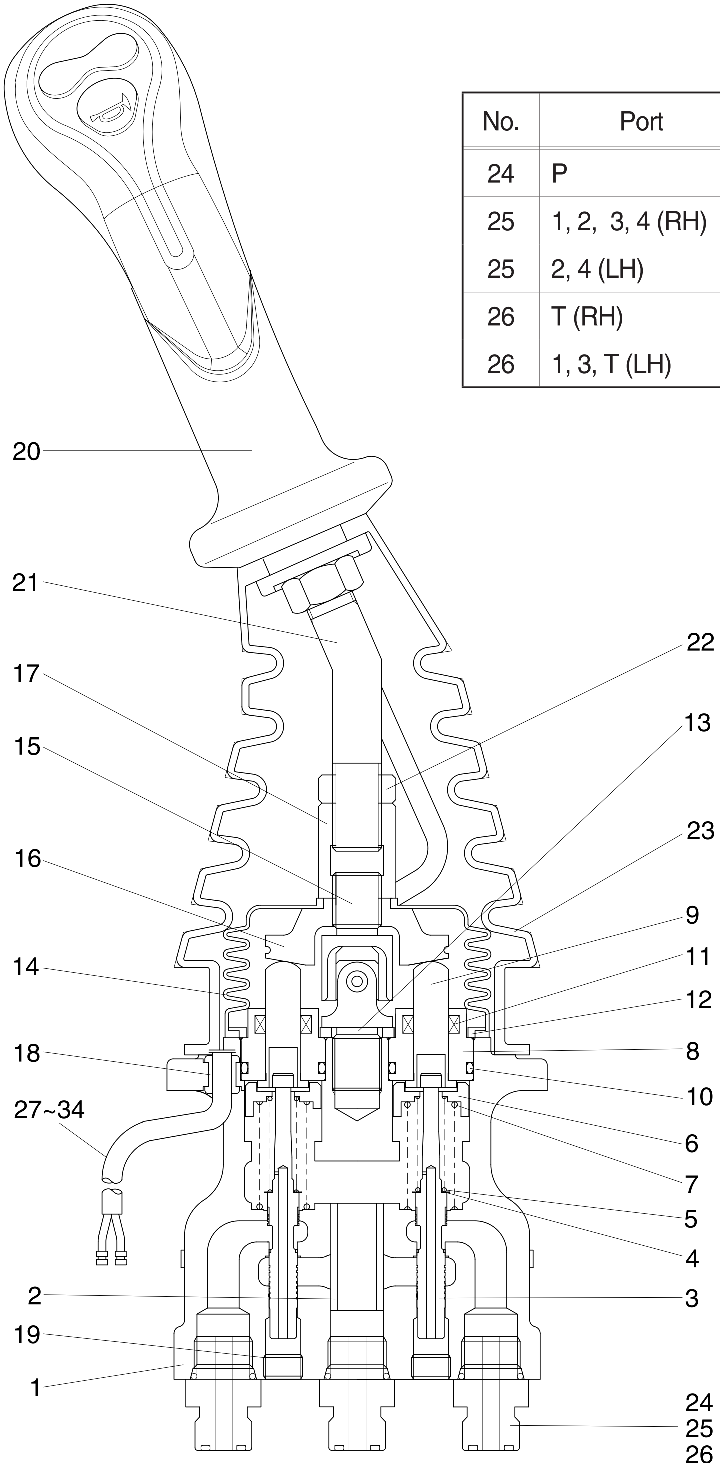
VIEW A-A

Pilot ports

Port	LH	RH	Port size
P	Pilot oil inlet port	Pilot oil inlet port	PF 3/8
T	Pilot oil return port	Pilot oil return port	
1	Left swing port	Bucket out port	
2	Arm out port	Boom up port	
3	Right swing port	Bucket in port	
4	Arm in port	Boom down port	

210A2RL05

3) CROSS SECTION



No.	Port
24	P
25	1, 2, 3, 4 (RH)
25	2, 4 (LH)
26	T (RH)
26	1, 3, T (LH)

1 Case
2 Bushing
3 Spool
4 Shim
5 Spring
6 Spring seat
7 Spring
8 Plug
9 Push rod
10 O-ring
11 Rod seal
12 Plate
13 Spacer
14 Boot
15 Joint assembly
16 Swash plate
17 Adjusting nut
18 Bushing
19 Plug
20 Handle assembly
21 Handle bar
22 Nut
23 Boot
24 Last guard filter
25 Connector
26 Connector
27 Connector
28 Connector
29 Connector
30 Connector
31 Small guide
32 Connector
33 Big guide
34 Connector

210S2RL06

Item numbers are based on the type M1.

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 (3), spring (5) for setting secondary pressure, return spring (7), spring seat (6) and shim (4). The spring for setting the secondary pressure has been generally so preset that the secondary pressure is 5 to 20.5 kgf/cm^2 (depending on the type). The spool is pushed against the push rod (9) 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.

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

Item numbers are based on the type M1.

The functions of the spool (3) 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 (5) works on this spool to determine the output pressure.

The change the deflection of this spring, the push rod (9) is inserted and can slide in the plug (8).

For the purpose of changing the displacement of the push rod through the swash plate (16) and adjusting nut (17) are provided the handle assy (20) that can be tilted in any direction around the fulcrum of the universal joint (15) center.

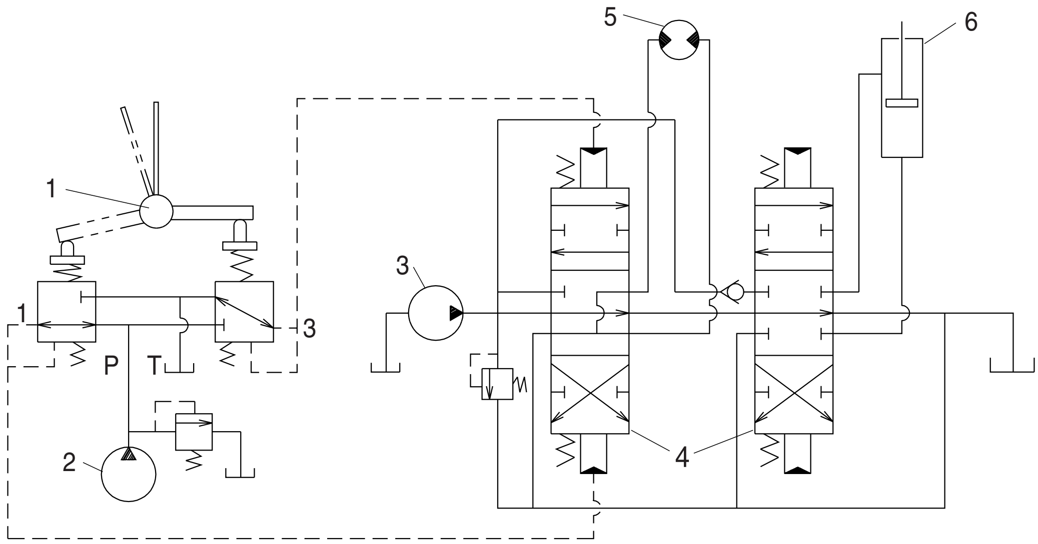
The spring (7) works on the case (1) and spring seat (6) and tries to return the push rod (9) to the zero-displacement position irrespective of the output pressure, securing its resetting to the center position.

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.

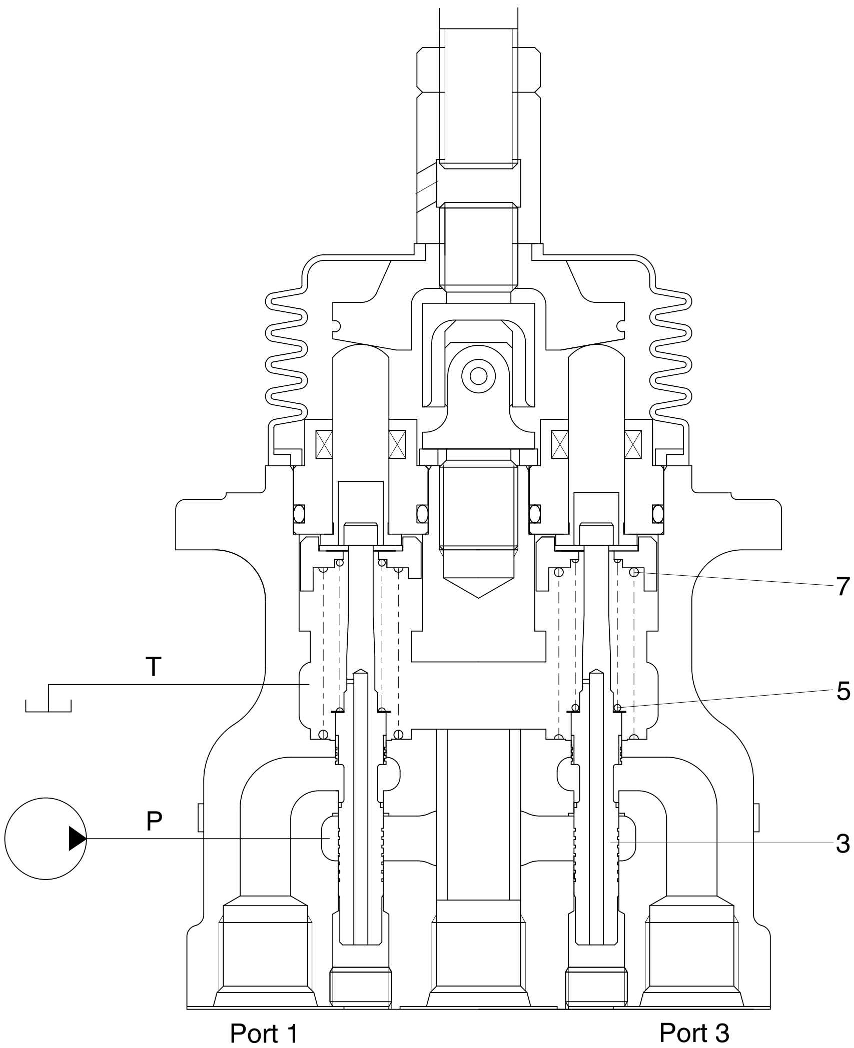
The diagram shown below is the typical application example of the pilot valve.



2-70

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

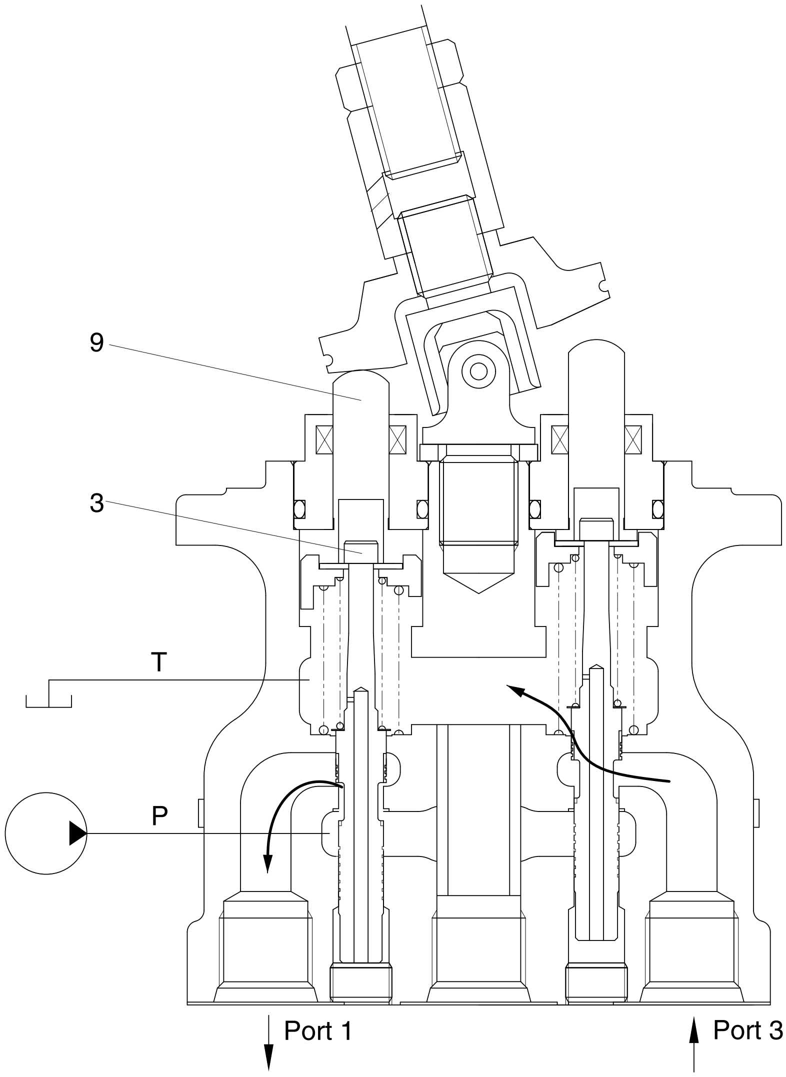
(1) Case where handle is in neutral position



300L2RL03

The force of the spring (5) that determines the output pressure of the pilot valve is not applied to the spool (3). Therefore, the spool is pushed up by the spring (7) 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



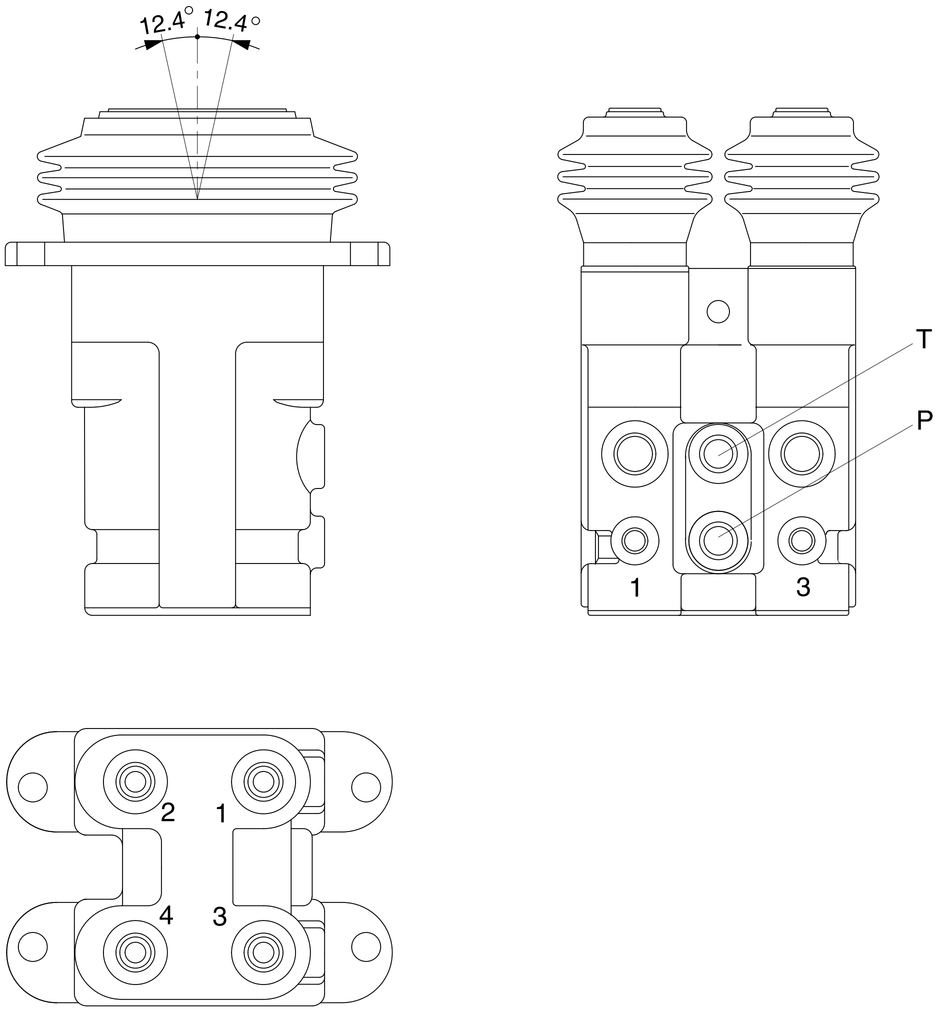
300L2RL04

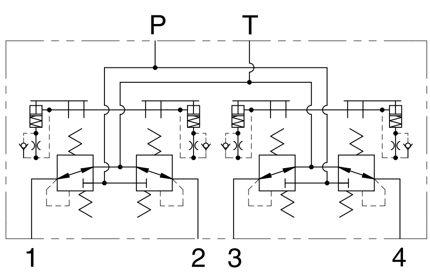
When the push rod (9) is stroked, the spool (3) moves downwards.
Then port P is connected with port (1) and the oil supplied from the pilot pump flows through port (1) to generate the pressure.
When the pressure at port (1) increases to the value corresponding to the spring force set by tilting the handle, 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
T	Pilot oil return port	
1	Travel (LH, Forward)	
2	Travel (LH, Backward)	
3	Travel (RH, Forward)	
4	Travel (RH, Backward)	

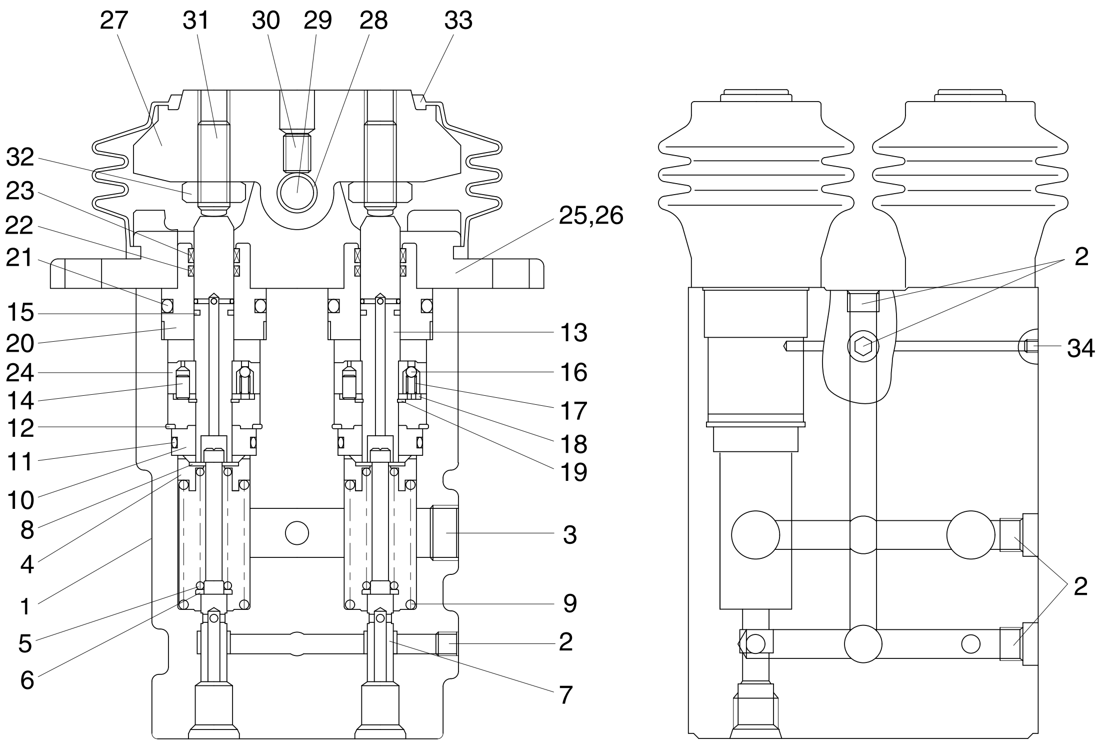
130ZF2RP01

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 (7), spring (5) for setting secondary pressure, return spring (9), stopper (8), and spring seat (6). The spring for setting the secondary pressure has been generally so preset that the secondary pressure is 6.3±1 to 24.9±1.5 kgf/cm² (depending on the type). The spool is pushed against the push rod (13) 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.



130ZF2RP02

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

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 (13) is inserted and can slide in the plug (20).

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.

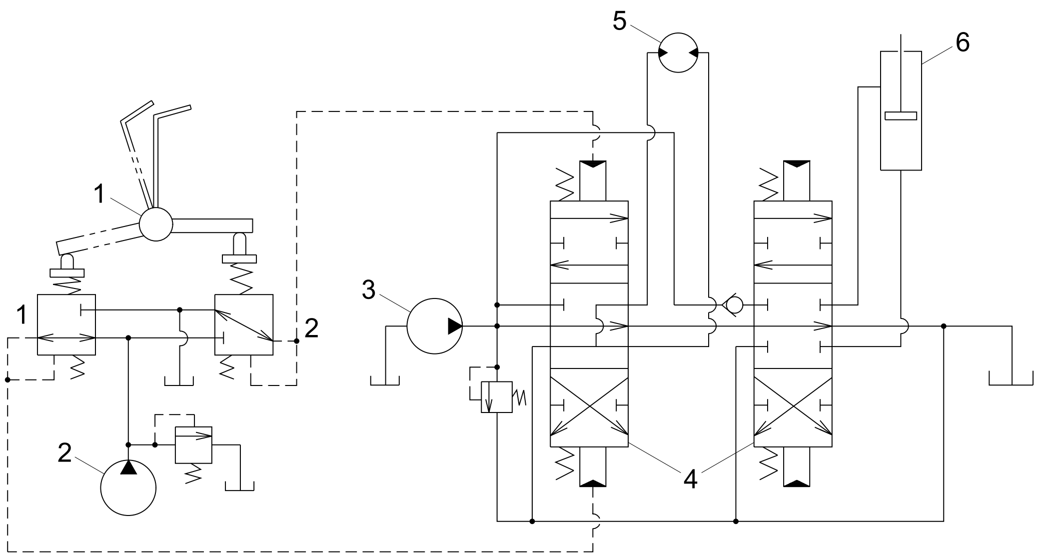
The spring (9) works on the body (1) and spring seat (6) and tries to return the push rod (13) to the zero-displacement position irrespective of the output pressure, securing its resetting to the center position.

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

3) OPERATION

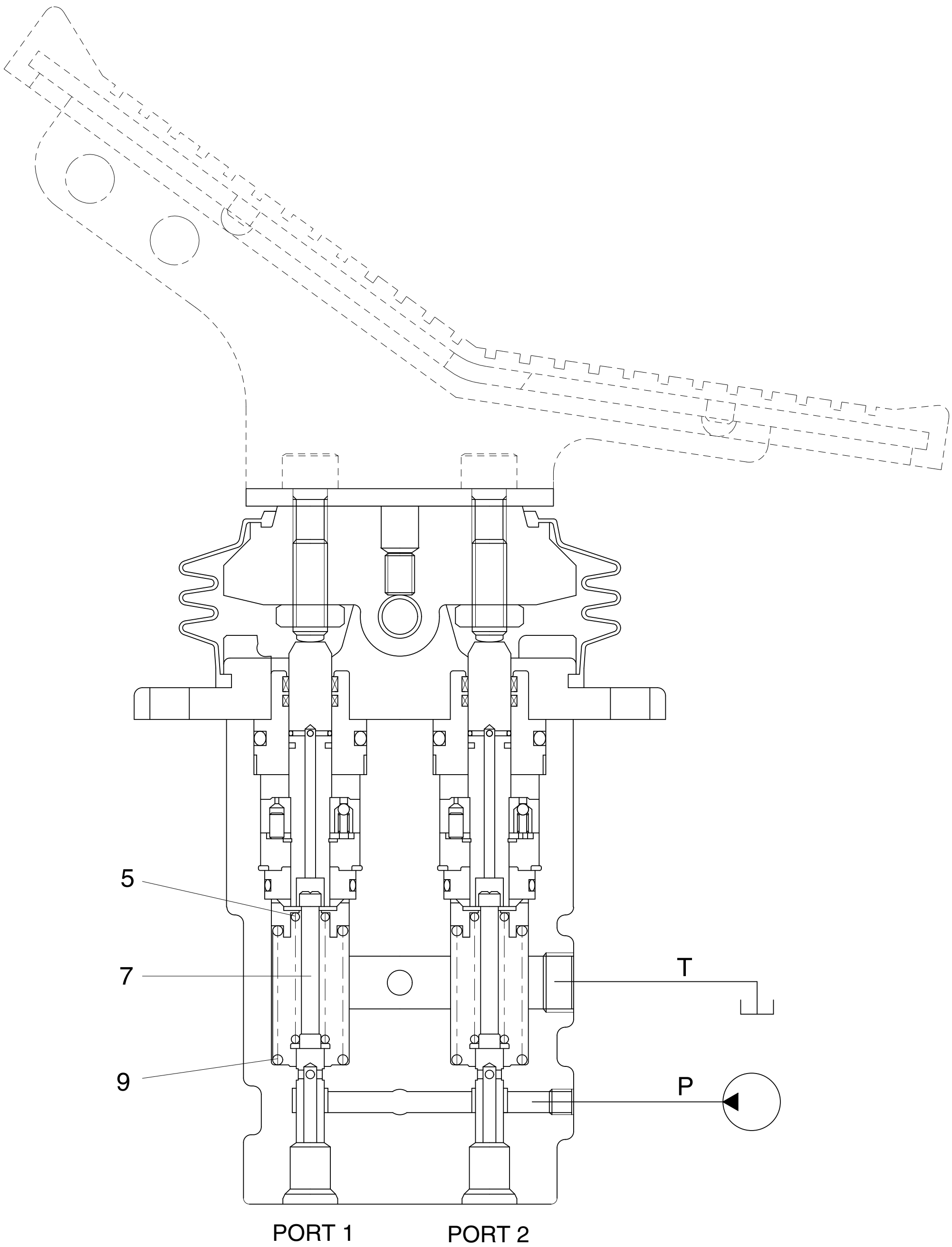
The operation of the pilot valve will be described on the basis of the hydraulic circuit diagram shown below and the attached operation explanation drawing.

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



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

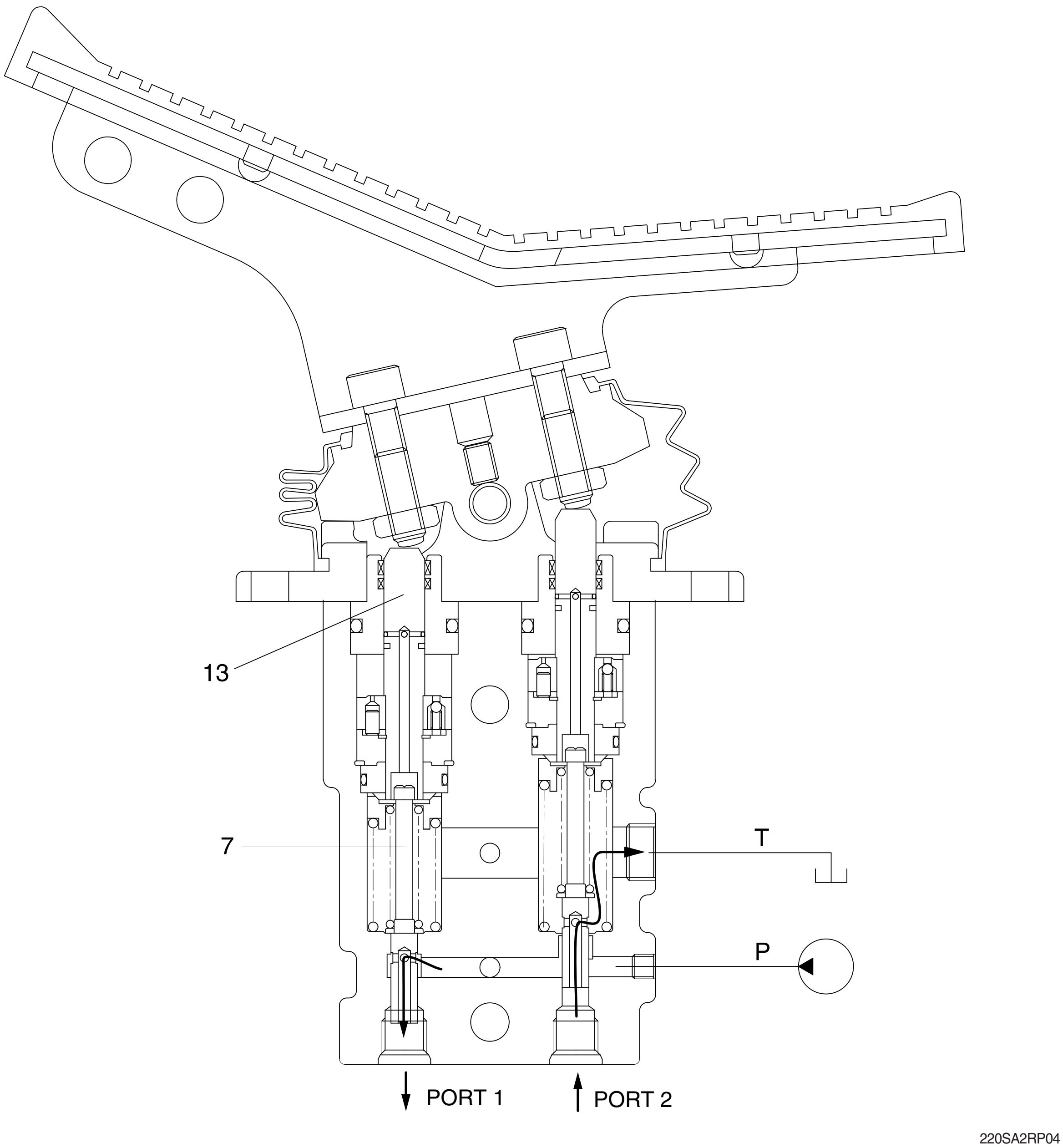
(1) Case where pedal is in neutral position



220SA2RP03

The force of the spring (5) that determines the output pressure of the pilot valve is not applied to the spool (7). Therefore, the spool is pushed up by the spring (9) to the position of port 1 and 2. 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

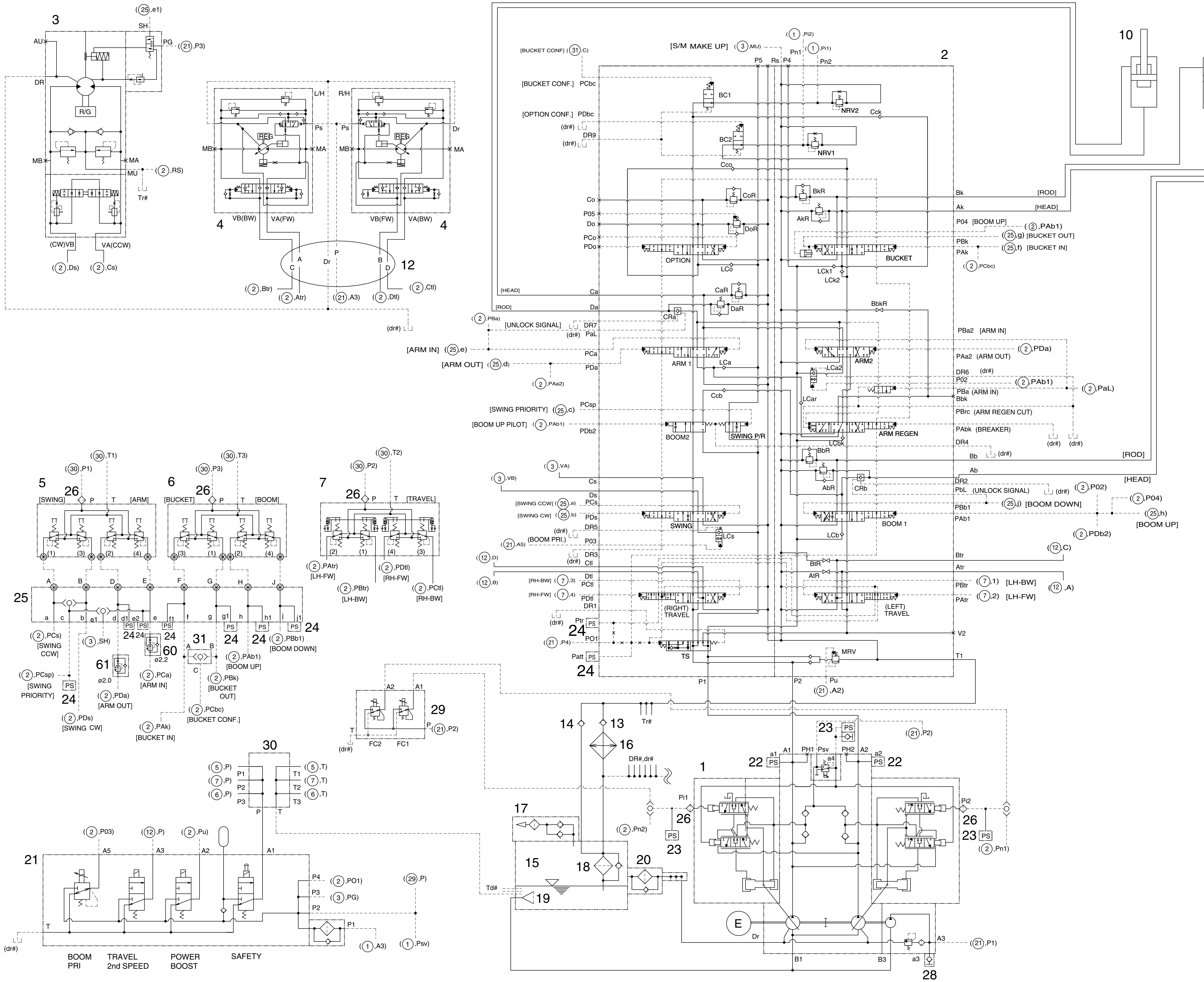


When the push rod (13) is stroked, the spool (7) moves downwards.
Then port P is connected with port 1, and the oil supplied from the pilot pump flows through port 1 to generate the pressure.
When the pressure at port 1 increases to the value corresponding to the spring force set by tilting the handle, 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

1. HYDRAULIC CIRCUIT (1/2)



1 Main pump
2 Main control valve
3 Swing unit
4 Travel unit
5 RCV lever (LH)
6 RCV lever (RH)
7 RCV pedal
8 Boom cylinder (LH)
9 Boom cylinder (RH)
10 Arm cylinder
11 Bucket cylinder
12 Turning joint
13 Check valve
14 Check valve
15 Hydraulic tank
16 Oil cooler
17 Air breather
18 Return filter w/bypass valve
19 Strainer
20 Drain filter
21 4-cartridge valve
22 Pressure sensor
23 Pressure sensor
24 Pressure sensor
25 Terminal block
26 Last guard filter
28 Coupling screw
29 2-EPPR valve
30 Cross assy
31 Shuttle valve

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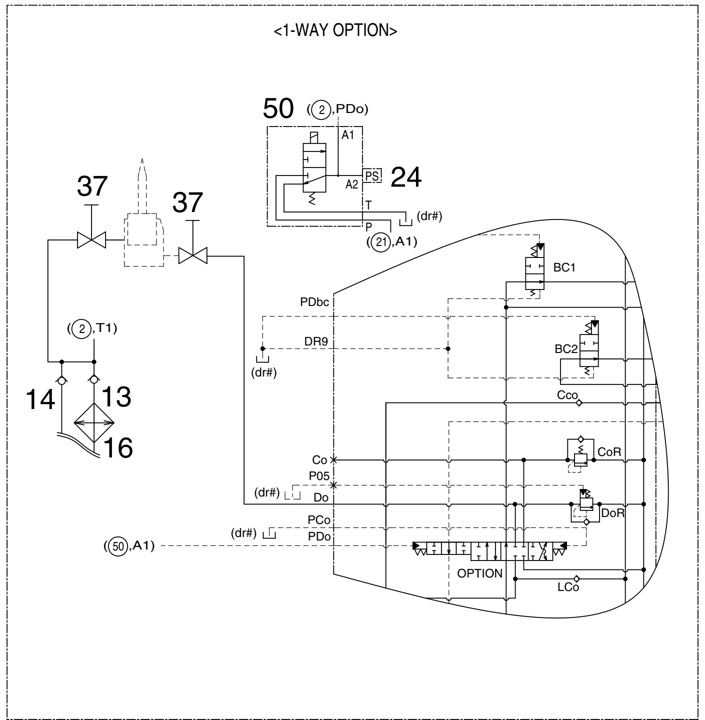
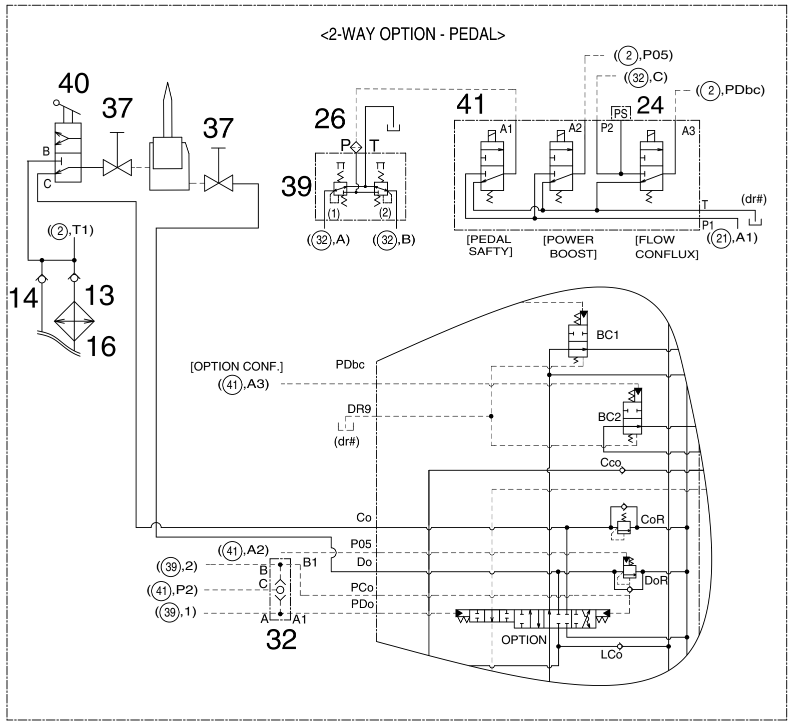
2. HYDRAULIC CIRCUIT (2/2)

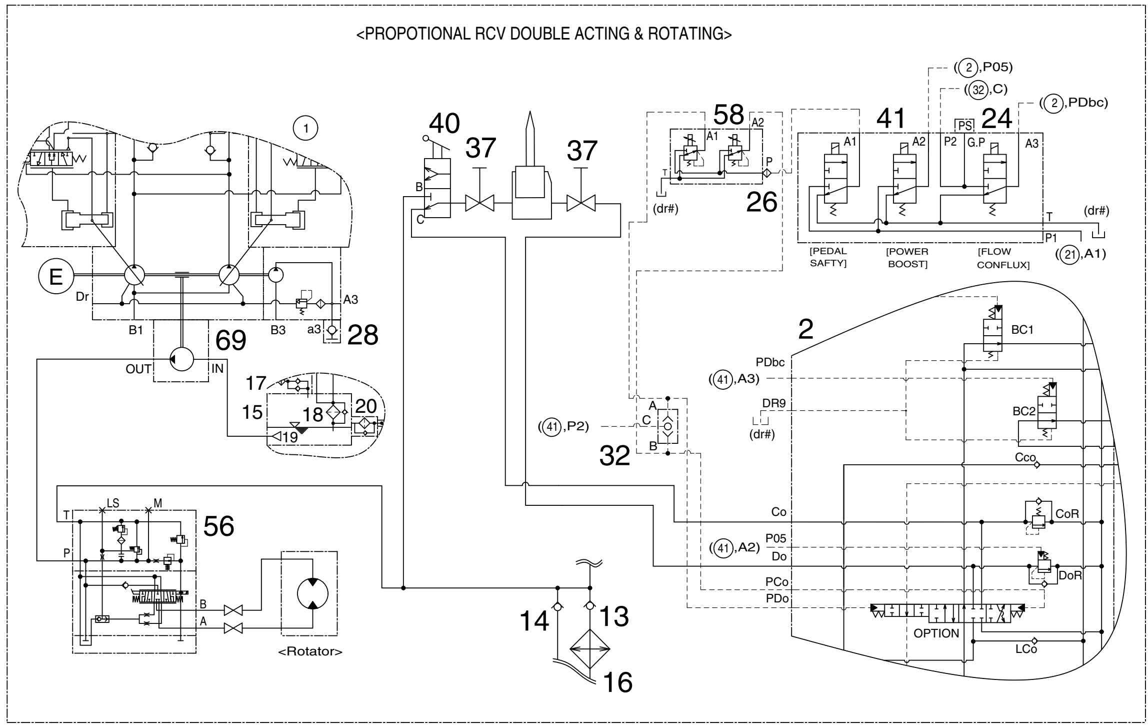
<1-WAY OPTION>



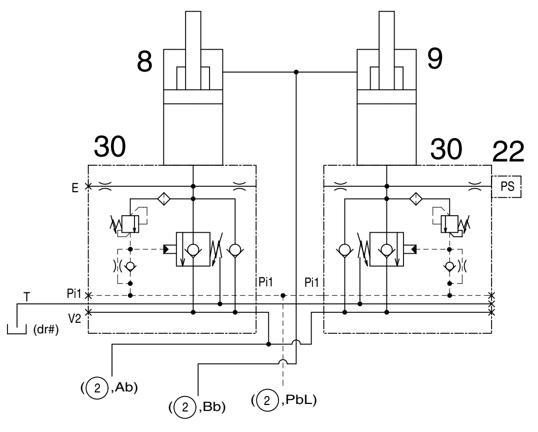
<2-WAY OPTION - PEDAL>



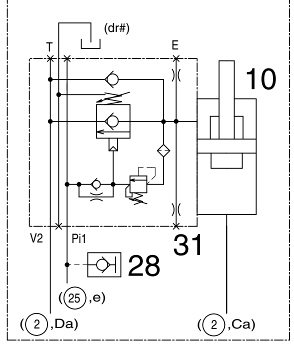
<PROPOTIONAL RCV DOUBLE ACTING & ROTATING>



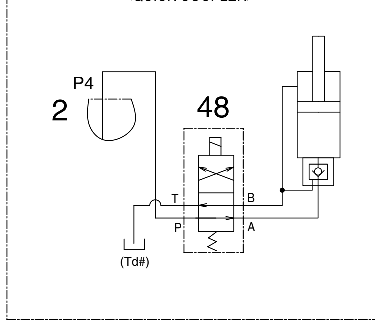
<BOOM SAFETY LOCK VALVE>



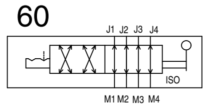
<ARM SAFETY LOCK VALVE>



<QUICK COUPLER>

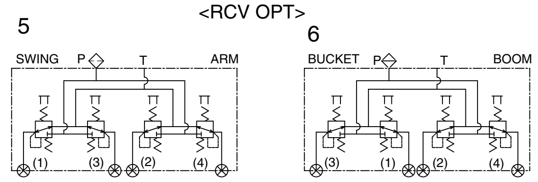


<2-PATTERN CHANGE>



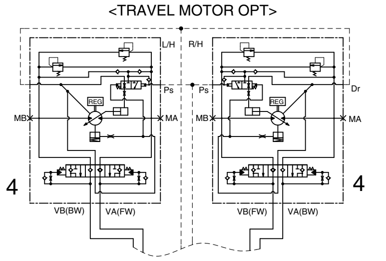
FROM		TO	
ITEM	PORT	ITEM	PORT
5	2	50	J1
	4		J3
6	2		J4
	4		J2
50	M1	25	D
	M2		J
	M3		E
	M4		H

<RCV OPT>



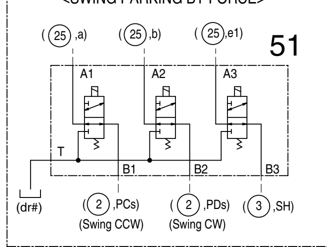
PART NO				OPTION CODE	REMARKS	
LH		RH			PRODUCER	MODULATION
5	31K4-21011	6	31K4-21021	ERR00,EJA01	EATON	X
	31K4-21132		31K4-21142	ERR01,EJA01	EATON (DAEHYUN)	RH/LH
	31K6-21410		31K6-21420	ERR00,EJA21	KPM (DAEHYUN)	X
	31K6-21430		31K6-21440	ERR01,EJA21	KPM (DAEHYUN)	RH/LH

<TRAVEL MOTOR OPT>

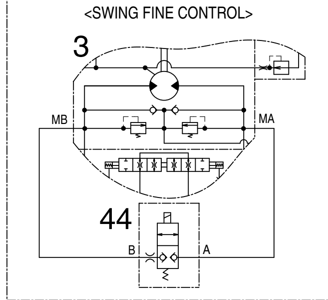


PART NO		OPTION CODE	REMARKS
			REDUCER
4	38K7-40101	FM02	HCM
	38K8-40101	FM06	HCM

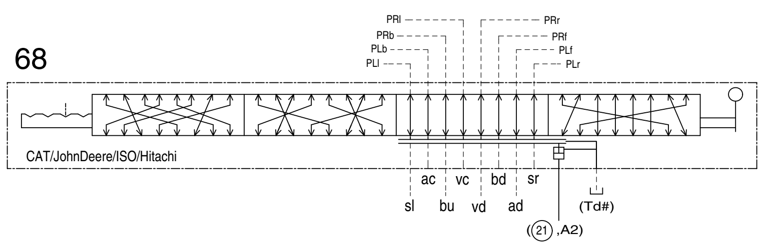
<SWING PARKING BY FORCE>



<SWING FINE CONTROL>



<4-PATTERN CHANGE>



FROM		TO	
ITEM	PORT	ITEM	PORT
5	1	68	PLl
	2		PLf
	3		PLr
	4		PLb
68	sl	25	A
	ad		D
	sr		B
	ac		E
6	1	68	PRr
	2		PRb
	3		PRl
	4		PRf
68	vd	25	G
	bu		H
	vc		F
	bd		J

1 Main pump
2 Main control valve
3 Swing unit
8 Boom cylinder (LH)
9 Boom cylinder (RH)
10 Arm cylinder
13 Check valve
14 Check valve
16 Oil cooler
17 Air breather
18 Return filter w/bypass valve
19 Strainer
20 Drain filter
22 Pressure sensor
24 Pressure sensor
26 Last guard filter
27 Last guard filter
28 Coupling screw
30 Boom safety lock valve (LH/RH, option)
31 Arm safety lock valve (option)
32 Shuttle valve (option)
37 Stop valve (option)
39 2-way pedal (option)
40 3-way joint (option)
41 Solenoid valve (option)
44 Solenoid valve (option)
48 Solenoid valve (option)
50 Solenoid valve (option)
51 Solenoid valve (option)
56 Proportional valve (option)
58 2-EPPR valve (option)
60 2-pattern change valve (option)
68 4-pattern change valve (option)
69 Gear pump (option)

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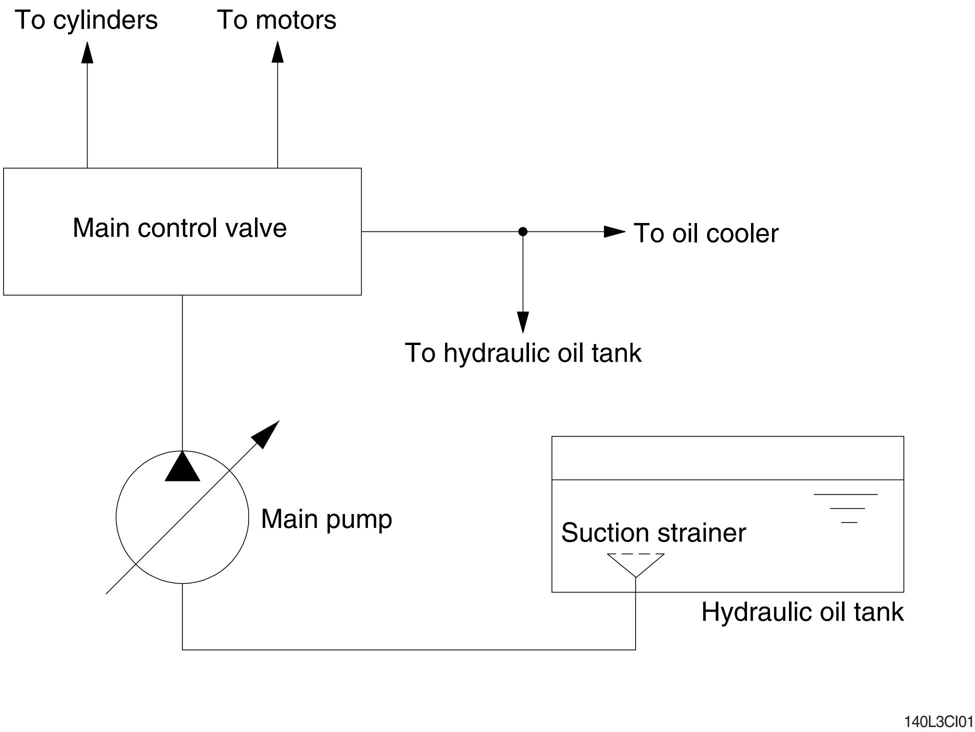
GROUP 2 MAIN CIRCUIT

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.

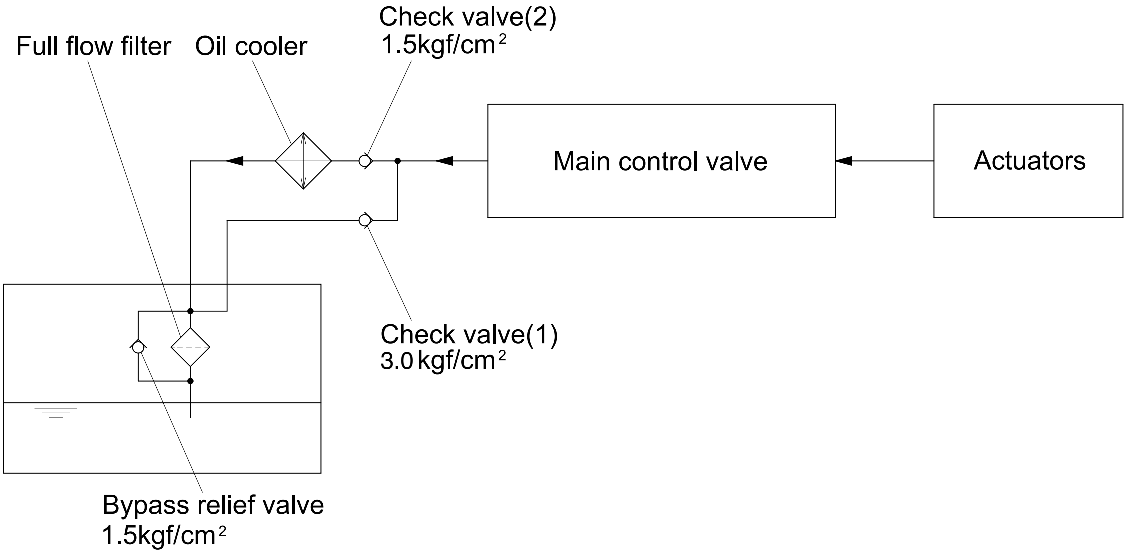
1. SUCTION AND DELIVERY CIRCUIT



The pumps receive oil from the hydraulic tank through a suction strainer. 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.

※ The circuit diagram may differ from the equipment, so please check before a repair.

2. RETURN CIRCUIT



220F3CI01

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/cm^2 (21 psi) and 3.0 kgf/cm^2 (43 psi). 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/cm^2 (43 psi), 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).

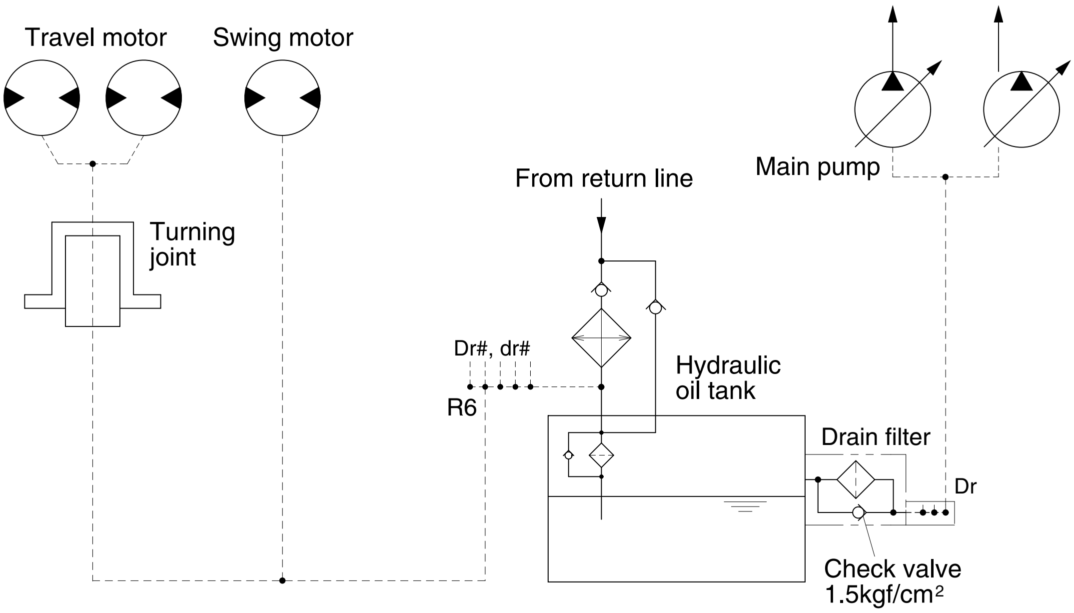
The full-flow filter and bypass relief valve are provided in the hydraulic tank.

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/cm^2 (21 psi) differential pressure.

※ The circuit diagram may differ from the equipment, so please check before a repair.

3. DRAIN CIRCUIT



260SA3CI02

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 and return filter.

When the drain oil pressure exceed 1.5 kgf/cm^2 (21 psi), the oil returns to the hydraulic tank directly.

1) TRAVEL AND SWING MOTOR DRAIN CIRCUIT

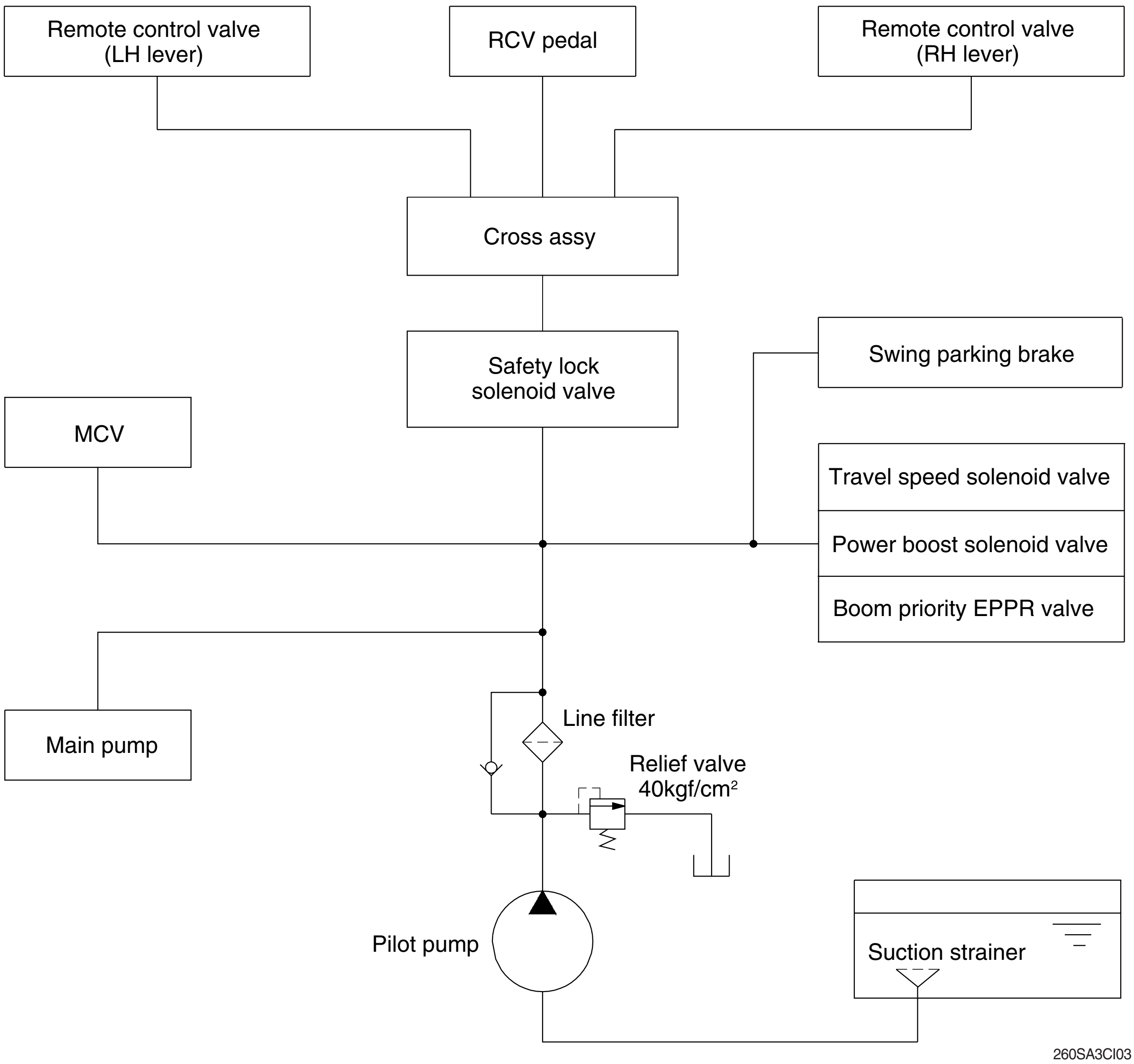
Oil leaking from the right and left travel motors comes out of the drain ports provided in the respective motor casing and join with each other. These oils pass through the turning joint and join with oil leak line of the swing motor and return to the hydraulic tank after being filtered by return filter.

2) MAIN PUMP DRAIN CIRCUIT

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

※ The circuit diagram may differ from the equipment, so please check before a repair.

GROUP 3 PILOT CIRCUIT



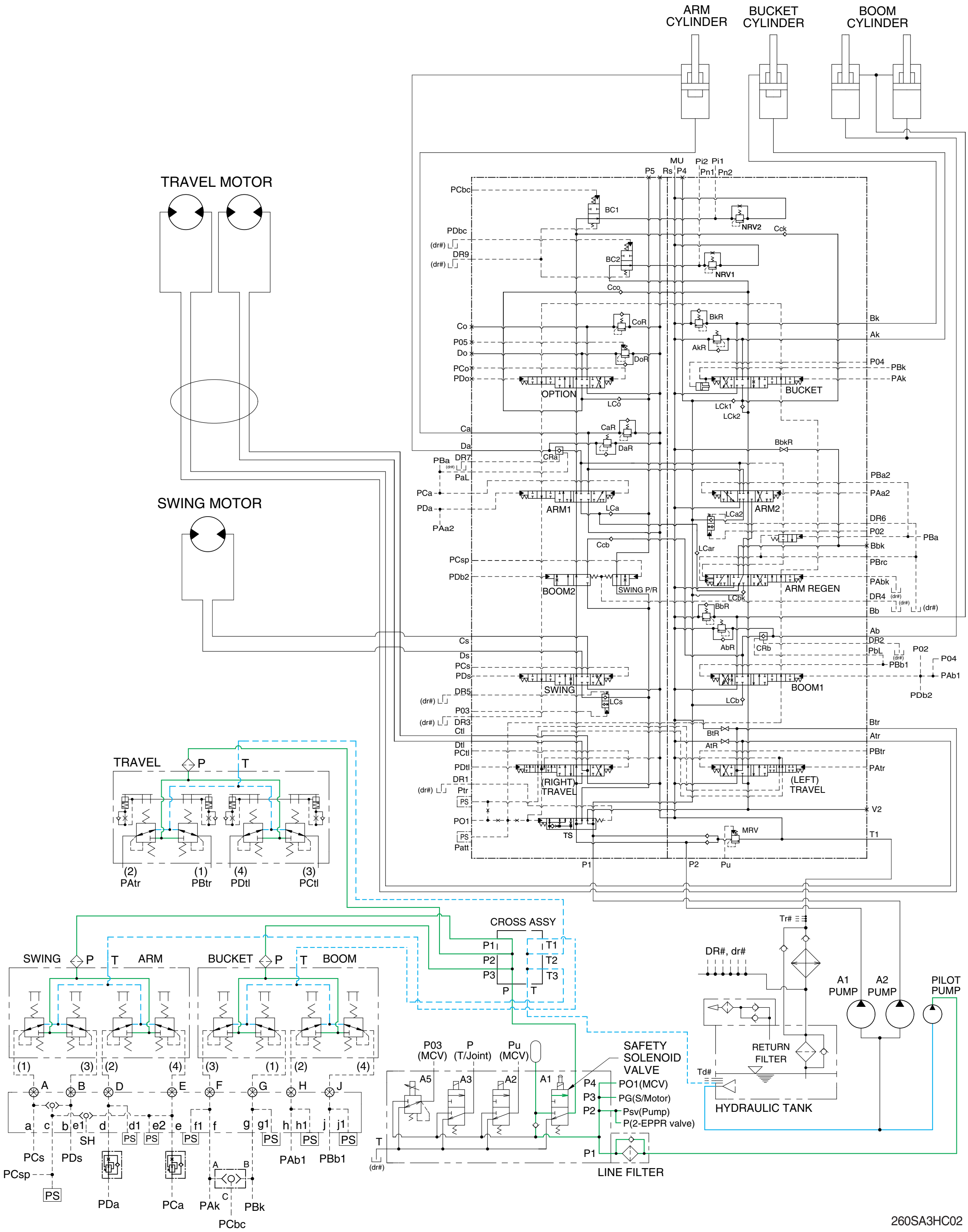
The pilot circuit consists of suction circuit, delivery circuit and return circuit.

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

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, safety lock solenoid valve and cross assy.

※ The circuit diagram may differ from the equipment, so please check before a repair.

1. SUCTION, DELIVERY AND RETURN CIRCUIT



260SA3HC02

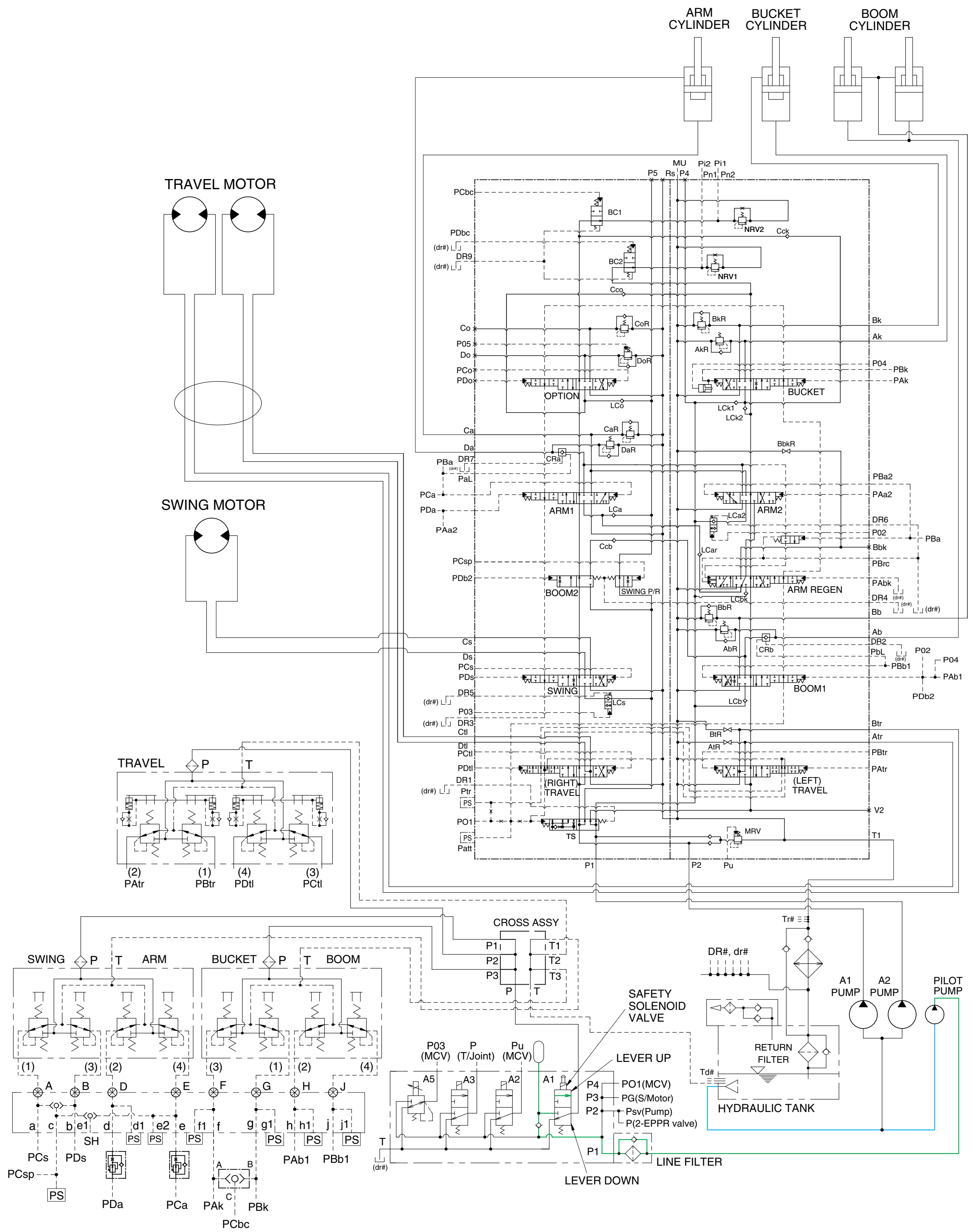
The pilot pump receive oil from the hydraulic tank. The discharged oil from the pilot pump flows to the safety solenoid valve through the line filter. The oil is filtered by the line filter. The pilot relief valve is provided in the pilot pump for limiting the pilot circuit pressure.

The oil filtered by line filter flows remote control valve through safety solenoid valve and cross assy.

The return oil flow into the hydraulic tank through cross assy.

※ The circuit diagram may differ from the equipment, so please check before a repair.

2. SAFETY VALVE (SAFETY LEVER)



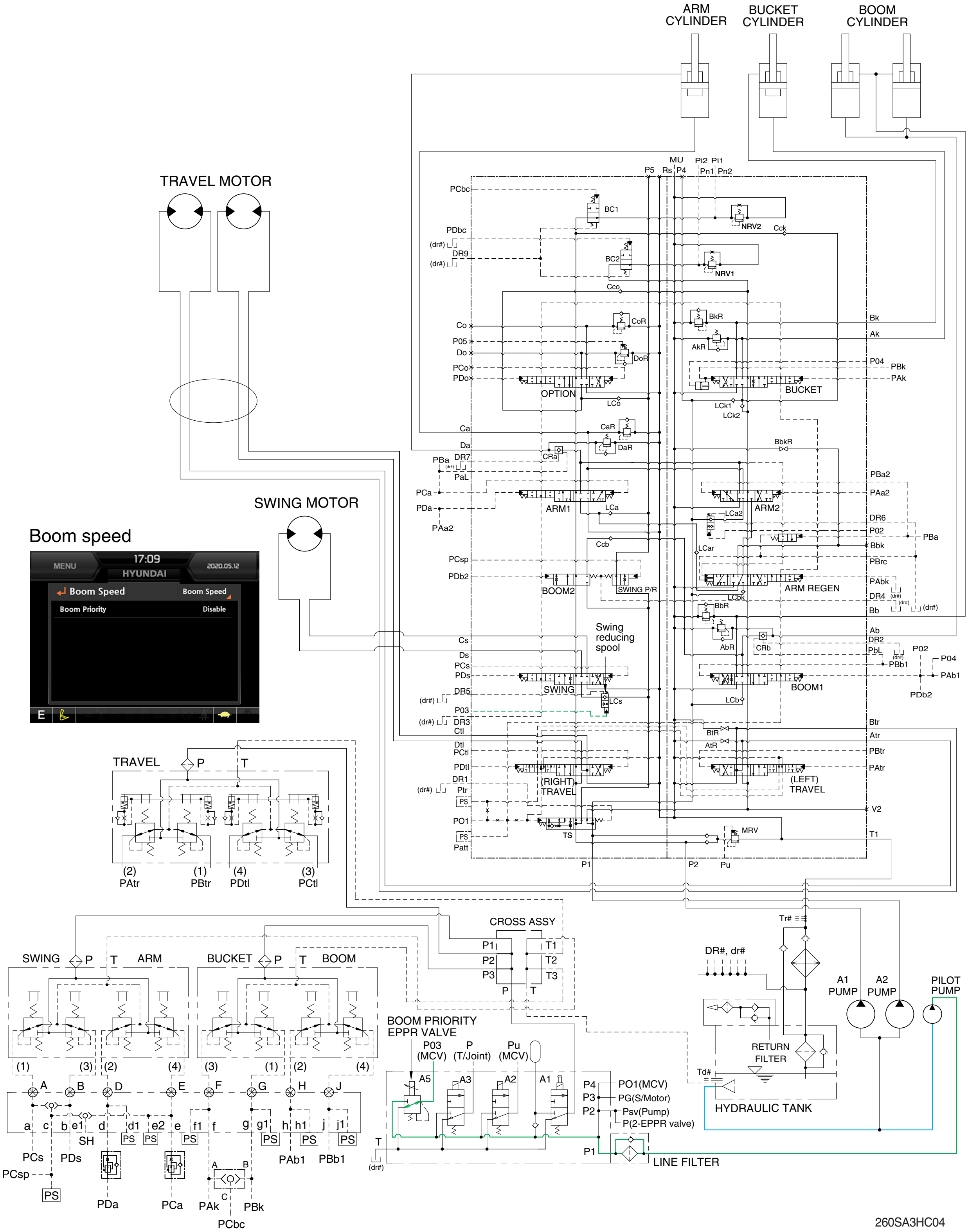
260SA3HC03

When the lever of the safety solenoid valve is moved upward, oil flows into the remote control valve through solenoid valve and line filter.

When the lever of the safety solenoid valve is moved downward, oil does not flow into the remote control valve, because of the blocked port.

※ The circuit diagram may differ from the equipment, so please check before a repair.

3. BOOM PRIORITY SYSTEM



260SA3HC04

When carrying out the combined operation of swing and boom up, the boom up operating speed is lowered then normal operation.

To increase working efficiency, swing speed reducing system is used.

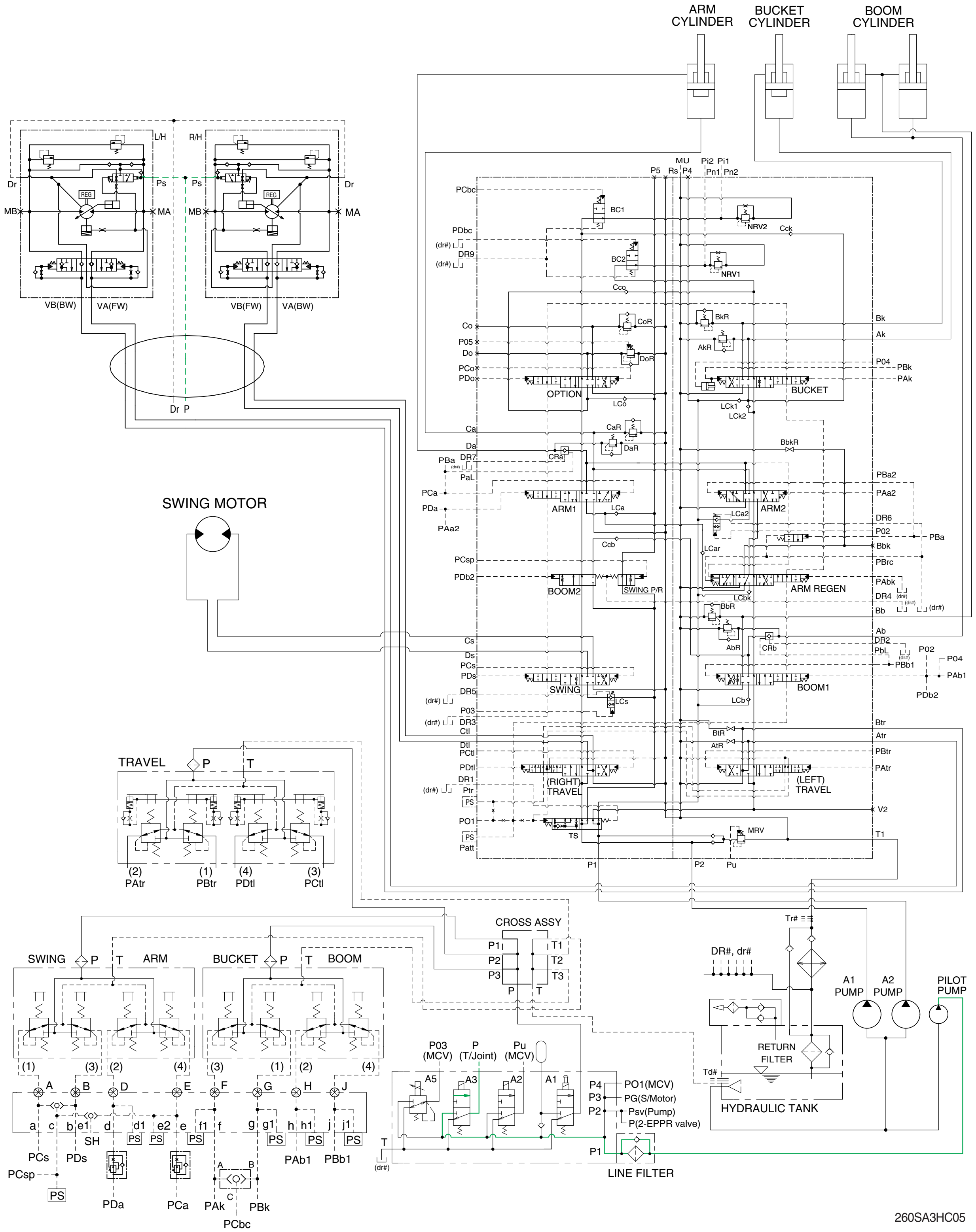
The pilot oil from pilot pump flow into P03 port in main control valve through boom priority EPPR valve. P03 oil pressure moves swing reducing spool to lower position and oil flow rate to the swing motor decreased.

Then, the boom up speed is increased. This is called the boom priority system.

The boom up speed can be adjusted by the cluster. Refer to page 3-19 of the operator's manual.

※ The circuit diagram may differ from the equipment, so please check before a repair.

4. TRAVEL SPEED CONTROL SYSTEM

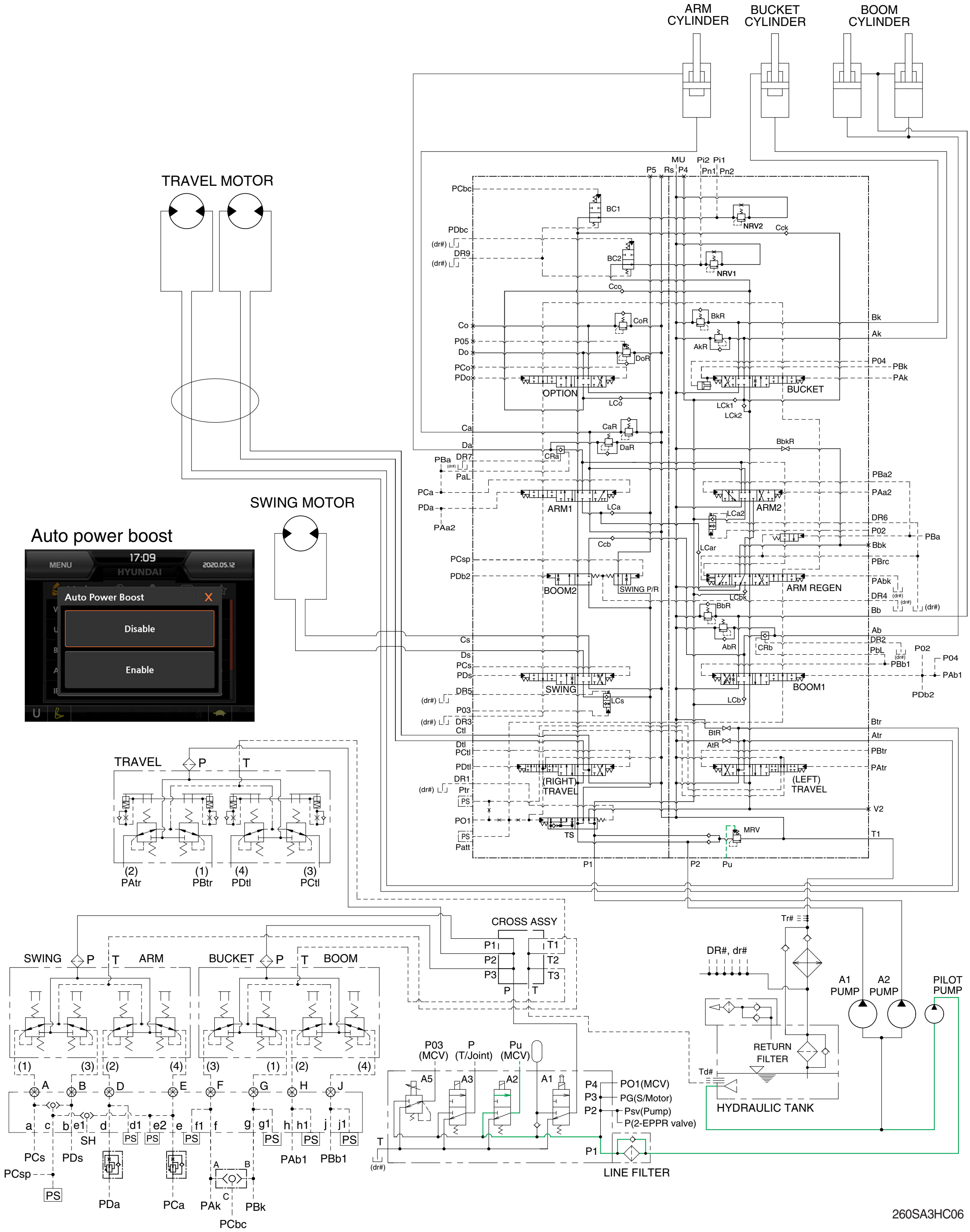


When the travel speed solenoid valve was placed in the Hi position, the pressure oil from pilot pump through line filter flows to port **Ps** of travel speed change over valve, and the control piston is pushed, thus minimizing the displacement.

When the travel speed solenoid valve was placed in the Lo position, the oil of **Ps** port return to the tank and the control piston is returned, thus maximizing the displacement.

※ The circuit diagram may differ from the equipment, so please check before a repair.

5. MAIN RELIEF PRESSURE CHANGE SYSTEM



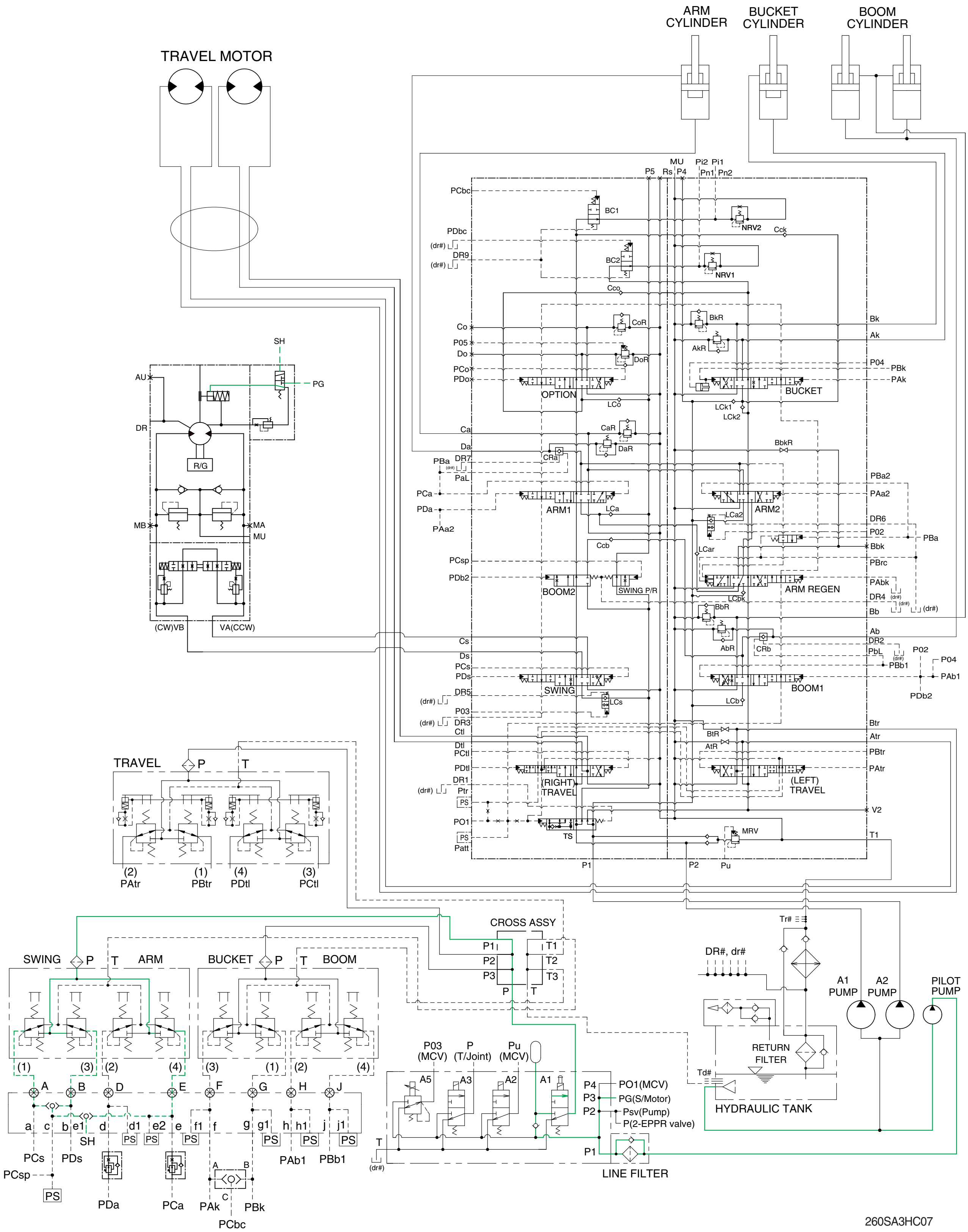
When the power boost switch on the left control lever is pushed ON, the power boost solenoid valve is actuated, the discharged oil from the pilot pump flows into Pu port of the main relief valve of main control valve; then the setting pressure of the main relief valve is raised from 350 kgf/cm2 (4980 psi) to 380 kgf/cm2 (5400 psi) for increasing the digging power.

And even when pressed switch continuously, it is canceled after 8 seconds.

When the auto power boost function is selected to enable on the cluster, the pressure of the main relief pressure is automatically increased to 380 kgf/cm2 as working condition by the MCU. It is operated max 8 seconds.

※ The circuit diagram may differ from the equipment, so please check before a repair.

6. SWING PARKING BRAKE RELEASE

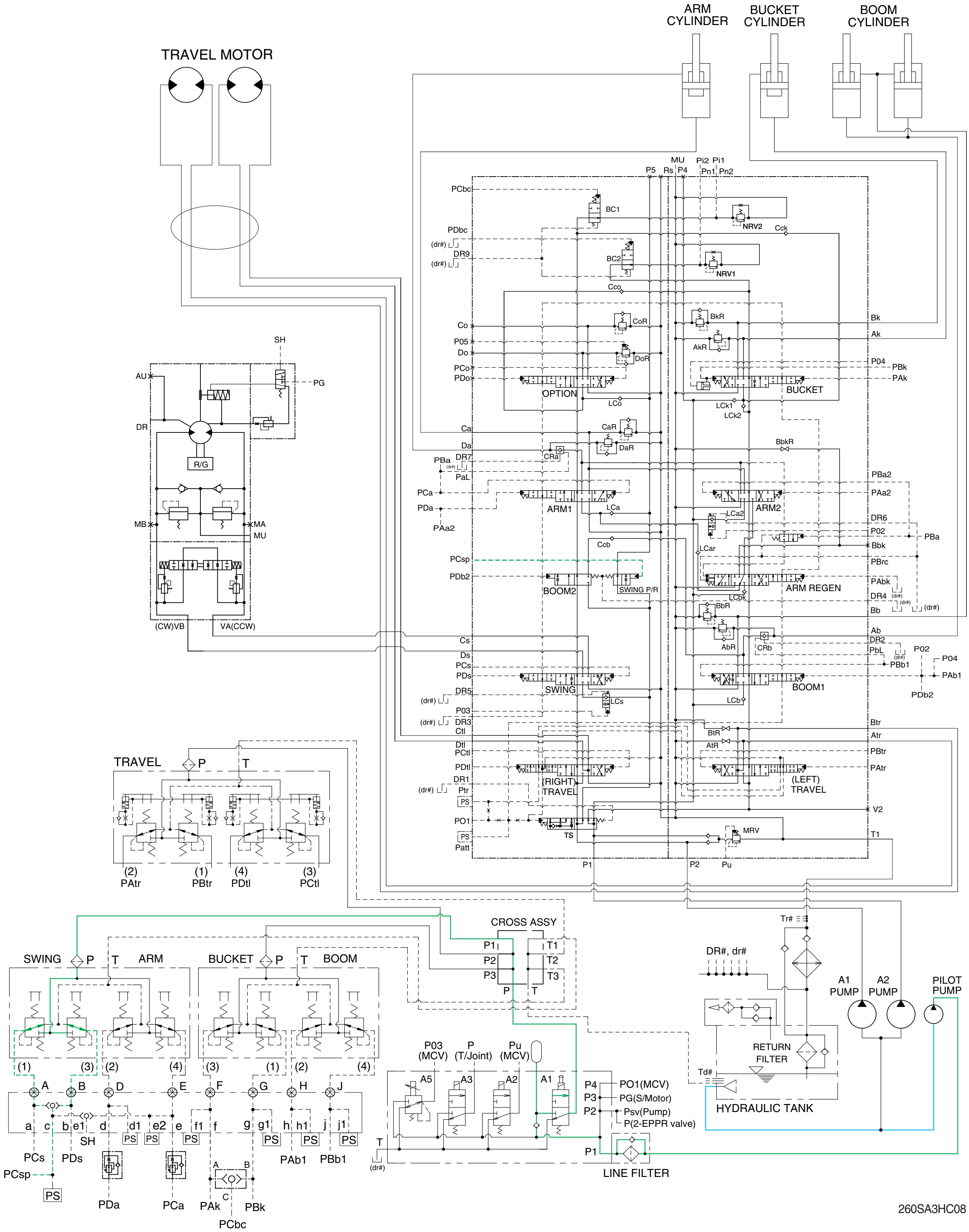


When the RCV lever (swing or arm in) is tilted, the pilot oil flows into SH port through shuttle valve. This pressure moves spool of the swing brake valve so, discharged oil from pilot valve flows to swing motor PG port. This pressure is applied to swing motor disc, thus the brake is released.

When the RCV lever (swing and arm in) is set in the neutral position, oil in the swing motor disc cylinder is drained, thus the brake is applied.

※ The circuit diagram may differ from the equipment, so please check before a repair.

7. SWING PRIORITY SYSTEM



260SA3HC08

When carrying out the combined operation of swing and arm of the left control valve, the swing speed can be lowered than operating speed of arm.

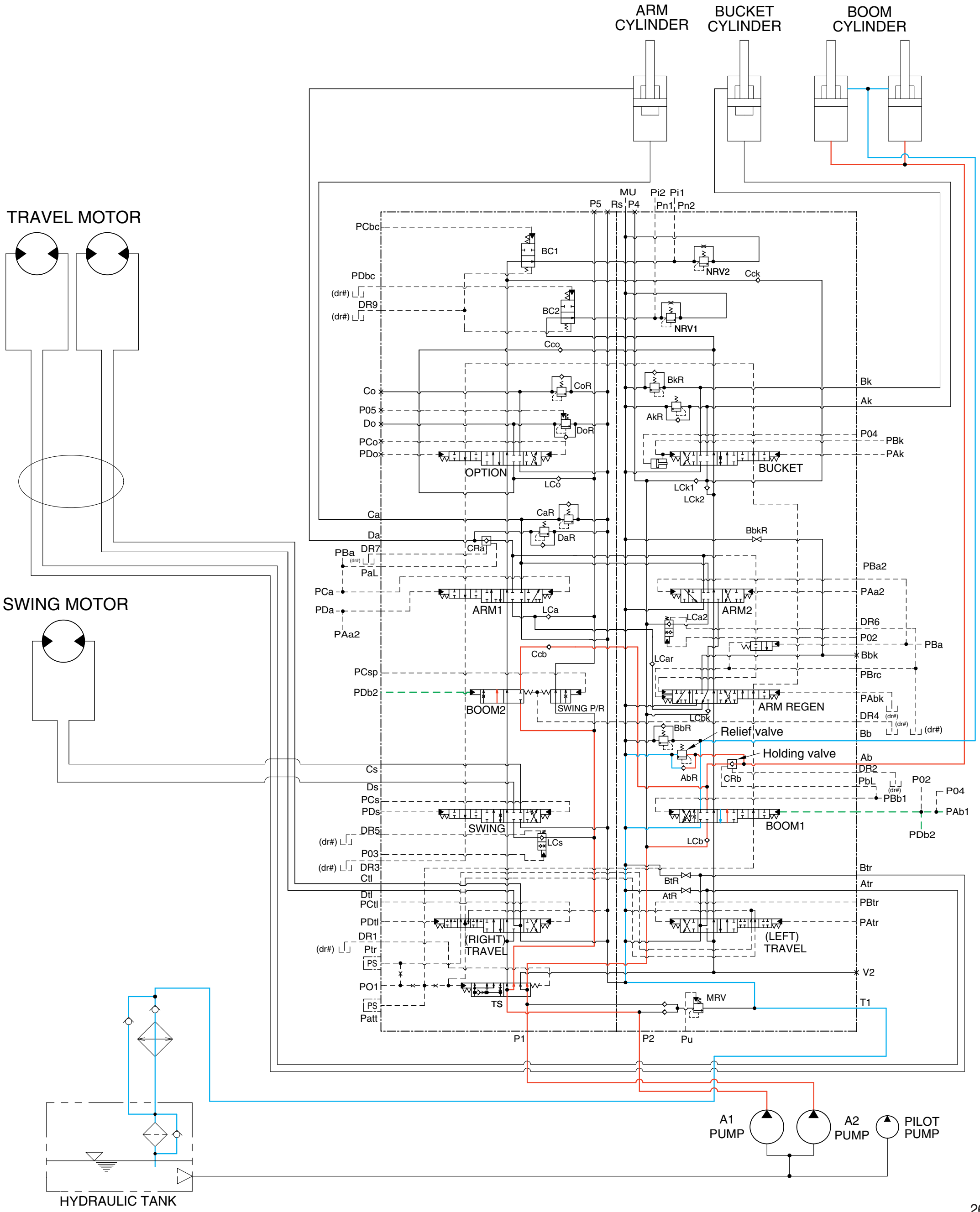
PCsp pressure from the swing shuttle block change the swing priority spool and decreases the oil flow rate to the next section to make the swing operation most preferential.

This is called the swing priority system.

For details, refer to page 2-51.

※ The circuit diagram may differ from the equipment, so please check before a repair.

1. BOOM UP OPERATION



260SA3HC09

When the right control lever is pulled back, the boom spools in the main control valve are moved to the up position by the pilot oil pressure (PAb1, PDb2) from the remote control valve.

The oil from the A1 and A2 pump flows into the main control valve and then goes to the large chamber of boom cylinders.

At the same time, the oil from the small chamber of boom cylinders returns to the hydraulic oil tank through the boom 1 spool in the main control valve. When this happens, the boom goes up.

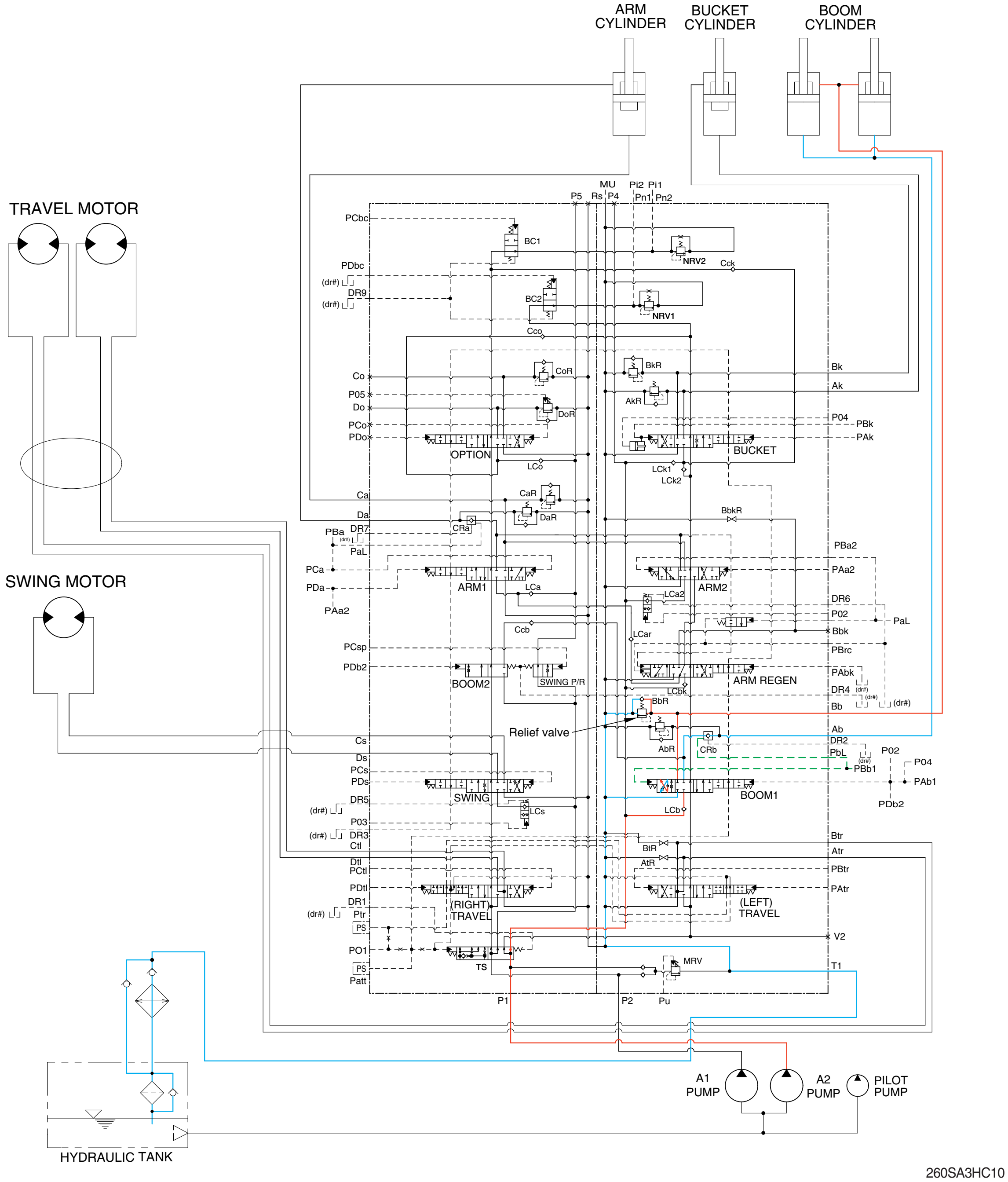
The excessive pressure in the boom cylinder head side is prevented by relief valve.

When the boom is up and the control lever is returned to neutral position, the circuit for the holding pressure at the bottom end of the boom cylinder is closed by the boom holding valve.

This prevents the hydraulic drift of boom cylinder.

※ The circuit diagram may differ from the equipment, so please check before a repair.

2. BOOM DOWN OPERATION



When the right control lever is pushed forward, the boom 1 spool in the main control valve is moved to the down position by the pilot oil pressure (PBb1) from the remote control valve.

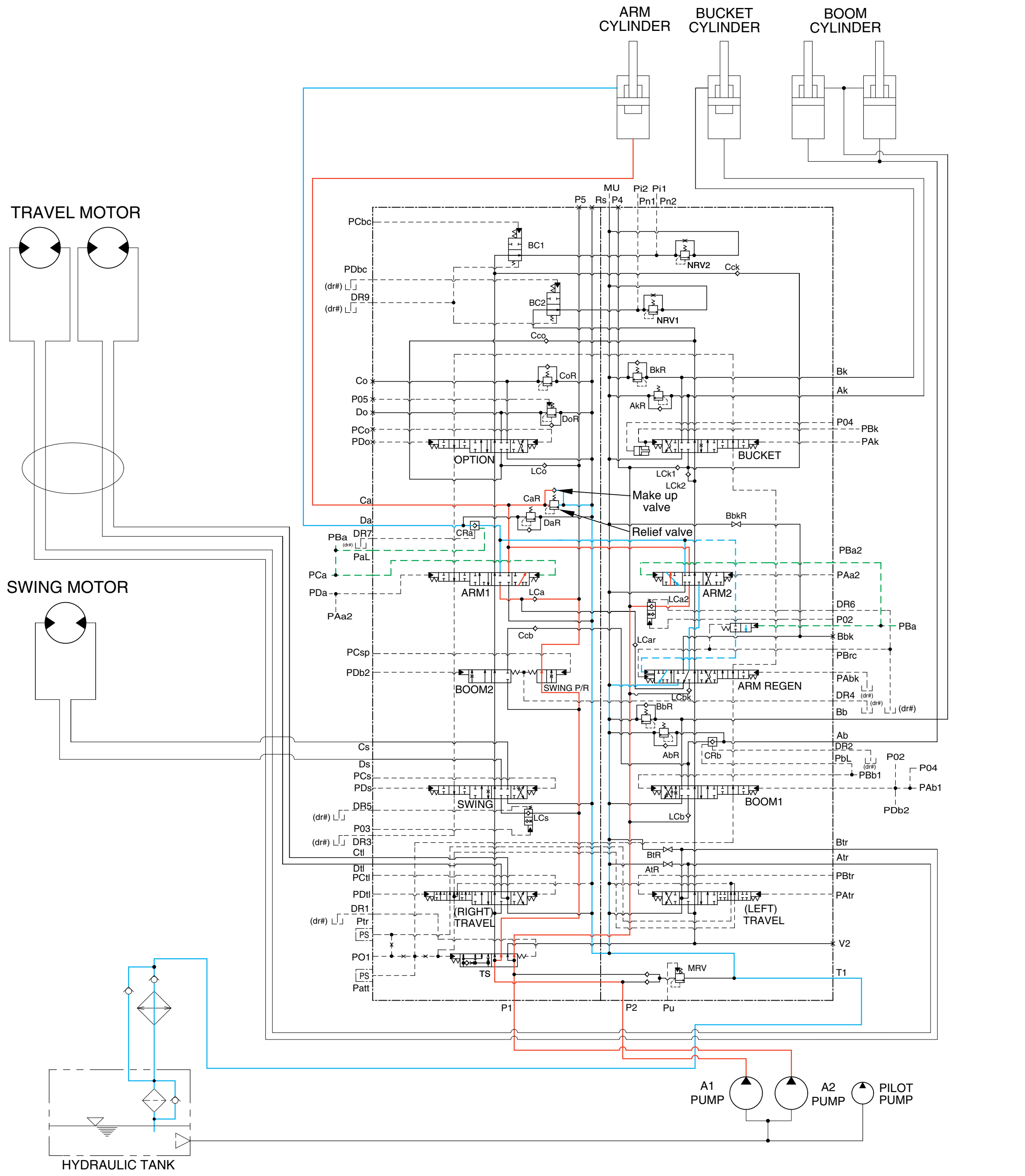
The oil from the A2 pump flows into the main control valve and then goes to the small chamber of boom cylinders. At the same time, the oil from the large chamber of boom cylinders returns to the hydraulic tank through the boom 1 spool in the main control valve.

When the down speed of boom is faster, the oil returned from the large chamber of boom cylinder combines with the oil from the A2 pump, and flows into the small chamber of the cylinder.

This prevents cylinder cavitation by the negative pressure when the A2 pump flow can not match the boom down speed. And the excessive pressure in the boom cylinder rod side is prevented by the relief valve.

※ The circuit diagram may differ from the equipment, so please check before a repair.

3. ARM IN OPERATION



260SA3HC11

When the left control lever is pulled back, the arm spools in the main control valve are moved to the roll in position by the pilot oil pressure (PBa2, PCa) from the remote control valve.

The oil from the A1 and A2 pump flows into the main control valve and then goes to the large chamber of arm cylinder.

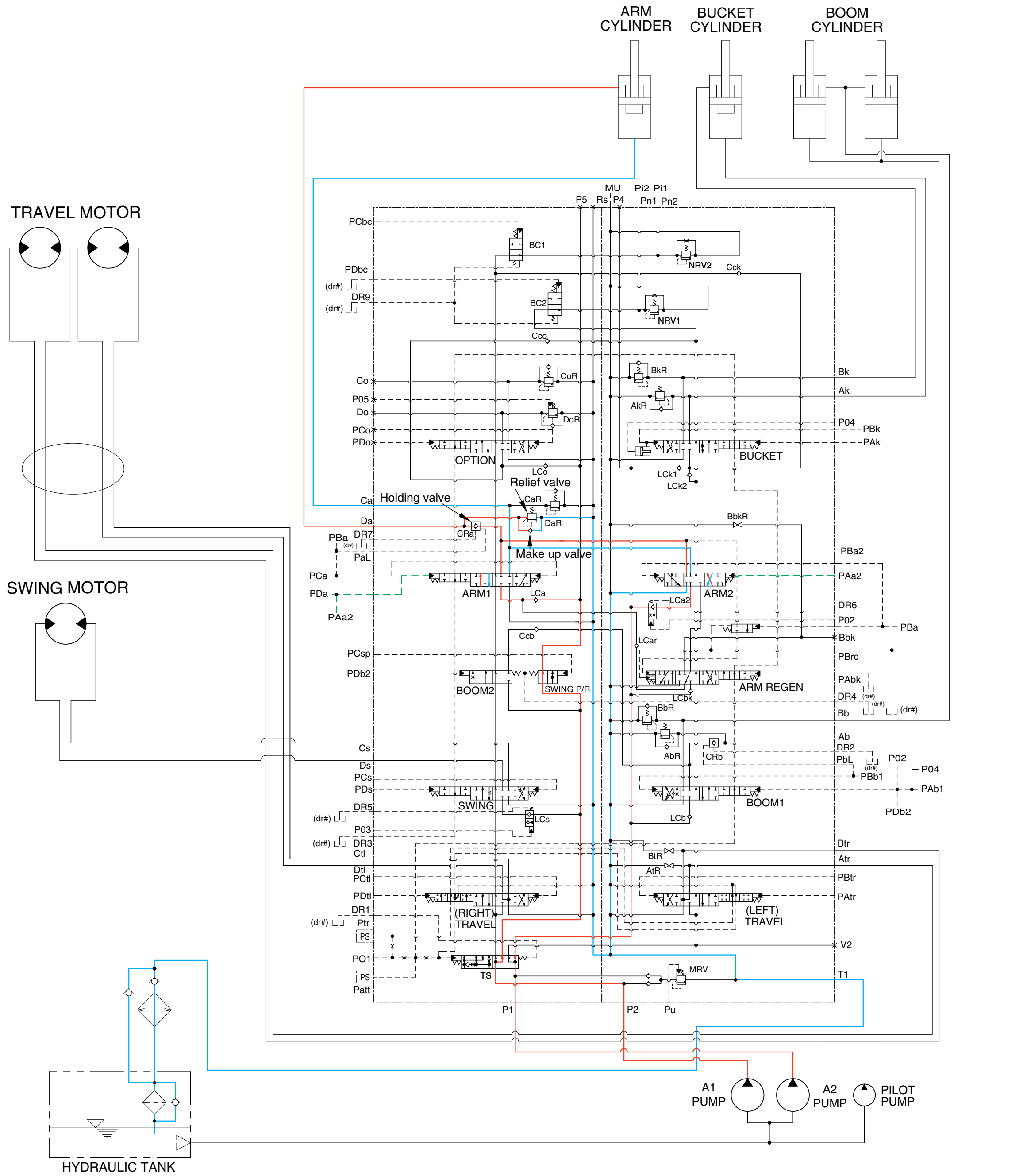
At the same time, the oil from small chamber of arm cylinder returns to the hydraulic oil tank through the arm 2 spool in the main control valve. When this happens, the arm rolls in.

The excessive pressure in the arm cylinder head side is prevented by relief valve.

The cavitation which will happen to the head side of the arm cylinder is also prevented by the make-up valve in the main control valve.

※ The circuit diagram may differ from the equipment, so please check before a repair.

4. ARM OUT OPERATION



260SA3HC12

When the left control lever is pushed forward, the arm spools in the main control valve are moved to the roll out position by the pilot oil pressure (PAa2, PDa) from the remote control valve.

The oil from the A1 and A2 pump flows into the main control valve and then goes to the small chamber of arm cylinder.

At the same time, the oil from the large chamber of arm cylinder returns to the hydraulic oil tank through the arm spools in the main control valve. When this happens, the arm rolls out.

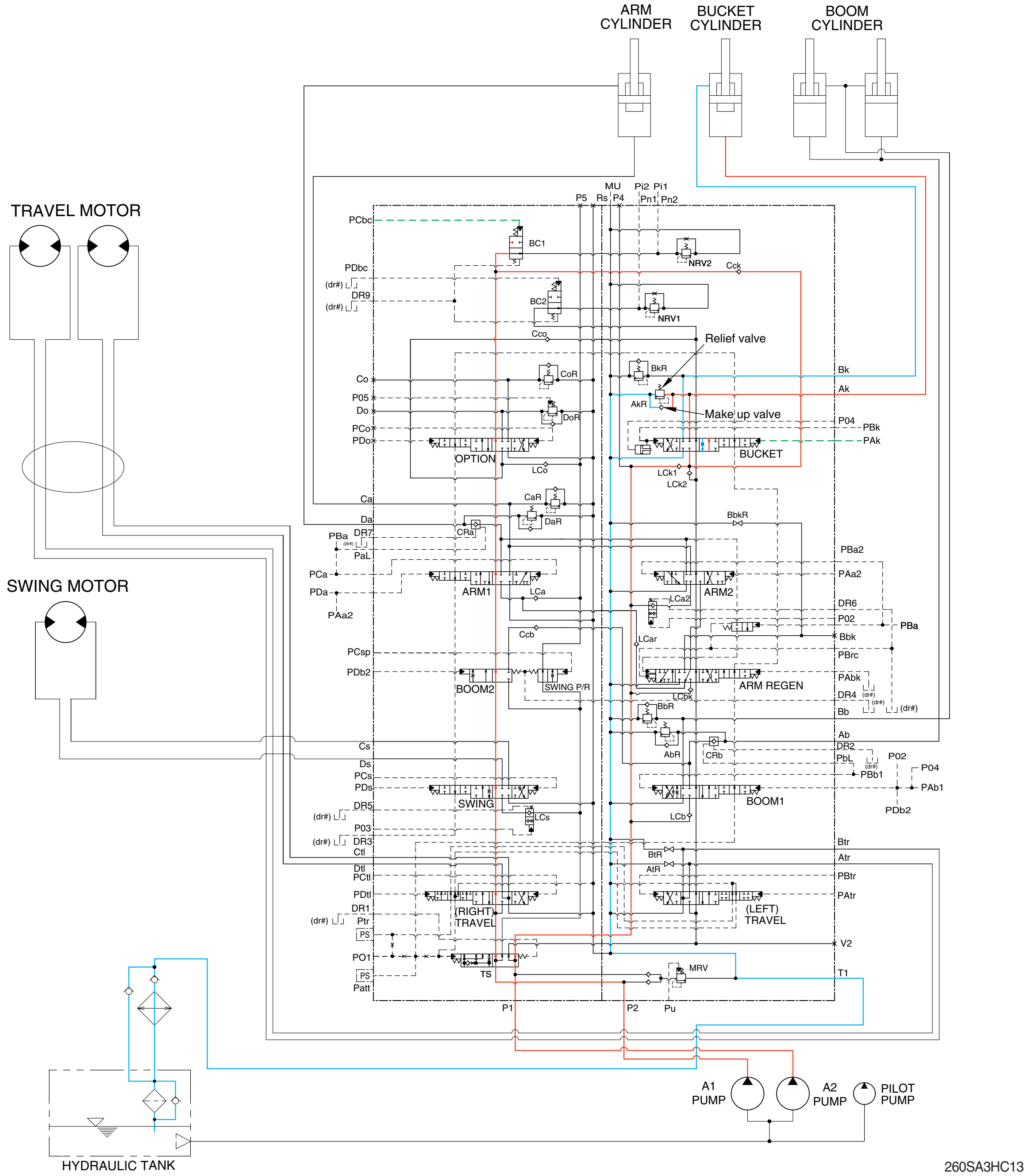
The excessive pressure in the arm cylinder rod side is prevented by relief valve.

When the arm is roll out and the control lever is returned to neutral position, the circuit for the holding pressure at the rod side of the arm cylinder is closed by the arm holding valve.

The cavitation which will happen to the rod side of the arm cylinder is also prevented by the make-up valve in the main control valve.

※ The circuit diagram may differ from the equipment, so please check before a repair.

5. BUCKET IN OPERATION

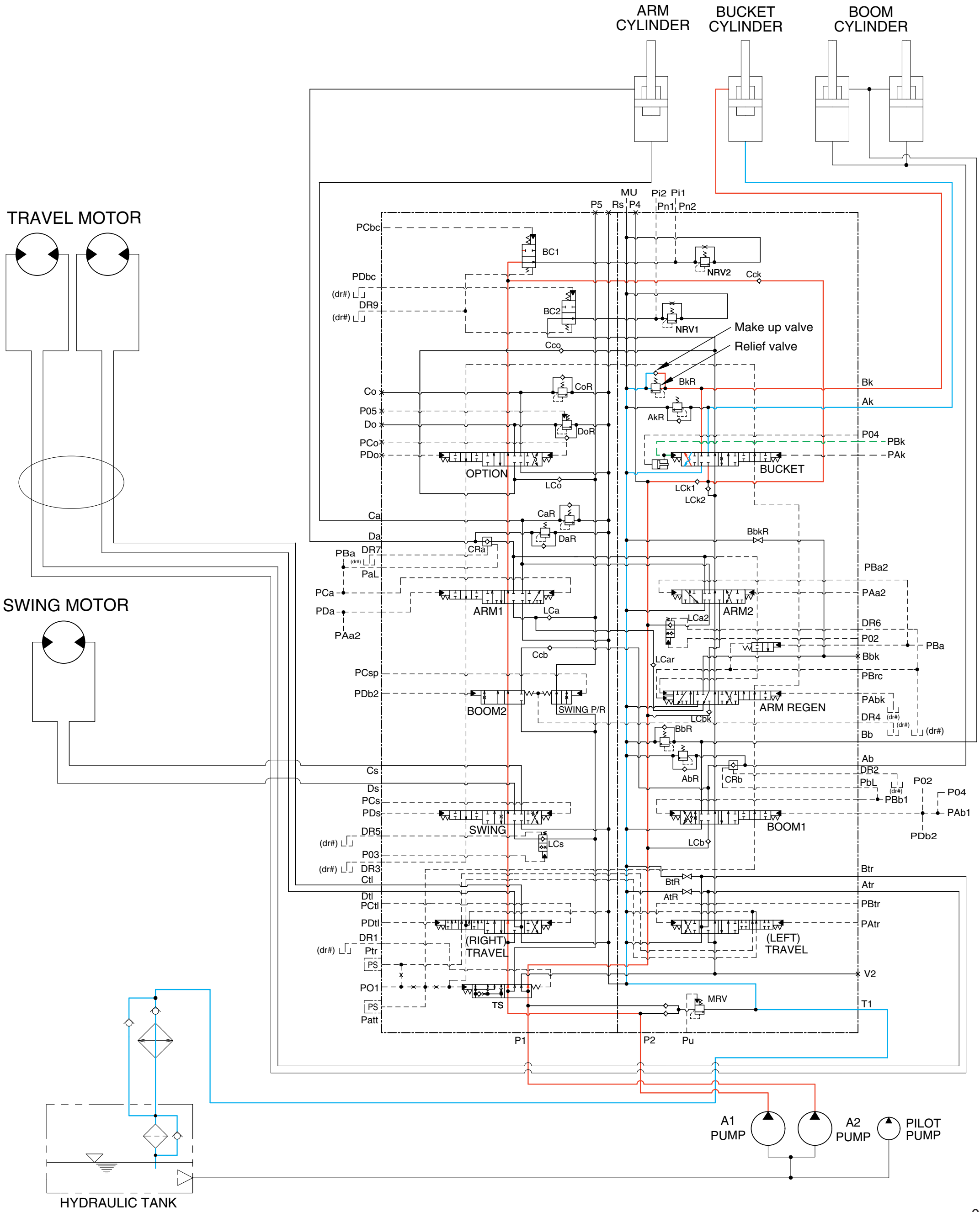


260SA3HC13

When the right control lever is pulled left, the bucket spool in the main control valve is moved to the roll in position by the pilot oil pressure (PAk) from the remote control valve.
The oil from the A2 pump flows into the main control valve and then goes to the large chamber of bucket cylinder. The oil form the A1 pump flows into the large chamber of bucket cylinder through confluence oil passage in the main control valve by bypass cut pilot pressure (PCbc) from the shuttle valve of the RCV lever.
At the same time, the oil from the small chamber of bucket cylinder returns to the hydraulic oil tank through the bucket spool in the main control valve. When this happens, the bucket rolls in.
The excessive pressure in the bucket cylinder head side is prevented by relief valve.
The cavitation which will happen to the head side of the bucket cylinder is also prevented by the make-up valve in the main control valve.

※ The circuit diagram may differ from the equipment, so please check before a repair.

6. BUCKET OUT OPERATION

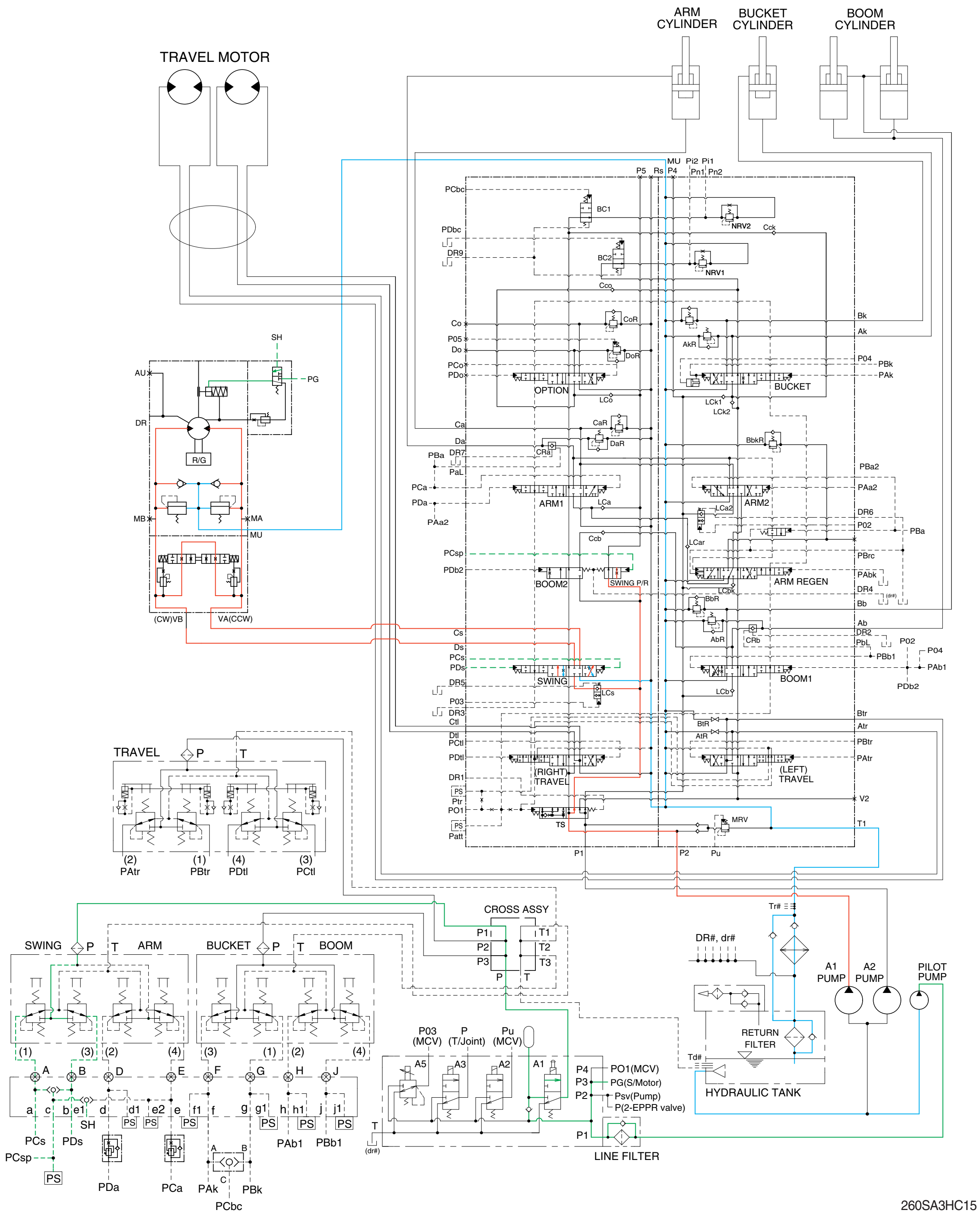


260SA3HC14

When the right control lever is pushed right, the bucket spool in the main control valve is moved to the roll out position by the pilot oil pressure (PBk) from the remote control valve.
The oil from the A2 pump flows into the main control valve and then goes to the small chamber of bucket cylinder.
The oil form the A1 pump flows into the small chamber of bucket cylinder through confluence oil passage in the main control valve by bypass cut pilot pressure (PCbc) from the shuttle valve of the RCV lever.
At the same time, the oil from the large chamber of bucket cylinder returns to the hydraulic oil tank through the bucket spool in the main control valve. When this happens, the bucket rolls out.
The excessive pressure in the bucket cylinder rod side is prevented by relief valve.
The cavitation which will happen to the rod side of the bucket cylinder is also prevented by the make-up valve in the main control valve.

※ The circuit diagram may differ from the equipment, so please check before a repair.

7. SWING OPERATION



When the left control lever is pushed left or right, the swing spool in the main control valve is moved to the left or right swing position by the pilot oil pressure (PCs, PDs) from the remote control valve.

Also the swing operation preference function is operated by the pilot pressure PCsp (refer to page 2-51).

The oil from the A1 pump flows into the main control valve and then goes to the swing motor.

At the same time, the return oil from the swing motor returns to the hydraulic oil tank through the swing spool in the main control valve.

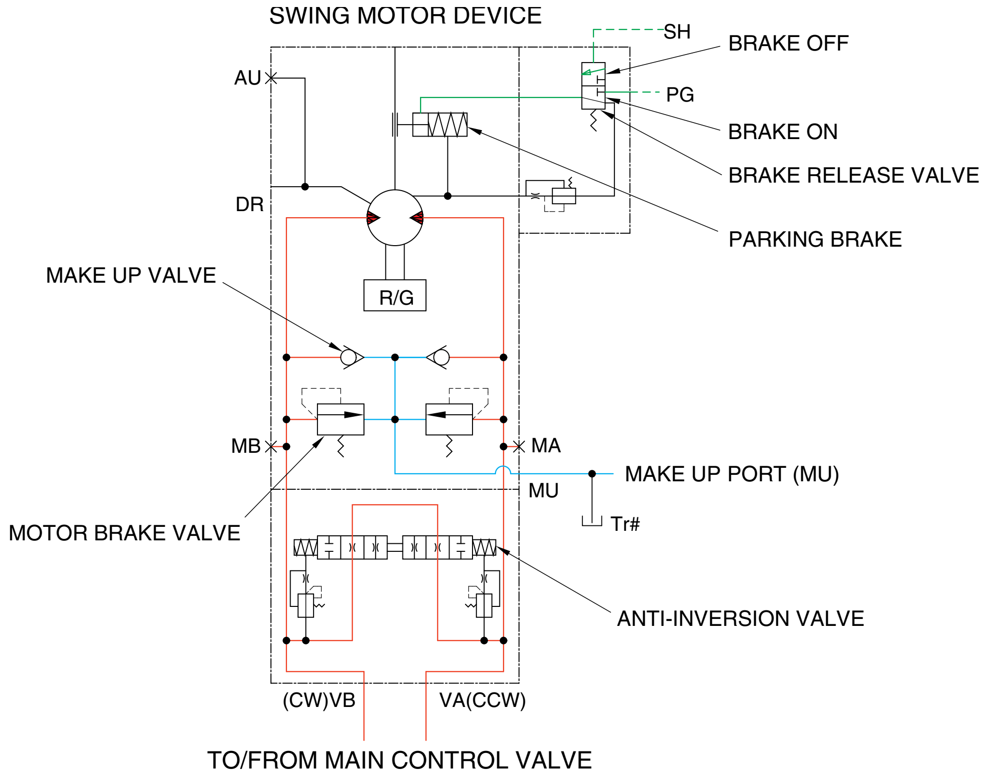
When this happens, the upper structure swings to the left or right.

The swing parking brake, make up valve and the motor brake valve are provided in the swing motor.

The cavitation which will happen to the swing motor is also prevented by the make up valve in the swing motor itself.

※ The circuit diagram may differ from the equipment, so please check before a repair.

SWING CIRCUIT OPERATION



260SA3HC15A

1) MOTOR BRAKE VALVE

Motor brake valve for the swing motor limits to cushion the starting and stopping pressure of swing operation and controls the swing motor operating pressure to 300 kgf/cm^2 (4270 psi).

2) MAKE UP VALVE

The make up valves prevent cavitation by supplying return oil to the vacuum side of the motor.

3) PARKING BRAKE

This is function as a parking brake only when the swing control lever and arm in control lever are not operated.

PARKING BRAKE "OFF" OPERATION

The parking brake is released by the pilot pressure oil from the pilot pump.

When the swing control lever or arm in control lever placed in the operating position, the pilot oil flows into SH port through the MCV. This pressure transferred to the brake release valve and the brake release valve is change over. Then the pilot oil pressure PG lift the brake piston and release the parking brake.

PARKING BRAKE "ON" OPERATION

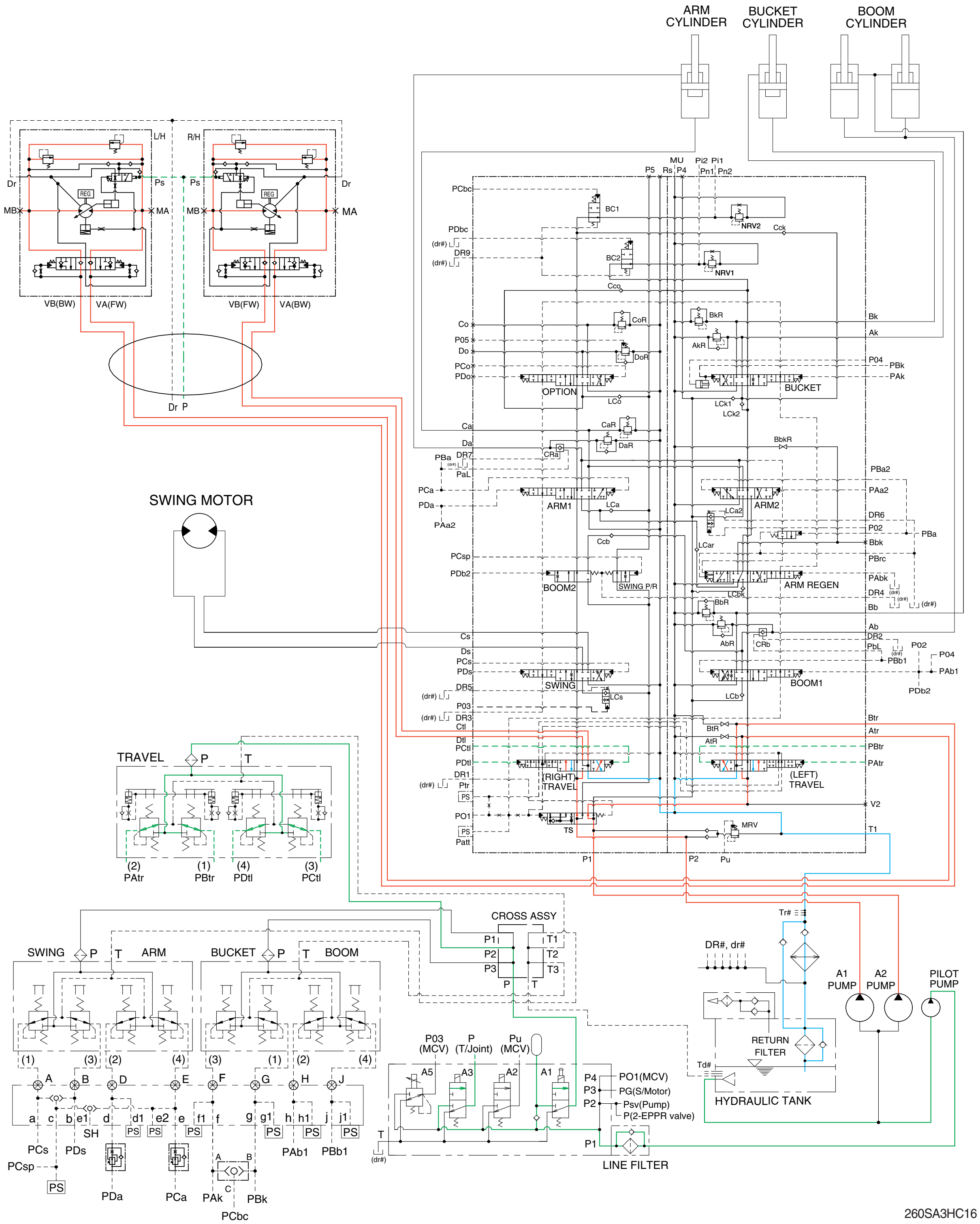
When the swing control lever and arm in control lever placed in the neutral position, the pressure of the pilot oil passage down. Then the brake release valve returned to the neutral position and the oil is returned from the brake piston to the tank. And the brake is set to "ON".

4) ANTI-INVERSION VALVE

This anti-inversion valve absorbs shocks produced as swing motion stops and reduced oscillation cause by swing motion.

※ The circuit diagram may differ from the equipment, so please check before a repair.

8. TRAVEL FORWARD AND REVERSE OPERATION



260SA3HC16

When the travel levers are pushed forward or reverse position, the travel spools in the main control valve are moved to the forward or reverse travel position by the pilot oil pressure (PAtr, PBtr, PCtl, PDtl) from the remote control valve.

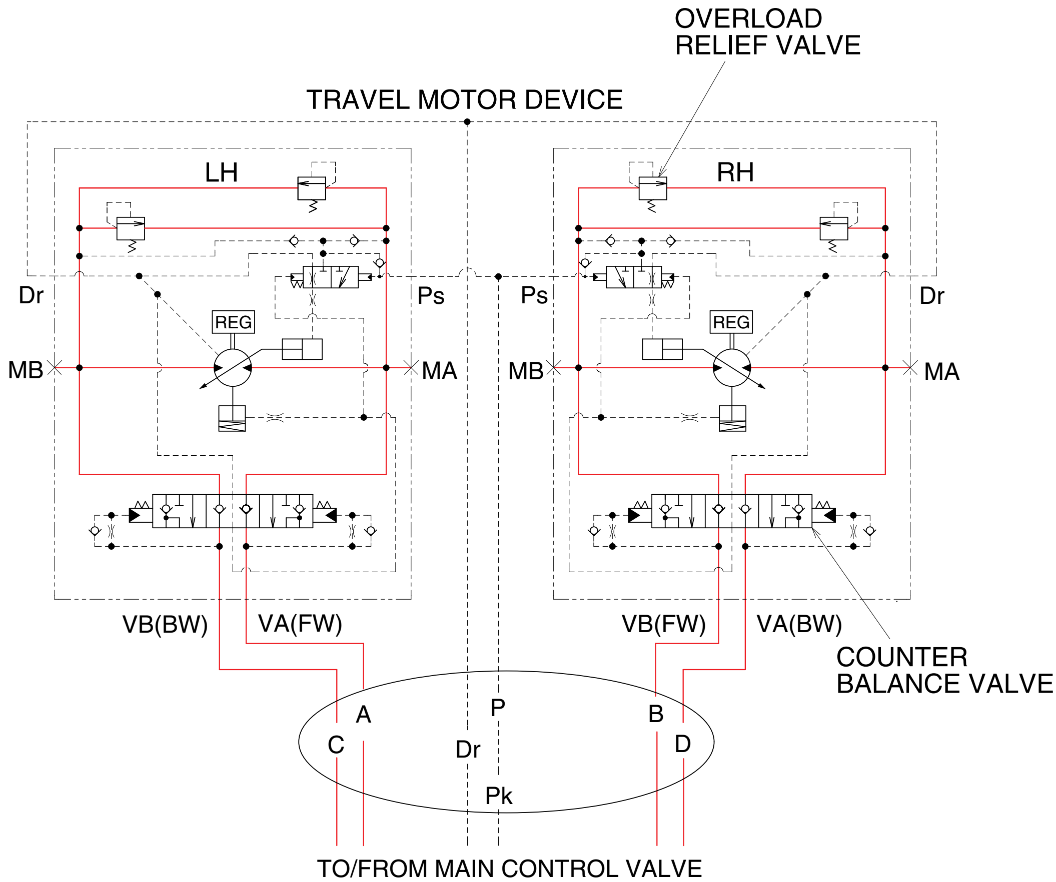
The oil from the each pump flows into the main control valve and then goes to the each travel motor through the turning joint.

The return oil from both travel motors returns to the hydraulic oil tank through the turning joint and the travel spools in the main control valve.

When this happens, the machine moves to the forward or reverse.

※ The circuit diagram may differ from the equipment, so please check before a repair.

TRAVEL CIRCUIT OPERATION



260L3HC16A

Valves are provided on travel motors to offer the following functions.

1) COUNTER BALANCE VALVE

When stopping the motor of slope descending, this valve to prevent the motor over run.

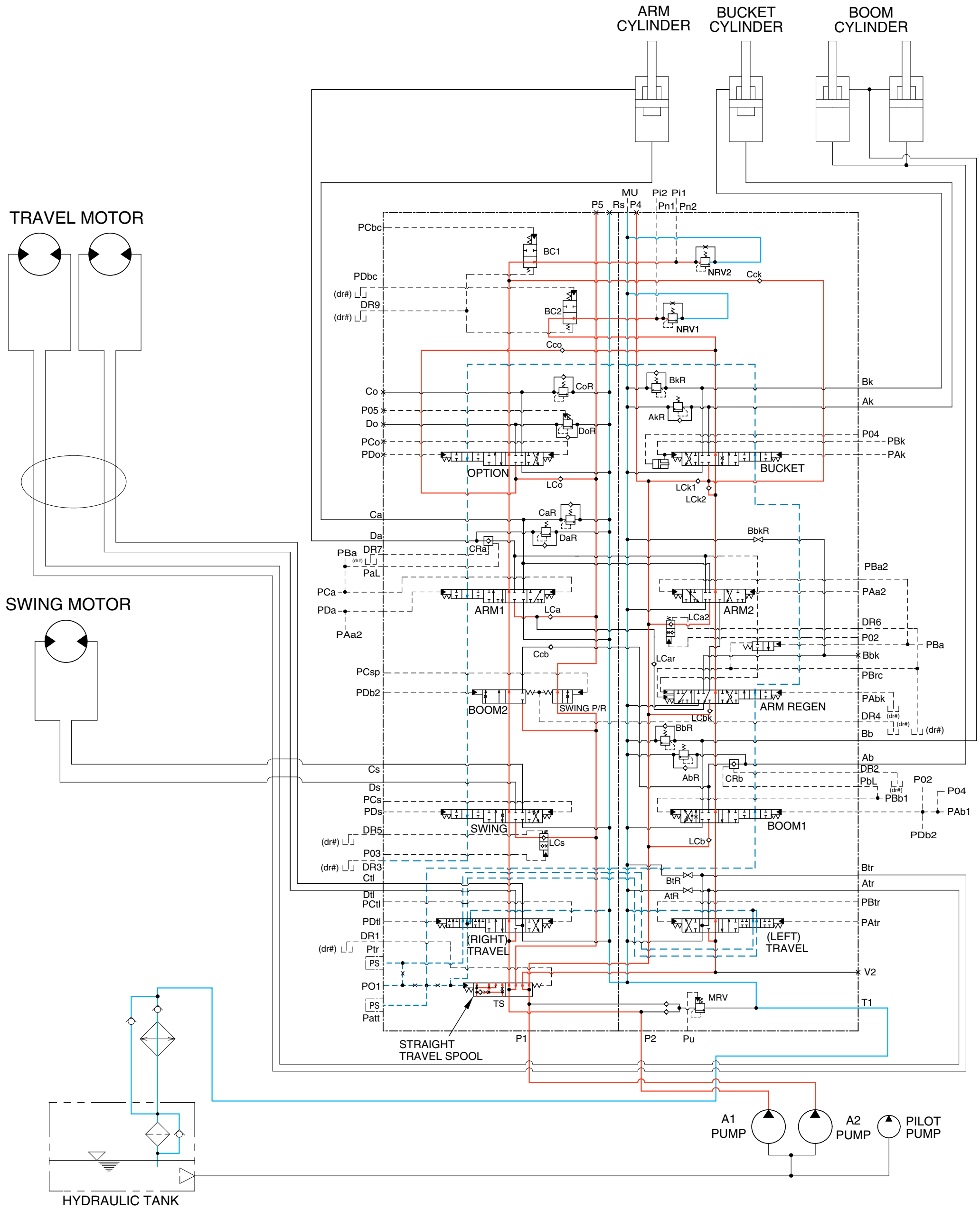
2) OVERLOAD RELIEF VALVE

Relief valve limit the circuit pressure below 350 kgf/cm^2 (4980 psi) to prevent high pressure generated at a time of stopping the machine. Stopping the motor, this valve sucks the oil from lower pressure passage for preventing the negative pressure and the cavitation of the motor.

※ The circuit diagram may differ from the equipment, so please check before a repair.

GROUP 5 COMBINED OPERATION

1. OUTLINE



260SA3HC17

The oil from the A1 and A2 pump flows through the neutral oil passage, bypass oil passage and confluence oil passage in the main control valve. Then the oil goes to each actuator and operates them. Check valves and orifices are located on these oil passage in the main control valve. These control the oil from the main pumps so as to correspond to the operation of each actuator and smooth the combined operation.

STRAIGHT TRAVEL SPOOL

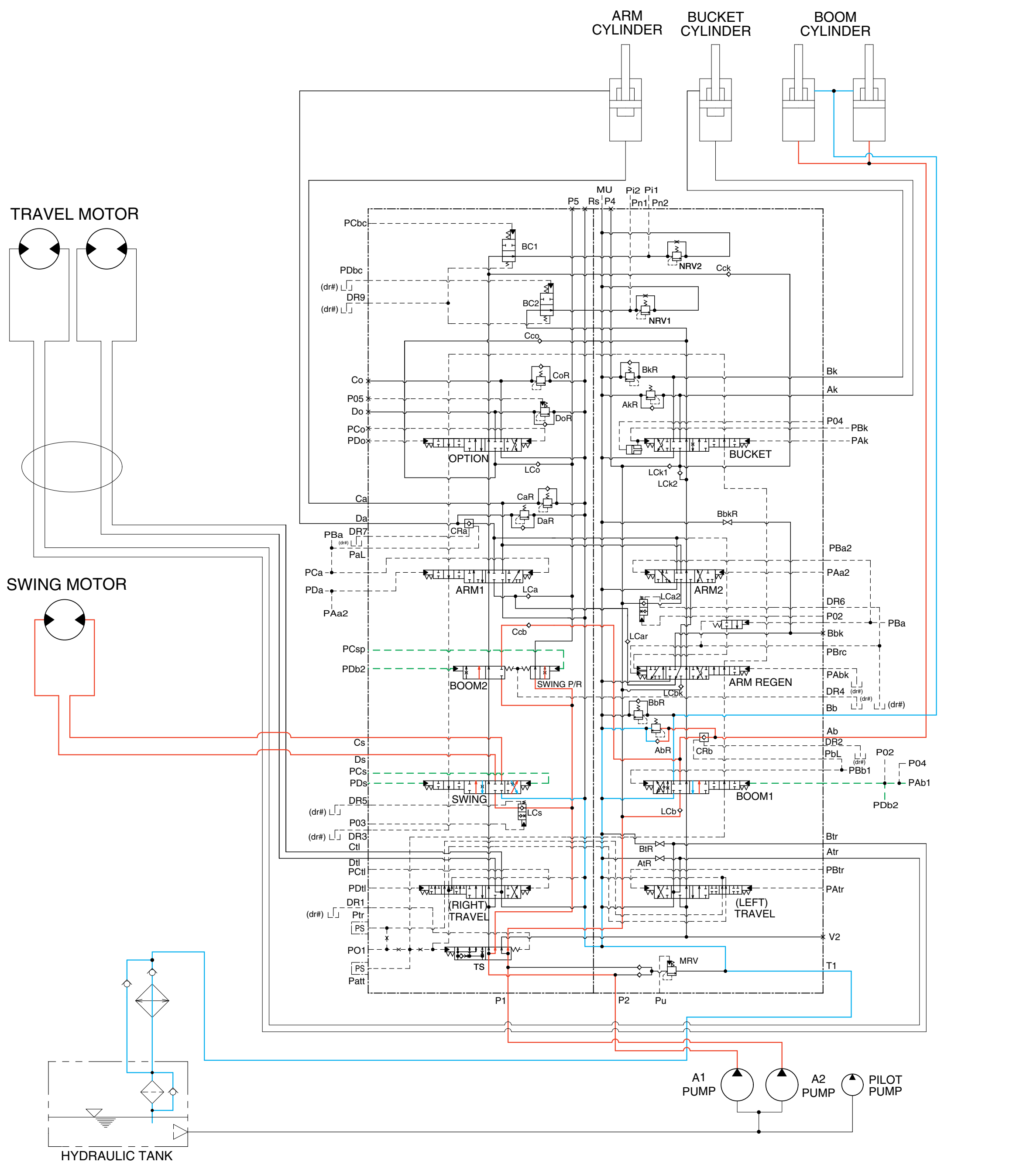
This straight travel spool for straight travel is provided in the main control valve.

If any actuator is operated when traveling, the straight travel spool is pushed to the right by the pilot oil pressure (PO1).

Consequently, the left and right travel oil supply passage are connected, and equivalent amount of oil flows into the left and right travel motors. This keeps the straight travel.

※ The circuit diagram may differ from the equipment, so please check before a repair.

2. COMBINED SWING AND BOOM UP OPERATION



260SA3HC18

When the swing and boom up functions are operated, simultaneously the swing spool and boom spools in the main control valve are moved to the functional position by the pilot oil pressure (PCs, PDs, PAb1, PDb2) from the remote control valve.

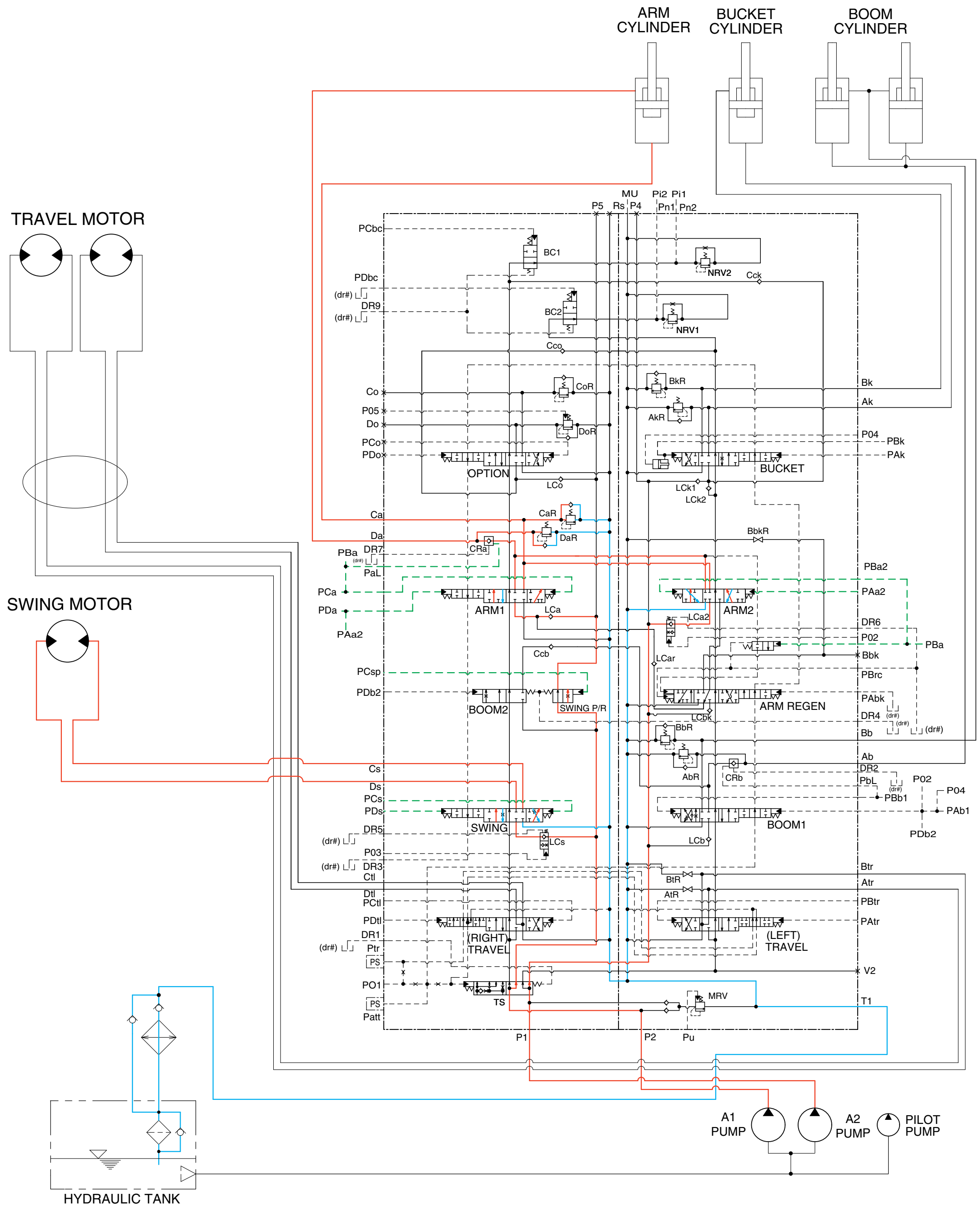
The oil from the A1 pump flows into the swing motor through swing spool and the boom cylinder through boom 2 spool.

The oil from the A2 pump flows into the boom cylinders through the boom 1 spool in the right control valve. The upper structure swings and the boom is operated.

Refer to page 3-9 for the boom priority system.

※ The circuit diagram may differ from the equipment, so please check before a repair.

3. COMBINED SWING AND ARM OPERATION



260SA3HC19

When the swing and arm functions are operated, simultaneously the swing spool and arm spools in the main control valve are moved to the functional position by the pilot oil pressure (PCs, PDs, PAa2, PBa2, PCa, PDa) from the remote control valve.

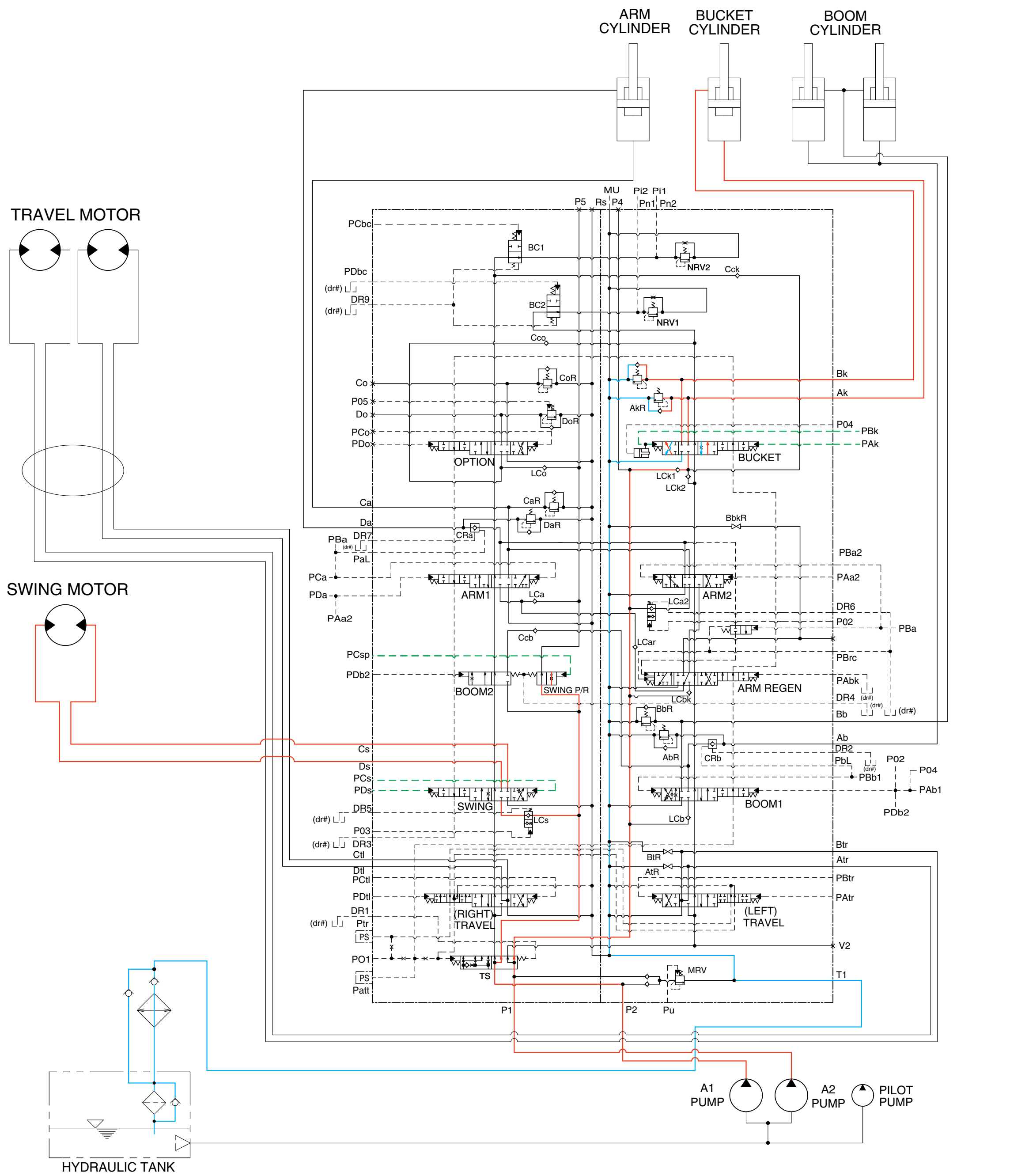
The oil from the A1 pump flows into the swing motor through swing spool and the arm cylinder through arm 1 spool.

The oil from the A2 pump flows into the arm cylinder through the arm 2 spool of the right control valve. The upper structure swings and the arm is operated.

Refer to page 2-51 for the swing operation preference function.

※ The circuit diagram may differ from the equipment, so please check before a repair.

4. COMBINED SWING AND BUCKET OPERATION



260SA3HC20

When the swing and bucket functions are operated, simultaneously the swing spool and bucket spool in the main control valve are moved to the functional position by the pilot oil pressure (PCs, PDs, PAk, PBk) from the remote control valve.

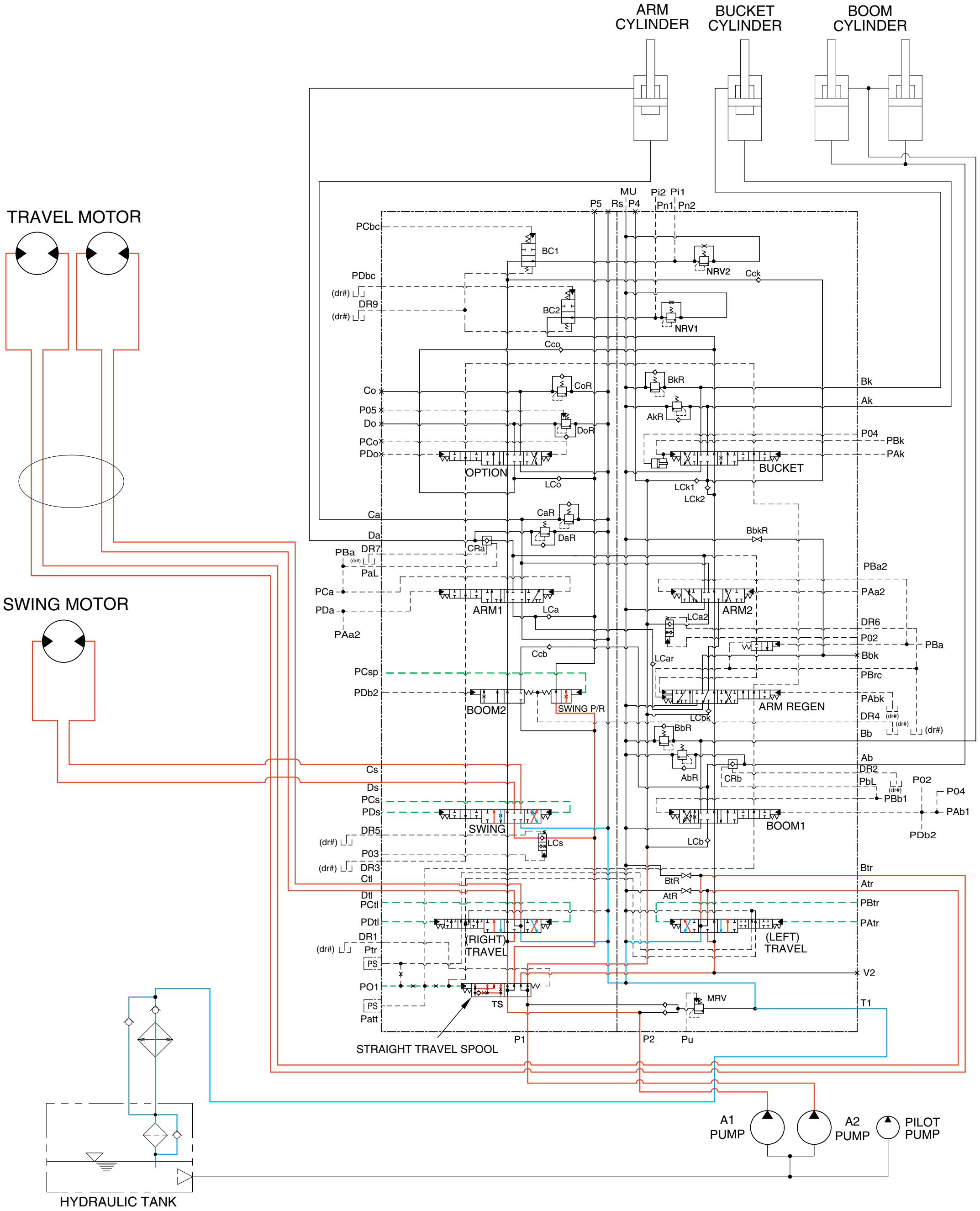
The oil from the A1 pump flows into the swing motor through the swing spool in the left control valve.

The oil from the A2 pump flows into the bucket cylinder through the bucket spool in the right control valve.

The upper structure swings and the bucket is operated.

※ The circuit diagram may differ from the equipment, so please check before a repair.

5. COMBINED SWING AND TRAVEL OPERATION



260SA3HC21

When the swing and travel functions are operated, simultaneously the swing spool and travel spools in the main control valve are moved to the functional position by the pilot oil pressure (PCs, PDs, PAtr, PBtr, PCtl, PDtl) from the remote control valve and straight travel spool is pushed to the right by the pilot oil pressure from the pilot pump.

The oil from the A1 pump flows into the travel motors through the RH travel spool of the left control valve and the LH travel spool of the right control valve via the straight travel spool.

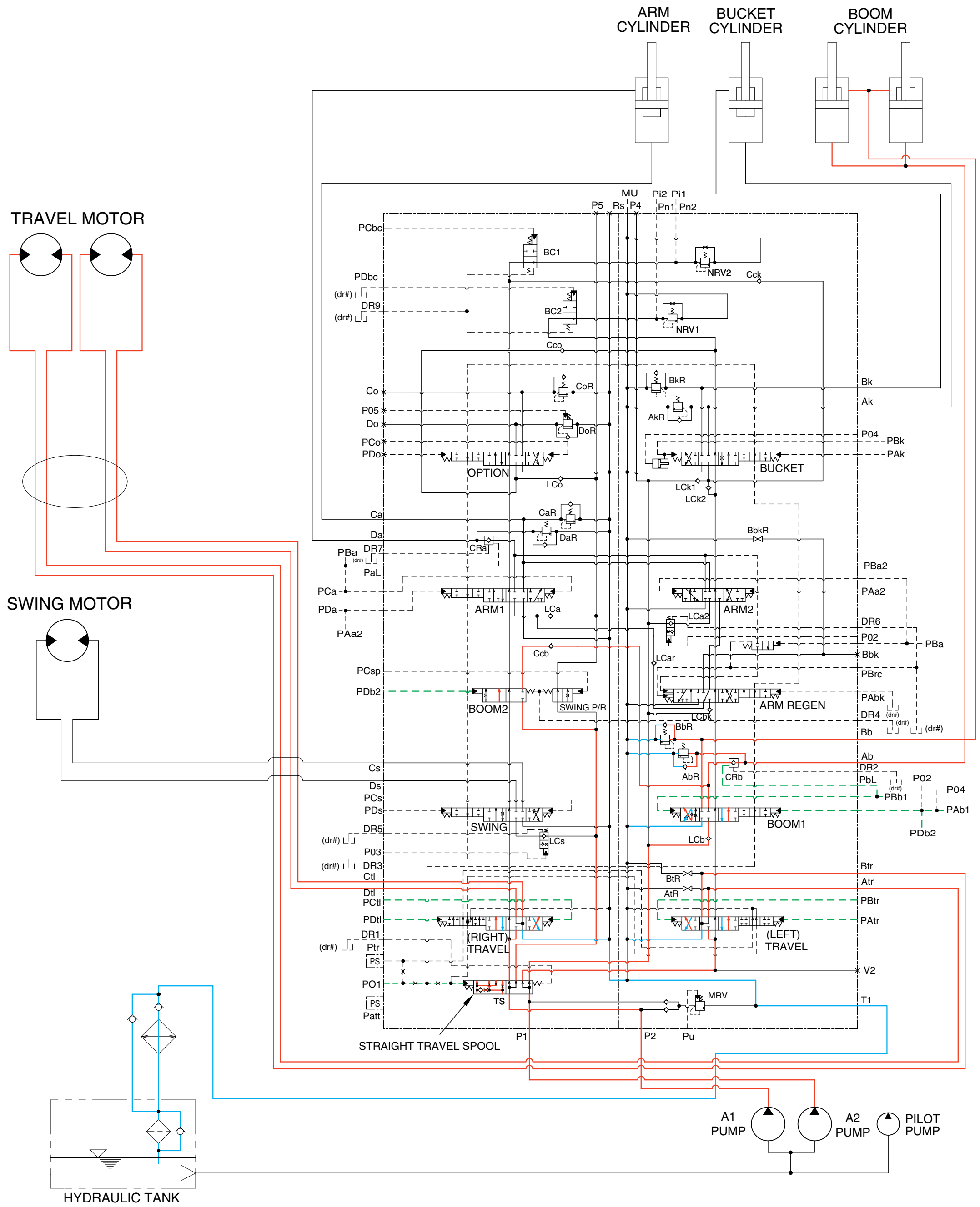
The oil from the A2 pump flows into the swing motor in the straight travel spool.

When the pressure of the travel motors is lower than the pressure of the swing motor, some oil from the A2 pump flows into the travel motors through the check valve and orifice in the straight travel spool. This prevents the rapid slowdown of the travel.

The upper structure swings and the machine travels straight.

※ The circuit diagram may differ from the equipment, so please check before a repair.

6. COMBINED BOOM AND TRAVEL OPERATION



260SA3HC22

When the boom and travel functions are operated, simultaneously the boom spools and travel spools in the main control valve are moved to the functional position by the pilot oil pressure (PCs, PDs, PAtr, PBtr, PAb1, PBb1, PDb2) from the remote control valve and the straight travel spool is pushed to the right by the oil pressure from pilot pump.

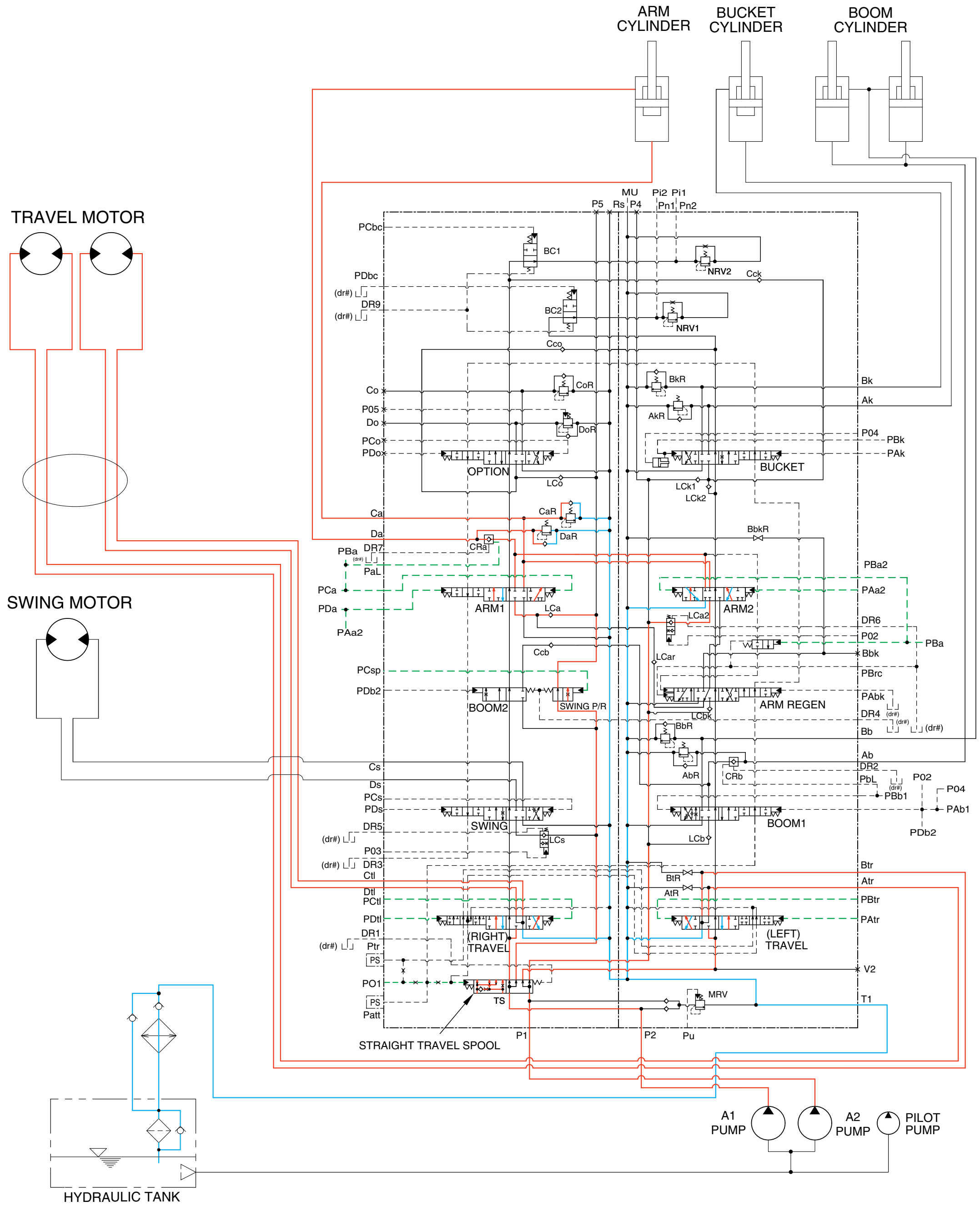
The oil from the A1 pump flows into the travel motors through the RH travel spool of the left control valve and the LH travel spool of the right control valve via the straight travel spool.

The oil from the A2 pump flows into the boom cylinders through the boom 2 spool and boom 1 spool via the parallel and confluence oil passage in case boom up operation. When the pressure of the travel motors is lower than the pressure of the boom cylinders, some oil from the A2 pump flows into the travel motors through the check valve and orifice in the straight travel spool. This prevents the rapid slowdown of the travel.

The boom is operated and the machine travels straight.

※ The circuit diagram may differ from the equipment, so please check before a repair.

7. COMBINED ARM AND TRAVEL OPERATION



260SA3HC23

When the arm and travel functions are operated, simultaneously the arm spools and travel spools in the main control valve are moved to the functional position by the pilot oil pressure (PCs, PDs, PAtr, PBtr, PCa, PDa, PAa2, PBa2) from the remote control valve and the straight travel spool is pushed to the right by the oil pressure from pilot pump.

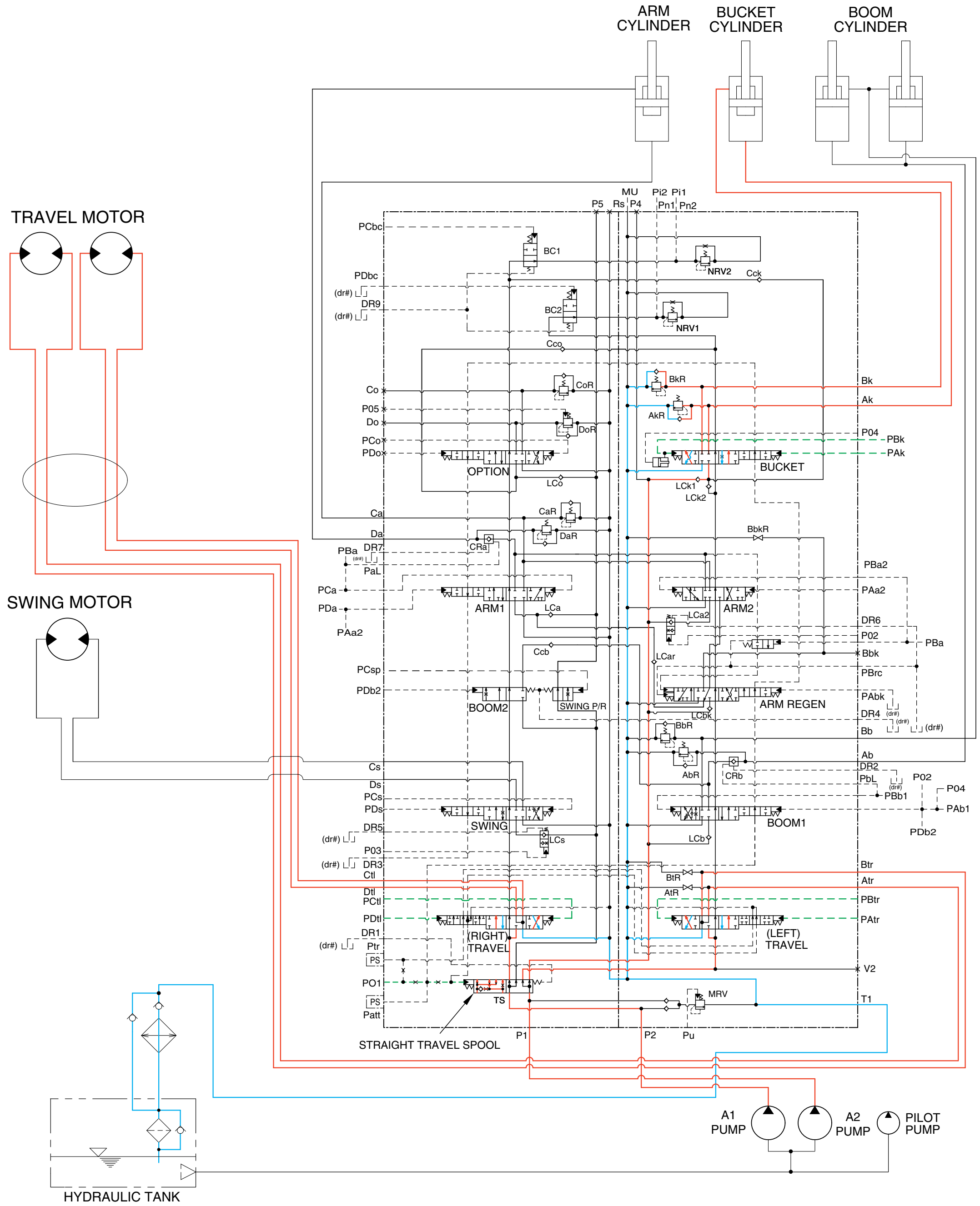
The oil from the A1 pump flows into the travel motors through the RH travel spool of the left control valve and the LH travel spool of the right control valve via the straight travel spool.

The oil from the A2 pump flows into the arm cylinders through the arm 1 spool and arm 2 spool via the parallel and confluence oil passage. When the pressure of the travel motors is lower than the pressure of the arm cylinder, some oil from the A2 pump flows into the travel motors through the check valve and orifice in the straight travel spool. This prevents the rapid slowdown of the travel.

The arm is operated and the machine travels straight.

※ The circuit diagram may differ from the equipment, so please check before a repair.

8. COMBINED BUCKET AND TRAVEL OPERATION



260SA3HC24

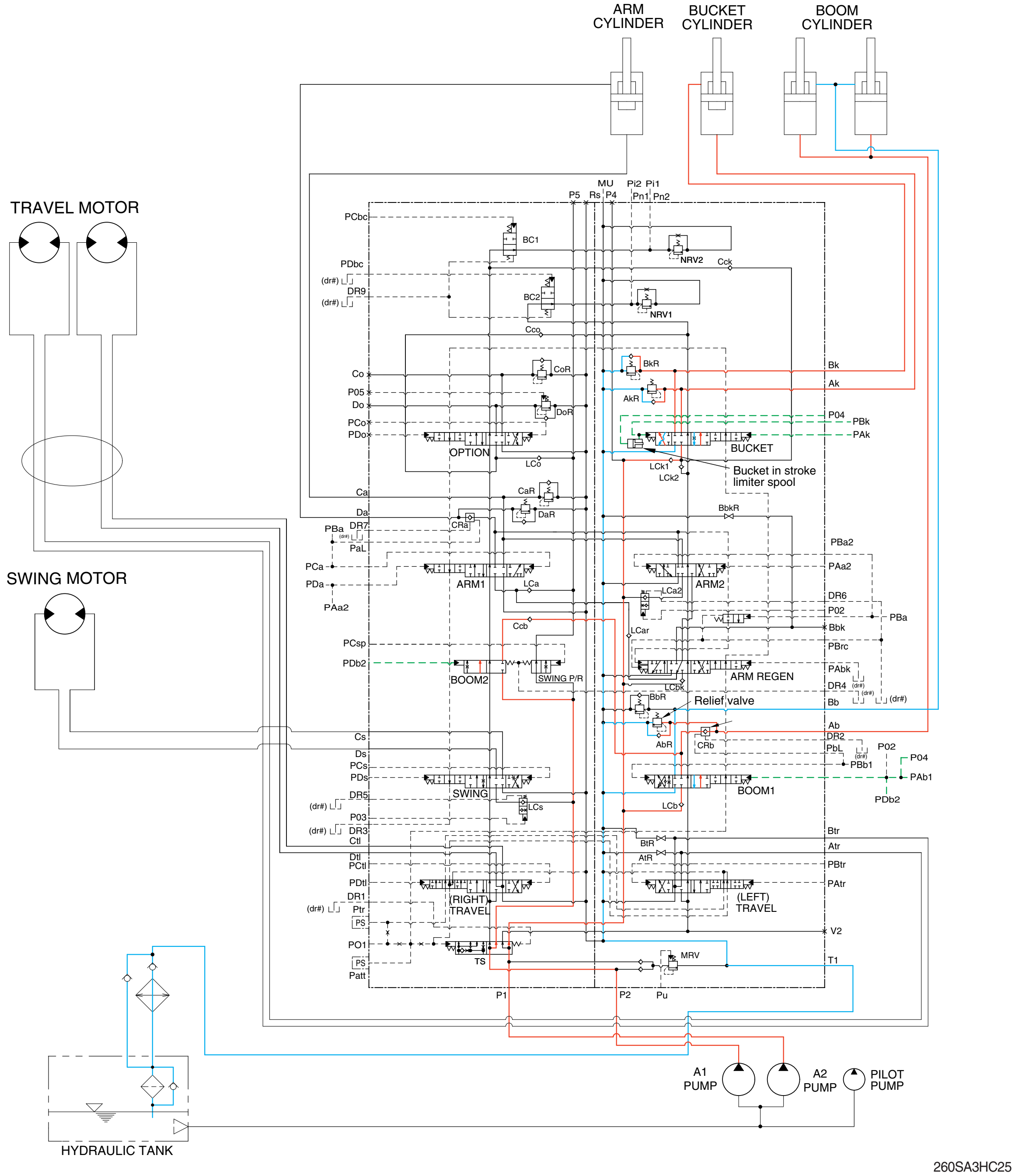
When the bucket and travel functions are operated, simultaneously the bucket spool and travel spools in the main control valve are moved to the functional position by the pilot oil pressure (PCs, PDs, PAtr, PBtr, PAk, PBk) from the remote control valve, and the straight travel spool is pushed to the right by the oil pressure from pilot pump. The oil from the A1 pump flows into the travel motors through the RH travel spool of the left control valve and the LH travel spool of the right control valve via the straight travel spool of the control valve.

The oil from the A2 pump flows into the bucket cylinder through the bucket spool via the confluence oil passage. When the pressure of the travel motors is lower than the pressure of the bucket cylinder, some oil from the A2 pump flows into the travel motors through the check valve and orifice in the straight travel spool. This prevents the rapid slowdown of the travel.

The bucket is operated and the machine travels straight.

※ The circuit diagram may differ from the equipment, so please check before a repair.

9. COMBINED BOOM UP AND BUCKET OPERATION



When the boom up and bucket functions are operated, simultaneously each spool in the main control valve is moved to the functional position by the pilot oil pressure (PAb1, PDb2, PAk, PBk) from the remote control valve.

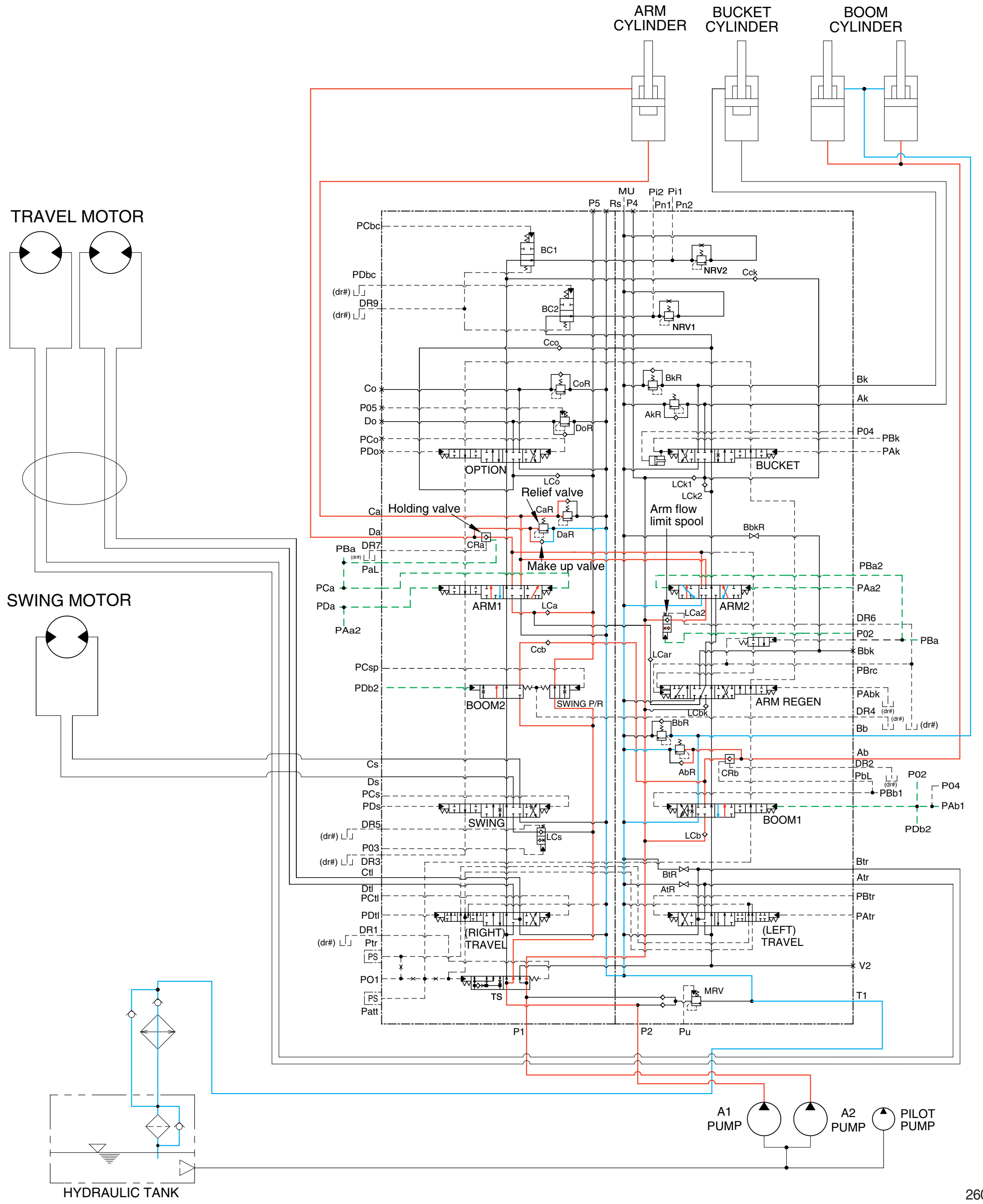
The oil from the A1 pump flows into the boom cylinders through the boom 2 spool in the left control valve. The oil from the A2 pump flows into the boom cylinders and bucket cylinder through the boom 1 spool, bucket spool and the parallel and confluence oil passage in the right control valve.

Also, when the boom up and bucket in functions are operated simultaneously, the boom up operation preference function is operated by the pilot pressure P04 and then the bucket spool transfers in the half stroke not full stroke (refer to page 2-43). Therefore, the most of pressurized oil flows into boom 1 spool than the bucket spool to make the boom up operation more preferential.

The boom and bucket are operated.

※ The circuit diagram may differ from the equipment, so please check before a repair.

10. COMBINED BOOM UP AND ARM OPERATION



260SA3HC26

When the boom up and arm functions are operated, simultaneously each spool in the main control valve is moved to the functional position by the pilot oil pressure (PAb1, PDb2, PCa, PDa, PAa2, PBa2) from the remote control valve.

The oil from the A1 pump flows into the boom cylinders and arm cylinder through the boom 2 spool and arm 1 spool in the left control valve. The oil from the A2 pump flows into the boom cylinders and arm cylinder through the boom 1 spool, arm 2 spool and the parallel and confluence oil passage in the right control valve.

Also, when the boom up and arm in functions are operated simultaneously, the boom up operation preference function is operated by the pilot pressure P02 and then the flow into arm 2 spool is reduced by shifting of the arm in flow limit spool. Therefore, the most of pressurized oil flows into boom 1 spool than the arm 2 spool to make the boom up operation more preferential.

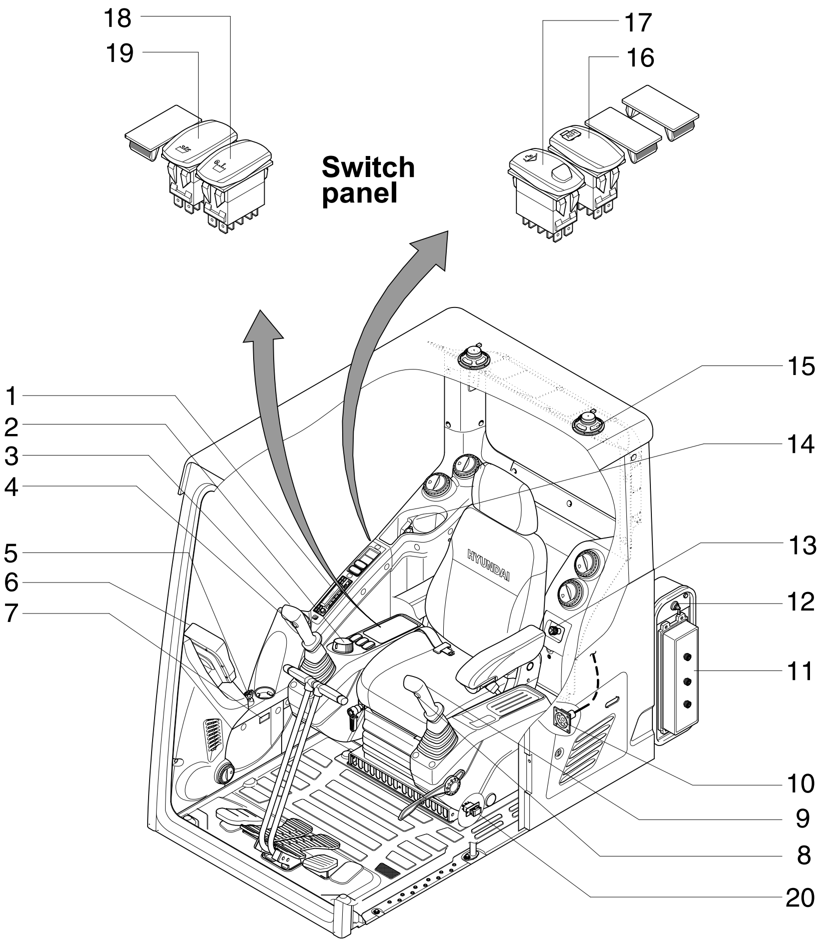
The boom and arm are operated.

※ The circuit diagram may differ from the equipment, so please check before a repair.

SECTION 4 ELECTRICAL SYSTEM

GROUP 1 COMPONENT LOCATION

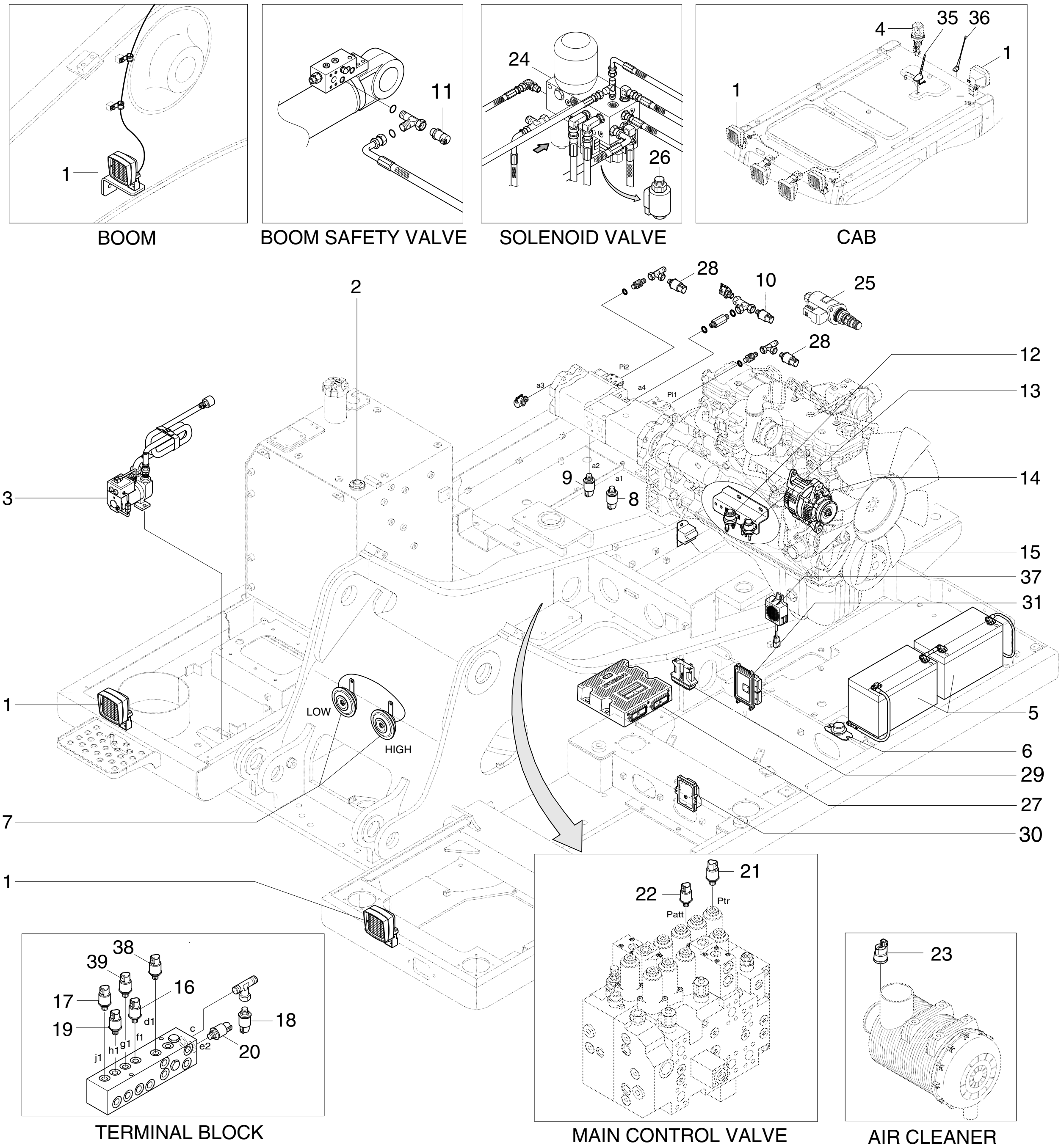
1. LOCATION 1



220SA4EL01

1	Radio & USB player	8	Power max switch	15	Speaker
2	Accel dial switch	9	One touch decel switch	16	Air compressor switch
3	Horn switch	10	RS232 service socket	17	Quick clamp switch
4	Breaker operation switch	11	Fuse & relay box	18	Swing lock switch
5	Starting switch	12	Master switch	19	Fine swing switch
6	Cluster	13	Cigar lighter	20	Emergency engine stop switch
7	Service meter	14	12V socket		

2. LOCATION 2

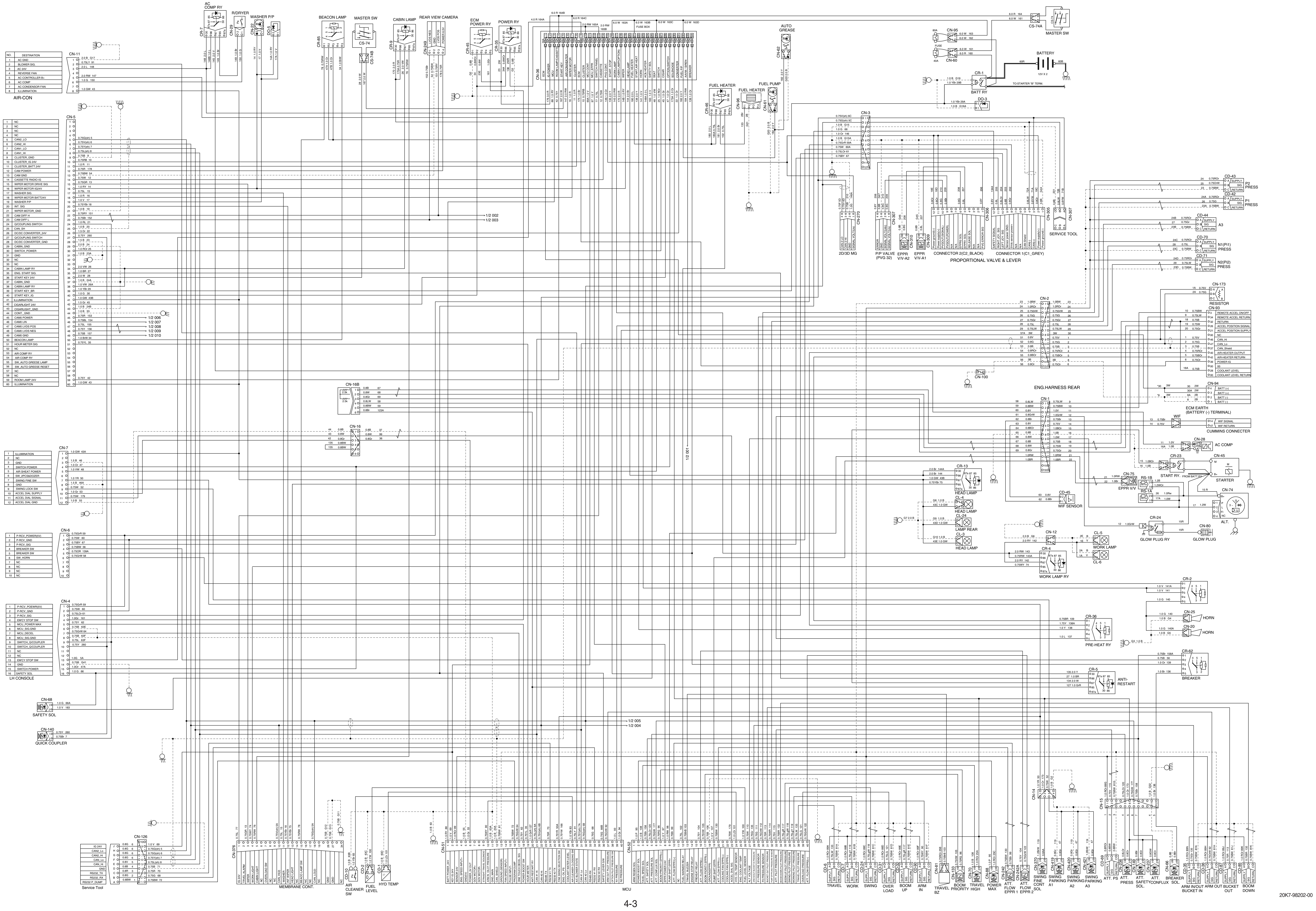


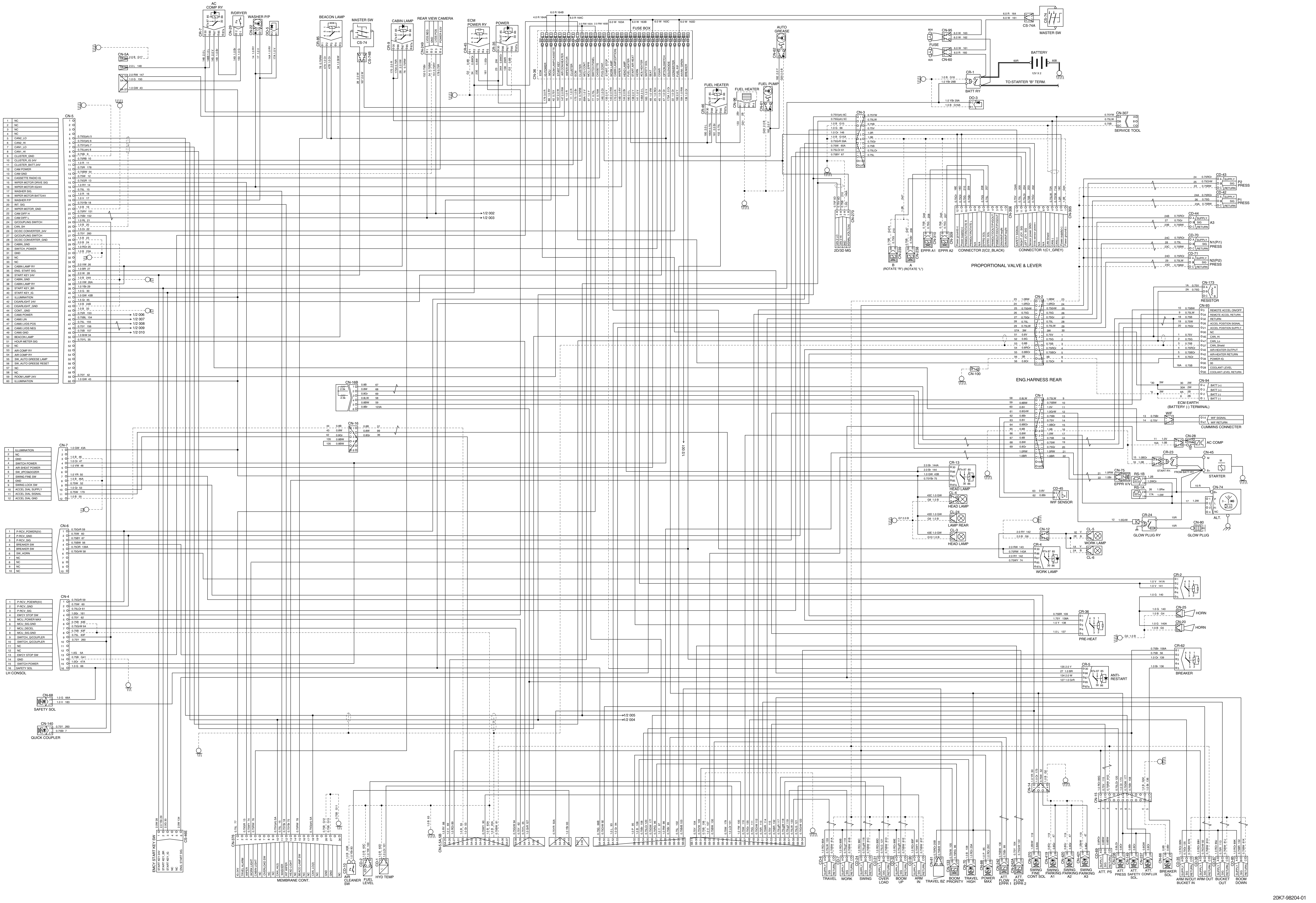
260SA4EL02

1	Lamp	13	Heater relay	25	Pump EPPR valve
2	Fuel sender	14	Alternator	26	Boom priority EPPR valve
3	Fuel filler pump	15	Travel alarm buzzer	27	MCU
4	Beacon lamp	16	Arm out pressure sensor	28	Pliot pressure sensor
5	Battery	17	Boom up pressure sensor	29	PVG32 controller
6	Battery relay	18	Swing pressure sensor	30	Relay drive unit assy
7	Horn	19	Boom down pressure sensor	31	Around view controller
8	A1 pump pressure sensor	20	Arm in pressure sensor	35	Integrated antenna
9	A2 pump pressure sensor	21	Attach pressure sensor	36	Satellite antenna
10	EPPR pressure sensor	22	Travel pressure sensor	37	Warning buzzer
11	Overload pressure sensor	23	Air cleaner sensor	38	Bucket in pressure sensor
12	Start relay	24	4 cartridge valve	39	Bucket out pressure sensor

· ELECTRICAL CIRCUIT (1/2)

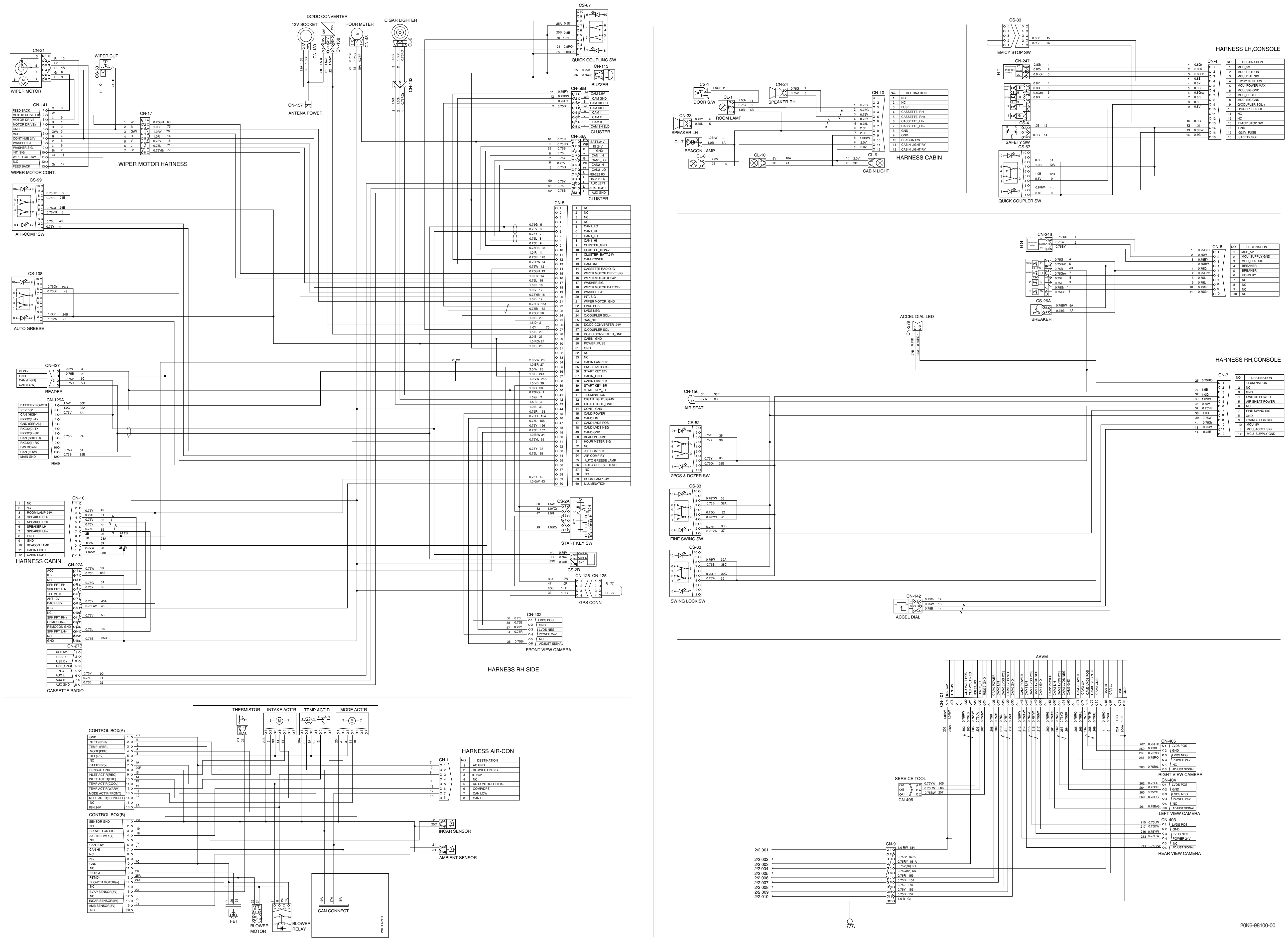
- MACHINE SERIAL NO. : -#00041





20K7-98204-01

· ELECTRICAL CIRCUIT (2/2)



MEMORANDUM

1. POWER CIRCUIT

The negative terminal of battery is grounded to the machine chassis directly.
When the start switch is in the OFF position, the current flows from the positive battery terminal as shown below.

1) OPERATING FLOW

Battery → Battery relay [CR-1] → Circuit breaker [CN-60] → Master switch [CS-74A]

- → Fuse box [No.1] → I/conn [CN-2 (8)] → ECM [CN-94 (3, 4)]
- → Fuse box [No.2]
  - → Power relay [CR-35 (30)]
  - → ECM power relay [CR-45 (3)]
- → Fuse box [No.3] → MCU [CN-51 (1)]
- → Fuse box [No.4] → I/conn [CN-5 (59)]
  - → I/conn [CN-10 (3)] → Room lamp [CL-1 (2)]
    - → Door switch [CS-1]
  - → Radio & USB player [CN-27A (8)]
- → Fuse box [No.5] → Master switch [CS-74B] → I/conn [CN-5 (36)]
  - → Start switch [CS-2A (1)]
  - → RMS [CN-125A (1)]
  - → GPS connection [CN-125 (1)]
- → Fuse box [No.6] → I/conn [CN-11 (5)]
  - → AC & Heater controller box (A)
  - → Blower relay (4)
- → Fuse box [No.7] → I/conn [CN - 5 (18)] → I/conn [CN -17 (5)]
  - → Wiper motor controller [CN-141 (7)]
  - → Wiper motor [CN-21 (4)]
- → Fuse box [No.8] → I/conn [CN - 5 (11)]
  - → Cluster [CN -56A (1)]
  - → Hour meter [CN-48 (1)]

※ I/conn : Intermediate connector

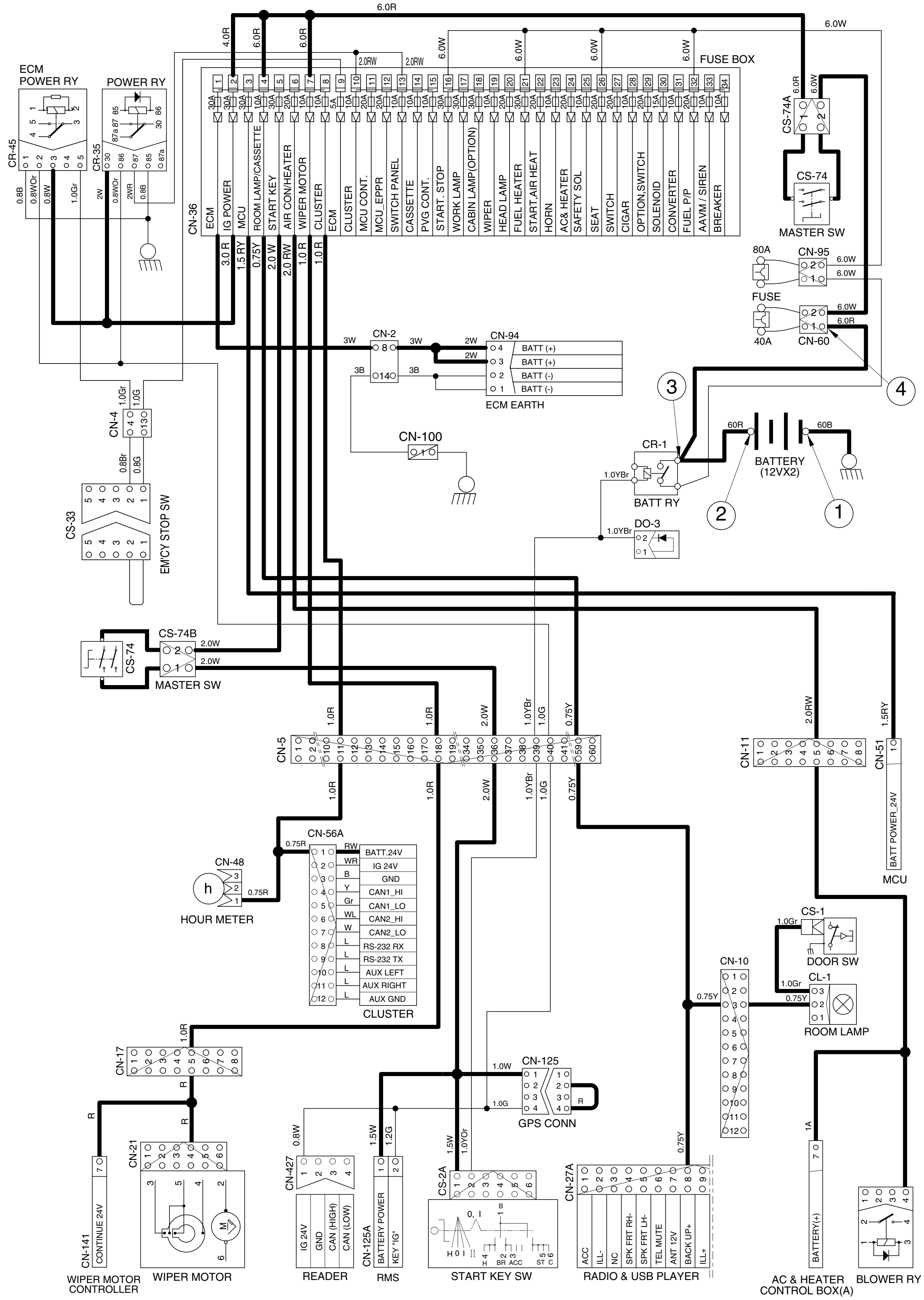
2) CHECK POINT

Engine	Start switch	Check point	Voltage
STOP	OFF	① - GND (battery 1EA)	10~12.5V
		② - GND (battery 2EA)	20~25V
		③ - GND (battery relay)	20~25V
		④ - GND (circuit breaker)	20~25V

※ GND : Ground

※ The circuit diagram may differ from the equipment, so please check before a repair.

POWER CIRCUIT



260SA4EL05

※ The circuit diagram may differ from the equipment, so please check before a repair.

2. STARTING CIRCUIT

1) OPERATING FLOW

Battery (+) terminal → Battery relay [CR-1] → Circuit breaker [CN-60] → Master switch [CS-74A]
→ Fuse box [No.5] → Master switch [CS-74B] → I/conn [CN-5 (36)] → Start switch [CS-2A (1)]
→ Fuse box [No.2] → Power relay [CR-35 (30)]
→ ECM power relay [CR-45 (3)]

(1) When start switch is in ON position

→ Start switch ON [CS-2A (2)] → I/conn [CN-5 (39)]
→ Battery relay [CR-1] → Battery relay operating (all power is supplied with the electric component)
→ Start switch ON [CS-2A (3)] → GPS conn [CN-125 (2) → (4)]
→ I/conn [CN-5 (40)] → Power relay [CR-35 (86) → (87)]
→ Fuse box [No.11] → MCU [CN-51 (2)]
→ ECM Power relay [CR-45 (2) → (5)] → I/conn [CN-4 (4)]
→ Emergency engine stop sw [CS-33 (2)→(1)] → I/conn [CN-4 (13)]
→ Fuse box [No. 9] → I/conn [CN-2 (15)]
→ Engine ECM [CN-93 (39)]
→ Reader [CN-427 (1)]
→ RMS [CN-125A (2)]

(2) When start switch is in START position

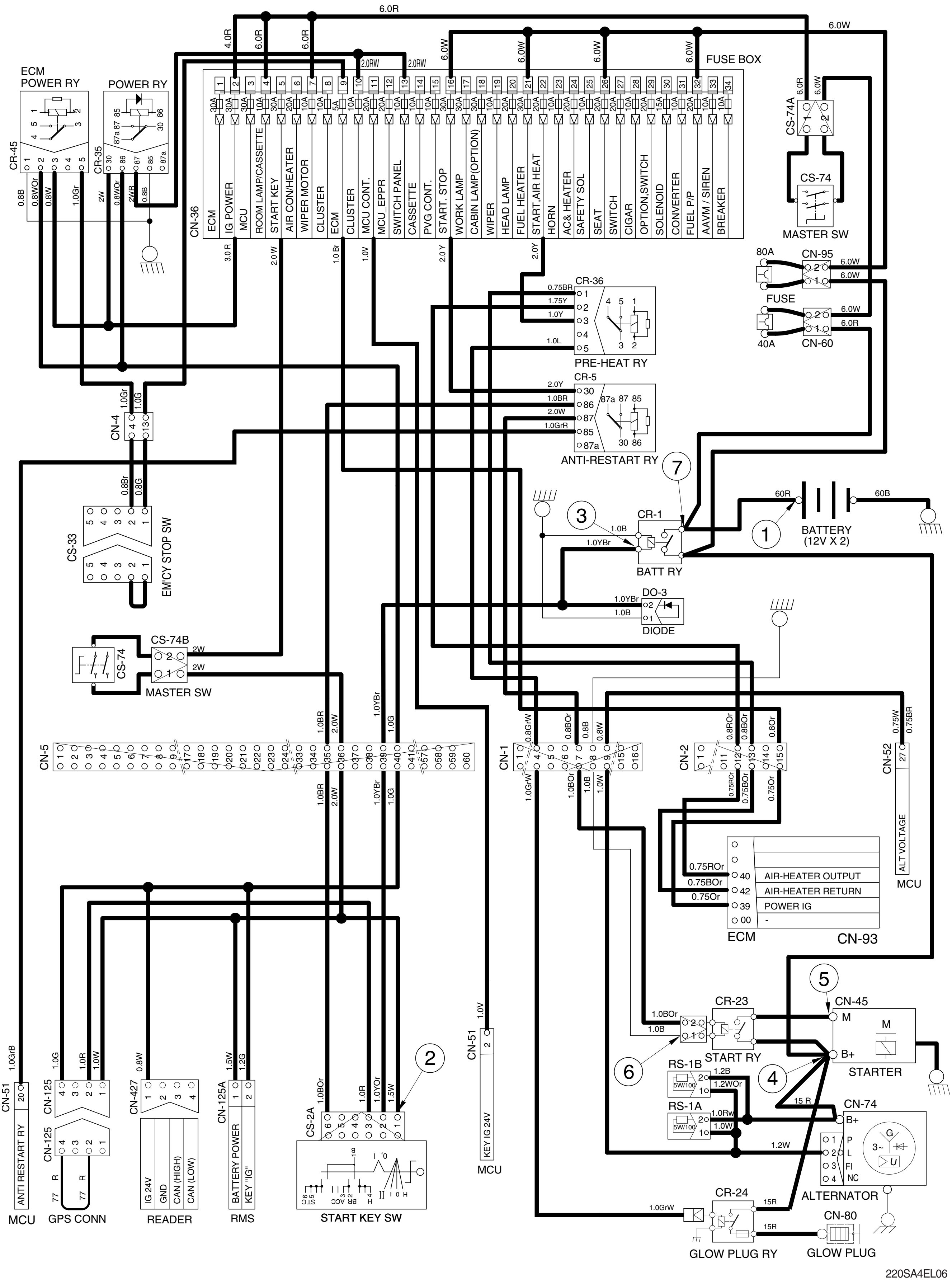
Start switch START [CS-2A (6)] → I/conn [CN-5 (35)] → Anti-restart relay [CR-5 (86) → (87)]
→ I/conn CN-1 (7) → Start relay [CR-23] → Starter motor operating

2) CHECK POINT

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

※ The circuit diagram may differ from the equipment, so please check before a repair.

STARTING CIRCUIT



※ The circuit diagram may differ from the equipment, so please check before a repair.

3. CHARGING CIRCUIT

When the starter is activated and the engine is started, the operator releases the start 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 [CN-74 (2)] → I/conn [CN-1 (9)] → MCU alternator voltage [CN-52 (27)]
→ Cluster charging warning lamp (Via CANbus interface)

(2) Charging flow

Alternator [CN-74 (B^+)] → Battery relay (M8)
→ Battery (+) terminal
→ Fuse [CN-60] → Master switch [CS-74A] → Fuse box [No.1~8]
→ Fuse [CN-95] → Fuse box [No.16~34]

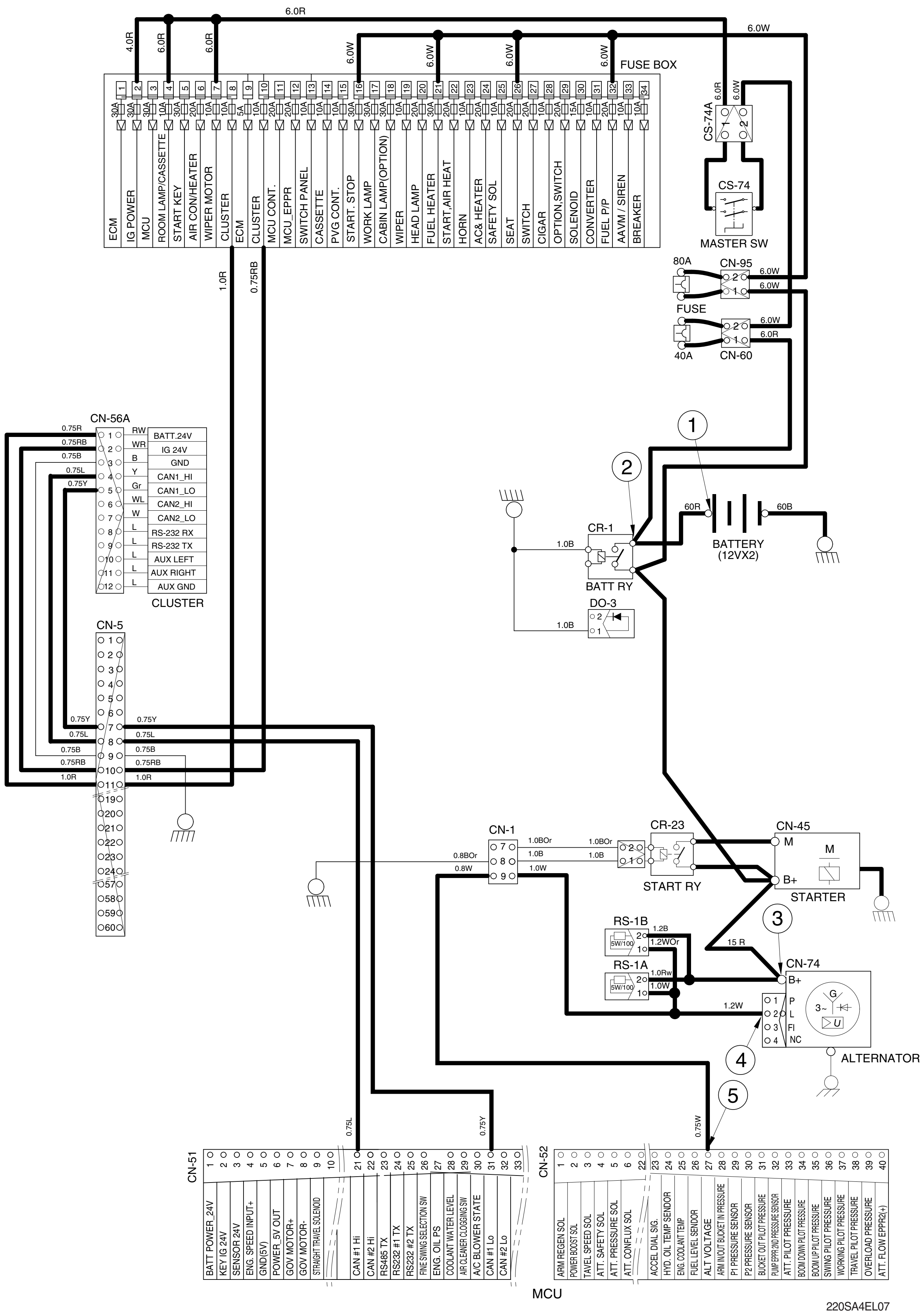
2) CHECK POINT

Engine	Start switch	Check point	Voltage
RUN	ON	① - GND (battery voltage) ② - GND (battery relay) ③ - GND (alternator B^+ terminal) ④ - GND (alternator 2 terminal) ⑤ - GND (MCU)	20~25V

※ GND : Ground

※ The circuit diagram may differ from the equipment, so please check before a repair.

CHARGING CIRCUIT



※ The circuit diagram may differ from the equipment, so please check before a repair.

4. HEAD AND WORK LIGHT CIRCUIT

1) OPERATING FLOW

Fuse box (No.20) → Head light relay [CR-13 (30, 86)]
Fuse box (No.17) → Work light relay [CR-4 (30, 86)]
Fuse box (No.13) → Membrane controller [CN-376 (1)]

(1) Head light switch ON

Head light switch ON [CN-376 (13)] → Head light relay [CR-13 (85) → (87)]
→ Head light ON [CL-3 (2), CL-4 (1), CL-24 (2)]
→ I/conn [CN-5 (41)] → I/conn [CN-432 (1)] → Cigar lighter [CL-2]
→ I/conn [CN-5 (60)] → Radio & USB player illumination ON [CN-27A (9)]
→ I/conn [CN-7 (1)] → Accel dial LED [CN-279 (2)]

(2) Work light switch ON

Work light switch ON [CN-376 (4)] → Work light relay [CR-4 (85) → (87)]
→ I/conn [CN-12 (2)] → Work light ON [CL-5 (2), CL-6 (2)]

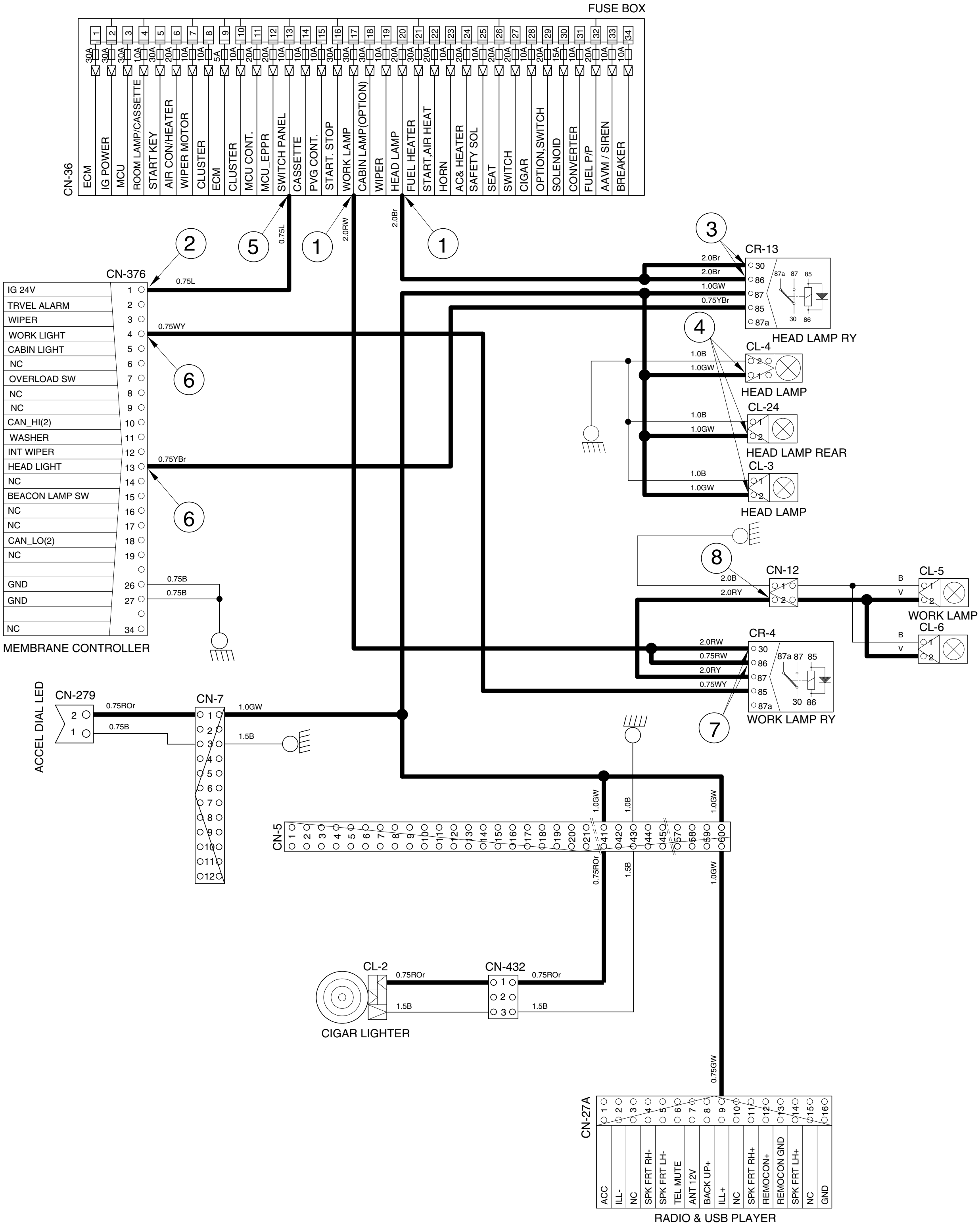
2) CHECK POINT

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

※ GND : Ground

※ The circuit diagram may differ from the equipment, so please check before a repair.

HEAD AND WORK LIGHT CIRCUIT



※ The circuit diagram may differ from the equipment, so please check before a repair.

5. BEACON LAMP AND CAB LIGHT CIRCUIT

1) OPERATING FLOW

Fuse box (No.29) → Beacon lamp relay [CR-36 (2, 3)]
Fuse box (No.18) → Cab light relay [CR-9 (30, 86)]
Fuse box (No.13) → Membrane controller [CN-376 (1)]

(1) Beacon lamp switch ON

Beacon lamp switch ON [CN-376 (15)] → Beacon lamp relay [CR-85 (1)→(5)]
→ I/conn [CN-5 (50)] → I/conn [CN-10 (10)] → Beacon lamp ON [CL-7]

(2) Cab light switch ON

Cab light switch ON [CN-376 (5)] → Cab lamp relay [CR-9 (85)→(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)]

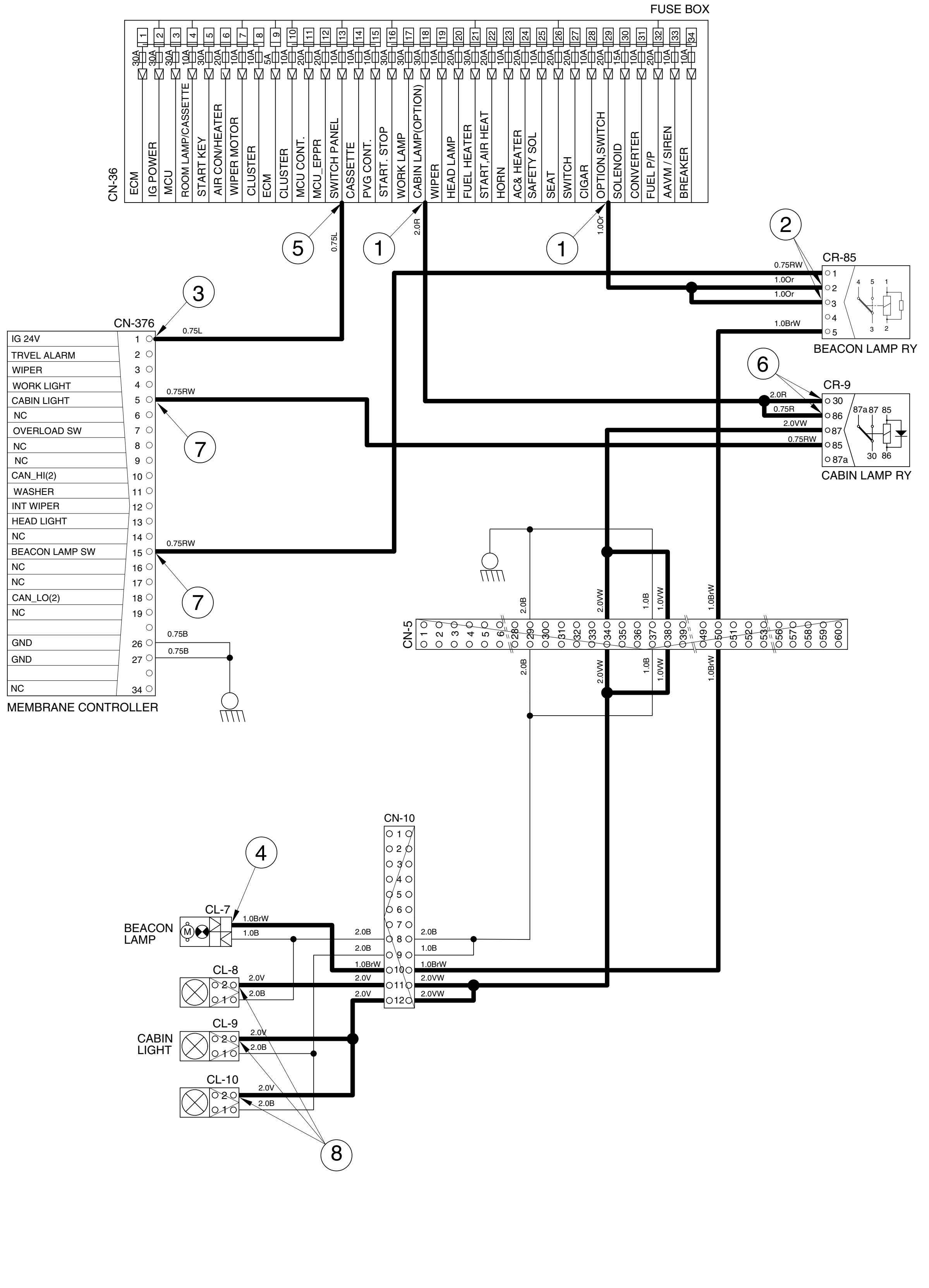
2) CHECK POINT

Engine	Start switch	Check point	Voltage
STOP	ON	① - GND (fuse box) ② - GND (beacon lamp relay) ③ - GND (switch power input) 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

※ The circuit diagram may differ from the equipment, so please check before a repair.

BEACON LAMP AND CAB LIGHT CIRCUIT



※ The circuit diagram may differ from the equipment, so please check before a repair.

6. WIPER AND WASHER CIRCUIT

1) OPERATING FLOW

(1) Start switch ON

Fuse box (No.13) → RDU membrance controller [CN-376 (1)]

Fuse box (No.7) → I/conn [CN-5 (18)] → I/conn [CN-17 (5)] → Wiper motor controller [CN-141 (7)]
→ Wiper motor [CN-21 (4)]

Fuse box (No.19) → I/conn [CN-5 (16)] → I/conn [CN-17 (4)] → Wiper motor controller [CN-141 (6)]
→ Wiper pump [CN-22 (2)]

(2) Wiper switch ON (Intermittent)

Wiper switch ON [CN-376 (12)] → I/conn [CN-5 (20)] → I/conn [CN-17 (8)]
→ Wiper motor controller [CN-141 (10)→(3)] → Wiper motor [CN-21 (6)] → Intermittently operating

(3) Wiper switch ON (continual)

Wiper switch ON [CN-376 (3)] → I/conn[CN-5 (15)] → I/conn[CN-17 (2)]
→ Wiper motor controller [CN-141 (2) → (4)] → Wiper motor [CN-21 (2)] → Continual operating

(4) Washer switch ON

Washer switch ON [CN-376 (11)] → I/conn [CN-5 (17)] → I/conn [CN-17 (7)]
→ Wiper motor controller [CN-141 (9) → (8)] → I/conn [CN-17 (6)] → I/conn [CN-5 (19)]
→ Washer pump [CN-22 (1)] → Washer operating
Wiper switch ON [CN-376 (3)] → I/conn[CN-5 (15)] → I/conn[CN-17 (2)]
→ Wiper motor controller [CN-141 (2) → (4)] → Wiper motor [CN-21 (2)] → Continual operating

(5) Auto parking (when switch OFF)

Switch OFF [CN-376 (3)] → Wiper motor parking position by wiper motor controller

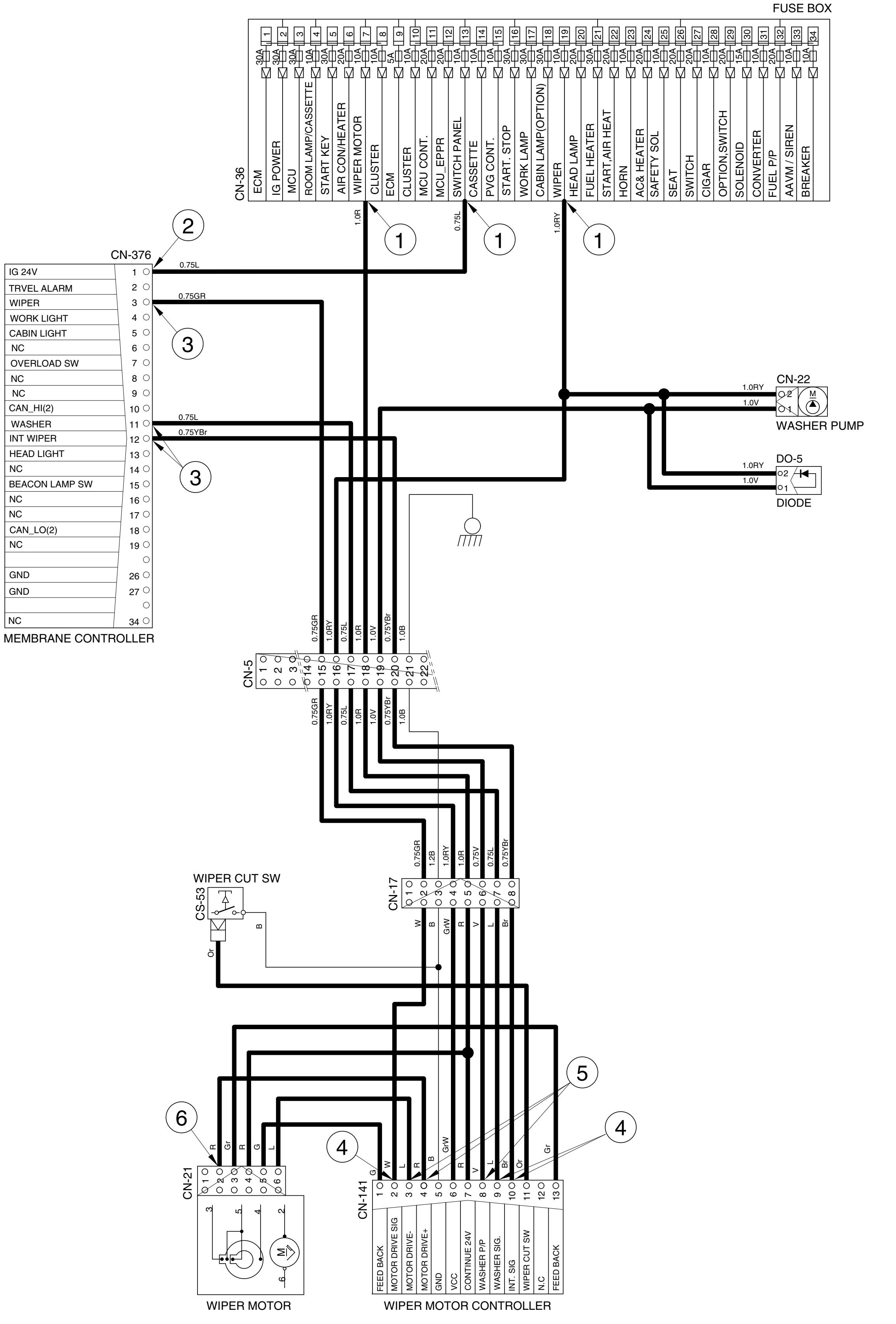
3) CHECK POINT

Engine	Start switch	Check point	Voltage
STOP	ON	① - GND (fuse box) ② - GND (switch power input)	20~25V
		③ - GND (switch power output) ④ - GND (wiper switch power input)	0 ~ 5V
		⑤ - GND (wiper power output)	24V
		⑥ - GND (wiper motor)	0 or 24V

※ GND : Ground

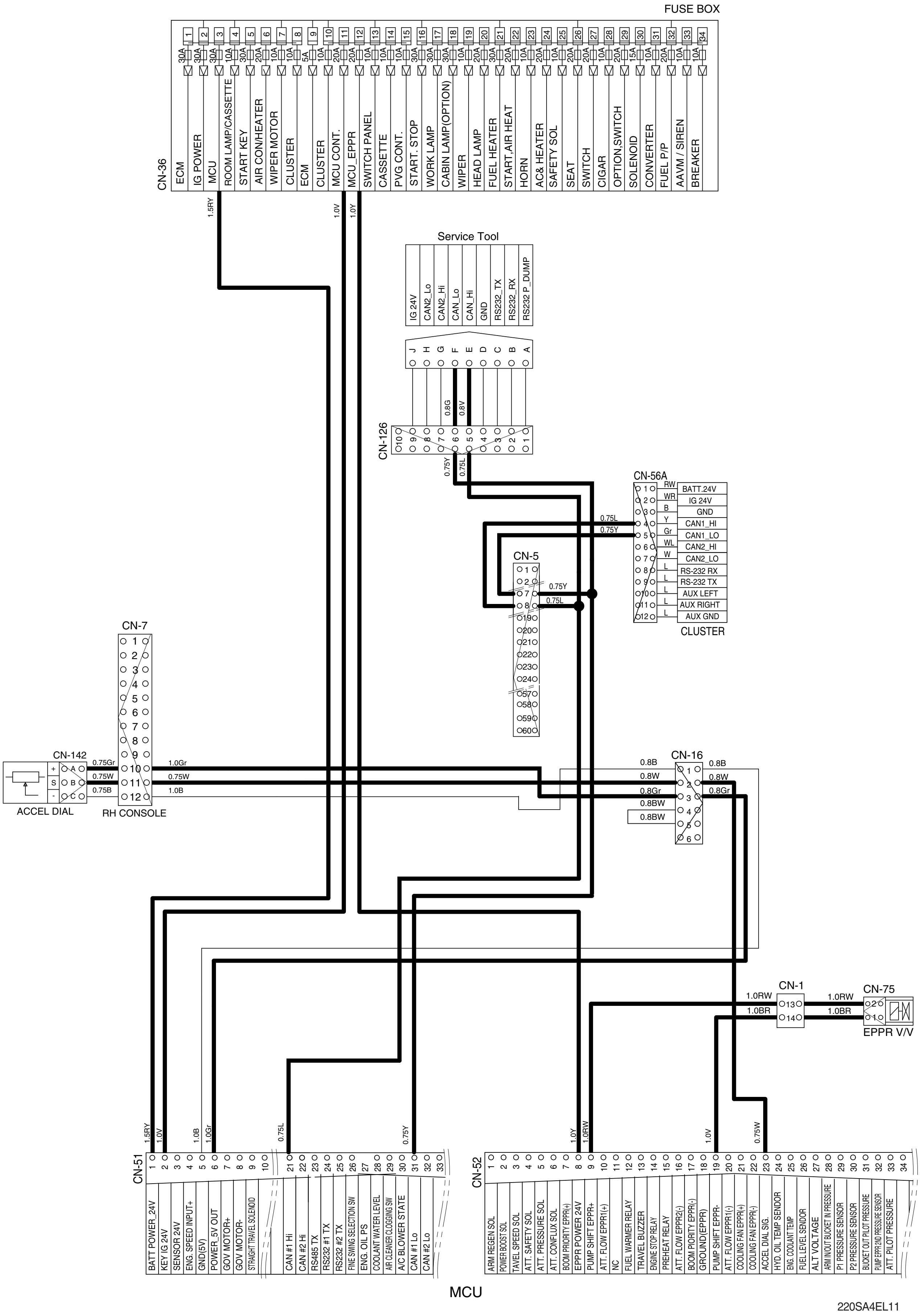
※ The circuit diagram may differ from the equipment, so please check before a repair.

WIPER AND WASHER CIRCUIT



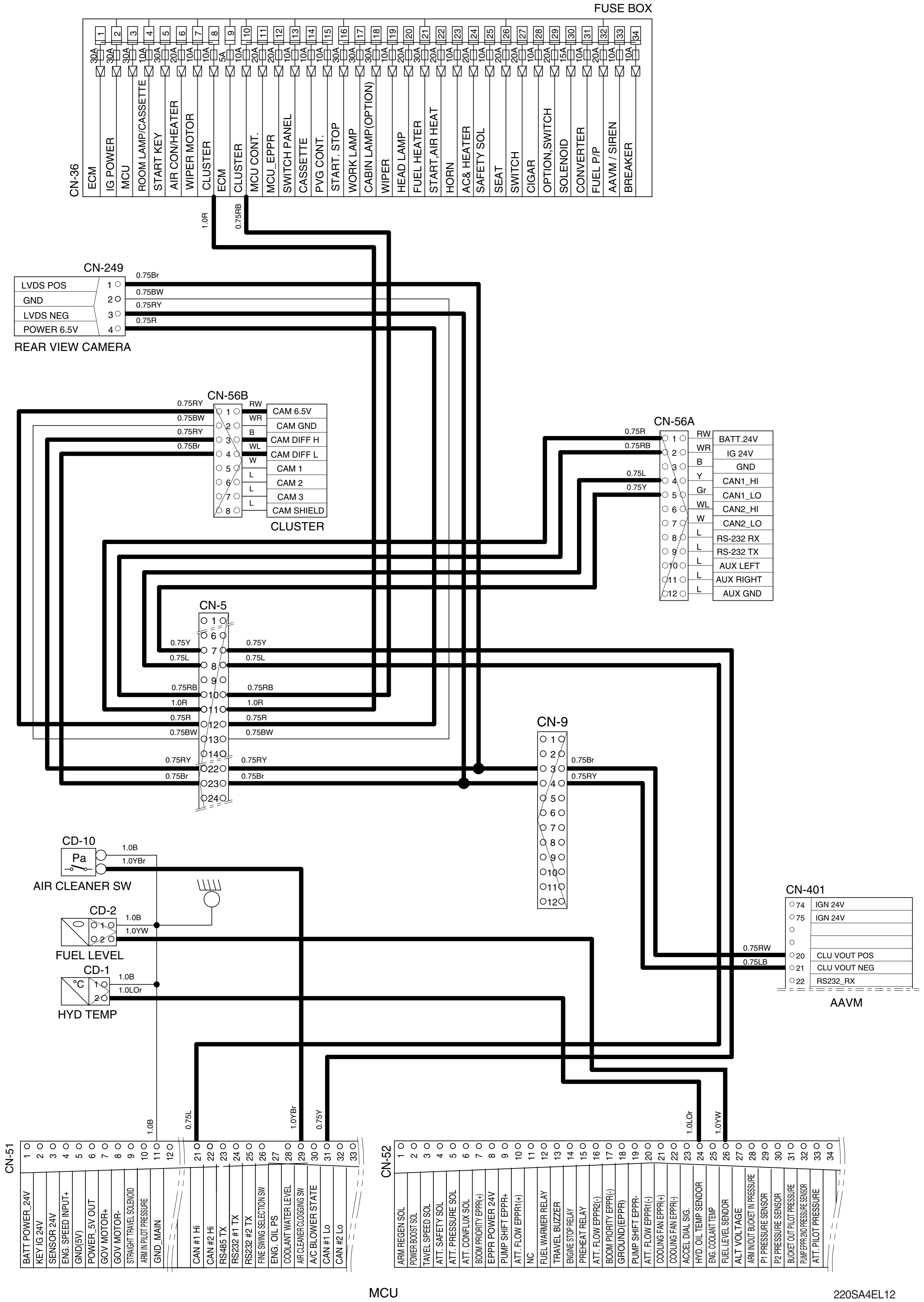
※ The circuit diagram may differ from the equipment, so please check before a repair.

CONTROLLER CIRCUIT



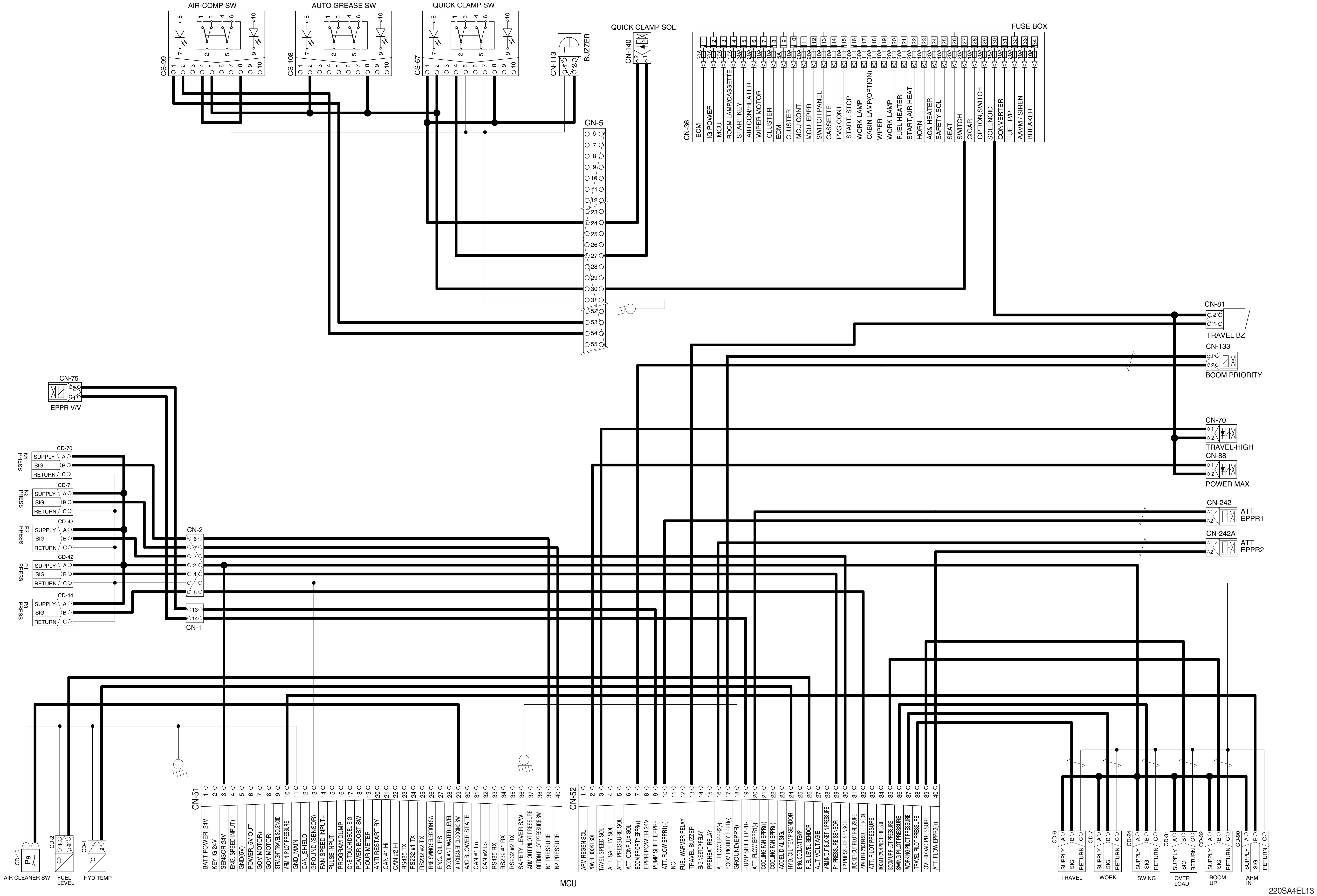
※ The circuit diagram may differ from the equipment, so please check before a repair.

MONITORING CIRCUIT



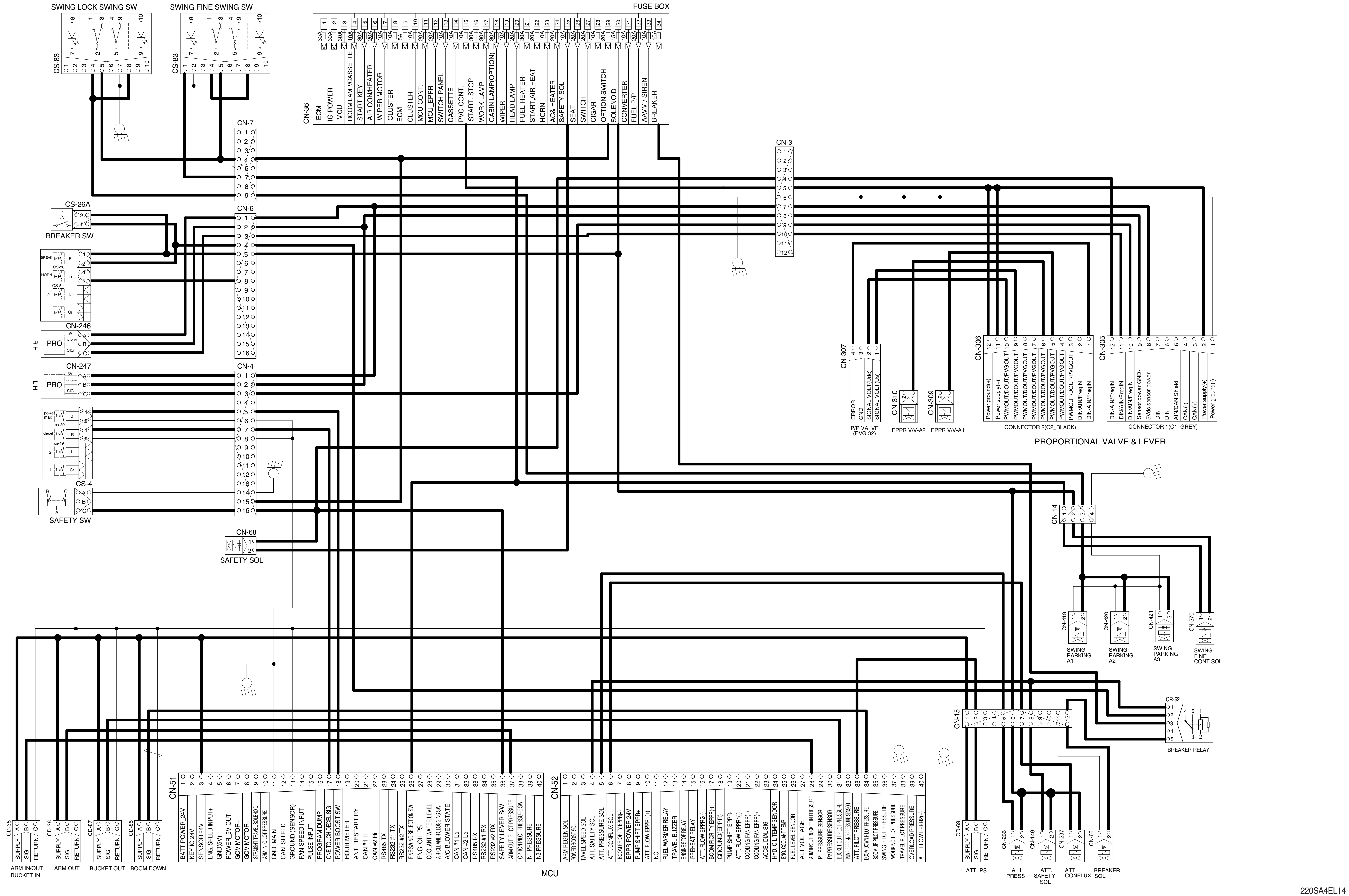
※ The circuit diagram may differ from the equipment, so please check before a repair.

ELECTRIC CIRCUIT FOR HYDRAULIC (1/2)



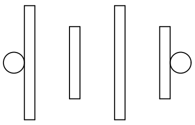
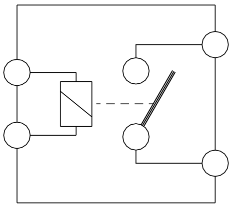
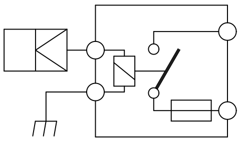
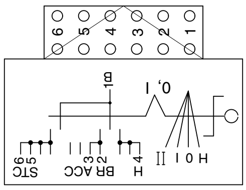
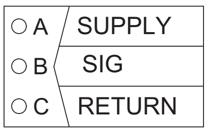
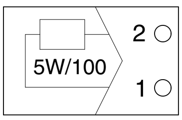
※ The circuit diagram may differ from the equipment, so please check before a repair.

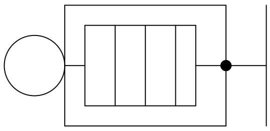
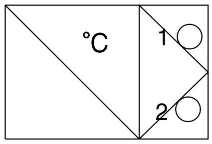
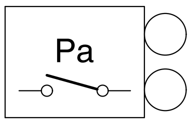
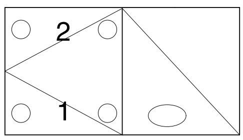
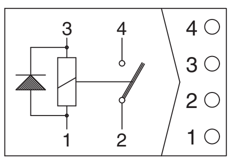
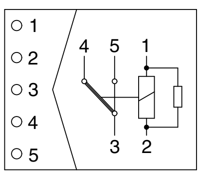
ELECTRIC CIRCUIT FOR HYDRAULIC (2/2)

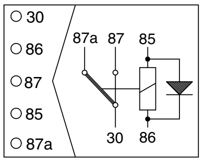
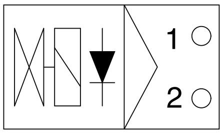
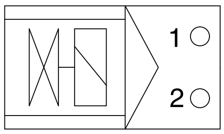
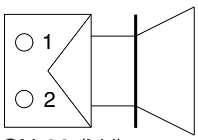
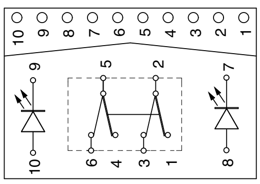
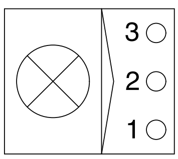


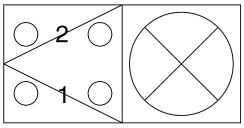
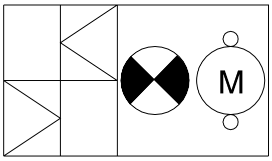
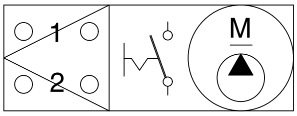
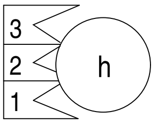
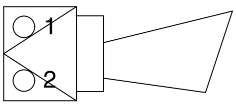
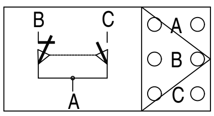
※ The circuit diagram may differ from the equipment, so please check before a repair.

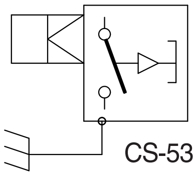
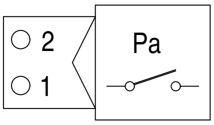
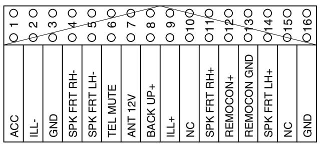
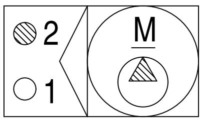
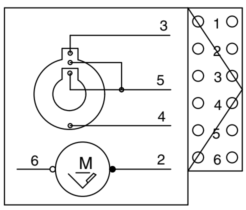
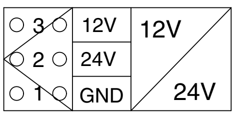
GROUP 3 ELECTRICAL COMPONENT SPECIFICATION

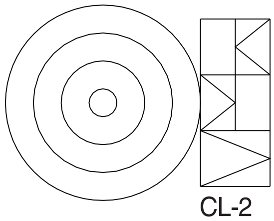
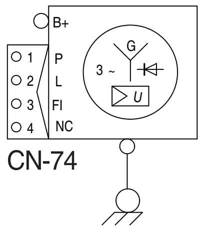
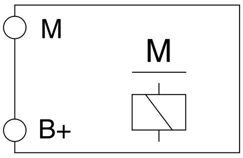
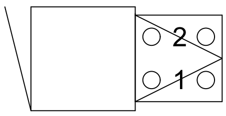
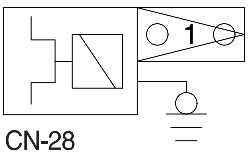
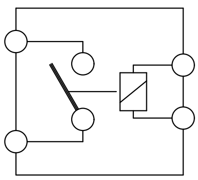
Part name	Symbol	Specifications	Check
Battery		12V×100Ah (2EA)	※ Check specific gravity 1.280 over : Over charged 1.280 ~ 1.250 : Normal 1.250 below : Recharging
Battery relay	 CR-1	Rated load : 24V 100A (continuity) 1000A (30seconds)	※ Check coil resistance(M4 to M4) Normal : About 50Ω ※ Check contact Normal : ∞Ω
Glow plug relay	 CR-24	24V 200A	※ Check contact Normal : 0.942Ω (For terminal 1-GND)
Start switch	 CS-2A	B-BR : 24V 1A B-ACC : 24V 10A B-ST : 24V 40A	※ Check contact OFF : ∞Ω (for each terminal) ON : 0Ω (for terminal 1-3 and 1-2) START : 0Ω (for terminal 1-6)
Pressure sensor	 CD-6 CD-7 CD-24 CD-31 CD-32 CD-35 CD-36 CD-42 CD-43 CD-44 CD-69 CD-70 CD-71 CD-85 CD-87 CD-90	8~30V	※ Check contact Normal : 0.1Ω
Resistor	 RS-1A RS-1B	5W 100Ω	※ Check resistance Normal : 100Ω (For terminal 1-2)

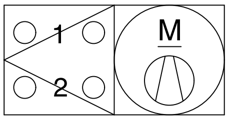
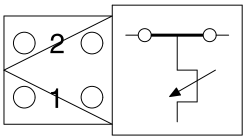
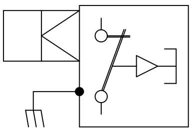
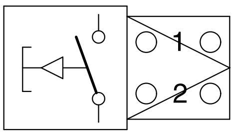
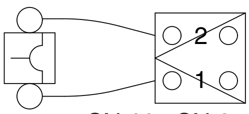
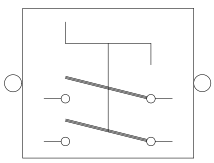
Part name	Symbol	Specifications	Check
Glow plug	 CN-80	24V 200A	※ Check resistance 0.25~0.12Ω
Temperature sensor (hydraulic)	 CD-1	-	※ Check resistance 50˚C : 804Ω 80˚C : 310Ω 100˚C : 180Ω
Air cleaner pressure switch	 CD-10	N.O TYPE	※ Check contact High level : ∞Ω Low level : 0Ω
Fuel level sender	 CD-2	-	※ Check resistance Full : 50Ω 6/12 : 350Ω 11/12 : 100Ω 5/12 : 400Ω 10/12 : 150Ω 4/12 : 450Ω 9/12 : 200Ω 3/12 : 500Ω 8/12 : 250Ω 2/12 : 550Ω 7/12 : 300Ω 1/12 : 600Ω Empty warning : 700Ω
Relay (air con blower)		24V 20A	※ Check resistance Normal : About 200Ω (for terminal 1-3) ∞Ω (for terminal 2-4)
Relay	 CR-2 CR-36 CR-45 CR-62 CR-85	24V 16A	※ Check resistance Normal : About 160 Ω (for terminal 1-2) 0Ω (for terminal 3-4) ∞Ω (for terminal 3-5)

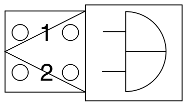
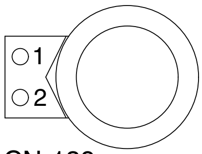
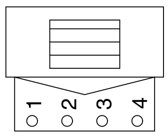
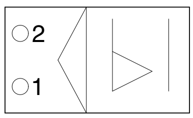
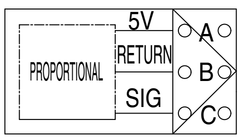
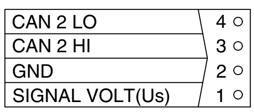
Part name	Symbol	Specifications	Check
Relay	 CR-4 CR-5 CR-7 CR-9 CR-13 CR-35 CR-46	24V 16A	※ Check resistance Normal : About 160 Ω (for terminal 85-86) 0Ω (for terminal 30-87a) ∞ Ω (for terminal 30-87)
Solenoid valve	 CN-66 CN-68 CN-70 CN-88 CN-140 CN-149 CN-236 CN-237 CN-370 CN-419 CN-420 CN-421	24V 1A	※ Check resistance Normal : 15~25Ω (for terminal 1-2)
EPPR valve	 CN-75 CN-133 CN-242 CN-242A CN-309 CN-310	700mA	※ Check resistance Normal : 15~25Ω (for terminal 1-2)
Speaker	 CN-23 (LH) CN-24 (RH)	20W	※ Check resistance Normal : A few Ω
Switch (locking type)	 CS-52 CS-67 CS-83 CS-99 CS-108	24V 8A	※ Check contact Normal ON : 0 Ω (for terminal 2-3, 5-6) ∞ Ω (for terminal 1-2, 4-5) OFF : ∞ Ω (for terminal 2-3, 5-6) 0 Ω (for terminal 1-2, 4-5)
Room lamp	 CL-1	24V 10W	※ Check disconnection Normal : 1.0Ω ON : 0Ω (For terminal 1-2) ∞ Ω (For terminal 1-3) OFF : ∞ Ω (For terminal 1-2) 0Ω (For terminal 1-3)

Part name	Symbol	Specifications	Check
Head lamp, Work lamp, Cab lamp	 CL-3 CL-4 CL-5 CL-6 CL-8 CL-9 CL-10 CL-24	24V 65W (H3 Type)	※ Check disconnection Normal : 1.2Ω
Beacon lamp	 CL-7	21V 70W (H1 Type)	※ Check disconnection Normal : A fewΩ
Fuel filler pump	 CN-61 CN-62	24V 10A 35 ℓ /min	※ Check resistance Normal : 1.0Ω
Hour meter	 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.
Safety switch	 CS-4	24V 15A (N.C TYPE)	※ Check contact Normal : 0Ω(for terminal A-B) ∞Ω(for terminal A-C) Operating : ∞Ω(for terminal A-B) 0Ω(for terminal A-C)

Part name	Symbol	Specifications	Check
Wiper cut switch	 CS-53	24V (N.O TYPE)	※ Check contact Normal : 0Ω(one pin to ground)
Receiver dryer	 CN-29	24V 2.5A	※ Check contact Normal : ∞Ω
Radio & USB player	 CN-27A	24V 2A	※ Check voltage 20~25V (for terminal 1-3, 3-8)
Washer pump	 CN-22	24V 3.8A	※ Check contact Normal : 10.7Ω(for terminal 1-2)
Wiper motor	 CN-21	24V 2A	※ Check disconnection Normal : 7Ω(for terminal 2-6)
DC/DC Converter	 CN-138	12V 3A	※ Check voltage 24V (for terminal 1-2) 12V (for terminal 1-3)

Part name	Symbol	Specifications	Check
Cigar lighter	 CL-2	24V 5A 1.4W	※ Check coil resistance Normal : About 1MΩ ※ Check contact Normal : ∞Ω Operating time : 5~15sec
Alternator	 CN-74	Denso 24V 95A	※ Check contact Normal : 0Ω (for terminal B^+-L) Normal : 24~27.5V
Starter	 CN-45	24V 4.5kW	※ Check contact Normal : 0.1Ω
Travel alarm	 CN-81	24V 0.5A	※ Check contact Normal : 5.2Ω
Aircon compressor	 CN-28	24V 79W	※ Check contact Normal : 13.4Ω
Start relay	 CR-23	24V 300A	※ Check contact Normal : 0.94Ω(for terminal 1-2)

Part name	Symbol	Specifications	Check
Blower motor		24V 9.5A	※ Check resistance Normal : 2.5Ω(for terminal 1-2)
Thermistor		1˚C OFF 4˚C ON	※ Check resistance Normal : 0Ω(for terminal 1-2), the atmosphere temp : Over 4˚C
Door switch	 CS-1	24V 2W	※ Check resistance Normal : About 5MΩ
Switch (power max, one touch decel, horn, breaker)	 CS-5 CS-19 CS-26 CS-29	24V 6A	※ Check resistance Normal : ∞Ω
Fuse	 CN-60 CN-95	CN-60 : 40A CN-95 : 80A	※ Check disconnection Normal : 0Ω (connect ring terminal and check resist between terminal 1 and 2)
Master switch	 CS-74	6-36V	※ Check disconnection Normal : 0.1Ω

Part name	Symbol	Specifications	Check
Quick clamp buzzer	 CN-113	24V 200mA 107±4dB	-
Socket	 CN-139	12V 10A	-
Fuel heater	 CN-96	-	-
WIF sensor	 CD-45	-	-
Proportional valve sensor	 CN-246 CN-247	-	-
2D/3D MG	 CN-270	-	-

GROUP 4 CONNECTORS

1. CONNECTOR DESTINATION

Connector number	Type	No. of pin	Destination	Connector part No.	
				Female	Male
CN-1	TE/AMP	16	I/conn (Frame harness-Engine harness)	368047-1	368301-1
CN-2	TE/AMP	15	I/conn (Frame harness-Engine harness)	2-85262-1	368050-1
CN-3	TE/TYCO	12	I/conn (Frame harness-Pro vlv harness)	174661-2	174663-2
CN-4	AMP/TE	16	I/conn (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-6	AMP/TE	10	I/conn (Console harness RH-Frame harness)	S816-010002	174657-2
CN-7	AMP/TE	12	I/conn (Console harness RH-Frame harness)	S816-012002	174663-2
CN-9	DEUTSCH	12	I/conn (Frame harness-AAVM harness)	DT06-12SA-EP06	DT04-12PA-BE02
CN-10	DEUTSCH	12	I/conn (Cab harness-Side harness RH)	DT06-12S-EP06	DT04-12PA-P021
CN-11	DEUTSCH	8	I/conn (Frame harness-Aircon harness)	DT06-8S-EP06	-
CN-12	DEUTSCH	2	I/conn (Frame harness-Boom wire harness)	DT06-2S-EP06	DT04-2P-E005
CN-14	TE/AMP	4	I/conn (Fream harness-Swing parking & fine control)	174257-2	174259-2
CN-15	TE/AMP	12	I/conn (Frame harness-Breaker sol)	174661-2	174657-2
CN-16	TYCO	6	Emergency engine start & speed control	-	S816-106001
CN-16A	TYCO	6	Emergency engine start & speed control	S816-006002	-
CN-16B	TYCO	6	Emergency engine start & speed control	S816-006002	21NB-10710
CN-17	AMP	8	I/conn (Side harness RH-Wiper harness)	S816-008002	S816-108002
CN-20	DEUTSCH	2	Horn	DT06-2S-EP06	-
CN-21	AMP	6	Wiper motor	S810-006202	-
CN-22	KET	2	Washer tank 1	MG640605	-
CN-23	KET	2	Speaker-LH	MG610070	-
CN-24	KET	2	Speaker-RH	MG610070	-
CN-25	DEUTSCH	2	Horn	DT06-2S-EP06	-
CN-27A	KUM	16	Radio & USB player	PK145-16017	-
CN-27B	AMP	8	Radio & USB player	-	174984-2
CN-28	KET	1	Aircon compressor	MG610320-5	-
CN-29	KET	2	Receiver dryer	MG640795	-
CN-36	-	-	Fuse & relay box	21Q7-10910	-
CN-45	RING-TERM	-	Starter motor B^+	S820-108000	-
CN-48	KET	1	Hour meter	2-520193-2	-
CN-51	DEUTSCH	40	MCU	DRC26-40SA	-
CN-52	DEUTSCH	40	MCU	DRC26-40SB	-
CN-56A	AMP	12	Cluster	174861-2	174663-2
CN-56B	AMP	8	Cluster	174982-2	174984-2
CN-60	MTA	2	Fuse maxi	03.21000	06.00920
CN-61	DEUTSCH	2	Fuel filler pump	DT06-2S-EP06	-

Connector number	Type	No. of pin	Destination	Connector part No.	
				Female	Male
CN-62	DEUTSCH	2	Auto grease	DT06-2S-EP06	-
CN-66	DEUTSCH	2	Breaker solenoid	DT06-2S-EP06	-
CN-68	DEUTSCH	2	Safety solenoid	DT06-2S-EP06	-
CN-70	DEUTSCH	2	Travel high solenoid	DT06-2S-EP06	-
CN-74	-	4	Alternator terminal	1218 6568	-
CN-75	AMP	2	Pump EPPR	174352-2	-
CN-80	RING-TERM	-	Glow plug	S820-306000	-
CN-81	DEUTSCH	2	Travel buzzer solenoid	DT06-2S-EP06	-
CN-88	DEUTSCH	2	Power max solenoid	DT06-2S-EP06	-
CN-93	DEUTSCH	50	ECM	DRC26-50S-04	-
CN-94	DEUTSCH	4	ECM earth	DTP06-4S-EP06	-
CN-95	MTA	2	Fuse maxi	03.21000	06.00960
CN-96	AMP	4	Fuel warmer	-	2-967402-2
CN-96A	AMP	3	Fuel warmer	368523-1	-
CN-96B	AMP	4	Fuel warmer	2-967325-2	-
CN-100	KET	1	ECM earth	MG640944-5	-
CN-113	KET	2	Buzzer	MG651205-5	-
CN-125	Econoseal J	4	GPS connector	S816-004002	S816-104002
CN-125A	DEUTSCH	12	RMS	DT06-12S-P021	DT04-12PA-P021
CN-126	TE/AMP	10	Service tool	174655-2	S816-110002
CN-133	DEUTSCH	2	Boom priority solenoid	DT06-2S-EP06	-
CN-138	FASTEN	3	DC/DC Converter	S810-003202	-
CN-139	FASTEN	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	-
CN-147	AMP	4	Fuel heater	2-967325-1	2-967402-1
CN-149	DEUTSCH	2	Attach safety solenoid	DT06-2S-EP06	-
CN-156	DEUTSCH	2	Air seat	DT06-2S-EP06	DT04-2P
CN-157	AMP	1	Antena power	S822-014002	-
CN-173	DEUTSCH	3	Resistor	DT06-3S-EP06	DT04-3P-EP10
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 EPPR 1 (A1)	DT06-2S-EP06	DT04-2P-E0005
CN-242A	DEUTSCH	2	Attach EPPR 2 (A2)	DT06-2S-EP06	DT04-2P-E0005
CN-246	DEUTSCH	3	Proportional valve-RH	DT06-3S	DT04-3P
CN-247	DEUTSCH	3	Proportional valve-LH	DT06-3S	DT04-3P
CN-249	DEUTSCH	4	Rear view camera	DT06-4S-EP06	DT04-4P-E005
CN-270	DEUTSCH	4	2D/3D MG	DT06-4S	DT04-4P-E005
CN-279	AMP	2	Accel dial LED	S816-002002	-

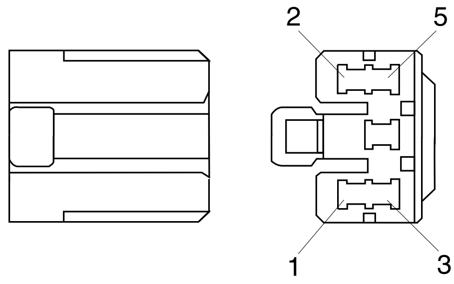
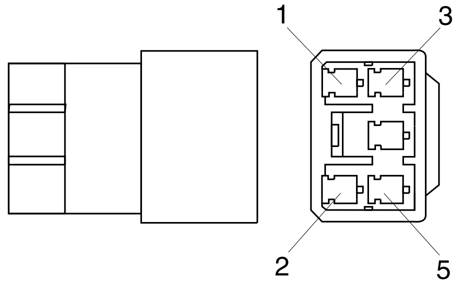
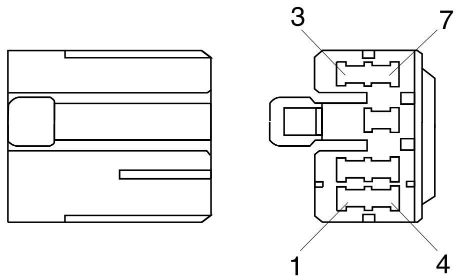
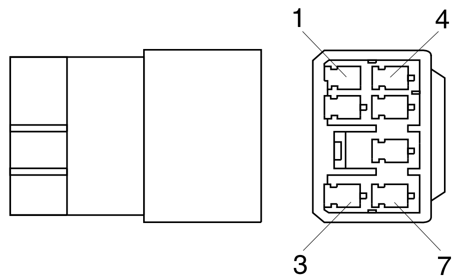
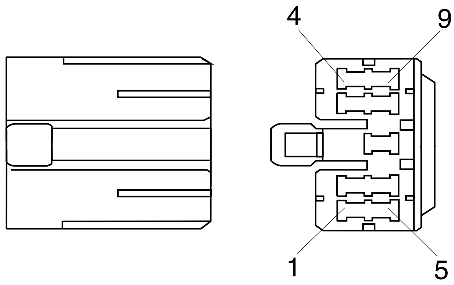
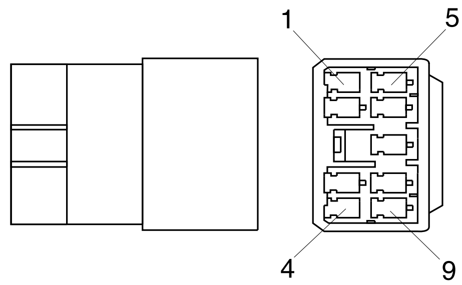
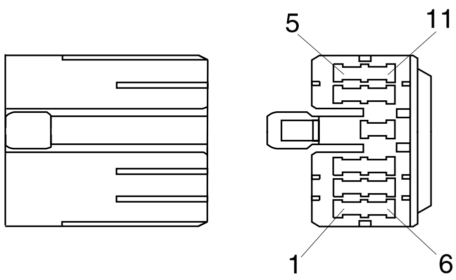
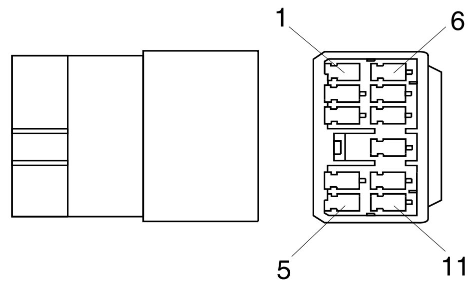
Connector number	Type	No. of pin	Destination	Connector part No.	
				Female	Male
CN-305	DEUTSCH	12	Proportional-Connector 1	DTM06-12SA	-
CN-306	DEUTSCH	12	Proportional-Connector 2	DTM06-12SB	-
CN-307	DEUTSCH	3	Proportional-Service tool	DT06-3S-EP06	DT04-3P-E005
CN-307	AMP	4	Proportional-PVG32	2-967059-1	-
CN-309	DEUTSCH	2	Proportional-EPPR valve A1	DT06-2S-EP06	-
CN-310	DEUTSCH	2	Proportional-EPPR valve A2	DT06-2S-EP06	-
CN-370	DEUTSCH	2	Swing fine control solenoid	DT06-2S-EP06	-
CN-376	TE	34	Membrane controller	4-1437290-1	-
CN-401	TE	35	AAVM controller	776164-1	-
CN-402	DEUTSCH	6	Front view camera	DT06-6S-P021	DT04-6P-P021
CN-403	DEUTSCH	6	Rear view camera	DT06-6S-EP06	DT04-6P-EP14
CN-404	DEUTSCH	6	LH view camera	DT06-6S-EP06	DT04-6P-EP14
CN-405	DEUTSCH	6	RH view camera	DT06-6S-EP06	DT04-6P-EP14
CN-406	DEUTSCH	3	RS 232	DT06-3S-EP06	DT04-3P-E005
CN-419	DEUTSCH	2	Swing parking-A1	DT06-2S-EP06	-
CN-420	DEUTSCH	2	Swing parking-A2	DT06-2S-EP06	-
CN-421	DEUTSCH	2	Swing parking-A3	DT06-2S-EP06	-
CN-427	MOLEX	4	Reader-RMS	039012040	026013096
CN-432	AMP	3	Cigar & power	174357-2	174359-2
WIF	DEUTSCH	2	To engine connector	-	DT04-2P-E005
· Relay					
CR-1	RING-TERM	-	Battery relay	ST710285-2	-
				ST710289-2	-
CR-2	-	5	Horn relay	-	-
CR-4	-	5	Working 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-23	KET	2	Start relay	MG610320	S814-102001
CR-24	RING TERM	1	Preheat relay	S822-014000	-
CR-35	-	5	Power relay	-	-
CR-36	-	5	Preheat relay	-	-
CR-45	-	5	ECM power relay	-	-
CR-46	-	5	Fuel warmer relay	-	-
CR-62	-	5	Breaker relay	-	-
CR-85	-	5	Beacon lamp relay	-	-
· Switch					
CS-1	SHUR	1	Door switch	S822-014002	S822-114002

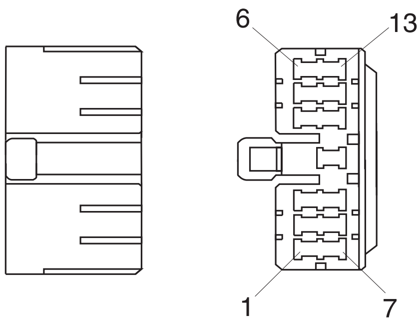
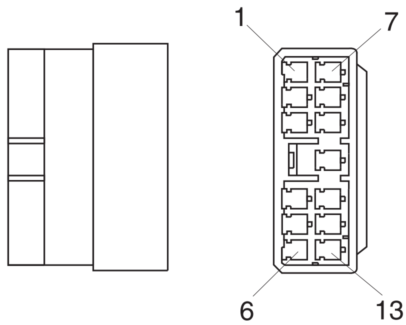
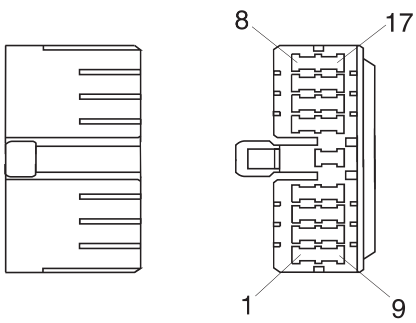
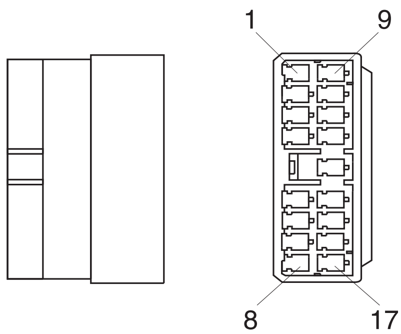
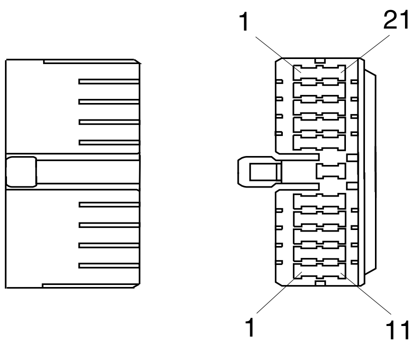
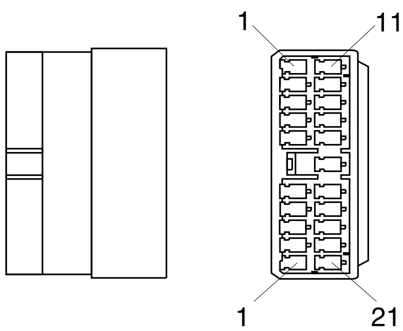
Connector number	Type	No. of pin	Destination	Connector part No.	
				Female	Male
CS-2A	WP	6	Start key switch	S814-006100	-
CS-2B	DEUTSCH	3	BKCU	DT06-3S-EP06	DT04-3P-E005
CS-4	DEUTSCH	3	Safety switch	DT06-3S	-
CS-5	DEUTSCH	2	Horn switch	-	DT04-2P
CS-19	DEUTSCH	2	One touch decel switch	-	DT04-2P
CS-26	DEUTSCH	2	Breaker switch	DT06-2S	-
CS-26A	AMP	2	Breaker pedal switch	S816-002002	S816-102002
CS-29	DEUTSCH	2	Power max switch	DT06-2S	-
CS-33	AMP	6	Emergency engine stop switch	S816-006002	S816-106002
CS-52	CARLING	10	Adjust & dozer switch	VC2-01	-
CS-53	AMP	1	Wiper cut switch	S822-014002	-
CS-67	CARLING	10	Quick clamp switch	VC2-01	-
CS-73	CARLING	10	Swing fine switch	VC2-01	-
CS-74A	KET/AMP	2	Master switch	MG610557-5	S813-130201
CS-74B	DEUTSCH	2	Master switch	DT06-2S-EP06	DT04-2P-E005
CS-83	CARLING	10	Swing lock switch	VC2-01	-
CS-99	CARLING	10	Air compressor switch	VC2-01	-
CS-108	CARLING	10	Auto grease switch	VC2-01	-
CS-142	DEUTSCH	3	Accel dial switch	DT06-3S	-
· Light					
CL-1	KET	3	Room lamp	MG651032	-
CL-2	AMP	1	Cigar lighter	S822-014002	S822-114002
CL-3	DEUTSCH	2	Head lamp-LH	DT06-2S-EP06	-
CL-4	DEUTSCH	2	Head lamp-RH	DT06-2S-EP06	-
CL-5	DEUTSCH	2	Work lamp-LH	DT06-2S-EP06	-
CL-6	DEUTSCH	2	Work lamp-RH	DT06-2S-EP06	-
CL-7	DEUTSCH	2	Beacon lamp	DT06-2S-EP06	DT04-2P
CL-8	DEUTSCH	2	Cab light-LH	DT06-2S-EP06	DT04-2P
CL-9	DEUTSCH	2	Cab light-RH	DT06-2S-EP06	DT04-2P
CL-10	DEUTSCH	2	Cab light	DT06-2S-EP06	DT04-2P
CL-24	DEUTSCH	2	Work lamp - Rear	DT06-2S-EP06	DT04-2P-E005
· Sensor, sendor					
CD-1	TE	2	Hydraulic oil temp sender	85202-1	-
CD-2	DEUTSCH	2	Fuel sender	DT06-2S-EP06	-
CD-6	DEUTSCH	3	Travel pressure switch	DT06-3S-EP06	-
CD-7	DEUTSCH	3	Working pressure switch	DT06-3S-EP06	-
CD-10	TE	2	Air cleaner switch	85202-1	-
CD-24	DEUTSCH	3	Swing pressure sensor	DT06-3S-EP06	-
CD-31	DEUTSCH	3	Overload pressure sensor	DT06-3S-EP06	DT04-3P-E005

Connector number	Type	No. of pin	Destination	Connector part No.	
				Female	Male
CD-32	DEUTSCH	3	Boom up pressure sensor	DT06-3S-EP06	-
CD-35	DEUTSCH	3	Bucket in pressure sensor	DT06-3S-EP06	-
CD-36	DEUTSCH	3	Arm out pressure sensor	DT06-3S-EP06	-
CD-42	DEUTSCH	3	A1 pump pressure sensor	DT06-3S-EP06	-
CD-43	DEUTSCH	3	A2 pump pressure sensor	DT06-3S-EP06	-
CD-44	DEUTSCH	3	A3 pump pressure sensor	DT06-3S-EP06	-
CD-45	DEUTSCH	2	WIF sensor	DT06-2S-EP06	-
CD-69	DEUTSCH	3	Attach pressure sensor	DT06-3S-EP06	-
CD-70	DEUTSCH	3	N1 pressure sensor	DT06-3S-EP06	-
CD-71	DEUTSCH	3	N2 pressure sensor	DT06-3S-EP06	-
CD-85	DEUTSCH	3	Boom down pressure sensor	DT06-3S-EP06	-
CD-87	DEUTSCH	3	Bucket out pressure sensor	DT06-3S-EP06	-
CD-90	DEUTSCH	3	Arm in pressure sensor	DT06-3S-EP06	-

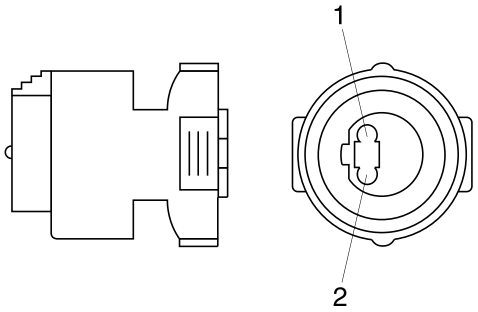
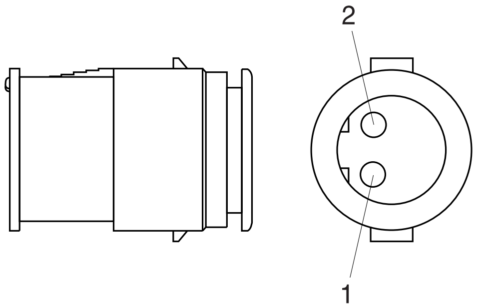
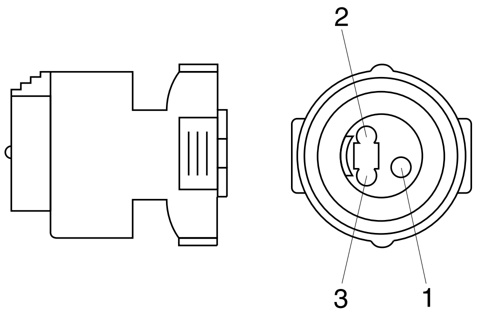
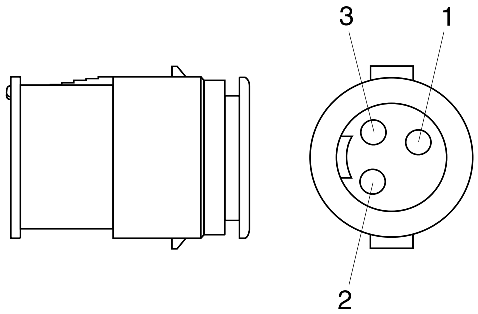
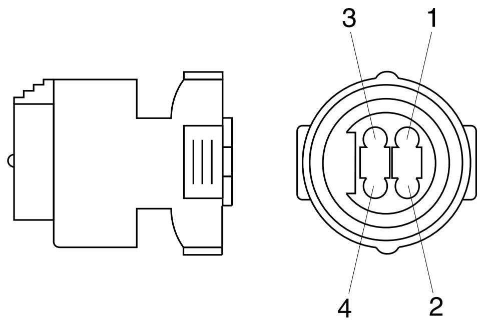
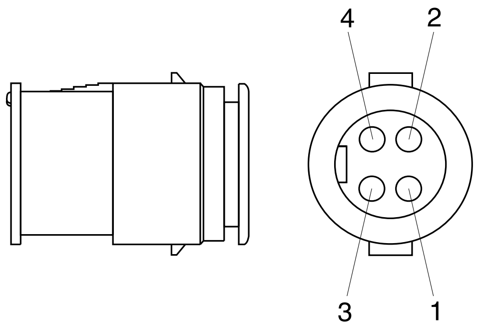
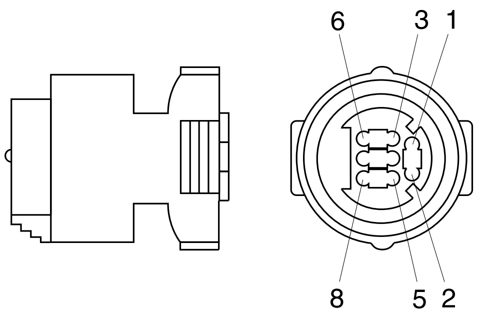
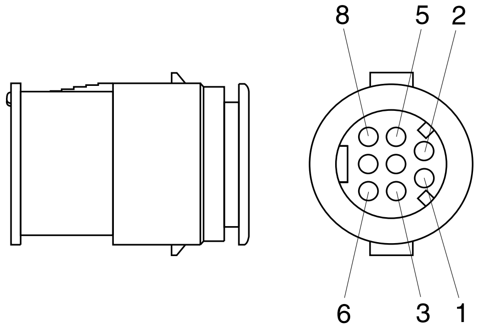
2. CONNECTION TABLE FOR CONNECTORS

1) PA TYPE CONNECTOR

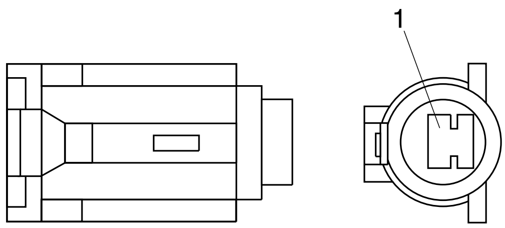
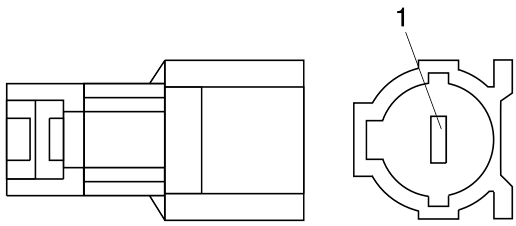
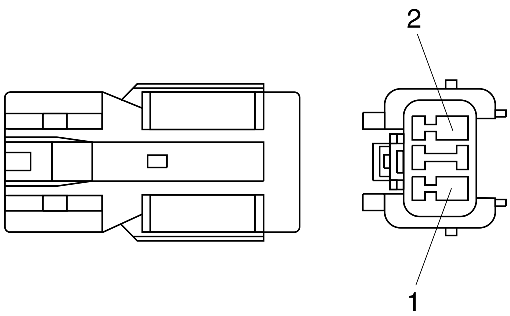
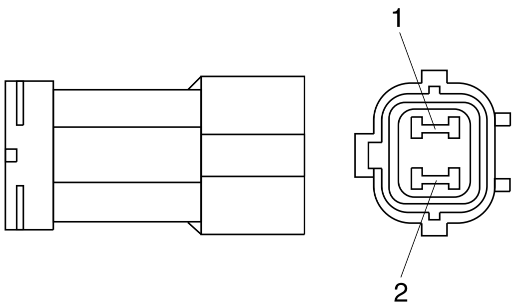
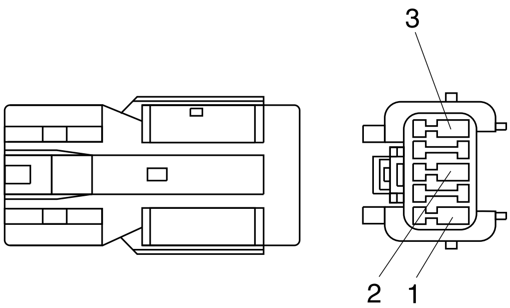
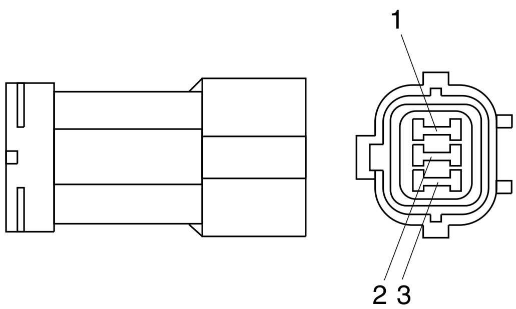
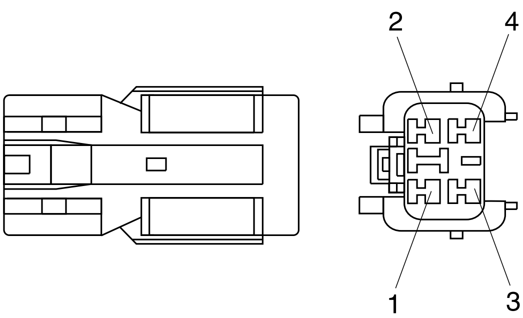
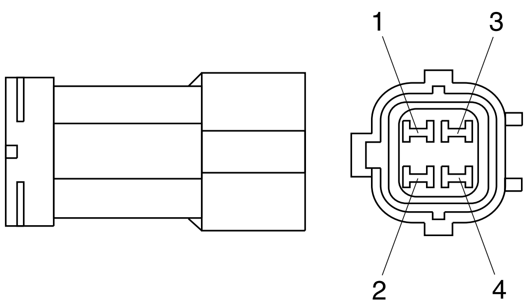
No. of pin	Receptacle connector (female)	Plug connector (male)
5	 S811-005002	 S811-105002
7	 S811-007002	 S811-107002
9	 S811-009002	 3S811-109002
11	 S811-011002	 S811-111002

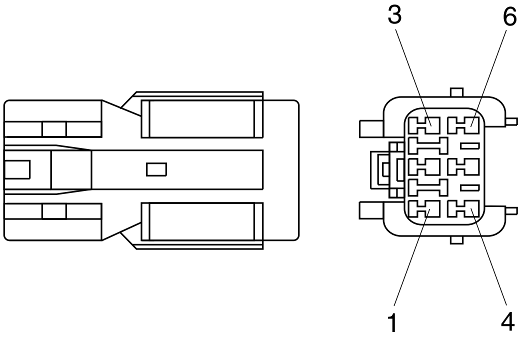
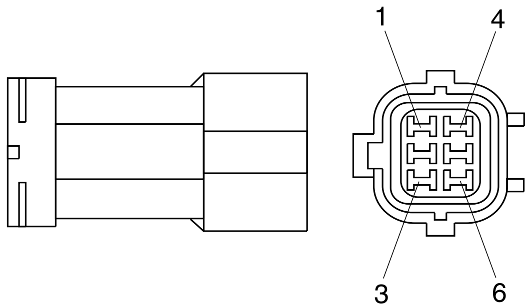
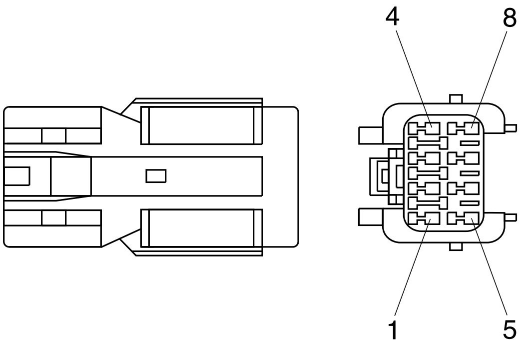
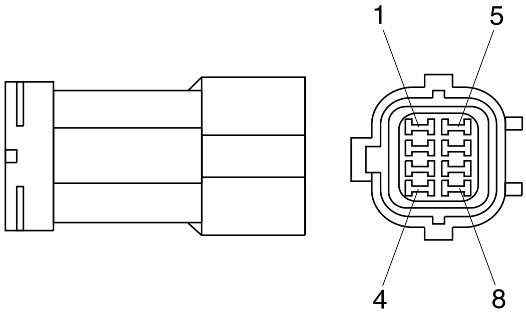
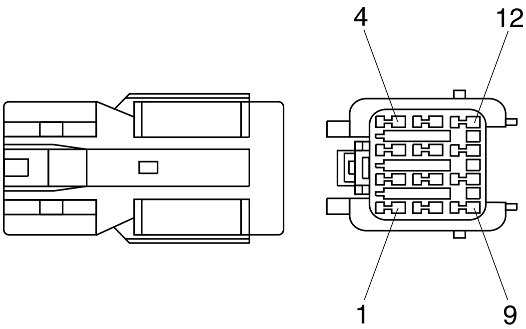
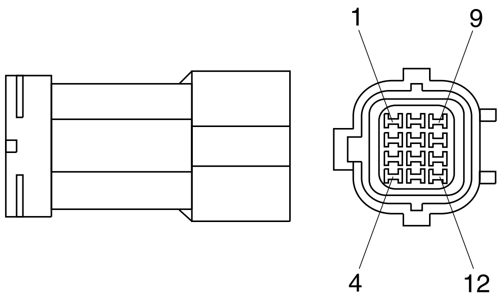
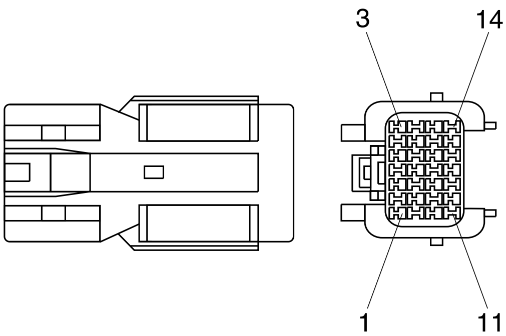
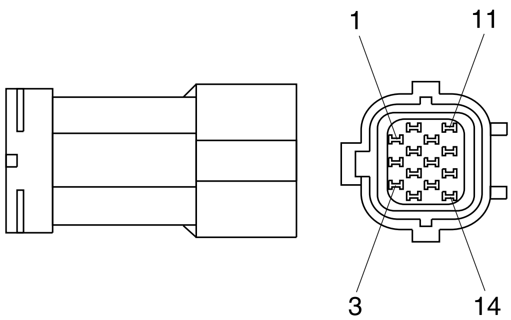
No. of pin	Receptacle connector (female)	Plug connector (male)
13	 S811-013002	 S811-113002
17	 S811-017002	 S811-117002
21	 S811-021002	 S811-121002

2) J TYPE CONNECTOR

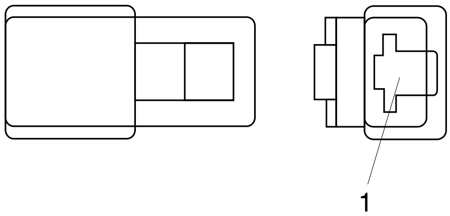
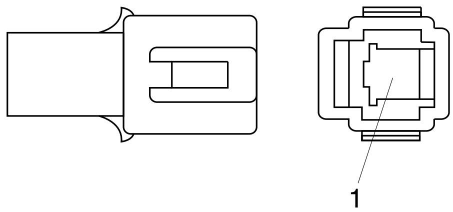
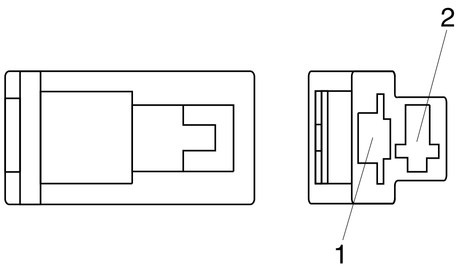
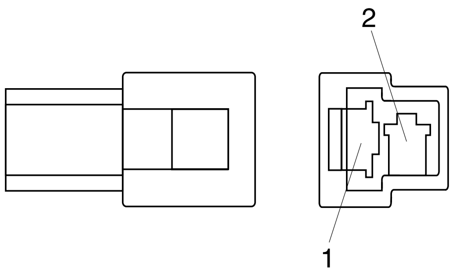
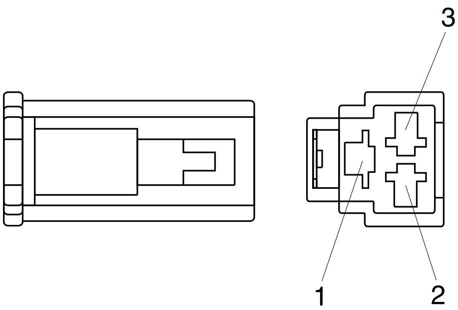
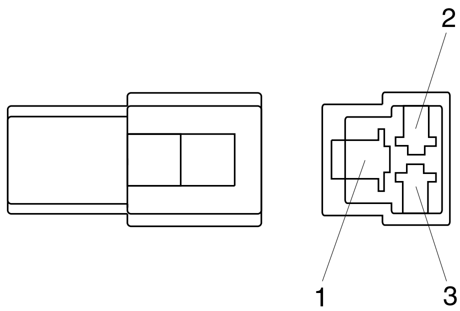
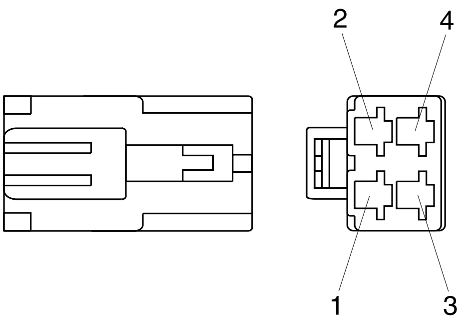
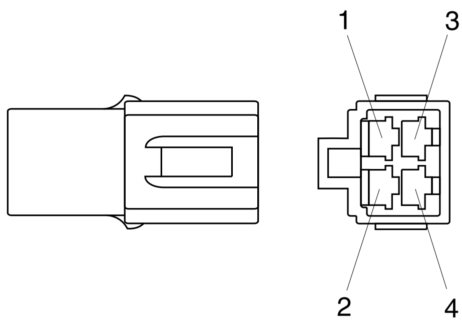
No. of pin	Receptacle connector (female)	Plug connector (male)
2	 S816-002001	 S816-102001
3	 S816-003001	 S816-103001
4	 S816-004001	 S816-104001
8	 S816-008001	 S816-108001

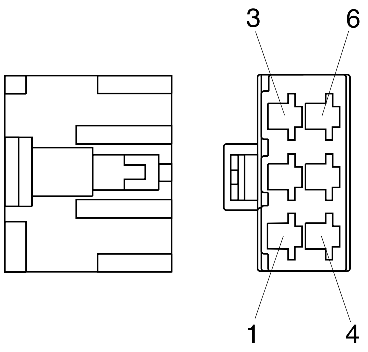
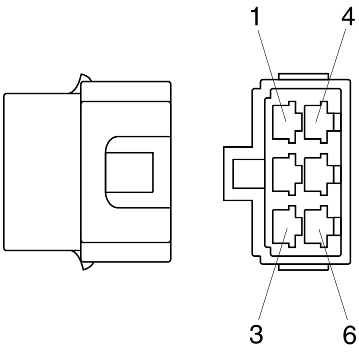
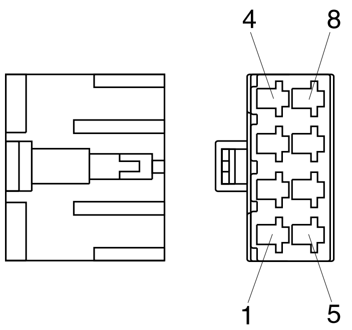
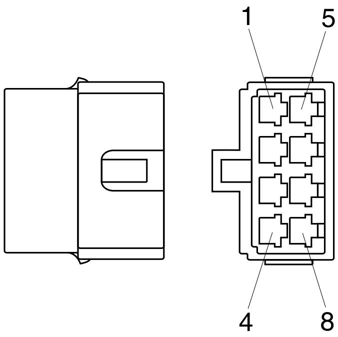
3) SWP TYPE CONNECTOR

No. of pin	Receptacle connector (female)	Plug connector (male)
1	 S814-001000	 S814-101000
2	 S814-002000	 S814-102000
3	 S814-003000	 S814-103000
4	 S814-004000	 S814-104000

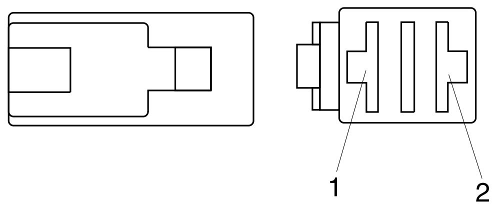
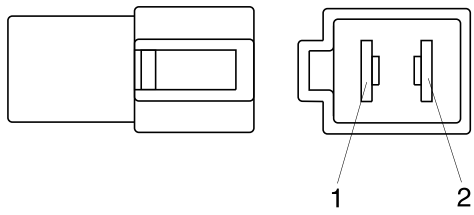
No. of pin	Receptacle connector (female)	Plug connector (male)
6	 S814-006000	 S814-106000
8	 S814-008000	 S814-108000
12	 S814-012000	 S814-112000
14	 S814-014000	 S814-114000

4) CN TYPE CONNECTOR

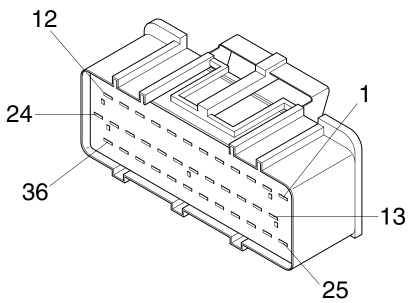
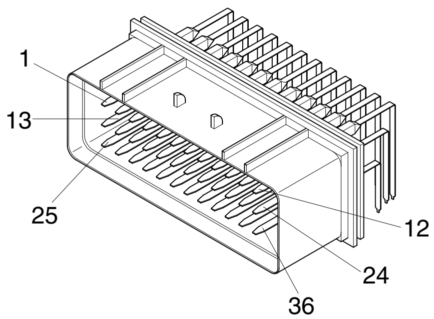
No. of pin	Receptacle connector (female)	Plug connector (male)
1	 S810-001202	 S810-101202
2	 S810-002202	 S810-102202
3	 S810-003202	 S810-103202
4	 S810-004202	 S810-104202

No. of pin	Receptacle connector (female)	Plug connector (male)
6	 S810-006202	 S810-106202
8	 S810-008202	 S810-108202

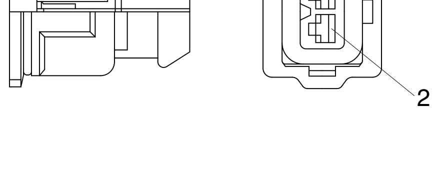
5) 375 FASTEN TYPE CONNECTOR

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

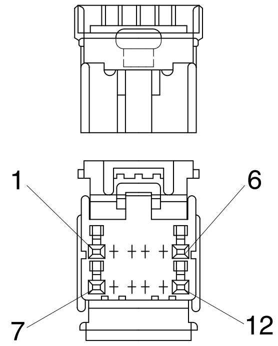
6) AMP ECONOSEAL CONNECTOR

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

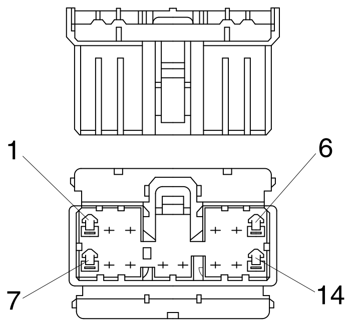
7) AMP TIMER CONNECTOR

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

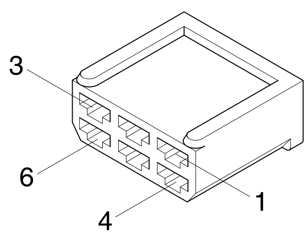
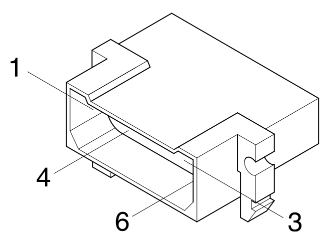
8) AMP 040 MULTILOCK CONNECTOR

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

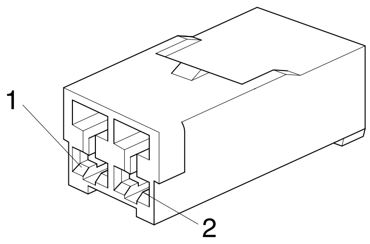
9) AMP 070 MULTILOCK CONNECTOR

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

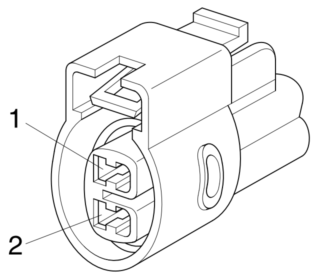
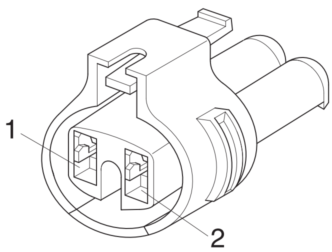
10) AMP FASTIN - FASTON CONNECTOR

No. of pin	Receptacle connector (female)	Plug connector (male)
6	 925276-0	 480003-9

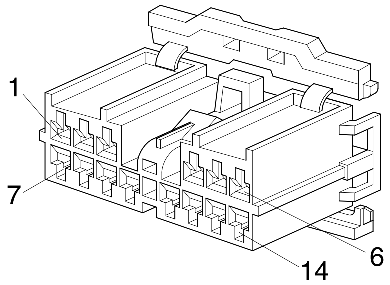
11) KET 090 CONNECTOR

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

12) KET 090 WP CONNECTORS

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

13) KET SDL CONNECTOR

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

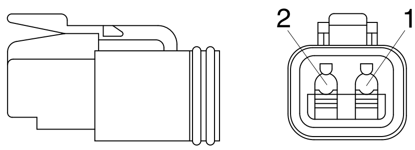
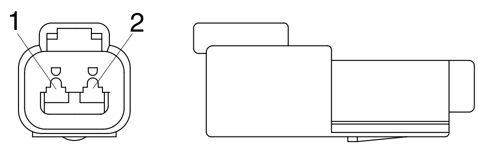
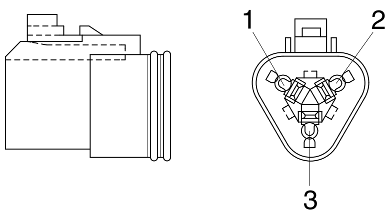
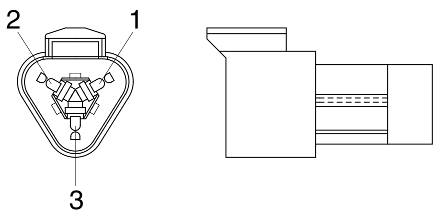
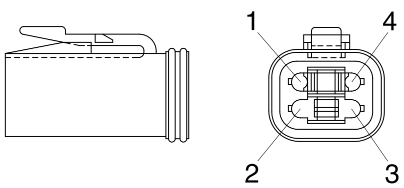
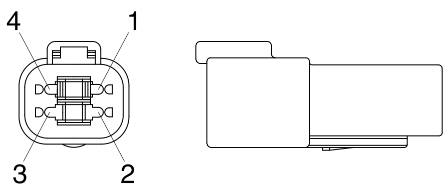
14) DEUTSCH DT CONNECTORS

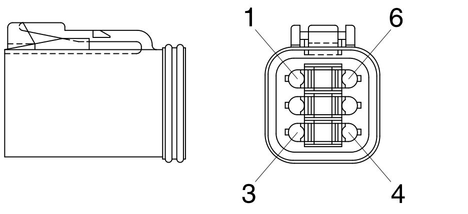
DT 06 - 3S - ★★★★

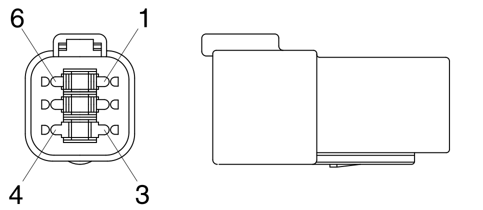
- ★★★★ : Modifications (see below)
- 3S : Number of contacts (P : Pin, S : Socket)
- 06 : 06 : Receptacle, 04 : Plug
- DT : Deutsch connectors

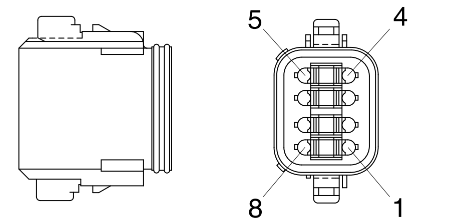
※ Modification

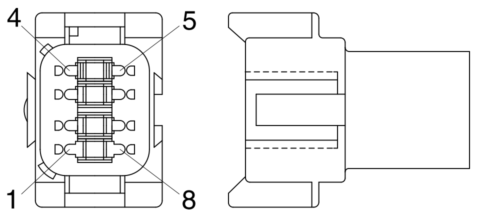
E003 : Standard end cap - gray
E004 : Color of connector to be black
E005 : Combination - E004 & E003
EP04 : End cap
EP06 : Combination P012 & EP04
P012 : Front seal enhancement - connectors color to black for 2, 3, 4 & 6pin

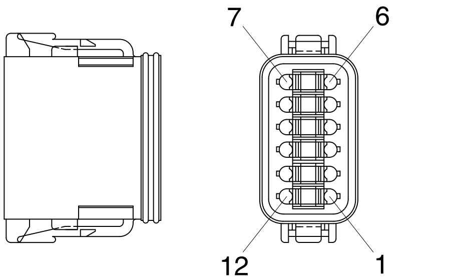
No. of pin	Receptacle connector (female)	Plug connector (male)
2	 DT06-2S	 DT04-2P
3	 DT06-3S	 DT04-3P
4	 DT06-4S	 DT04-4P

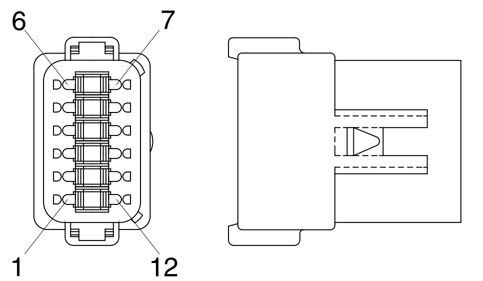
<table>
<tr><th>No. of pin</th><th>Receptacle connector (female)</th><th>Plug connector (male)</th></tr>
<tr><td>6</td><td>

DT06-6S</td><td>

DT04-6P</td></tr>
<tr><td>8</td><td>

DT06-8S</td><td>

DT04-8P</td></tr>
<tr><td>12</td><td>

DT06-12S</td><td>

DT04-12P</td></tr>
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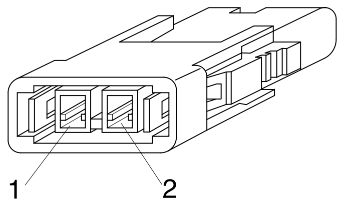
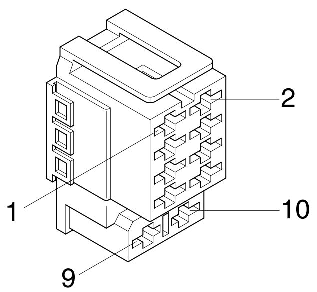
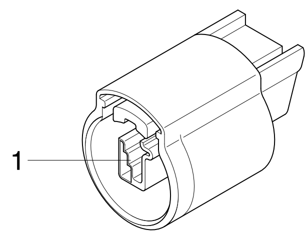
15) MOLEX 2CKTS CONNECTOR

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

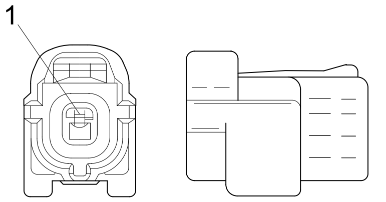
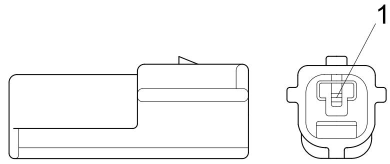
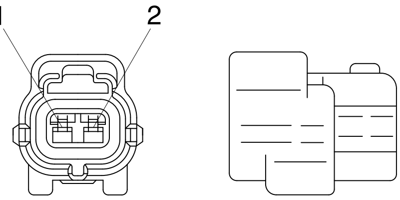
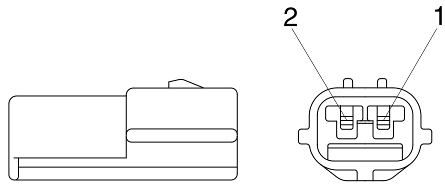
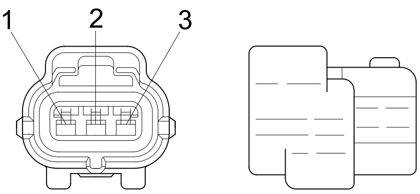
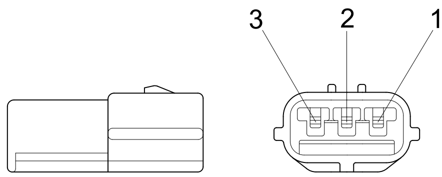
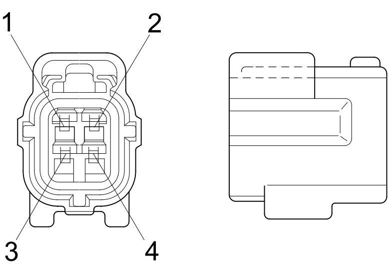
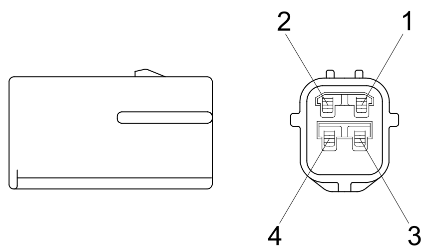
16) ITT SWF CONNECTOR

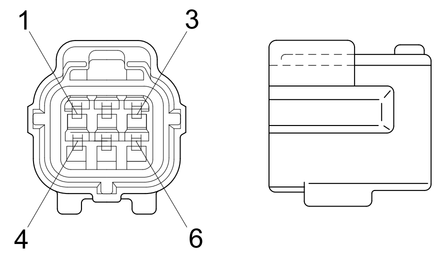
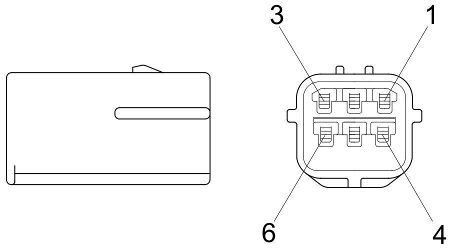
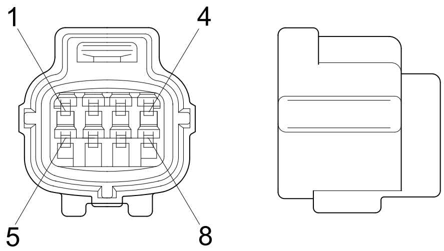
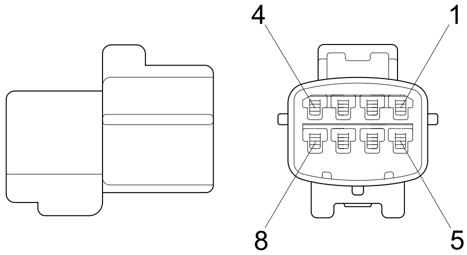
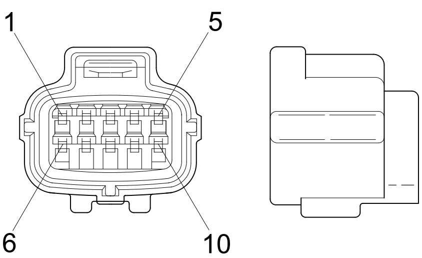
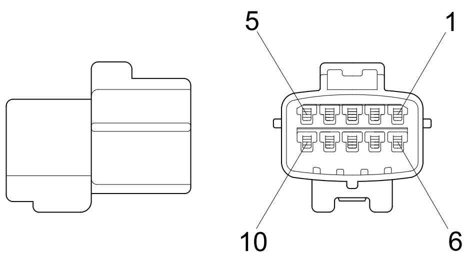
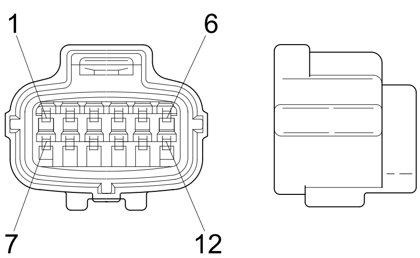
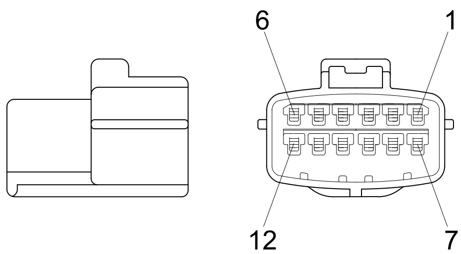
No. of pin	Receptacle connector (female)	Plug connector (male)
10	 SWF593757	

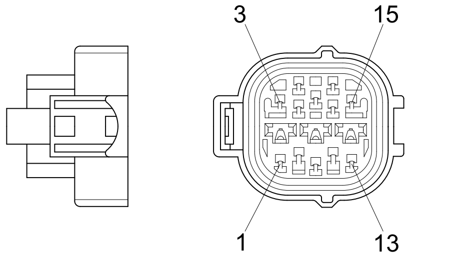
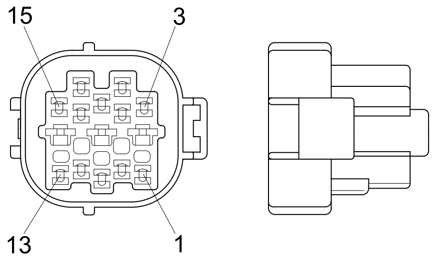
17) MWP NMWP CONNECTOR

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

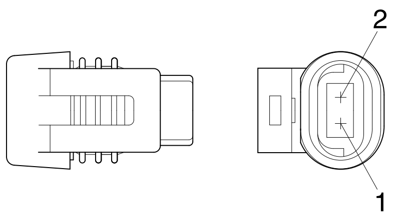
18) ECONOSEAL J TYPE CONNECTORS

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

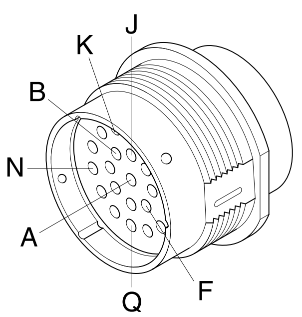
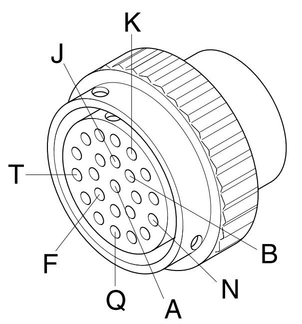
No. of pin	Receptacle connector (female)	Plug connector (male)
6	 S816-006002	 S816-106002
8	 S816-008002	 S816-108002
10	 S816-010002	 S816-110002
12	 S816-012002	 S816-112002

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

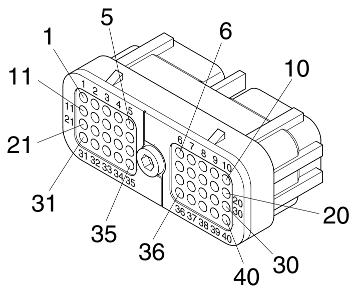
19) METRI-PACK TYPE CONNECTOR

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

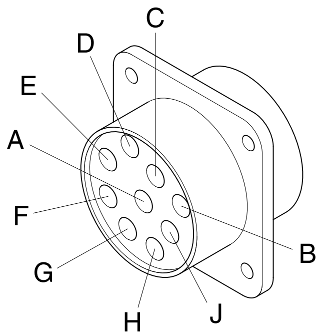
20) DEUTSCH HD30 CONNECTOR

No. of pin	Receptacle connector (female)	Plug connector (male)
23	 HD36-24-23SN	 HD34-24-23PN

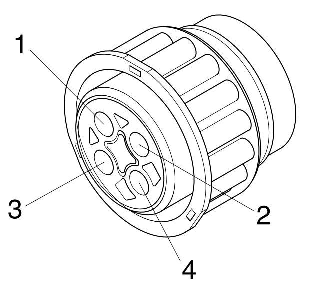
21) DEUTSCH MCU CONNECTOR

No. of pin	Receptacle connector (Female)	Plug connector (Male)
40	 DRC26-40SA/B	

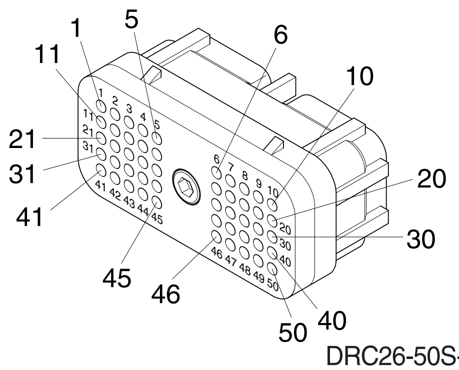
22) DEUTSCH SERVICE TOOL CONNECTOR

No. of pin	Receptacle connector (Female)	Plug connector (Male)
9	 HD10-9-96P	

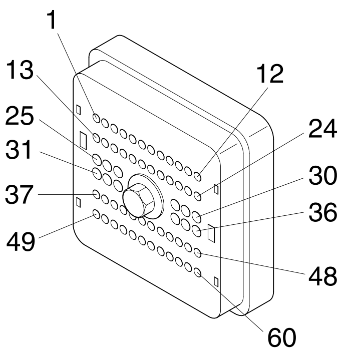
23) AMP FUEL WARMER CONNECTOR

No. of pin	Receptacle connector (Female)	Plug connector (Male)
4	 2-967325-3	

24) DEUTSCH ENGINE ECM CONNECTOR

No. of pin	Receptacle connector (Female)	Plug connector (Male)
50	 DRC26-50S-04	

25) DEUTSCH INTERMEDIATE CONNECTOR

No. of pin	Receptacle connector (Female)	Plug connector (Male)
60	 DRB16-60SAE-L018	

SECTION 5 MECHATRONICS SYSTEM

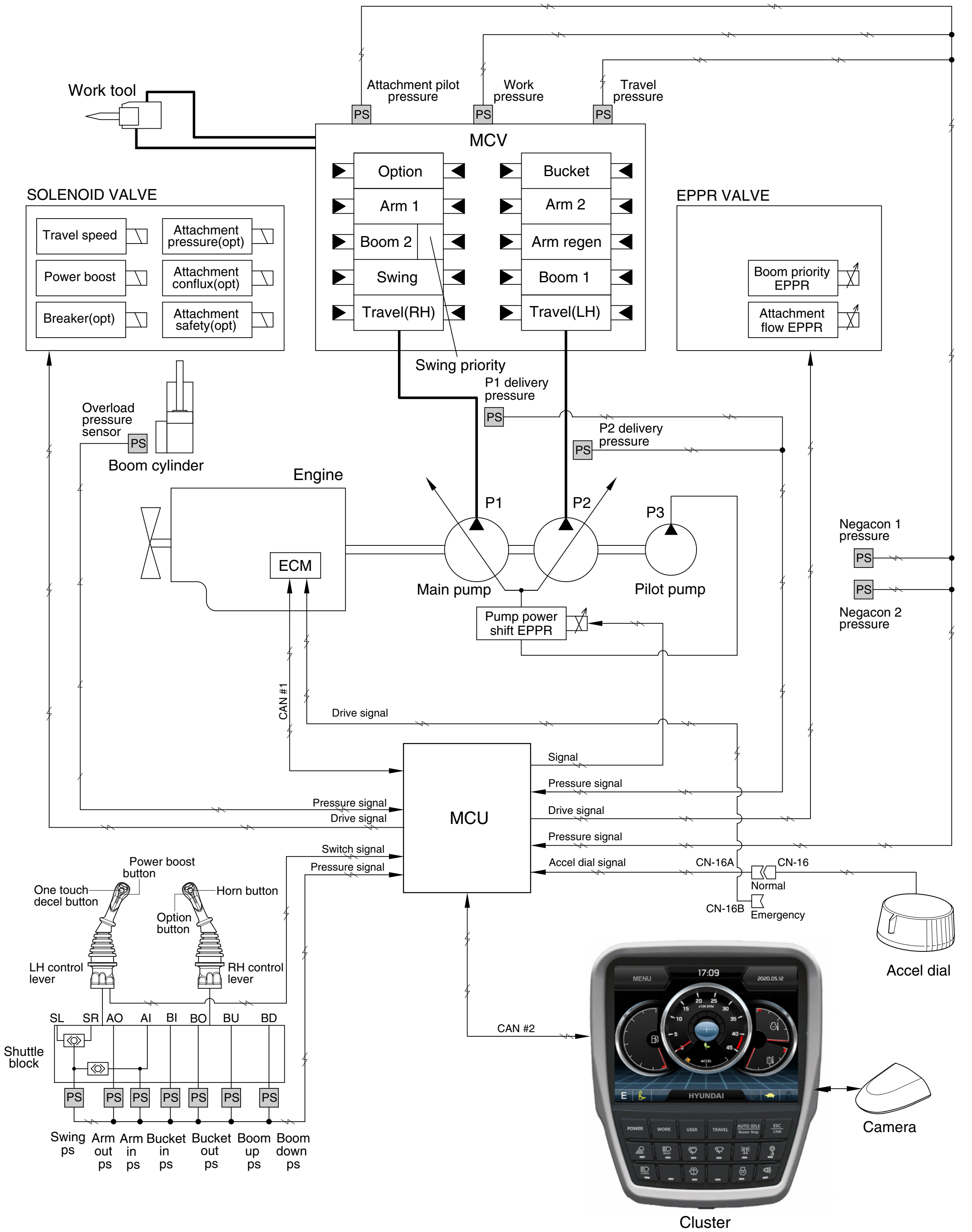
SECTION 5 MECHATRONICS SYSTEM

GROUP 1 OUTLINE

The ADVANCED 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 ECM, 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.

- ADVANCED CAPO SYSTEM
  - Mode selection system
    - Power mode selection (P, S, E)
    - Work mode selection
    - User mode system (U)
  - Auto deceleration system
  - Power boost system
  - Travel speed control system
  - Automatic warming up system
  - Engine overheat prevention system
  - Variable power control system
  - Attachment flow control system
  - Intelligent power control system
  - Anti-restart system
  - Self-diagnostic system
    - MCU & cluster protection
    - Open-short diagnosis & error code display
    - Machine error code display
  - Machine monitoring system
    - Machine condition monitoring
    - Electric signal monitoring
  - One touch deceleration system

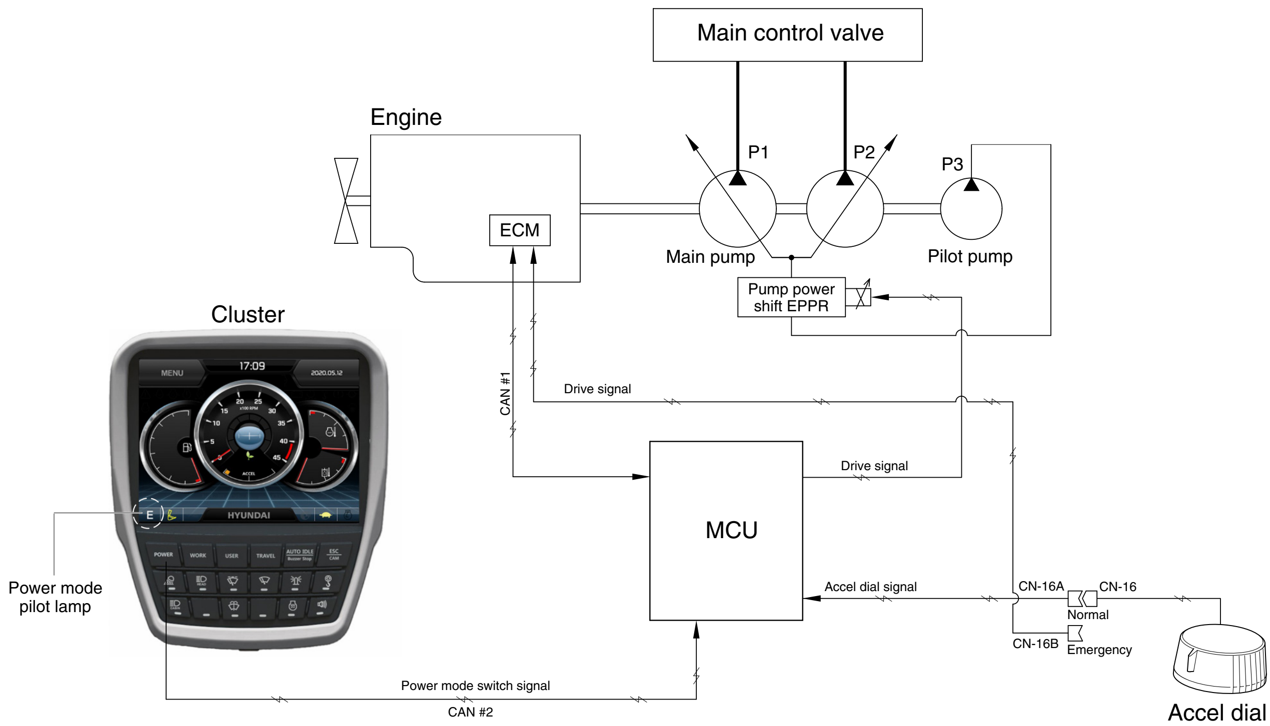
SYSTEM DIAGRAM



260SA5MS01

GROUP 2 MODE SELECTION SYSTEM

1. POWER MODE SELECTION SYSTEM



260SA5MS02

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

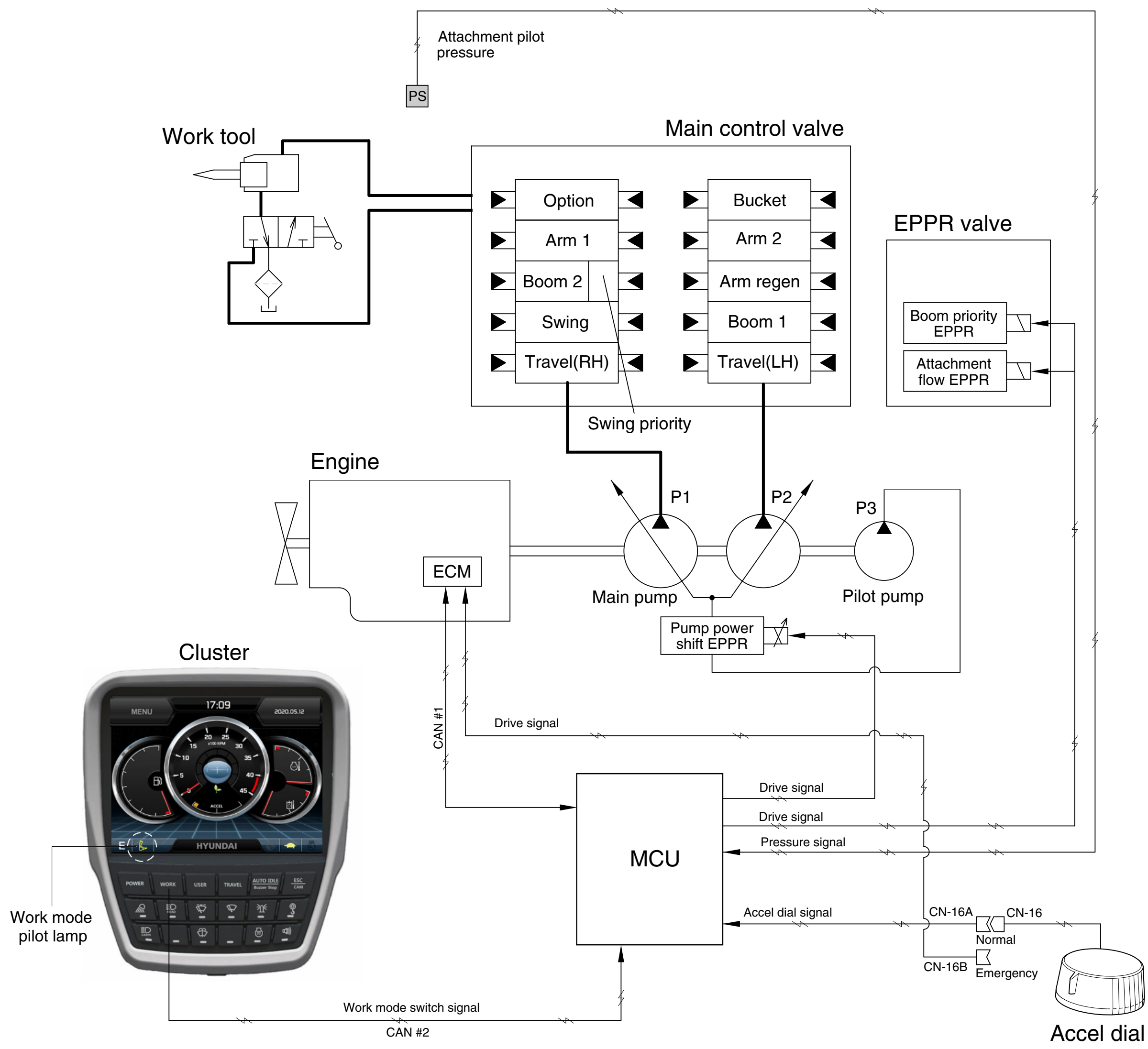
The combination of 3 power modes (P, S, E) and acceleration mode (10 set) of haptic controller makes it possible to use the engine and pump power more effectively corresponding to the work conditions from a heavy and great power requesting work to a light and precise work.

Power mode	Application	Engine rpm				Power shift by EPPR valve	
		Standard		Option		Standard	Option
		Unload	Load	Unload	Load	Pressure (kgf/cm^2)	Pressure (kgf/cm^2)
P	Heavy duty power	1650±50	1750±50	1850±50	1850±50	12±3	7±3
S	Standard power	1550±50	1650±50	1750±50	1750±50	15±3	10±3
E	Economy operation	1450±50	1550±50	1650±50	1650±50	18±3	13±3
AUTO DECEL	Engine deceleration	1000±100	-	1000±100	-	38±3	38±3
One touch decel	Engine quick deceleration	850±100	-	850±100	-	38±3	38±3
KEY START	Key switch start position	850±100	-	850±100	-	38±3	38±3

※ 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).



260SA5MS03

1) GENERAL WORK MODE (bucket)

This mode is used to general digging work.

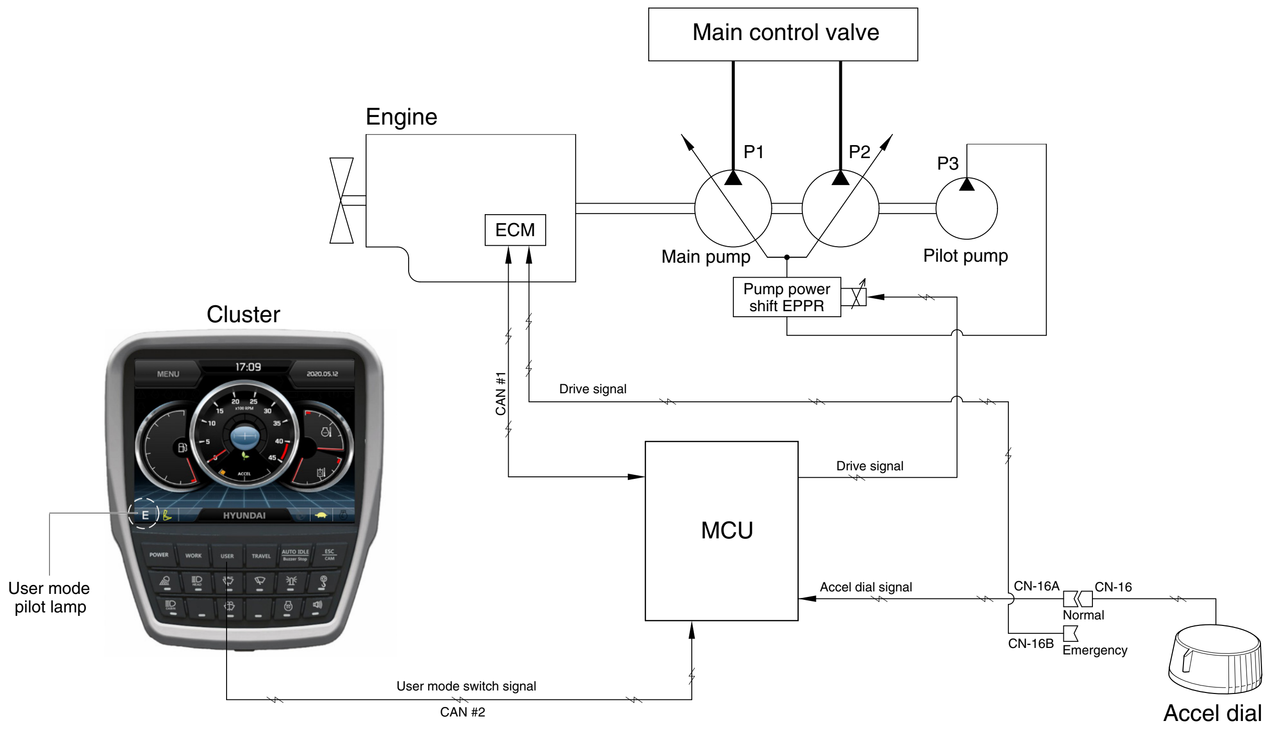
2) ATT WORK MODE (breaker, crusher)

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

Description	General mode	Work tool	
	Bucket	Breaker	Crusher
Attachment safety solenoid	OFF	-	ON
Attachment conflux solenoid	OFF	ON/OFF	ON/OFF
Attachment flow EPPR current	100 mA	100~700 mA	100~700 mA
Breaker solenoid★	OFF	ON	-

★ When breaker operating button is pushed.

3. USER MODE SELECTION SYSTEM



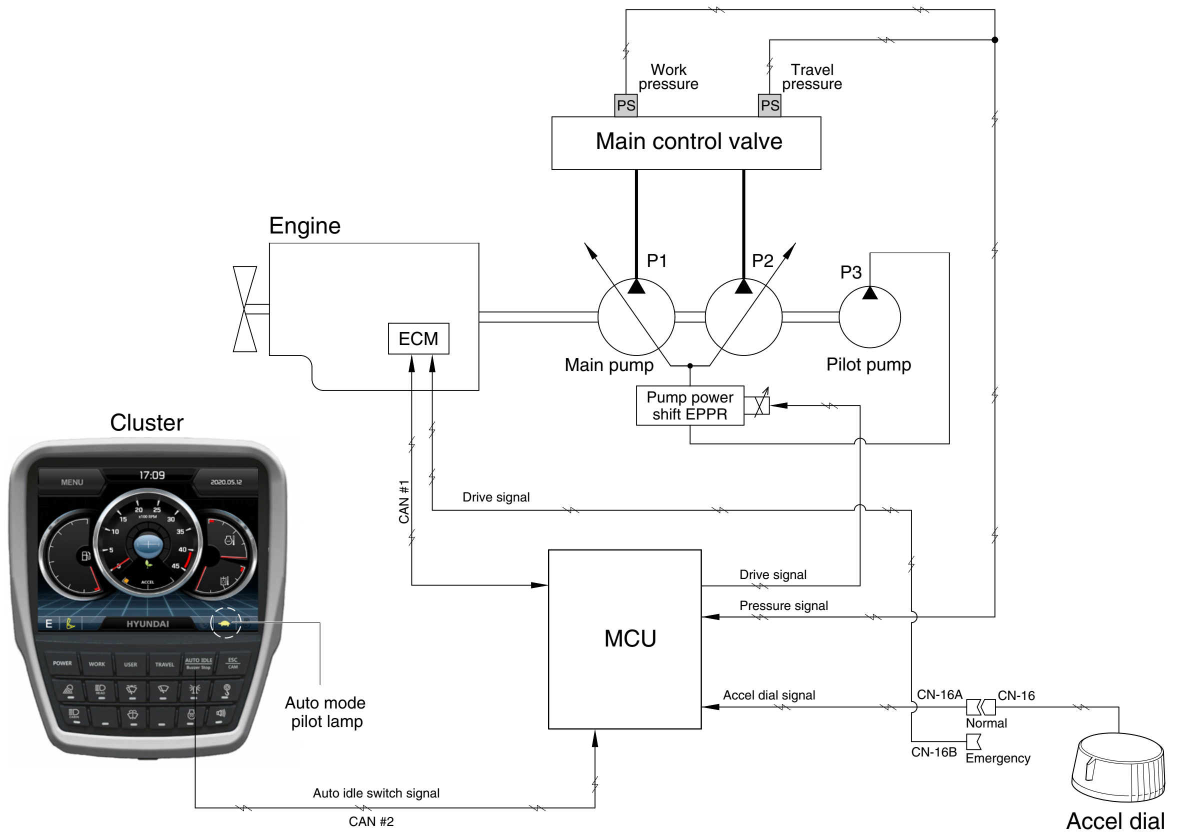
260SA5MS04

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	1600	850	0
2	1650	880	3
3	1700	900	6
4	1750	950	9
5	1800	1000 (auto decal)	12
6	1850	1050	16
7	1900	1100	20
8	1950	1150	26
9	2000	1200	32
10	2050	1250	38

GROUP 3 AUTOMATIC DECELERATION SYSTEM

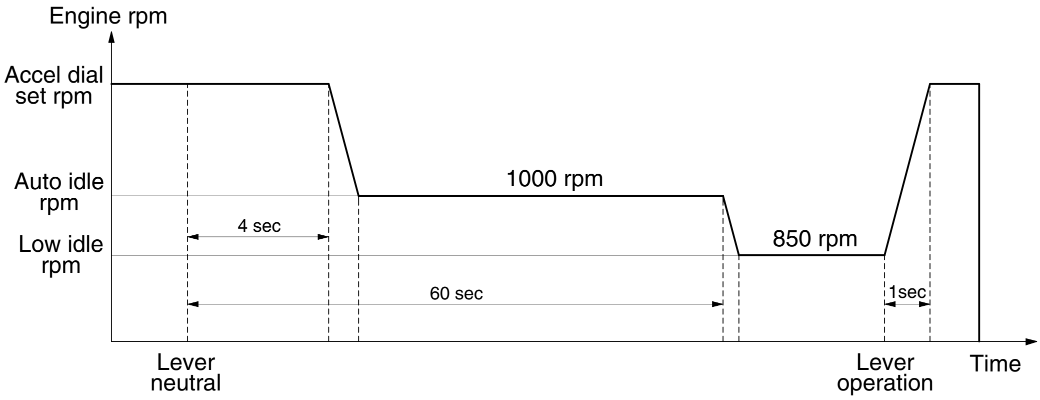


260SA5MS05

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 drive the governor moter to reduce the engine speed to 1000 rpm. If the control levers are at neutral for 1 minute, MCU reduces the engine speed to 850 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.



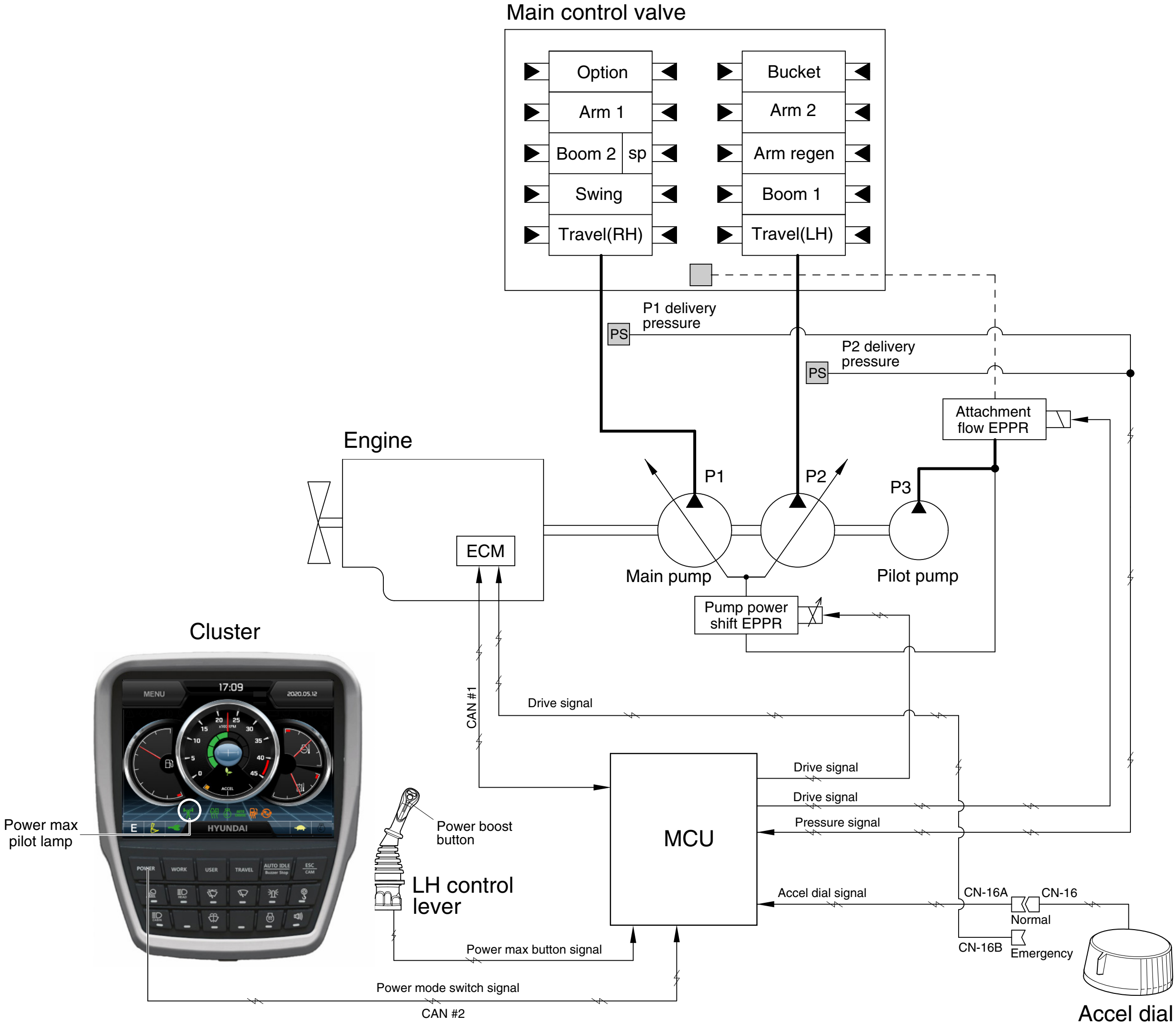
220S5MS56

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



260SA5MS06

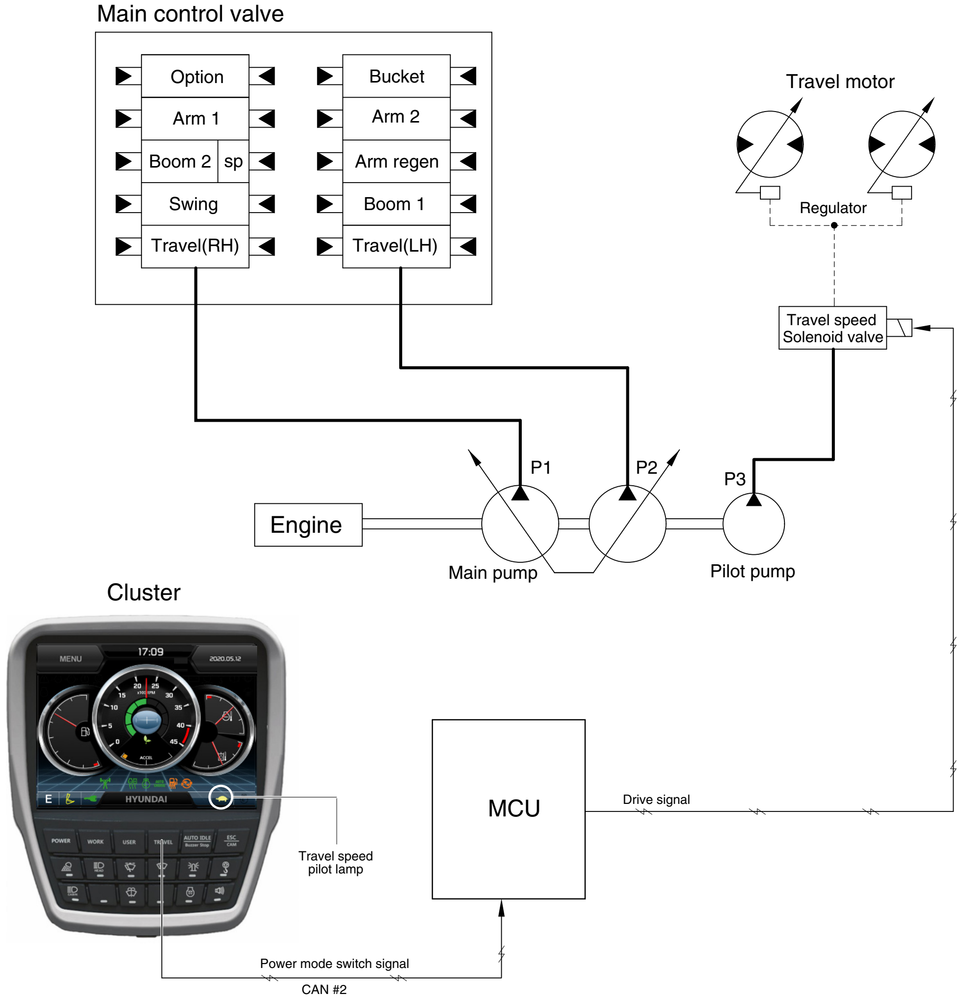
· When the power boost switch on the left control lever knob is pushed ON, the power mode is set P mode and maximum digging power is increased by 10 %.

· 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 Multimodal dial : over 8	- Power mode : P - Multimodal dial power : 9 - Power boost solenoid : ON - Power boost pilot lmap : 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



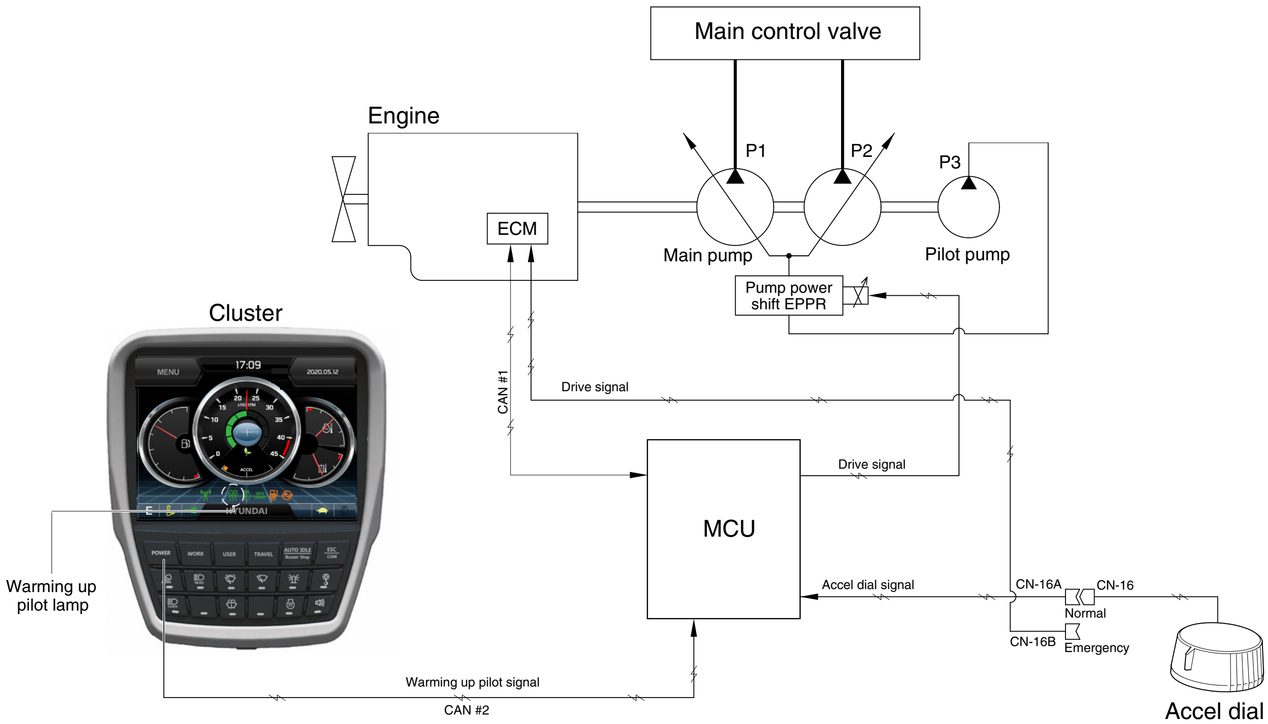
260SA5MS10

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



260SA5MS07

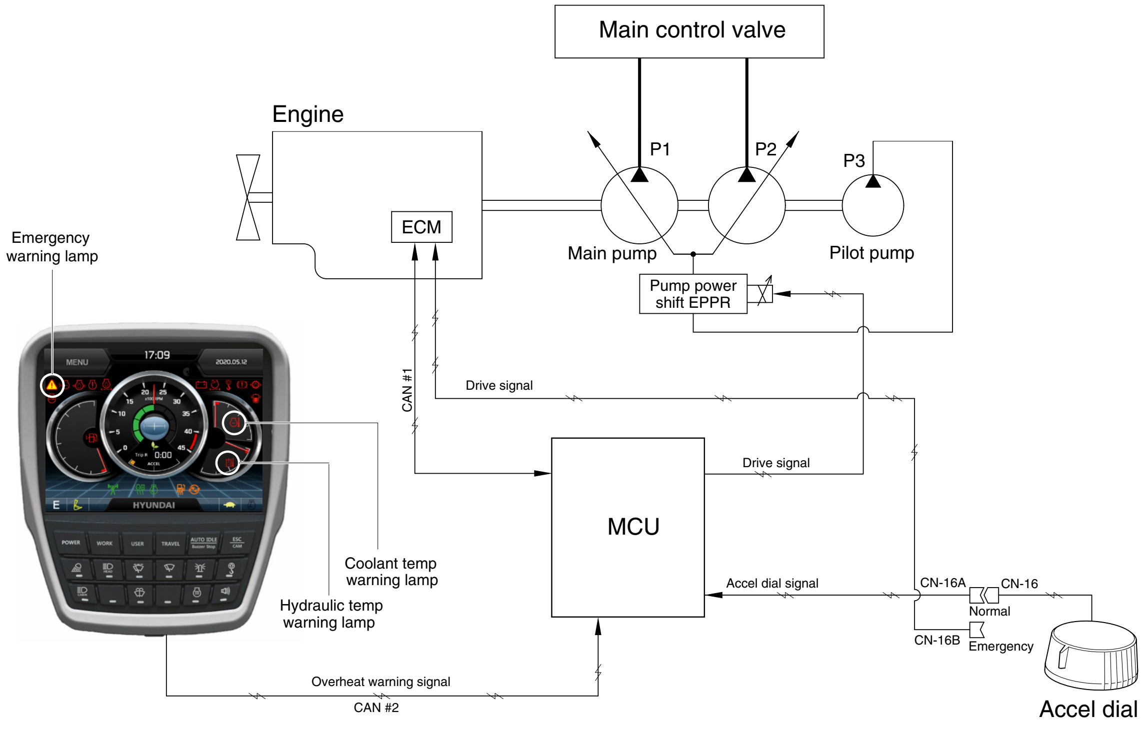
1. The MCU receives the engine coolant temperature thought the temperature sensor, and if the coolant temperature is below 30˚C, it increases the engine speed from key start rpm to 1100 rpm. At this time the mode does not change. If the coolant temperature sensor has fault, the hydraulic oil temperature 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

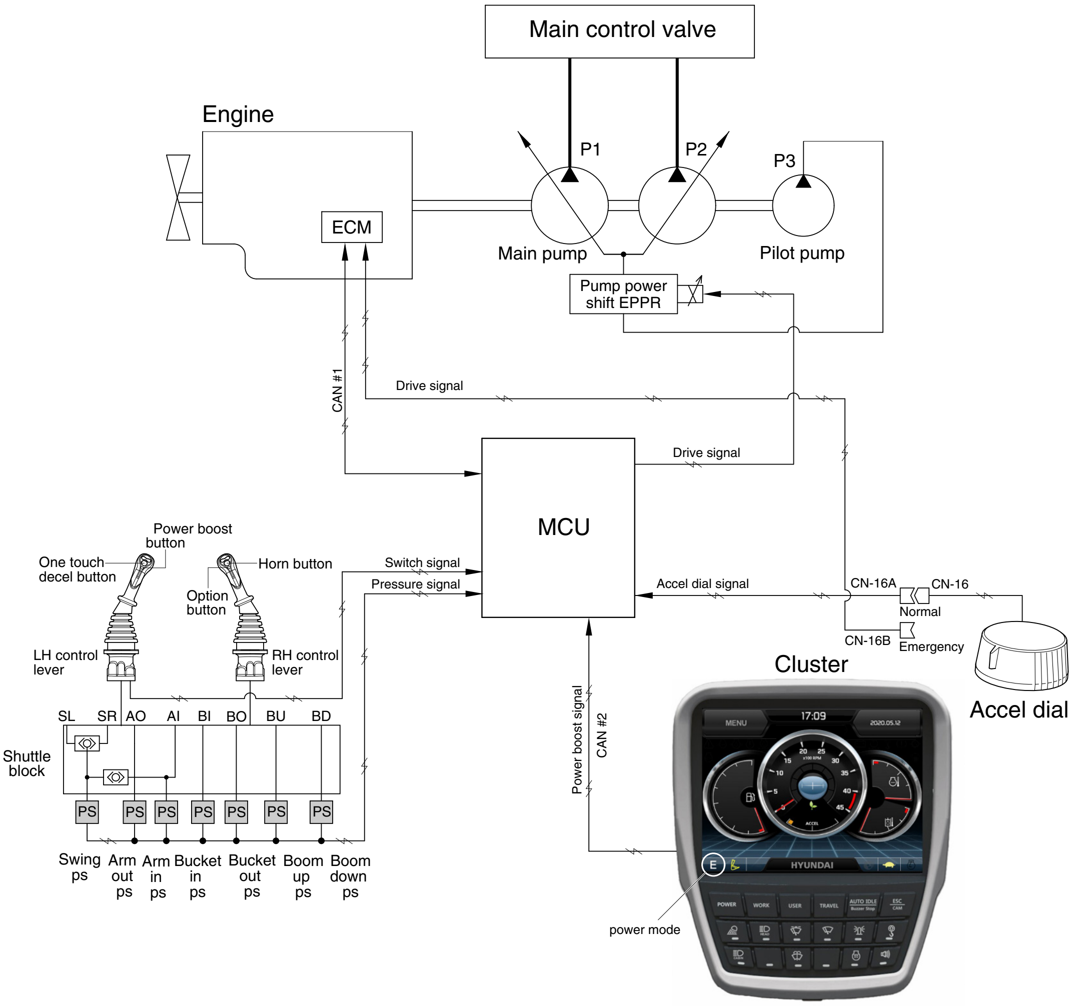


260SA5MS08

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 warning	Activated	- Coolant temperature : Above 100˚C	- Warning lamp : ON , buzzer : OFF - Pump input torque is reduced.
		- Hydraulic oil temperature : Above 100˚C	- Warning lamp & buzzer : ON - Pump input torque is reduced.
	Canceled	- Coolant temperature : Less than 100˚C - Hydraulic oil temperature : Less than 100˚C	- Return to pre-set the pump absorption torque.
Second step warning	Activated	- Coolant temperature : Above 107˚C - 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.
	Canceled	- Coolant temperature : Less than 100˚C - Hydraulic oil temperature : Less than 100˚C	- Return to pre-set the engine speed. - Hold pump absorption torque on the first step warning.



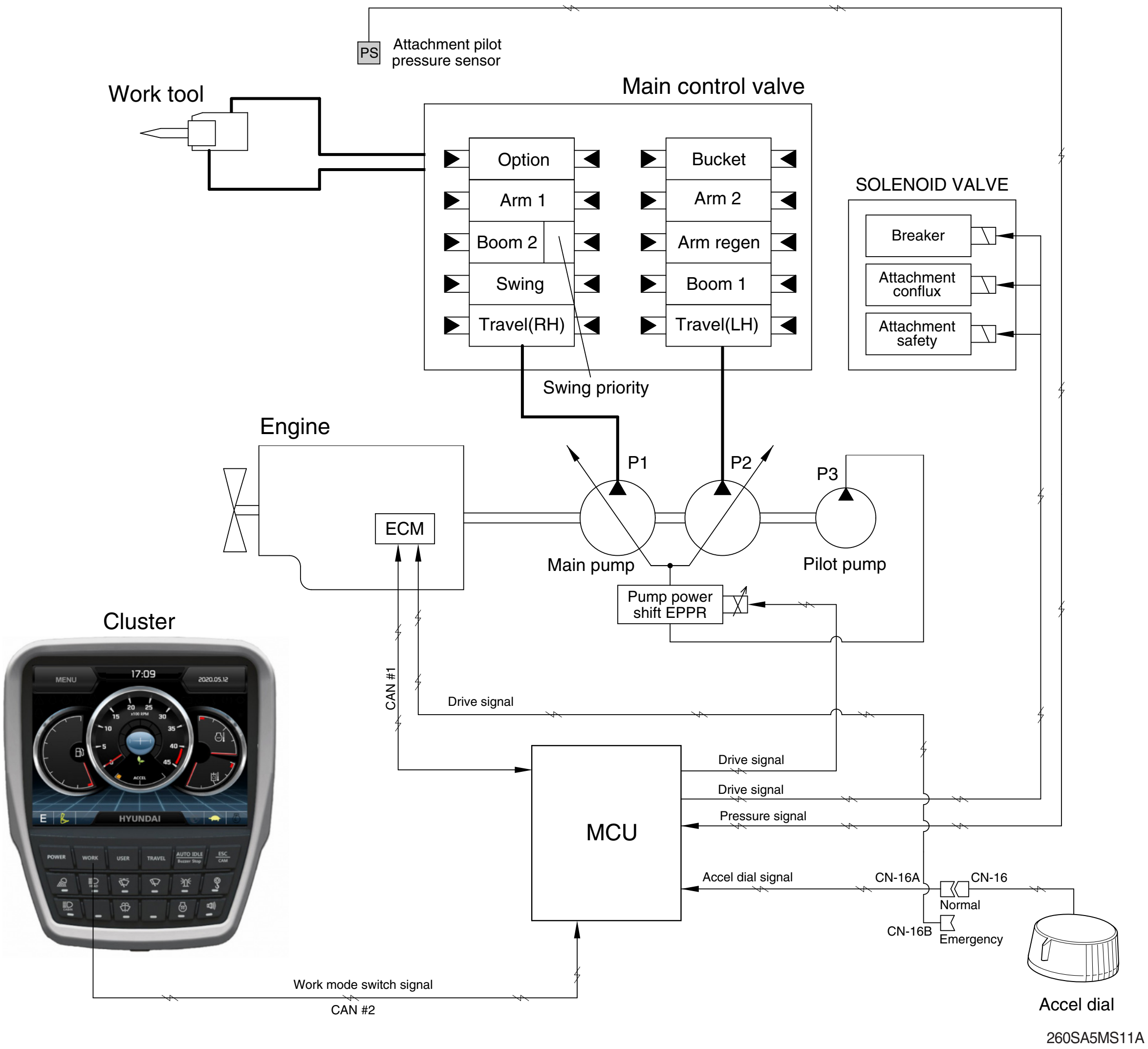
260SA5MS09

· 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	P, S, E
Work mode	General (bucket)
Pressure sensor	Normal

※ The variable power control function can be activated when the power mode is set to all power mode.

GROUP 9 ATTACHMENT FLOW CONTROL SYSTEM



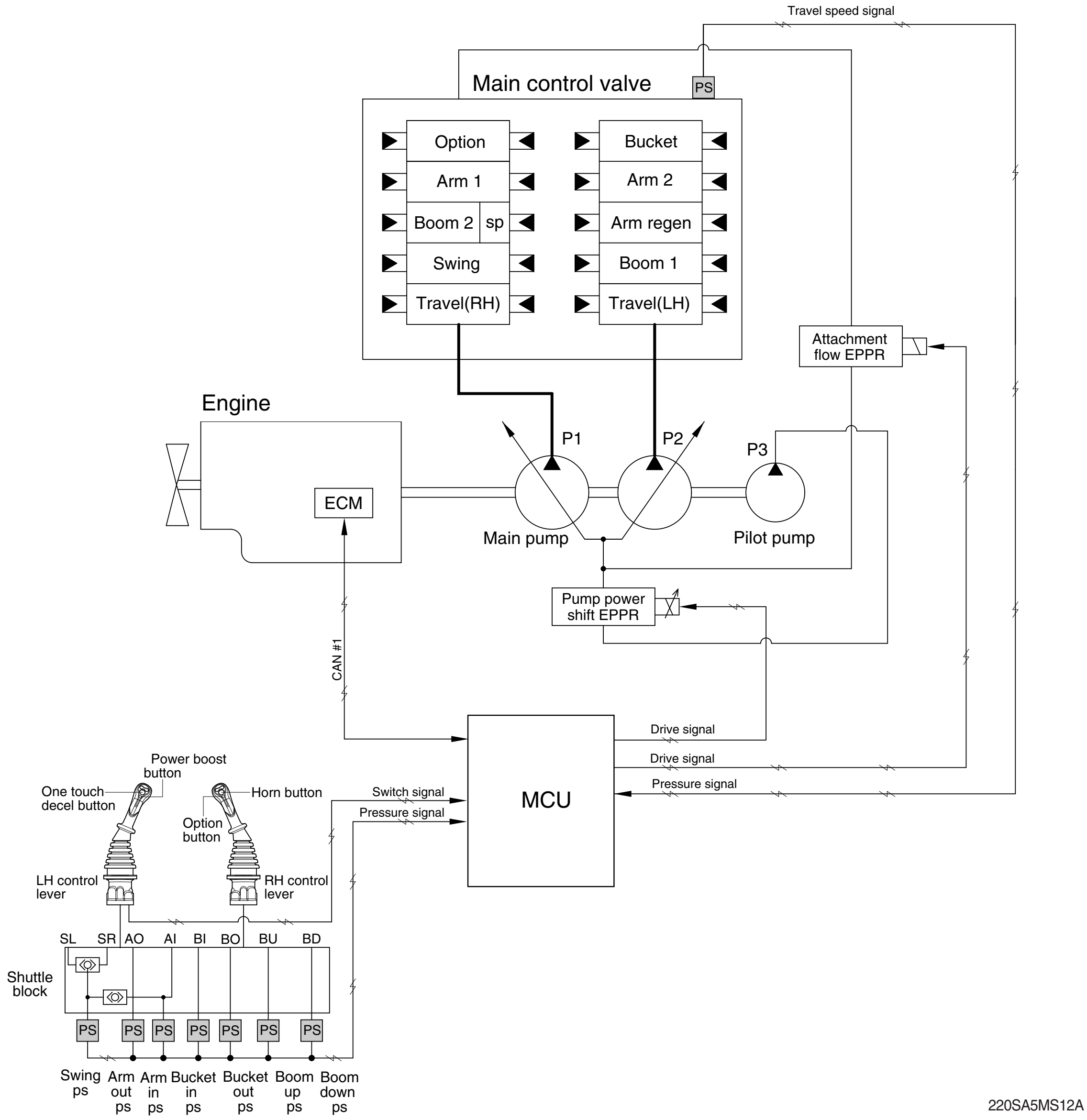
· The system is used to control the pump delivery flow according to set of the work tool on the cluster by the attachment flow EPPR valve.

Description	Work tool	
	Breaker	Crusher
Flow level	100 ~ 180 lpm	100 ~ 440 lpm
Attach safety solenoid	-	ON
Attach conflux solenoid	-	ON/OFF
Breaker solenoid★	ON	-

※ Refer to the page 5-75 for the attachment kinds and max flow.

★ When breaker operating button is pushed.

GROUP 10 INTELLIGENT POWER CONTROL SYSTEM



220SA5MS12A

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

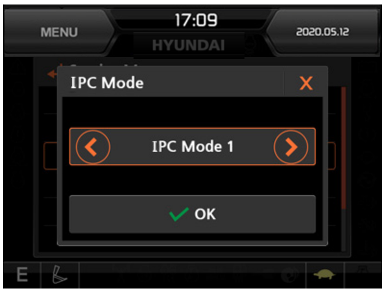
Condition★1	Function
IPC mode : ON★2 Boom up Arm in Not travel motion Not swing motion	Limitation of pump flow rate : Activated
None of upper condition	Limitation of pump flow rate : Canceled

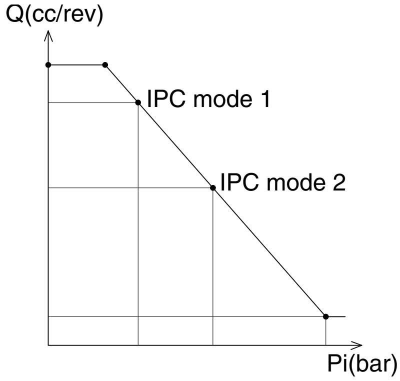
★1 AND condition

★2 IPC mode ON/OFF is selected at "Mode setup > IPC mode". See next page.

2. IPC MODE SELECTION

IPC mode ON/OFF and the levels of flow rate limit can be selected at "Mode setup > IPC mode"

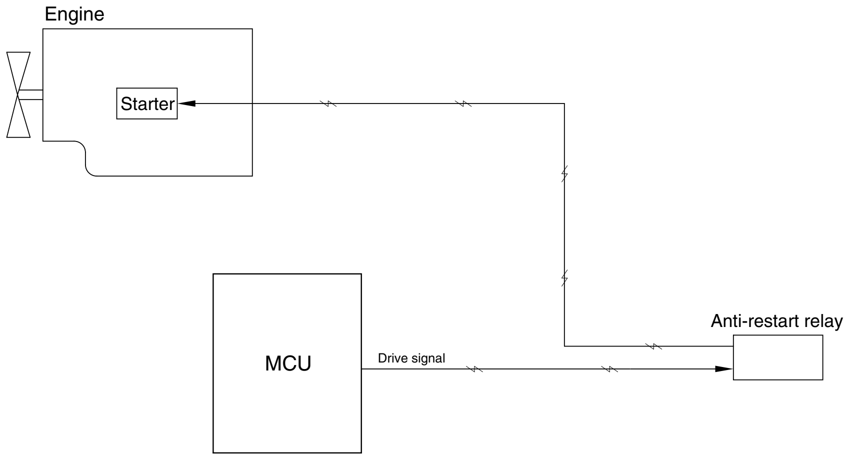




145SA5MS19

IPC mode	Description
Balance mode (default)	IPC mode ON, limit level 1
Efficiency mode	IPC mode ON, limit level 2
Speed mode	IPC mode OFF

GROUP 11 ANTI-RESTART SYSTEM



220S5MS18

1. ANTI-RESTART FUNCTION

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

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

220S3CD120A

220S3CD125A

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

2) Logged fault

220S3CD128A

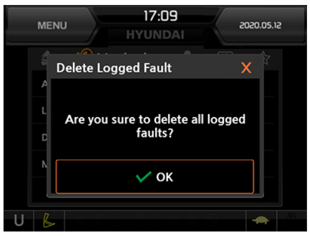
220S3CD124A

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

3) Delete logged fault

220S3CD134A

220S3CD126A



220S3CD127A

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

3. MACHINE ERROR CODES TABLE

DTC		Diagnostic Criteria	Application		
HCESPN	FMI		G	C	W
101	3	10 seconds continuous, Hydraulic Oil Temp. Measurement Voltage > 3.8V	●		
	4	10 seconds continuous, Hydraulic Oil Temp. Measurement Voltage < 0.3V	●		
	(Results / Symptoms) 1. Monitor – Hydraulic oil temperature display failure 2. Control Function – Fan revolutions control failure (Checking list) 1. CD-1 (#2) – CN-52 (#24) Checking Open/Short 2. CD-1 (#1) – CN-51 (#11) Checking Open/Short				
105	0	10 seconds continuous, Working Press. Sensor Measurement Voltage > 5.2V	●		
	1	10 seconds continuous, 0.3V≤ Working Press. Sensor Measurement Voltage < 0.8V	●		
	4	10 seconds continuous, Working Press. Sensor Measurement Voltage < 0.3V	●		
	(Results / Symptoms) 1. Monitor – Working Press. display failure 2. Control Function – Auto Idle operation failure, Engine variable horse power control operation failure (Checking list) 1. CD-7 (#B) – CN-52 (#37) Checking Open/Short 2. CD-7 (#A) – CN-51 (#3) Checking Open/Short 3. CD-7 (#C) – CN-51 (#13) Checking Open/Short				
108	0	10 seconds continuous, Travel Oil Press. Sensor Measurement Voltage > 5.2V		●	
	1	10 seconds continuous, 0.3V ≤ Travel Oil Press. Sensor Measurement Voltage < 0.8V	●		
	4	10 seconds continuous, Travel Oil Press. Sensor Measurement Voltage < 0.3V	●		
	(Results / Symptoms) 1. Monitor – Travel Oil Press. display failure 2. Control Function – Auto Idle operation failure, Engine variable horse power control operation failure, IPC operation failure, Driving alarm operation failure (Checking list) 1. CD-6 (#B) – CN-52 (#38) Checking Open/Short 2. CD-6 (#A) – CN-51 (#3) Checking Open/Short 3. CD-6 (#C) – CN-51 (#13) Checking Open/Short				

※ Some error codes are not applied to this machine.

G : General C : Crawler Type W : Wheel Type

DTC		Diagnostic Criteria	Application		
HCESPN	FMI		G	C	W
120	0	10 seconds continuous, Main Pump 1 (P1) Press. Sensor Measurement Voltage > 5.2V	●		
	1	10 seconds continuous, 0.3V ≤ Main Pump 1 (P1) Press. Sensor Measurement Voltage < 0.8V	●		
	4	10 seconds continuous, Main Pump 1 (P1) Press. Sensor Measurement Voltage < 0.3V	●		
		(Results / Symptoms) 1. Monitor – Main Pump 1 (P1) Press. display failure 2. Control Function – Automatic voltage increase operation failure, Overload at compensation control failure (Checking list) 1. CD-42 (#B) – CN-52 (#29) Checking Open/Short 2. CD-42 (#A) – CN-51 (#3) Checking Open/Short 3. CD-42 (#C) – CN-51 (#13) Checking Open/Short			
121	0	10 seconds continuous, Main Pump 2 (P2) Press. Sensor Measurement Voltage > 5.2V	●		
	1	10 seconds continuous, 0.3V≤ Main Pump 2 (P2) Press. Sensor Measurement Voltage < 0.8V	●		
	4	10 seconds continuous, Main Pump 2 (P2) Press. Sensor Measurement Voltage < 0.3V	●		
		(Results / Symptoms) 1. Monitor – Main Pump 2 (P2) Press. display failure 2. Control Function – Automatic voltage increase operation failure, Overload at compensation control failure (Checking list) 1. CD-43 (#B) – CN-52 (#30) Checking Open/Short 2. CD-43 (#A) – CN-51 (#3) Checking Open/Short 3. CD-43 (#C) – CN-51 (#13) Checking Open/Short			
122	1	(when you had conditions mounting pressure sensor) 10 seconds continuous, 0.3V ≤ Overload Press. Sensor Measurement Voltage < 0.8V	●		
	4	(when you had conditions mounting pressure sensor) 10 seconds continuous, Overload Press. Sensor Measurement Voltage < 0.3V	●		
		(Results / Symptoms) 1. Monitor – Overload Press. display failure 2. Control Function – Overload warning alarm failure (Checking list) 1. CD-31 (#B) – CN-52 (#39) Checking Open/Short 2. CD-31 (#A) – CN-51 (#3) Checking Open/Short 3. CD-31 (#C) – CN-51 (#13) Checking Open/Short			

※ Some error codes are not applied to this machine.

G : General C : Crawler Type W : Wheel Type

<table>
<tr><th colspan="2">DTC</th><th rowspan="2">Diagnostic Criteria</th><th colspan="3">Application</th></tr>
<tr><th>HCESPN</th><th>FMI</th><th>G</th><th>C</th><th>W</th></tr>
<tr><td rowspan="4">123</td><td>0</td><td>10 seconds continuous, Negative 1 Press. Sensor Measurement Voltage > 5.2V</td><td>●</td><td></td><td></td></tr>
<tr><td>1</td><td>10 seconds continuous, 0.3V≤ Negative 1 Press. Sensor Measurement Voltage < 0.8V</td><td>●</td><td></td><td></td></tr>
<tr><td>4</td><td>10 seconds continuous, Negative 1 Press. Sensor Measurement Voltage < 0.3V</td><td>●</td><td></td><td></td></tr>
<tr><td colspan="5">(Results / Symptoms)
1. Monitor – Negative 1 Press. display failure
2. Control Function – IPC operation failure, Option attachment flow control operation failure
(Checking list)
1. CD-70 (#B) – CN-51 (#39) Checking Open/Short
2. CD-70 (#A) – CN-51 (#3) Checking Open/Short
3. CD-70 (#C) – CN-51 (#13) Checking Open/Short</td></tr>
<tr><td rowspan="4">124</td><td>0</td><td>10 seconds continuous, Negative 2 Press. Sensor Measurement Voltage > 5.2V</td><td>●</td><td></td><td></td></tr>
<tr><td>1</td><td>10 seconds continuous, 0.3V≤ Negative 2 Press. Sensor Measurement Voltage < 0.8V</td><td>●</td><td></td><td></td></tr>
<tr><td>4</td><td>10 seconds continuous, Negative 2 Press. Sensor Measurement Voltage < 0.3V</td><td>●</td><td></td><td></td></tr>
<tr><td colspan="5">(Results / Symptoms)
1. Monitor – Negative 2 Press. display failure
2. Control Function – Option attachment flow control operation failure
(Checking list)
1. CD-71 (#B) – CN-51 (#40) Checking Open/Short
2. CD-71 (#A) – CN-51 (#3) Checking Open/Short
3. CD-71 (#C) – CN-51 (#13) Checking Open/Short</td></tr>
<tr><td rowspan="4">127</td><td>0</td><td>10 seconds continuous, Boom Up Pilot Press. Sensor Measurement Voltage > 5.2V</td><td>●</td><td></td><td></td></tr>
<tr><td>1</td><td>10 seconds continuous, 0.3V≤ Boom Up Pilot Press. Sensor Measurement Voltage < 0.8V</td><td>●</td><td></td><td></td></tr>
<tr><td>4</td><td>10 seconds continuous, Boom Up Pilot Press. Sensor Measurement < 0.3V</td><td>●</td><td></td><td></td></tr>
<tr><td colspan="5">(Results / Symptoms)
1. Monitor – Boom Up Pilot Press. display failure
2. Control Function – Engine/Pump variable horse power control operation failure, IPC operation failure, Boom first operation failure
(Checking list)
1. CD-32 (#B) – CN-52 (#35) Checking Open/Short
2. CD-32 (#A) – CN-51 (#3) Checking Open/Short
3. CD-32 (#C) – CN-5 1(#13) Checking Open/Short</td></tr>
</table>

※ Some error codes are not applied to this machine.

G : General C : Crawler Type W : Wheel Type

<table>
<tr><th colspan="2">DTC</th><th rowspan="2">Diagnostic Criteria</th><th colspan="3">Application</th></tr>
<tr><th>HCESPN</th><th>FMI</th><th>G</th><th>C</th><th>W</th></tr>
<tr><td rowspan="4">128</td><td>0</td><td>(when you had conditions mounting pressure sensor)
10 seconds continuous, Boom Down Pilot Press. Sensor Measurement Voltage > 5.2V</td><td>●</td><td></td><td></td></tr>
<tr><td>1</td><td>(when you had conditions mounting pressure sensor)
10 seconds continuous, 0.3V≤ Boom Down Pilot Press. Sensor Measurement Voltage < 0.8V</td><td>●</td><td></td><td></td></tr>
<tr><td>4</td><td>(when you had conditions mounting pressure sensor)
10 seconds continuous, Boom Down Pilot Press. Sensor Measurement Voltage < 0.3V</td><td>●</td><td></td><td></td></tr>
<tr><td colspan="5">(Results / Symptoms)
1. Monitor – Boom Down Pilot Press. display failure
2. Control Function – Boom floating operation failure
(Checking list)
1. CD-85 (#B) – CN-52 (#34) Checking Open/Short
2. CD-85 (#A) – CN-51 (#3) Checking Open/Short
3. CD-85 (#C) – CN-51 (#13) Checking Open/Short</td></tr>
<tr><td rowspan="4">129</td><td>0</td><td>10 seconds continuous, Arm In Pilot Press. Sensor
Measurement Voltage > 4.8V</td><td>●</td><td></td><td></td></tr>
<tr><td>1</td><td>10 seconds continuous, 0.3V≤ Arm In Pilot Press. Sensor Measurement Voltage < 0.8V</td><td>●</td><td></td><td></td></tr>
<tr><td>4</td><td>10 seconds continuous, Arm In Pilot Press. Sensor
Measurement Voltage < 0.3V</td><td>●</td><td></td><td></td></tr>
<tr><td colspan="5">(Results / Symptoms)
1. Monitor – Arm In Pilot Press. display failure
2. Control Function – IPC operation failure
(Checking list)
1. CD-90 (#B) – CN-51 (#10) Checking Open/Short
2. CD-90 (#A) – CN-51 (#3) Checking Open/Short
3. CD-90 (#C) – CN-51 (#13) Checking Open/Short</td></tr>
<tr><td rowspan="4">133</td><td>0</td><td>10 seconds continuous,
Arm In/Out & Bucket In Pilot Press. Sensor Measurement Voltage > 5.2V</td><td>●</td><td></td><td></td></tr>
<tr><td>1</td><td>10 seconds continuous,
0.3V≤ Arm In/Out & Bucket In Pilot Press. Sensor
Measurement Voltage < 0.8V</td><td>●</td><td></td><td></td></tr>
<tr><td>4</td><td>10 seconds continuous,
Arm In/Out & Bucket In Pilot Press. Sensor Measurement Voltage < 0.3V</td><td>●</td><td></td><td></td></tr>
<tr><td colspan="5">(Results / Symptoms)
1. Monitor – Arm In/Out & Bucket In Pilot Press. display failure
2. Control Function – Engine variable horse power control operation failure
(Checking list)
1. CD-35 (#B) – CN-52 (#28) Checking Open/Short
2. CD-35 (#A) – CN-51 (#3) Checking Open/Short
3. CD-35 (#C) – CN-51 (#13) Checking Open/Short</td></tr>
</table>

※ Some error codes are not applied to this machine.

G : General C : Crawler Type W : Wheel Type

DTC		Diagnostic Criteria	Application		
HCESPN	FMI		G	C	W
135	0	10 seconds continuous, Swing Pilot Press. Sensor Measurement Voltage > 5.2V	●		
	1	10 seconds continuous, 0.3V≤ Swing Pilot Press. Sensor Measurement Voltage < 0.8V	●		
	4	10 seconds continuous, Swing Pilot Press. Sensor Measurement Voltage < 0.3V	●		
		(Results / Symptoms) 1. Monitor – Swing Pilot Press. display failure 2. Control Function – IPC operation, Boom first operation failure (Checking list) 1. CD-24 (#B) – CN-52 (#36) Checking Open/Short 2. CD-24 (#A) – CN-51 (#3) Checking Open/Short 3. CD-24 (#C) – CN-51 (#13) Checking Open/Short			
138	0	Monitor – Select Attachment(breaker / crusher) 10 seconds continuous, Attachment Pilot Press. Sensor Measurement Voltage > 5.2V	●		
	1	Monitor – Select Attachment(breaker / crusher) 10 seconds continuous, 0.3V≤ Attachment Pilot Press. Sensor Measurement Voltage < 0.8V	●		
	4	Monitor – Select Attachment(breaker / crusher) 10 seconds continuous, Attachment Pilot Press. Sensor Measurement Voltage < 0.3V	●		
		(Results / Symptoms) 1. Monitor – Attachment Pilot Press. display failure 2. Control Function – Option attachment flow control operation failure (Checking list) 1. CD-69 (#B) – CN-52 (#33) Checking Open/Short 2. CD-69 (#A) – CN-51 (#3) Checking Open/Short 3. CD-69 (#C) – CN-51 (#13) Checking Open/Short			
139 (NA)	1	10 seconds continuous, 0.3V≤ Option Pilot Press. Sensor Measurement Voltage < 0.8V			●
	4	10 seconds continuous, Option Pilot Press. Sensor Measurement Voltage < 0.3V			●
		(Results / Symptoms) 1. Monitor – Option Pilot Press. display failure 2. Control Function – Auto Idle operation failure (Checking list) 1. CD-100 (#B) – CN-52 (#21) Checking Open/Short 2. CD-100 (#A) – CN-51 (#3) Checking Open/Short 3. CD-100 (#C) – CN-1 (#6) Checking Open/Short			

※ Some error codes are not applied to this machine.

G : General C : Crawler Type W : Wheel Type

<table>
<tr><th colspan="2">DTC</th><th rowspan="2">Diagnostic Criteria</th><th colspan="3">Application</th></tr>
<tr><th>HCESPN</th><th>FMI</th><th>G</th><th>C</th><th>W</th></tr>
<tr><td rowspan="3">140</td><td>5</td><td>(Detection)
(When Pump EPPR Current is more than 10 mA)
10 seconds continuous, Pump EPPR drive current < 0 mA
(Cancellation)
(When Pump EPPR Current is more than 10 mA)
3 seconds continuous, Pump EPPR drive current ≥10 mA</td><td>●</td><td></td><td></td></tr>
<tr><td>6</td><td>(Detection)
10 seconds continuous, Pump EPPR drive current > 1.0A
(Cancellation)
3 seconds continuous, Pump EPPR drive current ≤ 1.0 A</td><td>●</td><td></td><td></td></tr>
<tr><td colspan="5">(Results / Symptoms)
1. Control Function – Pump horse power setting specification difference
(Fuel efficiency/speed specification failure)
(Checking list)
1. CN-75 (#2) – CN-52 (#9) Checking Open/Short
2. CN-75 (#1) – CN-52 (#19) Checking Open/Short</td></tr>
<tr><td rowspan="3">141</td><td>5</td><td>(Model Parameter) mounting Boom Priority EPPR
(Detection)
(When Boom Priority EPPR Current is more than 10 mA)
10 seconds continuous, Boom Priority EPPR drive current < 0 mA
(Cancellation)
(When Boom Priority EPPR Current is more than 10 mA)
3 seconds continuous, Boom Priority EPPR drive current ≥ 10 mA</td><td>●</td><td></td><td></td></tr>
<tr><td>6</td><td>(Detection)
10 seconds continuous, Boom Priority EPPR drive current > 1.0 A
(Cancellation)
3 seconds continuous, Boom Priority EPPR drive current ≤ 1.0 A</td><td>●</td><td></td><td></td></tr>
<tr><td colspan="5">(Results / Symptoms)
1. Control Function – Boom first control operation failure
(Checking list)
1. CN-133 (#2) – CN-52 (#7) Checking Open/Short
2. CN-133 (#1) – CN-52 (#17) Checking Open/Short</td></tr>
</table>

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G : General C : Crawler Type W : Wheel Type

<table>
<tr><th colspan="2">DTC</th><th rowspan="2">Diagnostic Criteria</th><th colspan="3">Application</th></tr>
<tr><th>HCESPN</th><th>FMI</th><th>G</th><th>C</th><th>W</th></tr>
<tr><td rowspan="3">143
(NA)</td><td>5</td><td>(Detection)
(When Travel EPPR Current is more than 10 mA)
10 seconds continuous, Travel EPPR drive current = 0 mA
(Cancellation)
(When Travel EPPR Current is more than 100 mA)
3 seconds continuous, Travel EPPR drive current ≥ 10 mA</td><td></td><td></td><td>●</td></tr>
<tr><td>6</td><td>(Detection)
10 seconds continuous, Travel EPPR drive current > 1.0 A
(Cancellation)
3 seconds continuous, Travel EPPR drive current ≤ 1.0 A</td><td></td><td></td><td>●</td></tr>
<tr><td colspan="5">(Results / Symptoms)
1. Control Function – cruise control operation failure
(Checking list)
1. CN-246 (#2) – CN-54 (#39) Checking Open/Short
2. CN-246 (#1) – CN-51 (#40) Checking Open/Short</td></tr>
<tr><td rowspan="3">145
(NA)</td><td>5</td><td>(Model Parameter) mounting Remote Cooling Fan EPPR
(Detection)
(When Remote Cooling Fan EPPR Current is more than 10 mA)
10 seconds continuous, Remote Cooling Fan EPPR drive current = 0 mA
(Cancellation)
(When Remote Cooling Fan EPPR Current is more than 10 mA)
3 seconds continuous, Remote Cooling Fan EPPR drive current ≥ 10 mA</td><td>●</td><td></td><td></td></tr>
<tr><td>6</td><td>(Detection)
10 seconds continuous, Remote Cooling Fan EPPR drive current > 1.0 A
(Cancellation)
3 seconds continuous, Remote Cooling Fan EPPR drive current ≤ 1.0 A</td><td>●</td><td></td><td></td></tr>
<tr><td colspan="5">(Results / Symptoms)
1. Control Function – Remote fan control operation failure
(Checking list)
1. CD-385 (#3) – CN-51 (#9) Checking Open/Short
2. CD-385 (#1) – CN-51 (#14) Checking Open/Short</td></tr>
</table>

※ Some error codes are not applied to this machine.

G : General C : Crawler Type W : Wheel Type

<table>
<tr><th colspan="2">DTC</th><th rowspan="2">Diagnostic Criteria</th><th colspan="3">Application</th></tr>
<tr><th>HCESPN</th><th>FMI</th><th>G</th><th>C</th><th>W</th></tr>
<tr><td rowspan="3">164
(NA)</td><td>4</td><td>(Detection)
(When Working Cutoff Relay is Off)
10 seconds continuous, Working Cutoff Relay drive unit Measurement Voltage ≤ 3.0V
(Cancellation)
(When Working Cutoff Relay is Off)
3 seconds continuous, Working Cutoff Relay drive unit Measurement Voltage > 3.0V</td><td></td><td></td><td>●</td></tr>
<tr><td>6</td><td>(Detection)
(When Working Cutoff Relay is On)
10 seconds continuous, Working Cutoff Relay drive current > 6.5 A
(Cancellation)
(When Working Cutoff Relay is On)
3 seconds continuous, Working Cutoff Relay drive current ≤ 6.5 A</td><td></td><td></td><td>●</td></tr>
<tr><td colspan="5">(Results / Symptoms)
1. Control Function – (Wheel Excavator) In driving mode, attachment hydraulic pilot pressure cut off failure
(Checking list)
1. CR-47 (#85) – CN-54 (#9) Checking Open/Short
2. CR-47 (#30, #86) – Fuse box (#28) Checking Open/Short</td></tr>
<tr><td rowspan="3">166</td><td>4</td><td>(Detection)
(When Power Max Solenoid is Off)
10 seconds continuous, Power Max Solenoid drive unit Measurement Voltage ≤ 3.0V
(Cancellation)
(When Power Max Solenoid is Off)
3 seconds continuous, Power Max Solenoid drive unit Measurement Voltage > 3.0V</td><td>●</td><td></td><td></td></tr>
<tr><td>6</td><td>(Detection)
(When Power Max Solenoid is On)
5 seconds continuous, Power Max Solenoid drive current > 4.5 A
(Cancellation)
(When Power Max Solenoid is On)
3 seconds continuous, Power Max Solenoid drive current ≤ 4.5 A</td><td>●</td><td></td><td></td></tr>
<tr><td colspan="5">(Results / Symptoms)
1. Control Function – Voltage increase operation failure
(Checking list)
1. CN-88 (#1) – CN-52 (#2) Checking Open/Short
2. CN-88 (#2) – Fuse box (#30) Checking Open/Short</td></tr>
</table>

※ Some error codes are not applied to this machine.

G : General C : Crawler Type W : Wheel Type

<table>
<tr><th colspan="2">DTC</th><th rowspan="2">Diagnostic Criteria</th><th colspan="3">Application</th></tr>
<tr><th>HCESPN</th><th>FMI</th><th>G</th><th>C</th><th>W</th></tr>
<tr><td rowspan="4">167</td><td rowspan="2">4</td><td>(Detection)
(When Travel Speed Solenoid is Off)
10 seconds continuous, Travel Speed Solenoid drive unit Measurement Voltage ≤ 3.0V
(Cancellation)
(When Travel Speed Solenoid is Off)
3 seconds continuous, Travel Speed Solenoid drive unit Measurement Voltage > 3.0V</td><td></td><td>●</td><td></td></tr>
<tr><td>(When Parking mode is not)
(Detection)
(When Travel Speed Solenoid is Off)
10 seconds continuous, Travel Speed Solenoid drive unit Measurement Voltage ≤ 3.0V
(Cancellation)
(When Travel Speed Solenoid is Off)
3 seconds continuous, Travel Speed Solenoid drive unit Measurement Voltage > 3.0V</td><td></td><td></td><td>●</td></tr>
<tr><td>6</td><td>(Detection)
(When Travel Speed Solenoid is On)
10 seconds continuous, Travel Speed Solenoid drive current > 4.5 A
(Cancellation)
(When Travel Speed Solenoid is On)
3 seconds continuous, Travel Speed Solenoid drive current ≤ 4.5 A</td><td>●</td><td></td><td></td></tr>
<tr><td colspan="5">(Results / Symptoms)
1. Control Function – driving in 1/2 transmission operation failure
(Checking list)
1. CN-70 (#1) – CN-52 (#3) Checking Open/Short
2. CN-70 (#2) – Fuse box (#30) Checking Open/Short</td></tr>
</table>

※ Some error codes are not applied to this machine.

G : General C : Crawler Type W : Wheel Type

DTC		Diagnostic Criteria	Application		
HCESPN	FMI		G	C	W
169	4	Monitor – Selecting attachment(breaker / crusher) (Detection) (When Attachment Conflux Solenoid is Off) 10 seconds continuous, Attachment Conflux Solenoid drive unit Measurement Voltage $\le$ 3.0V (Cancellation) (When Attachment Conflux Solenoid is Off) 3 seconds continuous, Attachment Conflux Solenoid drive unit Measurement Voltage > 3.0V	●		
	6	(Detection) (When Attachment Conflux Solenoid is On) 10 seconds continuous, Attachment Conflux Solenoid drive Current > 6.5 A (Cancellation) (When Attachment Conflux Solenoid is On) 3 seconds continuous, Attachment Conflux Solenoid drive Current $\le$ 6.5 A	●		
		(Results / symptoms) 1. Control Function – Option attachment flow control – Joining operation failure (Eco breaker mode, crusher mode) (Checking list) 1. CN-237 (#1) – CN-52 (#6) Checking Open/Short 2. CN-237 (#2) – Fuse box (#30) Checking Open/Short			
170 (NA)	4	(Model Parameter) mounting Arm Regenerating Solenoid (Detection) (When Arm Regeneration Solenoid is Off) 10 seconds continuous, Arm Regeneration Solenoid drive unit Measurement Voltage $\le$ 3.0V (Cancellation) (When Arm Regeneration Solenoid is Off) 3 seconds continuous, Arm Regeneration Solenoid drive unit Measurement Voltage > 3.0V	●		
	6	(Detection) (When Arm Regeneration Solenoid is On) 10 seconds continuous, Arm Regeneration Solenoid drive current > 4.5 A (Cancellation) (When Arm Regeneration Solenoid is On) 3 seconds continuous, Arm Regeneration Solenoid drive current $\le$ 4.5 A	●		
		(Results / symptoms) 1. Control Function – Arm regeneration operation failure (Checking list) 1. CN-135 (#1) – CN-52 (#1) Checking Open/Short 2. CN-135 (#2) – Fuse box (#28) Checking Open/Short			

※ Some error codes are not applied to this machine.

G : General C : Crawler Type W : Wheel Type

DTC		Diagnostic Criteria	Application		
HCESPN	FMI		G	C	W
171	4	Monitor – Selecting attachment(crusher) (Detection) (When Attachment Safety Solenoid is Off) 10 seconds continuous, Attachment Safety Solenoid drive unit Measurement Voltage ≤ 3.0V (Cancellation) (When Attachment Safety Solenoid is Off) 3 seconds continuous, Attachment Safety Solenoid drive unit Measurement Voltage > 3.0V	●		
	6	(Detection) (When Attachment Safety Solenoid is On) 10 seconds continuous, Attachment Safety Solenoid drive current > 6.5 A (Cancellation) (When Attachment Safety Solenoid is On) 3 seconds continuous, Attachment Safety Solenoid drive current ≤ 6.5 A	●		
		(Results / Symptoms) 1. Control Function – Option attachment flow control – Option spool pilot pressure cut off failure (crusher mode) (Checking list) 1. CN-149 (#1) – CN-52 (#4) Checking Open/Short 2. CN-149 (#2) – Fuse box (#30) Checking Open/Short			
179	4	Monitor – Selecting attachment(breaker / crusher) (Detection) (When Breaker Operating Solenoid is Off) 10 seconds continuous, Attachment Safety Solenoid drive unit Measurement Voltage ≤ 3.0V (Cancellation) (When Breaker Operating Solenoid is Off) 3 seconds continuous, Attachment Safety Solenoid drive unit Measurement Voltage > 3.0V	●		
	6	(Detection) (When Breaker Operating Solenoid is On) 10 seconds continuous, Attachment Safety Solenoid drive current > 6.5 A (Cancellation) (When Breaker Operating Solenoid is On) 3 seconds continuous, Attachment Safety Solenoid drive current ≤ 6.5 A	●		
		(Results / Symptoms) 1. Control Function – Option attachment flow control – Breaker operation failure (breaker mode) (Checking list) 1. CN-66 (#1) – CN-15 (#11) Checking Open/Short 2. CN-66 (#2) – CR-62 (#5) Checking Open/Short			

※ Some error codes are not applied to this machine.

G : General　　C : Crawler Type　　W : Wheel Type

DTC		Diagnostic Criteria	Application		
HCESPN	FMI		G	C	W
181 (NA)	4	(Model Parameter) mounting Reverse Cooling Fan Solenoid (Detection) (When Reverse Cooling Fan Solenoid is Off) 10 seconds continuous, Reverse Cooling Fan Solenoid drive unit Measurement Voltage ≤ 3.0V (Cancellation) (When Reverse Cooling Fan Solenoid is Off) 3 seconds continuous, Reverse Cooling Fan Solenoid drive unit Measurement Voltage > 3.0V	●		
	6	(Detection) (When Reverse Cooling Fan Solenoid is On) 10 seconds continuous, Reverse Cooling Fan Solenoid drive current > 4.5 A (Cancellation) (When Reverse Cooling Fan Solenoid is On) 3 seconds continuous, Reverse Cooling Fan Solenoid drive current ≤ 4.5 A	●		
	(Results / Symptoms) 1. Control Function – Cooling Fan reverse control operation failure (not applicable)				
188	5	(Detection) (When Attachment Flow EPPR 1 current is equal or more than 300 mA) 10 seconds continuous, Attachment Flow EPPR drive current < 100 mA (Cancellation) (When Attachment Flow EPPR 1 current is equal or more than 300 mA) 3 seconds continuous, Attachment Flow EPPR drive current ≥ 100 mA	●		
	6	(Detection) 10 seconds continuous, Attachment Flow EPPR 1 drive current > 1.0 A (Cancellation) 3 seconds continuous, Attachment Flow EPPR 1 drive current ≤ 1.0 A	●		
	(Results / Symptoms) 1. Control Function – IPC operation failure, Option attachment flow control operation failure (Checking list) 1. CN-242 (#2) – CN-52 (#10) Checking Open/Short 2. CN-242 (#1) – CN-52 (#20) Checking Open/Short				

※ Some error codes are not applied to this machine.

G : General C : Crawler Type W : Wheel Type

<table>
<tr><th colspan="2">DTC</th><th rowspan="2">Diagnostic Criteria</th><th colspan="3">Application</th></tr>
<tr><th>HCESPN</th><th>FMI</th><th>G</th><th>C</th><th>W</th></tr>
<tr><td rowspan="3">189</td><td>5</td><td>(Detection)
(When Attachment Flow EPPR 2 current is equal or more than 300 mA)
10 seconds continuous, Attachment Flow EPPR drive current < 100 mA
(Cancellation)
(When Attachment Flow EPPR 2 current is equal or more than 300 mA)
3 seconds continuous, Attachment Flow EPPR drive current ≥ 100 mA</td><td>●</td><td></td><td></td></tr>
<tr><td>6</td><td>(Detection)
10 seconds continuous, Attachment Flow EPPR 2 drive current > 1.0 A
(Cancellation)
3 seconds continuous, Attachment Flow EPPR 2 drive current ≤ 1.0 A</td><td>●</td><td></td><td></td></tr>
<tr><td colspan="5">(Results / Symptoms)
1. Control Function – Option attachment flow control operation failure
(Checking list)
1. CN-242A (#2) – CN-52 (#40) Checking Open/Short
2. CN-242A (#1) – CN-52 (#16) Checking Open/Short</td></tr>
<tr><td rowspan="4">196
(NA)</td><td>0</td><td>HW145
10 seconds continuous,
Attachment flow control EPPR 1 press. Sensor Measurement Voltage > 5.2V</td><td></td><td></td><td></td></tr>
<tr><td>1</td><td>HW145
10 seconds continuous,
0.3V≤ Attachment flow control EPPR 1 press. Sensor Measurement Voltage < 0.8V</td><td></td><td></td><td></td></tr>
<tr><td>4</td><td>HW145
10 seconds continuous,
Attachment flow control EPPR 1 press. Sensor Measurement Voltage < 0.3V</td><td></td><td></td><td></td></tr>
<tr><td colspan="5">(Results / Symptoms)
1. Control Function – Driving second pump joining function operation failure
(Checking list)
1. CD-93 (#B) – CN-52 (#34) Checking Open/Short
2. CD-93 (#A) – CN-51 (#32) Checking Open/Short
3. CD-93 (#C) – CN-51 (#31) Checking Open/Short</td></tr>
<tr><td rowspan="4">200</td><td>0</td><td>10 seconds continuous, Pump EPPR Press. Sensor Measurement Voltage > 5.2V</td><td>●</td><td></td><td></td></tr>
<tr><td>1</td><td>10 seconds continuous, 0.3V≤ Pump EPPR Press. Sensor Measurement Voltage < 0.8V</td><td>●</td><td></td><td></td></tr>
<tr><td>4</td><td>10 seconds continuous, Pump EPPR Press. Sensor Measurement Voltage < 0.3V</td><td>●</td><td></td><td></td></tr>
<tr><td colspan="5">(Results / Symptoms)
1. Monitor – Pump EPPR Press. display failure
2. Control Function – Pump input horse power control failure, Overload at compensation control operation failure
(Fuel efficiency/speed performance failure)
(Checking list)
1. CD-44 (#B) – CN-52 (#32) Checking Open/Short
2. CD-44 (#A) – CN-51 (#3) Checking Open/Short
3. CD-44 (#C) – CN-51 (#13) Checking Open/Short</td></tr>
</table>

※ Some error codes are not applied to this machine.

G : General C : Crawler Type W : Wheel Type

<table>
<tr><th colspan="2">DTC</th><th rowspan="2">Diagnostic Criteria</th><th colspan="3">Application</th></tr>
<tr><th>HCESPN</th><th>FMI</th><th>G</th><th>C</th><th>W</th></tr>
<tr><td rowspan="4">205
(NA)</td><td>0</td><td>(Mounting pressure sensor)
10 seconds continuous, Boom Cylinder Rod Press. Sensor Measurement Voltage > 5.2V</td><td>●</td><td></td><td></td></tr>
<tr><td>1</td><td>(Mounting pressure sensor)
10 seconds continuous, 0.3V≤ Boom Cylinder Rod Press. Sensor Measurement Voltage < 0.8V</td><td>●</td><td></td><td></td></tr>
<tr><td>4</td><td>(Mounting pressure sensor)
10 seconds continuous, Boom Cylinder Rod Press. Sensor Measurement Voltage < 0.3V</td><td>●</td><td></td><td></td></tr>
<tr><td colspan="5">(Results / Symptoms)
1. Monitor – Boom Cylinder Rod Press. display failure
2. Control Function – Boom floating control operation failure
(Checking list)
1. CD-124 (#B) – CN-53 (#5) Checking Open/Short
2. CD-124 (#A) – CN-53 (#3) Checking Open/Short
3. CD-124 (#C) – CN-53 (#13) Checking Open/Short</td></tr>
<tr><td rowspan="3">218
(NA)</td><td>4</td><td>Mounting pressure sensor (HCESPN128 or HCESPN 205)
(Detection)
(When Boom Up Floating Solenoid is Off)
10 seconds continuous, Boom Up Floating Solenoid drive unit Measurement Voltage ≤ 3.0V
(Cancellation)
(When Boom Up Floating Solenoid is Off)
3 seconds continuous, Boom Up Floating Solenoid drive unit Measurement Voltage > 3.0V</td><td>●</td><td></td><td></td></tr>
<tr><td>6</td><td>(Detection)
(When Boom Up Floating Solenoid is On)
10 seconds continuous, Boom Up Floating Solenoid drive current > 6.5 A
(Cancellation)
(When Boom Up Floating Solenoid is On)
3 seconds continuous, Boom Up Floating Solenoid drive current ≤ 6.5 A</td><td>●</td><td></td><td></td></tr>
<tr><td colspan="5">(Results / Symptoms)
1. Control Function – Boom floating control operation failure
(Checking list)
1. CN-368 (#1) – CN-53 (#20) Checking Open/Short
2. CN-368 (#2) – Fuse box (#17) Checking Open/Short</td></tr>
</table>

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G : General C : Crawler Type W : Wheel Type

<table>
<tr><th colspan="2">DTC</th><th rowspan="2">Diagnostic Criteria</th><th colspan="3">Application</th></tr>
<tr><th>HCESPN</th><th>FMI</th><th>G</th><th>C</th><th>W</th></tr>
<tr><td rowspan="3">220
(NA)</td><td>4</td><td>Mounting pressure sensor (HCESPN 128 or 205)
(Detection)
(When Boom Down Pilot Pressure Cutoff Solenoid is Off)
10 seconds continuous,
Boom Down Pilot Pressure Cutoff Solenoid drive unit
Measurement Voltage ≤ 3.0V
(Cancellation)
(When Boom Down Pilot Pressure Cutoff Solenoid is Off)
3 seconds continuous,
Boom Down Pilot Pressure Cutoff Solenoid drive unit
Measurement Voltage > 3.0V</td><td>●</td><td></td><td></td></tr>
<tr><td>6</td><td>(Detection)
(When Boom Down Pilot Pressure Cutoff Solenoid is On)
10 seconds continuous, Boom Down Pilot Pressure Cutoff Solenoid drive current > 6.5 A
(Cancellation)
(When Boom Down Pilot Pressure Cutoff Solenoid is On)
3 seconds continuous, Boom Down Pilot Pressure Cutoff Solenoid drive current ≤ 6.5 A</td><td>●</td><td></td><td></td></tr>
<tr><td colspan="5">(Results / Symptoms)
1. Control Function – Boom floating control operation failure
(Checking list)
1. CN-369 (#1) – CN-53 (#35) Checking Open/Short
2. CN-369 (#2) – Fuse box (#17) Checking Open/Short</td></tr>
<tr><td rowspan="3">221
(NA)</td><td>5</td><td>Monitor – Selecting attachment(breaker / crusher)
(Detection)
(When ATT Relief Setting EPPR 1 Current is equal or more than 10 mA)
10 seconds continuous, ATT Relief Setting EPPR 1 drive current = 0 mA
(Cancellation)
ATT Relief Setting EPPR 1 Current is equal or more than 10 mA)
3 seconds continuous, ATT Relief Setting EPPR 1 drive current ≥ 10 mA</td><td>●</td><td></td><td></td></tr>
<tr><td>6</td><td>(Detection)
10 seconds continuous, ATT Relief Setting EPPR 1 drive current > 1.0 A
(Cancellation)
3 seconds continuous, ATT Relief Setting EPPR 1 drive current ≤ 1.0 A</td><td>●</td><td></td><td></td></tr>
<tr><td colspan="5">(Results / Symptoms)
1. Control Function – Option attachment flow control – P1 relief pressure setting failure
(Checking list)
1. CN-365 (#2) – CN-53 (#39) Checking Open/Short
2. CN-365 (#1) – CN-53 (#40) Checking Open/Short</td></tr>
</table>

※ Some error codes are not applied to this machine.

G : General C : Crawler Type W : Wheel Type

DTC		Diagnostic Criteria	Application		
HCESPN	FMI		G	C	W
222 (NA)	5	Monitor – Selecting attachment(crusher) (Detection) (When ATT Relief Setting EPPR 2 Current is equal or more than 10 mA) 10 seconds continuous, ATT Relief Setting EPPR 2 drive current = 0 mA (Cancellation) (When ATT Relief Setting EPPR 2 Current is equal or more than 10 mA) 3 seconds continuous, ATT Relief Setting EPPR 2 drive current ≥ 10mA	●		
	6	(Detection) 10 seconds continuous, ATT Relief Setting EPPR 2 drive current > 1.0 A (Cancellation) 3 seconds continuous, ATT Relief Setting EPPR 2 drive current ≤ 1.0 A	●		
		(Results / Symptoms) 1. Control Function – Option attachment flow control – P2 relief pressure setting failure (Checking list) 1. CN-366 (#2) – CN-53 (#32) Checking Open/Short 2. CN-366 (#1) – CN-53 (#33) Checking Open/Short			
301	3	10 seconds continuous, Fuel Level Measurement Voltage > 3.8V	●		
	4	10 seconds continuous, Fuel Level Measurement Voltage < 0.3V	●		
		(Results / Symptoms) 1. Monitor – Fuel remaining display failure (Checking list) 1. CD-2 (#2) – CN-52 (#26) Checking Open/Short 2. CD-2 (#1) – CN-51 (#11) Checking Open/Short			
325	4	(Model Parameter) mounting Fuel Heater Relay (Detection) (When Fuel Heater Relay is Off) 10 seconds continuous, Fuel Heater Relay drive unit Measurement Voltage ≤ 3.0V (Cancellation) (When Fuel Heater Relay is Off) 3 seconds continuous, Fuel Heater Relay drive unit Measurement Voltage > 3.0V	●		
	6	(Detection) (When Fuel Heater Relay is On) 10 seconds continuous, Fuel Heater Relay drive current > 4.5 A (Cancellation) (When Fuel Heater Relay is On) 3 seconds continuous, Fuel Heater Relay drive current ≤ 4.5 A	●		
		(Results / Symptoms) 1. Control Function – Fuel heater operation failure (Checking list) 1. CR-46 (#85) – CN-52 (#12) Checking Open/Short 2. CR-46 (#30, #86) – Fuse box (#21) Checking Open/Short			

※ Some error codes are not applied to this machine.

G : General C : Crawler Type W : Wheel Type

<table>
<tr><th colspan="2">DTC</th><th rowspan="2">Diagnostic Criteria</th><th colspan="3">Application</th></tr>
<tr><th>HCESPN</th><th>FMI</th><th>G</th><th>C</th><th>W</th></tr>
<tr><td rowspan="4">501
(NA)</td><td>0</td><td>10 seconds continuous, Transmission Oil Press. Sensor Measurement Voltage > 5.2V</td><td></td><td></td><td>●</td></tr>
<tr><td>1</td><td>10 seconds continuous, 0.3V≤ Transmission Oil Press. Sensor Measurement Voltage < 0.8V</td><td></td><td></td><td>●</td></tr>
<tr><td>4</td><td>10 seconds continuous, Transmission Oil Press. Sensor Measurement Voltage < 0.3V</td><td></td><td></td><td>●</td></tr>
<tr><td colspan="5">(Results / Symptoms)
1. Monitor – Transmission Oil Press. display failure, Transmission Oil low pressure warning failure
(Checking list)
1. CD-5 (#B) – CN-54 (#27) Checking Open/Short
2. CD-5 (#A) – CN-54 (#3) Checking Open/Short
3. CD-5 (#C) – CN-54 (#13) Checking Open/Short</td></tr>
<tr><td rowspan="4">503
(NA)</td><td>0</td><td>10 seconds continuous, Brake Oil Press. Sensor Measurement Voltage > 5.2V</td><td></td><td></td><td>●</td></tr>
<tr><td>1</td><td>10 seconds continuous, 0.3V≤ Brake Oil Press. Sensor Measurement Voltage < 0.8V</td><td></td><td></td><td>●</td></tr>
<tr><td>4</td><td>10 seconds continuous, Brake Oil Press. Sensor Measurement Voltage < 0.3V</td><td></td><td></td><td>●</td></tr>
<tr><td colspan="5">(Results / Symptoms)
1. Monitor – Brake Oil Press. display failure, Brake Oil low pressure warning failure
(Checking list)
1. CD-3 (#B) – CN-54 (#4) Checking Open/Short
2. CD-3 (#A) – CN-54 (#3) Checking Open/Short
3. CD-3 (#C) – CN-54 (#13) Checking Open/Short</td></tr>
<tr><td rowspan="4">505
(NA)</td><td>0</td><td>10 seconds continuous, Working Brake Press. Sensor Measurement Voltage > 5.2V</td><td></td><td></td><td>●</td></tr>
<tr><td>1</td><td>10 seconds continuous, 0.3V≤ Working Brake Press. Sensor Measurement Voltage < 0.8V</td><td></td><td></td><td>●</td></tr>
<tr><td>4</td><td>10 seconds continuous, Working Brake Press. Sensor Measurement Voltage < 0.3V</td><td></td><td></td><td>●</td></tr>
<tr><td colspan="5">(Results / Symptoms)
1. Monitor – Working Brake Oil Press. display failure, Working Brake Oil low pressure warning failure
(Checking list)
1. CD-38 (#B) – CN-54 (#5) Checking Open/Short
2. CD-38 (#A) – CN-54 (#3) Checking Open/Short
3. CD-38 (#C) – CN-54 (#13) Checking Open/Short</td></tr>
</table>

※ Some error codes are not applied to this machine.

G : General　　C : Crawler Type　　W : Wheel Type

<table>
<tr><th colspan="2">DTC</th><th rowspan="2">Diagnostic Criteria</th><th colspan="3">Application</th></tr>
<tr><th>HCESPN</th><th>FMI</th><th>G</th><th>C</th><th>W</th></tr>
<tr><td rowspan="3">514
(NA)</td><td>4</td><td>(Detection)
(When Parking Relay is Off)
10 seconds continuous, Parking Relay drive unit
Measurement Voltage ≤ 3.0V
(Cancellation)
(When Parking Relay is Off)
3 seconds continuous, Parking Relay drive unit
Measurement Voltage > 3.0V</td><td></td><td></td><td>●</td></tr>
<tr><td>6</td><td>(Detection)
(When Parking Relay is On)
10 seconds continuous, Parking Relay drive current > 6.5 A
(Cancellation)
(When Parking Relay is On)
3 seconds continuous, Parking Relay drive current ≤ 6.5 A</td><td></td><td></td><td>●</td></tr>
<tr><td colspan="5">(Results / Symptoms)
1. Control Function – Parking Relay operation failure
(Checking list)
1. CR-66 (#1) – CN-54 (#20) Checking Open/Short
2. CR-66 (#2) – Fuse box (#30) Checking Open/Short</td></tr>
<tr><td rowspan="3">517
(NA)</td><td>4</td><td>(Detection)
(When Traveling Cutoff Relay is Off)
10 seconds continuous, Traveling Cutoff Relay drive unit Measurement Voltage ≤ 3.0V
(Cancellation)
(When Traveling Cutoff Relay is Off)
3 seconds continuous, Traveling Cutoff Relay drive unit Measurement Voltage > 3.0V</td><td></td><td></td><td>●</td></tr>
<tr><td>6</td><td>(Detection)
(When Traveling Cutoff Relay is On)
10 seconds continuous, Traveling Cutoff Relay drive current > 6.5 A
(Cancellation)
(When Traveling Cutoff Relay is On)
3 seconds continuous, Traveling Cutoff Relay drive current ≤ 6.5 A</td><td></td><td></td><td>●</td></tr>
<tr><td colspan="5">(Results / Symptoms)
1. Control Function – Traveling Cutoff Relay operation failure
(Checking list)
1. CR-47 (#85) – CN-54 (#9) Checking Open/Short
2. CR-47 (#86) – Fuse box (#28) Checking Open/Short</td></tr>
</table>

※ Some error codes are not applied to this machine.

G : General C : Crawler Type W : Wheel Type

DTC		Diagnostic Criteria	Application		
HCESPN	FMI		G	C	W
525 (NA)	4	(Detection) (When Ram Lock Solenoid is Off) 10 seconds continuous, Ram Lock Solenoid drive unit Measurement Voltage ≤ 3.0V (Cancellation) (When Ram Lock Solenoid is Off) 3 seconds continuous, Ram Lock Solenoid drive unit Measurement Voltage > 3.0V			●
	6	(Detection) (When Ram Lock Solenoid is On) 10 seconds continuous, Ram Lock Solenoid drive current > 6.5 A (Cancellation) (When Ram Lock Solenoid is On) 3 seconds continuous, Ram Lock Solenoid drive current ≤ 6.5 A			●
	(Results / Symptoms) 1. Control Function – Ram lock control operation failure (Checking list) 1. CN-69 (#1) – CN-54 (#8) Checking Open/Short 2. CN-69 (#2) – Fuse box (#33) Checking Open/Short				
527 (NA)	4	(Detection) (When Creep Solenoid is Off) 10 seconds continuous, Creep Solenoid drive unit Measurement Voltage ≤ 3.0V (Cancellation) (When Creep Solenoid is Off) 3 seconds continuous, Creep Solenoid drive unit Measurement Voltage > 3.0V			●
	6	(Detection) (When Creep Solenoid is On) 10 seconds continuous, Creep Solenoid drive current > 6.5 A (Cancellation) (When Creep Solenoid is On) 3 seconds continuous, Creep Solenoid drive current ≤ 6.5 A			●
	(Results / Symptoms) 1. Control Function – Creep mode operation failure (Checking list) 1. CN-206 (#1) – CN-54 (#7) Checking Open/Short 2. CN-206 (#2) – Fuse box (#30) Checking Open/Short				

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G : General C : Crawler Type W : Wheel Type

<table>
<tr><th colspan="2">DTC</th><th rowspan="2">Diagnostic Criteria</th><th colspan="3">Application</th></tr>
<tr><th>HCESPN</th><th>FMI</th><th>G</th><th>C</th><th>W</th></tr>
<tr><td rowspan="4">530
(NA)</td><td>0</td><td>10 seconds continuous, Travel Forward Press. Sensor Measurement Voltage > 5.2V</td><td></td><td></td><td>●</td></tr>
<tr><td>1</td><td>10 seconds continuous, 0.3V≤ Travel Forward Press. Sensor Measurement Voltage < 0.8V</td><td></td><td></td><td>●</td></tr>
<tr><td>4</td><td>10 seconds continuous, Travel Forward Press. Sensor Measurement Voltage < 0.3V</td><td></td><td></td><td>●</td></tr>
<tr><td colspan="5">(Results / Symptoms)
1. Monitor – Travel Forward Press. display failure
2. Control Function – Driving interoperability power control operation failure
(Checking list)
1. CD-73 (#B) – CN-54 (#6) Checking Open/Short
2. CD-73 (#A) – CN-54 (#3) Checking Open/Short
3. CD-73 (#C) – CN-54 (#13) Checking Open/Short</td></tr>
<tr><td rowspan="3">531
(NA)</td><td>1</td><td>10 seconds continuous, 0.3V≤ Travel Reverse Press. Sensor Measurement Voltage < 0.8V</td><td></td><td></td><td>●</td></tr>
<tr><td>4</td><td>10 seconds continuous, Travel Reverse Press. Sensor Measurement Voltage < 0.3V</td><td></td><td></td><td>●</td></tr>
<tr><td colspan="5">(Results / Symptoms)
1. Monitor – Travel Reverse Press. display failure
2. Control Function – Driving interoperability power control operation failure
(Checking list)
1. CD-74 (#B) – CN-54 (#23) Checking Open/Short
2. CD-74 (#A) – CN-54 (#3) Checking Open/Short
3. CD-74 (#C) – CN-54 (#13) Checking Open/Short</td></tr>
<tr><td rowspan="3">705</td><td>0</td><td>10 seconds continuous, Battery input Voltage > 35V</td><td>●</td><td></td><td></td></tr>
<tr><td>1</td><td>10 seconds continuous, Battery input Voltage < 18V</td><td>●</td><td></td><td></td></tr>
<tr><td colspan="5">(Results / Symptoms)
1. Control Function – Startup impossibility
(Checking list)
1. CS-74A (#1) – CN-51 (#1) Checking Open/Short</td></tr>
<tr><td rowspan="2">707</td><td>1</td><td>(When Engine is equal or more than 400 rpm) 10 seconds continuous, Alternator Node I Measurement Voltage < 18V
(In case 12v goods, Alternator Node I Measurement Voltage < 9V)</td><td>●</td><td></td><td></td></tr>
<tr><td colspan="5">(Results / Symptoms)
1. Control Function – Battery charging circuit failure
(Checking list)
1. CS-74A (#1) – CN-51 (#2) Checking Open/Short</td></tr>
</table>

※ Some error codes are not applied to this machine.

G : General C : Crawler Type W : Wheel Type

DTC		Diagnostic Criteria	Application		
HCESPN	FMI		G	C	W
714	3	(Model Parameter) Mounting Acc. Dial 10 seconds continuous, Acc. Dial Measurement Voltage > 5.2V	●		
	4	(Model Parameter) Mounting Acc. Dial 10 seconds continuous, Acc. Dial Measurement Voltage < 0.3V	●		
		(Results / Symptoms) 1. Monitor – Acc. Dial Voltage display failure 2. Control Function – Engine rpm control failure (Checking list) 1. CN-142 (#B) – CN-52 (#23) Checking Open/Short			
722	4	(Detection) (When Travel Alarm (Buzzer) Sound is Off) 10 seconds continuous, Travel Alarm (Buzzer) Sound Relay drive unit Measurement Voltage ≤ 3.0V (Cancellation) (When Travel Alarm (Buzzer) Sound Relay is Off) 3 seconds continuous, Travel Alarm (Buzzer) Sound Relay drive unit Measurement Voltage > 3.0V	●		
	6	(Detection) (When Travel Alarm (Buzzer) Sound is On) 10 seconds continuous, Travel Alarm (Buzzer) Sound Relay drive current > 4.5 A (Cancellation) (When Travel Alarm (Buzzer) Sound is On) 3 seconds continuous, Travel Alarm (Buzzer) Sound Relay drive current ≤ 4.5 A	●		
		(Results / Symptoms) 1. Control Function – Driving alarm operation failure (Checking list) 1. CN-81 (#1) – CN-52 (#13) Checking Open/Short 2. CN-81 (#2) – Fuse box (#30) Checking Open/Short			
831	2	(When mounting the A/C Controller) 60 seconds continuous, A/C Controller Communication Data Error	●		
		(Results / Symptoms) 1. Control Function – A/C Controller operation failure (Checking list) 1. CN-11 (#8) – CN-51 (#22) Checking Open/Short 2. CN-11 (#7) – CN-51 (#32) Checking Open/Short			
840	2	60 seconds continuous, Cluster Communication Data Error	●		
		(Results / Symptoms) 1. Control Function – Cluster operation failure (Checking list) 1. CN-56A (#7) – CN-51 (#32) Checking Open/Short 2. CN-56A (#6) – CN-51 (#22) Checking Open/Short			

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G : General C : Crawler Type W : Wheel Type

DTC		Diagnostic Criteria	Application		
HCESPN	FMI		G	C	W
841 (NA)	2	10 seconds continuous, ECM Communication Data Error	●		
	(Results / Symptoms) 1. Control Function – ECM operation failure (Checking list) 1. CN-93 (#17) – CN-51 (#21) Checking Open/Short 2. CN-93 (#18) – CN-51 (#31) Checking Open/Short				
845 (NA)	2	(When mounting the I/O Controller 1) 60 seconds continuous, I/O Controller 1 Communication Data Error	●		
	(Results / Symptoms) 1. Control Function – I/O Controller 1 operation failure (Checking list) 1. CN-53 (#21) – CN-51 (#23) Checking Open/Short 2. CN-53 (#31) – CN-51 (#33) Checking Open/Short				
848 (NA)	2	(When mounting the Haptic Controller) 60 seconds continuous, Haptic Controller Communication Data Error	●		
	(Results / Symptoms) 1. Control Function – Haptic Controller operation failure (Checking list) 1. CN-8 (#2) – CN-51 (#22) Checking Open/Short 2. CN-8 (#3) – CN-51 (#32) Checking Open/Short				
850	2	(When mounting the RMCU) 60 seconds continuous, RMCU communication Data Error	●		
	(Resuluts / Symptoms) 1. Control Function – RMCU operation failure (Checking list) 1. CN-125A (#3) – CN-51 (#22) Checking Open/Short 2. CN-125A (#11) – CN-51 (#32) Checking Open/Short				
861 (NA)	2	(When mounting the I/O Controller 2) 60 seconds continuous, I/O Controller 2 communication Data Error	●		
	(Results / Symptoms) 1. Control Function – I/O Controller 2 operation failure (Checking list) 1. CN-53 (#21) – CN-51 (#23) Checking Open/Short 2. CN-53 (#31) – CN-51 (#33) Checking Open/Short				

※ Some error codes are not applied to this machine.

G : General C : Crawler Type W : Wheel Type

DTC		Diagnostic Criteria	Application		
HCESPN	FMI		G	C	W
866	2	(When mounting the AAVM) 60 seconds continuous, AAVM communication Data Error	●		
	(Results / Symptoms) 1. Control Function – AAVM operation failure (Checking list) 1. CN-401 (#86) – CN-51 (#22) Checking Open/Short 2. CN-401 (#87) – CN-51 (#32) Checking Open/Short				
867	2	60 seconds continuous, RDU communication Data Error	●		
	(Results / Symptoms) 1. Control Function – RDU operation failure (Checking list) 1. CN-376 (#10) – CN-51 (#22) Checking Open/Short 2. CN-376 (#18) – CN-51 (#32) Checking Open/Short				
868	2	60 seconds continuous, Switch Controller communication Data Error	●		
	(Results / Symptoms) 1. Control Function – Switch Controller operation failure (Checking list) 1. CN-56 (#7) – CN-51 (#32) Checking Open/Short 2. CN-56 (#6) – CN-51 (#22) Checking Open/Short				
869	2	(When mounting the BKCU) 60 seconds continuous, BKCU communication Data Error	●		
	(Results / Symptoms) 1. Control Function – BKCU operation failure (Checking list) 1. CS-2B (#A) – CN-51 (#22) Checking Open/Short 2. CS-2B (#B) – CN-51 (#32) Checking Open/Short				

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G : General　　C : Crawler Type　　W : Wheel Type

4. ENGINE FAULT CODE

Fault code	J1939 SPN	J1939 FMI	Item	Description
111	629	12	Controller #1	Engine control module critical internal failure - bad intelligent device or component
115	612	2	System diagnostic code # 2	Engine speed/position sensor circuit lost both of two signals from the magnetic pickup sensor - data erratic, intermittent, or incorrect
122	102	3	Boost pressure	Intake manifold pressure sensor circuit – voltage above normal, or shorted to high source
123	102	4	Boost pressure	Intake manifold pressure sensor circuit – voltage below normal, or shorted to low source
124	102	16	Boost pressure	Intake manifold 1 pressure - data valid but above normal operational range - moderately severe level
131	91	3	Accelerator pedal position	Accelerator pedal or lever position sensor circuit - voltage above normal, or shorted to high source
132	91	4	Accelerator pedal position	Accelerator pedal or lever position sensor circuit - voltage below normal, or shorted to low source
133	974	3	Remote accelerator	Remote accelerator pedal or lever position sensor circuit – voltage above normal, or shorted to high source
134	974	4	Remote accelerator	Remote accelerator pedal or lever position sensor circuit – voltage below normal, or shorted to low source
135	100	3	Engine oil pressure	Oil pressure sensor circuit - voltage above normal, or shorted to high source
141	100	4	Engine oil pressure	Oil pressure sensor circuit - voltage below normal, or shorted to low source
143	100	18	Engine oil pressure	Oil pressure low – data valid but below normal operational range - moderately severe level
144	110	3	Engine coolant temperature	Coolant temperature sensor circuit – voltage above normal, or shorted to high source
145	110	4	Engine coolant temperature	Coolant temperature sensor circuit – voltage below normal, or shorted to low source
146	110	16	Engine coolant temperature	Coolant temperature high - data valid but above normal operational range - moderately severe level
147	91	1	Accelerator pedal position	Accelerator pedal or lever position sensor circuit – abnormal frequency, pulse width, or period
148	91	0	Accelerator pedal position	Accelerator pedal or lever position sensor circuit – abnormal frequency, pulse width, or period
151	110	0	Engine coolant temperature	Coolant temperature high - data valid but above normal operational range - most severe level
153	105	3	Intake manifold #1 temp	Intake manifold air temperature sensor circuit - voltage above normal, or shorted to high source
154	105	4	Intake manifold #1 temp	Intake manifold air temperature sensor circuit - voltage below normal, or shorted to low source
155	105	0	Intake manifold #1 temp	Intake manifold air temperature high – data valid but above normal operational range - most severe level

※ Some fault codes are not applied to this machine.

Fault code	J1939 SPN	J1939 FMI	Item	Description
187	3510	4	5 Volts dc supply	Sensor supply voltage #2 circuit – voltage below normal, or shorted to low source
193	520199	3	Cruise control	Cruise control (resistive) signal circuit - voltage above normal, or shorted to high source
194	520199	4	Cruise control	Cruise control (resistive) signal circuit - voltage below normal, or shorted to low source
195	111	3	Coolant level	Coolant level sensor circuit - voltage above normal, or shorted to high source
196	111	4	Coolant level	Coolant level sensor circuit - voltage below normal, or shorted to low source
197	111	18	Coolant level	Coolant level - data valid but below normal operational range - moderately severe level
199	1661	4	Engine automatic start lamp	Engine automatic start lamp driver circuit - voltage above normal, or shorted to high source
211	1484	31	J1939 error	Additional auxiliary diagnostic codes logged - condition exists
212	175	3	Oil temperature	Engine oil temperature sensor 1 circuit - voltage above normal, or shorted to high source
213	175	4	Oil temperature	Engine oil temperature sensor 1 circuit - voltage below normal, or shorted to low source
214	175	0	Oil temperature	Engine oil temperature - data valid but above normal operational range - most severe level
221	108	3	Barometric pressure	Barometric pressure sensor circuit – voltage above normal, or shorted to high source
222	108	4	Barometric pressure	Barometric pressure sensor circuit – voltage below normal, or shorted to low source
227	3510	3	5 Volts dc supply	Sensor supply voltage #2 circuit – voltage above normal, or shorted to high source
231	109	3	Coolant pressure	Coolant pressure sensor circuit - voltage above normal, or shorted to high source
232	109	4	Coolant pressure	Coolant pressure sensor circuit - voltage below normal, or shorted to low source
233	109	18	Coolant pressure	Coolant pressure - data valid but below normal operational range - moderately severe level
234	190	0	Engine speed	Engine speed high - data valid but above normal operational range - most severe level
235	111	1	Coolant level	Coolant level low - data valid but below normal operational range - most severe level
237	644	2	External speed input	External speed input (multiple unit synchronization) - data erratic, intermittent, or incorrect
238	3511	4	System diagnostic code # 1	Sensor supply voltage #3 circuit – voltage below normal, or shorted to low source
239	3511	3	System diagnostic code #2	Sensor supply voltage #3 circuit - voltage above normal, or shorted to high source
241	84	2	Wheel-based vehicle speed	Vehicle speed sensor circuit - data erratic, intermittent, or incorrect
242	84	10	Wheel-based vehicle speed	Vehicle speed sensor circuit tampering has been detected – abnormal rate of change

※ Some fault codes are not applied to this machine.

Fault code	J1939 SPN	J1939 FMI	Item	Description
244	623	4	Red stop lamp	Red stop lamp driver circuit - voltage below normal, or shorted to low source
245	647	4	Fan clutch output device driver	Fan control circuit - voltage below normal, or shorted to low source
249	171	3	Ambient air temperature	Ambient air temperature sensor circuit - voltage above normal, or shorted to high source
256	171	4	Ambient air temperature	Ambient air temperature sensor circuit - voltage below normal, or shorted to low source
261	174	16	Fuel temperature	Engine fuel temperature - data valid but above normal operational range - moderately severe level
263	174	3	Fuel temperature	Engine fuel temperature sensor 1 circuit - voltage above normal, or shorted to high source
265	174	4	Fuel temperature	Engine fuel temperature sensor 1 circuit - voltage below normal, or shorted to low source
268	94	2	Fuel delivery pressure	Fuel pressure sensor circuit - data erratic, intermittent, or incorrect
271	1347	4	Fuel pump pressurizing assembly #1	High fuel pressure solenoid valve circuit – voltage below normal, or shorted to low source
272	1347	3	Fuel pump pressurizing assembly #1	High fuel pressure solenoid valve circuit – voltage above normal, or shorted to high source
281	1347	7	Fuel pump pressurizing assembly #1	High fuel pressure solenoid valve #1 – mechanical system not responding properly or out of adjustment
285	639	9	Sae J1939 datalink	SAE J1939 multiplexing pgn timeout error - abnormal update rate
286	639	13	Sae J1939 datalink	SAE J1939 multiplexing configuration error – out of calibration
287	91	19	Accelerator pedal position	SAE J1939 multiplexing accelerator pedal or lever sensor system error - received network data in error
288	974	19	Remote accelerator	SAE J1939 multiplexing remote accelerator pedal or lever data error - received network data in error
292	441	14	Auxiliary temperature 1	Auxiliary temperature sensor input 1 - special instructions
293	441	3	OEM Temperature	Auxiliary temperature sensor input # 1 circuit - voltage above normal, or shorted to high source
294	441	4	OEM Temperature	Auxiliary temperature sensor input # 1 circuit - voltage below normal, or shorted to low source
295	108	2	Barometric pressure	Barometric pressure sensor circuit - data erratic, intermittent, or incorrect
296	1388	14	Auxiliary pressure	Auxiliary pressure sensor input 1 - special instructions
297	1388	3	Auxiliary pressure	Auxiliary pressure sensor input # 2 circuit - voltage above normal, or shorted to high source
298	1388	4	Auxiliary pressure	Auxiliary pressure sensor input # 2 circuit - voltage below normal, or shorted to low source
319	251	2	Real time clock power	Real time clock power interrupt - data erratic, intermittent, or incorrect

※ Some fault codes are not applied to this machine.

Fault code	J1939 SPN	J1939 FMI	Item	Description
322	651	5	Injector cylinder #01	Injector solenoid cylinder #1 circuit – current below normal, or open circuit
323	655	5	Injector cylinder #05	Injector solenoid cylinder #5 circuit – current below normal, or open circuit
324	653	5	Injector cylinder #03	Injector solenoid cylinder #3 circuit – current below normal, or open circuit
325	656	5	Injector cylinder #06	Injector solenoid cylinder #6 circuit – current below normal, or open circuit
331	652	5	Injector cylinder #02	Injector solenoid cylinder #2 circuit – current below normal, or open circuit
332	654	5	Injector cylinder #04	Injector solenoid cylinder #4 circuit – current below normal, or open circuit
334	110	2	Engine coolant temperature	Coolant temperature sensor circuit – data erratic, intermittent, or incorrect
338	1267	3	Vehicle accessories relay driver	Idle shutdown vehicle accessories relay driver circuit - voltage above normal, or shorted to high source
339	1267	4	Vehicle accessories relay driver	Idle shutdown vehicle accessories relay driver circuit - voltage below normal, or shorted to low source
342	630	13	Calibration memory	Electronic calibration code incompatibility - out of calibration
343	629	12	Controller #1	Engine control module warning internal hardware failure - bad intelligent device or component
349	191	16	Transmission output shaft speed	Transmission output shaft speed - data valid but above normal operational range - moderately severe level
351	3597	12	Controller #1	Injector power supply - bad intelligent device or component
352	3509	4	5 volts DC supply	Sensor supply voltage #1 circuit – voltage below normal, or shorted to low source
386	3509	3	5 volts DC supply	Sensor supply voltage #1 circuit – voltage above normal, or shorted to high source
415	100	1	Engine oil pressure	Oil pressure low – data valid but below normal operational range - most severe level
418	97	15	Water in fuel indicator	Water in fuel indicator high - data valid but above normal operational range – least severe level
422	111	2	Coolant level	Coolant level - data erratic, intermittent, or incorrect
425	175	2	Oil temperature	Engine oil temperature - data erratic, intermittent, or incorrect
428	97	3	Water in fuel indicator	Water in fuel sensor circuit - voltage above normal, or shorted to high source
429	97	4	Water in fuel indicator	Water in fuel sensor circuit - voltage below normal, or shorted to low source
431	558	2	Accelerator pedal low idle switch	Accelerator pedal or lever idle validation circuit - data erratic, intermittent, or incorrect
432	558	13	Accelerator pedal low idle switch	Accelerator pedal or lever idle validation circuit - out of calibration

※ Some fault codes are not applied to this machine.

Fault code	J1939 SPN	J1939 FMI	Item	Description
435	100	2	Engine oil pressure	Oil pressure sensor circuit - data erratic, intermittent, or incorrect
441	168	18	Electrical potential (voltage)	Battery #1 voltage low - data valid but below normal operational range – moderately severe level
442	168	16	Electrical potential (voltage)	Battery #1 voltage high - data valid but above normal operational range – moderately severe level
449	157	0	Injector metering rail 1 pressure	Fuel pressure high - data valid but above normal operational range – moderately severe level
451	157	3	Injector metering rail 1 pressure	Injector metering rail #1 pressure sensor circuit - voltage above normal, or shorted to high source
452	157	4	Injector metering rail 1 pressure	Injector metering rail #1 pressure sensor circuit - voltage below normal, or shorted to low source
488	105	16	Intake manifold	Intake manifold 1 temperature - data valid but above normal operational range - moderately severe level
489	191	18	Transmission output shaft speed	Transmission output shaft speed - data valid but below normal operational range - moderately severe level
497	1377	2	Switch circuit	Multiple unit synchronization switch circuit - data erratic, intermittent, or incorrect
523	611	2	System diagnostic code # 1	OEM Intermediate (PTO) speed switch validation - data erratic, intermittent, or incorrect
527	702	3	Circuit - voltage	Auxiliary input/output 2 circuit - voltage above normal, or shorted to high source
528	93	2	Switch - data	Auxiliary alternate torque validation switch - data erratic, intermittent, or incorrect
529	703	3	Circuit - voltage	Auxiliary input/output 3 circuit - voltage above normal, or shorted to high source
546	94	3	Fuel delivery pressure	Fuel delivery pressure sensor circuit - voltage above normal, or shorted to high source
547	94	4	Fuel delivery pressure	Fuel delivery pressure sensor circuit - voltage below normal, or shorted to low source
551	558	4	Accelerator pedal low idle switch	Accelerator pedal or lever idle validation circuit - voltage below normal, or shorted to low source
553	157	16	Injector metering rail 1 pressure	Injector metering rail #1 pressure high – data valid but above normal operational range - moderately severe level
554	157	2	Injector metering rail 1 pressure	Fuel pressure sensor error - data erratic, intermittent, or incorrect
559	157	18	Injector metering rail 1 pressure	Injector metering rail #1 pressure low – data valid but below normal operational range - moderately severe level
584	677	3	Starter solenoid lockout relay driver circuit	Starter relay circuit - voltage above normal, or shorted to high source
585	677	4	Starter solenoid lockout relay driver circuit	Starter relay circuit - voltage below normal, or shorted to low source
595	103	16	Turbocharger 1 speed	Turbocharger #1 speed high - data valid but above normal operational range – moderately severe level

※ Some fault codes are not applied to this machine.

Fault code	J1939 SPN	J1939 FMI	Item	Description
596	167	16	Alternate potential (voltage)	Electrical charging system voltage high – data valid but above normal operational range - moderately severe level
597	167	18	Alternate potential (voltage)	Electrical charging system voltage low – data valid but below normal operational range - moderately severe level
598	167	1	Alternate potential (voltage)	Electrical charging system voltage low – data valid but below normal operational range - most severe level
599	640	14	Engine external protection input	Auxiliary commanded dual output shutdown - special instructions
649	1378	31	Engine oil change interval	Change lubricating oil and filter – condition exists
687	103	18	Turbocharger 1 speed	Turbocharger #1 speed low - data valid but below normal operational range – moderately severe level
689	190	2	Engine speed	Primary engine speed sensor error – data erratic, intermittent, or incorrect
691	1172	3	Turbocharger #1compressor inlet temperature	Turbocharger #1 compressor inlet temperature sensor circuit – voltage above normal, or shorted to high source
692	1172	4	Turbocharger #1compressor inlet temperature	Turbocharger #1 compressor inlet temperature sensor circuit – voltage below normal, or shorted to low source
697	1136	3	Sensor circuit - voltage	ECM internal temperature sensor circuit - voltage above normal, or shorted to high source
698	1136	4	Sensor circuit - voltage	Ecm internal temperature sensor circuit - voltage below normal, or shorted to low source
719	22	3	Crankcase pressure	Extended crankcase blow-by pressure circuit - voltage above normal, or shorted to high source
729	22	4	Crankcase pressure	Extended crankcase blow-by pressure circuit - voltage below normal, or shorted to low source
731	723	7	Engine speed sensor #2	Engine speed/position #2 mechanical misalignment between camshaft and crankshaft sensors - mechanical system not responding properly or out of adjustment
757	2802	31	Electronic control module	Electronic control module data lost - condition exists
778	723	2	Engine speed sensor #2	Engine speed sensor (camshaft) error – data erratic, intermittent, or incorrect
779	703	11	Auxiliary equipment sensor input	Warning auxiliary equipment sensor input # 3 (OEM switch) - root cause not known
951	166	2	Cylinder power	Cylinder power imbalance between cylinders - data erratic, intermittent, or incorrect
1117	3597	2	Power supply	Power lost with ignition on - data erratic, intermittent, or incorrect
1139	651	7	Injector cylinder # 01	Injector cylinder #1 - mechanical system not responding properly or out of adjustment
1141	652	7	Injector cylinder # 02	Injector cylinder #2 - mechanical system not responding properly or out of adjustment
1142	653	7	Injector cylinder # 03	Injector cylinder #3 - mechanical system not responding properly or out of adjustment

※ Some fault codes are not applied to this machine.

Fault code	J1939 SPN	J1939 FMI	Item	Description
1143	654	7	Injector cylinder # 04	Injector cylinder #4 - mechanical system not responding properly or out of adjustment
1144	655	7	Injector cylinder # 05	Injector cylinder #5 - mechanical system not responding properly or out of adjustment
1145	656	7	Injector cylinder # 06	Injector cylinder #6 - mechanical system not responding properly or out of adjustment
1239	2623	3	Accelerator pedal position	Accelerator pedal or lever position sensor 2 circuit - voltage above normal, or shorted to high source
1241	2623	4	Accelerator pedal position	Accelerator pedal or lever position sensor 2 circuit - voltage below normal, or shorted to low source
1242	91	2	Accelerator pedal position	Accelerator pedal or lever position sensor 1 and 2 - data erratic, intermittent, or incorrect
1256	1563	2	Control module identification input state	Control module identification input state error - data erratic, intermittent, or incorrect
1257	1563	2	Control module identification input state	Control module identification input state error - data erratic, intermittent, or incorrect
1852	97	16	Water in fuel indicator	Water in fuel indicator - data valid but above normal operational range - moderately severe level
1911	157	0	Injector metering rail	Injector metering rail 1 pressure - data valid but above normal operational range - most severe level
2111	52	3	Coolant temperature	Coolant temperature 2 sensor circuit - voltage above normal, or shorted to high source
2112	52	4	Coolant temperature	Coolant temperature 2 sensor circuit - voltage below normal, or shorted to low source
2113	52	16	Coolant temperature	Coolant temperature 2 - data valid but above normal operational range - moderately severe level
2114	52	0	Coolant temperature	Coolant temperature 2 - data valid but above normal operational range - most severe level
2115	2981	3	Coolant pressure	Coolant pressure 2 circuit - voltage above normal, or shorted to high source
2116	2981	4	Coolant pressure	Coolant pressure 2 circuit - voltage below normal, or shorted to low source
2117	2981	18	Coolant pressure	Coolant pressure 2 - data valid but below normal operational range - moderately severe level
2182	1072	3	Engine brake output # 1	Engine brake actuator driver 1 circuit - voltage above normal, or shorted to high source
2183	1072	4	Engine brake output # 1	Engine brake actuator driver 1 circuit - voltage below normal, or shorted to low source
2185	3512	3	System diagnostic code # 1	Sensor supply voltage #4 circuit – voltage above normal, or shorted to high source
2186	3512	4	System diagnostic code # 1	Sensor supply voltage #4 circuit – voltage below normal, or shorted to low source
2195	703	14	Auxiliary equipment sensor	Auxiliary equipment sensor input 3 engine protection critical - special instructions
2215	94	18	Fuel delivery pressure	Fuel pump delivery pressure - data valid but below normal operational range - moderately severe level
2216	94	16	Fuel delivery pressure	Fuel pump delivery pressure - data valid but above normal operational range – moderately severe level

※ Some fault codes are not applied to this machine.

Fault code	J1939 SPN	J1939 FMI	Item	Description
2217	630	31	Calibration memory	ECM program memory (RAM) corruption - condition exists
2249	157	1	Injector metering rail 1 pressure	Injector metering rail 1 pressure - data valid but below normal operational range - most severe level
2261	94	15	Fuel delivery pressure	Fuel pump delivery pressure - data valid but above normal operational range - least severe level
2262	94	17	Fuel delivery pressure	Fuel pump delivery pressure - data valid but below normal operational range - least severe level
2263	1800	16	Battery temperature	Battery temperature - data valid but above normal operational range - moderately severe level
2264	1800	18	Battery temperature	Battery temperature - data valid but below normal operational range - moderately severe level
2265	1075	3	Electric lift pump for engine fuel	Fuel priming pump control signal circuit – voltage above normal, or shorted to high source
2266	1075	4	Electric lift pump for engine fuel	Fuel priming pump control signal circuit – voltage below normal, or shorted to low source
2292	611	16	Fuel inlet meter device	Fuel inlet meter device - data valid but above normal operational range - moderately severe level
2293	611	18	Fuel inlet meter device	Fuel inlet meter device flow demand lower than expected - data valid but below normal operational range - moderately severe level
2311	633	31	Fuel control valve #1	Fueling actuator #1 circuit error – condition exists
2321	190	2	Engine speed	Engine speed / position sensor #1 - data erratic, intermittent, or incorrect
2322	723	2	Engine speed sensor #2	Engine speed / position sensor #2 - data erratic, intermittent, or incorrect
2345	103	10	Turbocharger 1 speed	Turbocharger speed invalid rate of change detected - abnormal rate of change
2346	2789	15	System diagnostic code #1	Turbocharger turbine inlet temperature (calculated) - data valid but above normal operational range – least severe level
2347	2629	15	System diagnostic code #1	Turbocharger compressor outlet temperature (calculated) - data valid but above normal operational range – least severe level
2363	1073	4	Engine compression brake output # 2	Engine brake actuator circuit #2 – voltage below normal, or shorted to low source
2365	1112	4	Engine brake output # 3	Engine brake actuator driver output 3 circuit - voltage below normal, or shorted to low source
2367	1073	3	Engine compression brake output # 2	Engine brake actuator circuit #2 – voltage above normal, or shorted to high source
2368	1112	3	Engine brake output # 3	Engine brake actuator driver 3 circuit - voltage above normal, or shorted to high source
2372	95	16	Engine fuel filter differential pressure	Fuel filter differential pressure - data valid but above normal operational range - moderately severe level
2373	1209	3	Exhaust gas pressure	Exhaust gas pressure sensor circuit - voltage above normal, or shorted to high source
2374	1209	4	Exhaust gas pressure	Exhaust gas pressure sensor circuit - voltage below normal, or shorted to low source

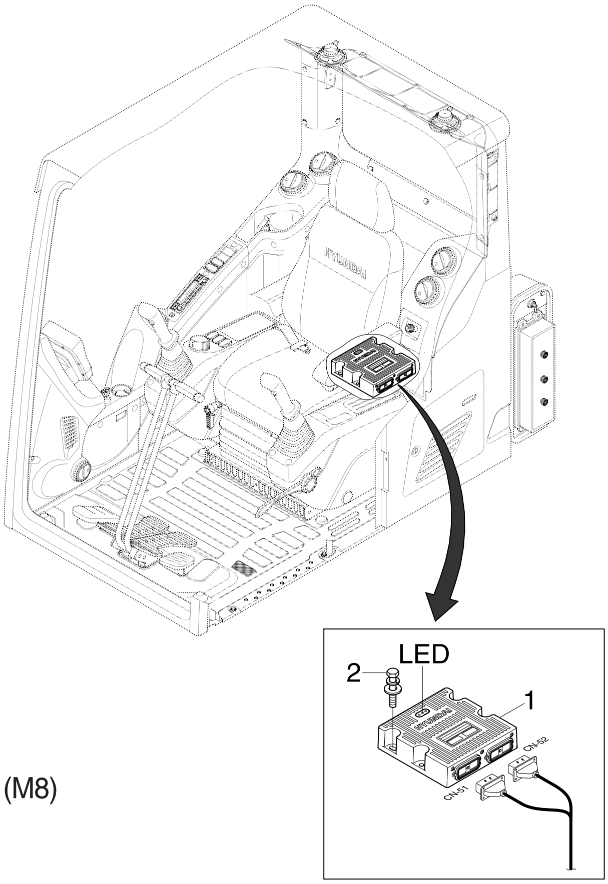
※ Some fault codes are not applied to this machine.

Fault code	J1939 SPN	J1939 FMI	Item	Description
2375	412	3	Exhaust gas recirculation temperature	Exhaust gas recirculation temperature sensor circuit - voltage above normal, or shorted to high source
2376	412	4	Exhaust gas recirculation temperature	Exhaust gas recirculation temperature sensor circuit - voltage below normal, or shorted to low source
2377	647	3	Fan clutch output device driver	Fan control circuit - voltage above normal, or shorted to high source
2425	730	4	Intake air heater # 2	Intake air heater 2 circuit - voltage below normal, or shorted to low source
2426	730	3	Intake air heater # 2	Intake air heater 2 circuit - voltage above normal, or shorted to high source
2448	111	17	Coolant level	Coolant level - data valid but below normal operating range - least severe level
2555	729	3	Inlet air heater driver #1	Intake air heater #1 circuit - voltage above normal, or shorted to high source
2556	729	4	Inlet air heater driver #1	Intake air heater #1 circuit - voltage below normal, or shorted to low source
2557	697	3	Auxiliary PWM driver #1	Auxiliary PWM driver #1 - voltage above normal, or shorted to high source
2558	697	4	Auxiliary PWM driver #1	Auxiliary PWM driver #1 - voltage below normal, or shorted to low source
2963	110	15	Engine coolant temperature	Engine coolant temperature high - data valid but above normal operational range - least severe level
2973	102	2	Boost pressure	Intake manifold pressure sensor circuit - data erratic, intermittent, or incorrect

※ Some fault codes are not applied to this machine.

GROUP 13 ENGINE CONTROL SYSTEM

1. MCU (Machine Control Unit)



1 MCU
2 Mounting bolt (M8)

220S5MS13

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 communication line	· Check if serial communication lines between MCU and cluster are disconnected
Three LED are turned OFF	Trouble on MCU power	· Check if the input power wire (24 V, GND) of MCU is disconnected · Check the fuse

G : green, R : red, Y : yellow

GROUP 14 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		Engine rpm (at accel dial 10)
		kgf/cm^2	psi	
Standard (Stage : 1.0)	P	12 ± 3	171 ± 40	1650 ± 50
	S	15 ± 3	213 ± 40	1550 ± 50
	E	18 ± 3	256 ± 40	1450 ± 50
Option (Stage : 2.0)	P	7 ± 3	100 ± 40	1850 ± 50
	S	10 ± 3	142 ± 40	1750 ± 50
	E	13 ± 3	185 ± 40	1650 ± 50

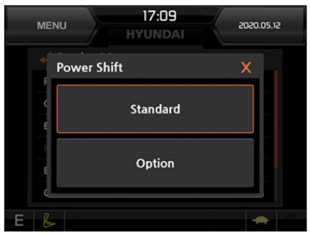
2) HOW TO SWITCH THE STAGE (1.0 ↔ 2.0) ON THE CLUSTER

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

- Management
  · Service menu

220S3CD149A

Enter the password 220S3CD150B

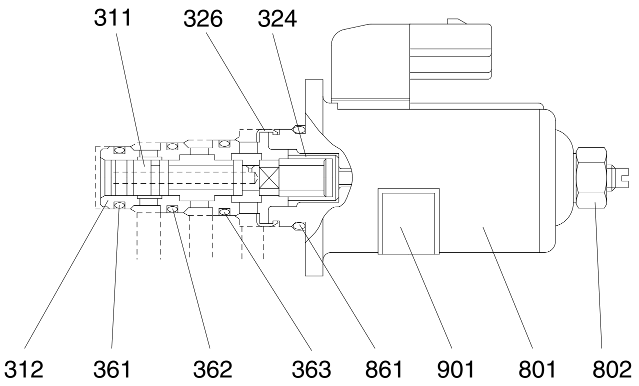


220S3CD251A

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

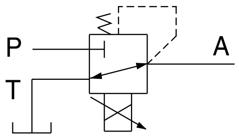
3) OPERATING PRINCIPLE (pump EPPR valve)

(1) Structure



220S2MP12

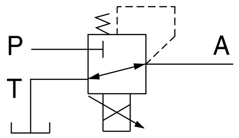
311	Spool	361	O-ring	801	Seal nut
312	Sleeve	362	O-ring	861	O-ring
324	Spring	363	O-ring	901	Name plate
326	Retaining ring	801	Solenoid		

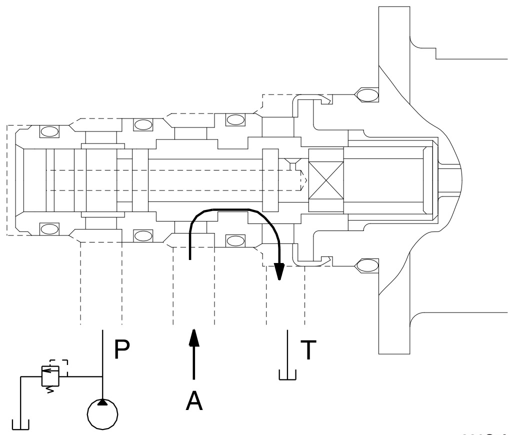


P Pilot oil supply line (pilot pressure)
T Return to tank
A Secondary pressure to flow regulator at main pump

(2) Neutral

Pressure line is blocked and A oil returns to tank.

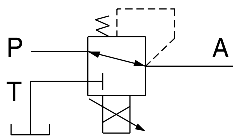


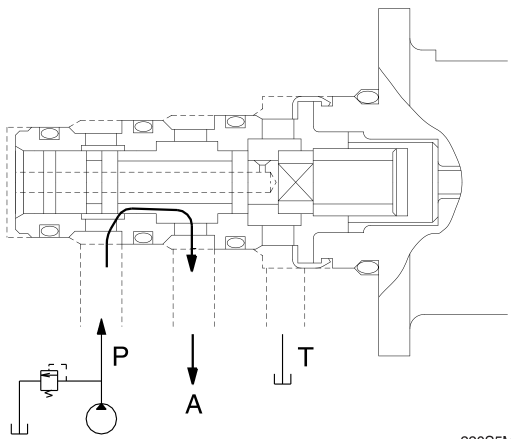


220S5MP13

(3) Operating

Secondary pressure enters into A.



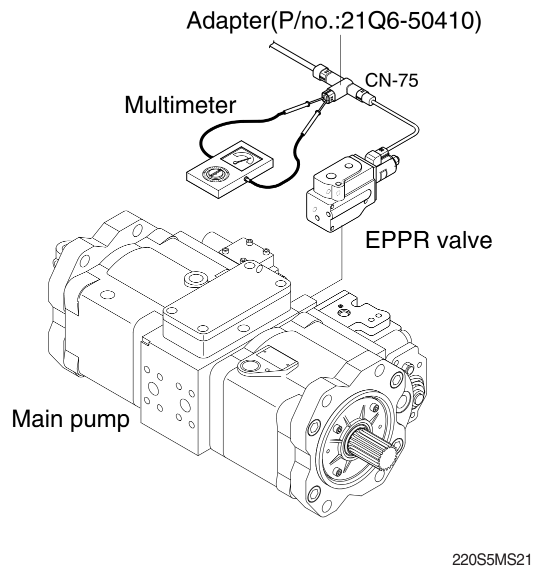


220S5MP14

4) EPPR VALVE CHECK PROCEDURE

(1) Check electric current value at EPPR valve

Spec : 100~700 mA



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.

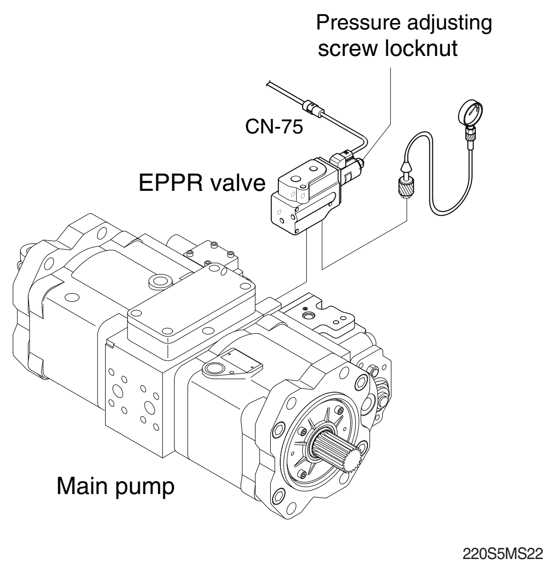
⑤ Position the accel dial at 10.

⑥ If rpm display show approx 1550±50 rpm check electric current at bucket circuit relief position.

⑦ Check electric current at bucket circuit relief position.

(2) Check pressure at EPPR valve

Spec : 2~25 kgf/cm^2 (30~350 psi)



① Remove plug and connect pressure gauge as figure.

· Gauge capacity : 0 to 50 kgf/cm^2 (0 to 725 psi)

② Start engine.

③ Set S-mode and cancel auto decel mode.

④ Position the accel dial at 10.

⑤ If tachometer show approx 1550±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. BOOM PRIORITY EPPR VALVE

1) COMPOSITION

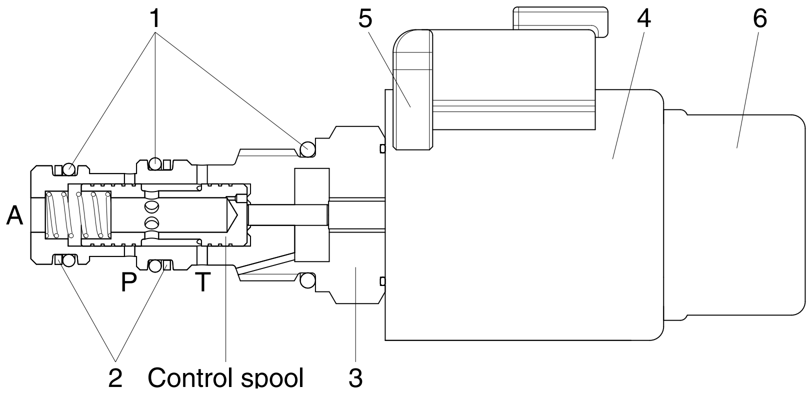
The boom priority EPPR valve is built in a manifold and mainly consisting of valve body and coil. This EPPR valve installed under the solenoid valve.

2) CONTROL

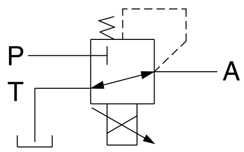
The boom priority EPPR valve has to be controlled by a specific electronic amplifier card, which is supplying the coil with a current 580 mA at 30Ω and 24 V.

3) OPERATING PRINCIPLE

(1) Structure



21095MS14



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.

2) 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.

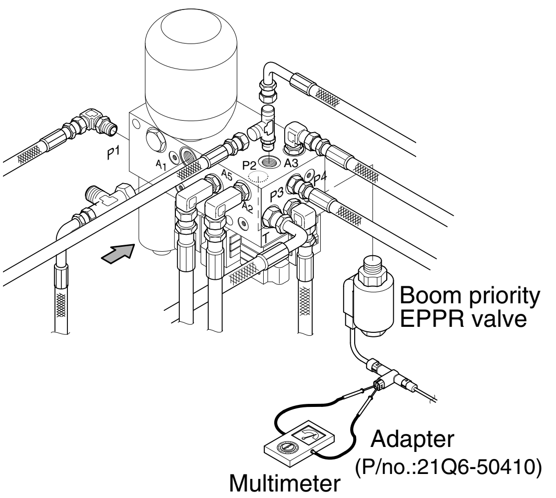
③ Start engine.

④ Set S-mode and cancel auto decel mode.

⑤ If rpm display approx 1550±50 rpm disconnect one wire harness from EPPR valve.

⑥ Check electric current in case of combined boom up and swing operation.

Spec : 400~600 mA
(combined boom up and swing operation)



260SA5MS15

(2) Check pressure at EPPR valve

① Remove hose from A5 port and connect pressure gauge as figure.

- Gauge capacity : 0 to 50 kgf/cm^2
  (0 to 725 psi)

② Start engine.

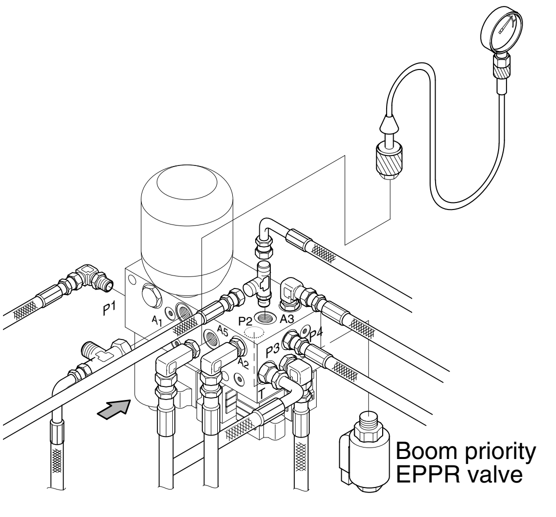
③ Set S-mode and cancel auto decel mode.

④ If rpm display approx 1550±50 rpm check pressure (In case of combined boom up and swing operation).

⑤ If pressure is not correct, adjust it.

⑥ After adjust, test the machine.

Spec : 12~37 kgf/cm^2 (170~530 psi)
(combined boom up and swing operation)



260SA5MS16

GROUP 15 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

Normal type

300SA3CD50

Premium type

260SA5CD51

※ The warning lamp pops up and/or blinks and the buzzer sounds when the machine has a problem. The warning lamp blinks until the problem is cleared. Refer to page 5-62 for details.

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

① 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 to1100 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 buzzer stop switch is pushed. Also the buzzer stops.

3) CLUSTER CONNECTOR

(1) Normal type

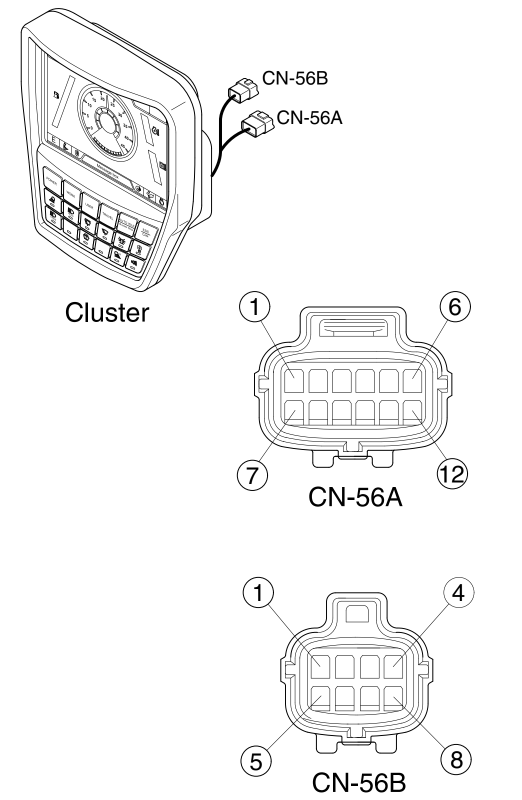
① CN-56A

No.	Name	Signal
1	Battery 24V	20~32Vdc
2	Power IG {24V}	20~32Vdc
3	GND	-
4	N.C	-
5	N.C	-
6	CAN 2 (H)	0~5Vdc
7	CAN 2 (L)	20~32Vdc
8	N.C	-
9	N.C	-
10	N.C	-
11	N.C	-
12	N.C	-

② CN-56B

No.	Name	Signal
1	CAM + 6.5V	6.3~6.7Vdc
2	CAM GND	-
3	CAM DIFF (H)	0~5Vdc
4	CAM DIFF (L)	0~5Vdc
5	CAM 1	NTSC signal
6	CAM 2	NTSC signal
7	CAM 3	NTSC signal
8	CAM shield	0~5Vdc

NTSC : National Television System Committee



220S5MS14

(2) Premium type

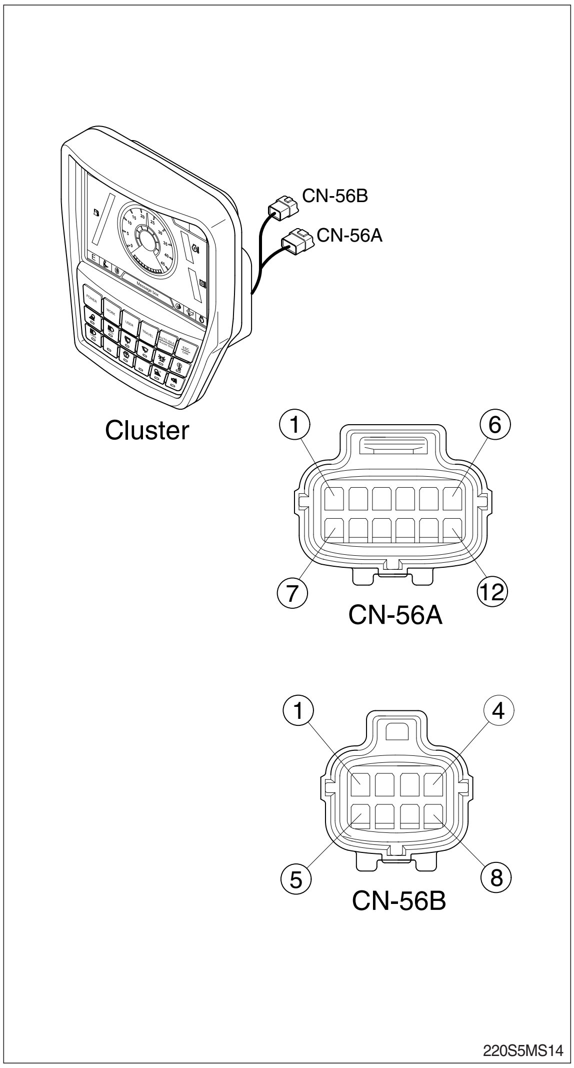
① CN-56A

No.	Name	Signal
1	Battery 24V	20~32Vdc
2	Power IG {24V}	20~32Vdc
3	GND	-
4	N.C	-
5	N.C	-
6	CAN 2 (H)	0~5Vdc
7	CAN 2 (L)	20~32Vdc
8	N.C	-
9	N.C	-
10	N.C	-
11	N.C	-
12	N.C	-

② CN-56B

No.	Name	Signal
1	CAM + 6.5V	6.3~6.7Vdc
2	CAM GND	-
3	CAM DIFF (H)	0~5V
4	CAM DIFF (L)	0~5V
5	CAM 1	NTSC signal
6	CAM 2	NTSC signal
7	CAM 3	NTSC signal
8	CAM shield	0~5Vdc

NTSC : National Television System Committee



4) GAUGE

(1) Operation screen

When you first turn starting switch ON, the operation screen will appear.

Normal type

220S3CD551A

Premium type

Default

Option

220S3CD151A

1	RPM / Speed gauge	5	Tripmeter display
2	Engine coolant temperature gauge	6	Eco guage
3	Hydraulic oil temperature gauge	7	Accel dial gauge
4	Fuel level gauge		

※ Operation screen type can be set by the screen type menu of the display (premium type). Refer to page 5-85 for details.

(2) RPM / Speed gauge

Normal type

Premium type

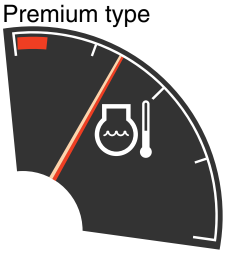
220S3CD549

① This display the engine speed.

(3) Engine coolant temperature gauge

Normal type

Premium type



220S3CD553

① This gauge indicates the temperature of coolant.

· White range : 40-107˚C (104-225˚F)

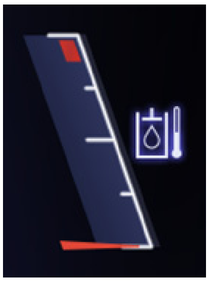
· Red range : Above 107˚C (225˚F)

② If the indicator is in the red range or lamp pops up and the buzzer sounds turn OFF the engine and check the engine cooling system.

※ 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) Hydraulic oil temperature gauge

Normal type



Premium type

220S3CD554

① This gauge indicates the temperature of hydraulic oil.

· White range : 40-105˚C (104-221˚F)

· Red range : Above 105˚C (221˚F)

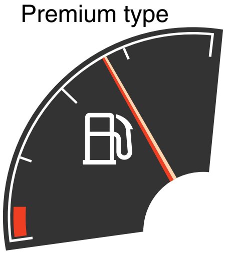
② If the indicator is in the red range or lamp pops up and the buzzer sounds reduce the load on the system. If the gauge stays in the red range, stop the machine and check the cause of the problem.

※ 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.

(5) Fuel level gauge

Normal type

Premium type



220S3CD555

① This gauge indicates the amount of fuel in the fuel tank.
② Fill the fuel when the red range, or lamp pops up and the buzzer sounds.
※ 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.

(6) Tripmeter display

290F3CD56

① This displays the engine the tripmeter.
※ Refer to page 5-87 for details.

(7) Eco gauge

290F3CD58

① This gauge indicates the fuel consumption rate and machine load status. So that operators can be careful with fuel economy.
② The fuel consumption rate or machine load is higher, the number of segment is increased.
③ The color of Eco gauge indicates operation status.
- White : Idle operation
- Green : Economy operation
- Yellow : Non-economy operation at a medium level.
- Red : Non-economy operation at a high level.

(8) Accel dial gauge

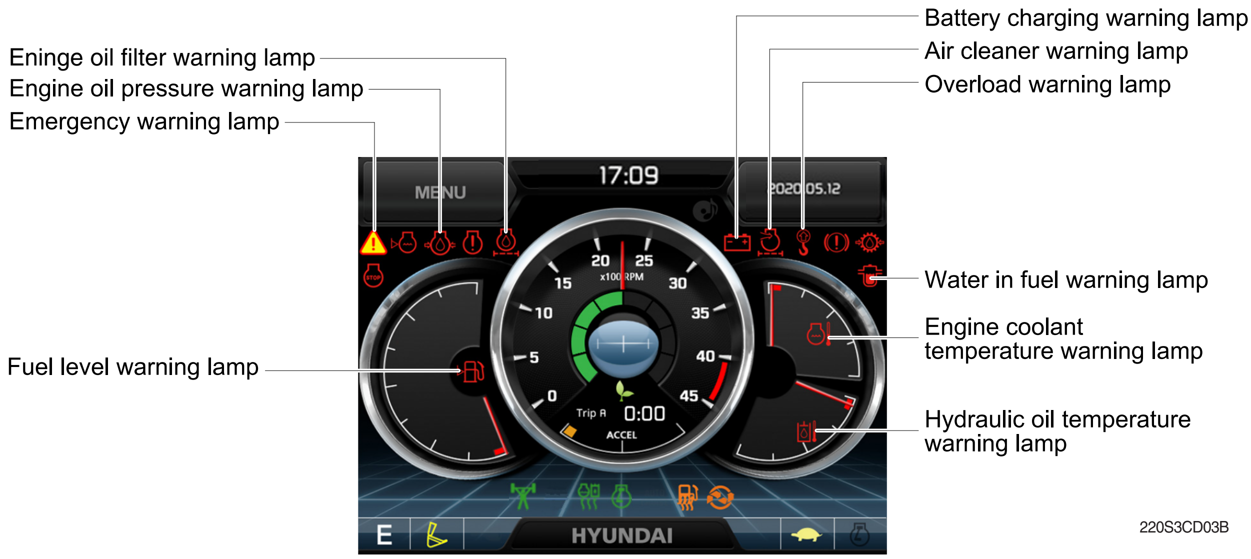
290F3CD59

① This gauge indicates the level of accel dial.

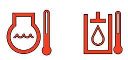
5) WARNING LAMPS

Normal type

Premium type

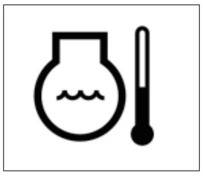


※ Warning lamps and buzzer

Warnings	When error happened	Lamps and buzzer
All warning lamps except below	Warning lamp pops up on the center of the LCD and the buzzer sounds	· The pop-up warning lamp moves to the original position and blinks, and the buzzer stops when ; - the buzzer stop switch  is pushed - the lamp of the LCD is touched
	Warning lamp pops up on the center of the LCD and the buzzer sounds	· Cluster displays this pop-up when it has communication error with MCU. · If communication with MCU become normal state, it will disappear automatically.
	Warning lamp pops up on the center of the LCD and the buzzer sounds	※ **Refer to page 5-62 for details.**

※ Refer to page 5-69 for the buzzer stop switch  .

(1) Engine coolant temperature warning lamp



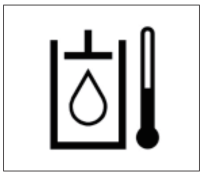
290F3CD61

① Engine coolant temperature warning is indicated two steps.
- 100˚C over : The lamp pops up and the buzzer sounds.
- 107˚C over : The lamp pops up and the buzzer sounds.

② The pop-up , lamps move to the original position and blinks when the buzzer stop switch AUTO IDLE Buzzer Stop is pushed. And the buzzer stops and , lamps keep blink.

③ Check the cooling system when the lamps keep blink.

(2) Hydraulic oil temperature warning lamp



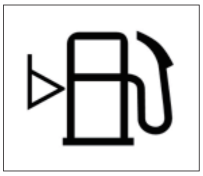
290F3CD62

① Hydraulic oil temperature warning is indicated two steps.
- 100˚C over : The lamp pops up and the buzzer sounds.
- 105˚C over : The lamp pops up and the buzzer sounds.

② The pop-up , lamps move to the original position and blinks when the buzzer stop switch AUTO IDLE Buzzer Stop is pushed. And the buzzer stops and , lamps keep blink.

③ Check the hydraulic oil level and hydraulic oil cooling system.

(3) Fuel level warning lamp



290F3CD63

① This warning lamp pops up and the buzzer sounds when the level of fuel is below 47 ℓ (12.5 U.S. gal).

② Fill the fuel immediately when the lamp blinks.

(4) Emergency warning lamp

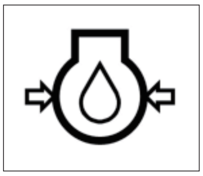
290F3CD64

① This warning lamp pops up and the buzzer sounds when each of the below warnings is happened.
- Engine coolant overheating (over 107˚C)
- Hydraulic oil overheating (over 105˚C)
- MCU input voltage abnormal
- Cluster communication data error
- Engine ECM communication data error

※ **The pop-up warning lamp moves to the original position and blinks when the buzzer stop switch AUTO IDLE Buzzer Stop is pushed. And the buzzer stops.**

② When this warning lamp blinks, machine must be checked and serviced immediately.

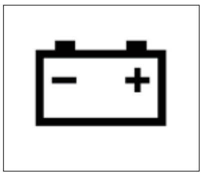
(5) Engine oil pressure warning lamp



290F3CD65

① This warning lamp pops up and the buzzer sounds when the engine oil pressure is low.
② If the lamp blinks, shut OFF the engine immediately. Check oil level.

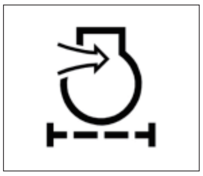
(6) Battery charging warning lamp



290F3CD67

① This warning lamp pops up and the buzzer sounds when the battery charging voltage is low.
② Check the battery charging circuit when this lamp blinks.

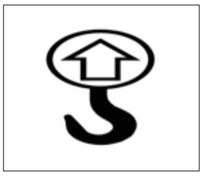
(7) Air cleaner warning lamp



290F3CD68

① This warning lamp pops up and the buzzer sounds when the filter of air cleaner is clogged.
② Check the filter and clean or replace it.

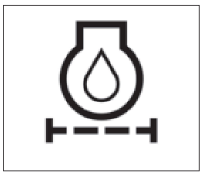
(8) Overload warning lamp (opt)



290F3CD69

① When the machine is overload, the overload warning lamp pops up and the buzzer sounds during the overload switch is ON. (if equipped)
② Reduce the machine load.

(9) Engine oil filter warning lamp



290F3CD69

① This warning lamp pops up and the buzzer sounds when the filter of eninge oil is clogged.
② Check the filter and clean or replace it.

6) PILOT LAMPS

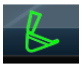
Normal type

220S3CD574A

Premium type

220S3CD74B

(1) Mode pilot lamps

No	Mode	Pilot lamp	Selected mode
1	Power mode	P S E	Heavy duty power work mode Standard power mode Economy power mode
2	User mode	U	User preferable power mode
3	Work mode	    	General operation - IPC speed mode General operation - IPC balance mode General operation - IPC efficiency mode Breaker operation mode Crusher operation mode
4	Travel mode	 	Low speed traveling High speed traveling
5	Auto idle mode		Auto idle

(2) Power max pilot lamp

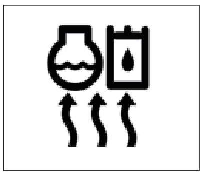
290F3CD78

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.

※ **Refer to the operator's manual page 3-36 for power max function.**

(3) Warming up pilot lamp

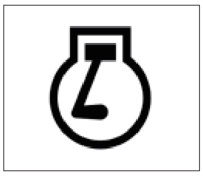


290F3CD80

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.

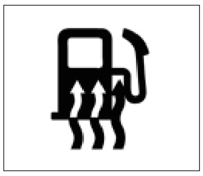
(4) Decel pilot lamp



290F3CD81

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.
※ Refer to the operator's manual page 3-36.

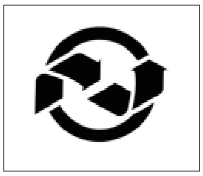
(5) Fuel warmer pilot lamp



290F3CD82

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, and the hydraulic oil temperature is above 45˚C since the start switch was ON position.

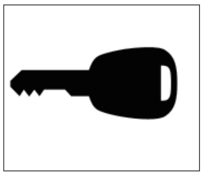
(6) Maintenance pilot lamp



290F3CD83

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.
※ Refer to the page 5-80.

(7) Smart key pilot lamp (premium type, opt)



290F3CD214

① This lamp is ON when the engine is started by the start button.
② This lamp is red when the a authentication fails, green when succeeds.
※ Refer to the page 5-81.

(8) Auto engine shutdown pilot lamp (premium type, opt)

220A3CD202A

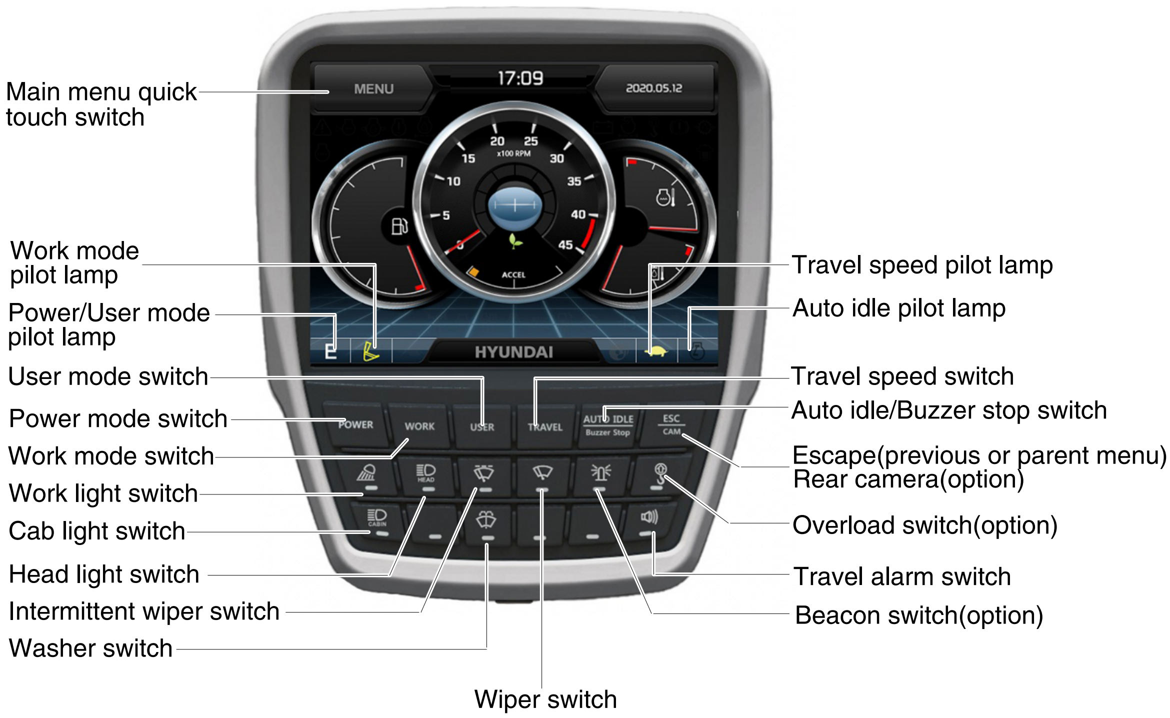
① This lamp is turned ON when the auto engine shutdown is activated
※ Refer to the page 5-77.

7) SWITCHES

Normal type

220S3CD586A

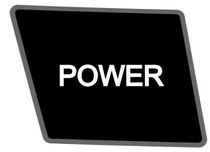
Premium type



220S3CD86B

※ When some of the switches are selected, the pilot lamps are displayed on the LCD. Refer to the page 5-65 for details.

(1) Power mode switch



290F3CD76

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 → S → P → E in order.

(2) Work mode switch

290F3CD88

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

※ **Refer to the operator's manual page 2-7 for details.**

(3) User mode switch

290F3CD89

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 5-75 for another set of user mode.

(4) Travel speed switch

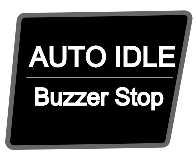
290F3CD91

① This switch is used to select the travel speed alternatively.
- · : Low speed
- · : High speed

※ **Do not change the setting of the travel speed switch. Machine stability may be adversely affected.**

⚠ **Personal injury can result from sudden changes in machine stability.**

(5) Auto idle/ buzzer stop switch



290F3CD90

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) Escape/Camera switch

290F3CD92

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 5-87 for the camera.
③ If the camera is not installed, this switch is used only ESC function.

(7) Work light switch

290F3CD93

① This switch is used to operate the work light.
② The pilot lamp is turned ON when operating the switch.

(8) Head light switch

290F3CD94

① This switch is used to operate the head light.
② The pilot lamp is turned ON when operating the switch.

(9) Intermittent wiper switch

290F3CD95

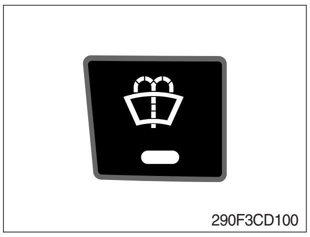
① This switch is used to wipe operates intermittently.
② The pilot lamp is turned ON when operating the switch.

(10) Wiper switch

290F3CD96

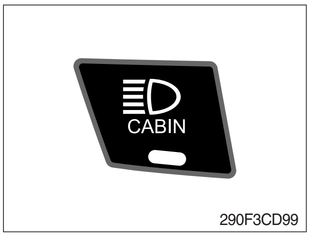
① This switch is used to operate the window wiper.
② Note that the wiper will self-park when switched off.
③ The pilot lamp is turned ON when operating the switch.
※ If the wiper does not operate with the switch in ON position, turn the switch OFF immediately. Check the cause.
If the switch remains ON, motor failure can result.

(11) Washer switch



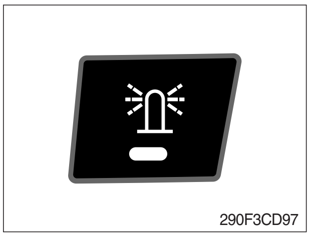
① The washer liquid is sprayed and the wiper is operated only while pressing this switch.
② The pilot lamp is turned ON when operating the switch.

(12) Cab light switch



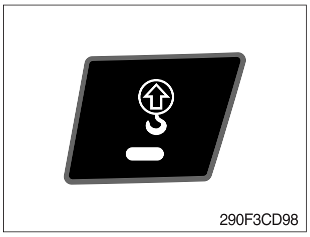
① This switch turns ON the cab light on the cab.
② The pilot lamp is turned ON when operating the switch.

(13) Beacon switch (opt)



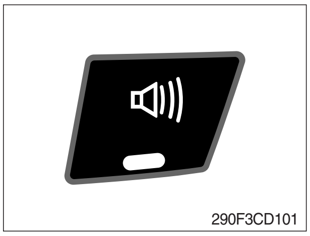
① This switch turns ON the rotary light on the cab.
② The pilot lamp is turned ON when operating the switch.

(14) Overload switch (opt)



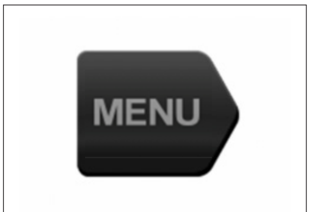
① When this switch turned ON, buzzer makes sound and overload warning lamp comes ON in case that the machine is overload.
② When it turned OFF, buzzer stops and warning lamp goes out.
⚠ **Overloading the machine could impact the machines stability which could result in tipover hazard. A tipover hazard could result in serious injury or death. Always activate the overload warning device before you handle or lift objects.**

(15) Travel alarm switch



① This switch is to activate travel alarm function surrounding when the machine travels.
 · ON : The travel alarm function is activated.
 · OFF : The travel alarm function is not activated.

(16) Main menu quick touch switch



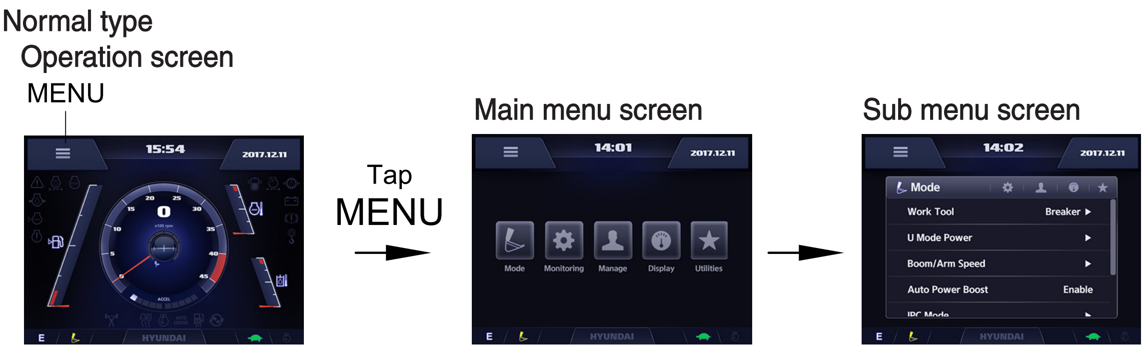
220S3CD217

① This switch is to activate the main menu in the cluster.

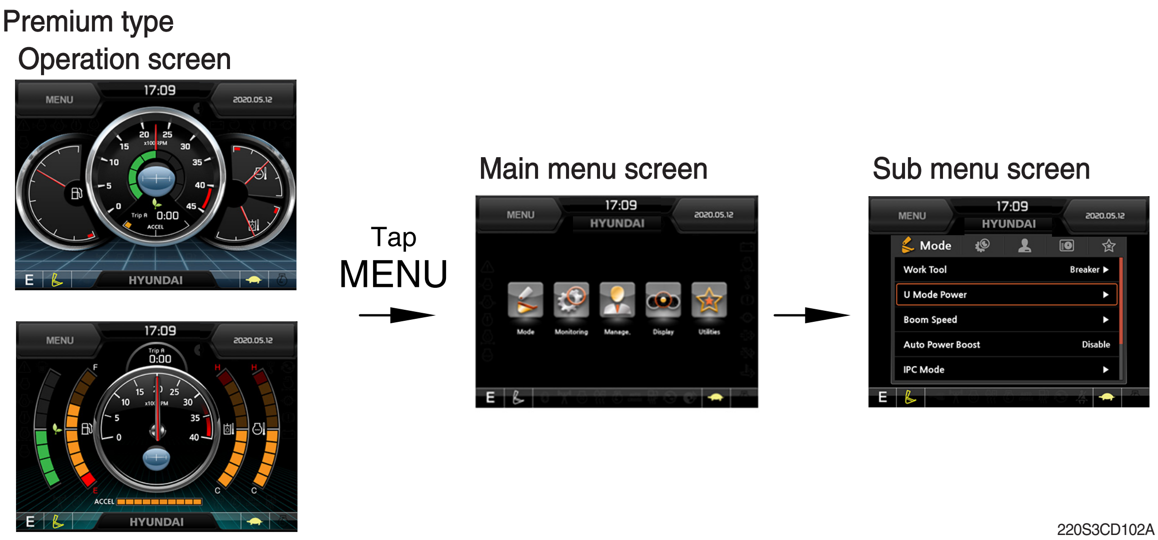
※ Refer to the page 5-74.

8) MAIN MENU

※ On the operation screen, tap MENU to access the main menu screen.
On the sub menu screen, you can tap the menu bar to access functions or applications.



220S3CD502A



220S3CD102A

(1) Structure

No	Main menu	Sub menu	Description
1	 Mode 220S3CD103	Work mode U mode power Boom/Arm speed Auto power boost IPC mode Auto engine shutdown (opt) Initial mode Emergency mode	Breaker, Crusher, Not installed User mode only Boom speed Enable, Disable Speed mode, Balance mode, Efficiency mode One time, Always, Disable Key on initial mode / initial work mode Switch function
2	 Monitoring 220S3CD104	Active fault Logged fault Delete logged fault Monitoring	MCU, AAVM (opt) MCU, AAVM (opt) All logged fault delete, Initialization canceled Machine information, Switch status, Output status,
3	 Management 220S3CD105	Fuel rate information Maintenance information Machine security Machine information Contact Service menu Clinometer Update	General record, Hourly, Daily, Mode record Replacement, Change interval oils and filters ESL mode setting, Password change Model, MCU, Monitor RMCU, Relay drive unit, AAVM (opt) A/S phone number, A/S phone number change Power shift, Operating hour, Breaker mode pump acting, EPPR current level, Overload pressure Clinometer setting Cluster, ETC device
4	 Display 220S3CD106	Display item Clock Brightness Unit setup Language selection Screen type★	Engine speed, Tripmeter A, Tripmeter B, Tripmeter C Clock Manual, Auto Temperature, Pressure, Flow, Distance, Date format Korean, English, Chinese, ETC A type, B type
5	 Utilities 220S3CD107	Tripmeter Camera setting AUX Manual	3 kinds (A, B, C) Number of active, Display order, AAVM (opt)★

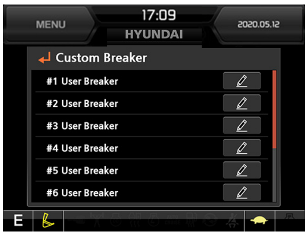
★ : premium type

(2) Mode setup

※ Illustrations are based on the premium type cluster.

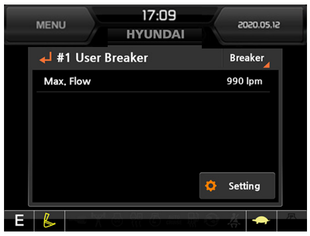
① Work mode

220S3CD108A



220S3CD253A

A



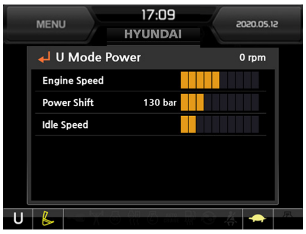
220S3CD254A

B

· Select on installed optional attachment
  - A : It can set the user's attachment.
    It is available in setting #1~#10.
  - B : Max flow - Set the maximum flow for the attachment.

② U mode power

220S3CD111A



220S3CD112A

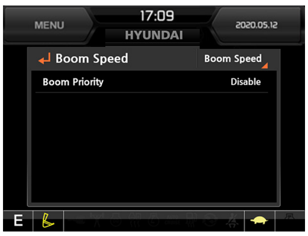
Step (▮)	Engine speed (rpm)	Idle speed (rpm)	Power shift (bar)
1	1600	850	0
2	1650	880	3
3	1700	900	6
4	1750	950	9
5	1800	1000 (auto decel)	12
6	1850	1050	16
7	1900	1100	20
8	1950	1150	26
9	2000	1200	32
10	2050	1250	38

※One touch decel & low idle : 850 rpm

· 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

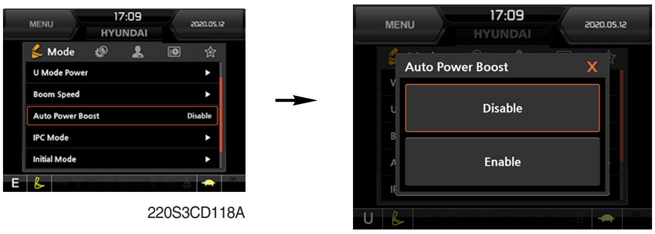
220S3CD113A



220S3CD115A

· Boom speed
  - Boom priority function can be activated or cancelled
    Enable - Boom up speed is automatically adjusted as working conditions by the MCU.
    Disable - Normal operation

④ Auto power boost

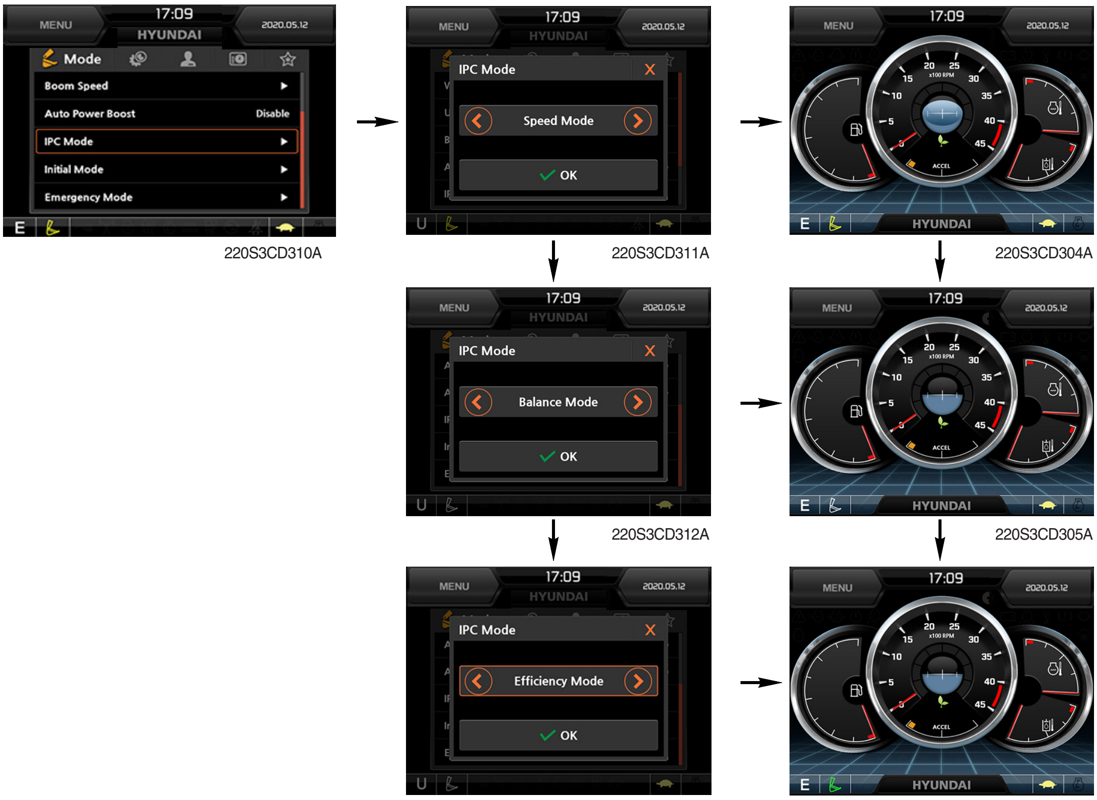


220S3CD118A

220S3CD117A

· 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 IPC mode



220S3CD310A

220S3CD311A

220S3CD304A

220S3CD312A

220S3CD305A

220S3CD313A

220S3CD306A

· The IPC mode can be selected by this menu.
- Speed mode
- Balance mode (default)
- Efficiency mode

· This mode is applied only general operation mode of the work mode.

※ Please update the cluster programs if this mode is not displayed in the mode setup menu. Refer to the page 3-27.

⑥ Automatic engine shutdown (option)

220S3CD91A

220S3CD92A

220S3CD93A

- The automatic engine shutdown function can be set by this menu.
  - One time
  - Always
  - Disable
  - Wait time setting : Max 40 minutes, min 2 minutes

⑦ Initial mode

220S3CD122A

220S3CD119A

- Key on initial mode
  - Selected the power mode is activated when the engine is started.

  Key on initial work mode
  - Not installed
  - Last setting
  - Work mode

⑧ Emergency mode

220S3CD248A

220S3CD249A

- This mode can be used when the switches are abnormal on the cluster.
- The cluster switches will be selected by touched each icon.

(3) Monitoring

① Active fault

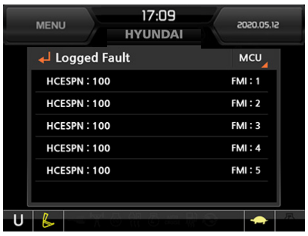
220S3CD120A

220S3CD125A

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

② Logged fault

220S3CD128A

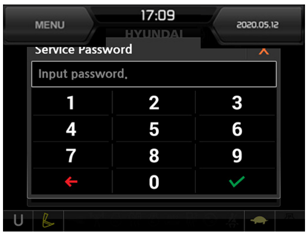


220S3CD124A

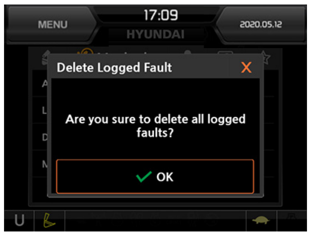
· The logged faults of the MCU can be checked by this menu.

③ Delete logged fault

220S3CD134A



220S3CD126A

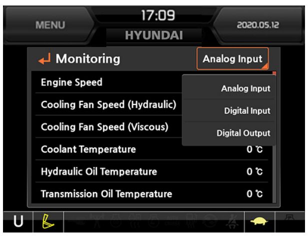


220S3CD127A

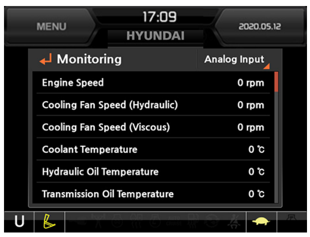
· The logged faults of the MCU can be deleted by this menu.

④ Monitoring

220S3CD172A



220S3CD188A



220S3CD189A

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

· The switch status or output status can be confirmed by this menu (Digital input & Digital output).

· The activated switch or output pilot lamps ● are light ON.

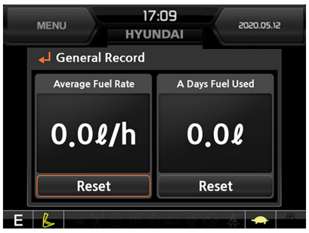
(4) Management

① Fuel rate information

220S3CD14A

220S3CD15A

A



220S3CD16A

· General record (A)
- Average fuel rate (left) (from "Reset" to now)
  Fuel consumption devided by engine run time (service meter time).
- A days fuel used (right)
  Fuel consumption from 24:00 (or "Reset" time) to now (MCU real time).

B

220S3CD17A

· Hourly record (B)
- Hourly fuel rates for past 12 hours (service meter time).
- No record during key-off time.
- One step shift to the right for every one hour.
- Automatic deletion for 12 hours earlier data.
- All hourly records deletion by "Reset".

C

220S3CD18A

· Daily record (C)
- Daily fuel consumption for past seven days (MCU real time).
- No record during key-off time.
- One step shift to the right at 24:00 for every day.
- Automatic deletion for 7 days earlier data.
- All daily records deletion by "Reset".

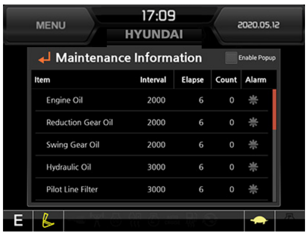
D

220S3CD19A

· Mode record (D)
- Average fuel rate for each power mode/accel dial (at least 7) from "Reset" to now.
- No record during idle.
- All mode records deletion by "Reset".

② Maintenance information

220S3CD131A



220S3CD132A

220S3CD133A

· Alarm lamp (●) is ON when oil or filter needs to be changed or replaced.

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

· Change interval : The change or replace interval can be changed in the unit of 30 hours.

※ Refer to the maintenance chart of the operator's manual for further information of maintenance interval.

③ Machine security

220S3CD190A

220S3CD135A

220S3CD136A

· ESL mode setting

- ESL : Engine Starting Limit
- ESL mode is desingned to be a theft deterrent or will prevent the unauthorized operation of the machine.
- When you Enable the ESL mode, the password will be required when the starting switch is turned to the on position.
- Machine security

  Disable : ESL function is disabled and password is not required to start engine.

  Enable (always) : The password is required whenever the operator starts engine.
- Interval : The password is required when the operator starts engine first. But the operator can restart the engine within the interval time without inputting the password. The interval time can be set to a maximum 4 hours.

  ※Default password : 00000 + ☑

  ※Password length : (5~10 digits) + ☑
- Smart key (option) : Refer to next page.

220S3CD137A

220S3CD138A

· Password change

- The password is 5~10 digits.

220S3CD190A

220S3CD140A

220S3CD135A

Enter the current password

220S3CD142A

Enter the new password

220S3CD143A

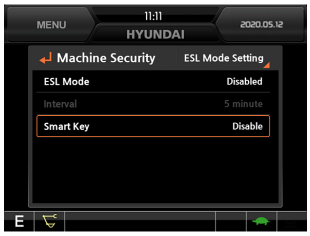
Enter the new password again

※ Before first use, please set user password and owner password in advance for machine security.

- Smart key

220S3CD190A

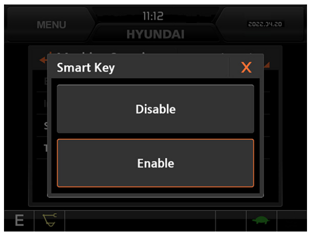
220S3CD135A



235F3CD001

· Smart key is registered when equipped with optional smart key. If smart key is not inside of the cabin, authentication process fails and the password is needed.

· Tag management menu is activated when the Smart key menu is Enabled.
You can register and delete the tags.

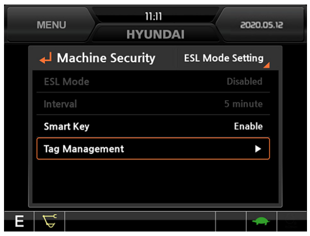


235F3CD002

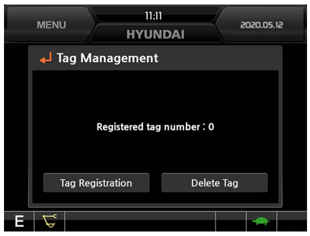
- Tag management

· When registering a tag : Only the tag you want to register must be in the cabin.

· When deleting a tag : All registered tags are deleted.

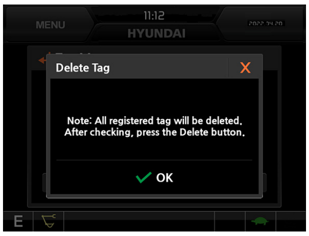


235F3CD003



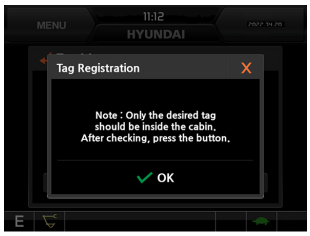
235F3CD004

Deleting



235F3CD006

Registering



235F3CD005

※ Engine Starting Condition

Case	ESL Mode	Smart Key	Condition
1	Disable	Disable	- With registered tag : Engine can be started without password input. - Without registered tag : Engine can be started without password input.
2	Disable	Enable	If Smart Key is enabled, ESL Mode is automatically enabled. This Case 2 work the same as the Case 4.
3	Enable	Disable	- With registered tag : Engine can be started with password input. - Without registered tag : Engine can be started with password input.
4	Enable	Enable	- With registered tag : Engine can be started without password input. - Without registered tag : Engine can be started with password input.

④Machine Information

220S3CD144A

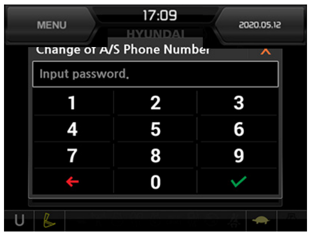
220S3CD145A

· This can confirm the identification of the model information (ECU), MCU, monitor, switch controller, RMCU, relay driver unit, AAVM (opt).

⑤ Contact (A/S phone number)

220S3CD146A

220S3CD147A



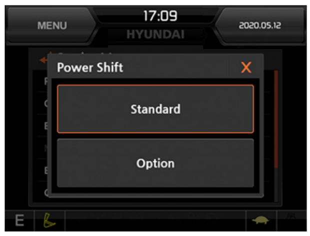
220S3CD148A

Enter the new A/S phone number

⑥ Service menu

220S3CD149A

220S3CD150A



220S3CD251A

· Power shift (standard/option) : Power shift pressure can be set by option menu.
· Operating hours : Operating hours since the machine line out can be checked by this menu.
· Breaker mode pump acting (null)
· EPPR current level (attach flow EPPR 1 & 2)
· Overload pressure : 100 ~ 350 bar

⑦ Clinometer

220S3CD152A

220S3CD153A

· When the machine is on the flatland, if tap the "initialization", the values of X, Y reset "0".
· You can confirm tilt of machine in cluster's operating screen.

⑧ Update (cluster & ETC devices)

220S3CD67A

220S3CD135A

220S3CD280A

- ETC devices and cluster can be updated through CAN 2 network.
- Insert USB memory stick which includes program files, start download.

220S3CD290A

220S3CD281A

220S3CD291A

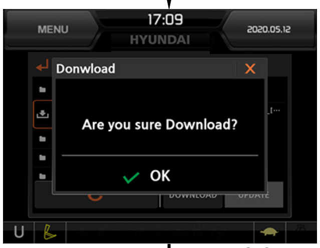
220S3CD282A

220S3CD299A

220S3CD292A

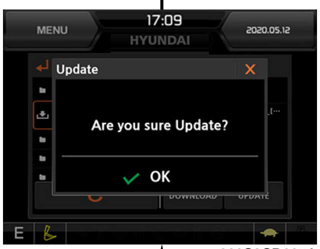
220S3CD283A

220S3CD298A



220S3CD293A

220S3CD284A

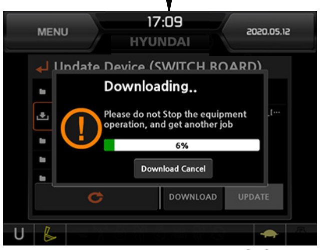


220S3CD297A

220S3CD294A

220S3CD285A

220S3CD296A



220S3CD295A

(5) Display

① Display item

220S3CD154A

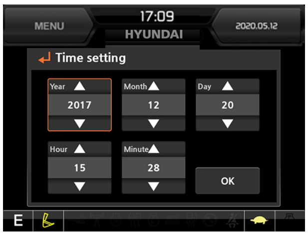
220S3CD155A

220S3CD156A

· 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

220S3CD157A

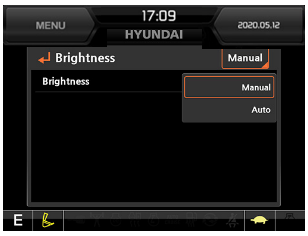


220S3CD158A

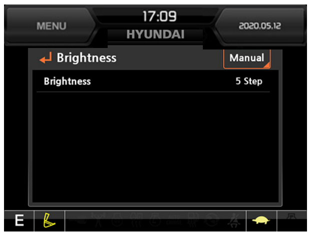
· The first line's three spots "**/**/****" represent Year/Month/Day each.
· The second line shows the current time. (0:00~23:59)

③ Brightness

220S3CD159A



220S3CD160A



220S3CD139A

220S3CD141A

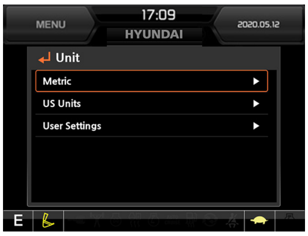
220S3CD191A

220S3CD192A

· 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, white area represents night time while orange shows day time)

④ Unit

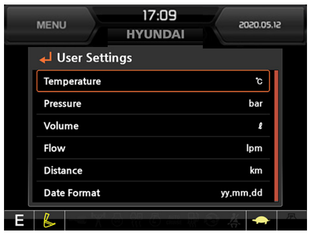
220S3CD161A



220S3CD182A

220S3CD183A

220S3CD186A



220S3CD162A

220F3CD193A

· Temperature : ˚C ↔ ˚F
· Pressure : bar ↔ MPa ↔ kgf/cm^2
· Volume : ℓ ↔ gal
· Flow : lpm ↔ gpm
· Distance : km ↔ mile
· Date format : yy/mm/dd ↔ mm/dd/yy ↔ dd-mm-yy

⑤ Language

220S3CD163A

220S3CD164A

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

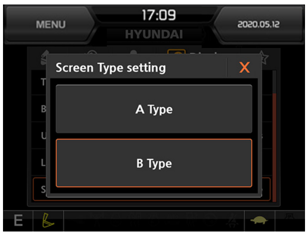
⑥ Screen type (premium type)

220S3CD165A

A Type (Default)

220S3CD166A

220S3CD156A



B Type (Option)

220S3CD174A

220S3CD167A

(6) Utilites

① Tripmeter

220S3CD168A

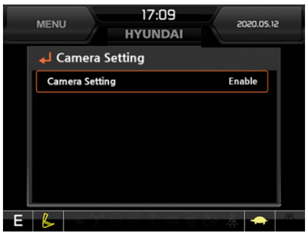
220S3CD169A

· 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 Camera setting

· If the rear camera is not installed on the machine, set disable.
· If the rear camera installed on the machine, set enable.

220S3CD225A



220S3CD255A

220S3CD256A

· In the operation screen, rear camera screen show up when ESC/CAM button is pushed.

220S3CD222A

290F3CD221

③ **AAVM (All Around View Monitoring, premium type, opt)**

· The AAVM buttons of the cluster consist of ESC/CAM and AUTO IDLE/Buzzer stop.

220S3CD244A

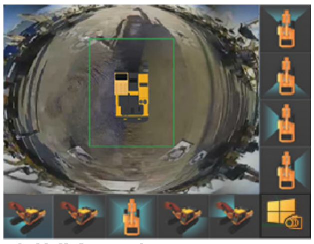
- **Escape button**

· It will enter into the AAVM mode from the beginning screen if the AAVM is installed.

· While in the AAVM mode, select the ESC button to return to the beginning screen.

220S3CD156A

The beginning screen



AAVM mode 235SA3CD222A

- **Buzzer stop button**

· In AAVM mode, it detects surrounding pedestrians or objects and the warning buzzer sounds.

· User can turn OFF the warning sound by pressing buzzer stop button.

290F3CD246A

· When the worker or pedestrian go to the green line (radius 5 m), an external danger area of equipping on the cluster screen, the warning buzzer sounds and it displays the blue rectangular box for the recognition of the worker and pedestrian.
At this time, the operator should stop work immediately, and stop the buzzer by pressing the buzzer stop button. And then, please work after you check whether the danger factors are solved.

290F3CD247A

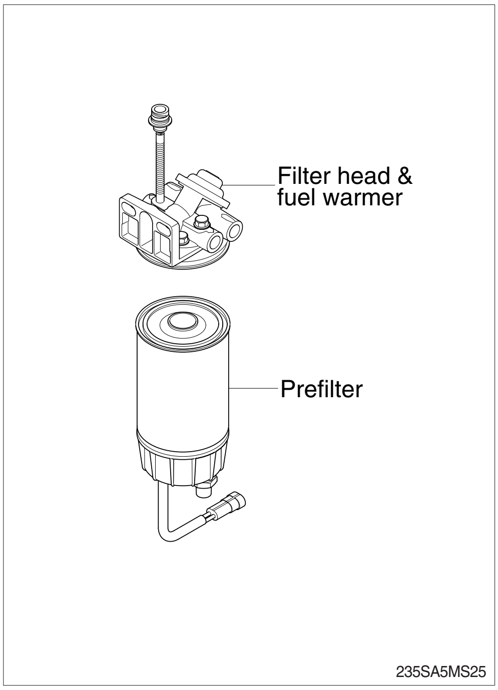
· When the worker or pedestrian go inside of red line (radius 3 m), an internal danger area of equipping on the cluster screen, the warning buzzer sounds and it displays the red rectangular box for the recognition of the worker and pedestrian.
At this time, the operator should stop work immediately, and stop the buzzer by pressing the buzzer stop button. And then, please work after you check whether the danger factors are solved.

※ In AAVM mode, a touch screen of the LCD is available only. The multimodal dial of the haptic controller is not available.

GROUP 16 FUEL WARMER SYSTEM

1. SPECIFICATION

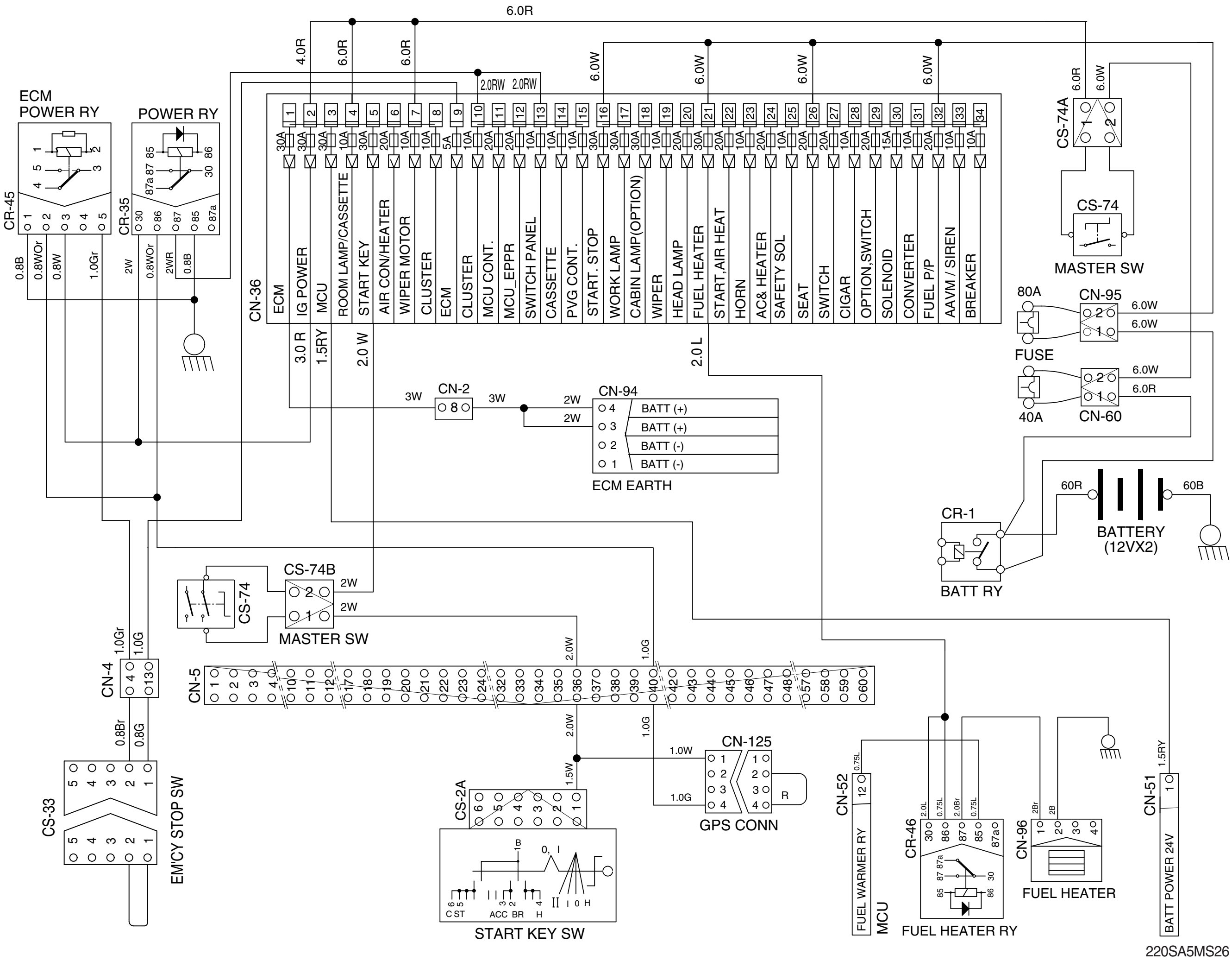
1) Operating voltage : 24±4 V
2) Power : 350±50 W
3) Current : 15 A



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

SECTION 6 TROUBLESHOOTING

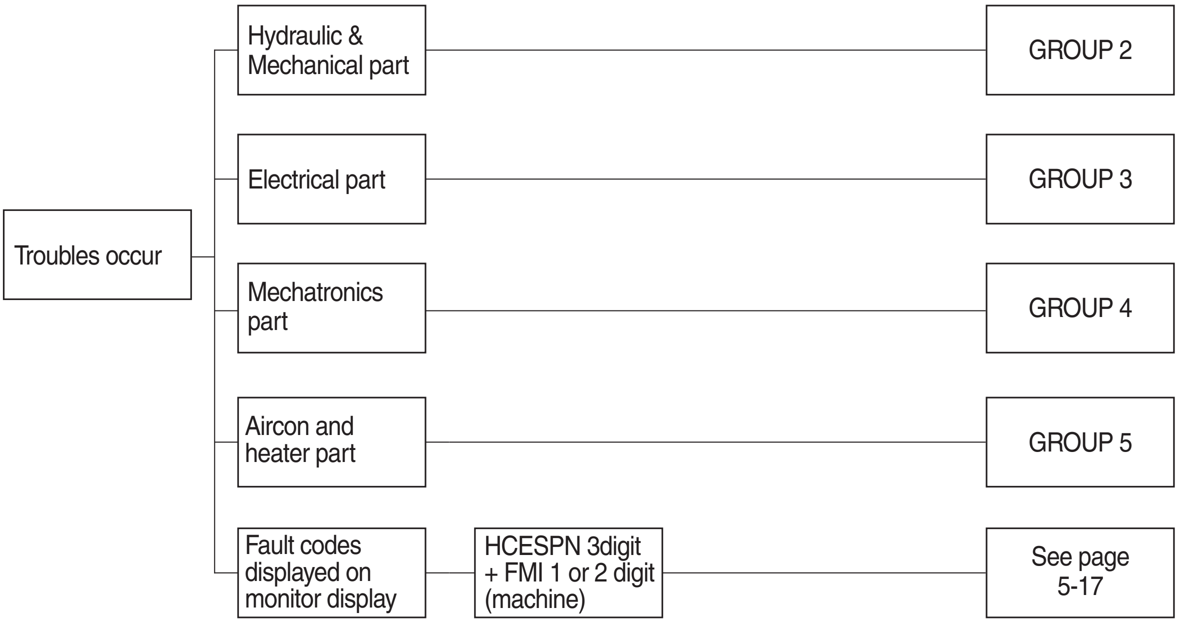
GROUP 1 BEFORE TROUBLESHOOTING

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, Mechatronics system and Air conditioner and heater 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.**

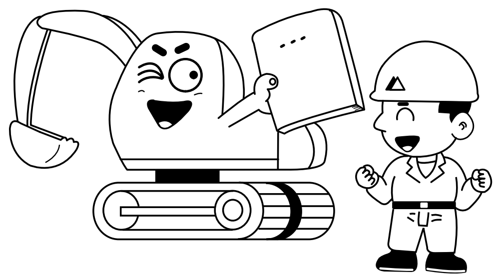


2. DIAGNOSING PROCEDURE

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.

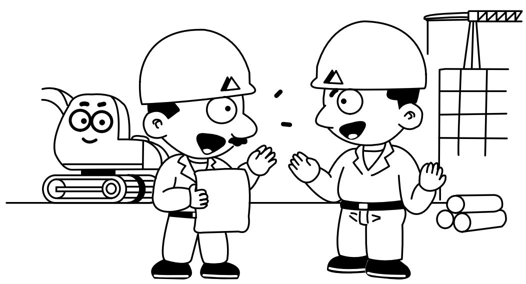


13031SH02

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.

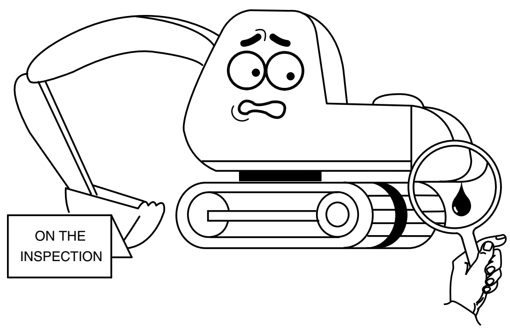


13031SH03

STEP 3. Inspect the machine

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

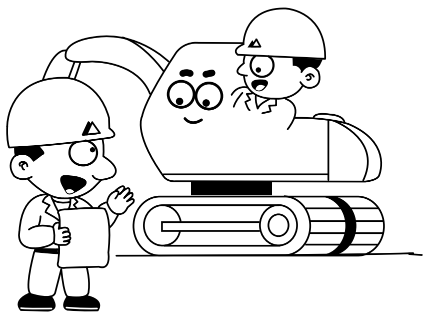
And also check the electrical system including batteries, as the troubles in the electrical system such as low battery voltage, loose connections and blown out fuses will result in malfunction of the controllers causing total operational failures of the machine.



(210-7) 6-2(3)

STEP 4. Inspect the trouble actually on the machine

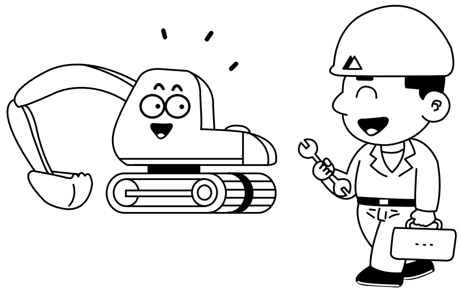
In case that some trouble cannot be confirmed, obtain the details of the malfunction from the operator.
Also, check if there are any in complete connections of the wire harnesses are or not.



(210-7) 6-3(1)

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.

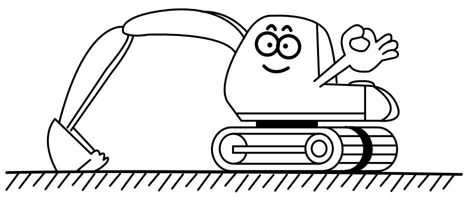


13031SH05

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.



(210-7) 6-3(3)

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.

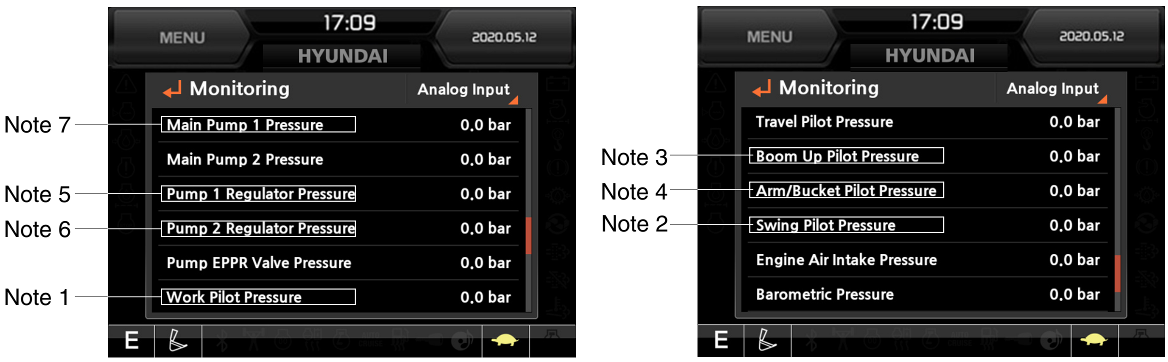
(3) When carrying out troubleshooting, do not hurry to disassemble the components.
It will become impossible to find the cause of the problem.

(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.



Analog 1 Analog 2

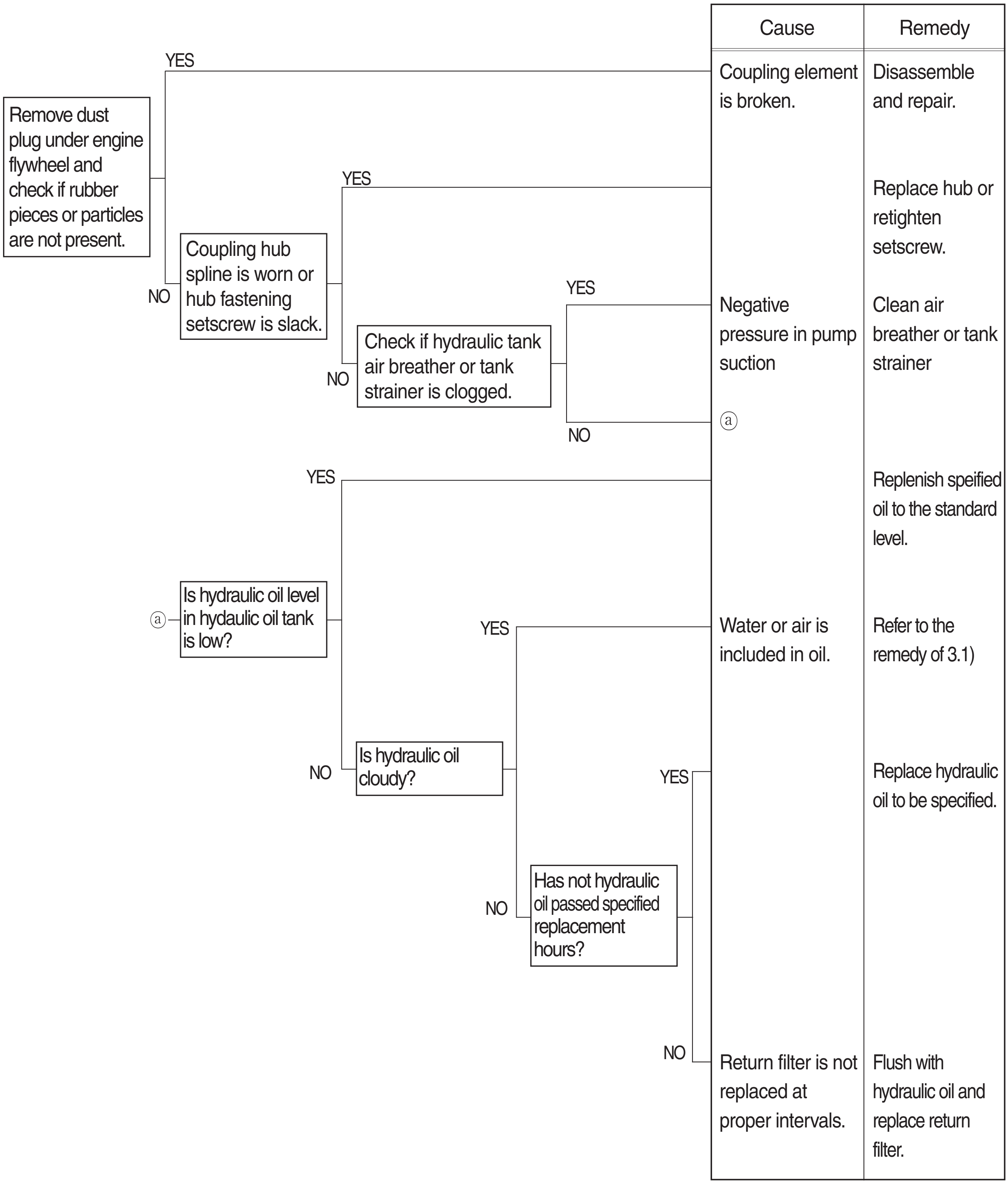
145SA6HS01

(2) Specification

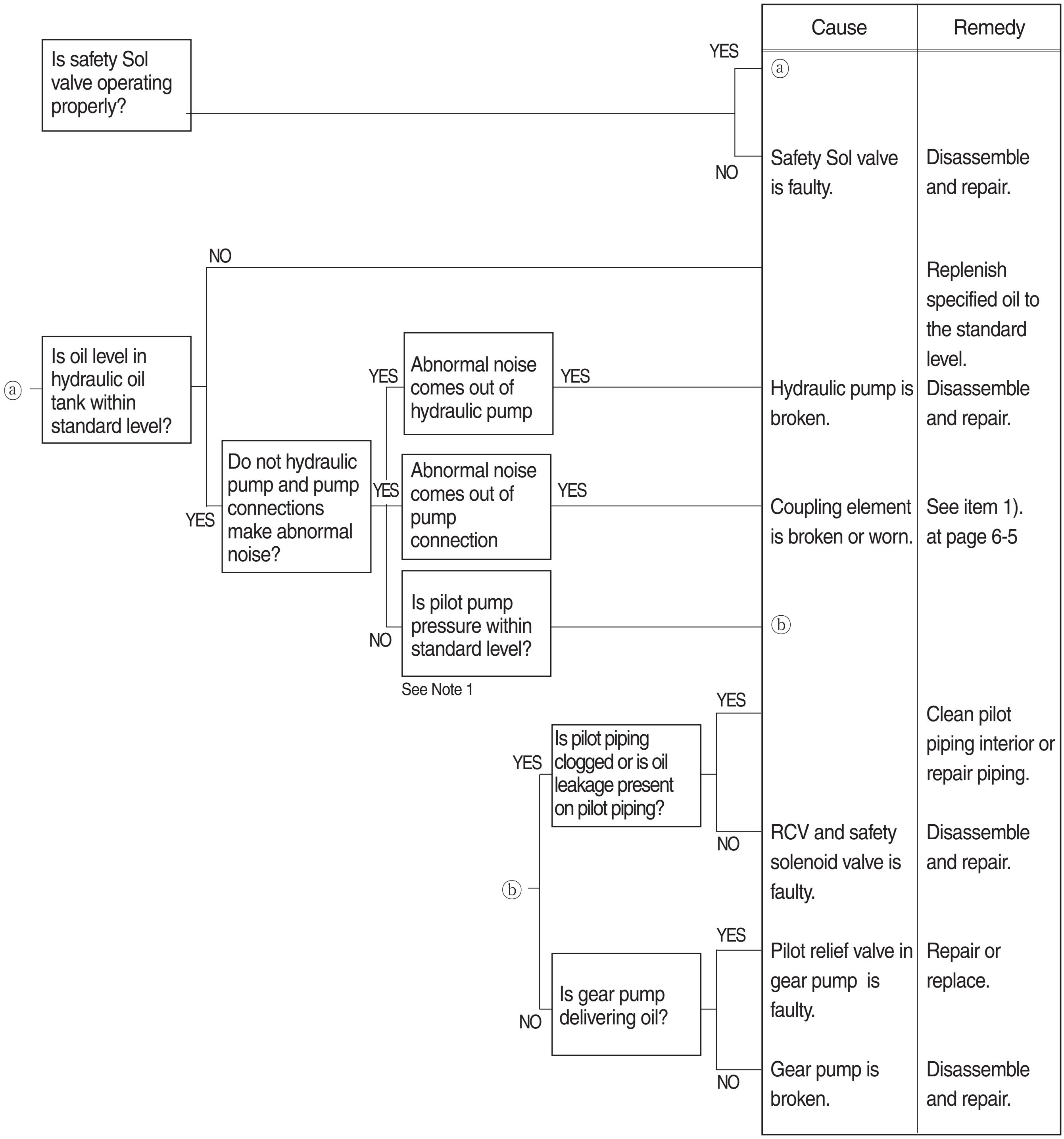
No.	Description	Specification
Note 1	Work pilot pressure	40^{+2}_{0} bar
Note 2	Swing pilot pressure	0~40 bar
Note 3	Boom up pilot pressure	0~40 bar
Note 4	Arm/bucket pilot pressure	0~40 bar
Note 5	Pump 1 regulator pressure	0~50 bar
Note 6	Pump 2 regulator pressure	0~50 bar
Note 7	Pump 1 pressure	350 bar

2. DRIVE SYSTEM

1) UNUSUAL NOISE COMES OUT OF PUMP CONNECTION

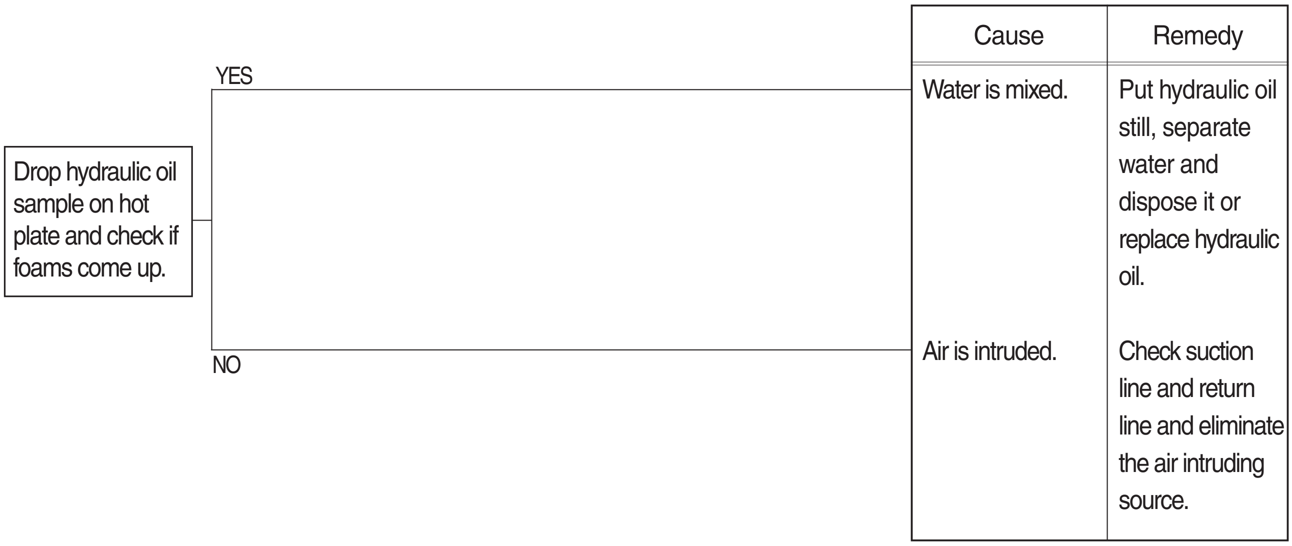


2) ENGINE STARTS BUT MACHINE DOES NOT OPERATE AT ALL

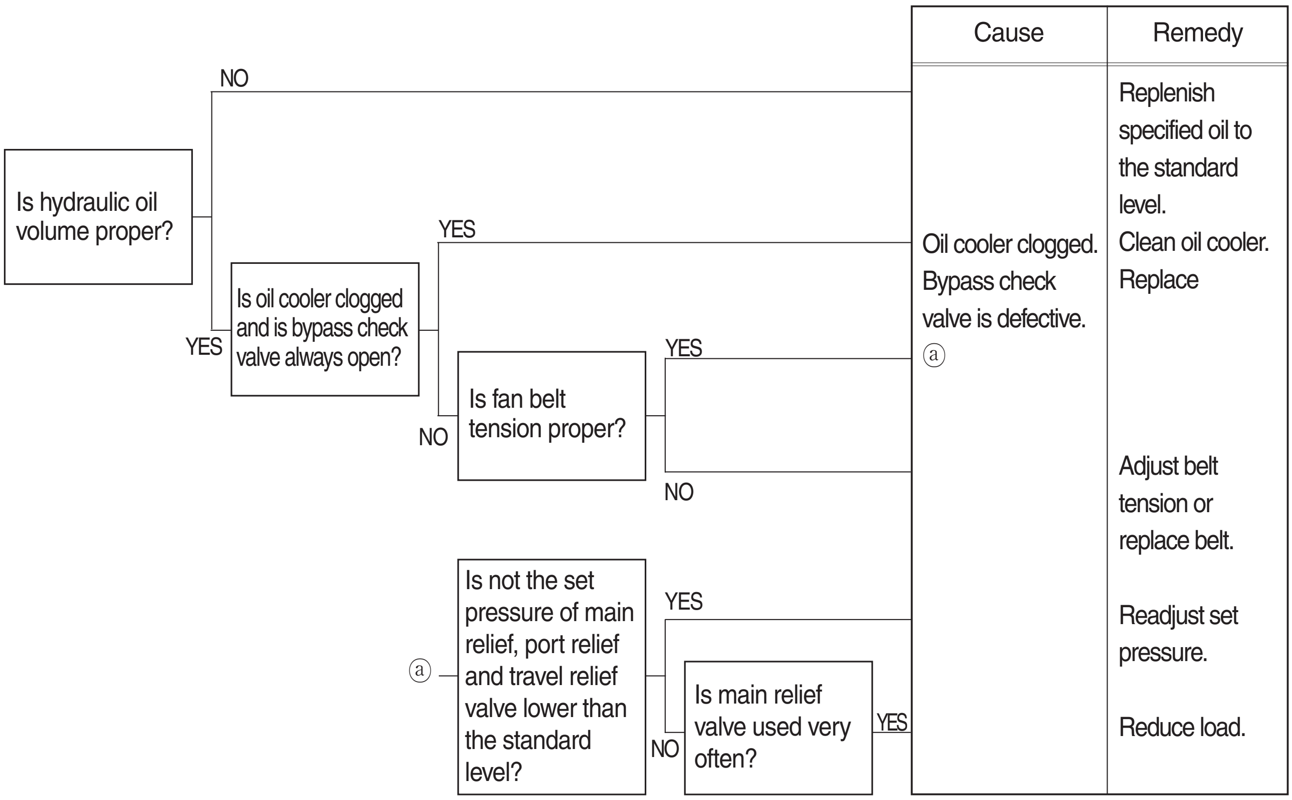


3. HYDRAULIC SYSTEM

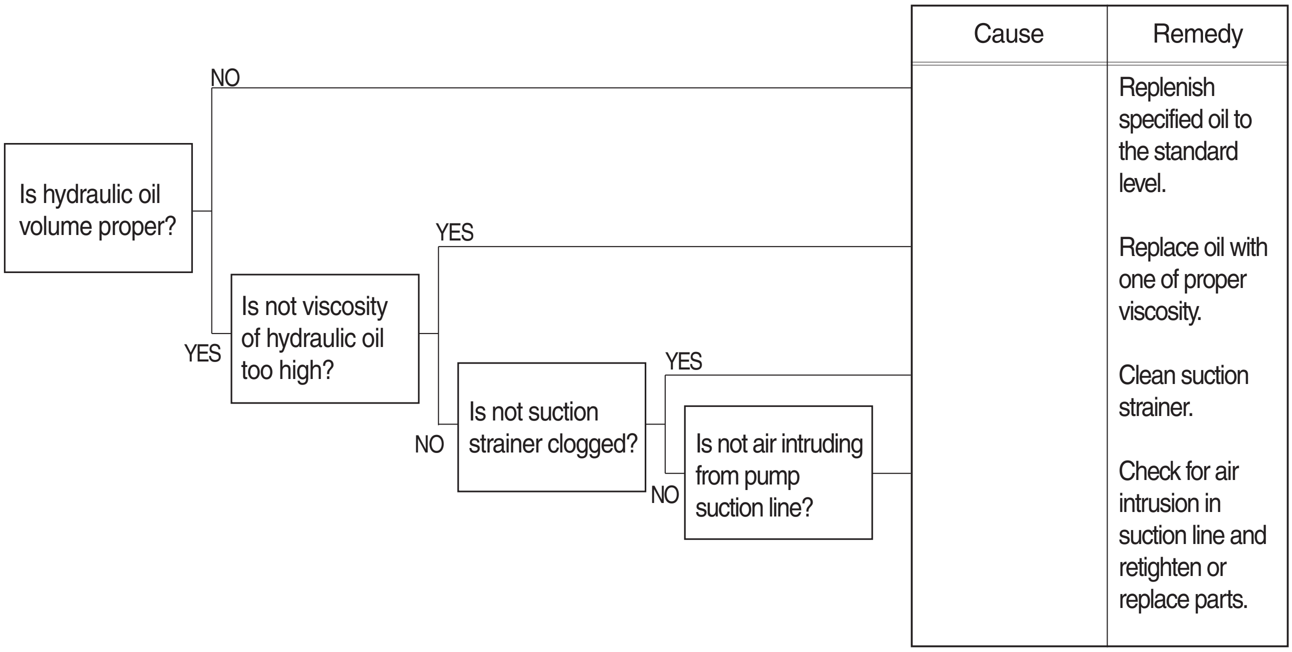
1) HYDRAULIC OIL IS CLOUDY



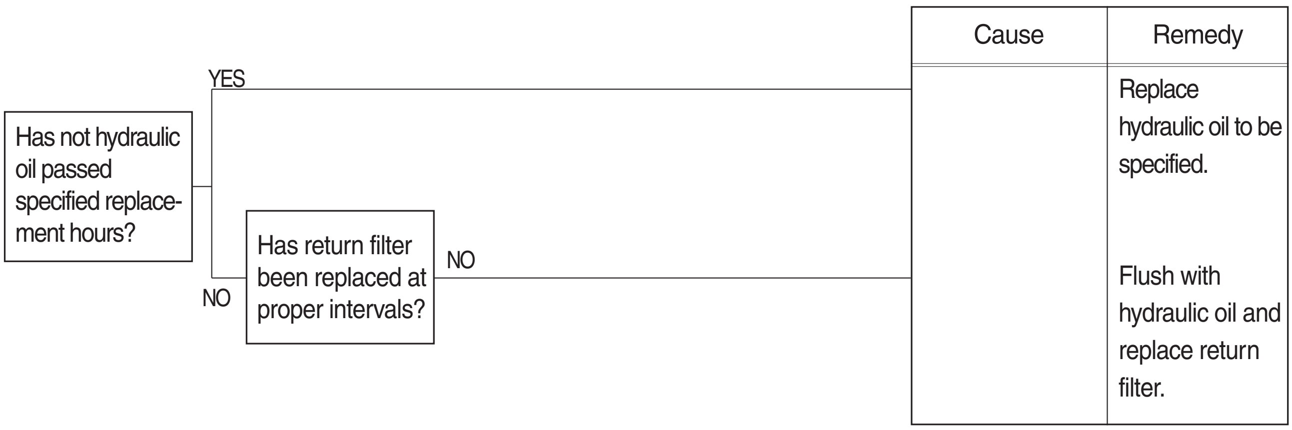
2) HYDRAULIC OIL TEMPERATURE HAS RISEN ABNORMALLY



3) CAVITATION OCCURS WITH PUMP

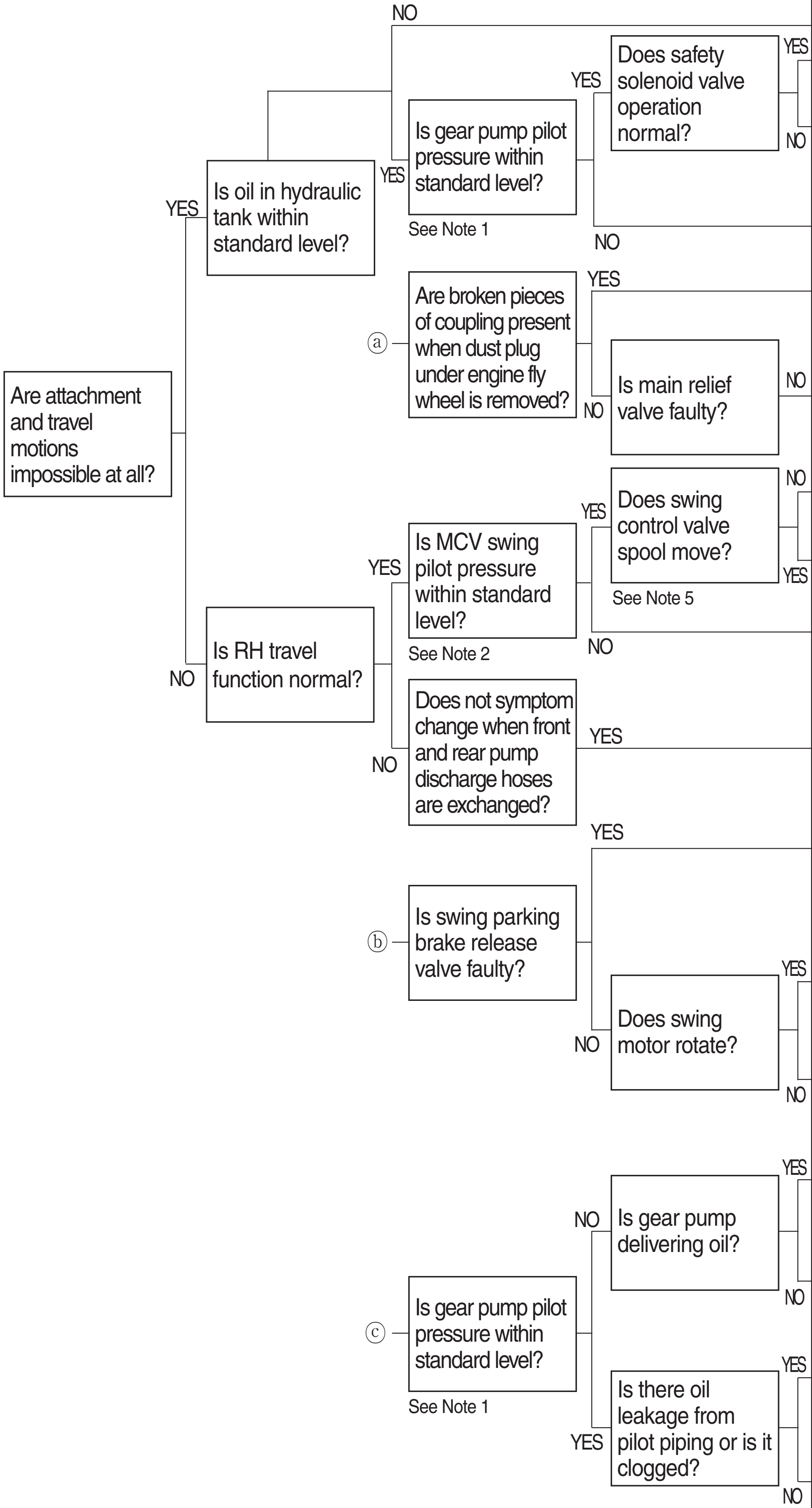


4) HYDRAULIC OIL IS CONTAMINATED



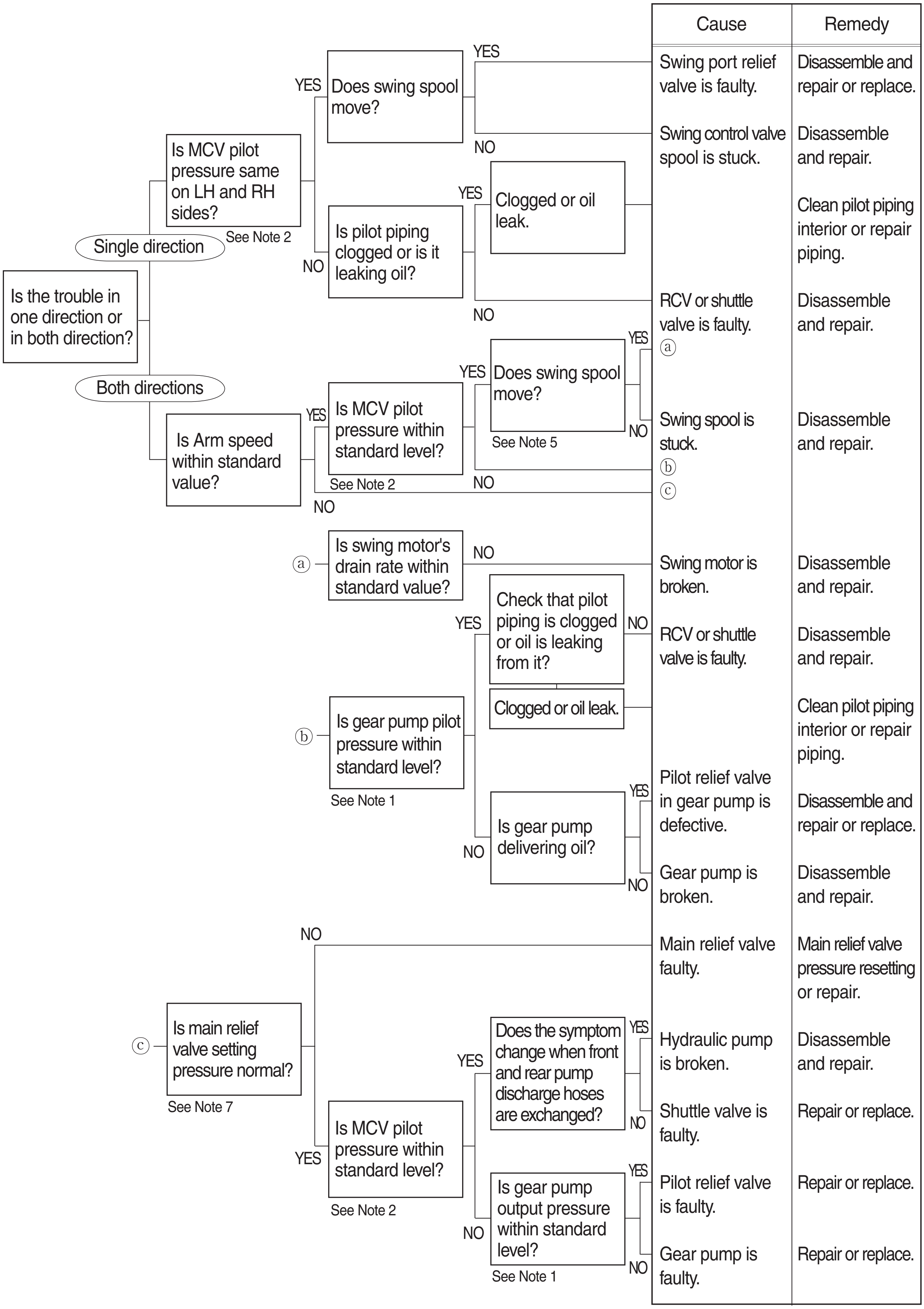
4. SWING SYSTEM

1) BOTH LH AND RH SWING ACTIONS ARE IMPOSSIBLE

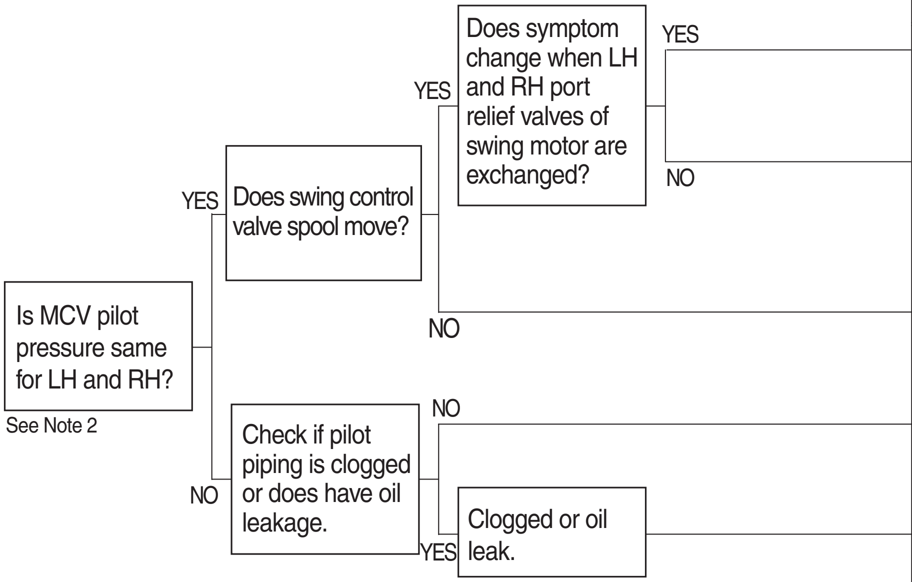


Cause	Remedy
	Replenish specified oil to the standard level.
ⓐ	
Safety solenoid valve faulty or not operated.	Repair or replace.
Gear pump faulty.	Repair or replace.
Pump connection coupling is broken.	Disassemble and repair.
Hydraulic pump is out of order.	Disassemble and repair.
Swing control valve spool is stuck.	Disassemble and repair.
ⓑ	
ⓒ	
Hydraulic pump is broken.	Disassemble and repair.
Swing parking brake release valve is broken.	Disassemble and repair.
Swing reduction unit is broken.	Disassemble and repair.
Swing motor is broken.	Disassemble and repair.
Pilot relief valve in gear pump is faulty.	Disassemble and repair or replace.
Gear pump is out of order.	Disassemble and repair.
	Clean pilot piping interior or repair piping.
RCV is broken.	Disassemble and repair.

2) SWING SPEED IS LOW

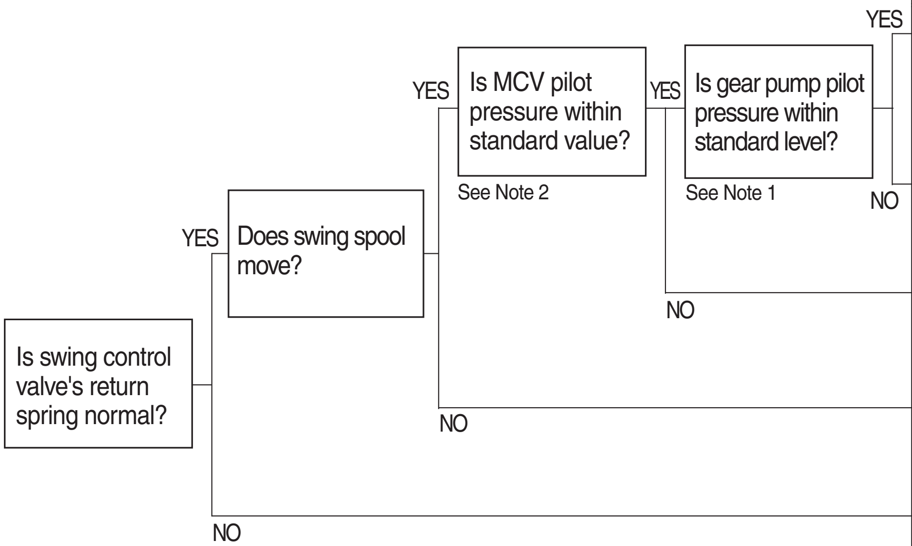


3) SWING MOTION IS IMPOSSIBLE IN ONE DIRECTION



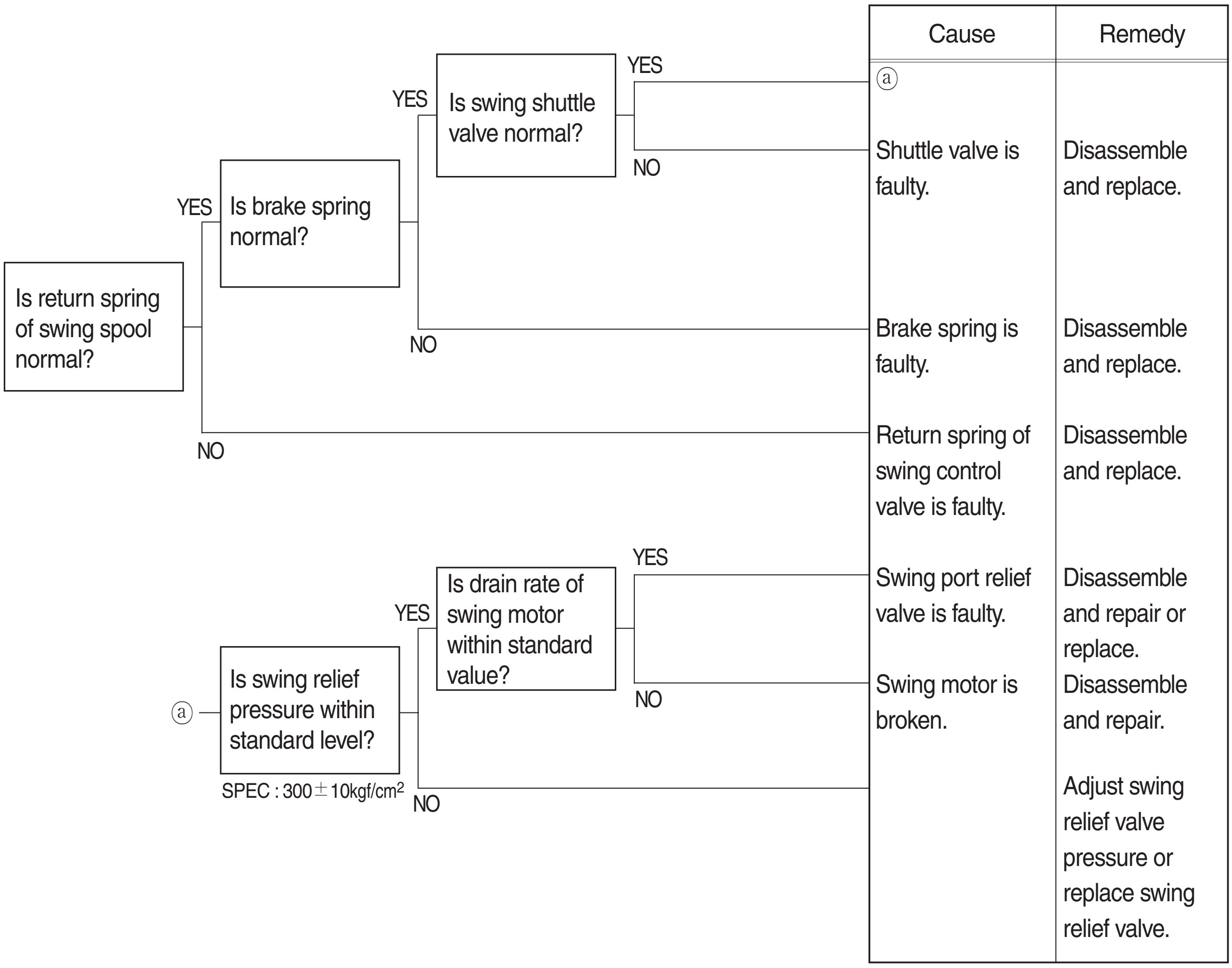
Cause	Remedy
Swing port relief valve is faulty.	Disassemble and repair.
Shuttle valve is faulty.	Disassemble and repair.
Swing control valve spool is stuck.	Disassemble and repair.
RCV is faulty.	Disassemble and repair.
	Clean pilot piping interior or repair piping.

4) MACHINE SWINGS BUT DOES NOT STOP

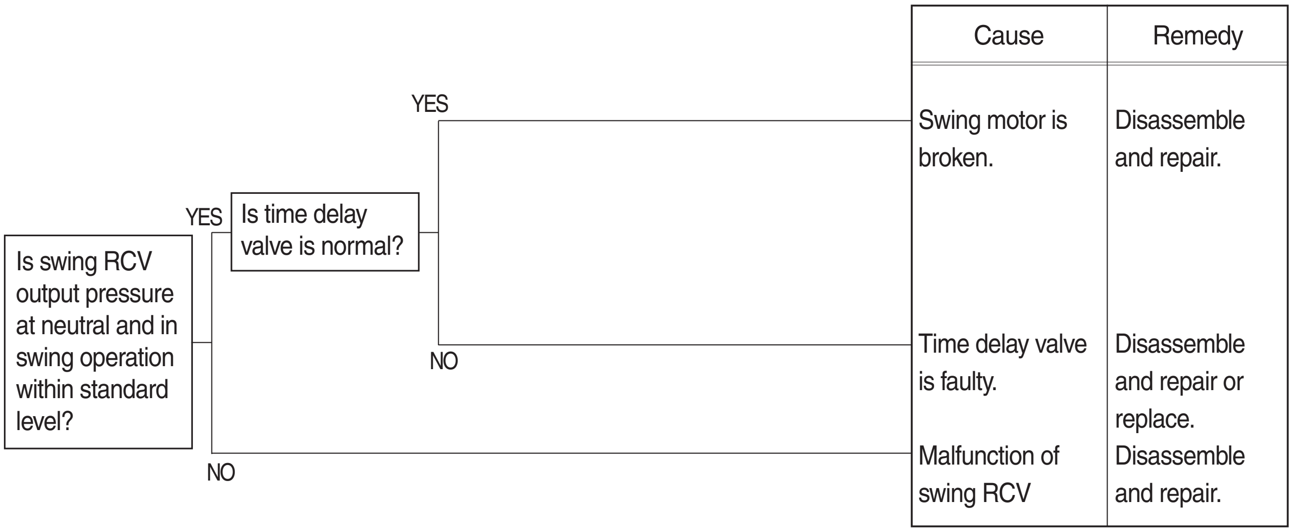


Cause	Remedy
Pilot relief valve is faulty.	Disassemble and repair or replace.
Gear pump is broken.	Disassemble and repair.
RCV is faulty.	Disassemble and repair.
Swing spool is stuck.	Disassemble and repair.
Return spring is faulty.	Disassemble and replace.

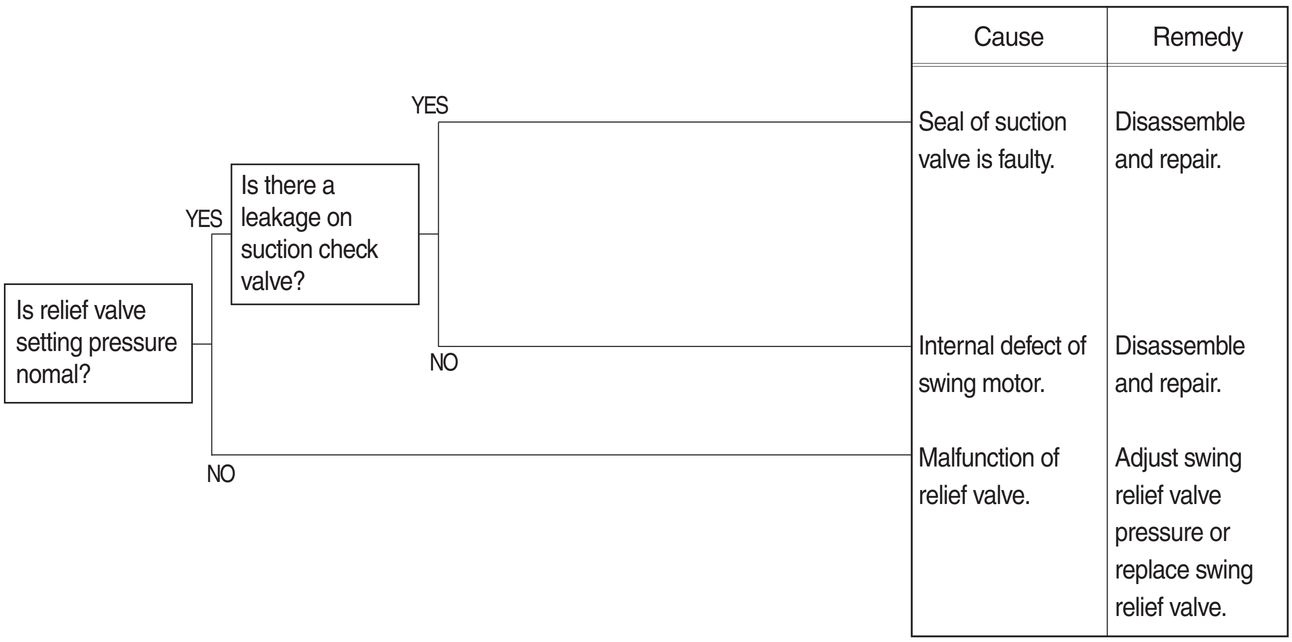
5) THE SWING UNIT DRIFTS WHEN THE MACHINE IS AT REST ON A SLOPE



6) LARGE SHOCK OCCURS WHEN STOP SWINGING

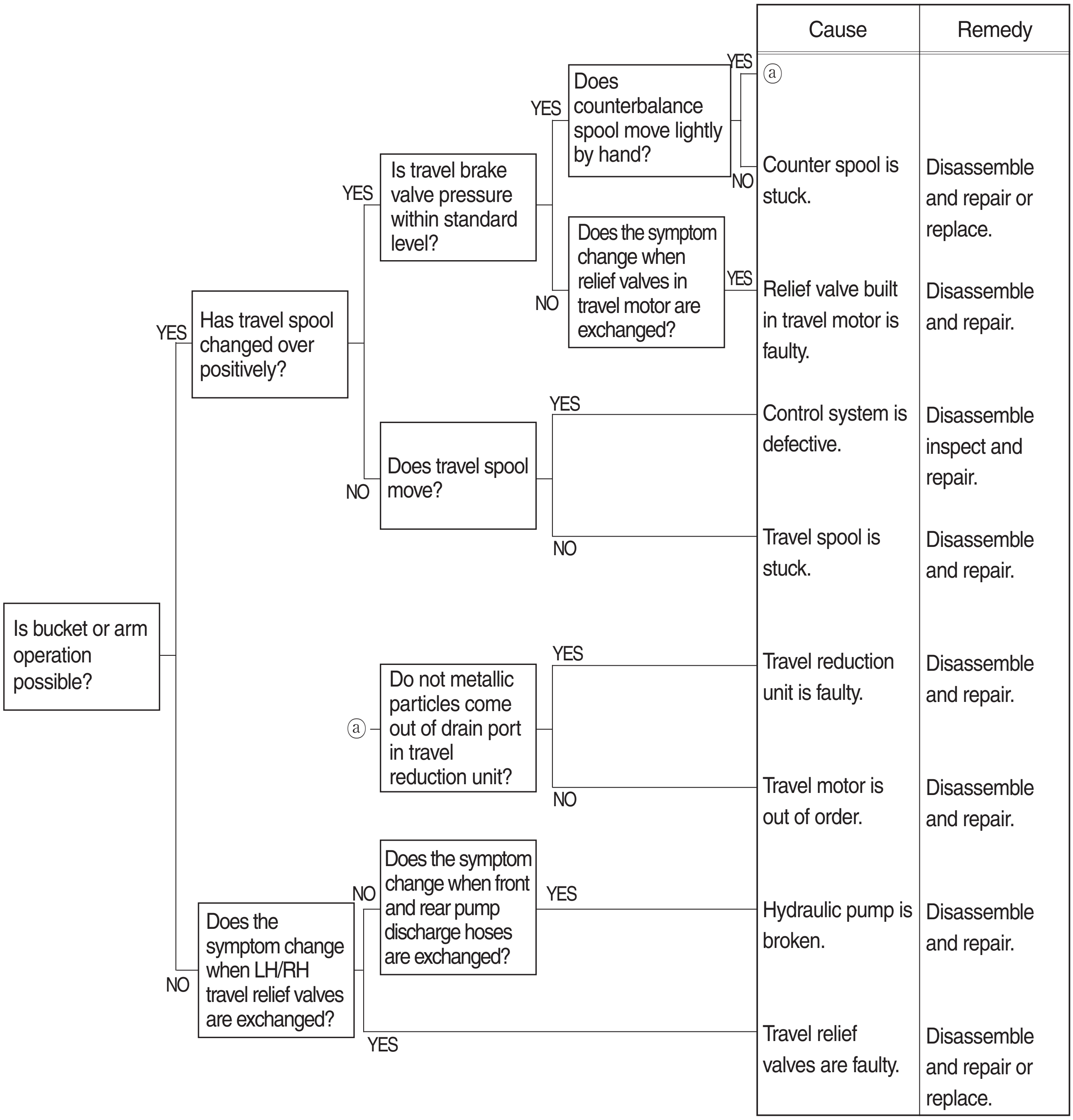


7) LARGE SOUND OCCURS WHEN STOP SWINGING

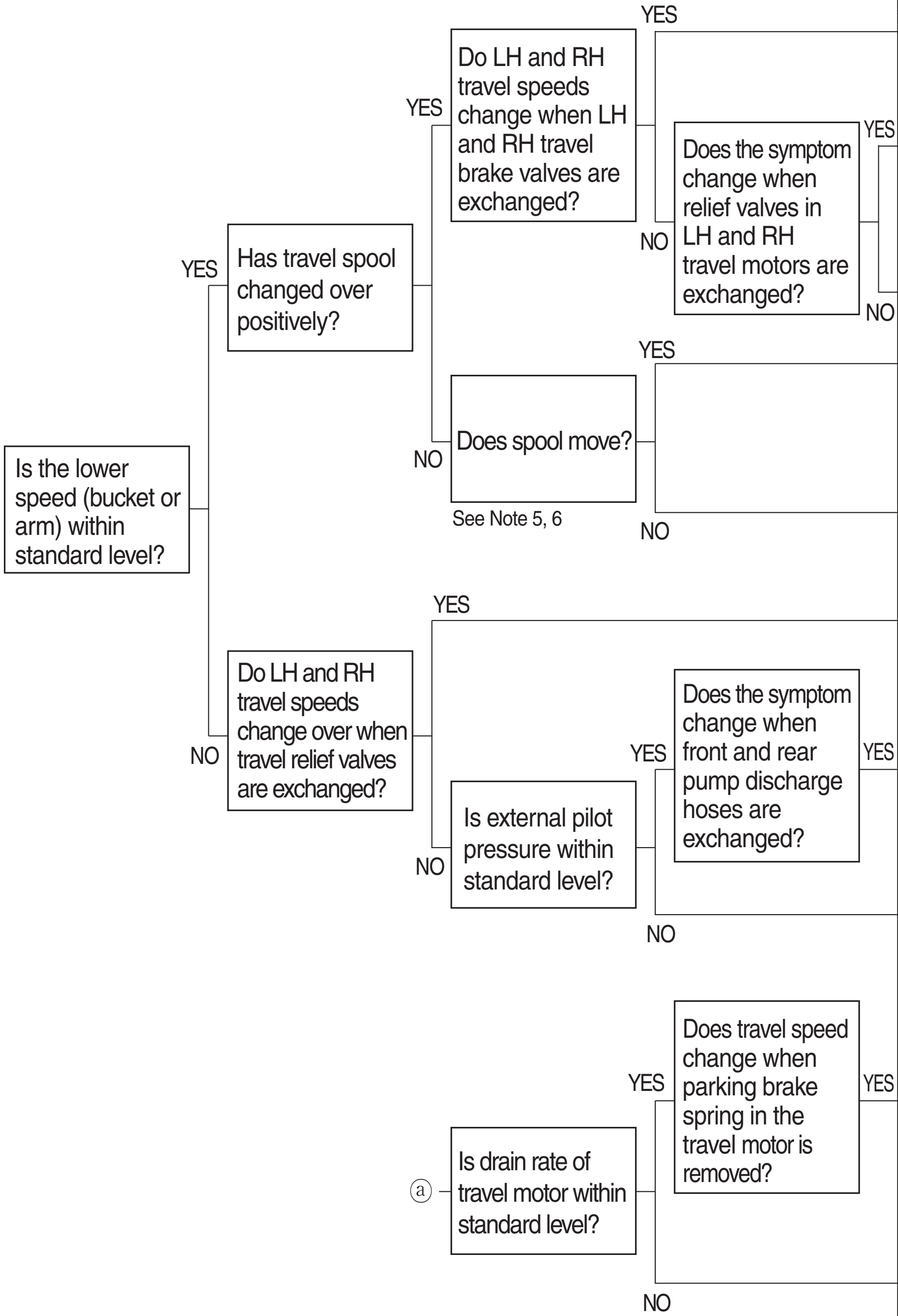


5. TRAVEL SYSTEM

1) TRAVEL DOES NOT FUNCTION AT ALL ON ONE SIDE



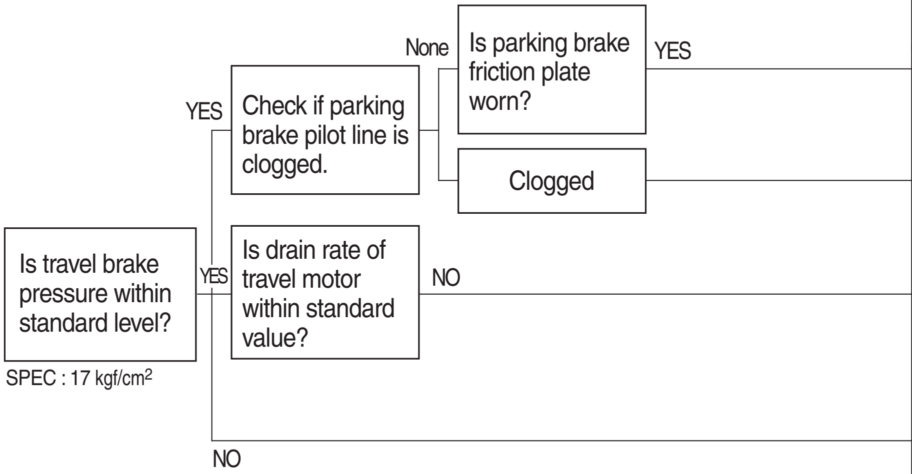
2) SPEED ON ONE SIDE FALLS AND THE MACHINE CURVES



Cause	Remedy
Brake valve is defective.	Disassemble and repair or replace.
Relief valve built in travel motor is faulty.	Disassemble and repair.
ⓐ	
Control system is faulty .	Disassemble, inspect and repair.
Control valve spool is stuck.	Disassemble and repair.
Travel relief valve is faulty.	Disassemble and repair or replace.
Hydraulic pump is broken.	Disassemble and repair.
External pilot piping is clogged or oil is leaking from it.	Disassemble and clean.
Travel motor's parking brake is not released properly.	Disassemble and clean pilot piping.
Travel motor is faulty.	Disassemble and repair.

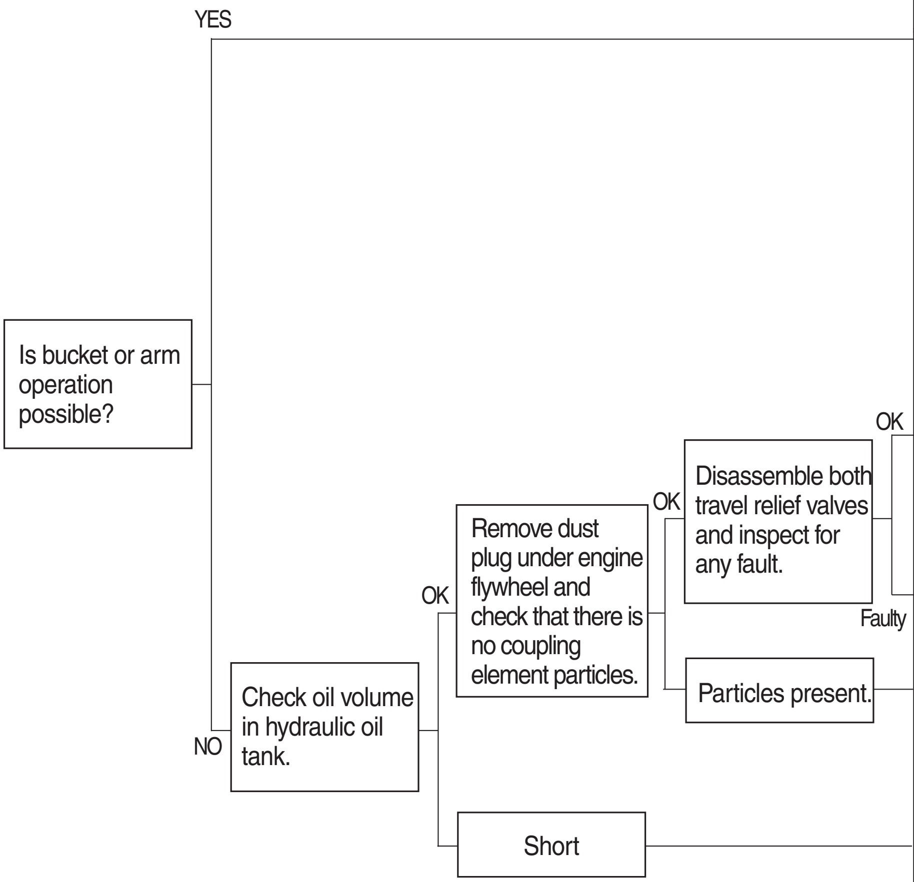
3) MACHINE DOES NOT STOP ON A SLOPE

Machine is pulled forward as sprocket rotates during digging operation.



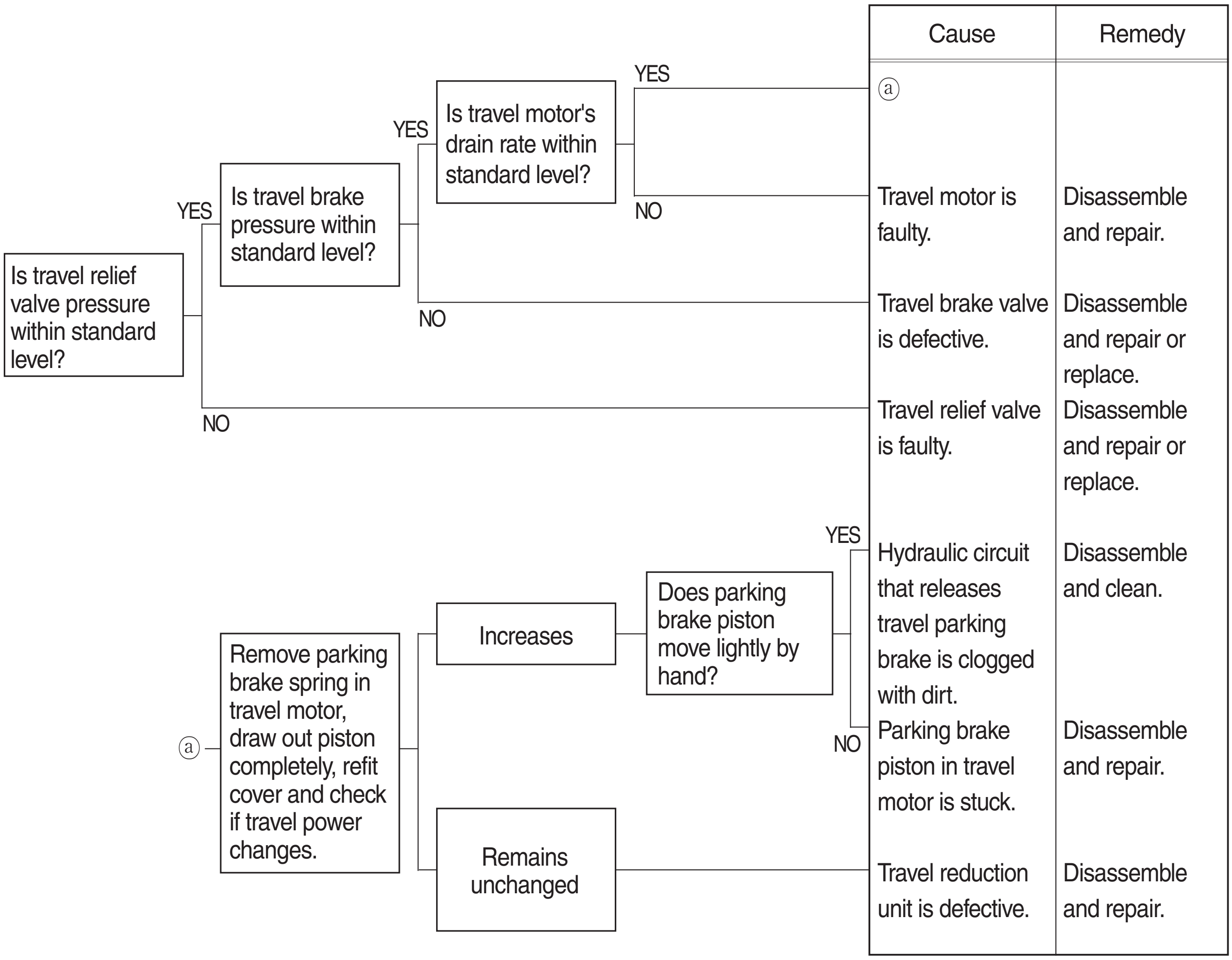
Cause	Remedy
Friction plate is faulty.	Disassemble and repair.
	Disassemble and clean pilot piping.
Travel motor is defective.	Disassemble and repair.
Brake valve is faulty.	Disassemble and repair or replace.

4) LH AND RH TRAVEL MOTIONS ARE IMPOSSIBLE



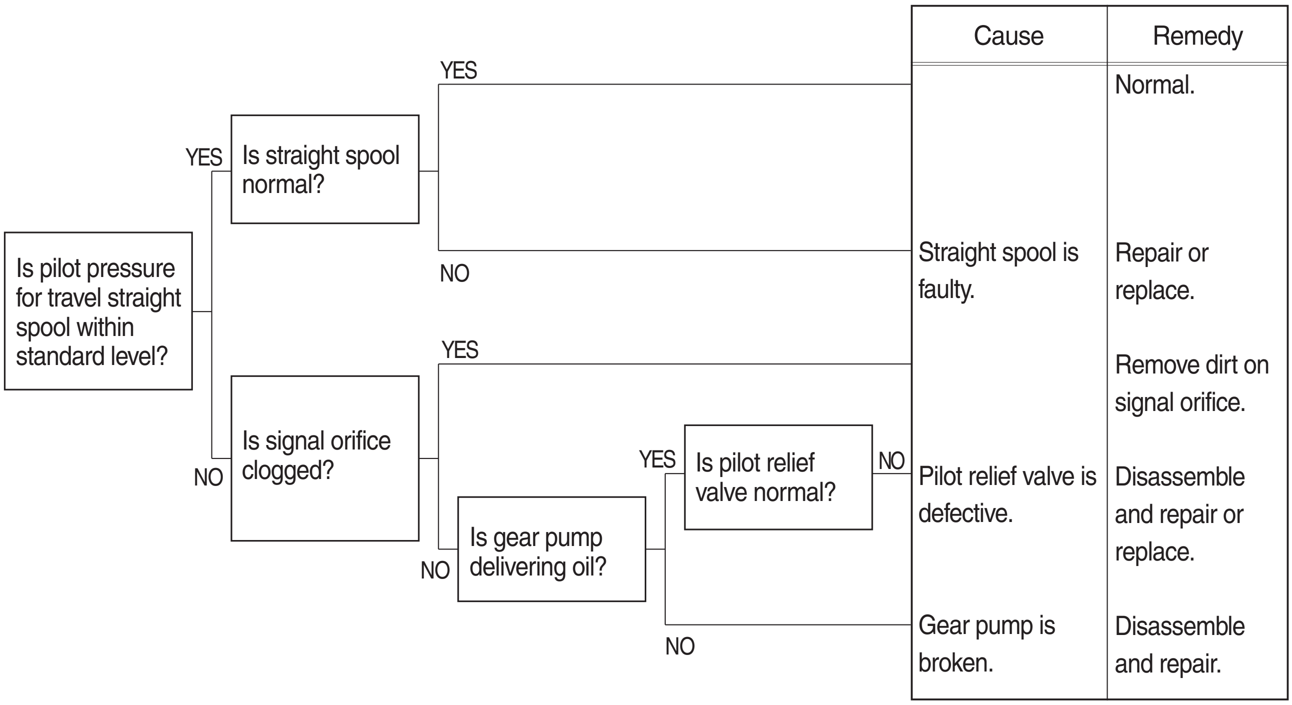
Cause	Remedy
	Inspect according to the procedure "Travel does not function at all on one side." However, a case where both LH and RH travel motions are disabled is extremely seldom statistically.
Hydraulic pump is faulty.	Disassemble and repair.
Travel relief valve is faulty.	Disassemble and repair or replace.
Coupling at pump connection is broken.	Disassemble and repair.
	Replenish hydraulic oil.

5) TRAVEL ACTION IS POWERLESS (travel only)



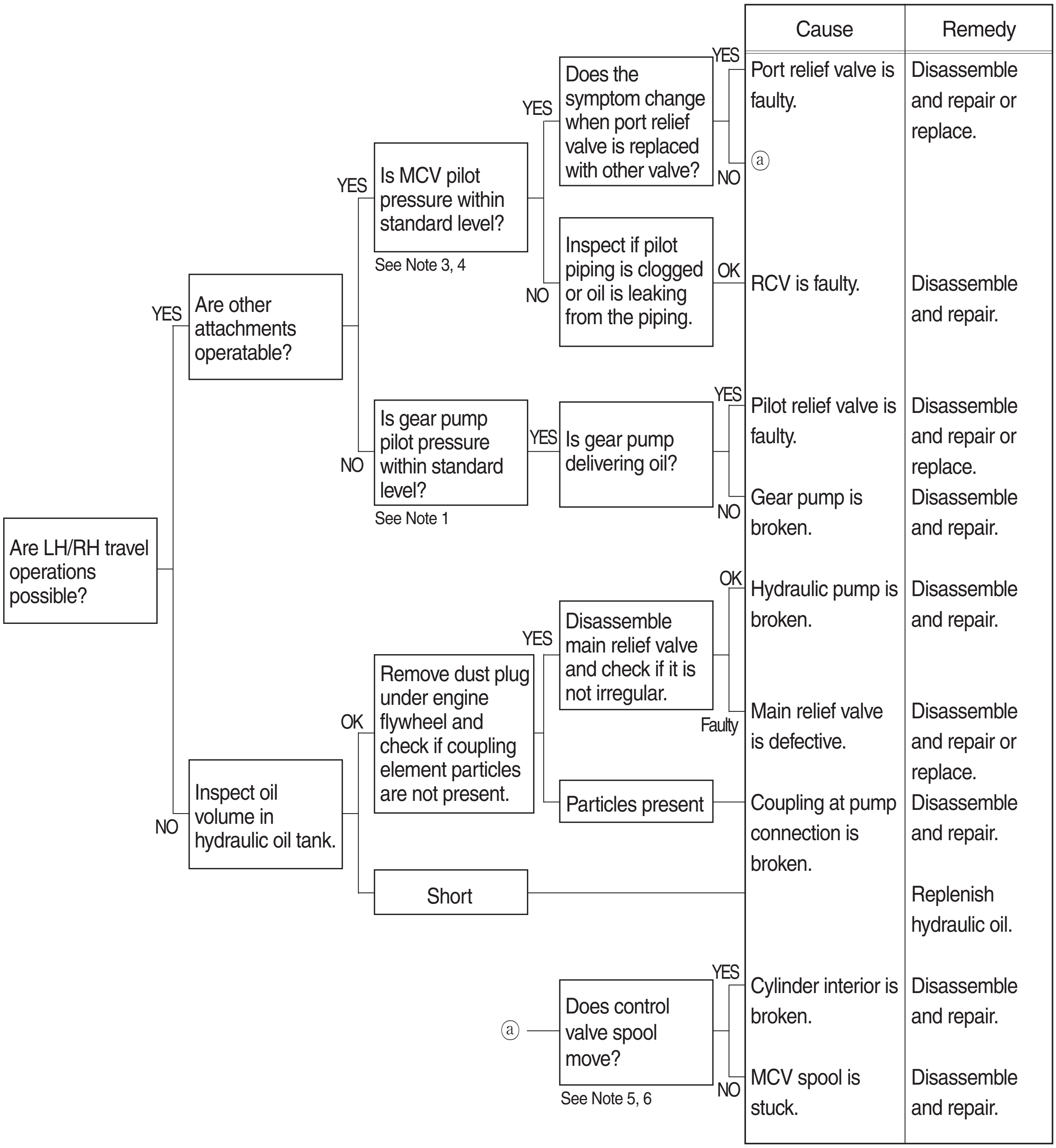
6) MACHINE RUNS RECKLESSLY ON A SLOPE

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

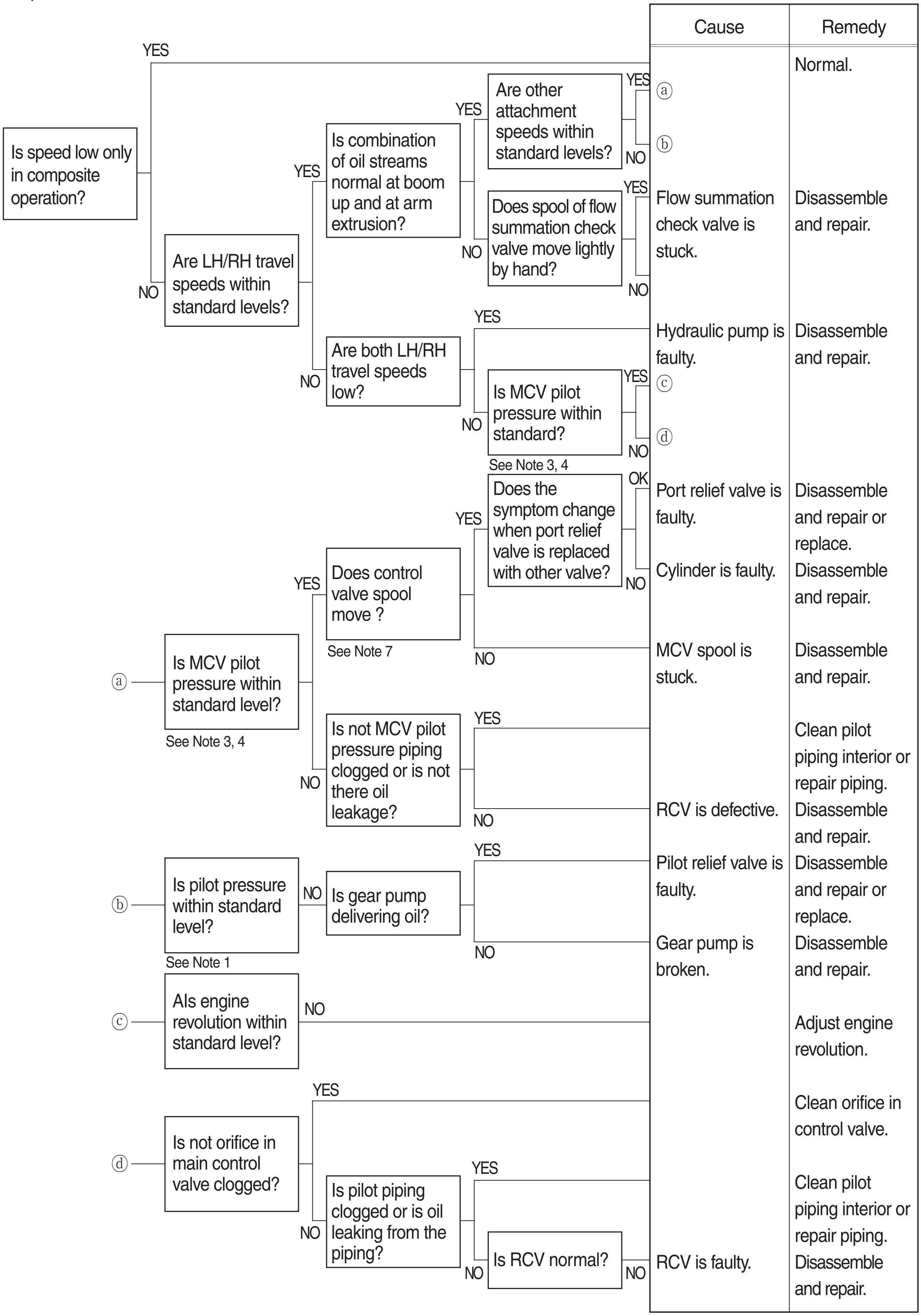


6. ATTACHMENT SYSTEM

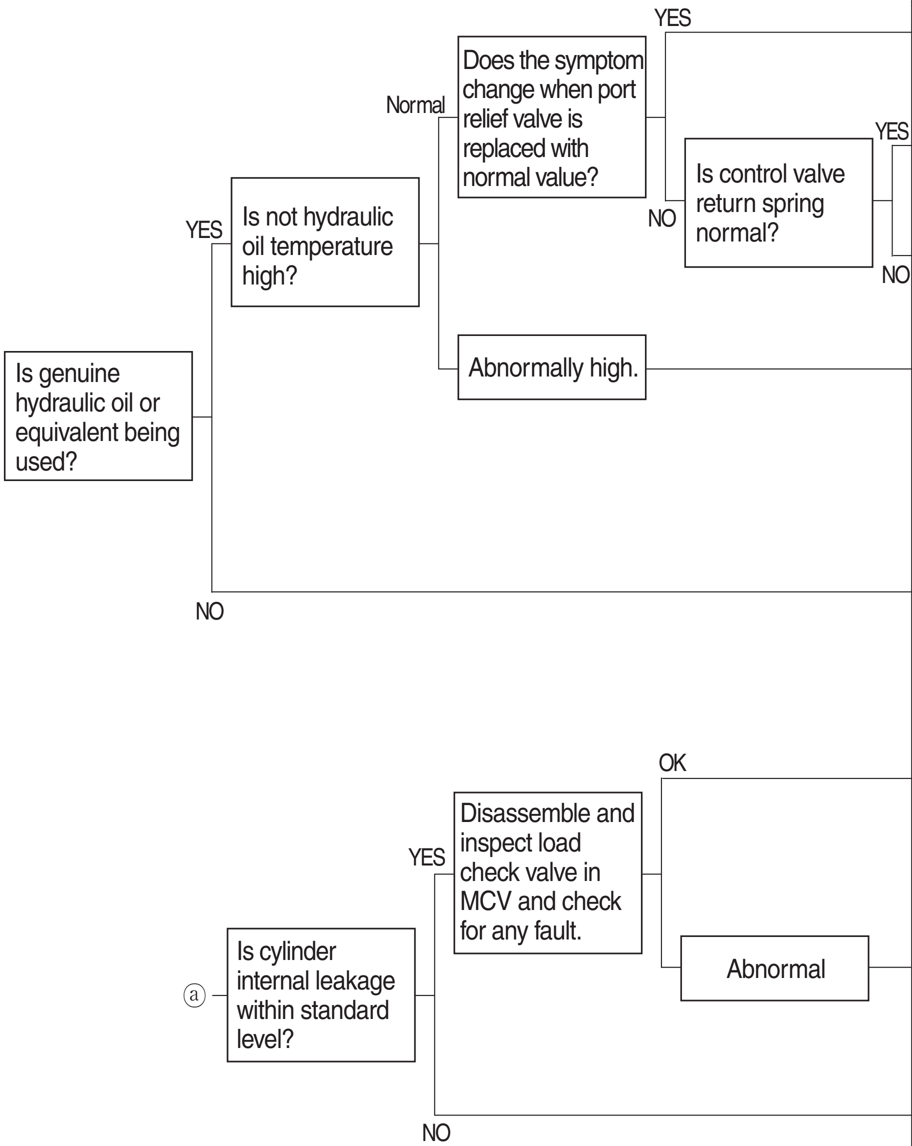
1) BOOM OR ARM ACTION IS IMPOSSIBLE AT ALL



2) BOOM, ARM OR BUCKET SPEED IS LOW

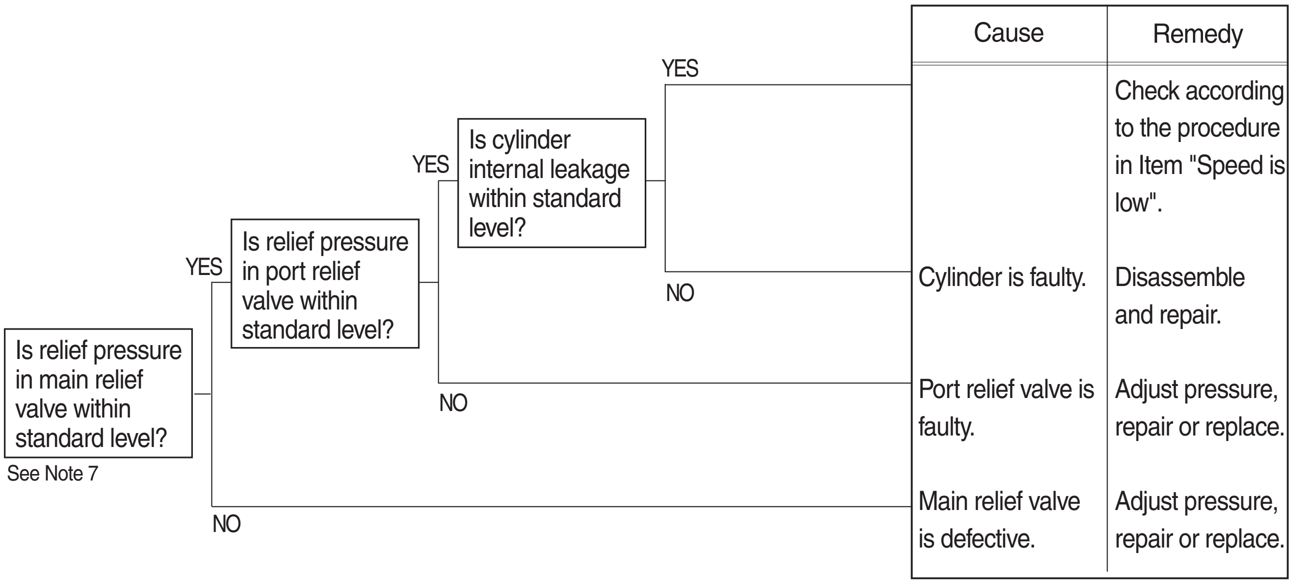


3) BOOM, ARM OR BUCKET CYLINDER EXTENDS OR CONTRACTS ITSELF AND ATTACHMENT FALLS

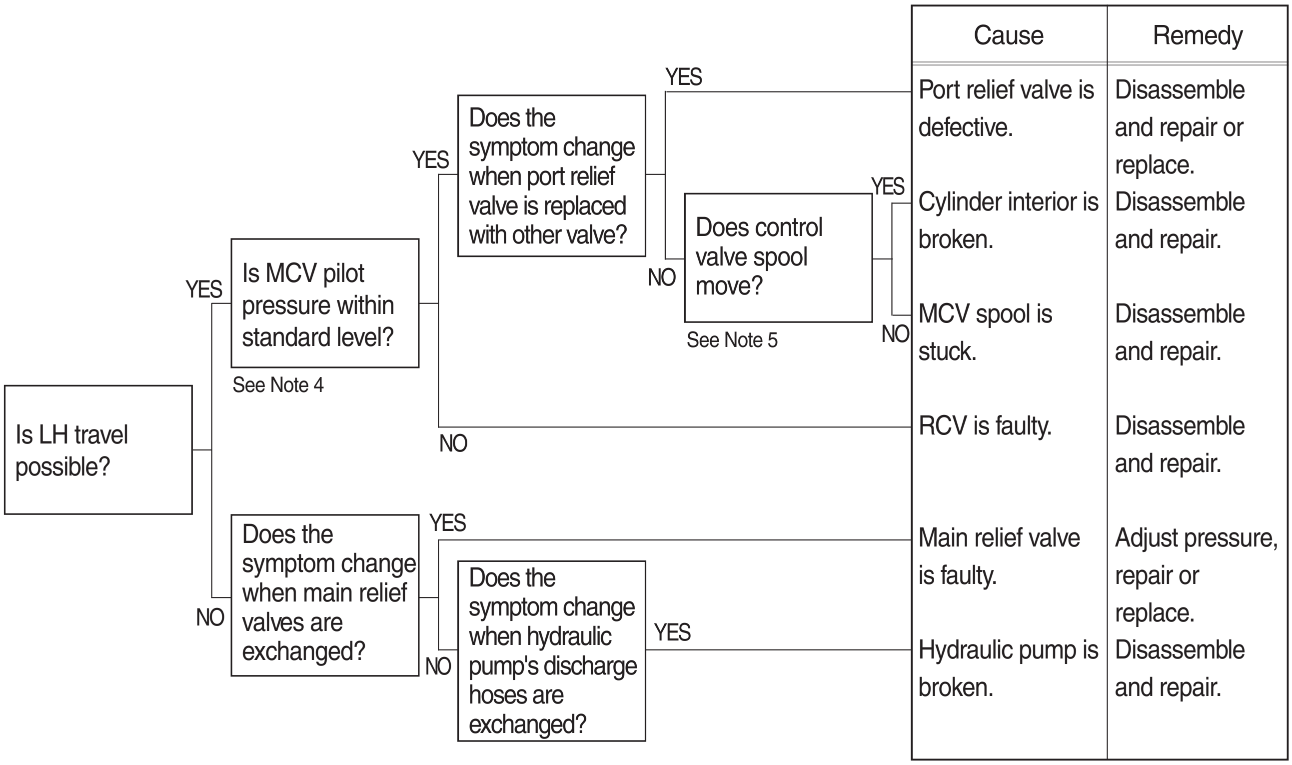


Cause	Remedy
Port relief valve is faulty.	Disassemble and repair or replace.
Control valve's return spring is faulty.	Disassemble and replace.
	Locate the cause of hydraulic oil temperature rise and lower it to proper level.
	Replace with genuine hydraulic oil or equivalent.
Pressure tightness between control valve casing and spool is poor.	Disassemble and repair.
Contact surface between poppet and seat is poor.	Disassemble and repair.
Cylinder is faulty.	Disassemble and repair.

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

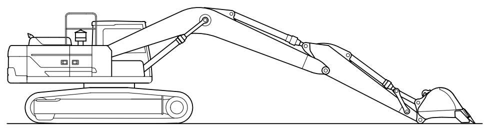
Check		Cause	Remedy
Is boom foot pin greased sufficiently?	YES		Frictional noise occurs between the sliding faces of boom cylinder's oil seal and boom proper. ※ Frictional noise will disappear if they are kept used.
	NO	Boom foot pin has run out of grease.	Supply grease to it. ※ If seizure is in an initial stage, supply sufficient grease. If seizure is in a grown state, correct it by paper lapping or with an oil stone.

7) TIME LAG OF MACHINE WORKING IS LARGE.

Check		Cause	Remedy
Is overload relief valve for each spool working properly?	YES		Refer to 2)
	NO	Overload relief valve is faulty.	Disassemble and repair.

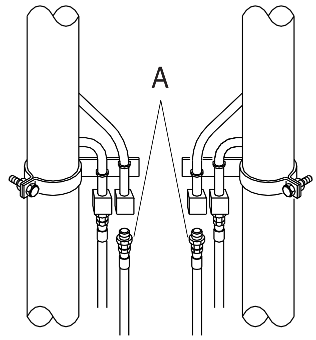
※ HOW TO CHECK INTERNAL BOOM CYLINDER LEAKAGE

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



300L6TS01

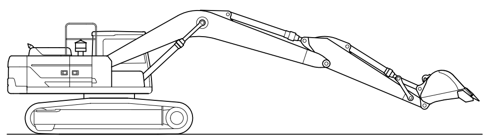
2. Disconnect hose (A) from rod side of boom cylinder and drain oil from cylinders and hose. (put cups on piping and hose ends)



(210-7) 6-20(2)

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

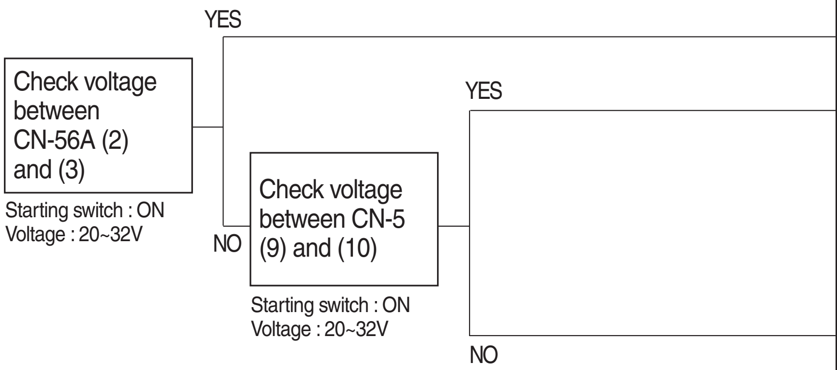
   If oil leaks from piping side and boom cylinder rod is retracted there is an internal leak in the cylinder.
   If no oil leaks from piping side and boom cylinder rod is retracted, there is an internal leak in the control valve.



300L6TS02

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

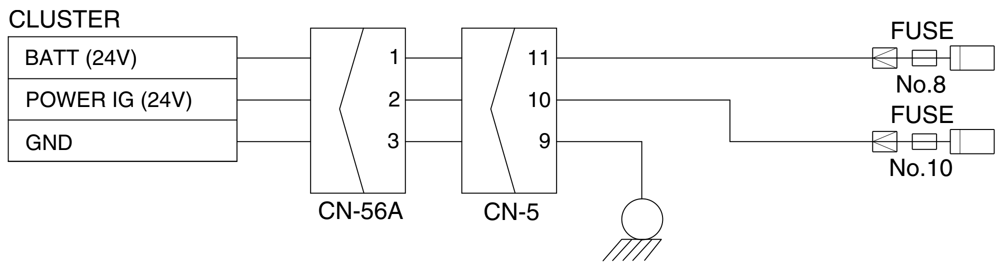
· Before disconnecting the connector, always turn the starting switch OFF.
· Before carrying out below procedure, check all the related connectors are properly inserted and short of fuse No. 8, 10.
· After checking, insert the disconnected connectors again immediately unless otherwise specified.



Cause	Remedy
Defective cluster	Replace
Disconnection in wiring harness or poor contact between CN-5-CN-56A	Repair or replace (after clean)
Disconnection in wiring harness or poor contact between CN-5 (9) -GND or fuse No. 8, 10	Repair or replace (after clean)

Check voltage

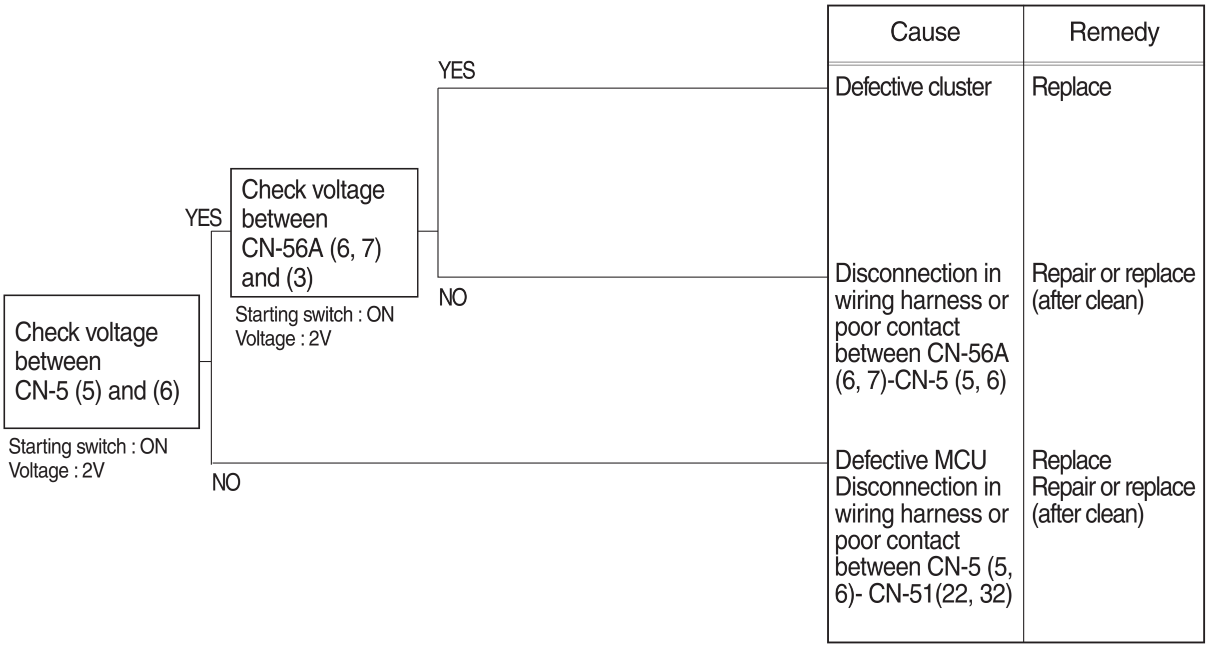
YES	20~32V
NO	0V



220S6ES01

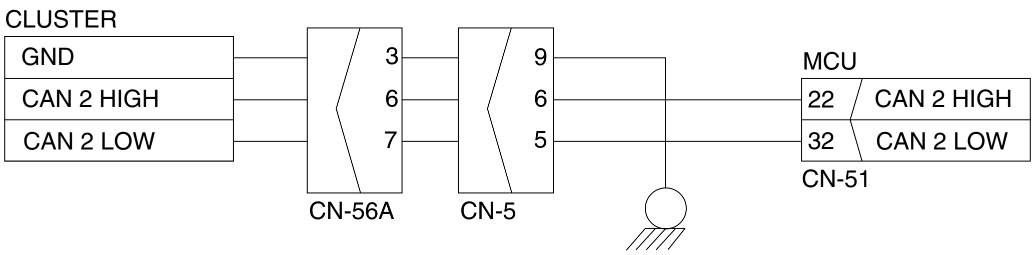
2. ⚠ COMMUNICATION ERROR FLASHES ON THE CLUSTER (HCESPN 840, FMI 2)

· 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

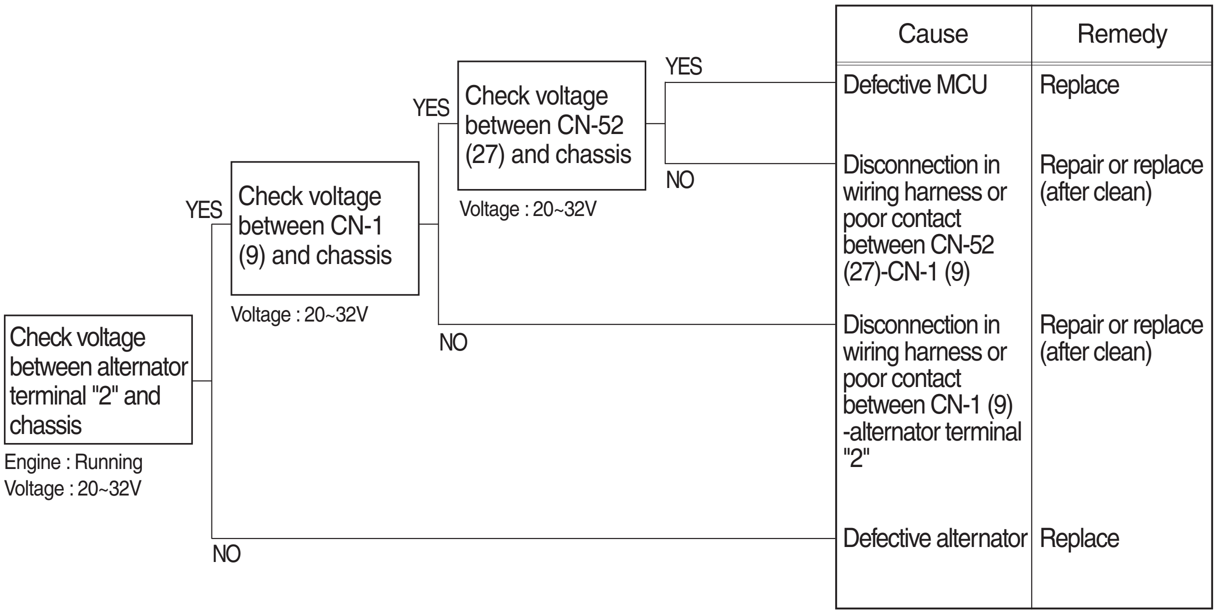
YES	2V
NO	0V



300L6ES02

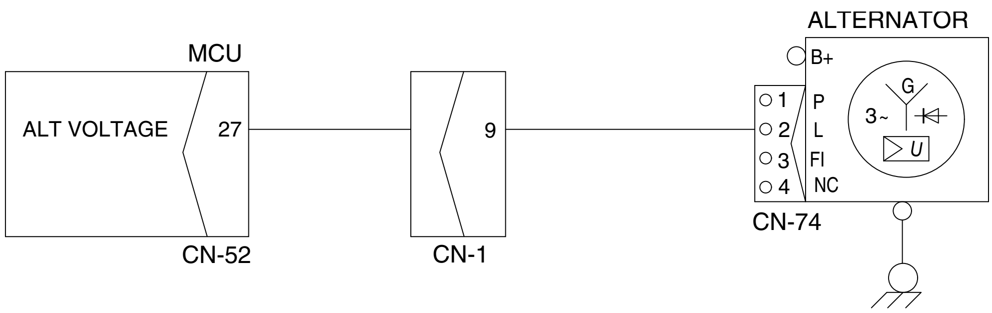
3. BATTERY CHARGING WARNING LAMP LIGHTS UP (Starting switch : ON)

· 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

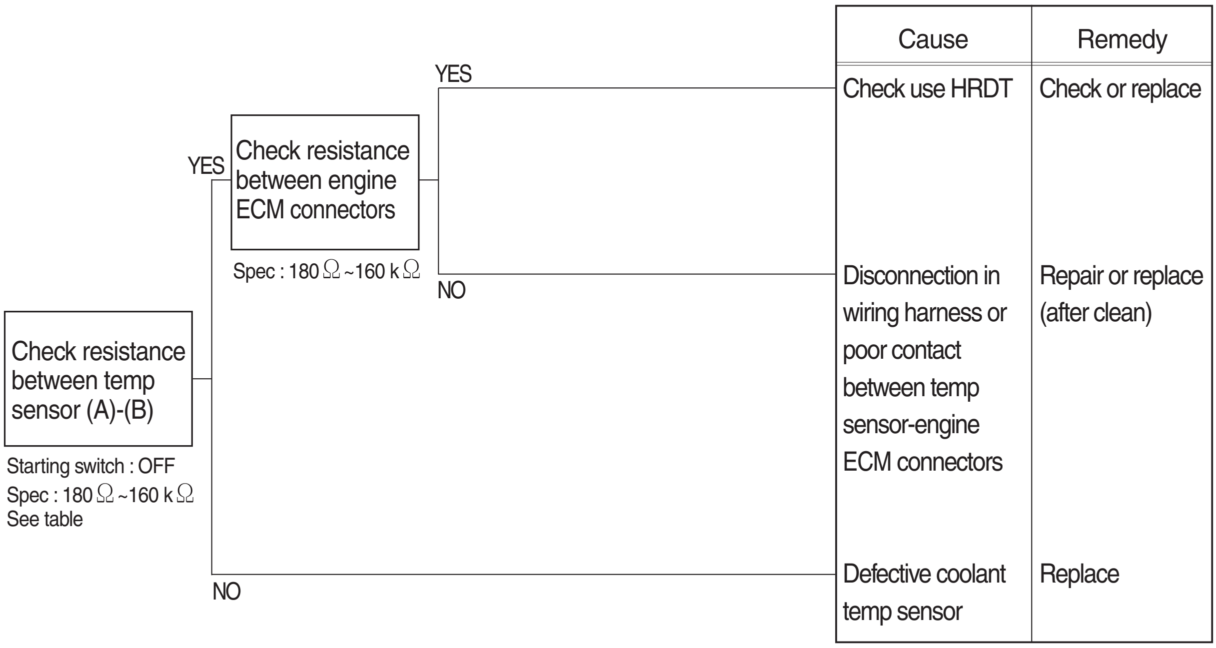
YES	20~32V
NO	0V



220SA6ES03

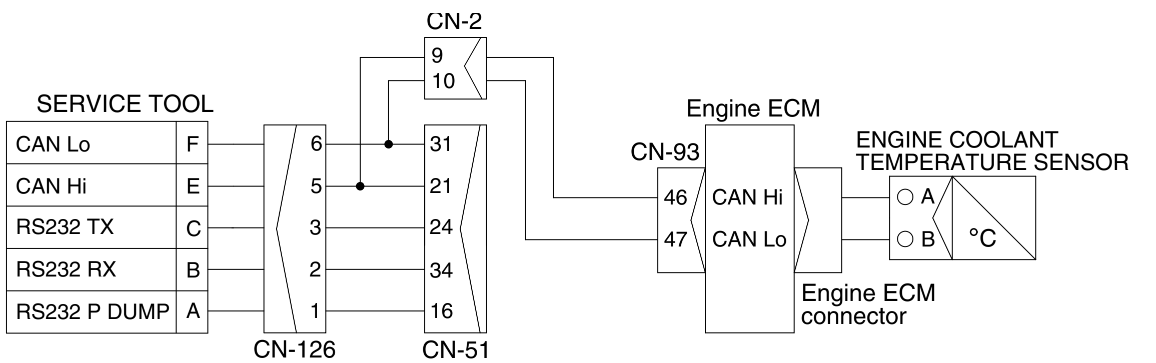
4. WHEN COOLANT OVERHEAT WARNING LAMP LIGHTS UP (engine is started)

· 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

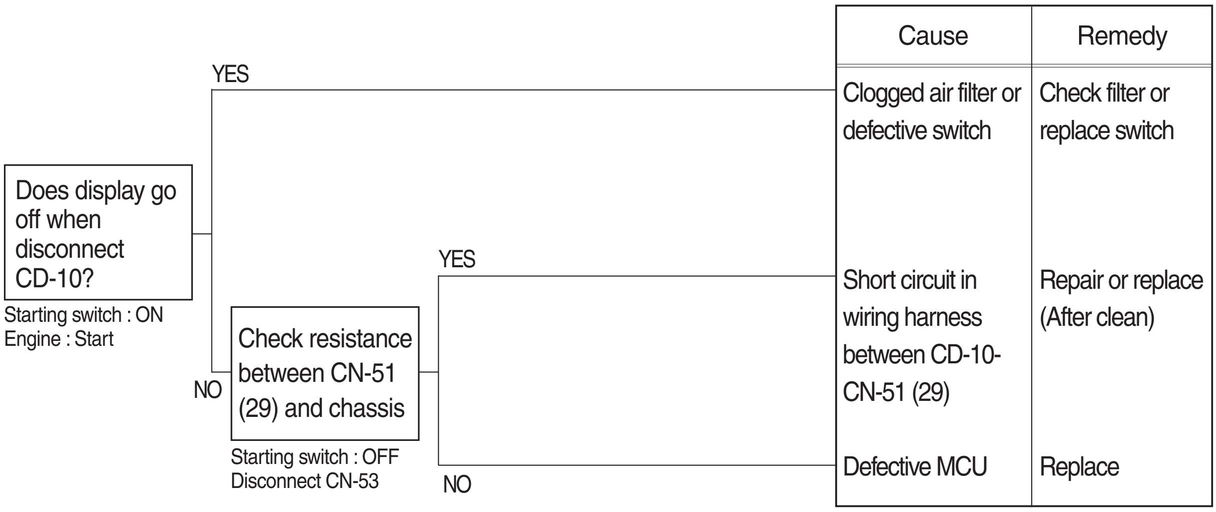
Temperature (˚C)	0	25	50	80	95
Resistance (kΩ)	30~37	9.3~10.7	3.2~3.8	1.0~1.3	0.7~0.8



220SA6ES04

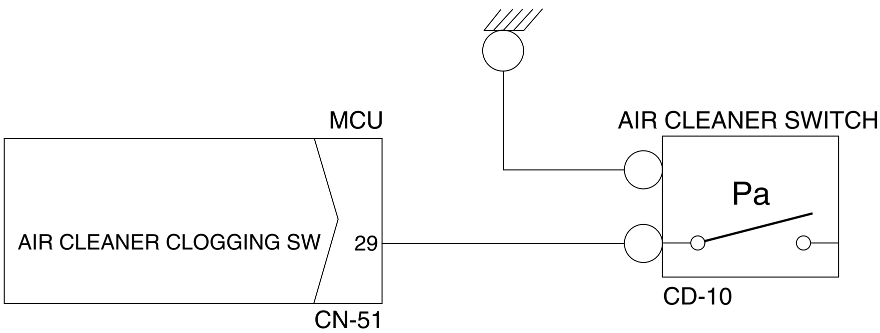
5. WHEN AIR CLEANER WARNING LAMP LIGHTS UP (engine is started)

· 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

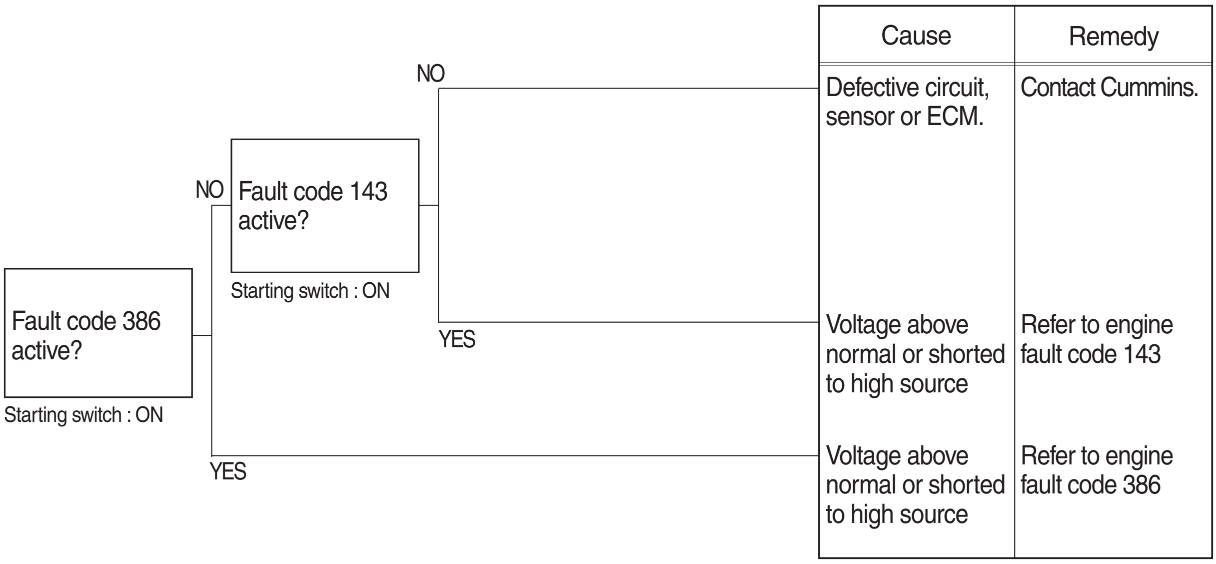
YES	MAX 1Ω
NO	MIN 1MΩ

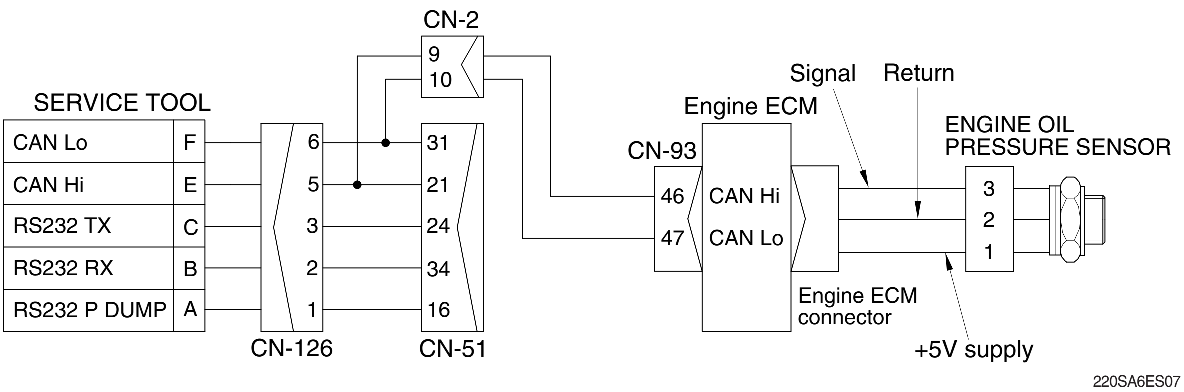


220S6ES05

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

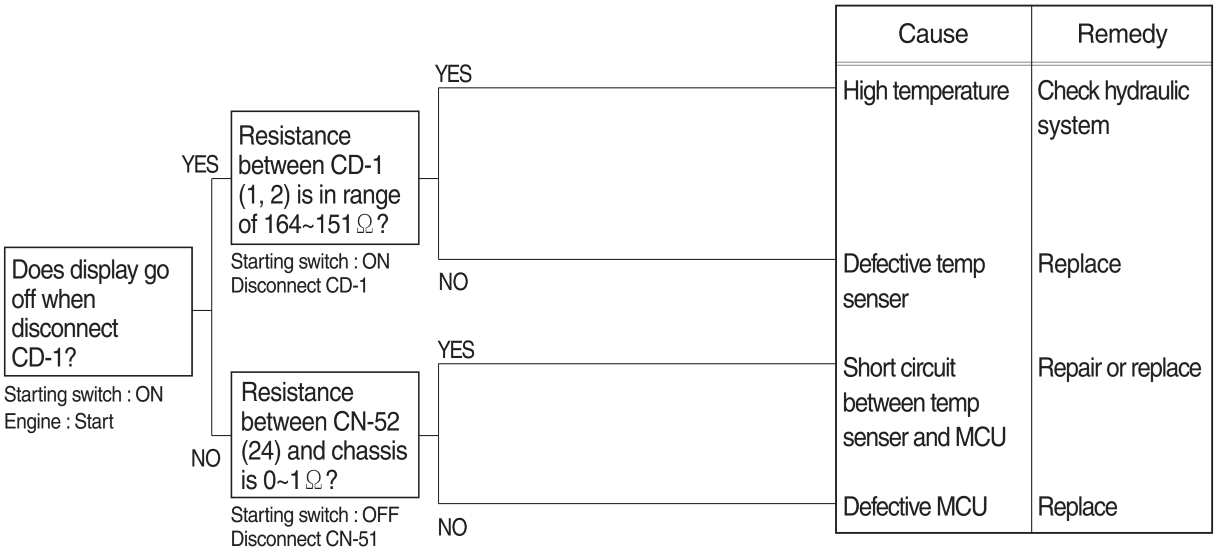
· Before disconnecting the connector, always turn the starting switch OFF.
· Before carrying out below procedure, check all the related connectors are properly inserted.
· After checking, insert the disconnected connectors again immediately unless otherwise specified.





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.

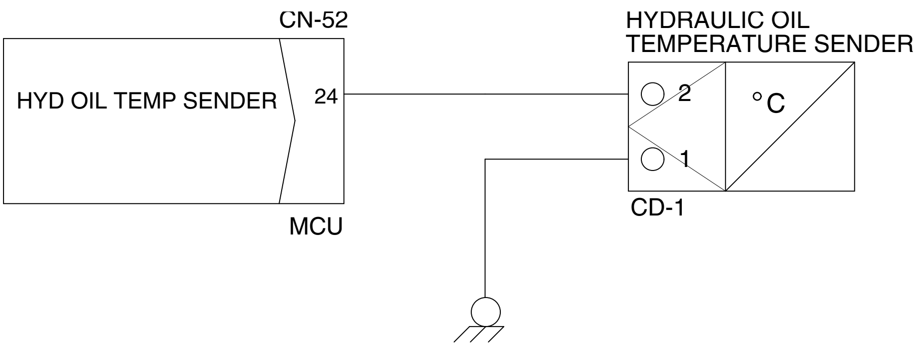


Normal type

Premium type

Check Table

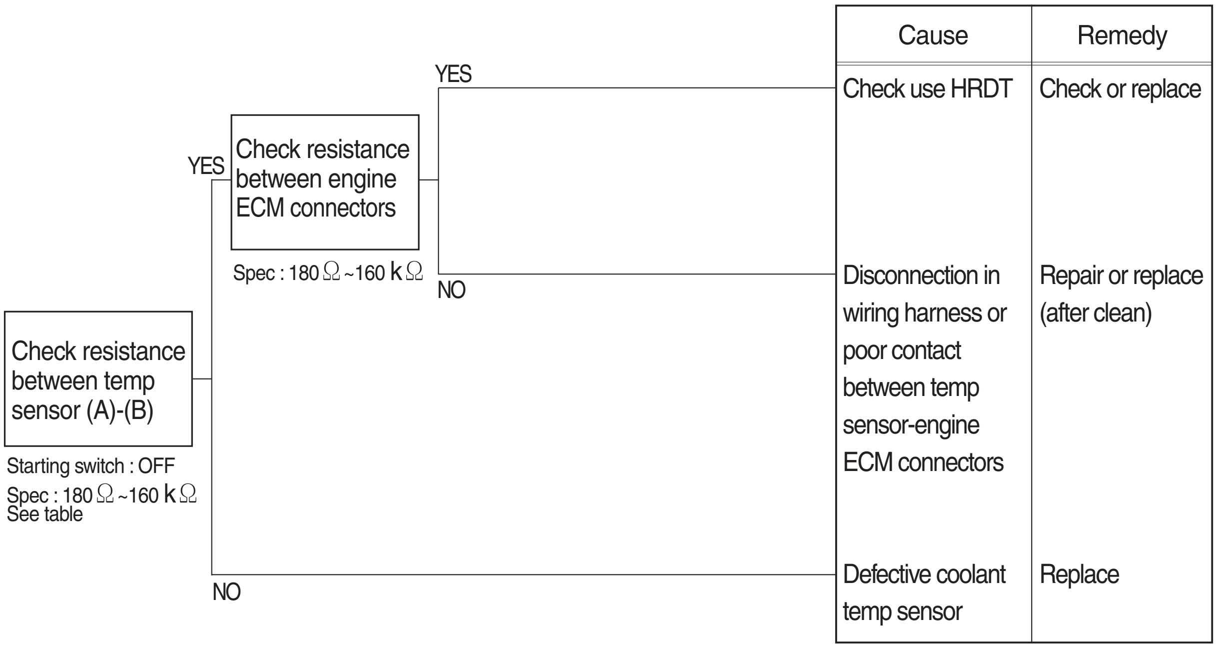
Temperature (˚C)	~ -30	~ -10	~ 0	~ 40	~ 70	~ 80	~ 90	~ 100	105~
Resistance (kΩ)	22.22 ~31.78	8.16 ~10.74	5.18 ~ 6.6	1.06 ~1.28	0.39 ~0.476	0.322 ~0.298	0.243 ~0.219	0.185 ~0.167	0.164 0.151



220SA6ES08

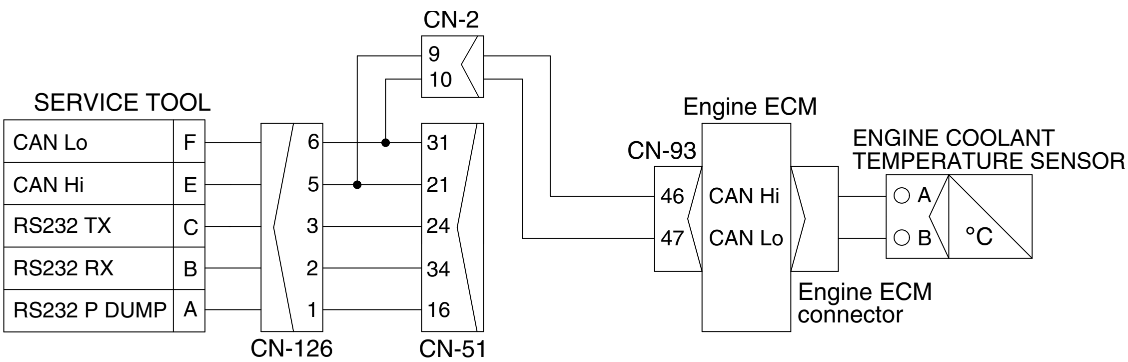
8. WHEN COOLANT TEMPERATURE GAUGE DOES NOT OPERATE (HCESPN 304, FMI 3 or 4) GAUGE DOES NOT OPERATE

· 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

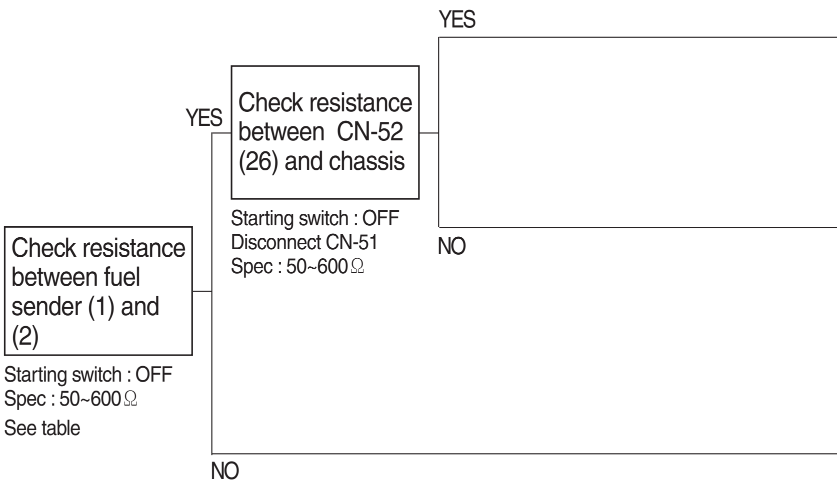
Temperature (˚C)	0	25	50	80	95
Resistance (kΩ)	30~37	9.3~10.7	3.2~3.8	1.0~1.3	0.7~0.8



220SA6ES04

9. WHEN FUEL GAUGE DOES NOT OPERATE (HCESPN 301, FMI 3 or 4)

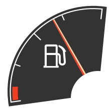
· Before disconnecting the connector, always turn the starting switch OFF.
· Before carrying out below procedure, check all the related connectors are properly inserted.
· After checking, insert the disconnected connectors again immediately unless otherwise specified.



Cause	Remedy
Defective MCU or cluster	Replace
Disconnection in wiring harness or poor contact between fuel sender-MCU	Repair or replace
Defective fuel sender	Replace

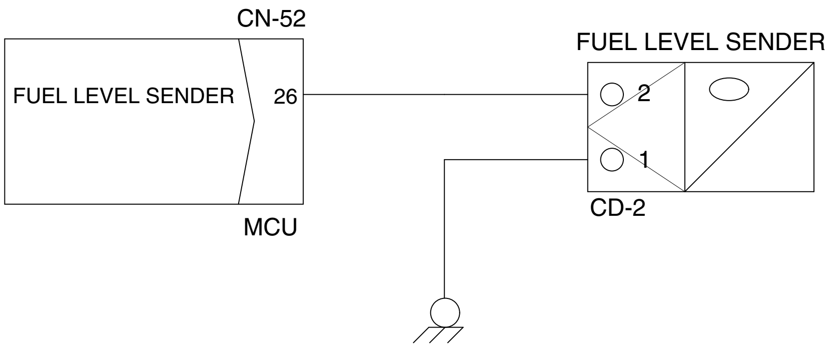
Normal type

Premium type



Check Table

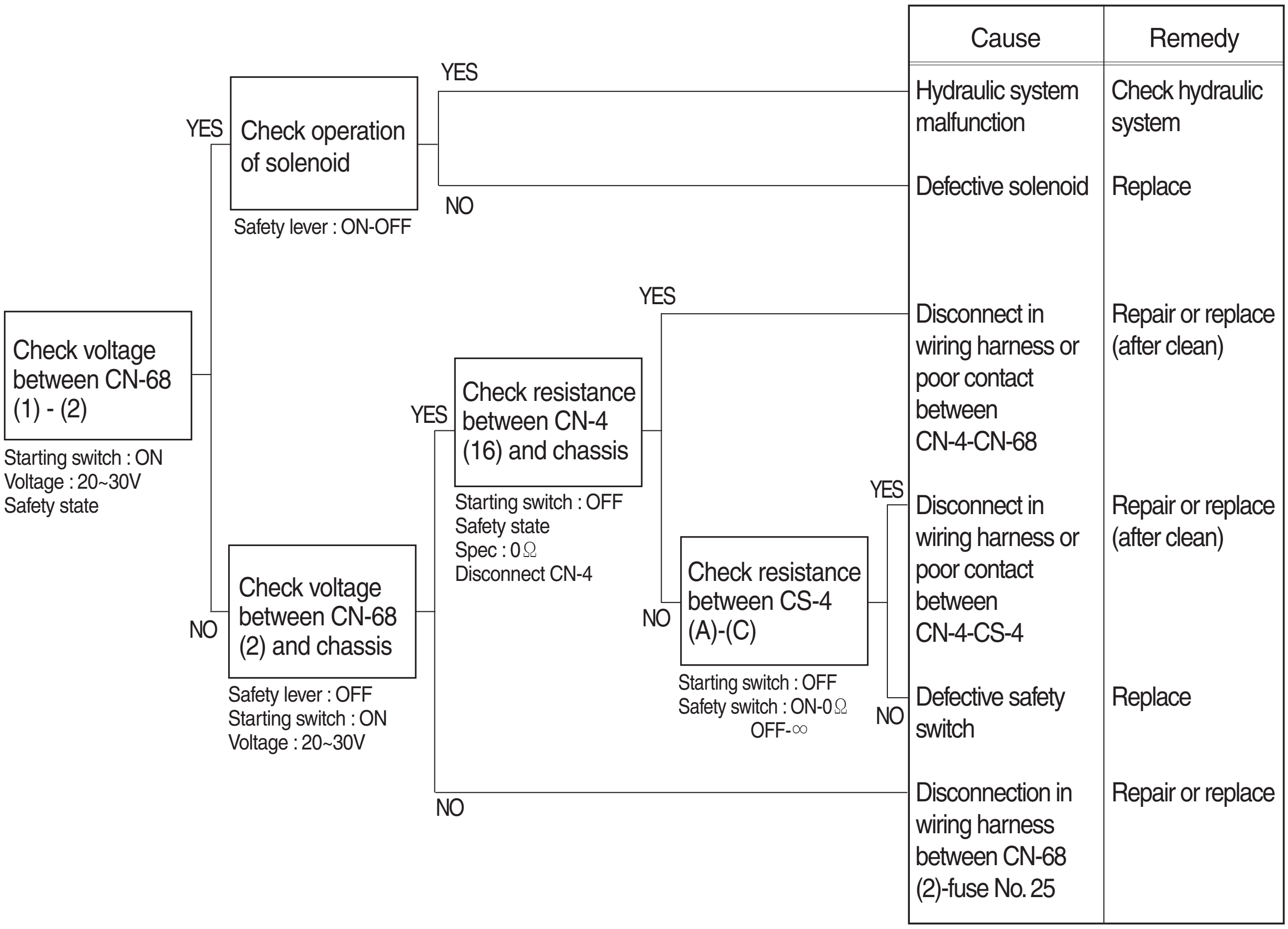
Range	Resistance (Ω)	Range	Resistance (Ω)
Full	50	5/12	400
11/12	100	4/12	450
10/12	150	3/12	500
9/12	200	2/12	550
8/12	250	1/12	600
7/12	300	Empty warning	700
6/12	350	-	-

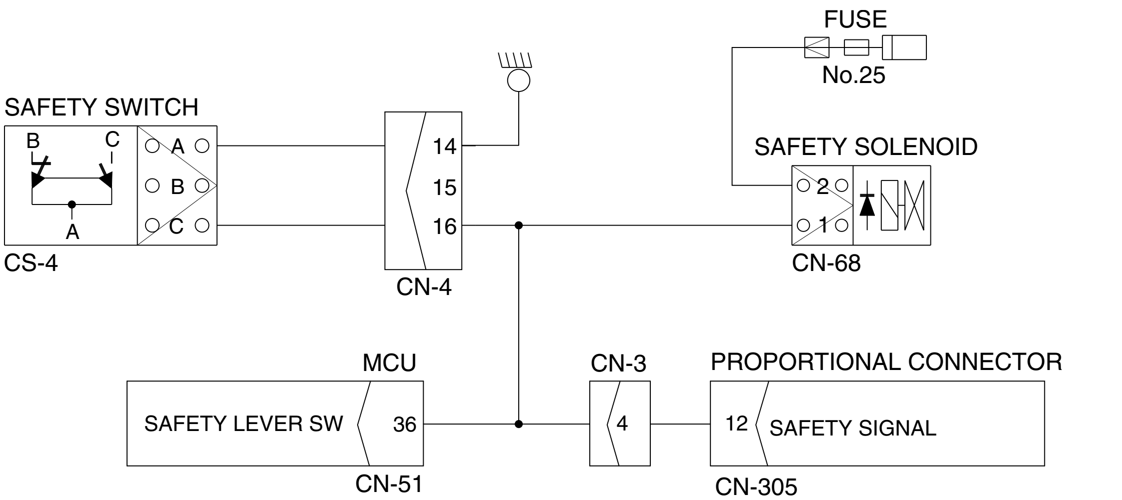


220SA6ES10

10. 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 short of fuse No. 25.
- After checking, insert the disconnected connectors again immediately unless otherwise specified.

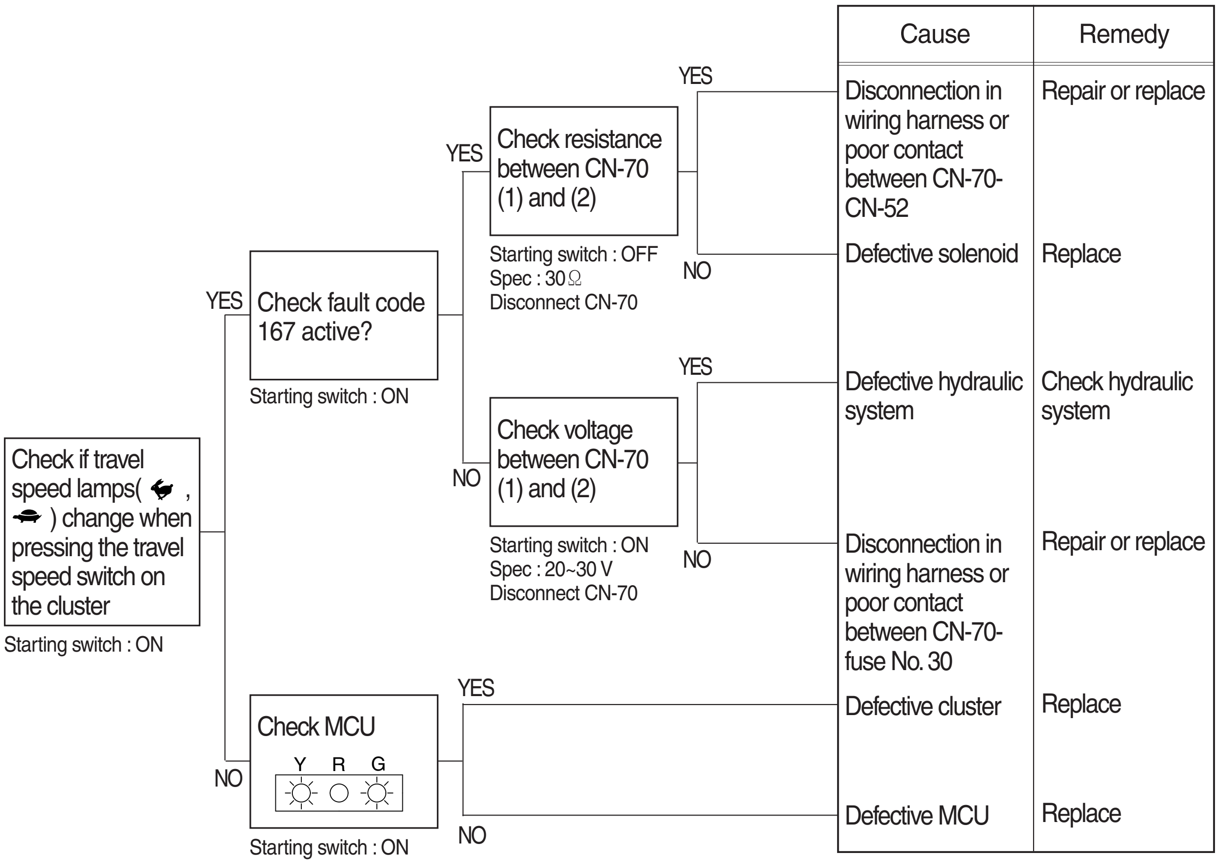


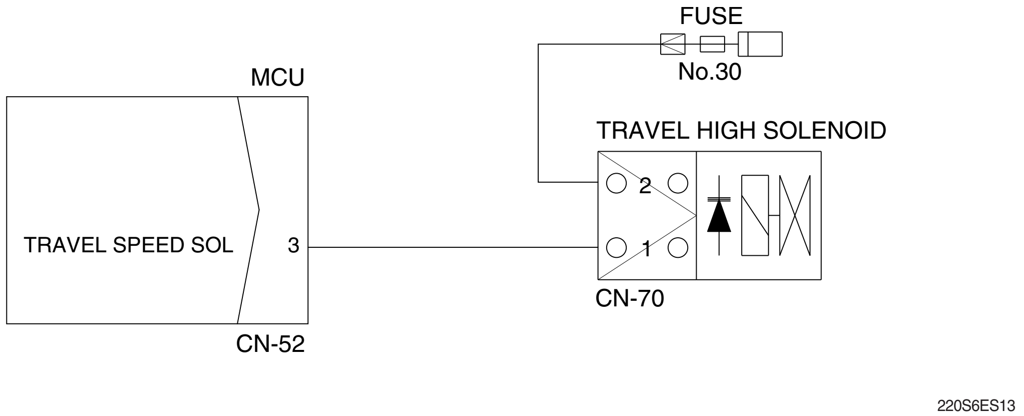


220SA6ES12

11. 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 short of fuse No. 30.
· After checking, insert the disconnected connectors again immediately unless otherwise specified.





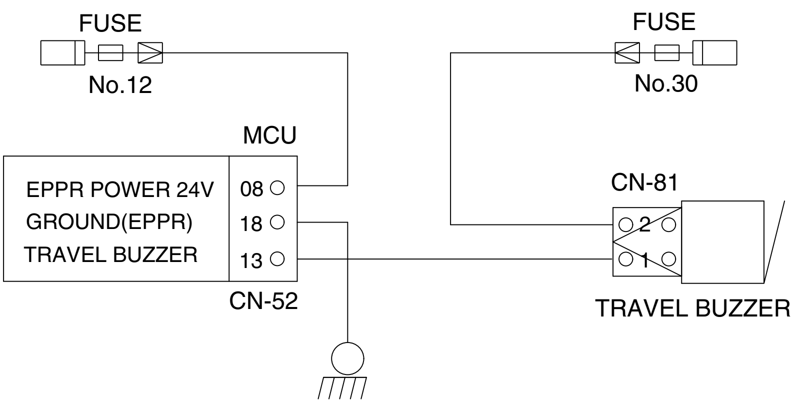
12. TRAVEL ALARM DOES NOT SOUND OR DOES NOT STOP SOUNDING

Check the fuse for travel alarm inside fuse box whether fuse is blown or not

- YES → The fuse is blown
- NO → Check the signal of MCU's pin for back buzzer whether ground signal (DO) generate or not when machine travel mode.
  - YES → The travel alarm signal of united MCU is defective
  - NO → * Prepare with starting switch OFF, then turn start engine and carry out troubleshooting : Between CN-81 (2) - chassis ground : 20-30 voltage . Between CN-81 (1) - chassis ground : Max 1 Ω (resistance) Is the above value normal?

    ** Note : Since voltage value , connector number and pin number varies with each model, should refer to the electric circuit of each model.
    - YES → The travel buzzer is defective
    - NO → * Prepare with starting switch OFF, then carry out trouble-shooting without turning starting switch ON : 1. Disconnection in wiring or defective contact in connector between CN-81 (2) inline connector-end connector : Max 1 Ω (resistance) 2. Short circuit with ground circuit between CN-81 (2) inline connector-end connector - chassis ground : Min 1MΩ (resistance)
      - NO → In case of the value of resistance, disconnection in wiring or defective contact in connector or short circuit with ground circuit

Cause	Remedy
The fuse is blown	Replace the fuse
The travel alarm signal of united MCU is defective	Check the united MCU program
The travel buzzer is defective	Replace the travel buzzer
In case of the value of resistance, disconnection in wiring or defective contact in connector or short circuit with ground circuit	Replace connector Connect the wire



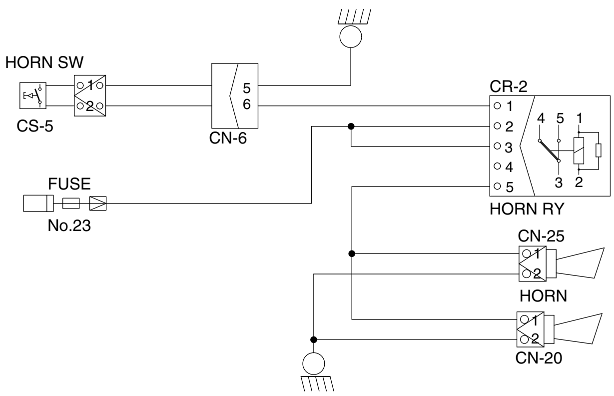
220SA6ES25

13. HORN DOES NOT SOUND

Check the fuse for horn inside fuse box whether fuse is blown or not

- YES → Cause: The fuse is blown / Remedy: Replace the fuse
- NO → After replacing the relay for horn, check the horn operate
  - YES → Cause: The relay is broken / Remedy: Replace the relay
  - NO → * Prepare with starting switch OFF, then turn starting switch ON and carry out troubleshooting : Between CN-20 (1) or CN-25 (1) - chassis ground (with horn switch turned ON) : 20-30 voltage
    * Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON : Between CN-20 (2) or CN-25 (2)- chassis ground : Max 1 Ω (resistance)
    Is the above value normal?
    ** Note : Since voltage value , connector number and pin number varies with each model, should refer to the wiring diagram of each model.
    <CN-20 (1)/ CN-25 (1) : Horn connector (+) terminal CN-20 (2) /CN-25 (2) : Horn connector (-) terminal>
    - YES → Cause: The horn is defective / Remedy: Replace the horn
    - NO → * Prepare with starting switch OFF, then carry out trouble-shooting without turning starting switch ON :
      1. Disconnection in wiring or defective contact in connector between CN-20 (1) or CN-25 (1) - inline connector-end connector : Max 1 Ω (resistance)
      2. Short circuit with ground circuit between CN-20 (1) or CN-25 (1) - inline connector-end connector - chassis ground : Min 1M Ω (resistance)
      - NO → Cause: In case of the value of resistance, disconnection in wiring or defective contact in connector or short circuit with ground circuit / Remedy: Replace connector. Connect the wire

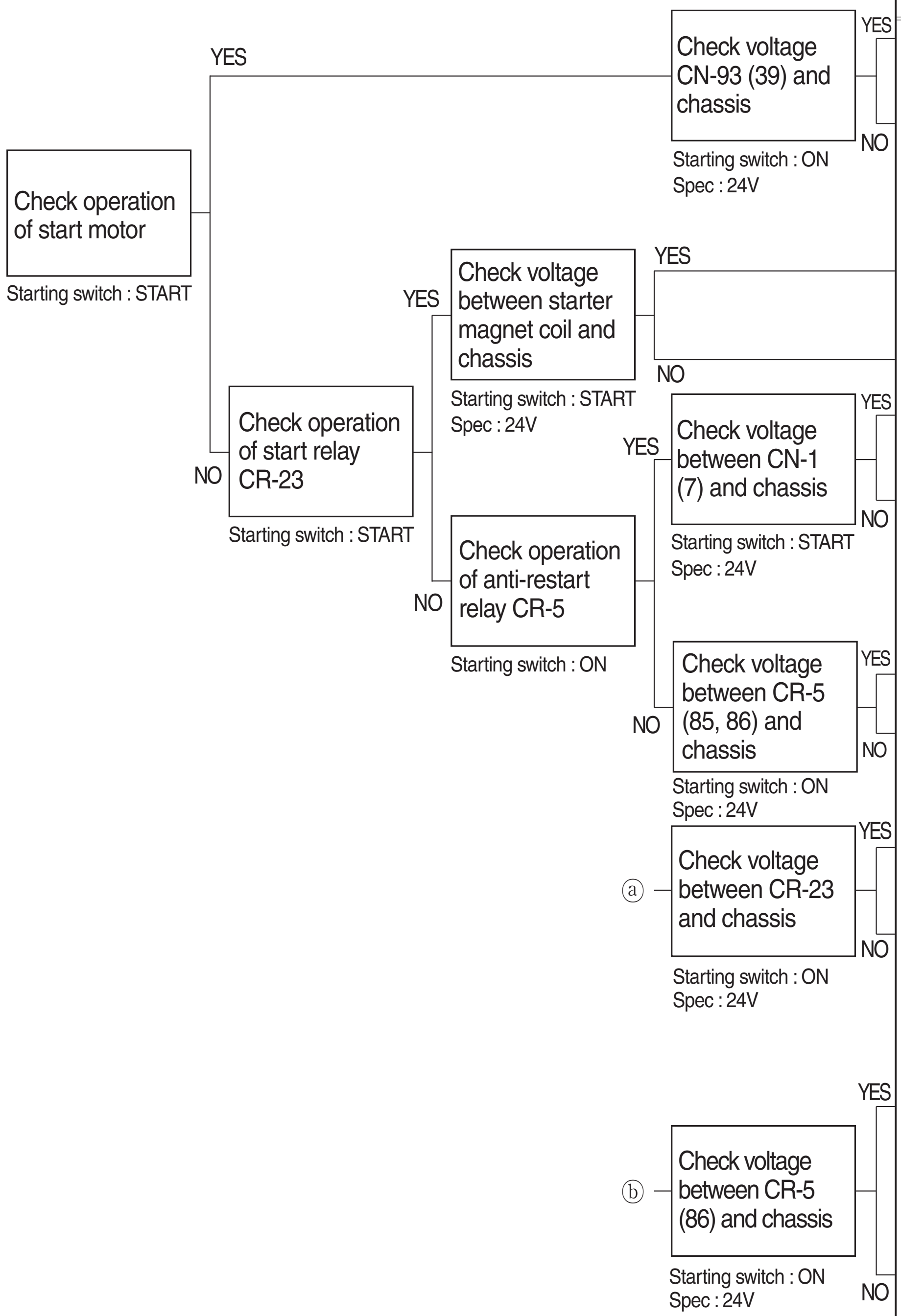
Cause	Remedy
The fuse is blown	Replace the fuse
The relay is broken	Replace the relay
The horn is defective	Replace the horn
In case of the value of resistance, disconnection in wiring or defective contact in connector or short circuit with ground circuit	Replace connector. Connect the wire



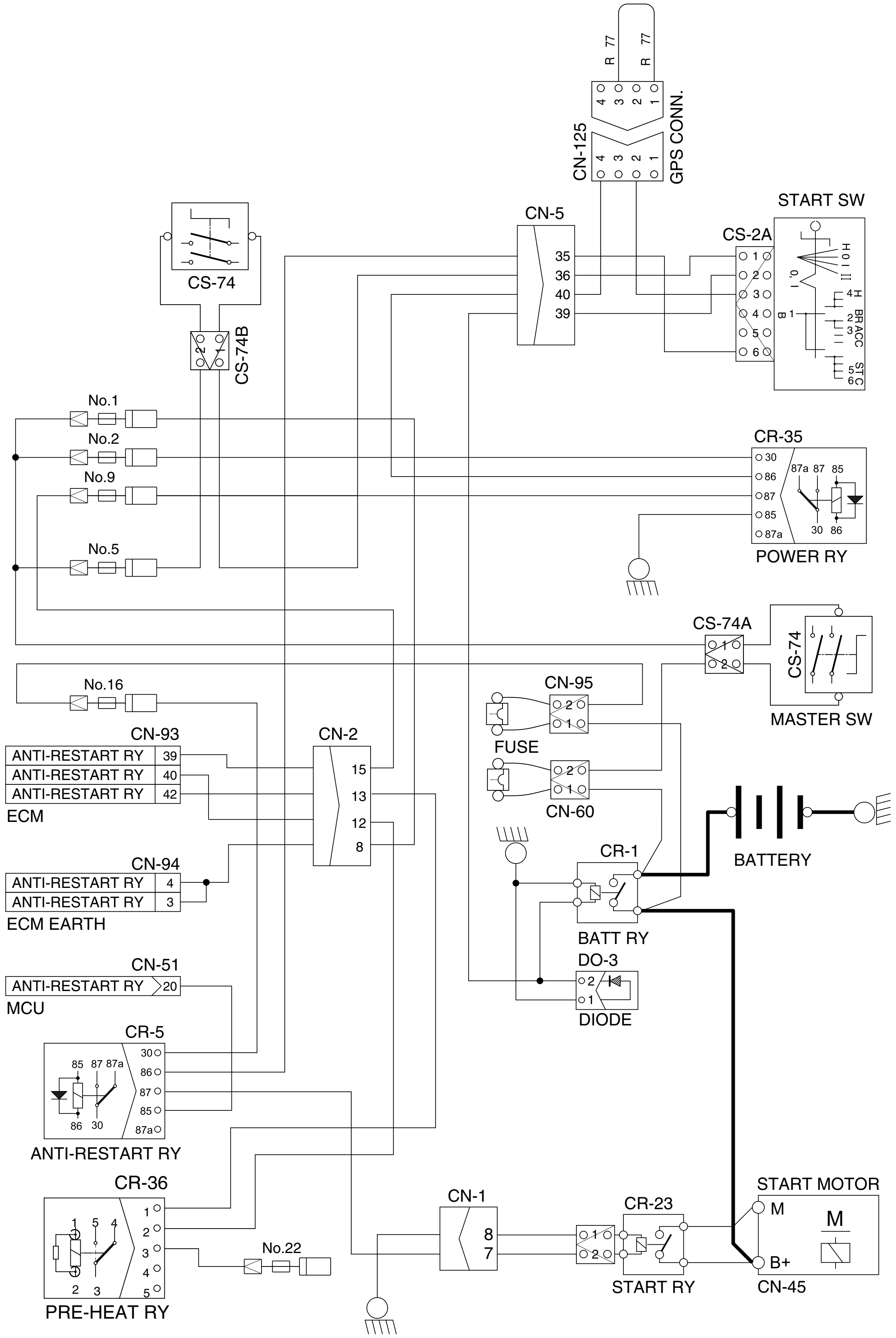
220SA6ES26

14. WHEN ENGINE DOES NOT START ([battery symbol] lights up condition)

· Check supply of the power at engine stop solenoid while starting switch is ON.
· 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. 1, 2, 5, 9 and 16 burnt out.
· After checking, insert the disconnected connectors again immediately unless otherwise specified.



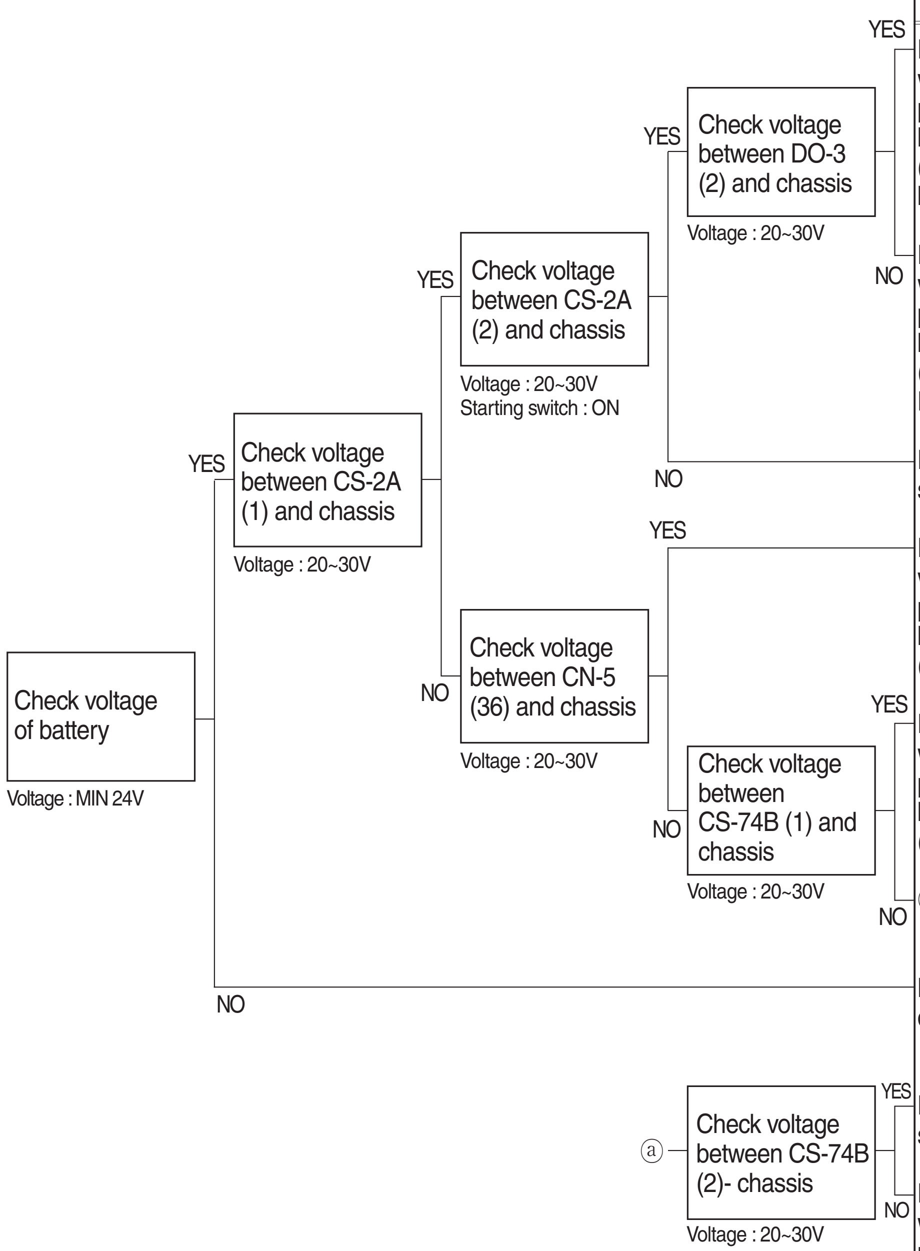
Cause	Remedy
Defective ECM or battery	Replace
Disconnection in wiring harness or between CR-35 (87)-CN-93 (39)	
Defective magnet of start motor	Replace
Defective start relay	Replace
ⓐ	
Disconnection in wiring harness or poor contact between CN-1 (7) and CR-5 (87)	Repair or replace (after clean)
Defective relay	Replace
ⓑ	
Defective start relay	Replace
Disconnection in wiring harness or poor contact between CN-1 (7)-CR-23 (2)	Repair or replace (after clean)
Disconnection in wiring harness or poor contact between CN-51 (20) - CR-5 (85)	Repair or replace (after clean)
Disconnection in wiring harness or poor contact between CS-2 (6) -CR-5 (86)	Repair or replace (after clean)



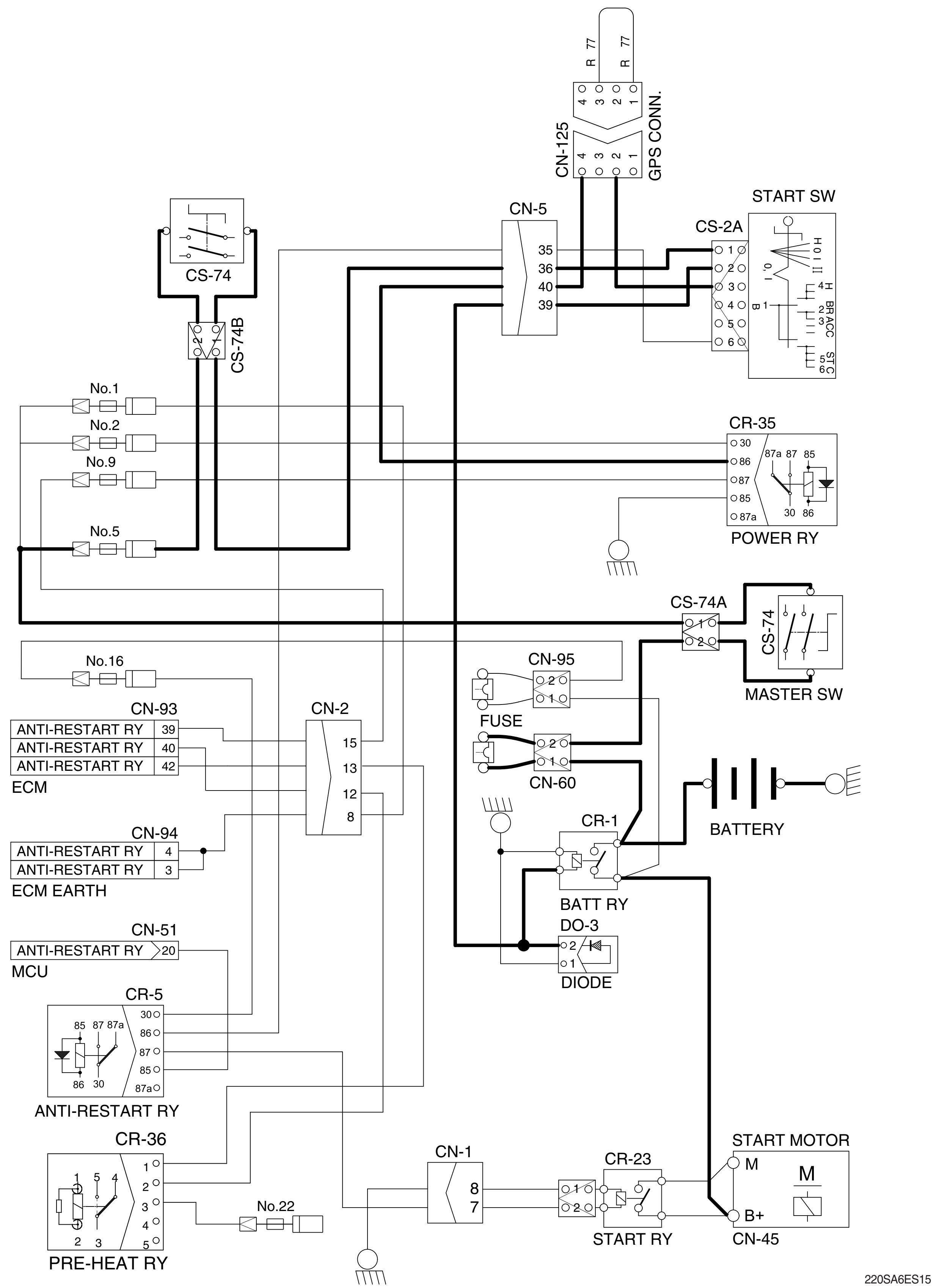
220SA6ES14

15. 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 blown out of the fuse (CN-60).
· After checking, insert the disconnected connectors again immediately unless otherwise specified.

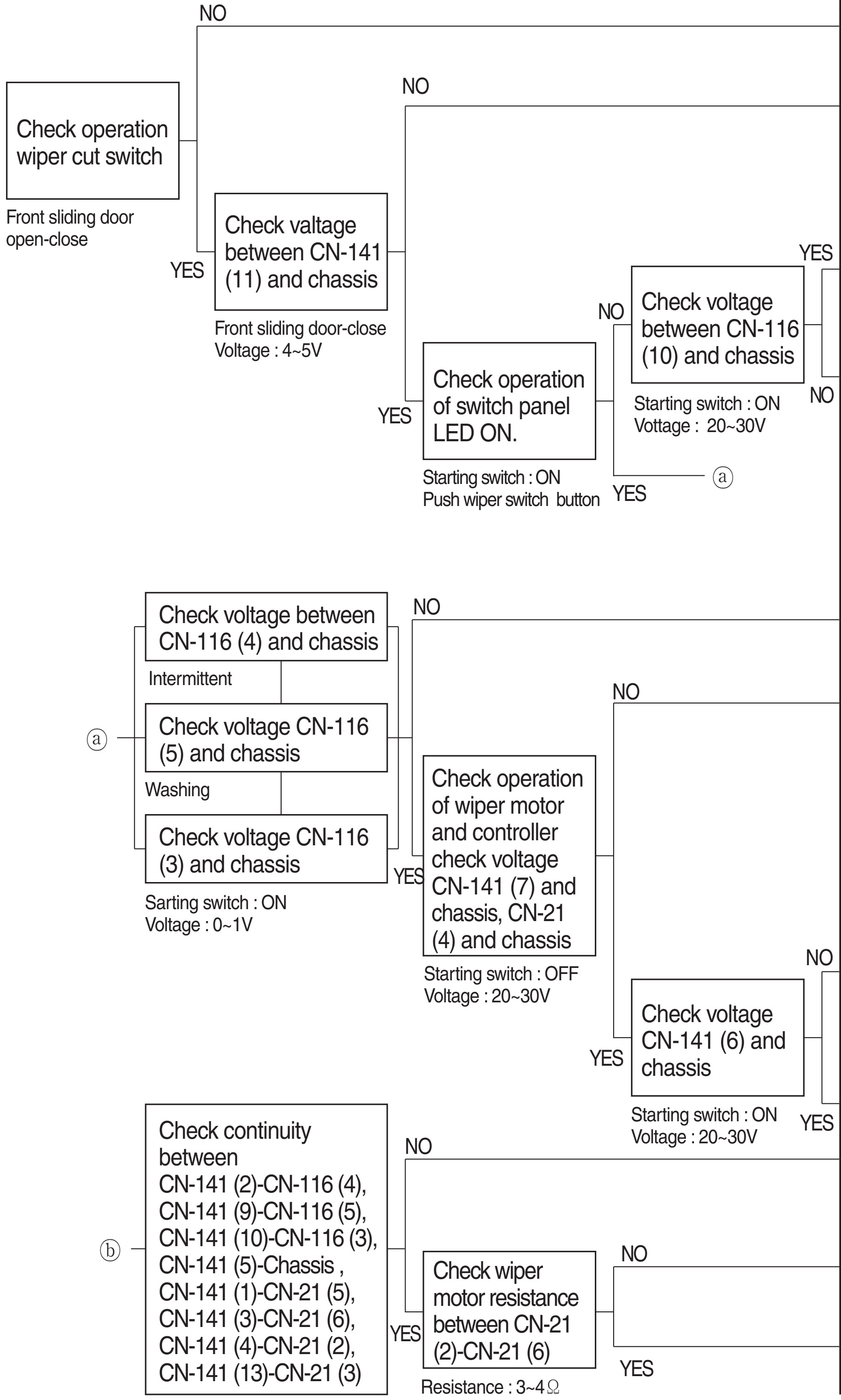


Cause	Remedy
Disconnection in wiring harness or poor contact between DO-3 (2)-CR-1 or defective battery relay	Repair or replace (after clean)
Disconnection in wiring harness or poor contact between CS-2A (2)-CN-5 (39)-DO-3 (2)	Repair or replace (after clean)
Defective start key switch	Replace
Disconnection in wiring harness or poor contact between CS-2A (1)-CN-5 (36)	Replace
Disconnection in wiring harness or poor contact between CS-74B (1) -CN-5 (36)	Charge or replace (after clean)
Battery discharged	Replace
Defective master switch	Replace
Disconnection in wiring harness or poor contact between CS-74B (2) -CR-1	Charge or replace (after clean)

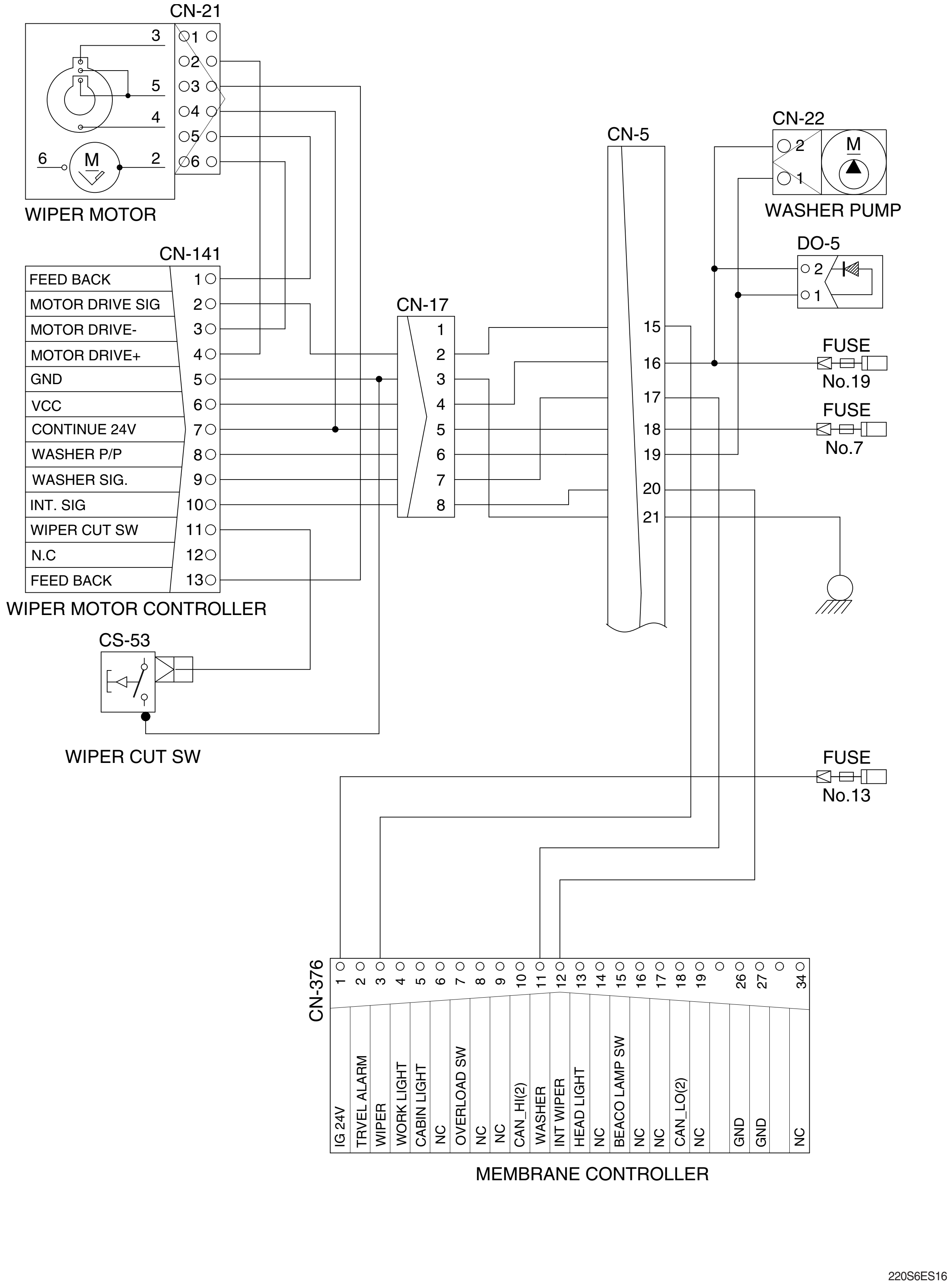


16. WHEN STARTING SWITCH IS TURNED ON, WIPER MOTOR DOES NOT OPERATE

· 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. 7, 13 and 19 is not blown out.
· After checking, insert the disconnected connectors again immediately unless otherwise specified.

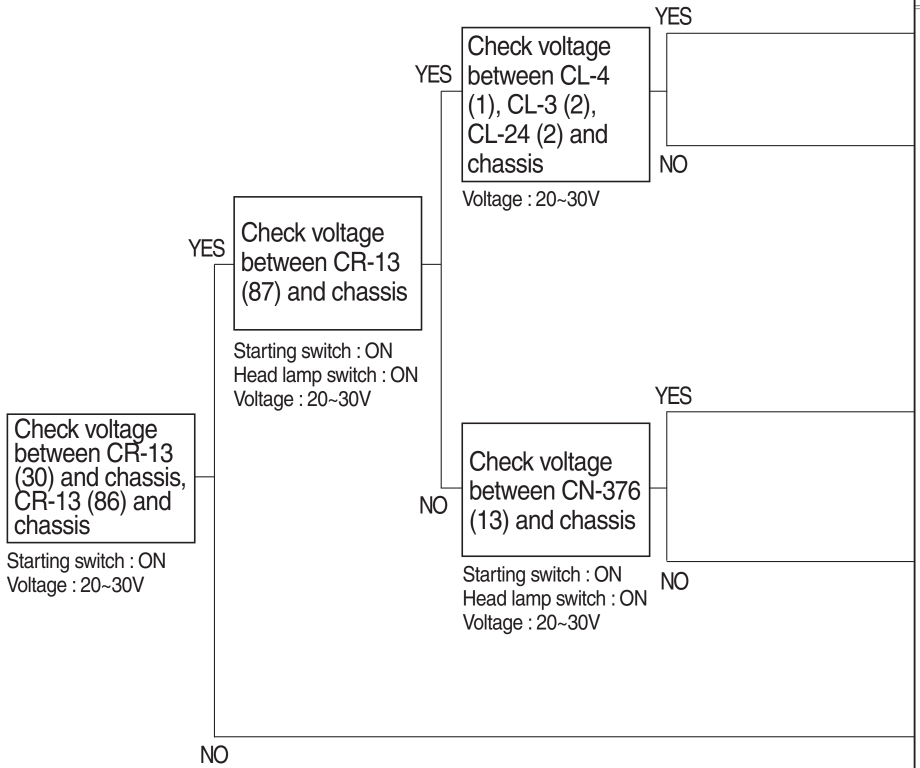


Cause	Remedy
Defective wiper cut switch	Replace
Short circuit in wiring harness or poor contact between CN-141 (11)- CS-53	Repair or replace (after clean)
Defective switch panel	Replace
1)Recheck fuse No.13 2)Disconnection in wiring harness or poor contact between CN-376 (1)-Fuse No.13	Replace Repair or replace (after clean)
Defective switch panel	Replace
1) Recheck fuse No.7 2) Disconnection in wiring harness or poor contact between CN-141(7)-Fuse No.7, CN-21 (4)-Fuse No.7	Replace Repair or replace (after clean)
1) Recheck fuse No.19 2) Disconnection CN-141(6)-Fuse No.19 ⓑ	Replace Repair or replace (after clean)
Disconnection in wiring harness or poor contact	Repair or replace (after clean)
Defective wiper motor	Replace
Defective wiper motor controller	Replace

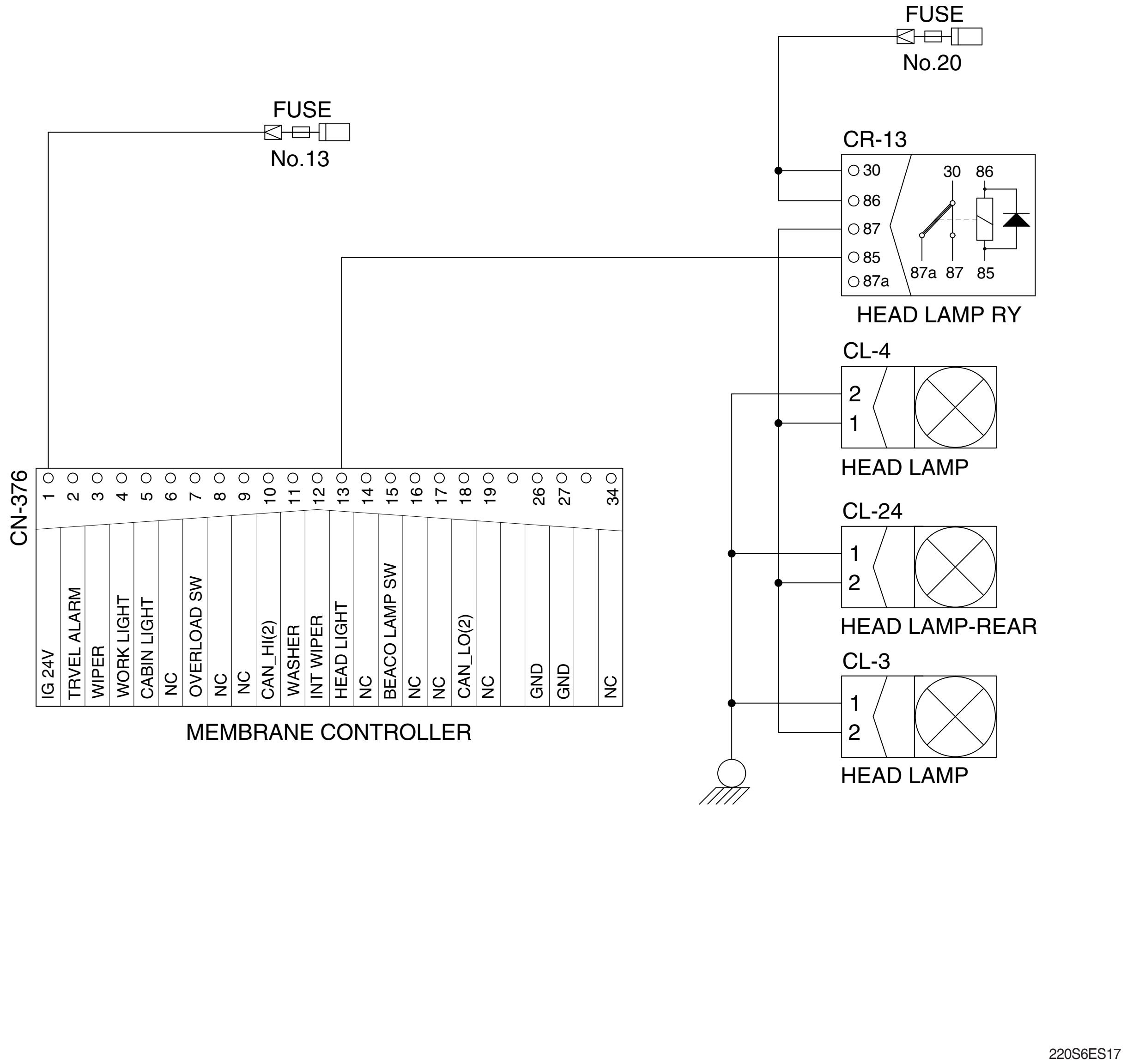


17. WHEN STARTING SWITCH IS TURNED ON, HEAD LAMP DOES NOT LIGHTS UP

· Before disconnecting the connector, always turn the starting switch OFF.
· Before carrying out below procedure, check all the related connectors are properly inserted and short of fuse No.13 and 20.
· After checking, insert the disconnected connectors again immediately unless otherwise specified.



Cause	Remedy
Defective bulb	Replace
Disconnection in wiring harness or poor contact between CR-13 (87)-CL-4 (1) or CR-13 (87)-CL-3 (2) or CR-13 (87)-CL-24 (2)	Repair or replace (after clean)
Defective membrance controller	Replace
Disconnection in wiring harness or poor contact between CN-376 (13)-CR-13 (85)	Repair or replace (after clean)
Disconnection in wiring harness or poor contact between CR-13 (30) and fuse No.20 or CR-13 (86) - fuse No.20	Repair or replace (after clean)
Recheck fuse No. 20	Replace

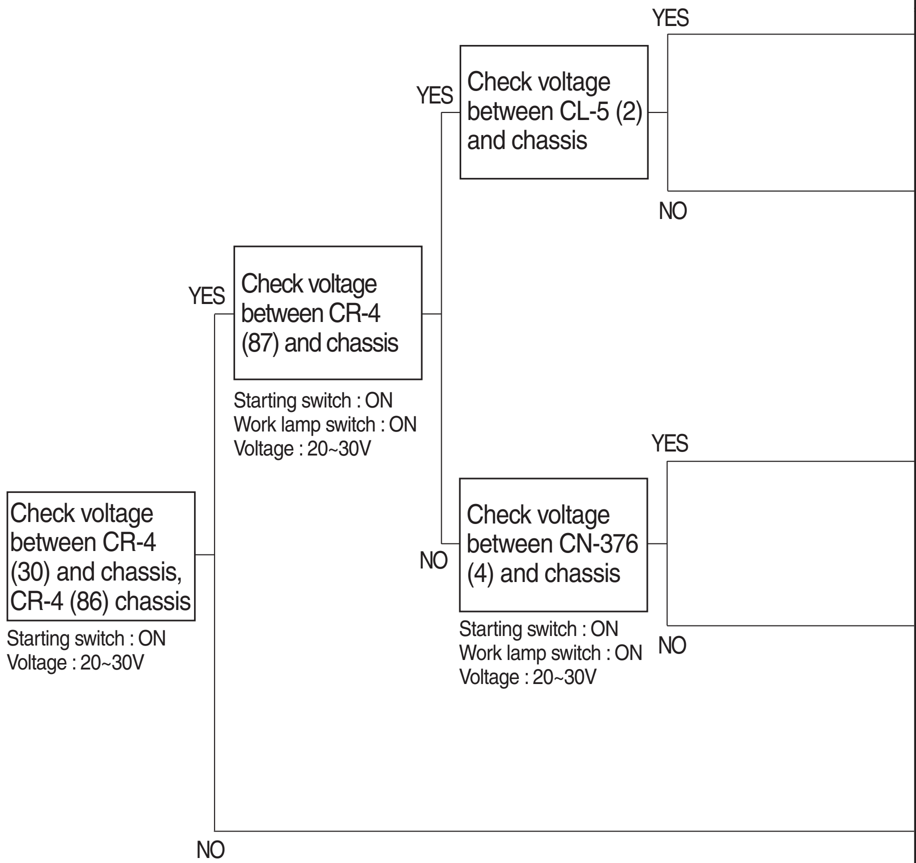


18. WHEN STARTING SWITCH IS TURNED ON, WORK LAMP DOES NOT LIGHTS UP

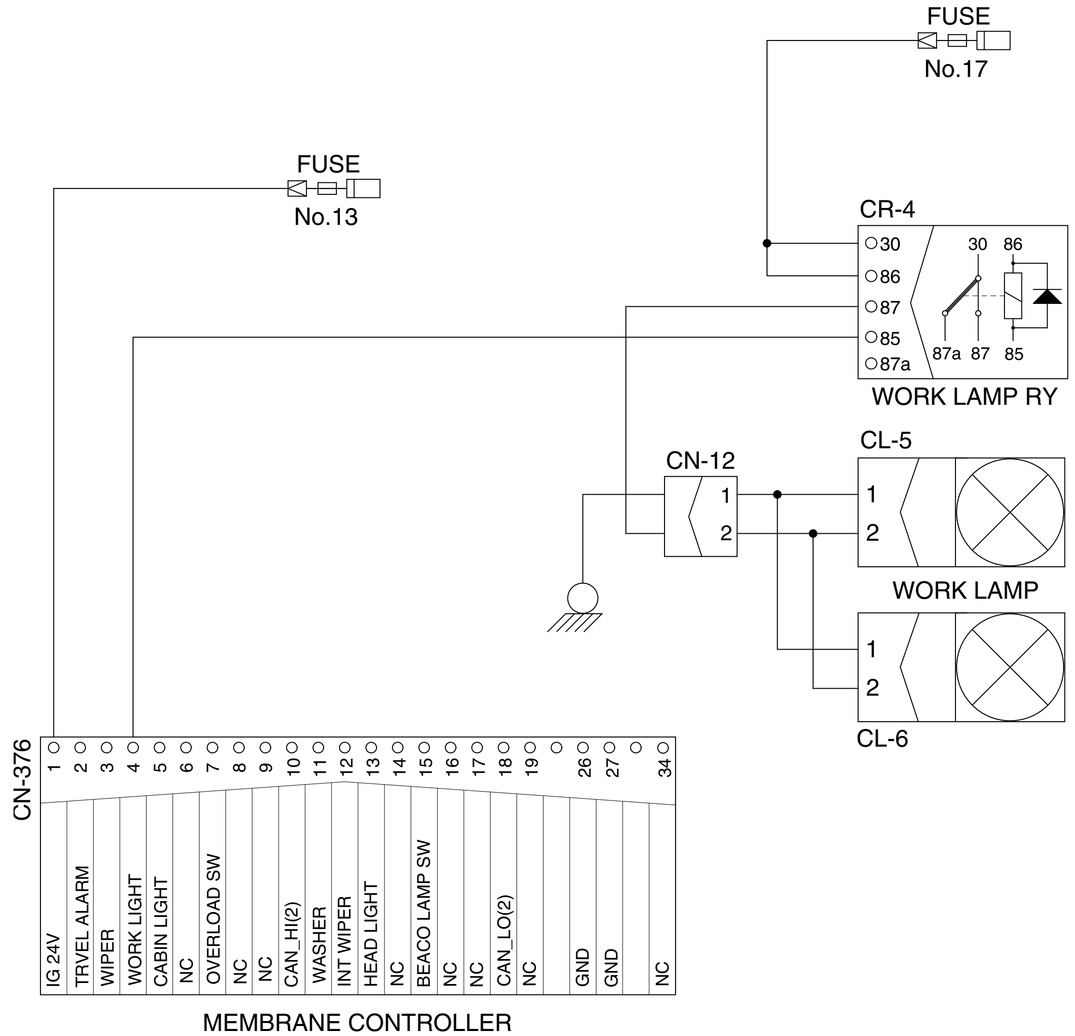
· Before disconnecting the connector, always turn the starting switch OFF.

· Before carrying out below procedure, check all the related connectors are properly inserted and short of fuse 13 and 17.

· After checking, insert the disconnected connectors again immediately unless otherwise specified.



Cause	Remedy
Defective bulb	Replace
Disconnection in wiring harness or poor contact between CR-4 (87)-CL-5 (2)	Repair or replace (after clean)
Defective membrance controller	Replace
Disconnection in wiring harness or poor contact between CR-4 (85)-CN-376 (4)	Repair or replace (after clean)
Disconnection in wiring harness or poor contact between CR-4 (30) and fuse No.17 or CR-4 (86) and fuse No.17	Repair or replace (after clean)
Recheck fuse No.17	Replace



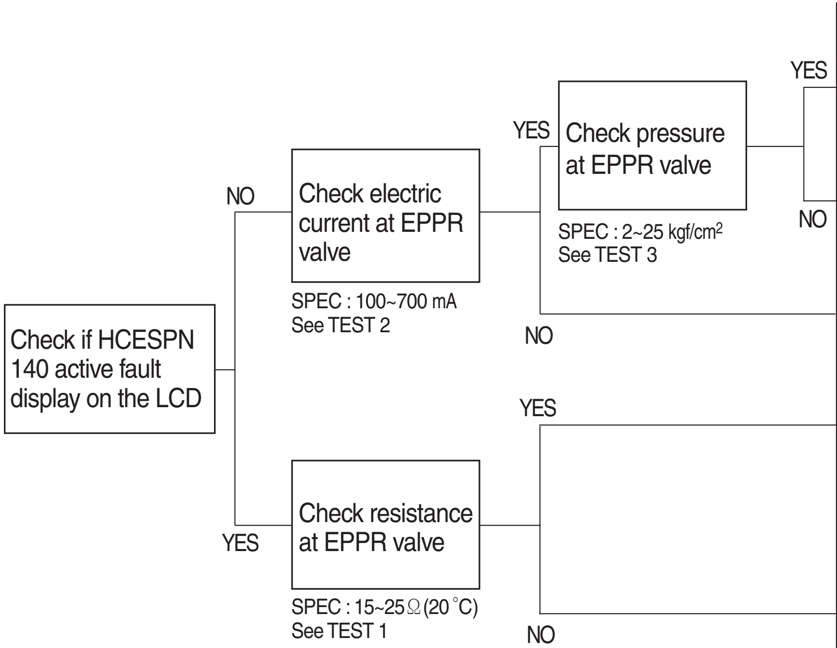
220S6ES18

GROUP 4 MECHATRONICS SYSTEM

1. ALL ACTUATORS SPEED ARE SLOW

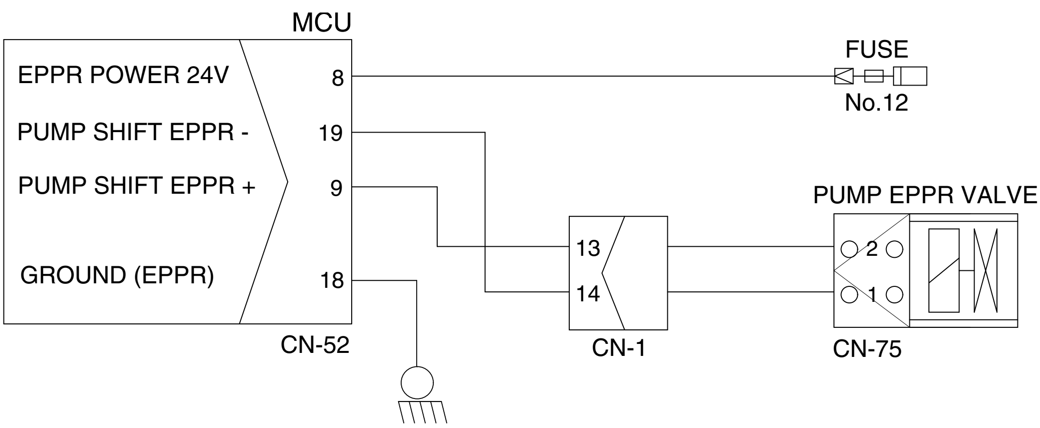
※ Boom, Arm, Bucket, Swing and travel speed are slow, but engine speed is good.
※ Spec : P-mode 1650 ± 50 rpm S -mode 1550 ± 50 rpm E-mode 1450 ± 50 rpm
※ Before carrying out below procedure, check all the related connectors are properly inserted and fault code on the cluster.

1) INSPECTION PROCEDURE



Cause	Remedy
Defective hydraulic system	
Defective EPPR valve	Replace
Defective MCU	Replace
Short circuit or poor connection between CN-52 -CN-75	Check & repair wire harness or between CN-52 -CN-75
Defective EPPR valve	Replace

Wiring diagram



220SA6MS01

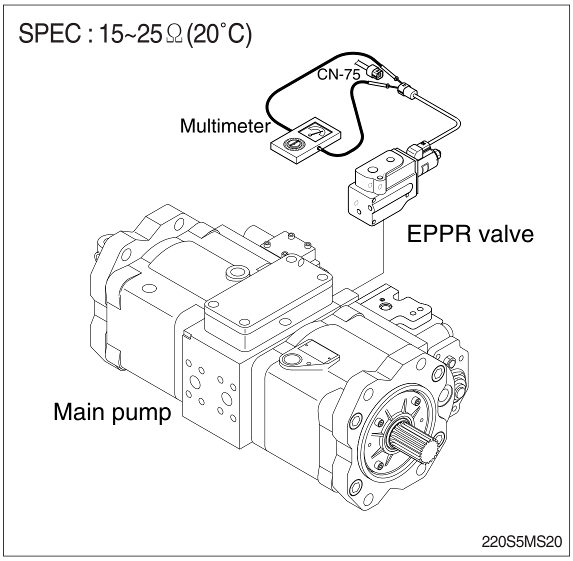
2) TEST PROCEDURE

(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.

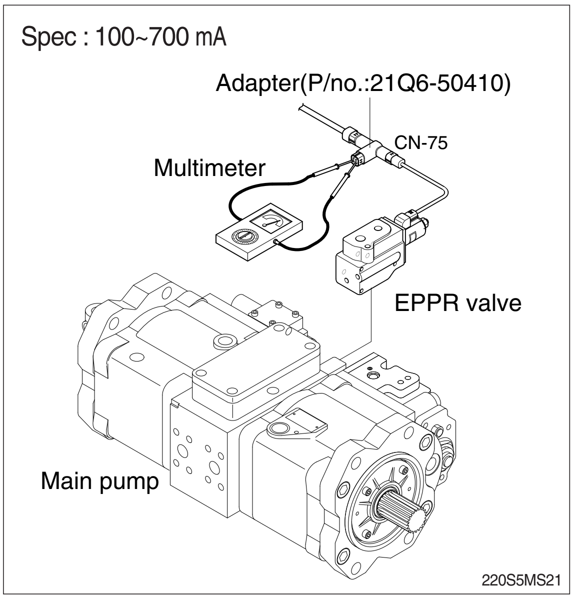
③ Start engine.

④ Set S-mode and cancel auto decel mode.

⑤ Position the accel dial at 10.

⑥ If tachometer show approx 1550±50 rpm disconnect one wire harness from EPPR valve.

⑦ 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 725 psi)

② Start engine.

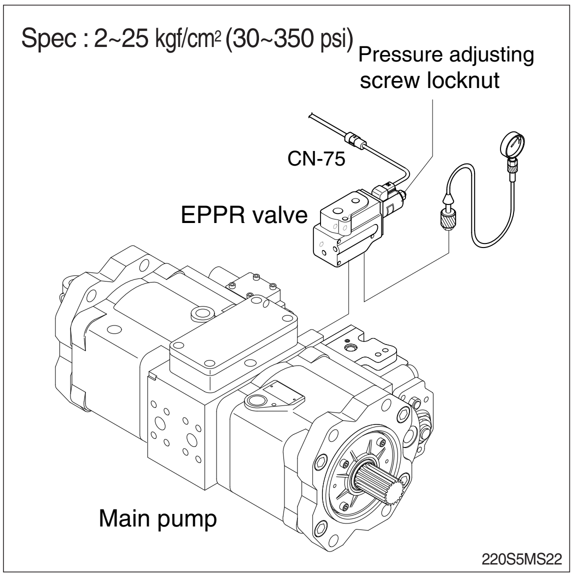
③ Set S-mode and cancel auto decel mode.

④ Position the accel dial at 10.

⑤ If tachometer show approx 1550±50 rpm check pressure at relief position of bucket circuit by operating bucket control lever.

⑥ If pressure is not correct, adjust it.

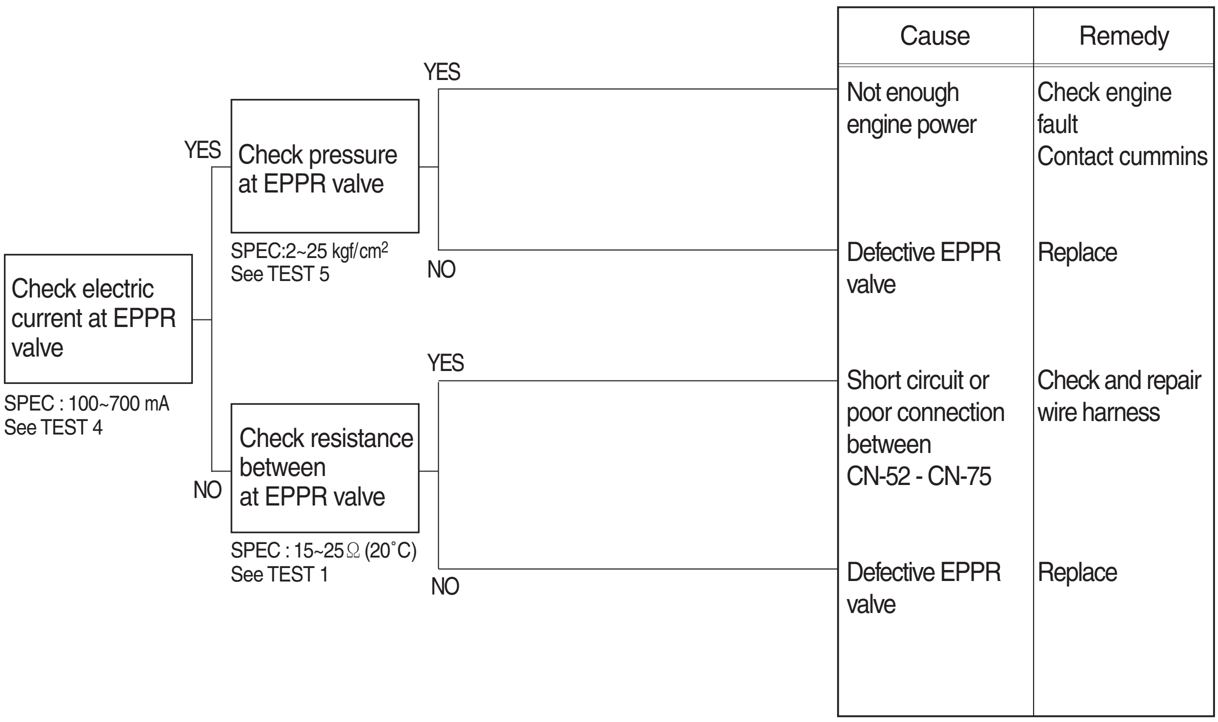
⑦ After adjust, test the machine.



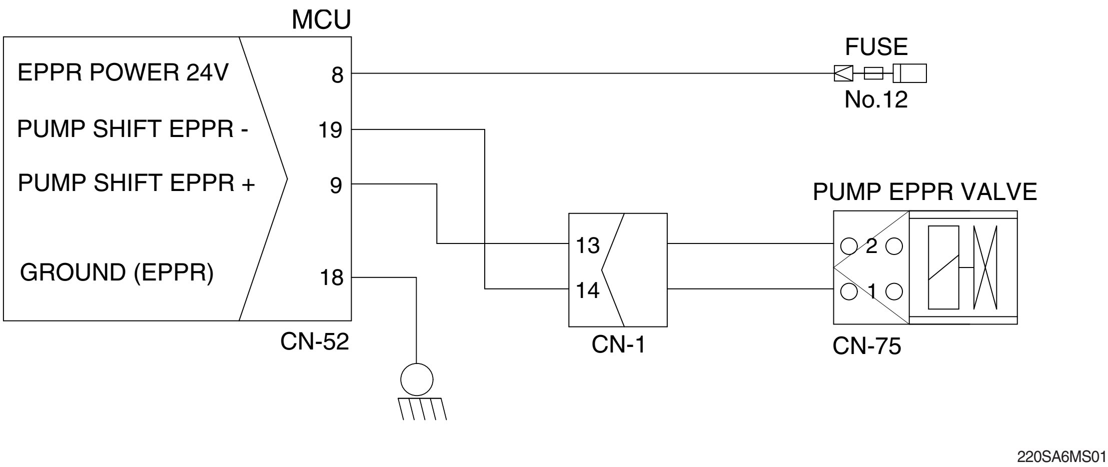
2. ENGINE STALL

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

1) INSPECTION PROCEDURE



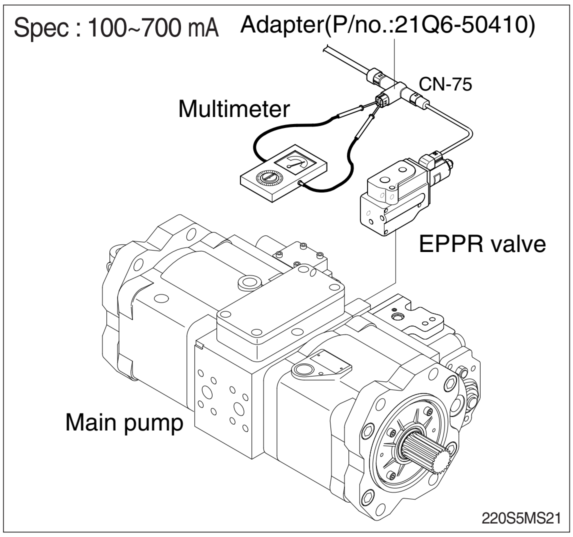
Wiring diagram



2) TEST PROCEDURE

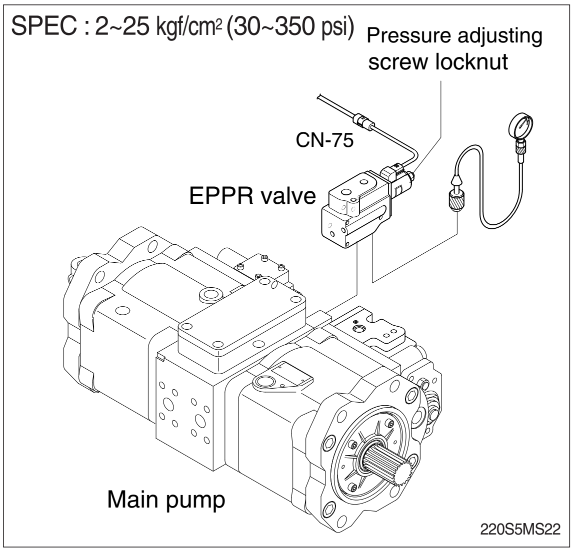
(1) Test 4 : Check electric current at EPPR valve.

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 show approx 1550±50 rpm disconnect one wire harness from EPPR valve.
⑦ Check electric current at bucket circuit relief position.



(2) Test 5 : Check pressure at EPPR valve.

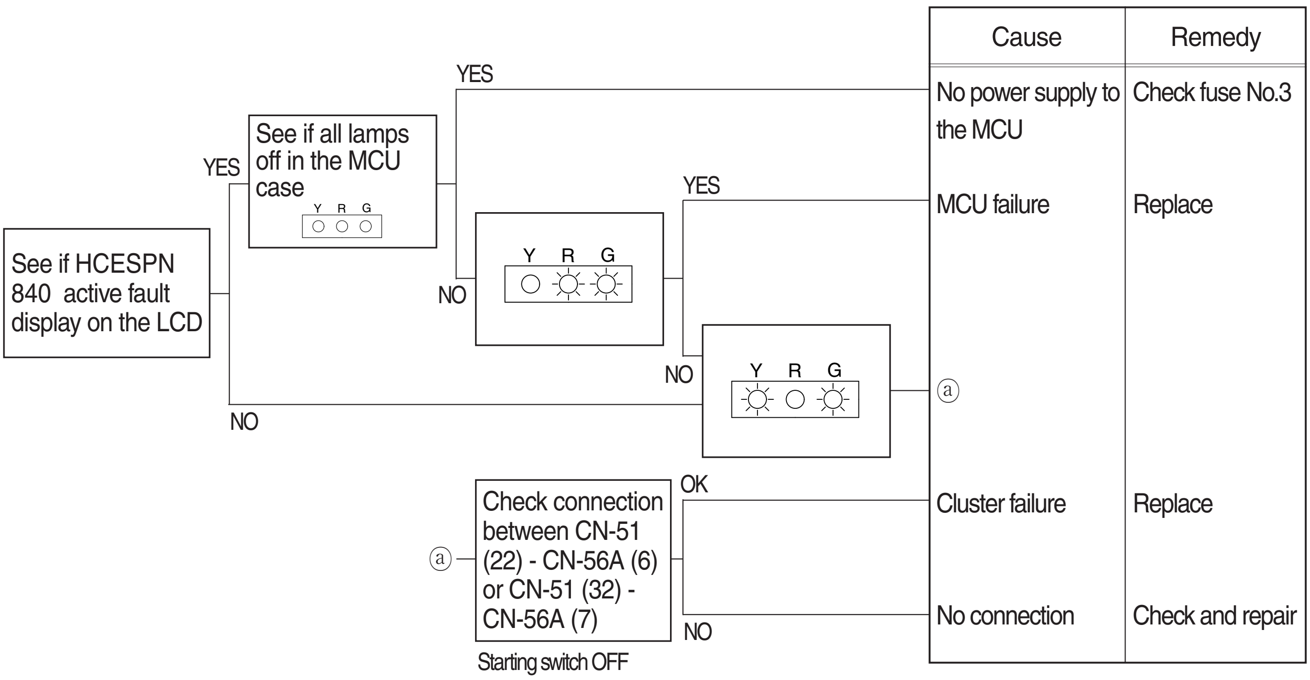
① Remove plug and connect pressure gauge as figure.
· Gauge capacity : 0 to 50 kgf/cm^2 (0 to 725 psi)
② Start engine.
③ Set S-mode and cancel auto decel mode.
④ Position the accel dial at 10.
⑤ If rpm show approx 1550±50 rpm check pressure at relief position of bucket circuit by operating bucket control lever.
⑥ If pressure is not correct, adjust it.
⑦ After adjust, test the machine.



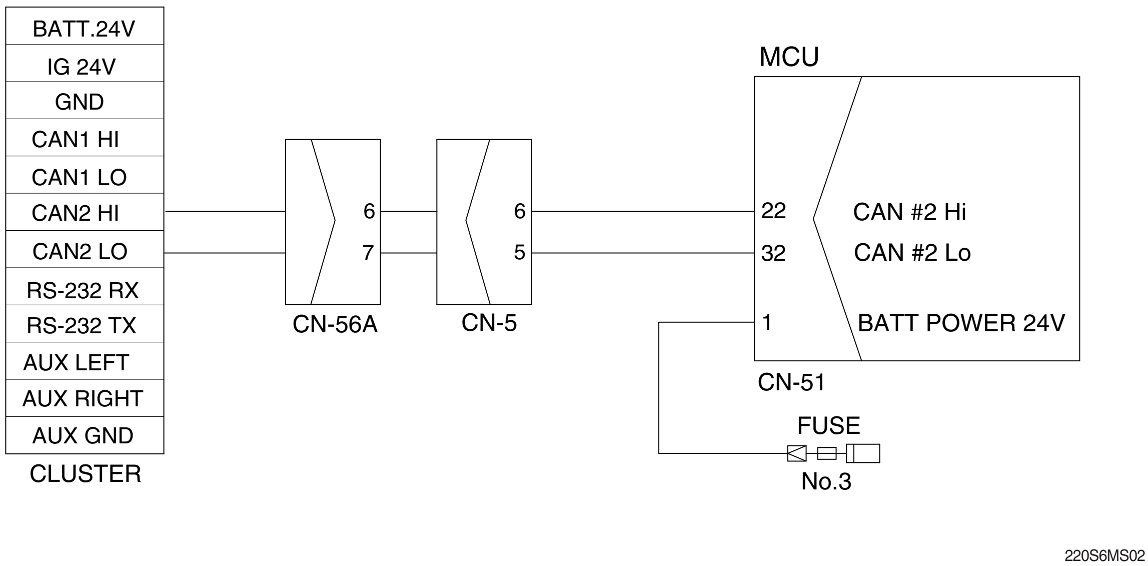
3. MALFUNCTION OF CLUSTER OR MODE SELECTION SYSTEM

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

1) INSPECTION PROCEDURE



Wiring diagram

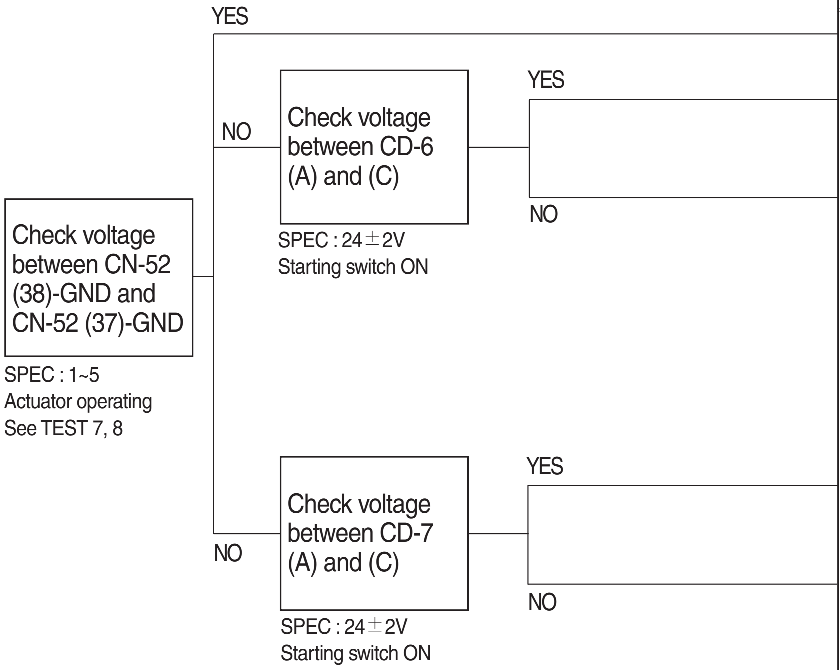


4. AUTO DECEL SYSTEM DOES NOT WORK

· Fault code : HCESPN 105, FMI 0~4 (work pressure sensor)
HCESPN 108, FMI 0~4 (travel oil pressure sensor)

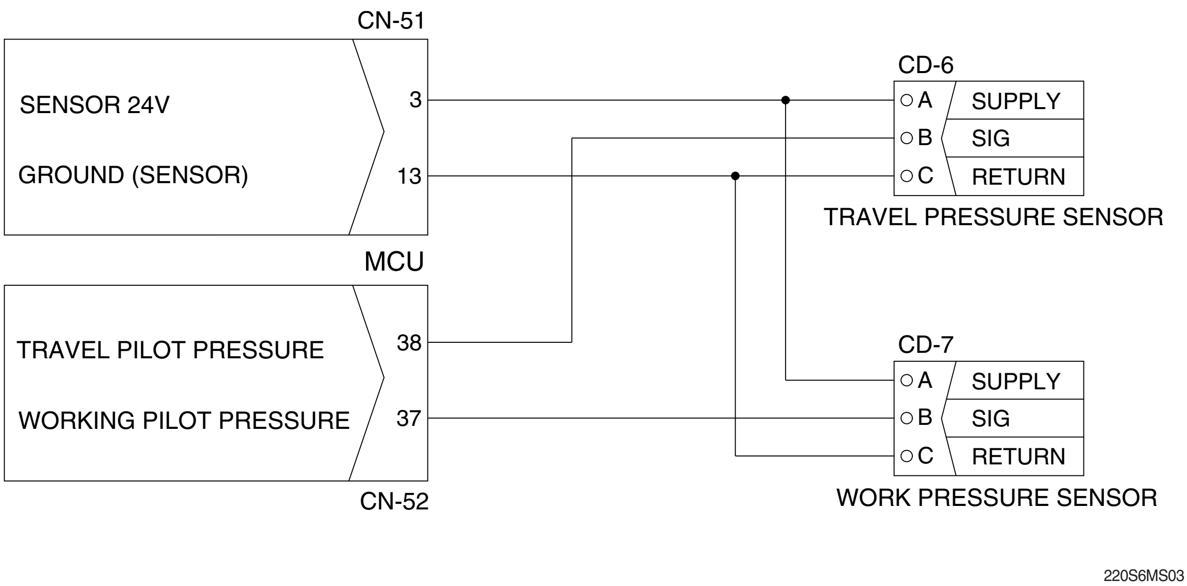
※ Before carrying out below procedure, check all the related connectors are properly inserted.

1) INSPECTION PROCEDURE



Cause	Remedy
Defective MCU	Replace
Defective travel pressure sensor	Replace
Short circuit or poor connection between CN-51 (3)-CD-6 (A) and / or CN-51 (13)-CD-6 (C) (fault code 108 displayed)	Replace or repair
Defective work pressure sensor	Replace
Short circuit or poor connection between CN-51 (3)-CD-7 (A) and / or CN-51 (13)-CD-7 (C) (fault code 105 displayed)	Replace or repair

Wiring diagram



2) TEST PROCEDURE

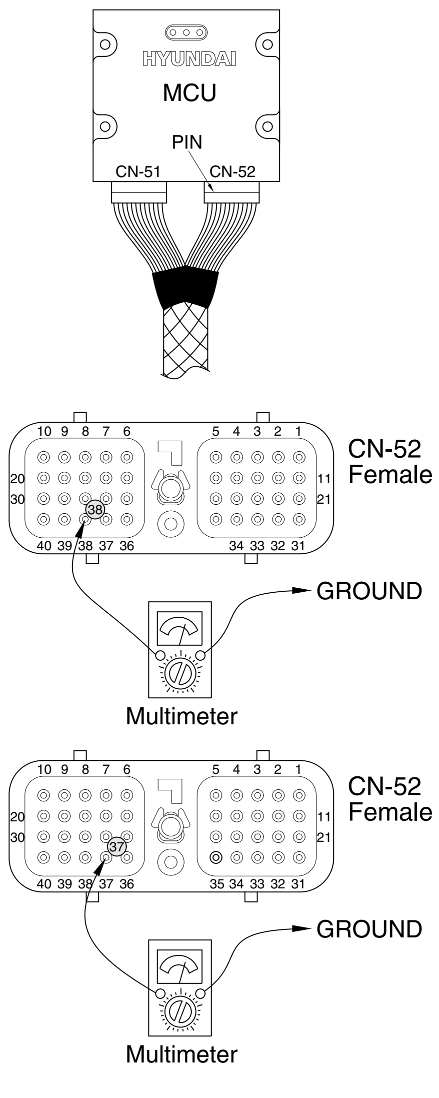
(1) Test 7 : Check voltage at CN-52 (38) and ground.

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 switch 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 switch ON.
④ Check voltage as figure.

SPEC : Actuator operating : 1~5 V

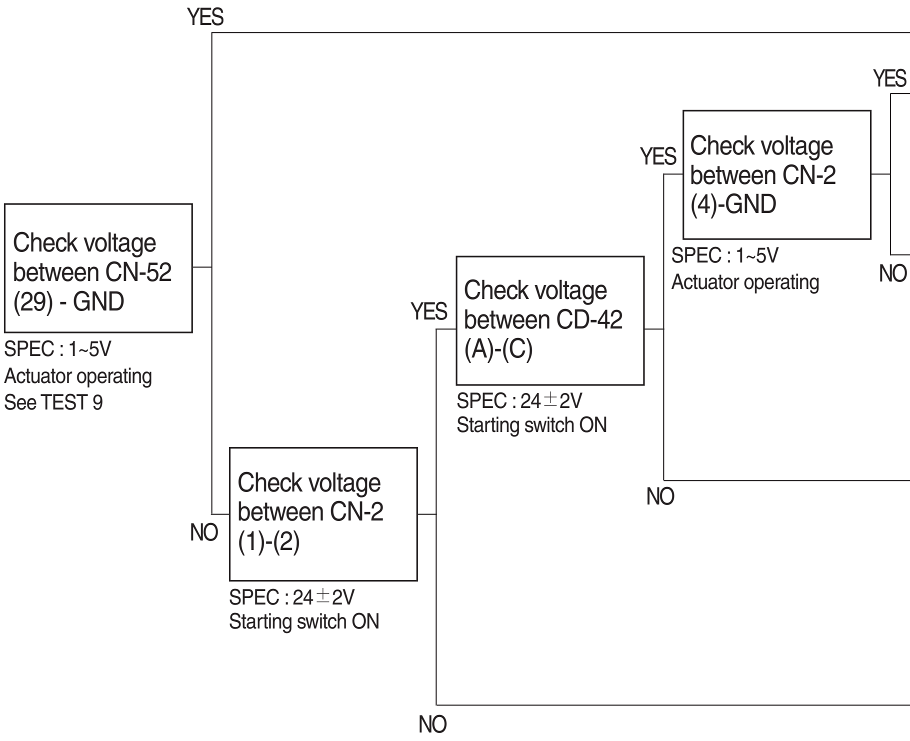


5. MALFUNCTION OF PUMP 1 PRESSURE SENSOR

· Fault code : HCESPN 120, FMI 0~4

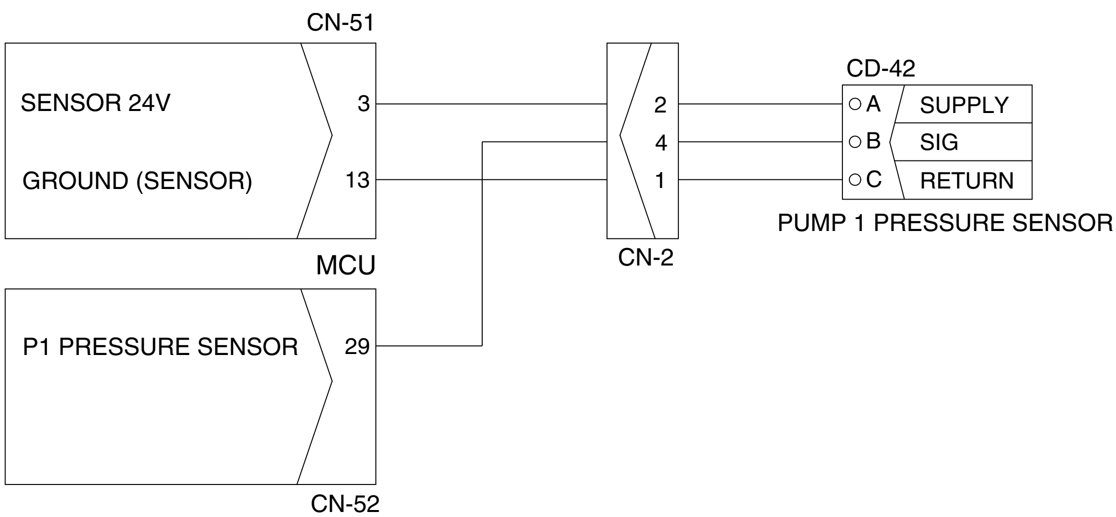
※ Before carrying out below procedure, check all the related connectors are properly inserted.

1) INSPECTION PROCEDURE



Cause	Remedy
Defective MCU	Replace
Short circuit or poor connection between CN-52-(29)-CN-2 (4)	Replace or repair
Detective P1 pressure sensor	Replace or repair
Short circuit or poor connection between CN-2 (4)-CD-42 (B)	Replace or repair
Short circuit or poor connection between CD-42 (A)-CN-2 (2) or CD-42 (C)-CN-2 (1)	Replace or repair
Short circuit or poor connection between CN-2 (2)-CN-51 (3) or CN-2 (1) - CN-51 (13)	Replace or repair

Wiring diagram



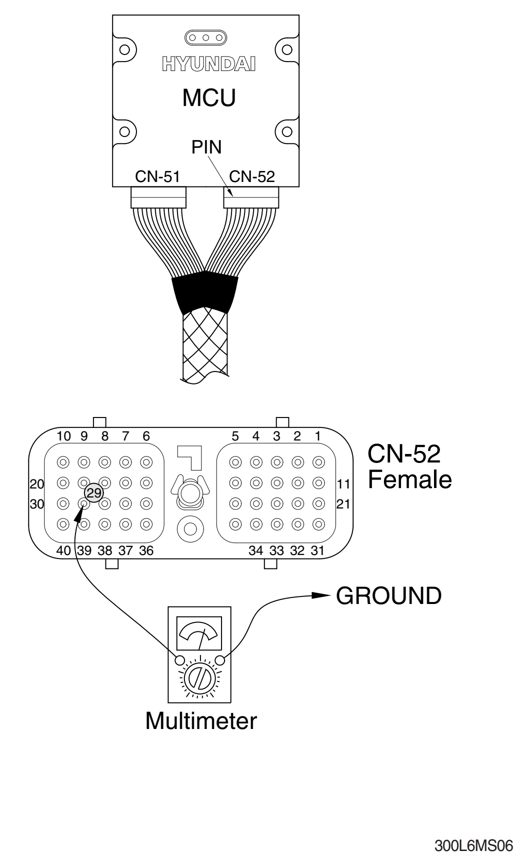
220S6MS05

2) TEST 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 switch ON.
④ Check voltage as figure.

SPEC : Actuator operating : 1~5 V

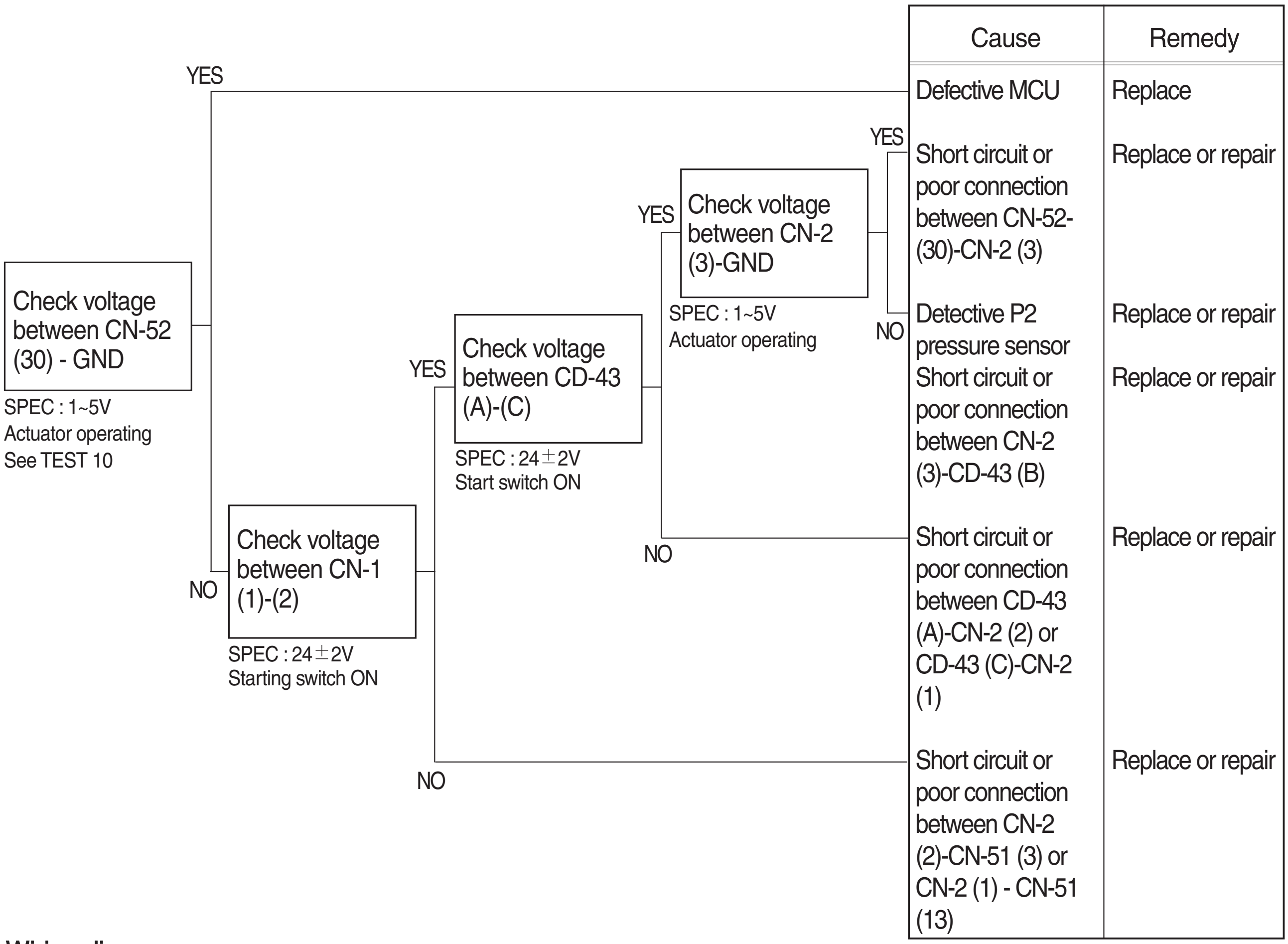


6. MALFUNCTION OF PUMP 2 PRESSURE SENSOR

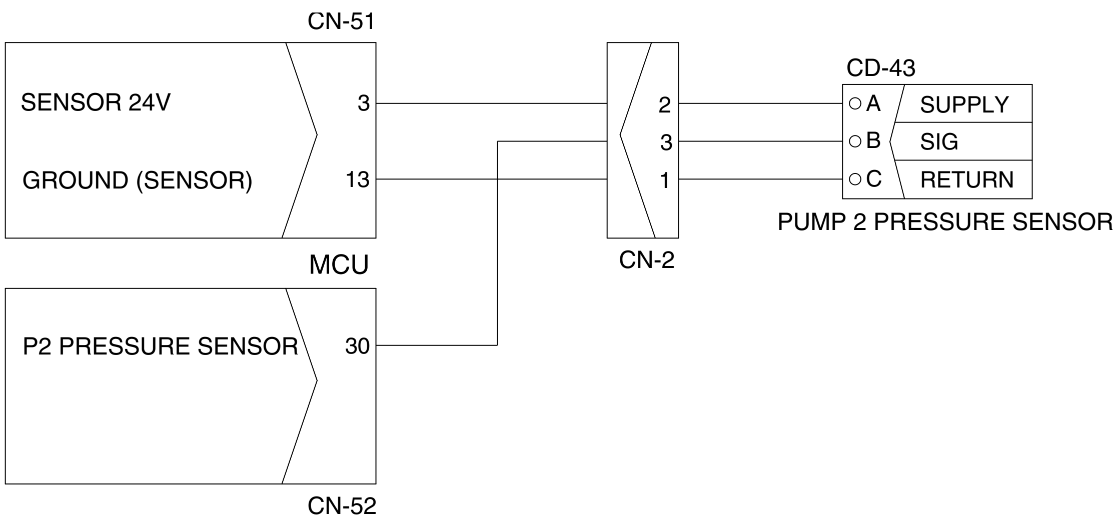
· Fault code : HCESPN 121, FMI 0~4

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

1) INSPECTION PROCEDURE



Wiring diagram



220S6MS07

2) TEST PROCEDURE

(1) Test 10 : Check voltage at CN-52 (30) and ground.

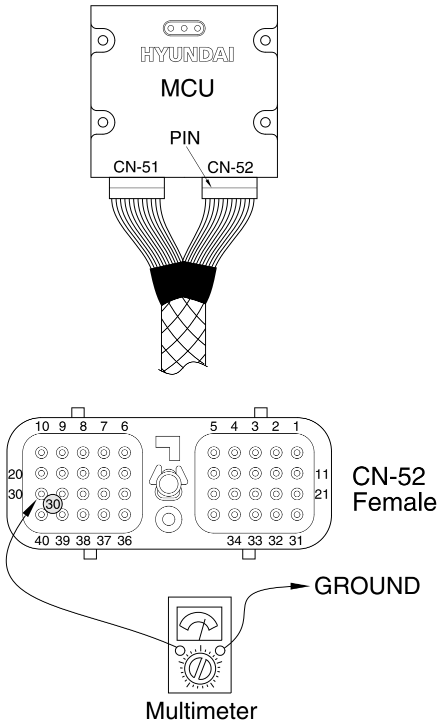
① Prepare 1 piece of thin sharp pin, steel or copper.

② Insert prepared pin to rear side of connectors : One pin to (30) of CN-52.

③ Starting switch ON.

④ Check voltage as figure.

SPEC : Actuator operating : 1~5 V



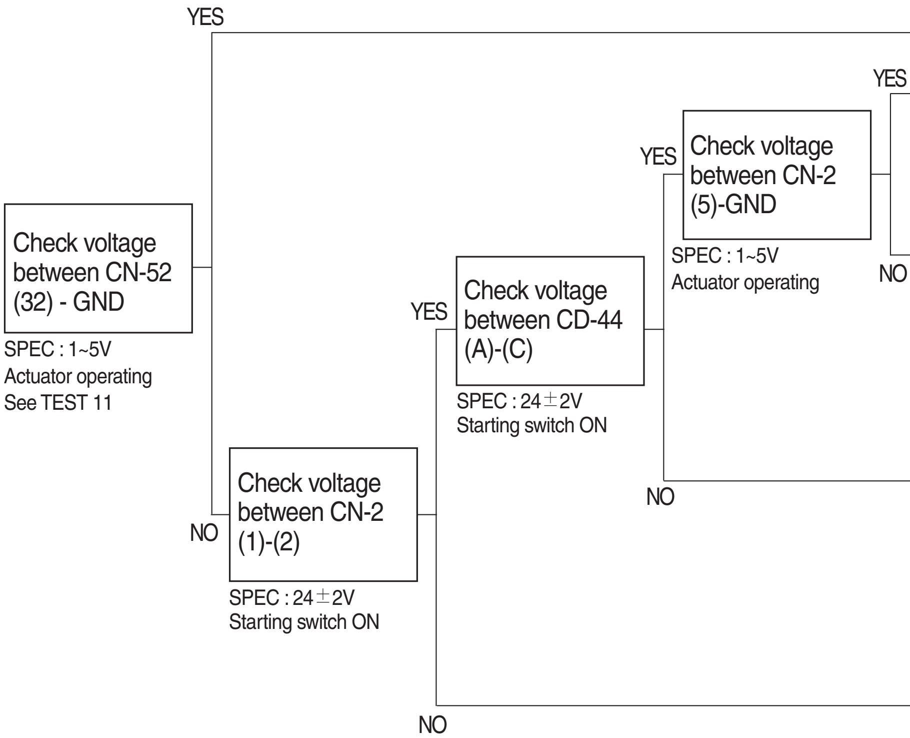
220S6MS08

7. MALFUNCTION OF PUMP 3 PRESSURE SENSOR

· Fault code : HCESPN 125, FMI 0~4

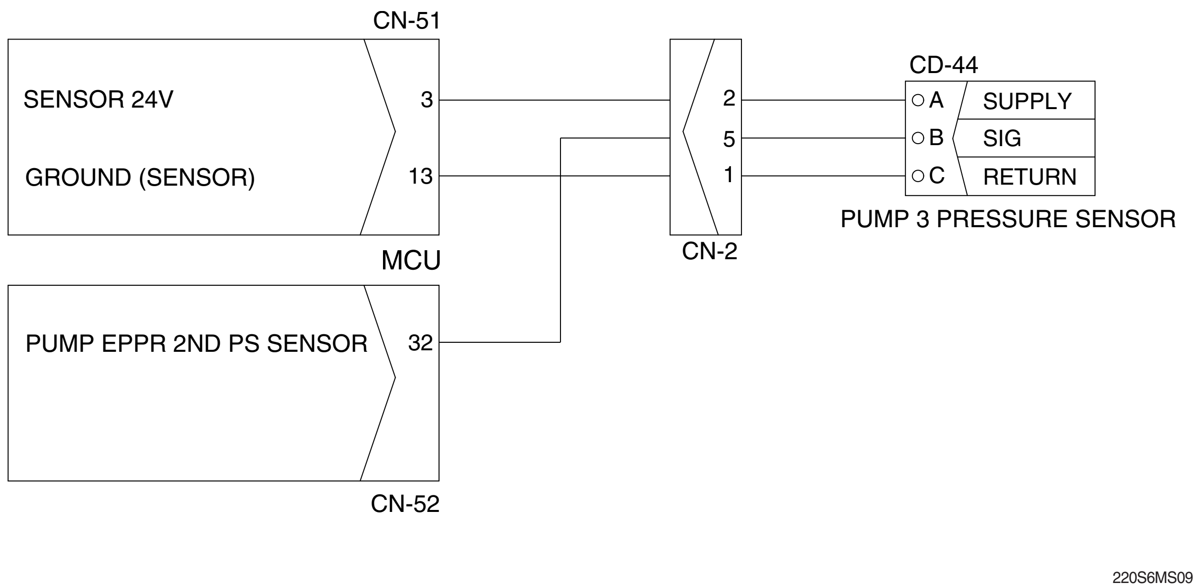
※ Before carrying out below procedure, check all the related connectors are properly inserted.

1) INSPECTION PROCEDURE



Cause	Remedy
Defective MCU	Replace
Short circuit or poor connection between CN-52-(32)-CN-2 (5)	Replace or repair
Detective P3 pressure sensor	Replace or repair
Short circuit or poor connection between CN-2 (5)-CD-44 (B)	Replace or repair
Short circuit or poor connection between CD-44 (A)-CN-2 (2) or CD-44 (C)-CN-2 (1)	Replace or repair
Short circuit or poor connection between CN-2 (2)-CN-51 (3) or CN-2 (1) - CN-51 (13)	Replace or repair

Wiring diagram



2) TEST PROCEDURE

(1) Test 11 : Check voltage at CN-52 (32) and ground.

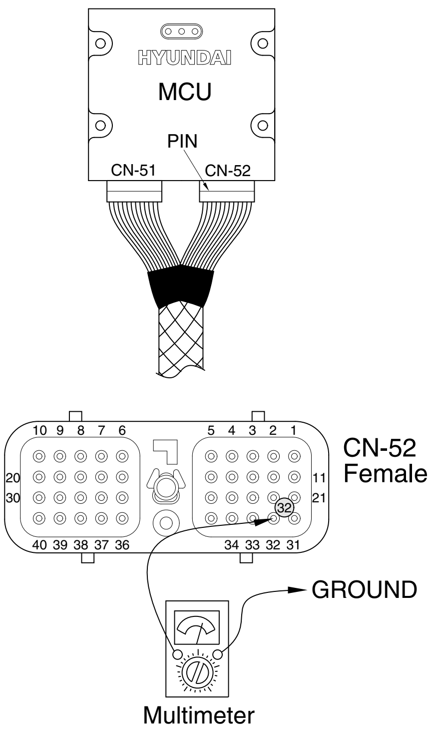
① Prepare 1 piece of thin sharp pin, steel or copper.

② Insert prepared pin to rear side of connectors : One pin to (32) of CN-52.

③ Starting switch ON.

④ Check voltage as figure.

SPEC : Actuator operating : 1~5 V



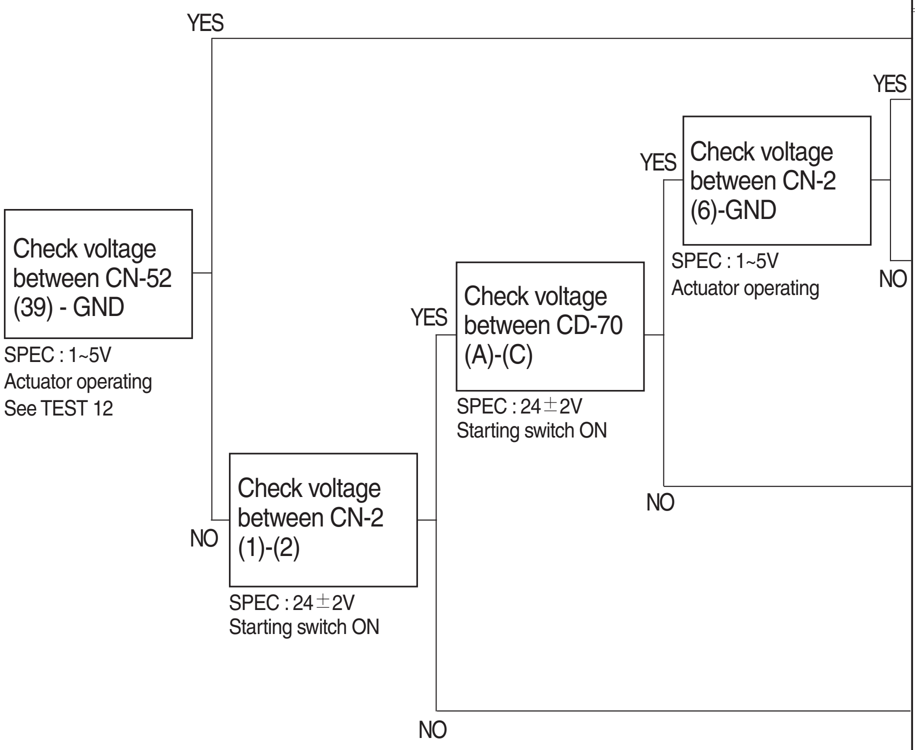
300L6MS10

8. MALFUNCTION OF NEGATIVE 1 PRESSURE SENSOR

· Fault code : HCESPN 123, FMI 0~4

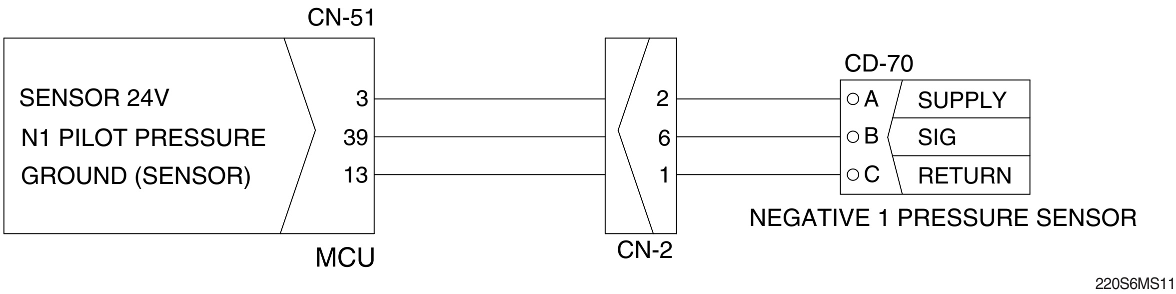
※ Before carrying out below procedure, check all the related connectors are properly inserted.

1) INSPECTION PROCEDURE



Cause	Remedy
Defective MCU	Replace
Short circuit or poor connection between CN-52-(39)-CN-2 (6)	Replace or repair
Detective N1 pressure sensor	Replace or repair
Short circuit or poor connection between CN-2 (6)-CD-70 (B)	Replace or repair
Short circuit or poor connection between CD-70 (A)-CN-2 (2) or CD-70 (C)-CN-2 (1)	Replace or repair
Short circuit or poor connection between CN-2 (2)-CN-51 (3) or CN-2 (1) - CN-51 (13)	Replace or repair

Wiring diagram



2) TEST PROCEDURE

(1) Test 12 : Check voltage at CN-52 (39) and ground.

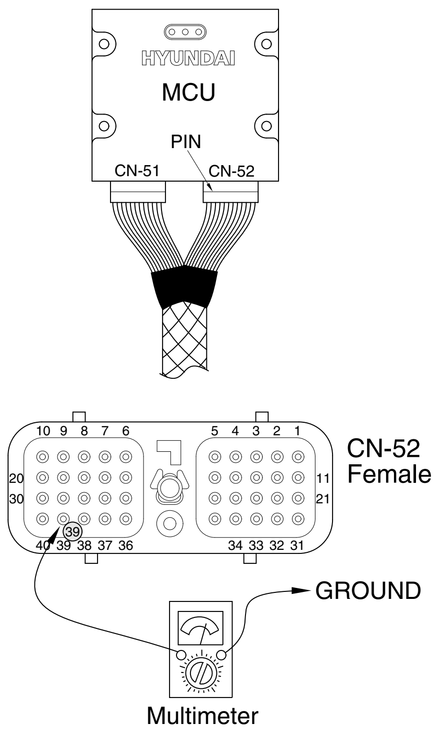
① Prepare 1 piece of thin sharp pin, steel or copper.

② Insert prepared pin to rear side of connectors : One pin to (39) of CN-52.

③ Starting switch ON.

④ Check voltage as figure.

SPEC : Actuator operating : 1~5 V



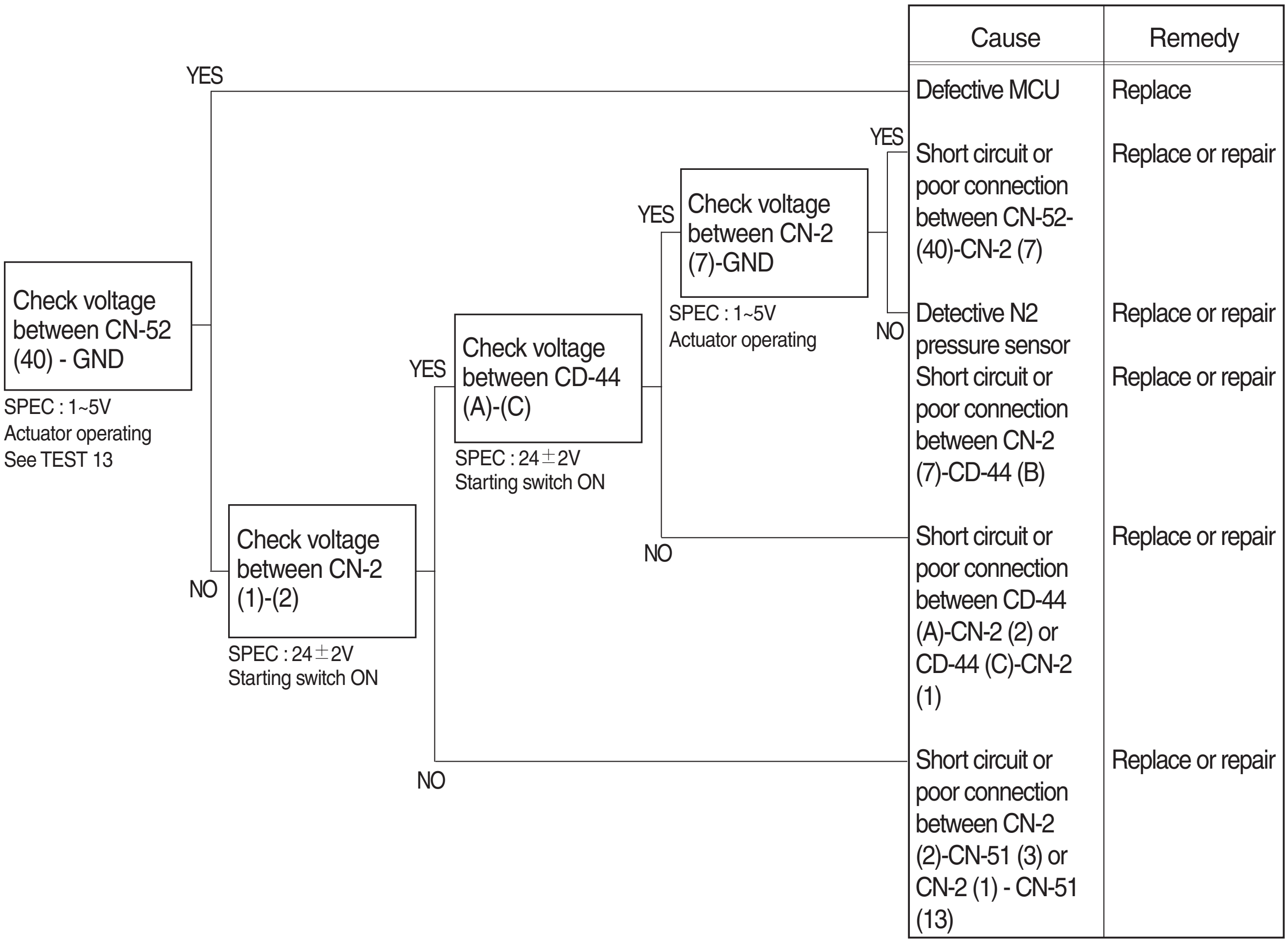
220S6MS12

9. MALFUNCTION OF NEGATIVE 2 PRESSURE SENSOR

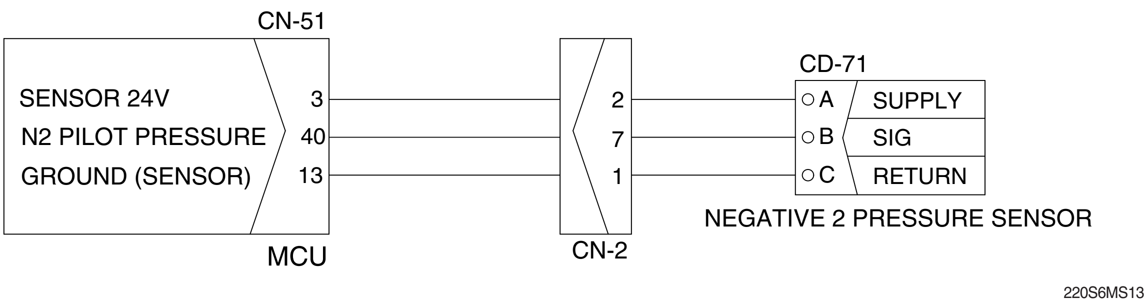
· Fault code : HCESPN 124, FMI 0~4

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

1) INSPECTION PROCEDURE



Wiring diagram



2) TEST PROCEDURE

(1) Test 13 : Check voltage at CN-52 (40) and ground.

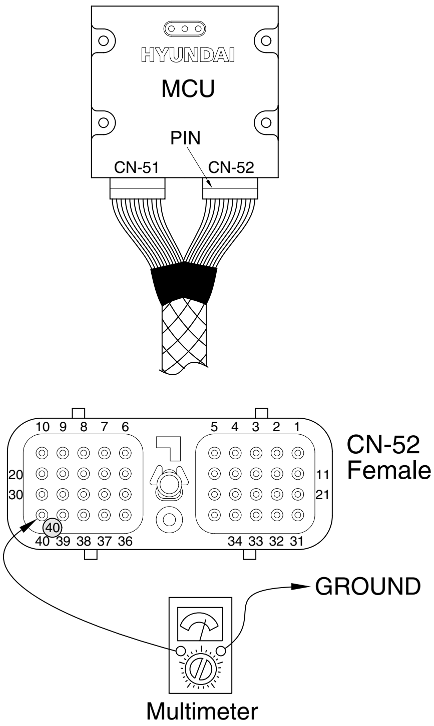
① Prepare 1 piece of thin sharp pin, steel or copper.

② Insert prepared pin to rear side of connectors : One pin to (40) of CN-52.

③ Starting switch ON.

④ Check voltage as figure.

SPEC : Actuator operating : 1~5 V



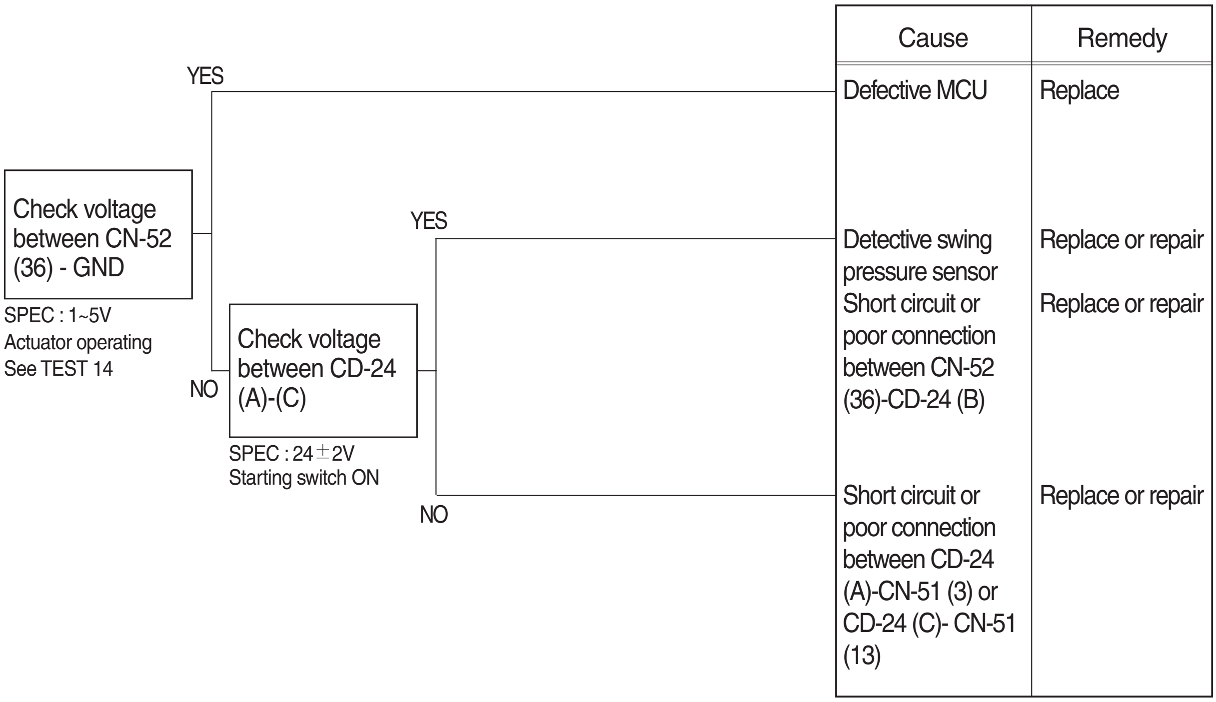
220S6MS14

10. MALFUNCTION OF SWING PRESSURE SENSOR

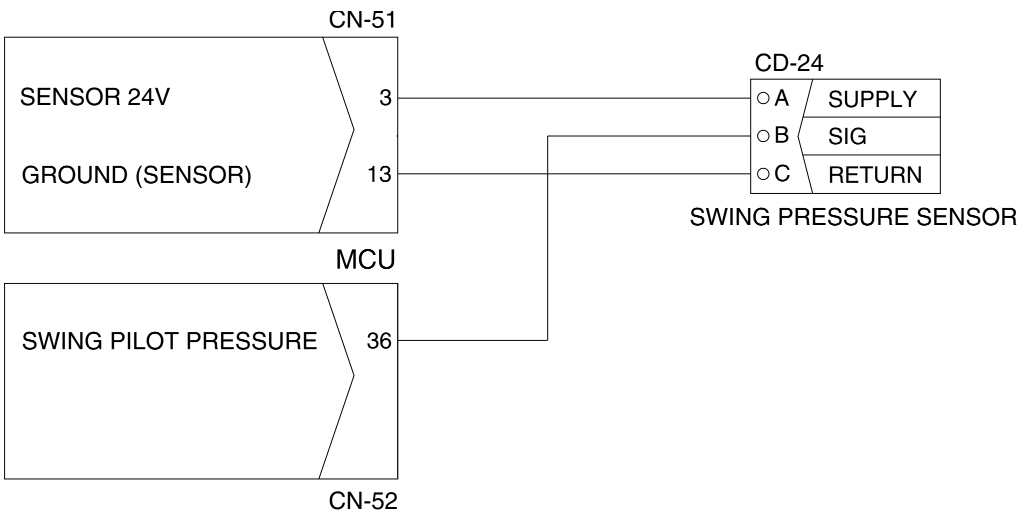
· Fault code : HCESPN 135, FMI 0~4

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

1) INSPECTION PROCEDURE



Wiring diagram



220S6MS15

2) TEST PROCEDURE

(1) Test 14 : Check voltage at CN-52 (36) and ground.

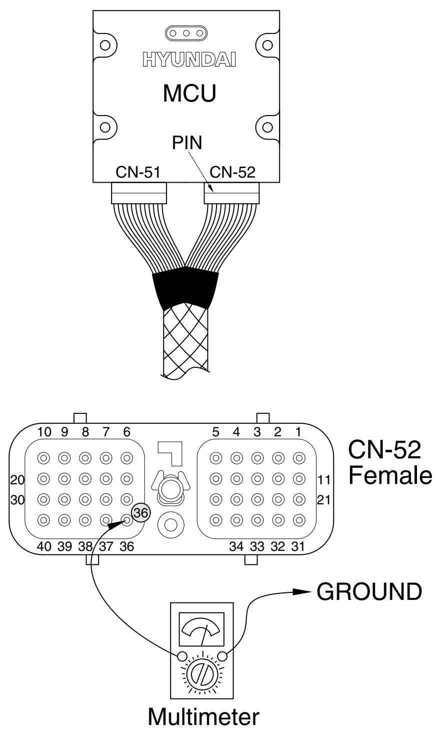
① Prepare 1 piece of thin sharp pin, steel or copper.

② Insert prepared pin to rear side of connectors : One pin to (36) of CN-52.

③ Starting switch ON.

④ Check voltage as figure.

SPEC : Actuator operating : 1~5 V



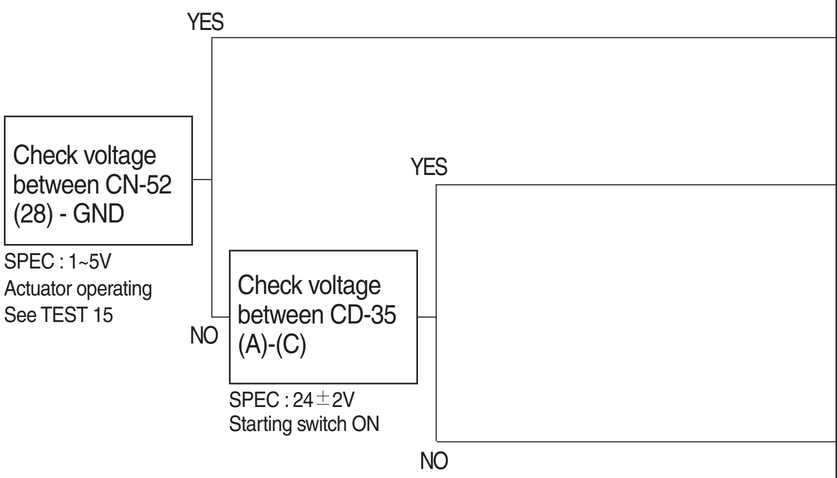
300L6MS16

11. MALFUNCTION OF ARM IN/OUT & BUCKET IN PRESSURE SENSOR

· Fault code : HCESPN 133, FMI 0~4

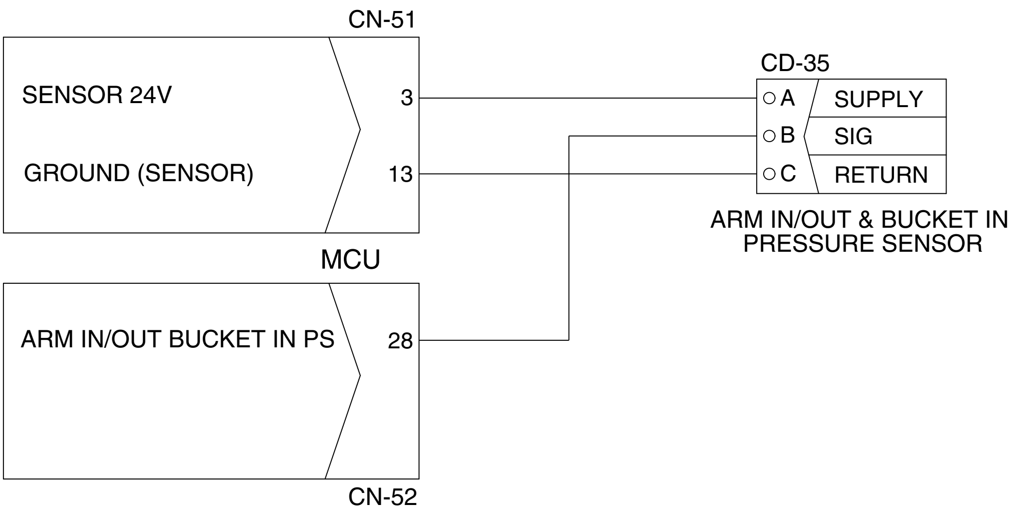
※ Before carrying out below procedure, check all the related connectors are properly inserted.

1) INSPECTION PROCEDURE



Cause	Remedy
Defective MCU	Replace
Detective arm in/out & bucket in pressure sensor	Replace or repair
Short circuit or poor connection between CN-52 (35)-CD-35 (B)	Replace or repair
Short circuit or poor connection between CD-35 (A)-CN-51 (3) or CD-35 (C)- CN-51 (13)	Replace or repair

Wiring diagram



220S6MS17

2) TEST PROCEDURE

(1) Test 15 : Check voltage at CN-52 (28) and ground.

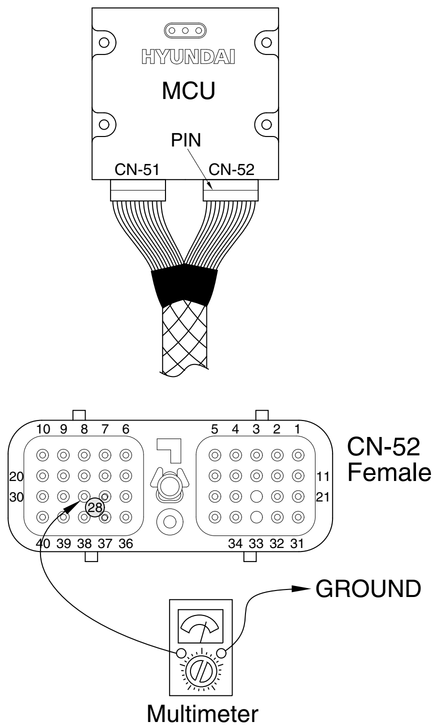
① Prepare 1 piece of thin sharp pin, steel or copper.

② Insert prepared pin to rear side of connectors : One pin to (28) of CN-52.

③ Starting key ON.

④ Check voltage as figure.

SPEC : Actuator operating : 1~5 V



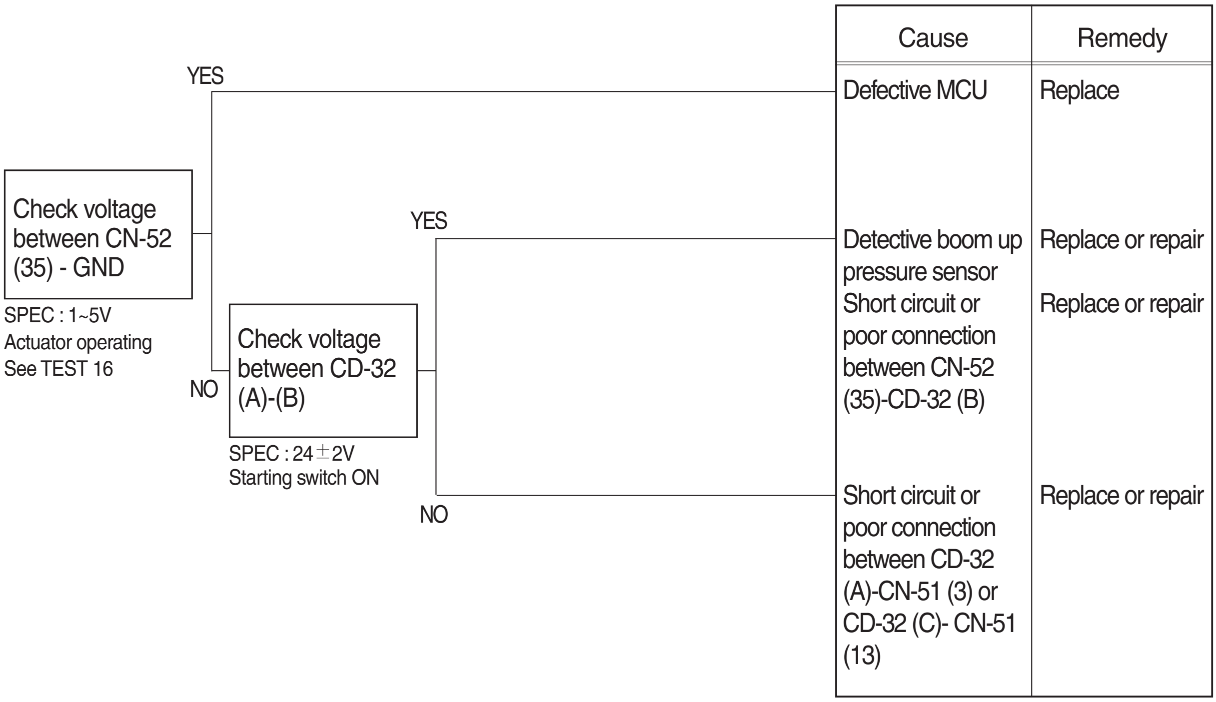
220S6MS18

12. MALFUNCTION OF BOOM UP PRESSURE SENSOR

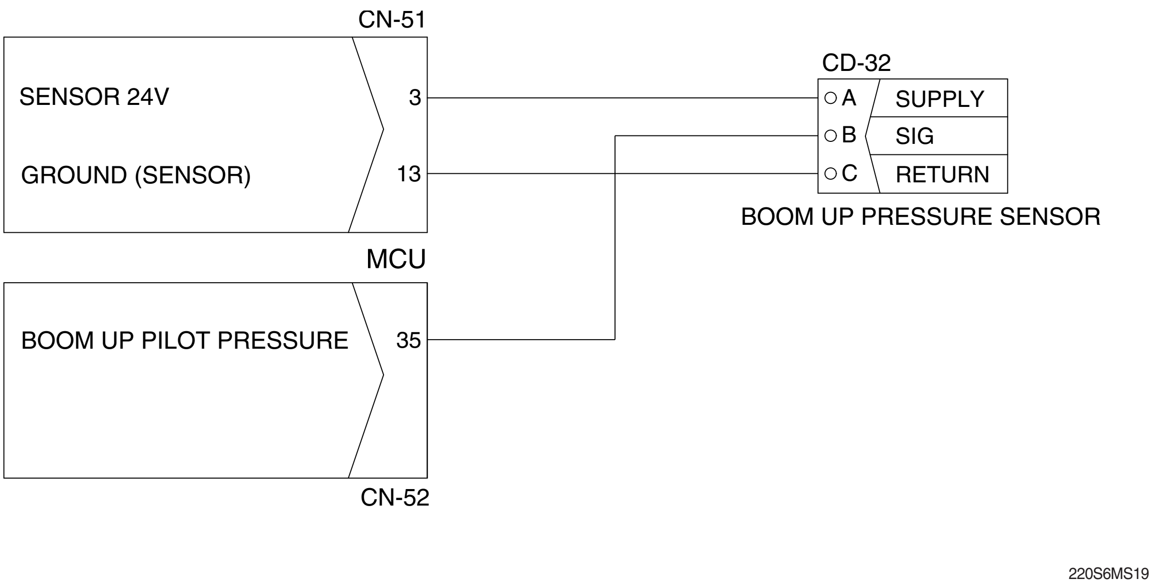
· Fault code : HCESPN 127, FMI 0~4

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

1) INSPECTION PROCEDURE



Wiring diagram



2) TEST PROCEDURE

(1) Test 16 : Check voltage at CN-52 (35) and ground.

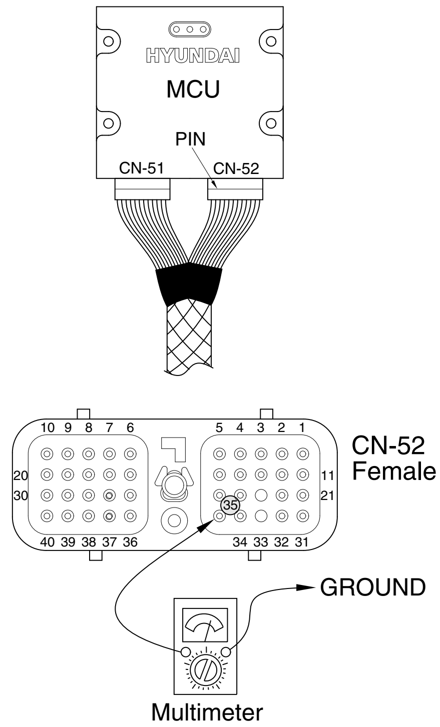
① Prepare 1 piece of thin sharp pin, steel or copper.

② Insert prepared pin to rear side of connectors : One pin to (35) of CN-52.

③ Starting switch ON.

④ Check voltage as figure.

SPEC : Actuator operating : 1~5 V



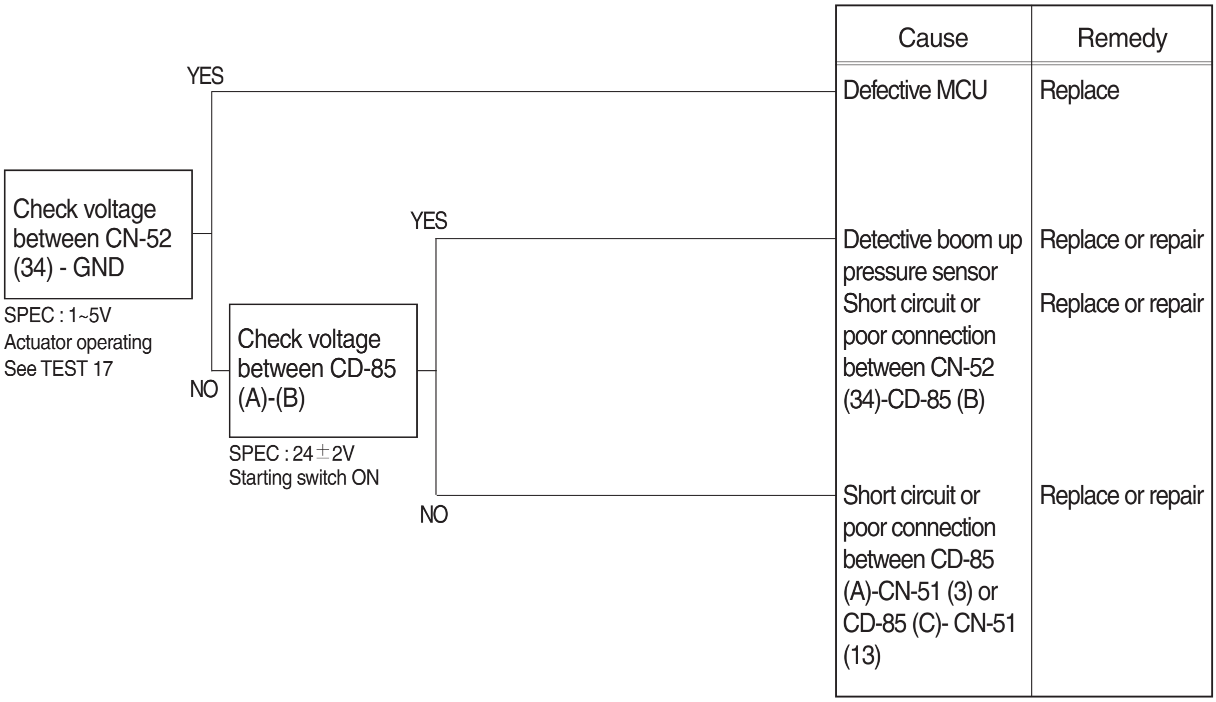
220S6MS20

13. MALFUNCTION OF BOOM DOWN PRESSURE SENSOR

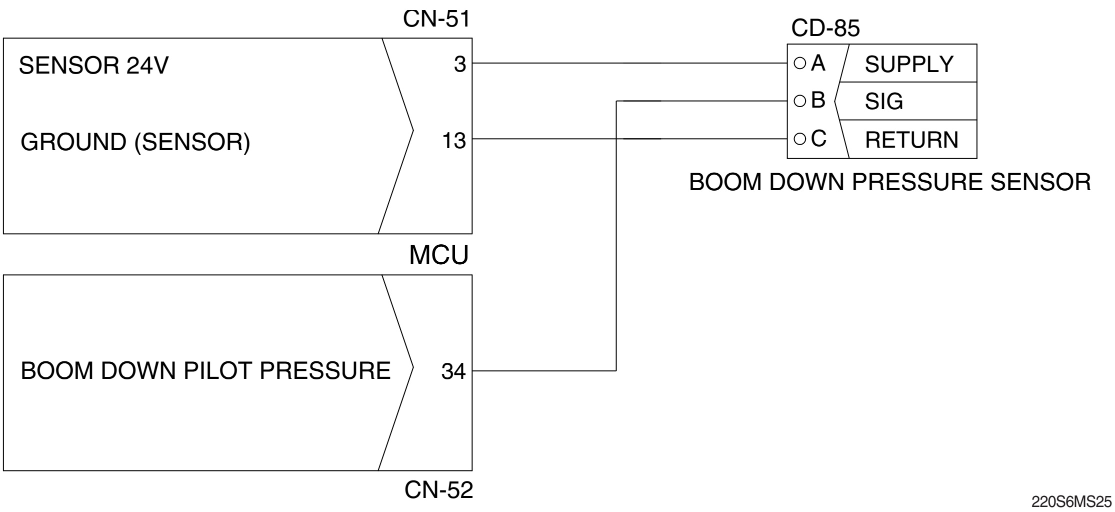
· Fault code : HCESPN 128, FMI 0~4

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

1) INSPECTION PROCEDURE



Wiring diagram



2) TEST PROCEDURE

(1) Test 17 : Check voltage at CN-52 (34) and ground.

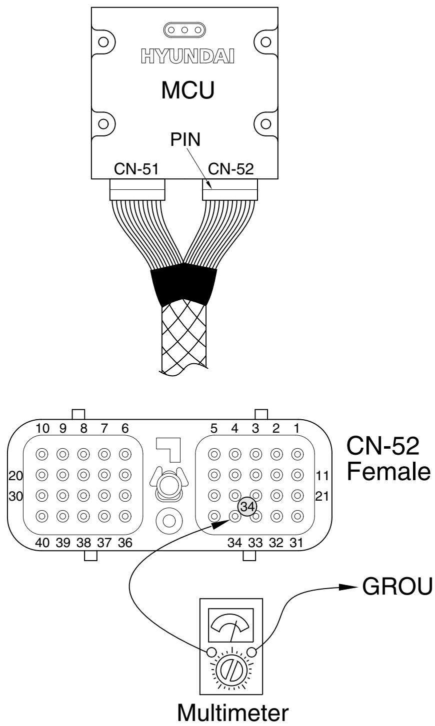
① Prepare 1 piece of thin sharp pin, steel or copper.

② Insert prepared pin to rear side of connectors : One pin to (34) of CN-52.

③ Starting switch ON.

④ Check voltage as figure.

SPEC : Actuator operating : 1~5 V



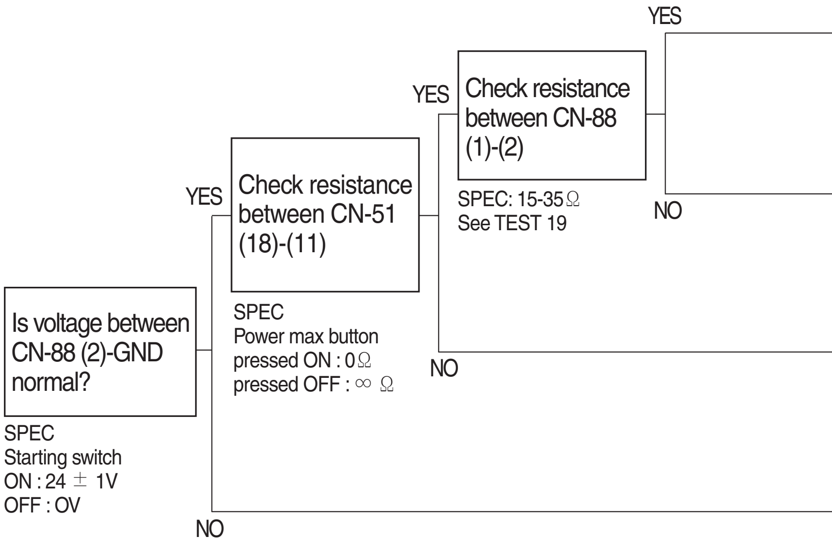
220S6MS26

14. MALFUNCTION OF POWER MAX

· Fault code : HCESPN 166, FMI 4 or 6

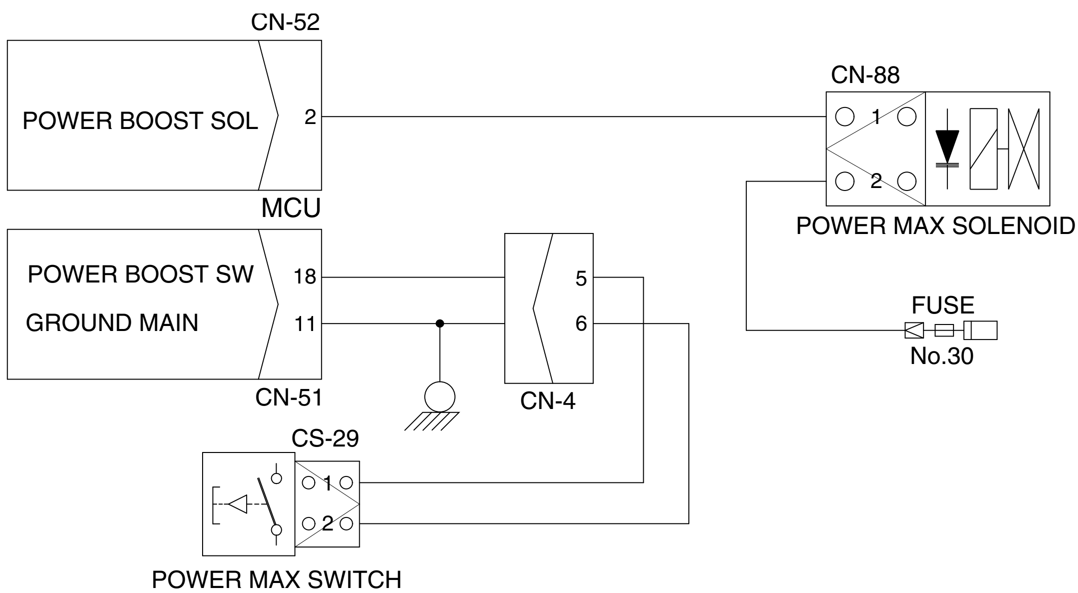
※ Before carrying out below procedure, check all the related connectors are properly inserted.

1) INSPECTION PROCEDURE



Cause	Remedy
Short circuit or poor connection between CN-88 (1)-CN-52 (2)	Repair or replace
Defective power max. solenoid valve Check hydraulic system	Repair or replace
Short circuit or poor connection between CN-51 (18)-CS-29 (1)	Repair or replace
Short circuit or poor connection between CN-88 (2)-Fuse No. 30	Repair or replace

Wiring diagram



220S6MS21

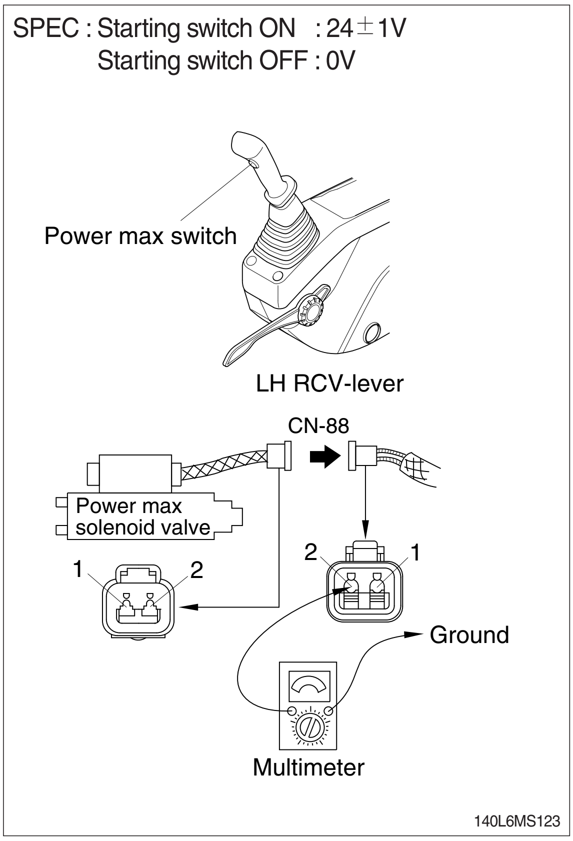
2) TEST PROCEDURE

(1) Test 18: Check voltage between connector CN-88 (2) - GND.

① Disconnect connector CN-88 from power max solenoid valve.

② Start switch ON.

③ Check voltage as figure.

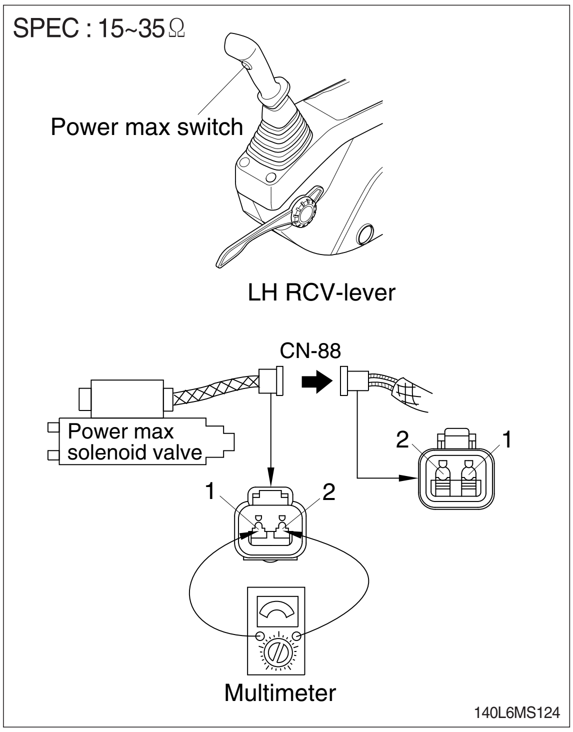


(2) Test 19: Check resistance of the solenoid valve between CN-88 (1)-(2).

① Starting switch 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.

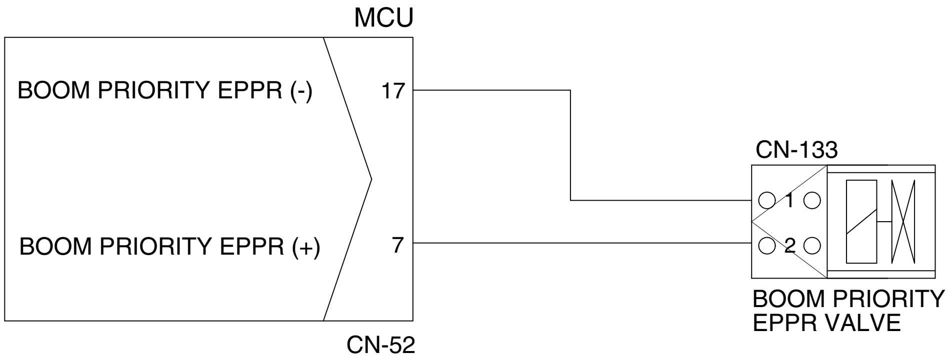
1) INSPECTION PROCEDURE

Check resistance between CN-133 (1)-(2)

SPEC : 20~30V
Starting switch : ON

	Cause	Remedy
YES	Short circuit or poor connection between CN-52 (17)-CN-133 (1) or CN-52 (7)-CN-133 (2)	Repair or replace
NO	Defective EPPR valve	Repair or replace

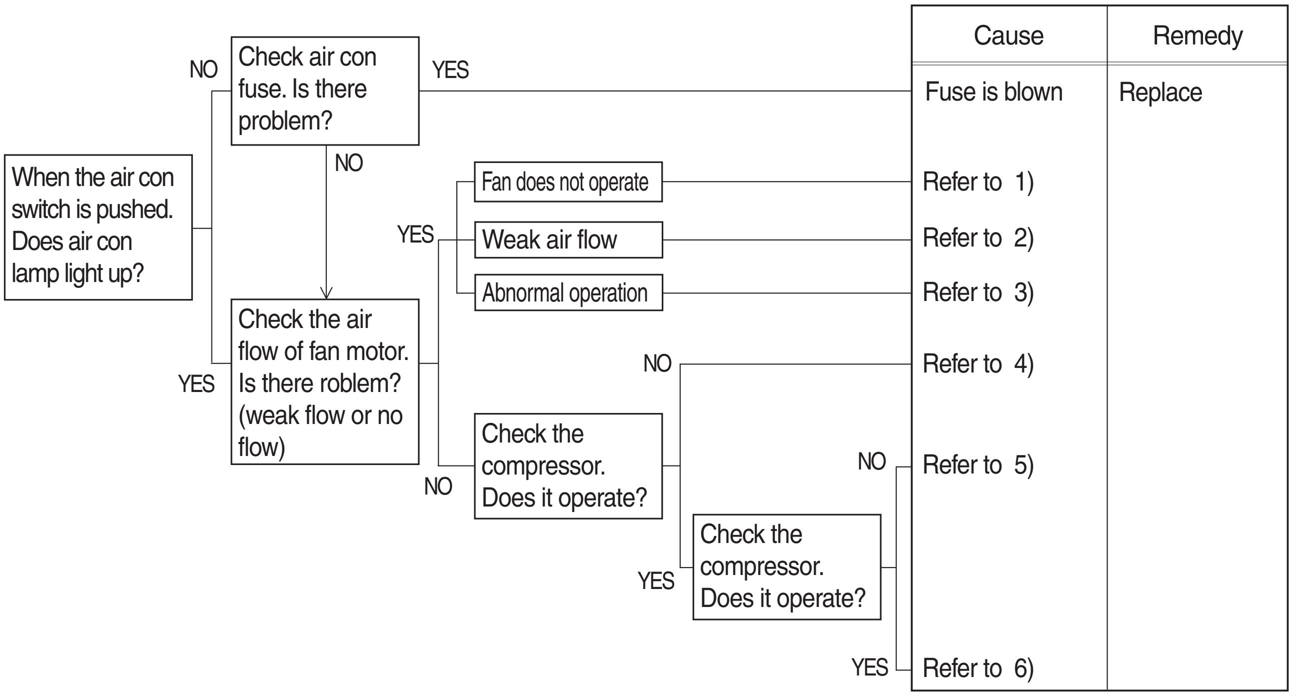
Wiring diagram



220S6MS23

GROUP 5 AIR CONDITIONER & HEATER SYSTEM

1. AIR CONDITIONER DOES NOT OPERATE



1) FAN DOES NOT OPERATE

Cause	Check	Remedy
Fuse is blown or abnormal relay operation	* Fuse * Does relay normally operate?	Replace
Harness short or poor contact	Check any harness short or abnormal contact of connnector	Repair shortage
Fan motor failure	Supply 24V to 2 lead wire from motor and check the operation	Replace
Resistor is broken	Check current flow of resistor with tester	Replace
Fan switch failure	Push fan switch by turn and check the operation	Replace

2) WEAK AIR FLOW FROM FAN MOTOR

Cause	Check	Remedy
Clogged evaporator or obstacles around air inlet	Check if evaporator is contaminated	Clean
Leakage of air flow	Check HVAC case assembly	Adjust
Duct sensor failure	Check if evaporator is frozen	Replace

3) ABNORMAL OPERATION OF FAN MOTOR

Cause	Check	Remedy
Abnormal operation of each step of control	4 step only operate	Replace resistor
	1 or 2 step does not operate	Replace control
	3 or 4 step does not operate	Replace relay

4) COMPRESSOR DOES NOT ROTATE OR HARDLY ROTATE

Cause	Check	Remedy
Loose belt	Belt shaking is severe	Adjust tension
Failure of compressor itself	Belt slip	Repair or Replace
Low voltage of battery	Slip when rotate	Charge battery
Fieldcoil short	Slip when rotate	Replace magnetic clutch
Oily clutch face	Contamination around clutch	Replace magnetic clutch, clean
Fieldcoil is broken	Magnetic clutch does not operate or "∞" resistance	Replace compressor
Leakage of refrigerant or oil inside	Check if wet with oil	Replace compressor Charge refrigerant

5) COMPRESSOR OPERATE NORMALLY AND AIR FLOW IS NORMAL

Cause	Check	Remedy
Shortage of refrigerant	When air con operate during 5~10 min small temperature difference between high and low pressure pipes.	Repair leakage joint Charge refrigerant
Overcharge of refrigerant	*Magnetic clutch on/off rapidly *High pressure over specification *Lukewarm air from nozzle	Recharge refrigerant following specification
Lower pressure than normal condition at low side	Shortage of refrigerant	Make up refrigerant
	Clogged receive dryer	Replace receive dryer
	Clogged expansion valve	Replace expansion valve
	Clogged or crushed pipe	Replace pipe or clean
	Failure of duct sensor	Replace duct sensor

6) COMPRESSOR OPERATE NORMALLY AND AIR FLOW IS NORMAL

Cause	Check	Remedy
Lower pressure than normal condition at low side	Failure of duct sensor Magnetic clutch off before air temperature sufficiently down	Replace duct sensor or adjust location
	Defective compressor gasket When compressor off, high and low pressure balance immediatly	Repair compressor or Replace
Higher pressure than normal condition at high side	Failure of condensing Contamination on condenser or insufficient air flow from fan	Clean the condenser Repair fan
	Overcharge of refrigerant	Adjust refrigerant
	Entrained air	Vacuum and recharge
Lower pressure than normal condition at high side	Shortage of refrigerant	Make up refrigerant

SECTION 7 MAINTENANCE STANDARD

GROUP 1 OPERATIONAL PERFORMANCE TEST

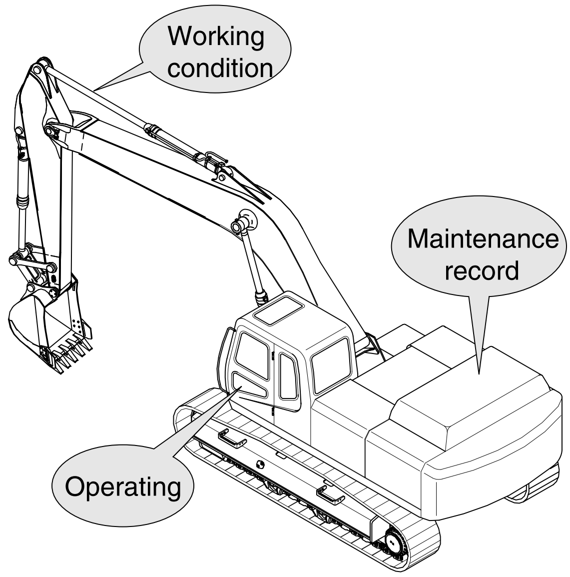
1. PURPOSE

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 HD Hyundai Construction Equipment 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.

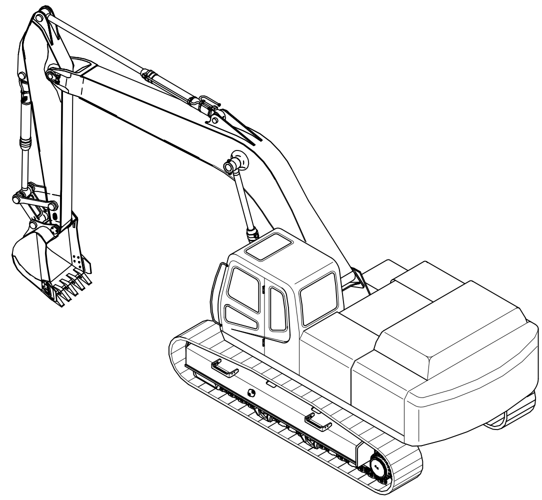


21077MS01

2. TERMINOLOGY

1) STANDARD

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



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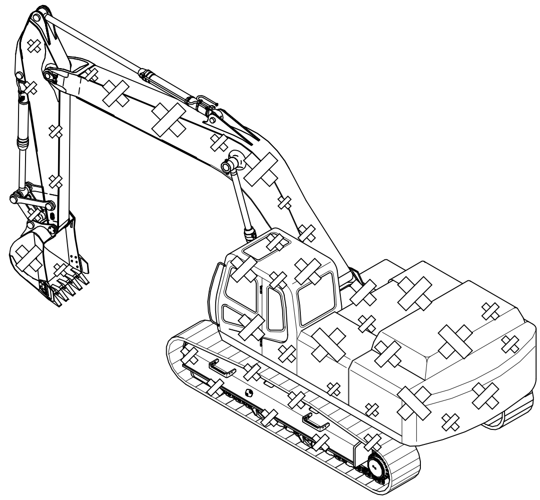
2) SERVICE LIMIT

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.



21077MS03

3. OPERATION FOR PERFORMANCE TESTS

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

The machine

(1) 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

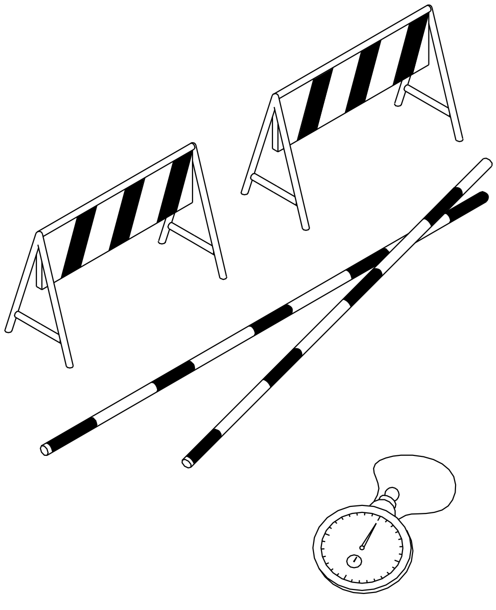
① Select a hard, flat surface.
② Secure enough space to allow the machine to run straight more than 20m, and to make a full swing with the front attachment extended.
③ If required, rope off the test area and provide signboards to keep unauthorized personnel away.

(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.



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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

① 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 multimodal dial at 10 (Max) position.

③ Measure the engine RPM.

(3) Measurement

① Start the engine. The engine will run at start idle speed. Measure engine speed with a engine rpm display.

② Measure and record the engine speed at each mode (P, S, E).

③ Select the P-mode.

④ 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.

⑤ Measure and record the auto deceleration speed.

260SA7MS01

(4) Evaluation

The measured speeds should meet the following specifications.

Unit : rpm

Model	Engine speed	Standard	Remarks
HX260LT3	Start idle	850±100	
	P mode	1650±50	
	S mode	1550±50	
	E mode	1450±50	
	Auto decel	1000±100	
	One touch decel	850±100	

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

3) TRAVEL SPEED

(1) Measure the time required for the excavator to travel a 20 ㎙ test track.

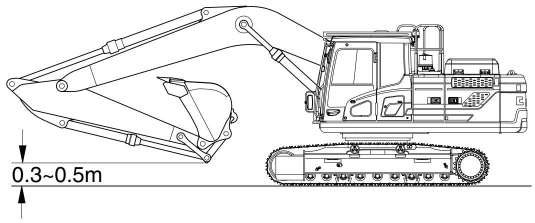
(2) Preparation

① Adjust the tension of both tracks to be equal.

② Prepare a flat and solid test track 20 ㎙ in length, with extra length of 3 to 5 ㎙ on both ends for machine acceleration and deceleration.

③ Hold the bucket 0.3 to 0.5 ㎙ above the ground with the arm and bucket rolled in.

④ Keep the hydraulic oil temperature at 50±5˚C.



260SA7MS02

(3) Measurement

① Measure both the low and high speeds of the machine.

② Before starting either the low or high speed tests, adjust the travel mode switch to the speed to be tested, then select the following switch positions.

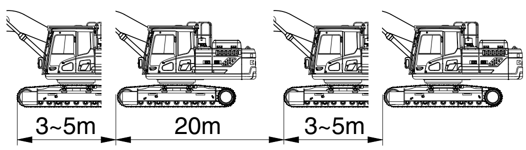
· Power mode switch : P mode

③ Start traveling the machine in the acceleration zone with the travel levers at full stroke.

④ Measure the time required to travel 20 m.

⑤ After measuring the forward travel speed, turn the upperstructure 180 ° and measure the reverse travel speed.

⑥ Repeat steps ④ and ⑤ three times in each direction and calculate the average values.



260SA7MS03

(4) Evaluation

The average measured time should meet the following specifications.

Unit : Seconds / 20 ㎙

Model	Travel speed	Standard	Maximum allowable	Remarks
HX260LT3	1 Speed	22.2±2.0	26.5	
	2 Speed	12.8±1.0	15	

4) TRACK REVOLUTION SPEED

(1) Measure the track revolution cycle time with the track raised off ground.

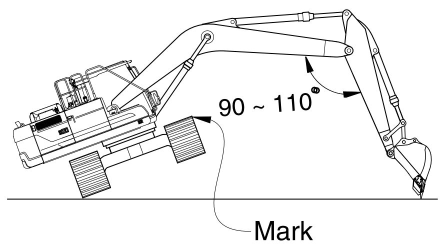
(2) Preparation

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±5˚C.



260SA7MS04

(3) Measurement

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	Maximum allowable
HX260LT3	1 Speed	31.2±2.0	36.7
	2 Speed	18.4±2.0	21.4

5) TRAVEL DEVIATION

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

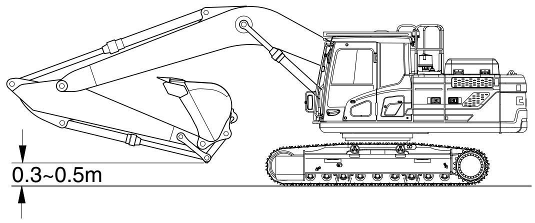
(2) Preparation

① Adjust the tension of both tracks to be equal.

② Provide a flat, solid test yard 20 ㎧ in length, with extra length of 3 to 5 ㎧ on both ends for machine acceleration and deceleration.

③ Hold the bucket 0.3 to 0.5 ㎧ above the ground with the arm and bucket rolled in.

④ Keep the hydraulic oil temperature at 50±5˚C.



260SA7MS02

(3) Measurement

① Measure the amount of mistracking at high and low travel speeds.

② Before beginning each test, select the following switch positions.

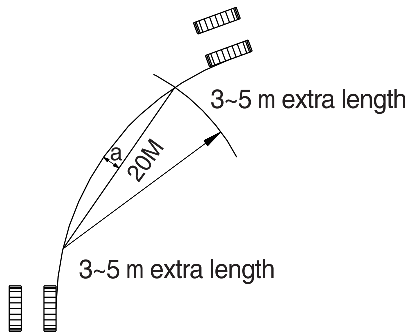
· Power mode switch : P mode

③ Start traveling the machine in the acceleration zone with the travel levers at full stroke.

④ Measure the distance between a straight 20 ㎧ 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.



(210-7) 7-7(2)

(4) Evaluation

Mistrack should be within the following specifications.

Unit : mm / 20 m

Model	Standard	Maximum allowable	Remarks
HX260LT3	200 below	240	-

6) SWING SPEED

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

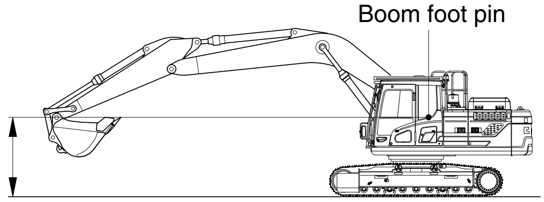
(2) Preparation

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±5˚C.



260SA7MS05

(3) Measurement

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.

(4) Evaluation

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

Unit : Seconds / 3 revolutions

Model	Power mode switch	Standard	Maximum allowable
HX260LT3	P mode	16.5±1.5	20.8

7) SWING FUNCTION DRIFT CHECK

(1) 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.

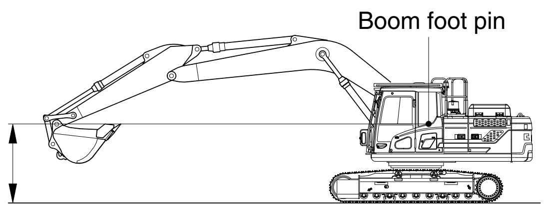
② Place the machine on flat, solid ground with ample space for swinging. Do not conduct this test on slopes.

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.

④ Make two chalk marks: one on the swing bearing and one directly below it on the track frame.

⑤ Swing the upperstructure 360˚.

⑥ Keep the hydraulic oil temperature at 50±5˚C.



260SA7MS05

(3) Measurement

① Conduct this test in the M mode.

② Select the following switch positions.

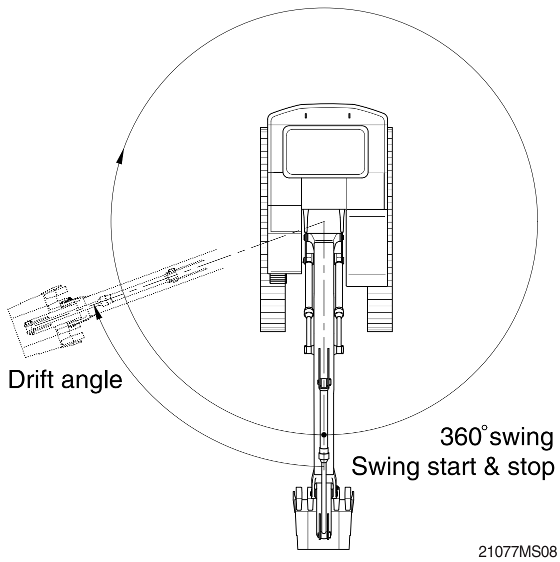
· Power mode switch : P mode

③ Operate the swing control lever fully and return it to the neutral position when the mark on the upperstructure aligns with that on track frame after swinging 360 ˚

④ Measure the distance between the two marks.

⑤ Align the marks again, swing 360 ˚, then test the opposite direction.

⑥ Repeat steps ④ and ⑤ three times each and calculate the average values.



21077MS08

(4) Evaluation

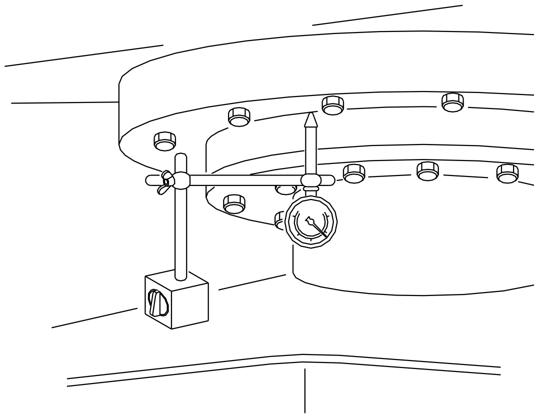
The measured drift angle should be within the following specifications.

Unit : Degree

Model	Power mode switch	Standard	Maximum allowable	Remarks
HX260LT3	P mode	90 below	157.5	

8) SWING BEARING PLAY

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



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(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.

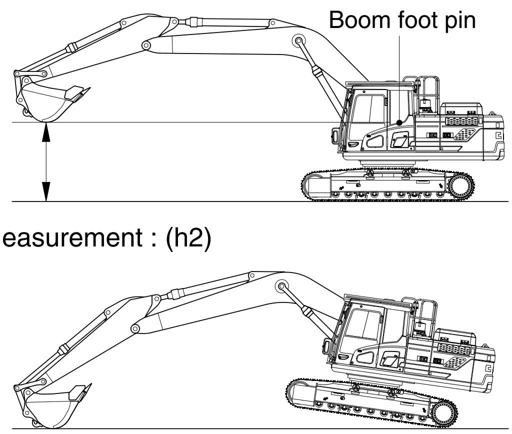
⑥ Bucket should be empty.

(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 50 ㎝.
Record the dial gauge reading (h2).

③ Calculate bearing play (H) from this data (h1 and h2) as follows.
H=h2-h1



260SA7MS06

(4) Evaluation

The measured drift should be within the following specifications.

Unit : mm

Model	Standard	Maximum allowable	Remarks
HX260LT3	0.5 ~ 1.5	3.0	

9) HYDRAULIC CYLINDER CYCLE TIME

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

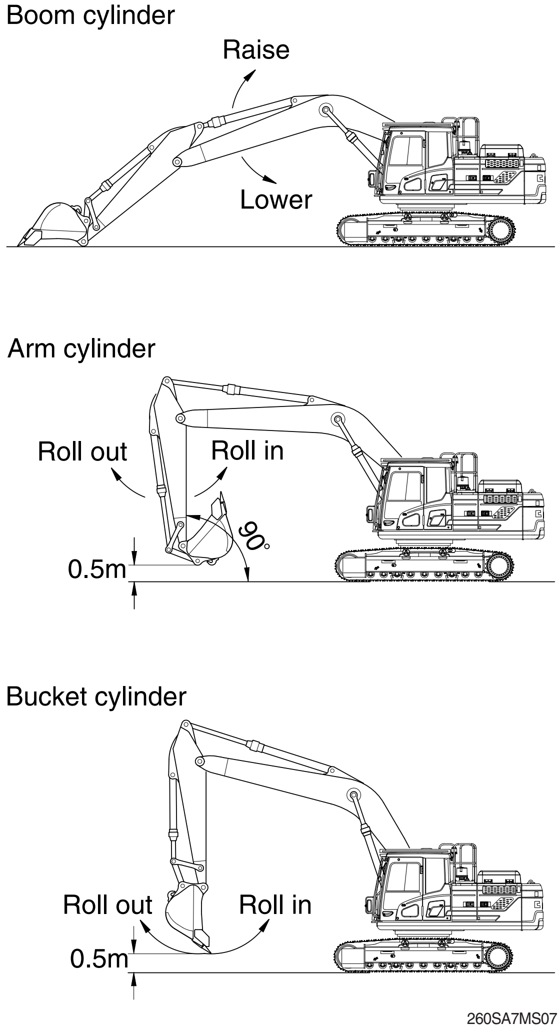
(2) Preparation

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±5˚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.

- 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

<table>
<tr><th>Model</th><th colspan="2">Function</th><th>Standard</th><th>Maximum allowable</th><th>Remarks</th></tr>
<tr><td rowspan="7">HX260LT3</td><td colspan="2">Boom raise</td><td>3.9±0.4</td><td>4.3</td><td></td></tr>
<tr><td colspan="2">Boom lower</td><td>2.7±0.4</td><td>3.8</td><td></td></tr>
<tr><td rowspan="2">Arm in</td><td>Regen ON</td><td>2.6±0.4</td><td>3.4</td><td></td></tr>
<tr><td>Regen OFF</td><td>-</td><td>-</td><td></td></tr>
<tr><td colspan="2">Arm out</td><td>2.7±0.3</td><td>3.7</td><td></td></tr>
<tr><td colspan="2">Bucket in</td><td>2.5±0.4</td><td>2.8</td><td></td></tr>
<tr><td colspan="2">Bucket out</td><td>1.9±0.3</td><td>2.8</td><td></td></tr>
</table>

10) 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.

· $W=M^3 \times 1.5$

Where :

M^3 = Bucket heaped capacity (m^3)

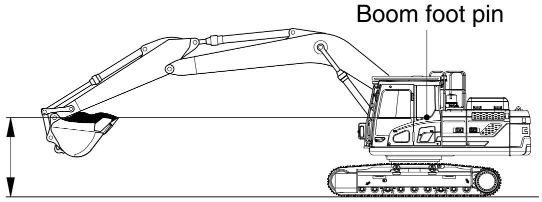
1.5 = Soil specific gravity

② Position the arm cylinder with the rod 20 to 30 mm extended from the fully retracted position.

③ Position the bucket cylinder with the rod 20 to 30 mm retracted from the fully extended position.

④ 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.

⑤ Keep the hydraulic oil temperature at 50±5˚C.



260SA7MS08

(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 / 5 min

Model	Drift to be measured	Standard	Maximum allowable	Remarks
HX260LT3	Boom cylinder	10 below	20	
	Arm cylinder	10 below	20	
	Bucket cylinder	40 below	50	

11) CONTROL LEVER OPERATING FORCE

(1) Use a spring scale to measure the maximum resistance of each control lever at the middle of the grip.

(2) Preparation

① Keep the hydraulic oil temperature at 50±5˚C.

(3) Measurement

① Start the engine.

② Select the following switch positions.

· Power mode switch : P mode

③ Operate each boom, arm, bucket and swing lever at full stroke and measure the maximum operating force for each.

④ Lower the bucket to the ground to raise one track off the ground. Operate the travel lever at full stroke and measure the maximum operating force required. When finished, lower the track and then jack-up the other track.

⑤ Repeat steps ③ and ④ three times and calculate the average values.

(4) Evaluation

The measured operating force should be within the following specifications.

Unit : kgf

Model	Kind of lever	Standard	Maximum allowable	Remarks
HX260LT3	Boom lever	1.4 or below	2.0	
	Arm lever	1.4 or below	2.0	
	Bucket lever	1.4 or below	2.0	
	Swing lever	1.4 or below	2.0	
	Travel lever	2.1 or below	3.15	

12) CONTROL LEVER STROKE

(1) Measure each lever stroke at the lever top using a ruler.

※ When the lever has play, take a half of this value and add it to the measured stroke.

(2) Preparation

Keep the hydraulic oil temperature at 50±5˚C.

(3) Measurement

① Stop the engine.

② Measure each lever stroke at the lever top from neutral to the stroke end using a ruler.

③ Repeat step ② three times and calculate the average values.

(4) Evaluation

The measured drift should be within the following specifications.

Unit : mm

Model	Kind of lever	Standard	Maximum allowable	Remarks
HX260LT3	Boom lever	90±10	113	
	Arm lever	90±10	113	
	Bucket lever	90±10	113	
	Swing lever	90±10	113	
	Travel lever	139±10	174	

13) PILOT PRIMARY PRESSURE

(1) Preparation

① Keep the hydraulic oil temperature at 50±5˚C.

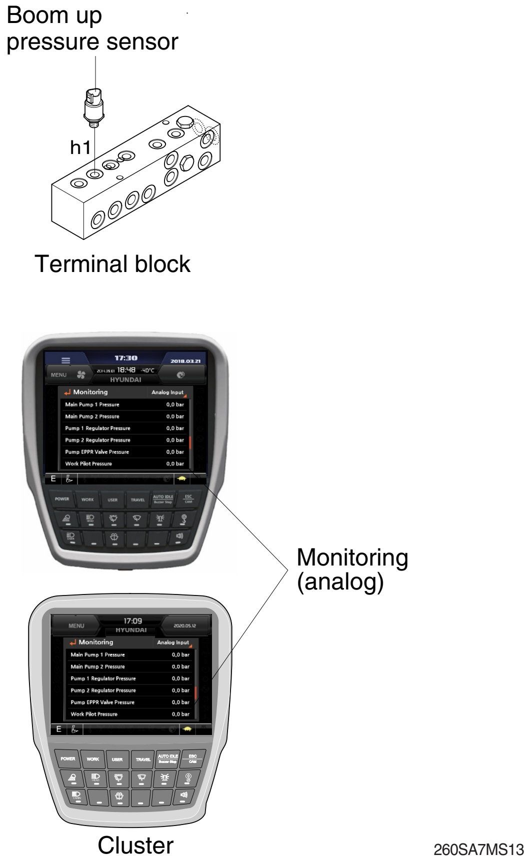
(2) Measurement

① Select the following switch positions.

· Power mode switch : P mode

· Auto decel switch : OFF

② Slowly operate the boom control lever of boom up functions at full stroke over relief and measure the primary pilot pressure by the monitoring menu of the cluster.



(3) Evaluation

The average measured pressure should meet the following specifications:

Unit : kgf / cm^2

Model	Engine speed	Standard	Allowable limits	Remarks
HX260LT3	P mode	40^{+2}_{0}	-	

14) FOR TRAVEL SPEED SELECTING PRESSURE:

(1) Preparation

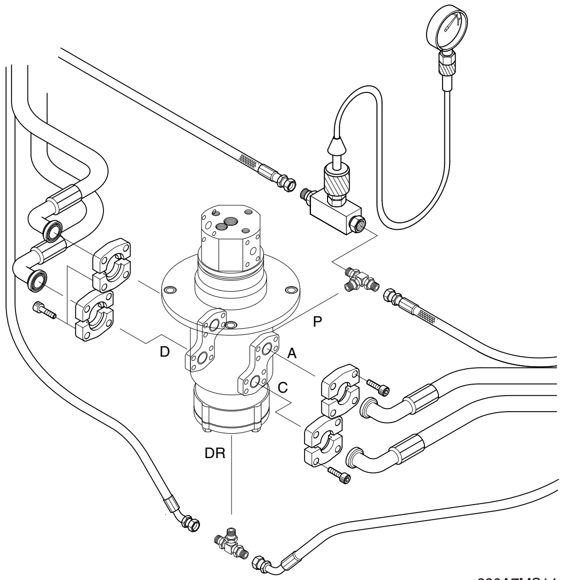
① Stop the engine.

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 assembly to turning joint P port as shown.

④ Start the engine and check for on leakage from the adapter.

⑤ Keep the hydraulic oil temperature at 50±5˚C.



(2) Measurement

① Select the following switch positions.

- · Power mode switch : P mode
- · Travel mode switch : 1 speed
  2 speed

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.

(3) Evaluation

The average measured pressure should be within the following specifications.

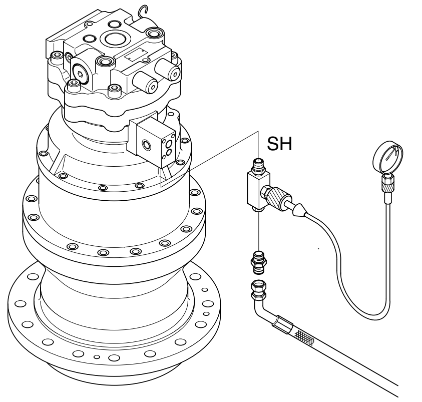
Unit : kgf / cm^2

Model	Travel speed mode	Standard	Maximum allowable	Remarks
HX260LT3	1 Speed	0	-	
	2 Speed	40±5	-	

15) 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 PG port, as shown.
⑤ Start the engine and check for oil leakage from the adapter.
⑥ Keep the hydraulic oil temperature at 50±5˚C.



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(2) Measurement

① Select the following switch positions.
· Power mode switch : P mode
② Operate the swing function and measure the swing brake release 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.

Unit : kgf / cm^2

Model	Description	Standard	Allowable limits	Remarks
HX260LT3	Brake disengaged	30	Over 4	
	Brake applied	0	-	

16) MAIN PUMP DELIVERY PRESSURE

(1) Preparation

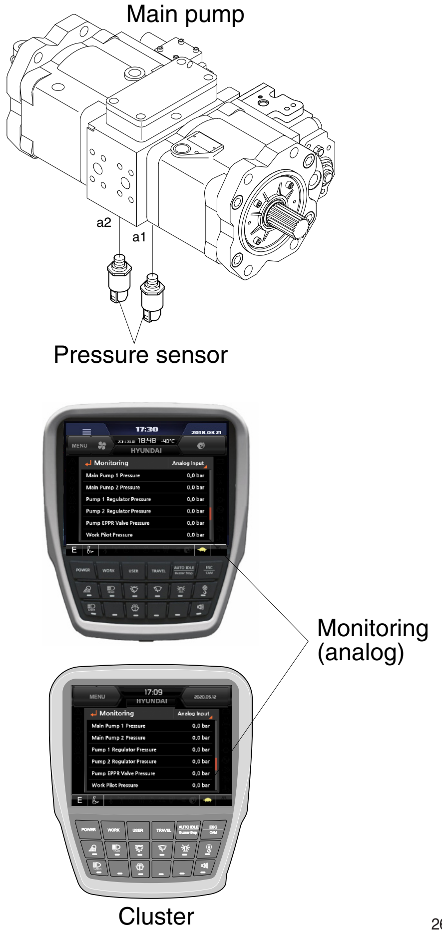
① Keep the hydraulic oil temperature at 50±5˚C.

(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).



260SA7MS16

(3) Evaluation

The average measured pressure should meet the following specifications.

Unit : kgf / cm²

Model	Engine speed	Standard	Allowable limits	Remarks
HX260LT3	High idle	Under 10	-	

17) SYSTEM PRESSURE REGULATOR RELIEF SETTING

(1) Preparation

① Keep the hydraulic oil temperature at 50±5˚C.

(2) Measurement

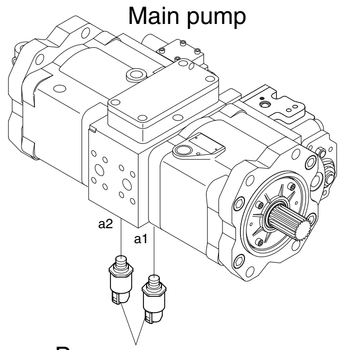
① Select the following switch positions.

· 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.



260SA7MS16

(3) Evaluation

The average measured pressure should be within the following specifications.

Unit : kgf / cm²

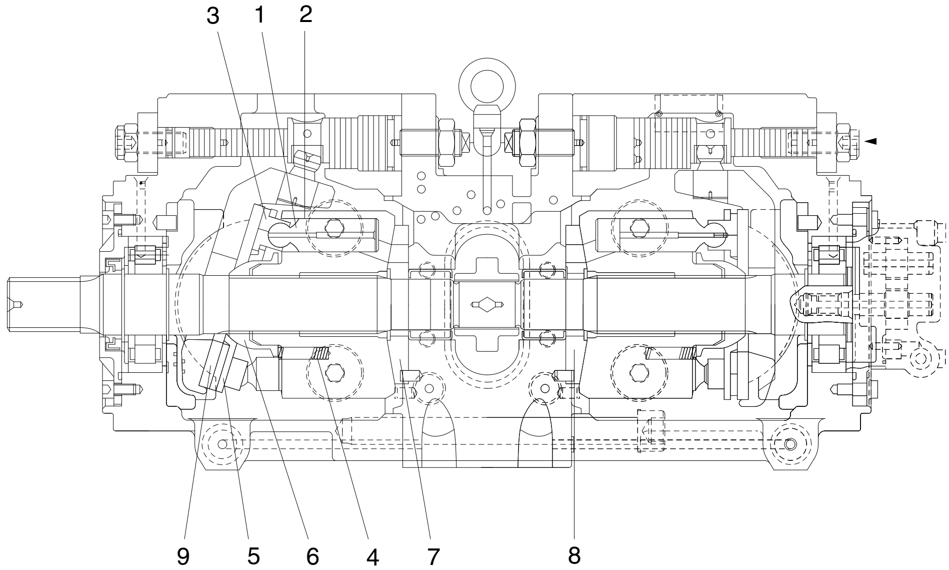
Model	Function to be tested	Standard	Port relief setting
HX260LT3	Boom, Arm, Bucket	350 (380)±10	400±10
	Travel	350±10	-
	Swing	300±10	-

(　) : Power boost

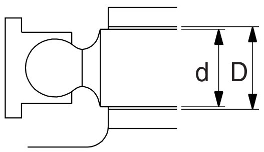
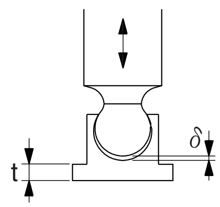
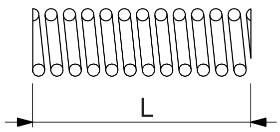
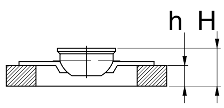
GROUP 2 MAJOR COMPONENT

1. MAIN PUMP

1) WEARING PARTS



260SA7MP01

Part name & inspection item		Standard dimension	Recommended replacement value	Counter measures
Clearance between piston (1) & cylinder bore (2) (D-d)		0.039	0.067	Replace piston or cylinder.
Play between piston (1) & shoe caulking section (3) (δ)		0~0.1	0.3	Replace assembly of piston & shoe.
Thickness of shoe (t)		4.9	4.7	
Free height of cylinder spring (4) (L)		41.1	40.3	Replace cylinder spring.
Combined height of set plate (5) & spherical bushing (6) (H-h)		23.3	22.0	Replace retainer or set plate.
Surface roughness for valve plate (sliding face) (7,8), swash plate (shoe plate area) (9), & cylinder (2) (sliding face)	Surface roughness necessary to be corrected	3z		Lapping
	Standard surface roughness (corrected value)	0.4z or lower		

2) TROUBLESHOOTING

(1) Overload of prime mover

Cause	Countermeasure	Caution
The speed or pressure is higher than their specified values.	Set them as specified.	
The torque setting of the regulator is higher than specified value.	Adjust the regulator.	See the pump device of the section 2.
Seizure or damage of a part inside the pump.	Replace the damaged part.	Check the filter and drain oil for abnormal worn metal particles.
Wrong fitting of the regulator piping.	Correct the regulator piping.	

(2) Extreme decrease of pump delivery flow or delivery pressure does not increase.

Cause	Countermeasure	Caution
Failure of the regulator.	Repair the regulator.	See the pump device of the section 2.
Seizure or damage of a part inside the pump.	Replace the damaged parts.	Check the filters and drain oil.
Failure of the attached pump.	Replace the damaged parts.	Remove the attached pump and check the shaft coupling.
Failure of the accessory valve.	Replace the accessory valves. Especially, check the poppets, seats and springs.	See the pump device of the section 2.
Wrong fitting of the regulator piping.	Correct the regulator piping.	

(3) Abnormal noise and abnormal vibrations

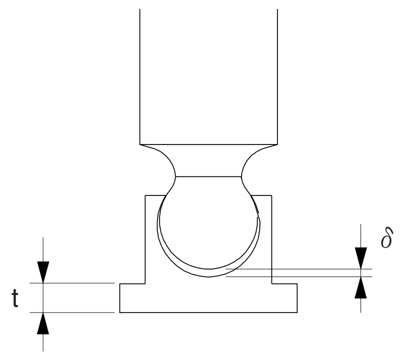
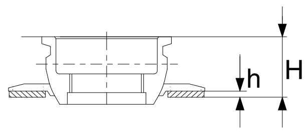
Cause	Countermeasure	Caution
Cavitation	Prevention from cavitation. Check working oil for emulsion.	Low boost press.
Damage in the caulking section of the shoe.	Replace the piston, shoe, shoe plate, etc.	Failure of the attached pump.
Cracking of the cylinder.	Replace the cylinder.	Air leakage at the suction pipe.
Wrong installation of the pump.	Correct installation.	Increased suction resistance.
Hunting of the regulator.	Repair the regulator.	See the pump device of the section 2.
Hunting of the relief valve of the accessory valve.	Repair the accessory valve.	See the pump device of the section 2.
Damage of the gear.	Replace the gear.	

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. · O-ring seal sections at both ends. · Insert spool into casing hole, rotate and reciprocate it.	· Replacement when its outside sliding section has scratch (especially on seals-contacting section). · Replacement when its sliding section has scratch. · Correction or replacement when O-ring is damaged or when spool does not move smoothly.
Poppet	· Damage of spring · Damage of poppet · Insert poppet into casing and function it.	· Replacement. · Correction or replacement when sealing is incomplete. · 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 for spool	· External oil leakage. · Rusting, corrosion or deformation of seal plate.	· Correction or replacement. · Correction or replacement.
Main relief valve, port relief valve & negative control valve	· External rusting or damage. · Contacting face of valve seat. · Contacting face of poppet. · Defect of spring. · O-rings and back up rings.	· Replacement. · Replacement when damaged. · Replacement when damaged. · Replacement. · 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	0.028	0.058	Replace piston or cylinder block
Play between piston and shoe caulking section (δ)	0	0.3	Replace assembly of piston and shoe
Thickness of shoe (t)	5.5	5.3	Replace assembly of piston and shoe
Combined height of retainer plate and spherical bushing (H)	6.5	6.0	Replace set of retainer plate and sperical bushing
Thickness of friction plate (h)	4.0	3.6	Replace
 140W77MS12	 2609A7MS01		

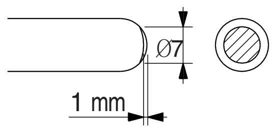
2) SLIDING PARTS

Part name	Standard roughness	Allowable roughness	Remark
Shoe	0.8-Z (Ra=0.2) (LAPPING)	3-Z (Ra=0.8)	
Shoe plate	0.4-Z (Ra=0.1) (LAPPING)	3-Z (Ra=0.8)	
Cylinder	1.6-Z (Ra=0.4) (LAPPING)	12.5-Z (Ra=3.2)	
Valve plate	0.8-Z (Ra=0.2) (LAPPING)	6.3-Z (Ra=1.6)	

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 surfaces · Loosening by poor bolt tightening	· Correct surfaces by oilstone or sandpaper or replace · Check after retightening
	Leakage from casing	· Plug loosened · Crack 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 loosened · O-ring damaged · Sealing surface scratched	· Tighten properly · Replace O-ring · Correct by oilstone or sandpaper
Coasts on slope excessively		· Poor volumetric efficiency of hydraulic motor · Increase of internal leakage of brake valve · Parking brake not actuated -Spring breakage -Wear of friction plate	· Replace hydraulic motor · Replace brake valve · Replace spring · Replace parking brake
Excessive temperature on reduction gear case		· Pitting on bearing · Lack of gear oil · Hydraulic oil introduced to gear case	· Replace reduction gear · Supply gear oil properly · Check 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	· Repair pump · Replace motor
	Meanders at high pressure	· Delivery rate is different between right and left · Motor drain rate is different between right and left	· Repair regulator or pump · Replace motor
	Meanders at high pressure	· Relief pressure dropped at right and left brake valve · Main relief pressure dropped at right or left of control valve	· Replace brake valve · Replace main relief valve
Pump delivery is poor		· Regulator operation poor · External leakage of pump is excessive	· Repair regulator · Repair pump
External leakage of motor is excessive		-	· Replace motor

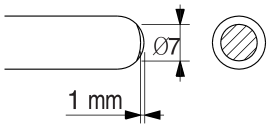
5. RCV LEVER

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/cm^2 Oil viscosity : 23 cSt
Spool	This is to be replaced when the sliding surface has worn more than 10 μm, compared with the non-sliding surface.	The leakage at the left condition is estimated to be nearly equal to the above leakage.
Push rod	 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.

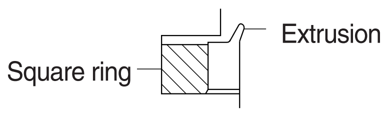
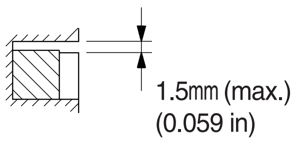
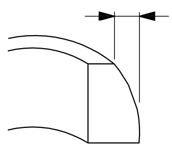
2. When loosening the hexagon socket head cap screw (125), replace the seal washers (121) without fail.

6. RCV PEDAL

Maintenance check item	Criteria	Remark
Leakage	The valve is to be replaced when the leakage effect to the system. For example, the primary pressure drop.	Conditions : Primary pressure : 40 kgf/cm^2 Oil viscosity : 23 cSt
Spool	This is to be replaced when the sliding surface has worn more than 10 μm, compared with the non-sliding surface.	The leakage at the left condition is estimated to be nearly equal to the above leakage.
Push rod	 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.

7. TURNING JOINT

Part name		Maintenance standards	Remedy
Body, Stem	Sliding surface with sealing sections.	Plating worn or peeled due to seizure or contamination.	Replace
	Sliding surface between body and stem other than sealing section.	· Worn abnormality or damaged more than 0.1 mm (0.0039 in) in depth due to seizure contamination.	Replace
		· Damaged more than 0.1 mm (0.0039 in) in depth.	Smooth with oilstone.
	Sliding surface with thrust plate.	· Worn more than 0.5 mm (0.02 in) or abnormality.	Replace
		· 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
Cover	Sliding surface with thrust plate.	· Worn more than 0.5 mm (0.02 in) or abnormality.	Replace
		· 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
Seal set	-	· Extruded excessively from seal groove square ring. 	Replace
	-	· Slipper ring 1.5 mm (0.059 in) narrower than seal groove, or narrower than back ring. 	Replace
	-	· Worn more than 0.5 mm (0.02 in) ~ 1.5 mm (MAX.) (0.059 in) 	Replace

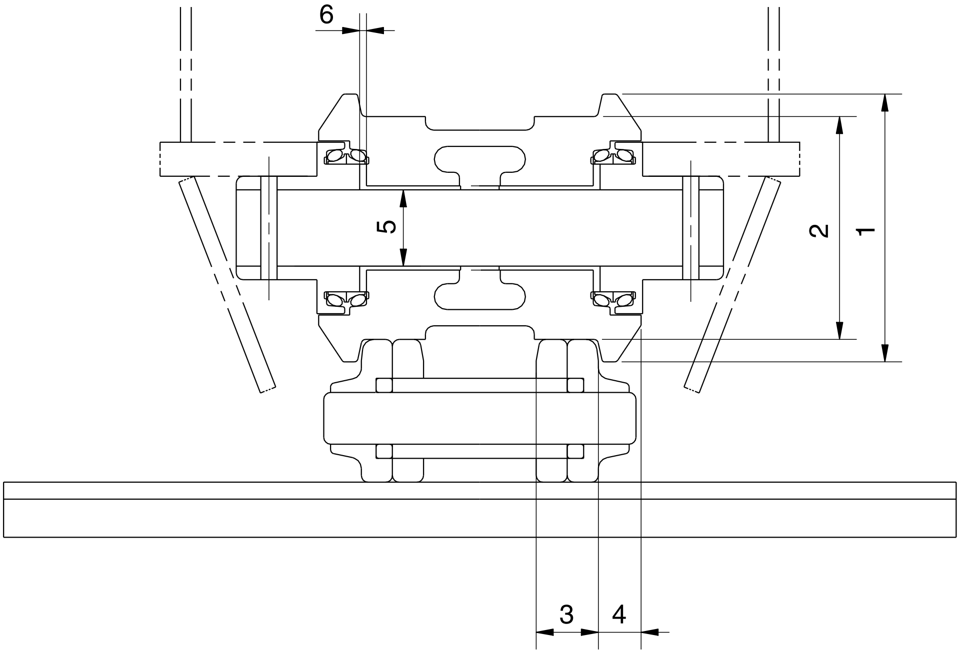
8. CYLINDER

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) LOWER ROLLER

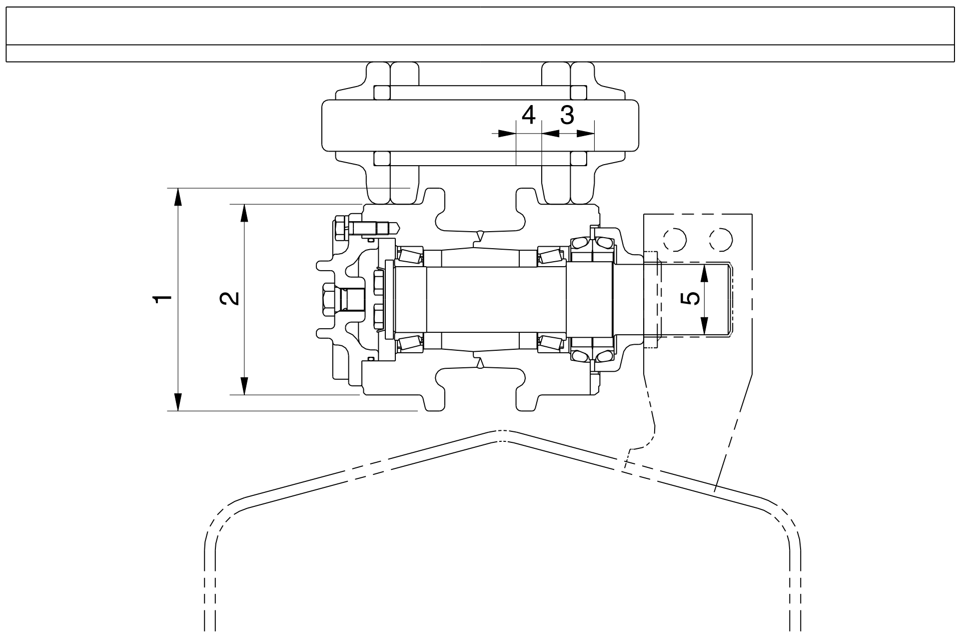


21037MS01

Unit : mm

<table>
<tr><th>No.</th><th>Check item</th><th colspan="4">Criteria</th><th>Remedy</th></tr>
<tr><td rowspan="2">1</td><td rowspan="2">Outside diameter of flange</td><td colspan="2">Standard size</td><td colspan="2">Repair limit</td><td rowspan="5">Rebuild or replace</td></tr>
<tr><td colspan="2">Ø195</td><td colspan="2">–</td></tr>
<tr><td>2</td><td>Outside diameter of tread</td><td colspan="2">Ø160</td><td colspan="2">Ø148</td></tr>
<tr><td>3</td><td>Width of tread</td><td colspan="2">44</td><td colspan="2">50</td></tr>
<tr><td>4</td><td>Width of flange</td><td colspan="2">33.3</td><td colspan="2">–</td></tr>
<tr><td rowspan="3">5</td><td rowspan="3">Clearance between shaft and bushing</td><td colspan="2">Standard size & tolerance</td><td rowspan="2">Standard clearance</td><td rowspan="2">Clearance limit</td><td rowspan="3">Replace bushing</td></tr>
<tr><td>Shaft</td><td>Hole</td></tr>
<tr><td>Ø70 $^{0}_{-0.03}$</td><td>Ø70 $^{+0.35}_{+0.30}$</td><td>0.30 ~ 0.38</td><td>2.0</td></tr>
<tr><td rowspan="2">6</td><td rowspan="2">Side clearance of roller (both side)</td><td colspan="2">Standard clearance</td><td colspan="2">Clearance limit</td><td rowspan="2">Replace</td></tr>
<tr><td colspan="2">0.26 ~1.22</td><td colspan="2">2.0</td></tr>
</table>

2) UPPER ROLLER



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Unit : ㎜

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<tr><td colspan="2">Ø169</td><td colspan="2">–</td></tr>
<tr><td>2</td><td>Outside diameter of tread</td><td colspan="2">Ø144</td><td colspan="2">Ø134</td></tr>
<tr><td>3</td><td>Width of tread</td><td colspan="2">44</td><td colspan="2">49</td></tr>
<tr><td>4</td><td>Width of flange</td><td colspan="2">17</td><td colspan="2">–</td></tr>
<tr><td rowspan="3">5</td><td rowspan="3">Clearance between shaft and support</td><td rowspan="2">Standard size</td><td colspan="2">Tolerance</td><td rowspan="2">Standard clearance</td><td rowspan="2">Clearance limit</td><td rowspan="3">Replace bushing</td></tr>
<tr><td>Shaft</td><td>Hole</td></tr>
<tr><td>Ø55</td><td>-0.05
-0.1</td><td>+0.3
+0.1</td><td>0.15 ~ 0.40</td><td>2.0</td></tr>
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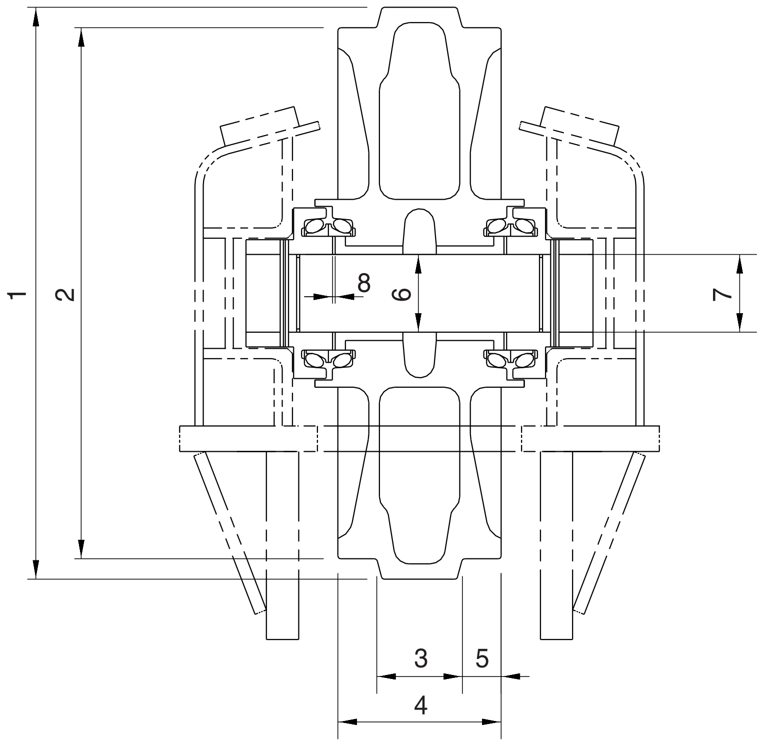
3) IDLER

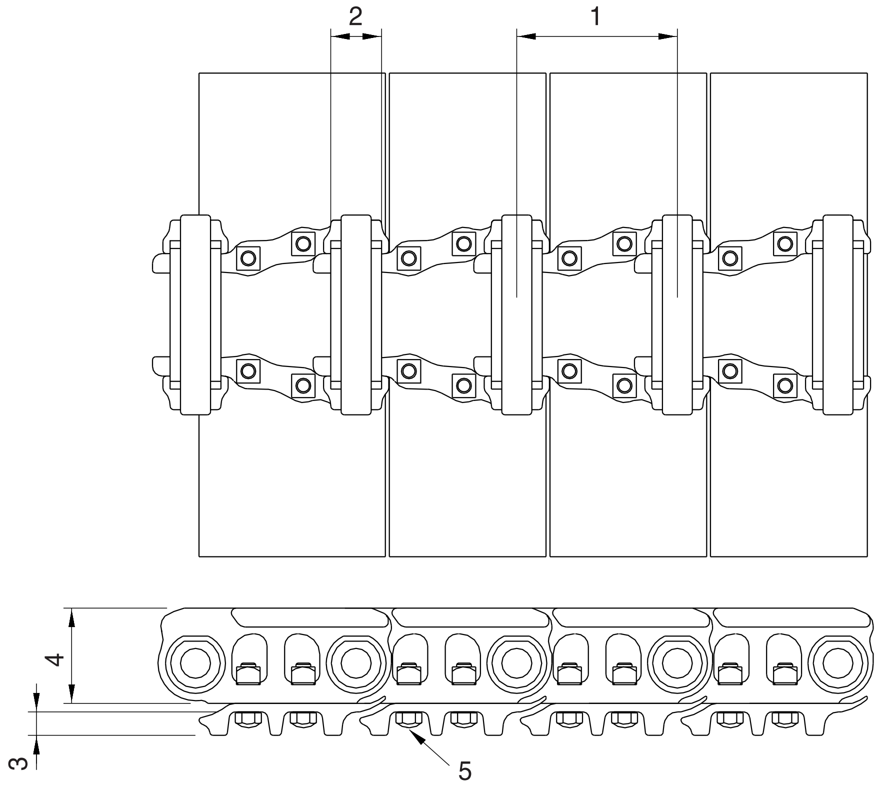


21037MS03

Unit : mm

<table>
<tr><th>No.</th><th>Check item</th><th colspan="4">Criteria</th><th>Remedy</th></tr>
<tr><td rowspan="2">1</td><td rowspan="2">Outside diameter of protrusion</td><td colspan="2">Standard size</td><td colspan="2">Repair limit</td><td rowspan="6">Rebuild or replace</td></tr>
<tr><td colspan="2">Ø560</td><td colspan="2">–</td></tr>
<tr><td>2</td><td>Outside diameter of tread</td><td colspan="2">Ø520</td><td colspan="2">Ø510</td></tr>
<tr><td>3</td><td>Width of protrusion</td><td colspan="2">82</td><td colspan="2">–</td></tr>
<tr><td>4</td><td>Total width</td><td colspan="2">160</td><td colspan="2">–</td></tr>
<tr><td>5</td><td>Width of tread</td><td colspan="2">39</td><td colspan="2">44</td></tr>
<tr><td rowspan="3">6</td><td rowspan="3">Clearance between shaft and bushing</td><td colspan="2">Standard size & tolerance</td><td rowspan="2">Standard clearance</td><td rowspan="2">Clearance limit</td><td rowspan="3">Replace bushing</td></tr>
<tr><td>Shaft</td><td>Hole</td></tr>
<tr><td>Ø75 $^{0}_{-0.03}$</td><td>Ø75 $^{+0.42}_{+0.35}$</td><td>0.35 ~ 0.45</td><td>2.0</td></tr>
<tr><td>7</td><td>Clearance between shaft and support</td><td>Ø75 $^{0}_{-0.03}$</td><td>Ø75 $^{+0.07}_{+0.03}$</td><td>0.03 ~ 0.1</td><td>1.2</td><td>Replace</td></tr>
<tr><td rowspan="2">8</td><td rowspan="2">Side clearance of idler (both side)</td><td colspan="2">Standard clearance</td><td colspan="2">Clearance limit</td><td rowspan="2">Replace bushing</td></tr>
<tr><td colspan="2">0.4 ~ 1.2</td><td colspan="2">2.0</td></tr>
</table>

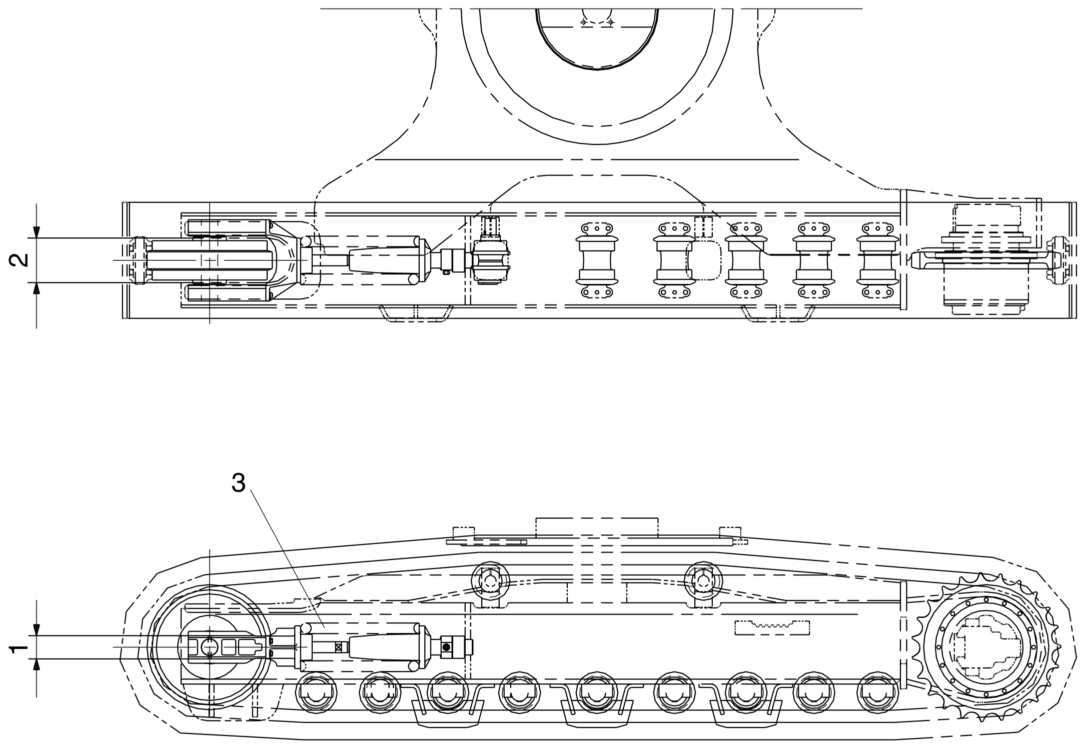
4) TRACK



Unit : ㎜

No.	Check item	Criteria		Remedy
1	Link pitch	Standard size	Repair limit	Turn or replace
		190	194.4	
2	Outside diameter of bushing	Ø59	Ø51	Rebuild or replace
3	Height of grouser	26	16	
4	Height of link	105	97	
5	Tightening torque	Initial tightening torque : 78±8 kgf · m		Retighten

5) TRACK FRAME AND RECOIL SPRING

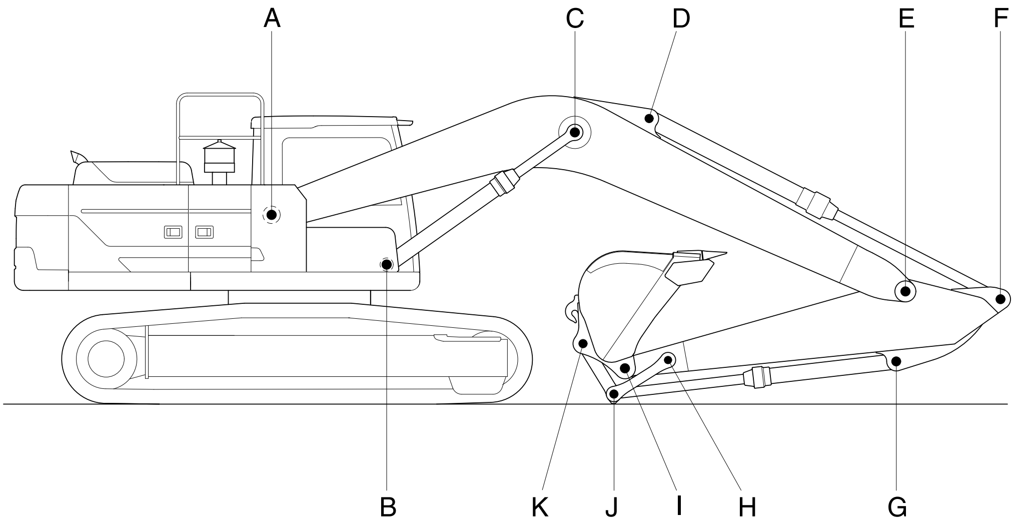


21037MS05

Unit : ㎜

<table>
<tr><th>No.</th><th>Check item</th><th colspan="5">Criteria</th><th>Remedy</th></tr>
<tr><td rowspan="3">1</td><td rowspan="3">Vertical width of idler guide</td><td></td><td>Standard size</td><td>Tolerance</td><td colspan="2">Repair limit</td><td rowspan="5">Rebuild or replace</td></tr>
<tr><td>Track frame</td><td>113</td><td>+2
0</td><td colspan="2">117</td></tr>
<tr><td>Idler support</td><td>110</td><td>- 0.5
- 1.5</td><td colspan="2">106</td></tr>
<tr><td rowspan="2">2</td><td rowspan="2">Horizontal width of idler guide</td><td>Track frame</td><td>272</td><td>+2
0</td><td colspan="2">276</td></tr>
<tr><td>Idler support</td><td>270</td><td>+ 0.5
- 0.5</td><td colspan="2">267</td></tr>
<tr><td rowspan="3">3</td><td rowspan="3">Recoil spring</td><td colspan="3">Standard size</td><td colspan="2">Repair limit</td><td rowspan="3">Replace</td></tr>
<tr><td>Free length</td><td>Installation length</td><td>Installation load</td><td>Free length</td><td>Installation load</td></tr>
<tr><td>Ø235×627</td><td>508</td><td>16315 kg</td><td>–</td><td>13052 kg</td></tr>
</table>

2. WORK EQUIPMENT



260L7MS20

Unit : mm

Mark	Measuring point (Pin and Bushing)	Normal value	Pin		Bushing		Remedy & Remark
			Recomm. service limit	Limit of use	Recomm. service limit	Limit of use	
A	Boom rear	100	99	98.5	100.5	101	Replace
B	Boom cylinder head	90	89	88.5	90.5	91	Replace
C	Boom cylinder rod	100	99	98.5	100.5	101	Replace
D	Arm cylinder head	90	89	88.5	90.5	91	Replace
E	Boom front	100	99	98.5	100.5	101	Replace
F	Arm cylinder rod	90	89	88.5	90.5	91	Replace
G	Bucket cylinder head	90	89	88.5	90.5	91	Replace
H	Arm link	80	79	78.5	80.5	81	Replace
I	Bucket and arm link	90	89	88.5	90.5	91	Replace
J	Bucket cylinder rod	80	79	78.5	80.5	81	Replace
K	Bucket link	90	89	88.5	90.5	91	Replace

SECTION 8 DISASSEMBLY AND ASSEMBLY

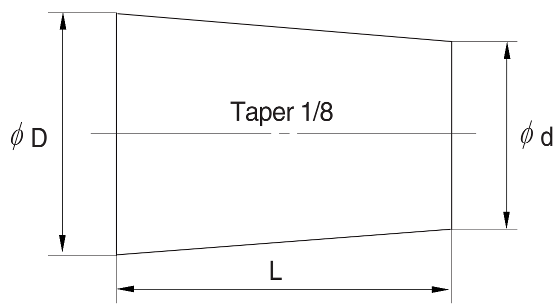
SECTION 8 DISASSEMBLY AND ASSEMBLY

GROUP 1 PRECAUTIONS

1. REMOVAL WORK

1) 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 number	Dimensions		
	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 100㎜ 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.	Descriptions		Bolt size	Torque	
				kgf · m	lbf · ft
1	Engine	Engine mounting bolt (engine-bracket)	M12 × 1.75	11.7 ± 11.0	84.6 ± 7.2
2		Engine mounting bolt (bracket-frame, FR)	M20 × 2.5	52.1 ± 5.0	377 ± 36.2
3		Engine mounting bolt (bracket-frame, RR)	M24 × 3.0	90 ± 9.0	651 ± 65.1
4		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 × 2.5	57.9 ± 5.8	419 ± 42
7	Hydraulic system	Main pump housing mounting bolt	M10 × 1.5	6.5 ± 0.7	47 ± 5.1
8		Main pump mounting socket bolt	M20 × 2.5	42 ± 4.5	304 ± 32.5
9		Main control valve mounting nut	M12 × 1.75	12.3 ± 1.3	89.0 ± 9.4
10		Hydraulic oil tank mounting bolt	M20 × 2.5	57.9 ± 5.8	419 ± 42
11		Turning joint mounting bolt, nut	M12 × 1.75	12.3 ± 1.3	89.0 ± 9.4
12	Power train system	Swing motor mounting bolt	M24 × 3.0	97.8 ± 10	707 ± 72.3
13		Swing bearing upper part mounting bolt	M22 × 2.5	77.4 ± 8.0	560 ± 57.9
14		Swing bearing lower part mounting bolt	M24 × 3.0	100 ± 10	723 ± 72.3
15		Travel motor mounting bolt	M16 × 2.0	23 ± 2.5	166 ± 18.1
16		Travel motor mounting bolt-HW	M24 × 3.0	84.0 ± 8.0	608 ± 57.9
17		Sprocket mounting bolt	M16 × 2.0	29.7 ± 3.0	215 ± 21.7
18	Under carriage	Upper roller mounting bolt, nut	M16 × 2.0	29.7 ± 3.0	215 ± 21.7
19		Lower roller mounting bolt	M20 × 2.5	57.9 ± 6.0	419 ± 43.4
20		Track tension cylinder mounting bolt	M16 × 2.0	29.7 ± 4.5	215 ± 32.5
21		Track shoe mounting bolt, nut	M20 × 1.5	78 ± 8.0	564 ± 57.9
22		Track guard mounting bolt	M20 × 2.5	57.9 ± 8.7	419 ± 62.9
23	Others	Counterweight mounting bolt	M36 × 3.0	337 ± 33	2440 ± 239
24		Cab mounting bolt	M12 × 1.75	12.8 ± 3.0	92.6 ± 21.7
25		Operator's seat mounting bolt	M 8 × 1.25	4.05 ± 0.8	29.3 ± 5.8
26		Under cover mounting bolt	M12 × 1.75	12.8 ± 3.0	92.6 ± 21.7

※ For tightening torque of engine and hydraulic components, see engine maintenance guide and service manual.

※ H/W : High walker

2. TORQUE CHART

Use following table for unspecified torque.

1) BOLT AND NUT

(1) Coarse thread

Bolt size	8.8T		10.9T		12.9T	
	kgf · m	lbf · ft	kgf · m	lbf · ft	kgf · m	lbf · ft
M 6×1.0	0.8 ~ 1.2	5.8 ~ 8.6	1.2 ~ 1.8	8.7 ~ 13.0	1.5 ~ 2.1	10.9 ~ 15.1
M 8×1.25	2.0 ~ 3.0	14.5 ~ 21.6	2.8 ~ 4.2	20.3 ~ 30.4	3.4 ~ 5.0	24.6 ~ 36.1
M10×1.5	4.0 ~ 6.0	29.0 ~ 43.3	5.6 ~ 8.4	40.5 ~ 60.8	6.8 ~ 10.0	49.2 ~ 72.3
M12×1.75	6.8 ~ 10.2	50.0 ~ 73.7	9.6 ~ 14.4	69.5 ~ 104	12.3 ~ 16.5	89.0 ~ 119
M14×2.0	10.9 ~ 16.3	78.9 ~ 117	16.3 ~ 21.9	118 ~ 158	19.5 ~ 26.3	141 ~ 190
M16×2.0	17.9 ~ 24.1	130 ~ 174	25.1 ~ 33.9	182 ~ 245	30.2 ~ 40.8	141 ~ 295
M18×2.5	24.8 ~ 33.4	180 ~ 241	34.8 ~ 47.0	252 ~ 340	41.8 ~ 56.4	302 ~ 407
M20×2.5	34.9 ~ 47.1	253 ~ 340	49.1 ~ 66.3	355 ~ 479	58.9 ~ 79.5	426 ~ 575
M22×2.5	46.8 ~ 63.2	339 ~ 457	65.8 ~ 88.8	476 ~ 642	78.9 ~ 106	570 ~ 766
M24×3.0	60.2 ~ 81.4	436 ~ 588	436 ~ 588	612 ~ 824	102 ~ 137	738 ~ 991
M30×3.5	120 ~161	868 ~ 1164	168 ~ 227	1216 ~ 1641	202 ~ 272	1461 ~ 1967

(2) Fine thread

Bolt size	8.8T		10.9T		12.9T	
	kgf · m	lbf · ft	kgf · m	lbf · ft	kgf · m	lbf · ft
M 8×1.0	2.1 ~ 3.1	15.2 ~ 22.4	3.0 ~ 4.4	21.7 ~ 31.8	3.6 ~ 5.4	26.1 ~ 39.0
M10×1.25	4.2 ~ 6.2	30.4 ~ 44.9	5.9 ~ 8.7	42.7 ~ 62.9	7.0 ~ 10.4	50.1 ~ 75.2
M12×1.25	7.3 ~ 10.9	52.8 ~ 78.8	10.3 ~ 15.3	74.5 ~ 110	13.1 ~ 17.7	94.8 ~ 128
M14×1.5	12.4 ~ 16.6	89.7 ~ 120	17.4 ~ 23.4	126 ~ 169	20.8 ~ 28.0	151 ~ 202
M16×1.5	18.7 ~ 25.3	136 ~ 182	26.3 ~ 35.5	191 ~ 256	31.6 ~ 42.6	229 ~ 308
M18×1.5	27.1 ~ 36.5	196 ~ 264	38.0 ~ 51.4	275 ~ 371	45.7 ~ 61.7	331 ~ 446
M20×1.5	37.7 ~ 50.9	273 ~ 368	53.1 ~ 71.7	384 ~ 518	63.6 ~ 86.0	460 ~ 622
M22×1.5	51.2 ~ 69.2	370 ~ 500	72.0 ~ 97.2	521 ~ 703	86.4 ~ 116	625 ~ 839
M24×2.0	64.1 ~ 86.5	464 ~ 625	90.1 ~ 121	652 ~ 875	108 ~ 146	782 ~ 1056
M30×2.0	129 ~ 174	933 ~ 1258	181 ~ 245	1310 ~ 1772	217 ~ 294	1570 ~ 2126

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	130.2
1"	41	21	151.9
1-1/4"	50	35	253.2

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	130.2
1-7/16-12	41	21	151.9
1-11/16-12	50	35	253.2

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	130.2
1"	41	21	151.9
1-1/4"	50	35	253.2

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.**

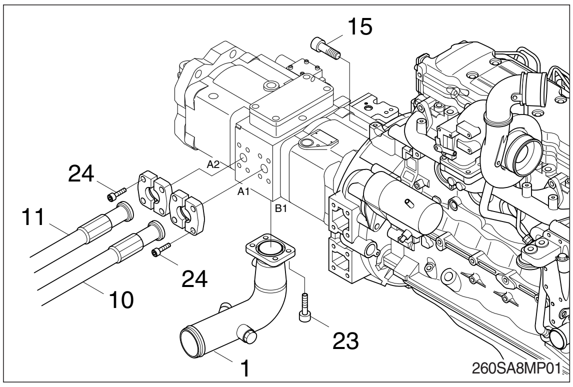
13031GE18

(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 (24) and disconnect pipe (10, 11).



260SA8MP01

(7) Disconnect pilot line hoses (2, 3, 4, 5, 6, 7, 8, 9).

(8) Remove socket bolts (23) and disconnect pump suction tube (1).

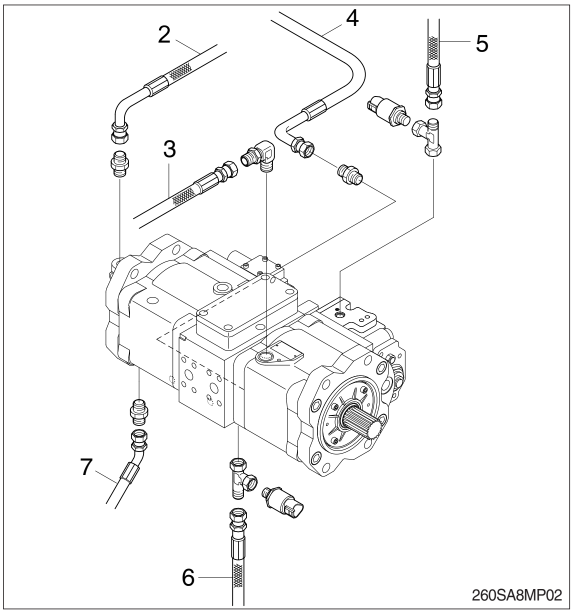
※ When pump suction tube is disconnected, the oil inside the piping will flow out, so catch it in oil pan.

(9) Sling the pump assembly and remove the pump mounting bolts (15).

· Weight : 146 kg (322 lb)

· Tightening torque : 42 ± 4.5 kgf·m (304 ± 32.5 lbf·ft)

※ Pull out the pump assembly from housing. When removing the pump assembly, check that all the hoses have been disconnected.



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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.

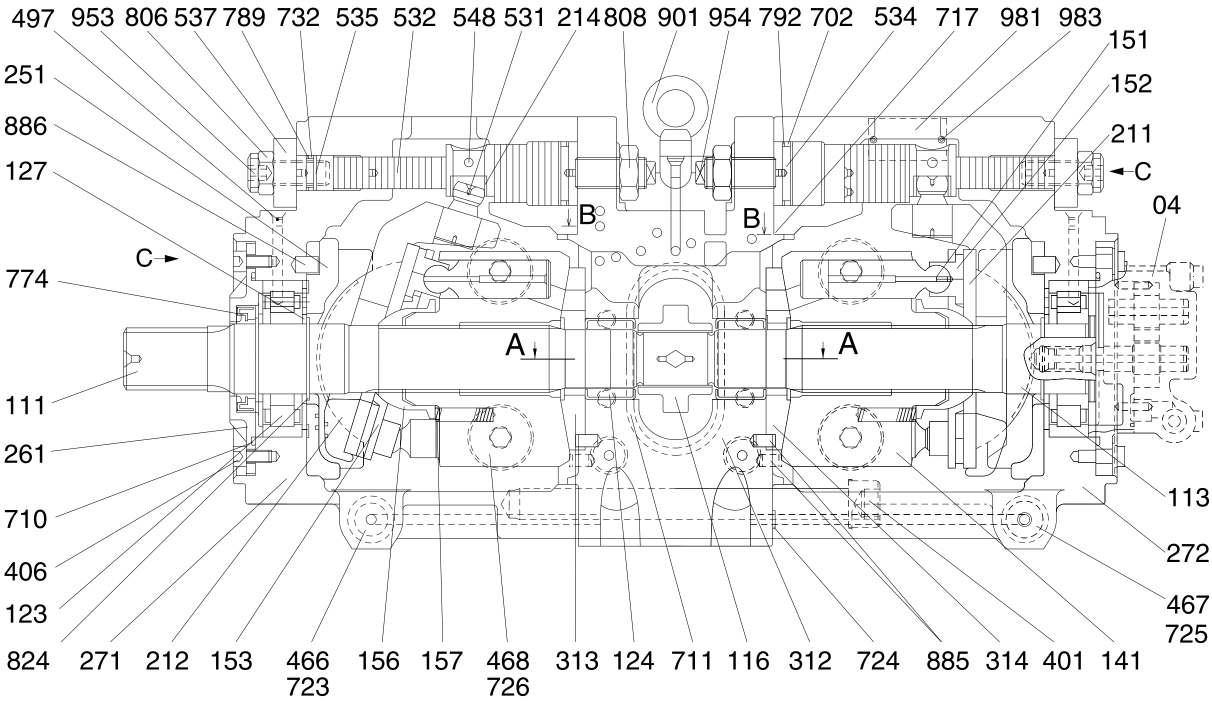
(6) Bleed the air from the hydraulic pump.
① Remove the air vent plug (2EA).
② Tighten plug lightly.
③ Start the engine, run at low idling, and check oil come out from plug.
④ Tighten plug.

(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 (1/3)

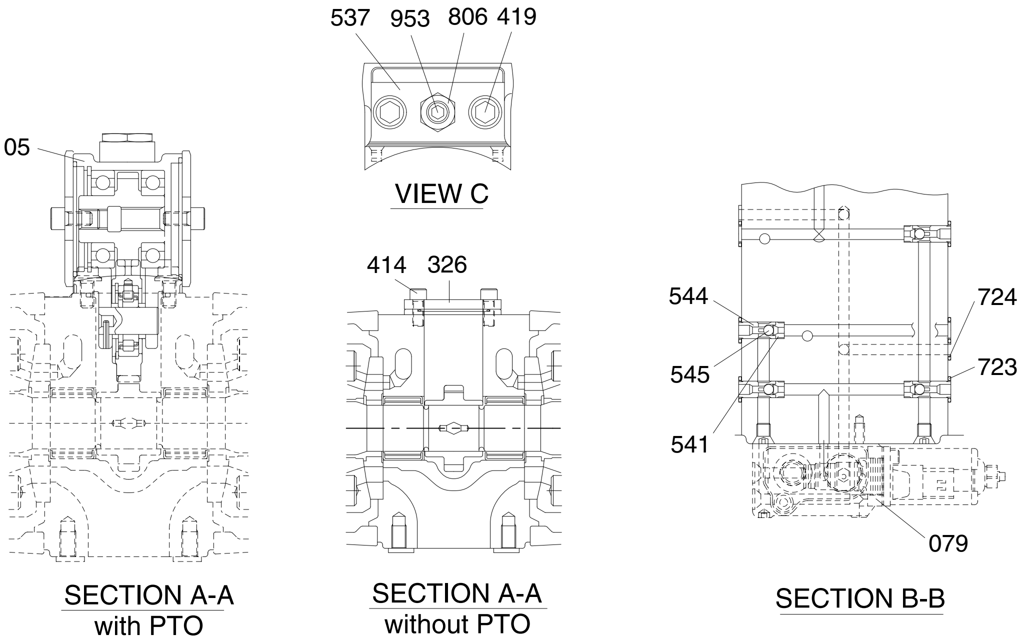
1) STRUCTURE



※ Section A-A, B-B, view C : see next page.

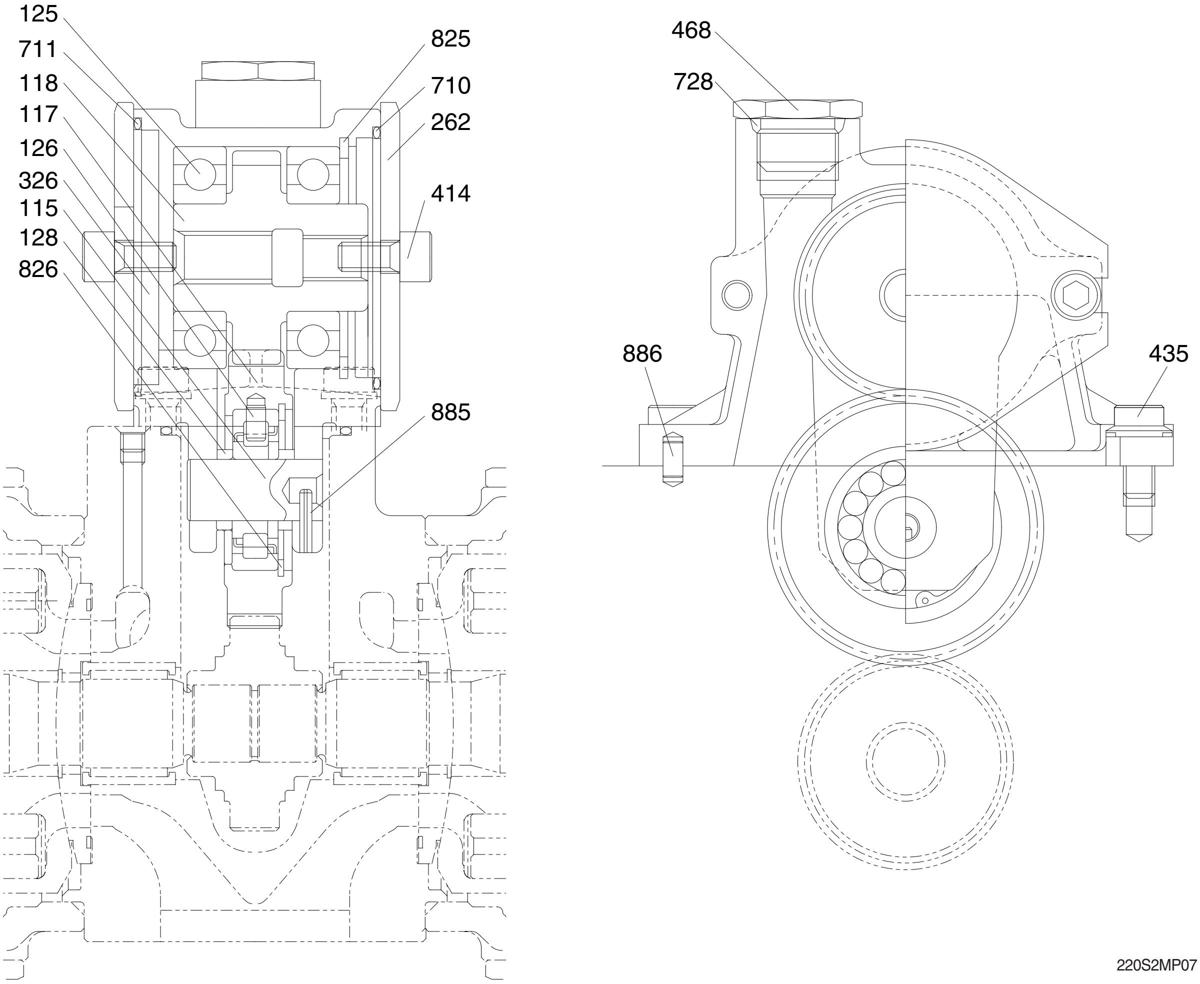
04 Gear pump
111 Drive shaft (F)
113 Drive shaft (R)
116 1st gear
123 Roller bearing
124 Needle bearing
127 Bearing spacer
141 Cylinder block
151 Piston
152 Shoe
153 Set plate
156 Spherical bushing
157 Cylinder spring
211 Shoe plate
212 Swash plate
214 Tilting Bushing
251 Support
261 Seal cover (F)
271 Pump casing (F)
272 Pump casing (R)
312 Valve block
313 Valve plate (R)
314 Valve plate (L)
401 Hexagon socket bolt
406 Hexagon socket bolt
466 Plug
467 Plug
468 Plug
497 MH Plug
531 Tilting pin
532 Servo piston
534 Stopper (L)
535 Stopper (S)
537 Servo cover (S)
548 Feed-back pin
702 O-ring
710 O-ring
711 O-ring
717 O-ring
723 O-ring
724 Square ring
725 O-ring
726 O-ring
732 O-ring
774 Oil seal
789 Back up ring
792 Back up ring
806 Hexagon head nut
808 Hexagon head nut
824 Snap ring
885 Pin
886 Pin
901 Eye bolt
953 Set screw
954 Set screw

MAIN PUMP (2/3)



05	PTO unit (with PTO)	537	Servo cover	724	Square ring
079	Proportional reducing valve	541	Seat	806	Hexagon head nut
326	Cover (without PTO)	544	Stopper 1	953	Set screw
414	Hexagon socket bolt (without PTO)	545	Steel ball		
419	Hexagon socket bolt	723	O-ring		

MAIN PUMP (3/3)

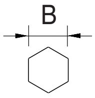


115	Idler shaft	262	Cover	711	O-ring
117	Gear No. 2	326	Gear case	728	O-ring
118	Gear No. 3	414	Socket head screw	825	Retainer ring
125	Ball bearing	435	Flange head socket bolt	826	Retainer ring
126	Roller bearing	468	Plug	885	Spring pin
128	Bearing spacer	710	O-ring	886	Pin

2) TOOLS AND TIGHTENING TORQUE

(1) Tools

The tools necessary to disassemble/reassemble the pump are shown in the following list.

Tool name & size		Part name		
Name	B	Hexagon socket head bolt	ROH, VP plug (Parallel thread)	Hexagon socket head setscrew
Allen wrench B 	6	M 8	PF 1/4	M12, M14
	8	M10	PF 3/8	M16, M18
	10	M12	PF 1/2	M20
	14	M16, M18	PF 3/4	-
	17	M20, M22	PF 1	-
Adjustable angle wrench		Medium size, 1 set		
Screw driver		Minus type screw driver, Medium size, 2 pieces		
Hammer		Plastic hammer, 1 pieces		
Pliers		For snap ring, TSR-160		
Torque wrench		Capable of tightening with the specified torques		

(2) Tightening torque

Part name	Bolt size	Torque		Wrench size	
		kgf · m	lbf · ft	in	mm
Hexagon socket head bolt (Material : SCM435)	M 5	0.7	5.1	0.16	4
	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	16.3	118	0.47	12
	M16	23.5	170	0.55	14
	M18	33.7	244	0.55	14
	M20	43.8	317	0.67	17
ROH Plug PF 3/8 or under : S45C PF 1/2 or under : SCM435	PF 1/4	3.0	21.7	0.24	6
	PF 3/8	7.5	54.2	0.31	8
	PF 1/2	10.0	72.3	0.39	10
	PF 3/4	15.3	111	0.47	12

3) DISASSEMBLY

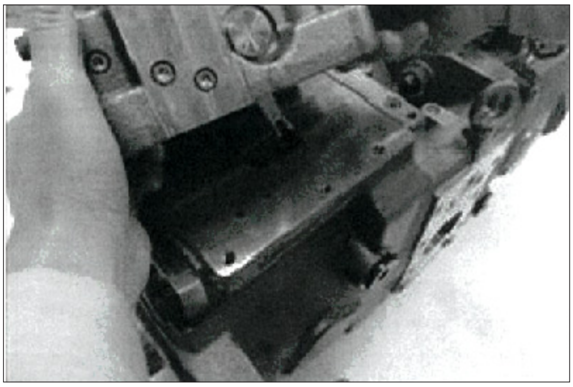
For disassembling the pump, read this section thoughly and then disassemble it in the following sequence. The figure in parentheses after part names show the item in structure drawing.

(1) Select place suitable to disassembling.
※ Select clean place.
※ Spread rubber sheet, cloth or so on. Make workbench top clean to prevent parts from being damaged.

(2) Remove dust, rust, etc, from pump surfaces with cleaning oil or so on.

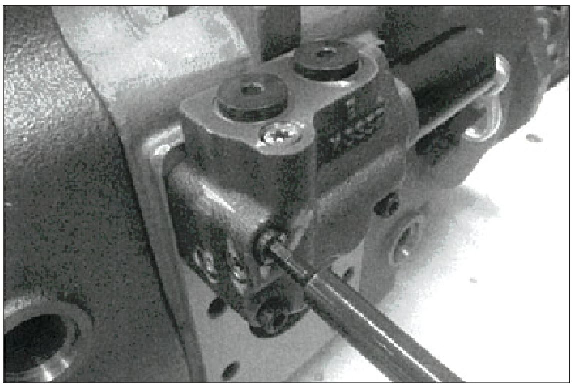
(3) Remove drain port plug (468) and let the oil out from pump casing (271, 272).

(4) Remove hexagon socket head bolts (412, 413, 414) and remove regulator.
※ Refer to page 8-28 for disassemble regulator.



220S8MP11

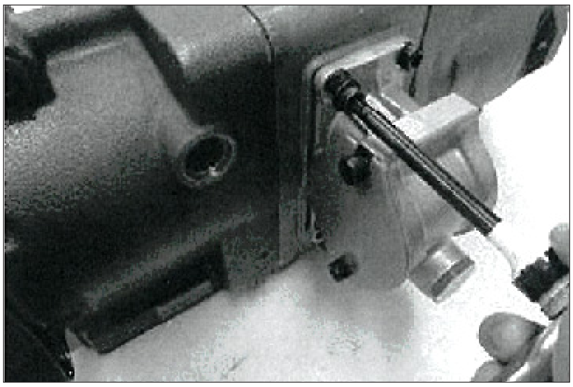
(5) Remove hexagon socket head bolts and remove proportional valve block (079).



220S8MP12

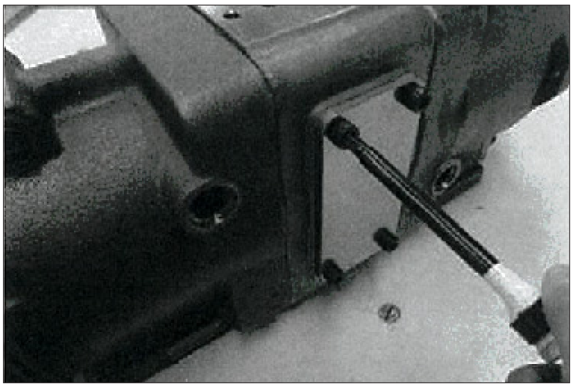
(6) Place the pump horizontally on workbench with its regulator-fitting surface down, and remove PTO unit from valve block.

※ Before bringing regulator-fitting surface down, spread rubber sheet on workbench to avoid damaging the surface.



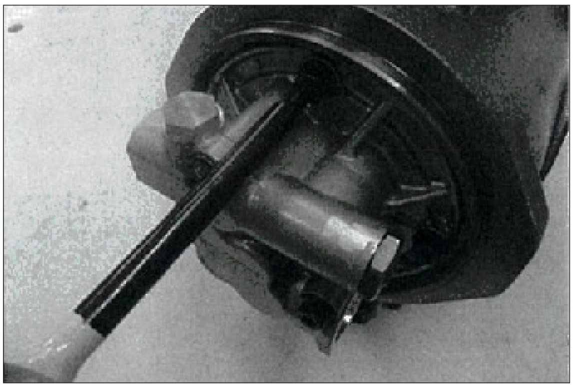
220S8MP13

※ In case the pump is provided without PTO unit, remove the cover (326) with the hexagon socket head cap screws.



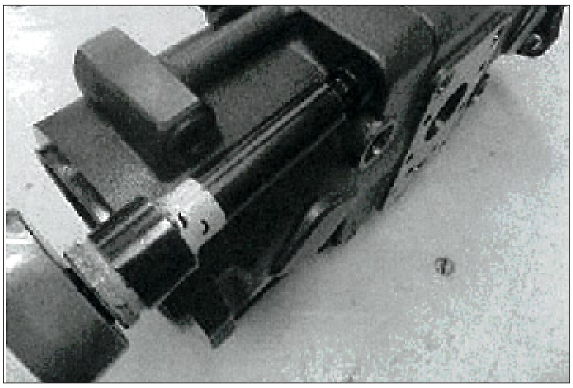
220S8MP14

(7) Remove flange sockets (435) and the gear pump (04).



220S8MP15

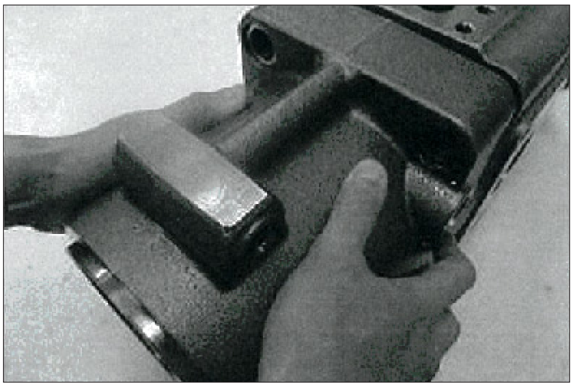
(8) Loosen hexagon socket head bolts (401) which tighten pump casing (F, 271) pump casing (R, 272), and valve block (312).



220S8MP16

(9) Separate pump casing (F, 271), pump casing (272), from valve block (312)

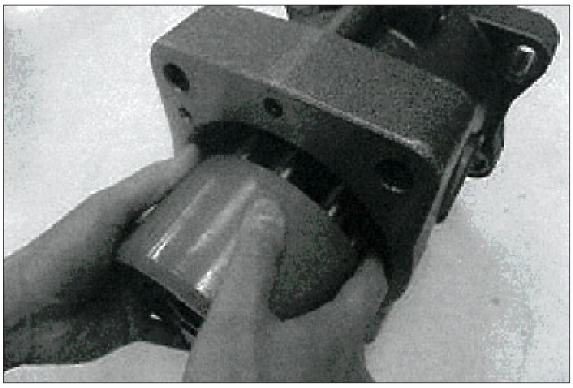
※ Remove the 1st gear (116), when pump casings are separated from valve block.



220S8MP17

(10) Pull out cylinder block (141), piston-shoes (011), set plate (153), spherical bush (156), and cylinder springs (157) simultaneously from pump casing (F, 271) and (R, 272), straightly over drive shaft (111, 113)

※ Take care not to damage sliding surface of cylinder block (141), spherical bush (156), piston-shoes (011), swash plate (212), drive shaft (111, 113), etc.

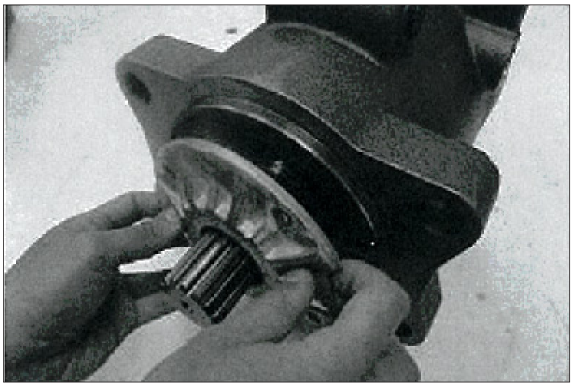


220S8MP18

(11) Remove hexagon socket head bolts (406) and seal cover (F, 261)

※ In the case it is difficult to remove, put flat-blade screwdriver into the notch of seal cover. Then the cover can be removed easily.

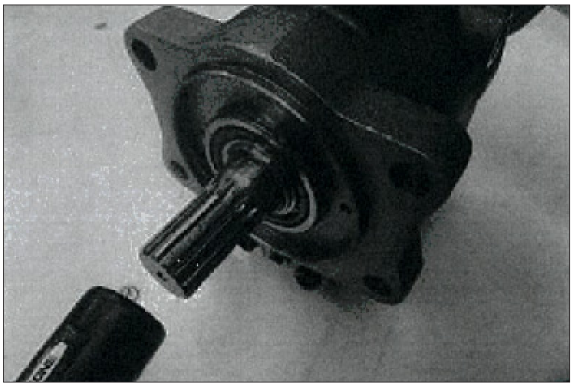
※ Since oil seal is fitted on seal cover (F, 261), take care not to damage it while removing cover.



220S8MP19

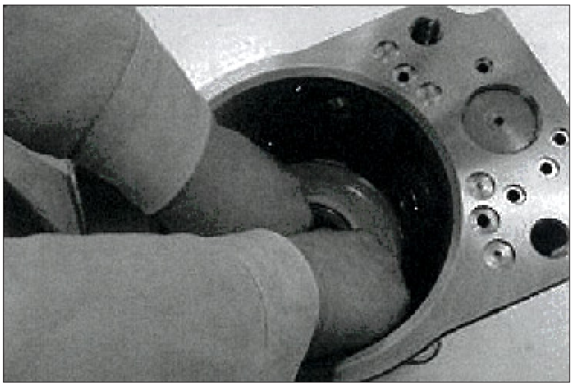
(12) Remove the drive shafts (111, 113) from the pump casing (271, 272).

※ In the case it is difficult to remove, tap the end of the drive shaft lightly with plastic hammer.

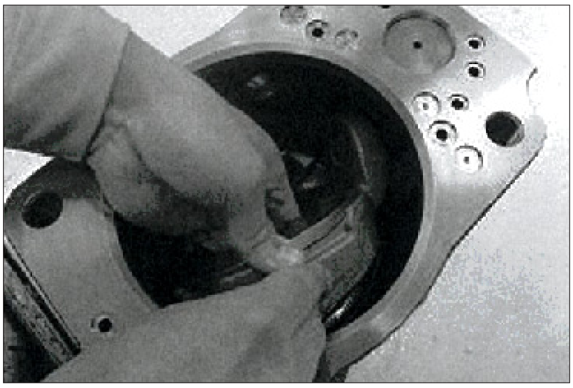


220S8MP20

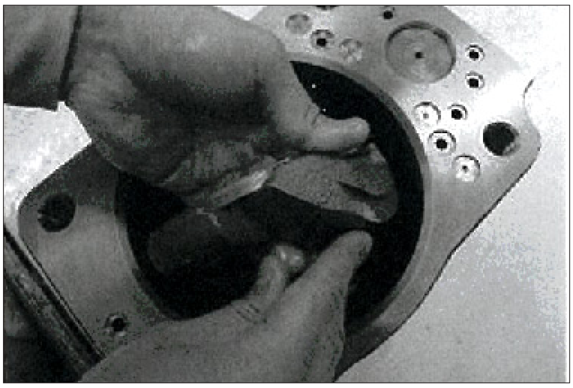
(13) Remove the swash plates (212) and shoe plates (211) from swash plate support (251), and pull out the swash plates with turning shown in this picture from casing.



220S8MP21



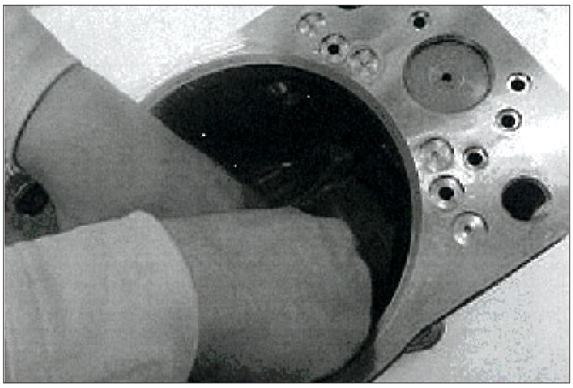
220S8MP22



220S8MP23

(14) Remove swash plate supports (251) from pump casing.

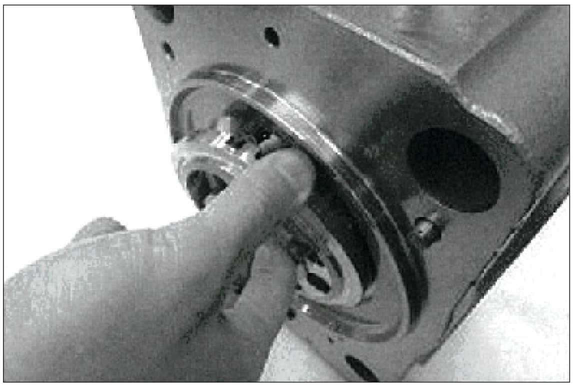
※ In this case it is difficult to remove, tap the opposite side of the swash plate support (251) with plastic hammer to remove it from pump casing easily.



220S8MP24

(15) Remove valve plates (313, 314) from valve block (312)

※ There may be removed in work (8).



220S8MP25

(16) If necessary, remove the servo covers (537), stopper (L, 534), stopper (S, 535), and servo piston sub (530) from pump casing (271, 272).

※ Do not remove needle bearing (124) as far as possible, except the case that the bearing is considered to be out of its life-time.

※ Do not loosen hexagon nuts of valve block (312) and servo cover (537). If loosened, flow setting will be changed.

4) REASSEMBLY

(1) For reassembling reverse the disassembling procedures, paying attention to the following.

① Do not fail to repair the parts damaged during dissassembling, and repair replacement part in advance.

② Clean each part fully with cleaning oil and dry it with compressed air.

③ Apply clean working oil to sliding sections, bearings, etc. before assembling them.

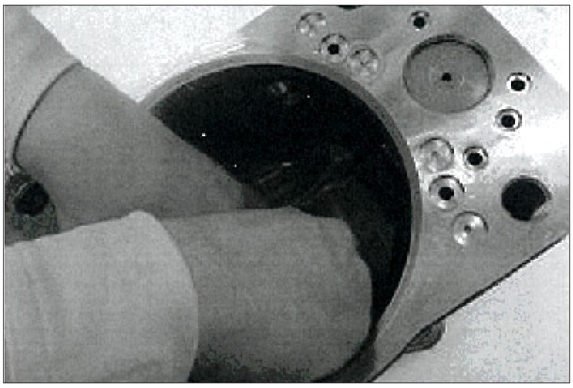
④ In general rule, replace the sealing parts, such as O-ring, oil seal, etc.

⑤ For fitting bolts, plug, etc. prepare a torque wrench or so on, and tighten them with torque shown at page 8-13.

⑥ For the tandem type pump, take care not to mix up parts of the front pump with those of the rear pump

(2) Insert swash plate supports (251) into the casing (271) and (R, 272) with fitting.

※ If the servo piston, stopper (L), stopper (S), and servo cover are removed, fit them to pump casing in advance for reassembling.



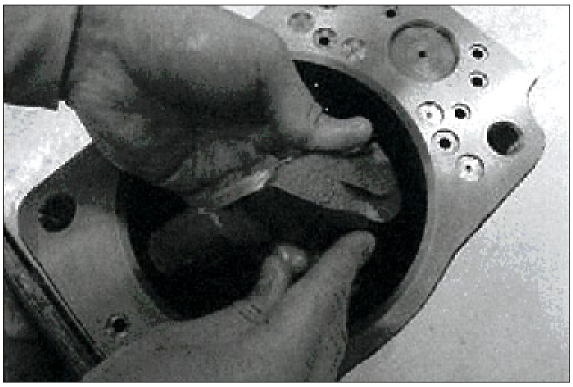
220S8MP24

(3) Attach shoe plate (211) to swash plate (212) and insert tilting pin (531) to tilting bush (214) of servo piston (532). As shown in the right figure, attach to swash plate support (251) correctly, leaning swash plate and shoe plate.

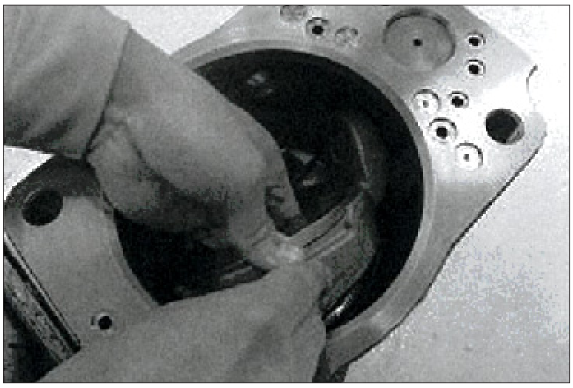
※ Confirm that swash plate can moved smoothly with fingers of both hands.

※ Apply grease to sliding sentions of swash plate and swash plate support, to assemble the drive shaft easily.

※ Take care not to damage the sliding surface of the shoe plate.



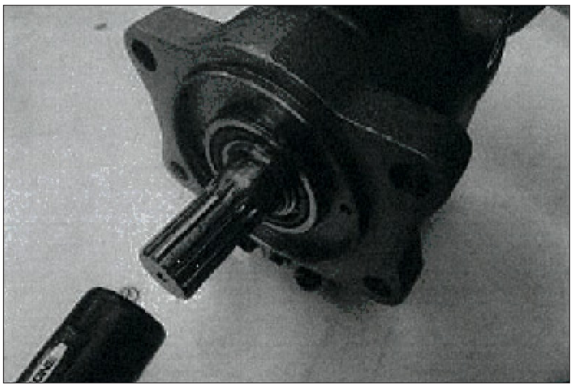
220S8MP23



220S8MP22

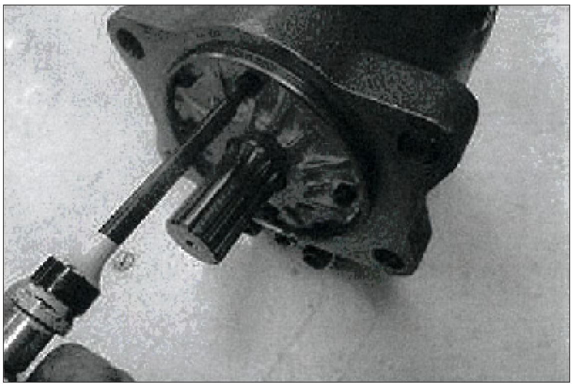
220S8MP21

(4) Fit drive shaft (111, 113) where bearing (123), bearing spacer (127), snap ring (824) were set to pump casing (271, 272).

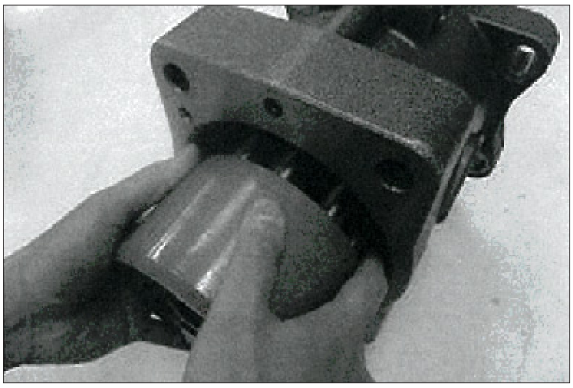


220S8MP20

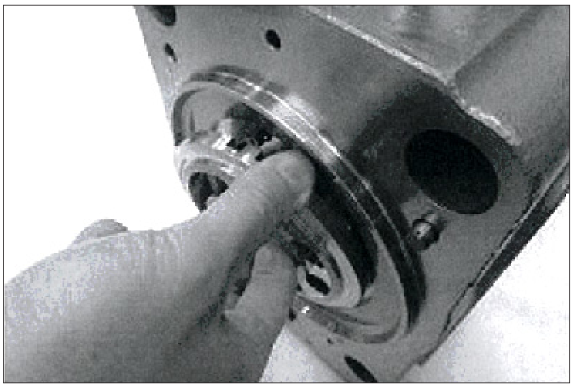
(5) Assemble seal cover (F, 2614) to pump casing (271) and fix it with hexagon socket head bolts (406).
※ Apply grease lightly to oil seal in seal cover (F).
※ Assemble oil seal, taking full care not to damage it.


220S8MP26

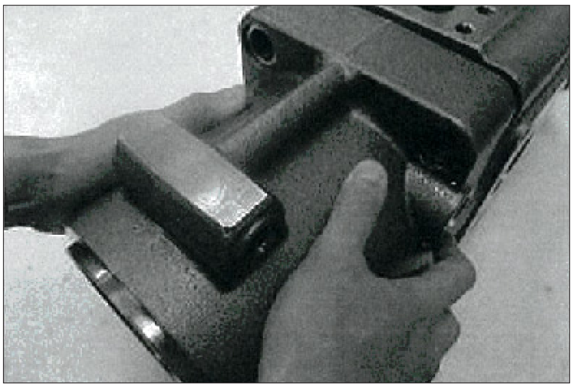
(6) Assemble piston cylinder sub assembly [cylinder (141), piston sub assembly (151, 152), set plate (153), spherical bush (156) and cylinder spring (157)].
※ Fit spline phases of spherical bush and cylinder.
※ Then, insert piston cylinder subassembly into pump casing.


220S8MP18

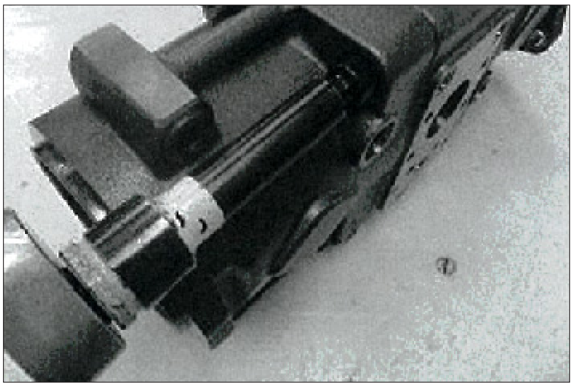
(7) Fit valve plate (313) to valve block (312) according to pin (885).
※ Take care not to mistake suction/delivery directions of valve plate.


220S8MP27

(8) Place pump horizontally on workbench with its regulator-fitting surface down, and attach pump casing (271) to valve block (312).
※ Before bringing regulator-fitting surface down, spread rubber sheet on workbench and do not damage this surface.
※ Take care not to mistake direction of valve block. [clockwise rotation (viewed from input shaft side)]. Fit the valve block with suction flange left when regulator side below, viewed from front side.
※ Fit 1st gear simultaneously.

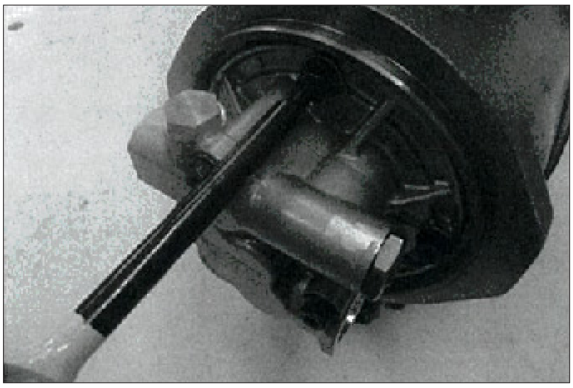

220S8MP17

(9) Fit valve block (312) to pump casing (271, 272) with hexagon socket head bolts (401, 402).



220S8MP16

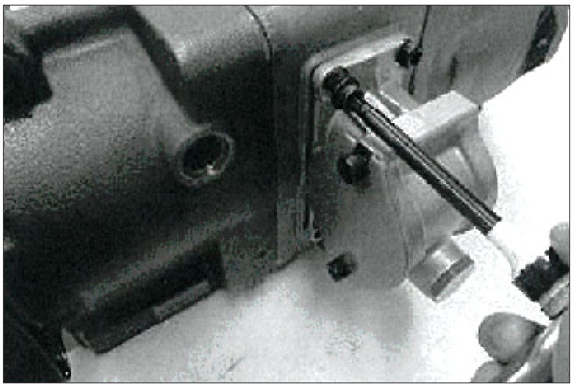
(10) Fit gear pump (04) to pump casing (271) with hexagon socket head bolts.



220S8MP15

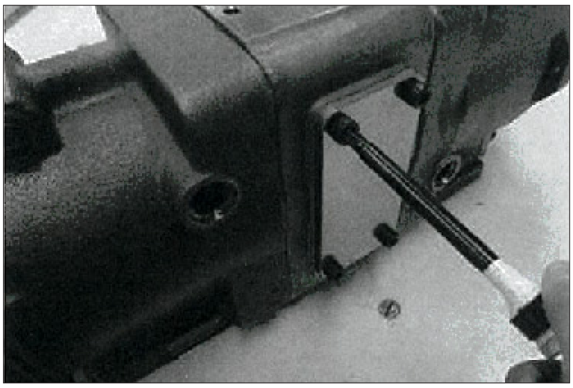
(11) Attach the PTO unit (05) by fastening the flange socket to the valve block (312).

※ Be careful about the attaching direction of the PTO unit.



220S8MP13

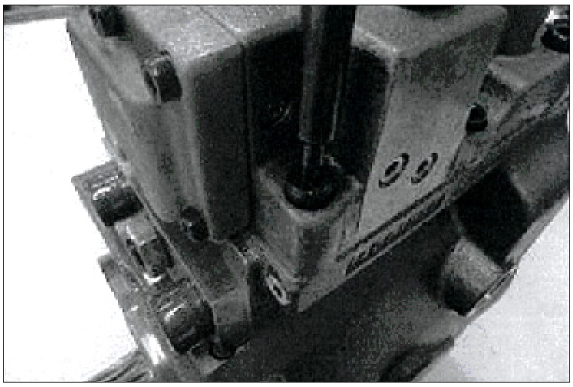
In case the pump is not provided with the PTO unit (05), attach the cover (326) with the hexagon socket head cap screws (414).



220S8MP14

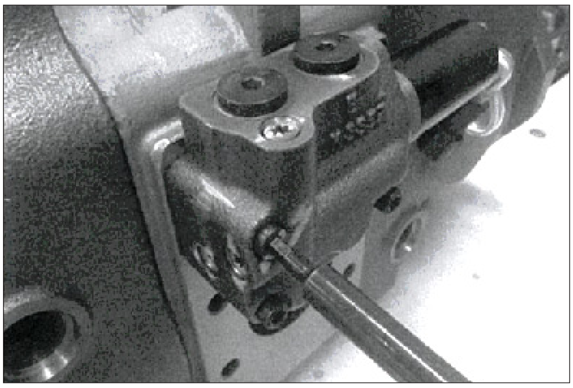
(12) Putting feedback lever of regulator into feedback pin (548) of servo piston (532), fit regulator with hexagon socket head bolts.

※ Take care not to mix up regulator of front pump with another.



220S8MP28

(13) Fit proportional valve block (079) to valve block (312) with hexagon socket head bolts.



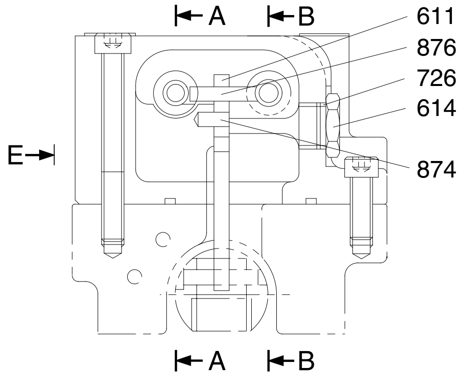
220S8MP29

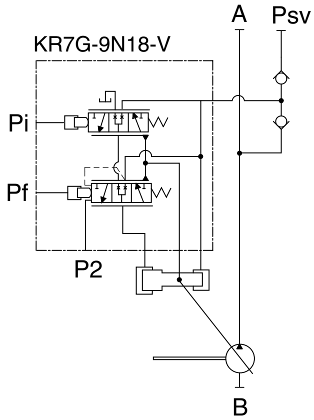
(14) Fit drain port plug (467).

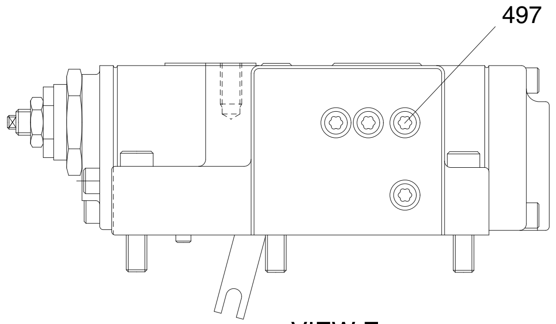
This is the end of reassembling procedure.

3. REGULATOR

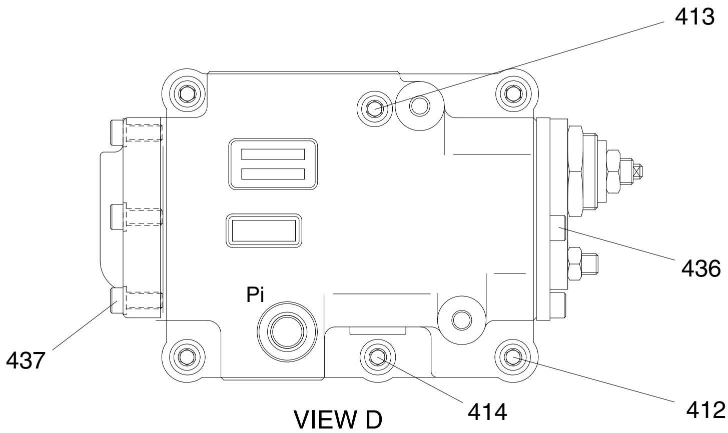
1) STRUCTURE (1/2)







VIEW E

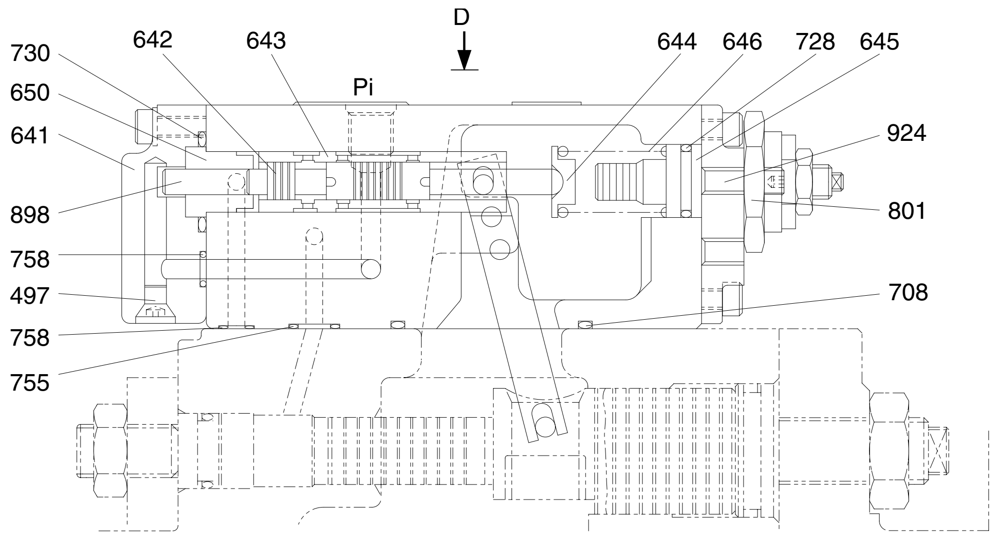


VIEW D

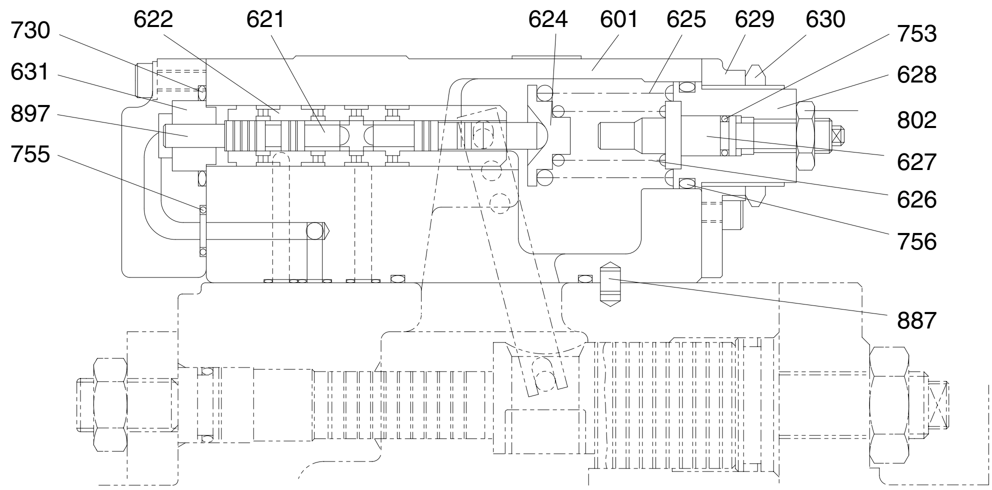
260SA2MP08

412	Hexagon socket screw	437	Hexagon socket screw	726	O-ring
413	Hexagon socket screw	497	Plug	874	Pin
414	Hexagon socket screw	611	Feed back lever	876	Pin
436	Hexagon socket screw	614	Adjust plug		

REGULATOR (2/2)



SECTION B-B



SECTION A-A

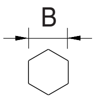
220S2MP09A

497	Plug	631	Sleeve, pf	753	O-ring
601	Casing	641	Pilot cover	755	O-ring
621	Compensator spool	642	Pilot spool	756	O-ring
622	Compensator sleeve	643	Pilot sleeve	758	Square ring
624	Spring seat (C)	644	Spring seat (Q)	801	Nut
625	Outer spring	645	Adjust stem (Q)	802	Nut
626	Inner spring	646	Pilot spring	887	Pin
627	Adjust stem (C)	650	Sleeve, pi	897	Piston, pf
628	Adjust screw (C)	708	O-ring	898	Piston, pi
629	Cover (C)	728	O-ring	924	Set screw
630	Lock nut	730	O-ring		

2) TOOLS AND TIGHTENING TORQUE

(1) Tools

The tools necessary to disassemble/reassemble the pump are shown in the following list.

Tool name & size		Part name		
Name	B	Hexagon socket head bolt	ROH, VP, UNF (Parallel thread)	Hexagon socket head setscrew
Allen wrench 	4	M 5	-	M8
	5	M 6	-	M10
	6	M 8	ROH 1/4	M12, M14
	19	-	-	-
	22	-	VP 3/8	-
Adjustable angle wrench		Medium size, 1 set		
Torque wrench		Capable of tightening with the specified torques		
Hexagon socket head bolt		M4, Length : 50 mm		

(2) Tightening torque

Part name	Bolt size	Torque		Wrench size	
		kgf · m	lbf · ft	in	mm
Hexagon socket head bolt (Material : SCM435)	M 5	0.7	5.1	0.16	4
	M 6	1.2	8.7	0.20	5
	M 7	3.0	21.7	0.24	6
	M 8	5.8	42	0.31	8
	M 9	10.0	72.3	0.39	10
	M14	16.3	118	0.47	12
	M16	23.5	170	0.55	14
	M18	33.7	244	0.55	14
	M20	43.8	317	0.67	17
	M22	64.2	464	0.67	17
PT Plug (Material : S45C) ※Wind a seal tape 1 1/2 to 2 turns round the plug	PT 1/8	1.2	8.7	0.20	5
	PT 1/4	2.2	15.9	0.24	6
	PT 3/8	4.5	32.5	0.31	8
	PT 1/2	6.6	47.7	0.39	10
ROH Plug PF 3/8 or under : S45C PF 1/2 or over : SCM435	PF 1/4	3.5	25.3	0.24	6
	PF 3/8	7.5	54.2	0.31	8
	PF 1/2	11.2	81.0	0.39	10
	PF 3/4	17.3	125	0.55	14
UNF plug (Material : S45C)	PPU916 W	1.6	11.6	0.75	19

3) DISASSEMBLY

(1) Preparation for disassembling

① Since the regulator consists of small, precision, and well-finished parts, disassembling and assembling are rather complicated. For this reason, replacement of a regulator assembly is recommended, unless there is a special reason. If in case disassembling is necessary for an unavoidable special reason, read through this manual to the end before starting disassembling.

② Since the regulators on the front pump and the rear pump are set at different pressure and flow values, mark each of them so as not to mix up one of front pump with another.

③ The numbers in parentheses after part names represent those in the cross-sectional drawings (on page 8-24, 25)

(2) Select a place for assembling.
※ Select clean place.
※ Spread rubber sheet or cloth to over the workbench to prevent parts from being damaged.

(3) Remove dust, rust, etc. from surfaces of regulator with clean oil.
※ Since the regulators on the front side and the rear side set at different pressure and flow values, mark each of them so as not to mix up one of drive shaft side with another.

(4) Remove hexagon socket head cap screws (412, 413, 414) and remove regulator from the pump.
※ If the pump is disassembled, check the page 7-21 for this axial piston pump.
※ Take care not to lose O-ring while removing regulator.

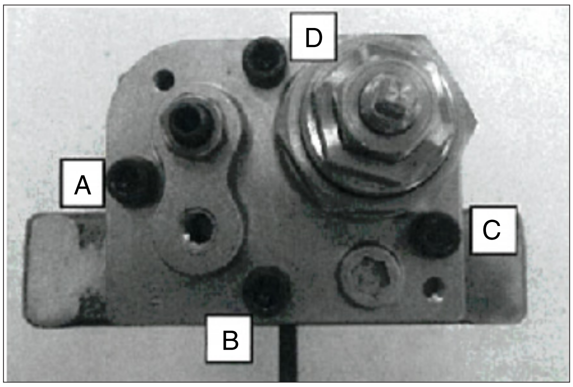
(5) Remove hexagon socket head cap screw (436). Then remove cover (C, 629).

※ Adjusting screw (C, 628), adjust stem (C, 627), hexagon nut (801, 802), set screw (924) are fixed to cover (C, 629).

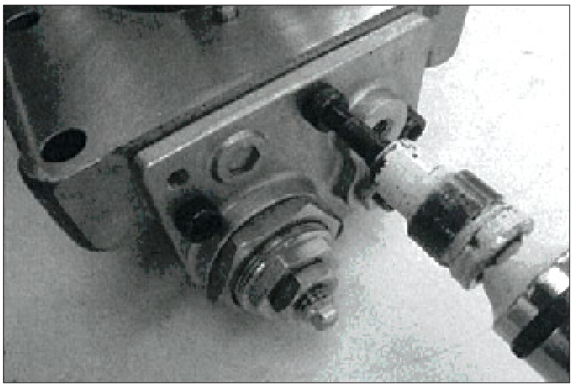
※ Do not loosen each screw and nut. If they are loosened, adjusted pressure-flow setting will be changed.

※ At first, remove A·B hexagon socket head cap screws (436) equally, then remove C·D hexagon socket head cap screws (436) equally.

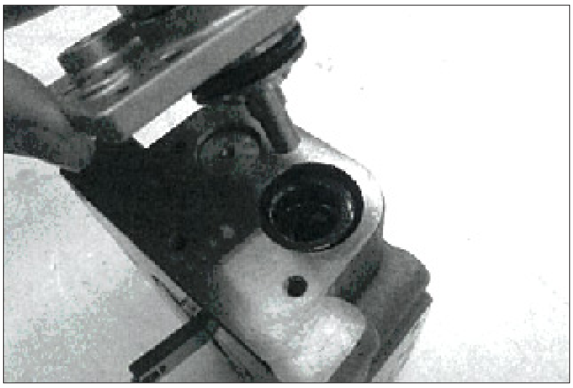
※ As spring force is strong, casting (601) and adjust stem (C, 627) may be damaged if cover (C, 629) is inclined.



220S8MP30



220S8MP31

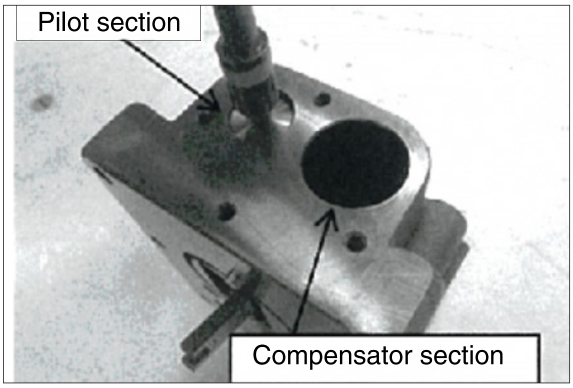


220S8MP32

(6) Remove the adjusting stem (Q, 645) the pilot spring (646), and the spring seat (Q, 644) from pilot section of the regulator.

※ Adjusting stem (Q, 645) can easily be pull out with M4 screw.

※ Take care not to lose the pilot spring (646) and the spring stem (Q, 644) which they fall from casing when the adjusting stem (Q, 645) is removed.

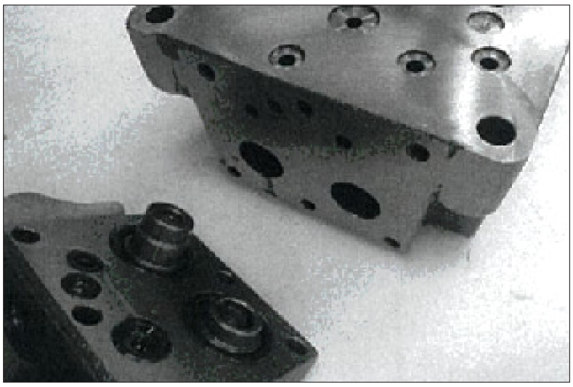


220S8MP33

(7) Remove hexagon socket head cap screw (437) and remove pilot cover (641).

※ Then remove Pf piston (897), Pf sleeve (631), Pi pistion (898), and Pi sleeve (650) from pilot cover.

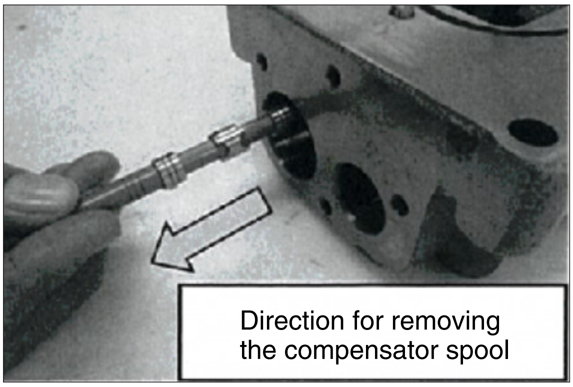
※ If the regulator was used for a long time, the Pf sleeve (631) or the Pf sleeve (650) may stuck with pliot cover. Take care not to damage these sleeves while removing them from the pilot cover. (641).



220S8MP34

(8) Remove the compensator spool (621) and the pilot spool (642) from casing.

※ Remove the compensator spool (621) from the casing by one direction shown in left picture. Regulator parts will be damaged and breken, if the spool is pushed to counter direction shown in left picture.

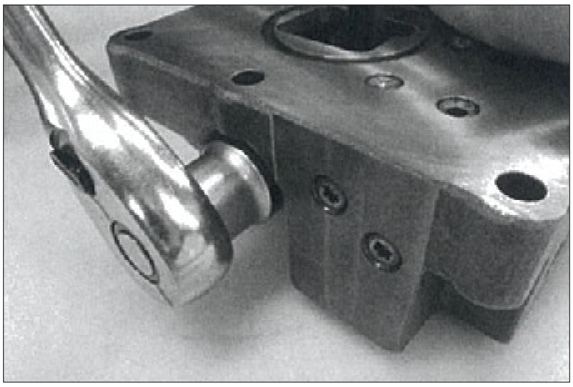


220S8MP35

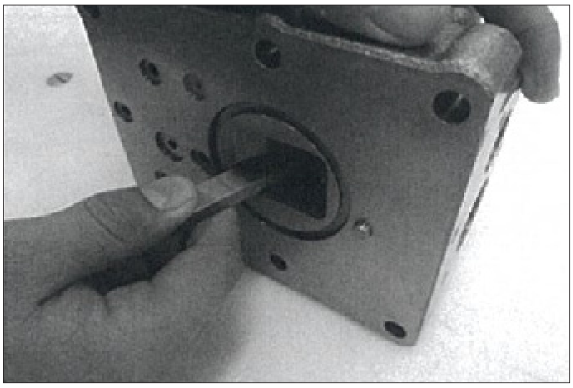
(9) Remove the adjusting plug (614) and feedback lever (611) from the casing.

※ Be careful not to damage regulator casing (601) while loosening the adjusting plug (614).

※ Do not remove the pin (876) from the feedback lever (611).



220S8MP36



220S8MP37

(10) Remove the compensator sleeve (622) and the pilot sleeve (643) from the casing (601).

※ This completes operation.

Since component parts are small, take care not to lose them.

4) REASSEMBLY

(1) For assembling, reverse disassembling procedures. But pay attention to the following.

① Repair parts that were damaged at disassembling.
Prepare replacement parts beforehand.

② Contamination will cause malfunction.
Therefore, wash parts well with cleaning oil, let them dry with jet air and handle them in clean place.

③ Tighten screws, plugs, etc. with their specified torques.

④ Replace seals such as O-ring with new ones as a general rule.

(2) Select a place for assembling.

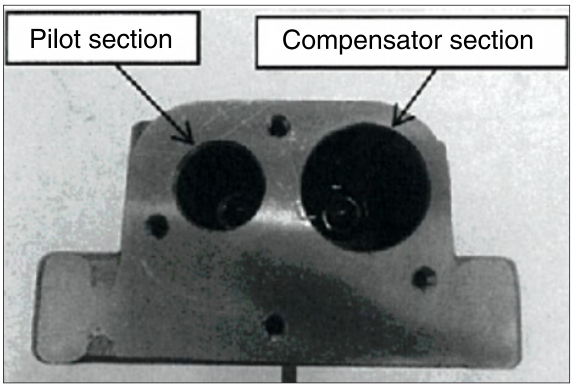
※ Select clean place.

※ Spread rubber sheet or cloth to cover the workbench to prevent parts from being damaged.

(3) Fit the compensator sleeve (622) and the pilot sleeve (643) into the casing (601).

※ Make sure that the position of the compensator sleeve (622) and the pilot sleeve (643) are correct.

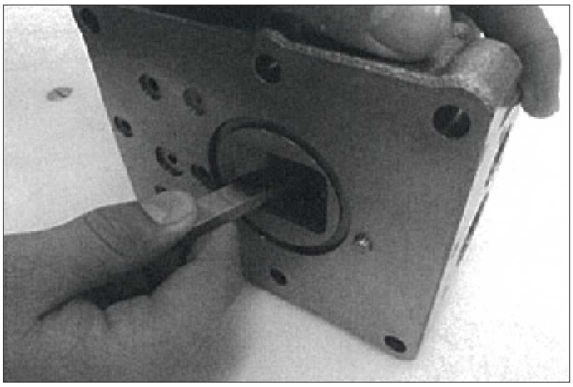
※ Confirm that these sleeves slide smoothly in casing without sticking.



220S8MP38

(4) Insert the pin (876) fixed on feedback lever (611) to the oval shaped hole of the pilot sleeve (643). Then, fit the hole of the feedback lever to the pin (874) fixed inside the casing (601). At the same time, insert the pin (876) to the oval shaped hole of the compensator sleeve (622).

※ If the pilot spool (642) is in the pilot sleeve (643), the pin (876) cannot be inserted to the pilot sleeve.

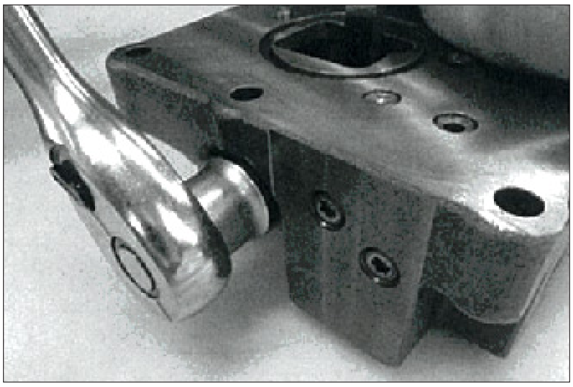


220S8MP37

(5) Tighten the adjusting plug (614) to the casing (601).

※ Be careful not to damage regulator casing (601) while tightening the adjusting plug (614)

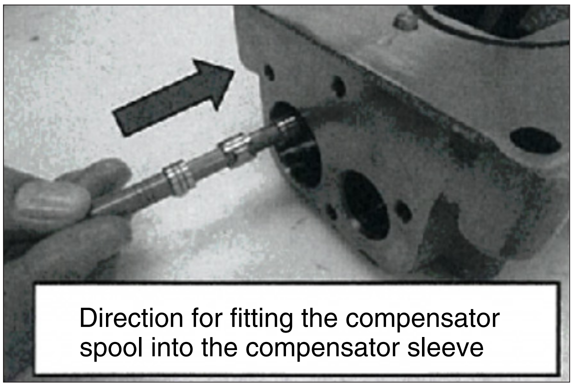
※ Confirm that the sleeves slide smootly in casing with sticking or excess play among parts.



220S8MP39

(6) Fit the compensator spool (621) into the compensator (622) and the pilot spool (642) into the pilot sleeve (643).

※ Fit the compensator spool (621) into the compensator sleeve (642) by direction shown in left picture.



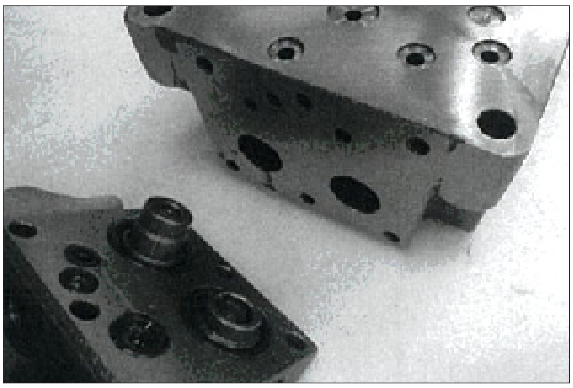
220S8MP40

(7) Put the piston (897), the Pf sleeve (631), the pilot piston (898) and the pilot sleeve (650) into pilot cover (641). Then fit the cover to the casing (601).

※ Make sure that the direction of Pf piston and Pi piston are correct.

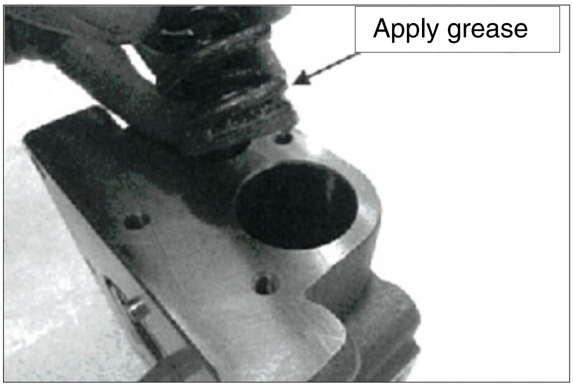
※ Make sure that the pisition of Pf piston and Pi piston are correct.

※ Be careful not to fall Pf piston and other parts.



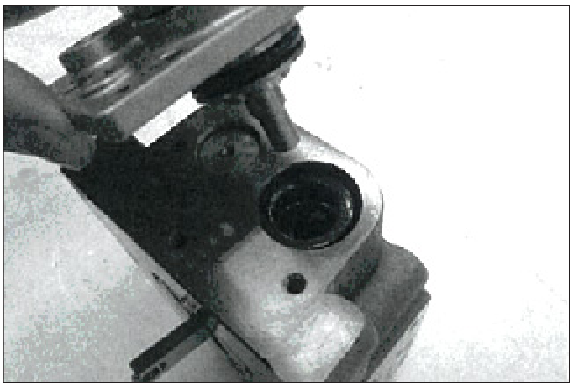
220S8MP34

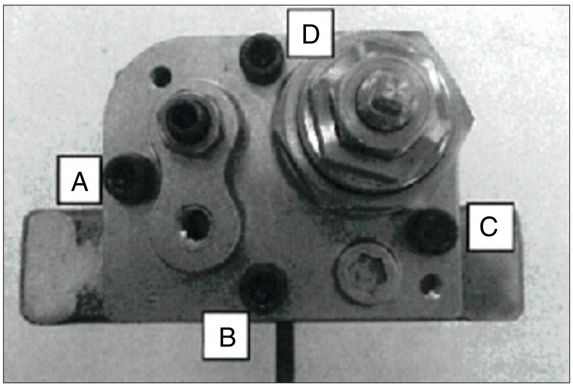
(8) Put the spring seat (C, 624) the outer spring (625), and the inner spring (626) into compensator section of the casing.
By the same way, put the spring seat (Q, 644) into pilot section of the casing.
※ The spring seat (C, 624) may fall. Apply grease to the spring seat (C, 624), the outer spring (625) and the inner spring (626) to prevent falling. Also the pilot spring seat (Q, 644) and the pilot spring (646) should be assembled as well.



220S8MP41

(9) Tighten cover (C, 629) with hexagon socket head cap screws (436).
※ Adjusting screw (C, 628), adjust stem (C, 627), hexagon nut (801, 802), set screw (924) are fixed on cover (C, 629).
Do not loosen screw and nut. If they are loosened, adjusted pressure-flow setting will be changed.
※ At first, tighten C·D hexagon socket head cap screws (436) equally, then tighten A·B hexagon socket head cap screws (436) equally.
※ At spring force is strong, casing (601) and adjust stem (C, 627) may be damaged if cover (C, 629) inclined.


220S8MP32



220S8MP30

(10) Put the regulator to the pump. Tighten regulator with hexagon socket head cap screws (412, 413, 414).

This completes assembling.

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.

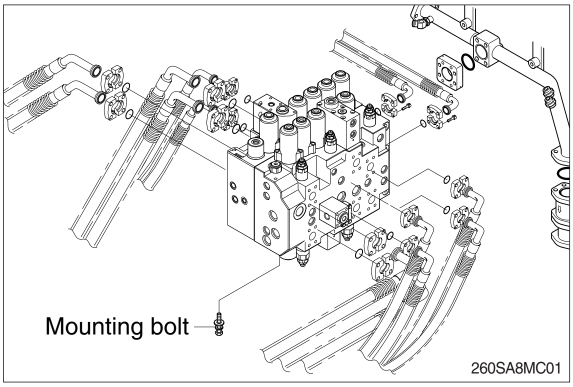
13031GE18

(4) Remove the wirings for the pressure sensor and so on.

(5) Remove bolts and disconnect pipe.

(6) Disconnect pilot line hoses.

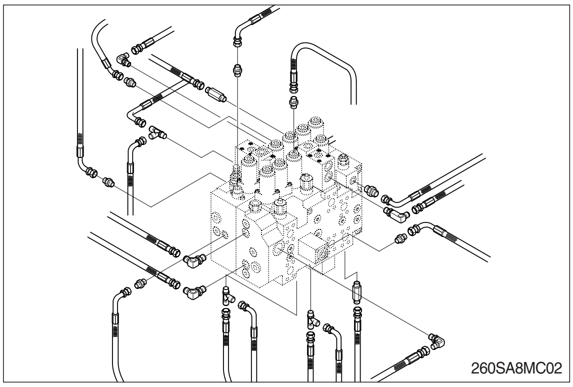
(7) Disconnect pilot piping.



260SA8MC01

(8) Sling the control valve assembly and remove the control valve mounting bolt and bracket.
- Weight : 220 kg (485 lb)
- Tightening torque : 12.3 ± 1.3 kgf·m (89.0 ± 9.4 lbf·ft)

(9) Remove the control valve assembly.
When removing the control valve assembly, check that all the piping have been disconnected.



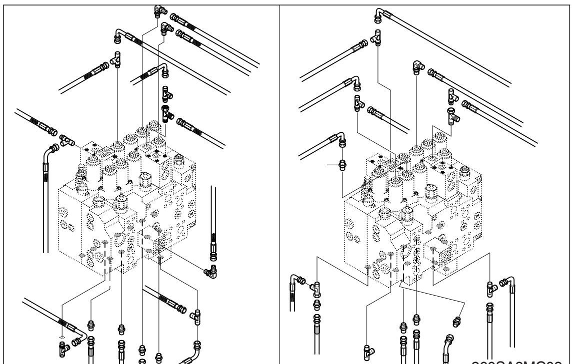
260SA8MC02

2) INSTALL

(1) Carry out installation in the reverse order to removal.

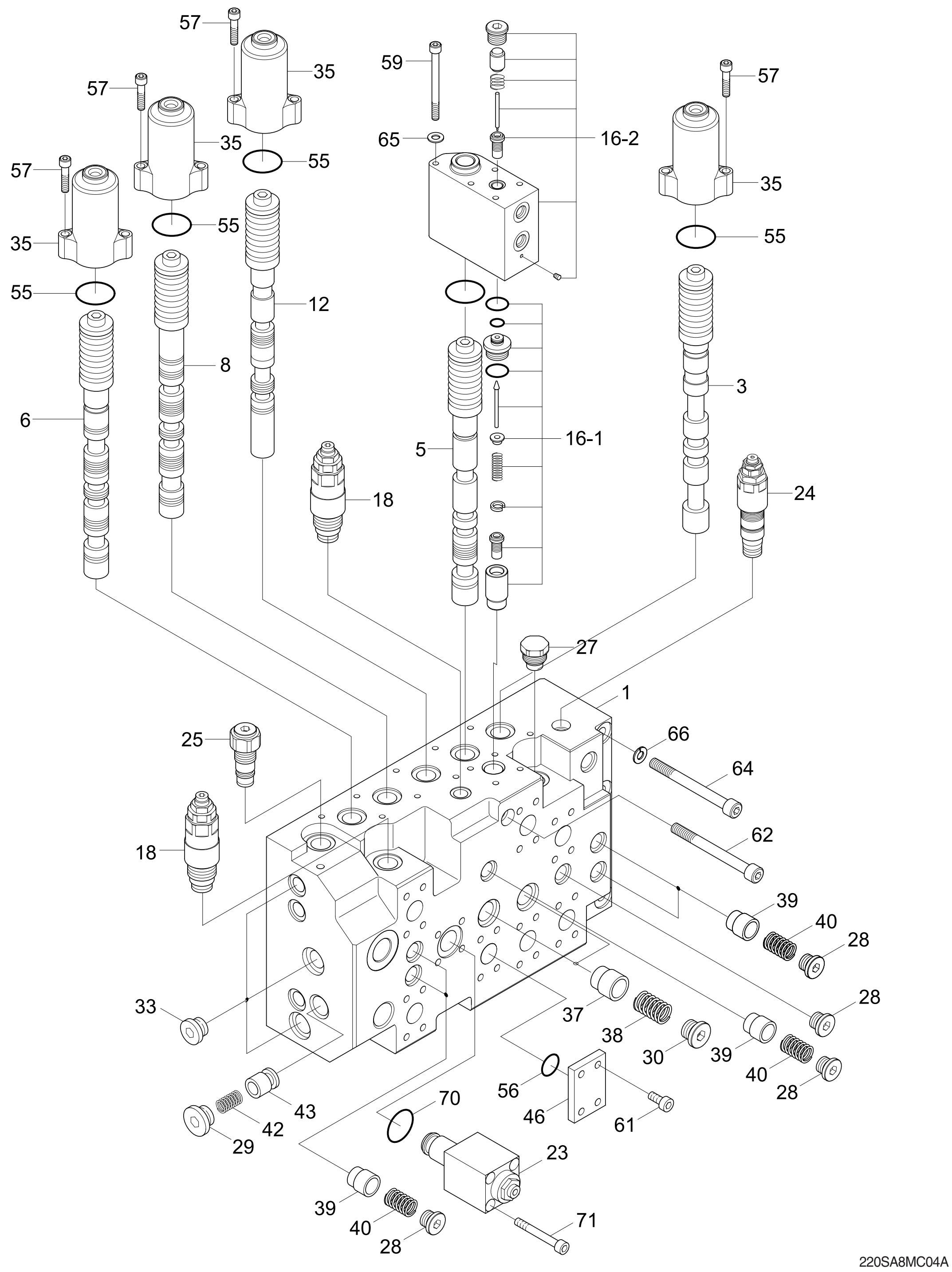
(2) Bleed the air from below items.
① Cylinder (boom, arm, bucket)
② Swing motor
③ Travel motor
※ See each item removal and install.

(3) Confirm the hydraulic oil level and recheck the hydraulic oil leak or not.



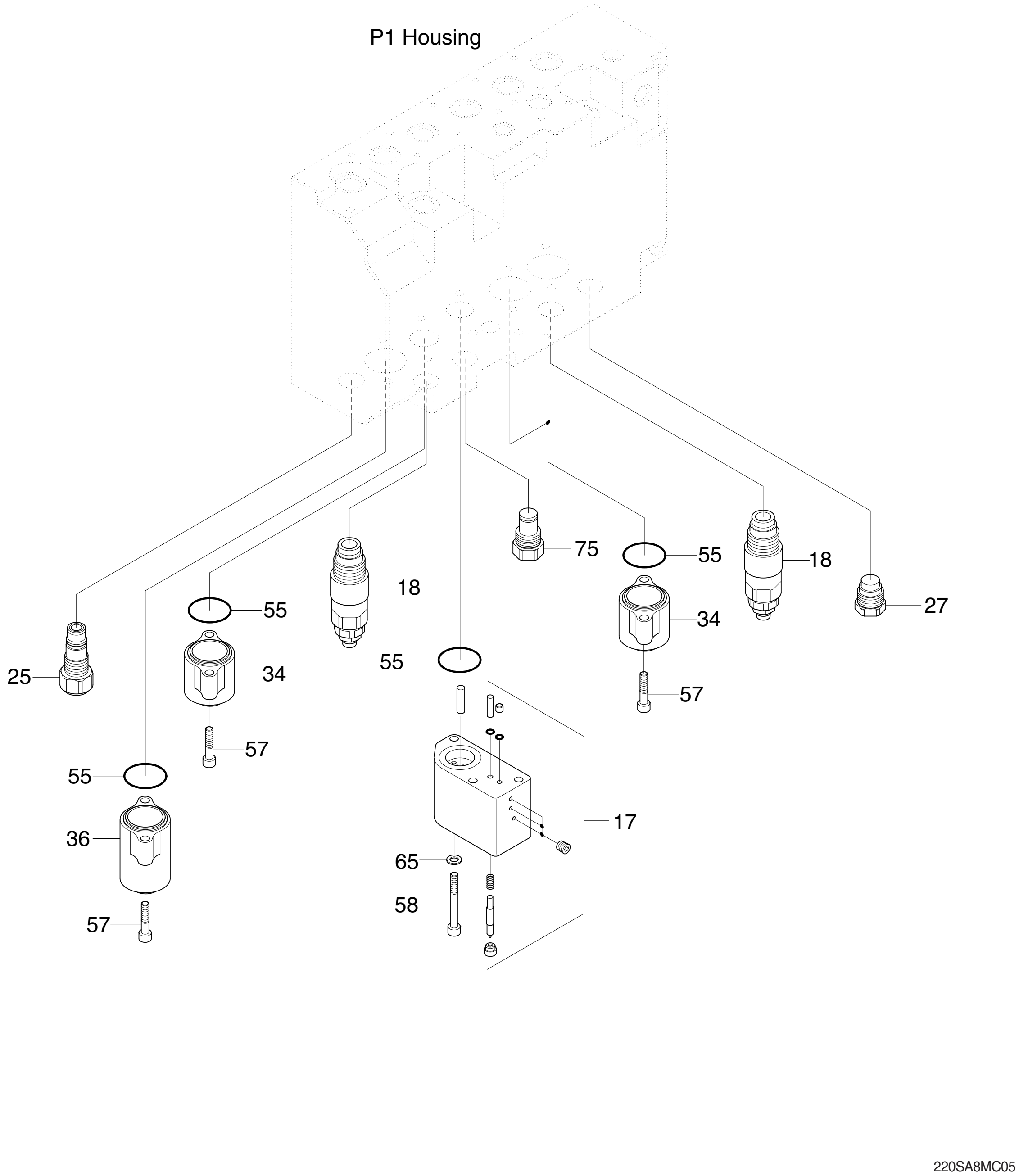
260SA8MC03

2. STRUCTURE (1/5)



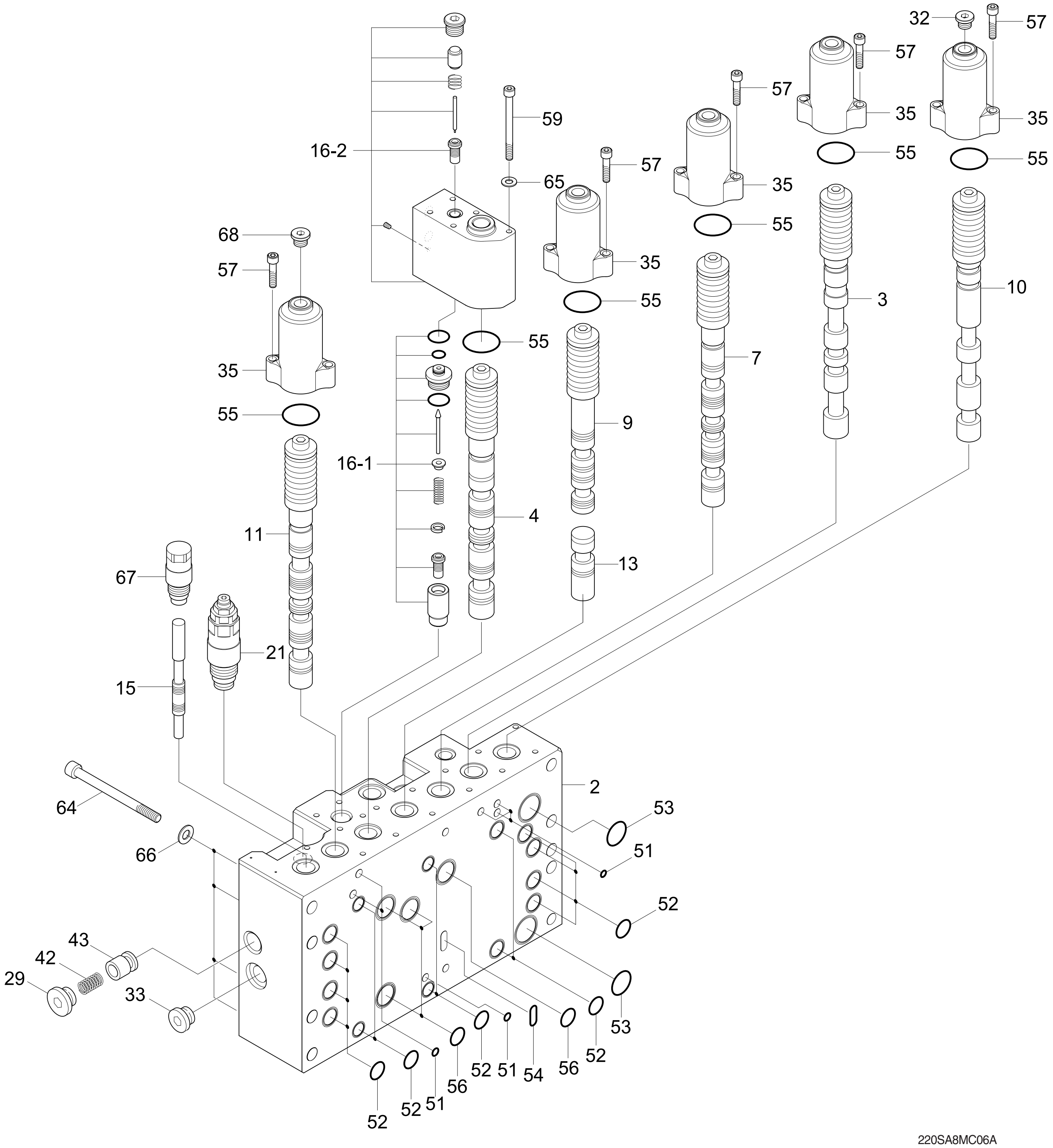
1	P1 housing	28	L/C plug	55	O-ring
3	Travel spool kit	29	Plug kit	56	O-ring
5	Boom 1 spool assy	30	Load check plug	57	Socket bolt
6	Bucket spool assy	33	Plug kit	59	Socket bolt
8	Arm 2 spool assy	35	Spool cap	61	Socket bolt
12	Arm regen spool kit	37	L/C poppet 1	62	Socket bolt
16	Holding valve assy	38	L/C spring 1	64	Socket bolt
18	Port relief valve assy	39	L/C poppet 2	66	Spring washer
23	Arm 2 logic valve assy	40	L/C spring 2	70	O-ring
24	Main relief valve assy	42	Spring	71	Socket bolt
25	Negacon relief valve assy	43	Poppet		
27	Overload plug assy	46	Port plug flange		

STRUCTURE (2/5)



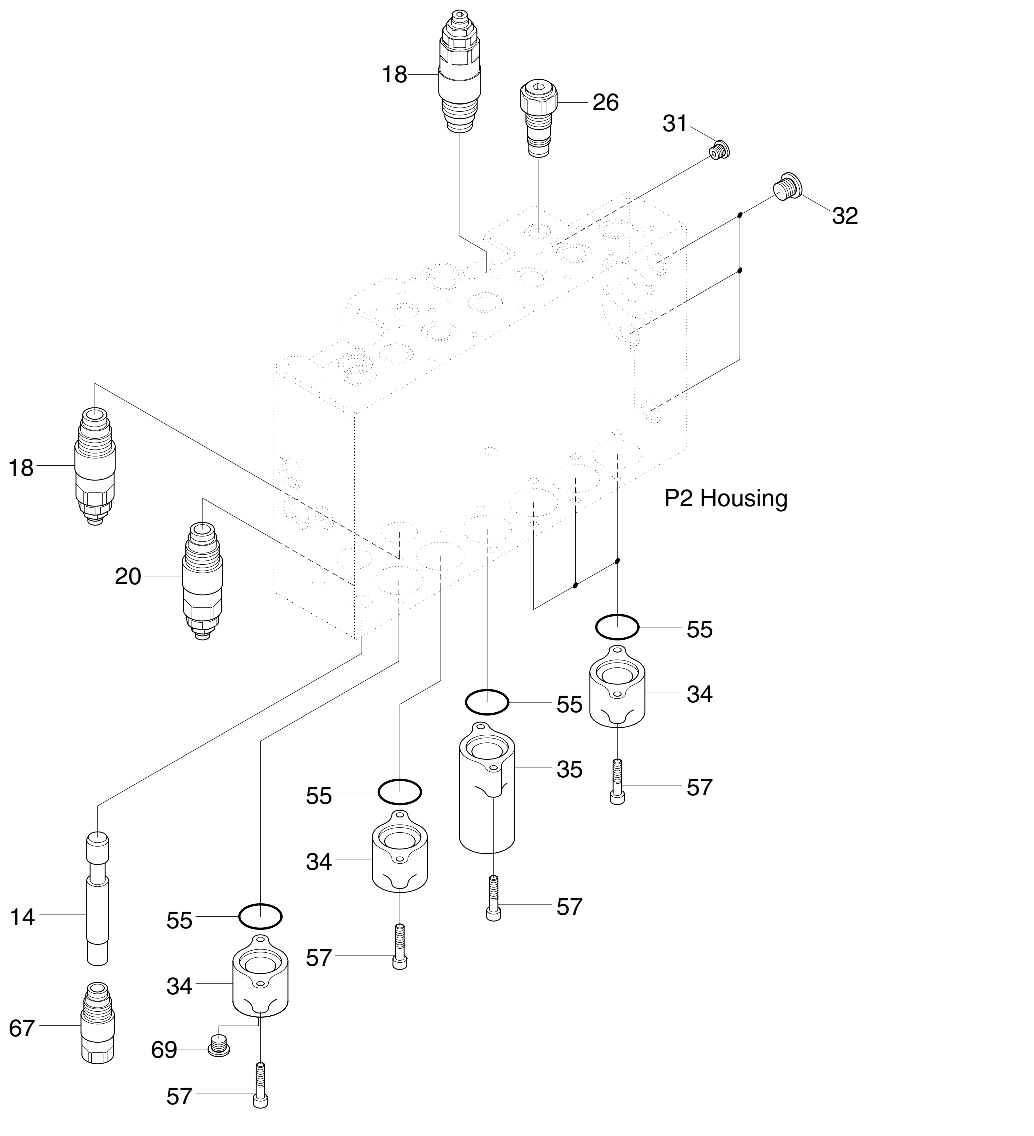
17	Regen valve assy	34	Spool cap	58	Socket bolt
18	Port relief valve assy	36	Spool cap	65	Spring washer
25	Negacon relief valve assy	55	O-ring	75	Plug kit
27	Overload plug assy	57	Socket bolt		

STRUCTURE (3/5)



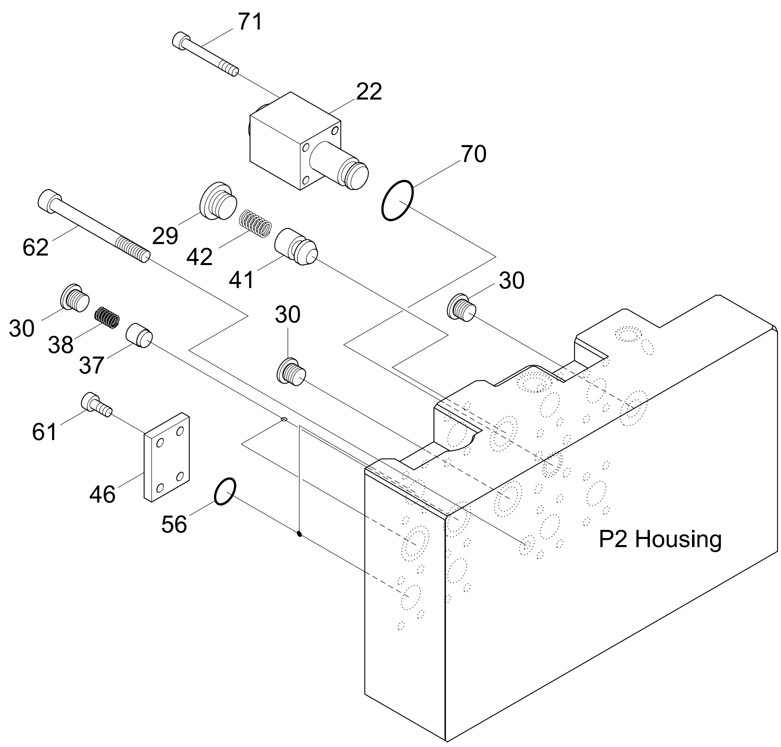
2	P2 housing		29	Plug kit		54	O-ring
3	Travel spool kit		32	Plug kit		55	O-ring
4	Arm 1 spool kit		33	Plug kit		56	O-ring
7	Swing spool kit		35	Cap spool		57	Socket bolt
9	Boom 2 spool kit		42	Spring		59	Socket bolt
10	Travel straight spool kit		43	Poppet		64	Socket bolt
11	Option spool kit		44	Name plate		66	Spring washer
13	Swing priority spool kit		45	Rivet		67	BC plug assy
15	BC2 spool kit		51	O-ring		68	Opt stroke limit plug kit 1
16	Holding valve assy		52	O-ring			
21	Port relief valve assy		53	O-ring			

STRUCTURE (4/5)



14	BC1 spool kit	31	Plug kit	55	O-ring
18	Port relief valve assy	32	Plug kit	57	Socket bolt
20	Port relief valve assy	34	Spool cap	67	BC plug assy
26	Orifice signal plug assy	35	Spool cap	69	Opt stroke limit plug kit 2

STRUCTURE (5/5)



220SA8MC08A

22	Swing logic valve assy	41	Poppet	62	Socket bolt
29	Plug kit	42	Spring	70	O-ring
30	Load check plug	46	Port plug flange	71	Socket bolt
37	L/C poppet 1	56	O-ring		
38	L/C spring 1	61	Socket bolt		

3. DISASSEMBLY AND ASSEMBLY

1) GENERAL PRECAUTIONS

(1) All hydraulic components are manufactured to a high precision. Consequently, before disassembling and assembling them, it is essential to select an especially clean place.
In handling a control valve, pay full attention to prevent dust, sand, etc. from entering into it.

(2) When a control valve is to be removed from the machine, apply caps and masking seals to all ports. Before disassembling the valve, recheck that these caps and masking seals are fitted completely, and then clean the outside of the assembly. Use a proper bench for working. Spread paper or a rubber mat on the bench, and disassemble the valve on it.

(3) Support the body section carefully when carrying or transferring the control valve. Do not lift by the exposed spool, end cover section etc.

(4) After disassembling and assembling of the component it is desired to carry out various tests (for the relief characteristics, leakage, flow resistance, etc.), but hydraulic test equipment is necessary for these tests. Therefore, even when its disassembling can be carried out technically, do not disassemble such components that cannot be tested, adjusted, and so on. Additionally one should always prepare clean cleaning oil, hydraulic oil, grease, etc. beforehand.

2) TOOLS

Before disassembling the control valve, prepare the following tools beforehand.

Name of tool	Quantity	Size (mm)
Torque wrench	1	-
Extension bar	1	-
Hexagon bit socket	Each 1	6, 8, 10
Hex socket	1	36
Spanner	Each 1	32, 34, 38
Loctite #262	1	-

3) DISASSEMBLY

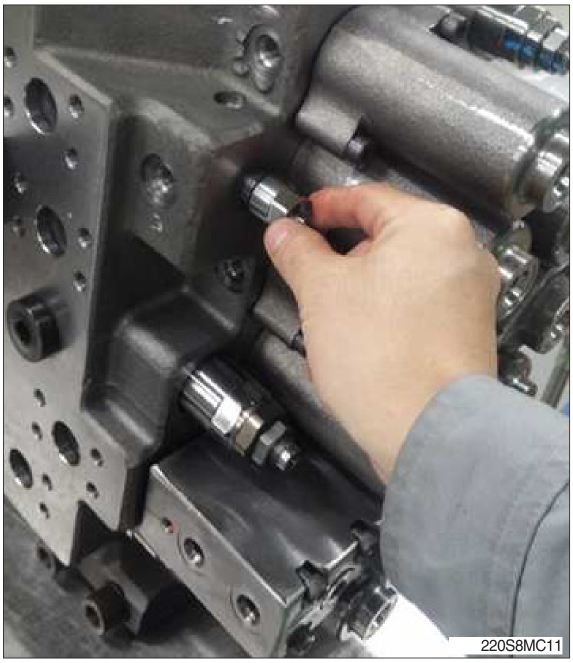
The figure in ( ) shown after the part name in explanation sentence shows its number in the construction figures (8-31)

(1) Place main control valve on working bench

※ Disassemble it in clean place and pay attention not to damage flange faces and plate faces.

(2) Disassembling of orifice signal plug

① Loosen and remove orifice signal plug (25).

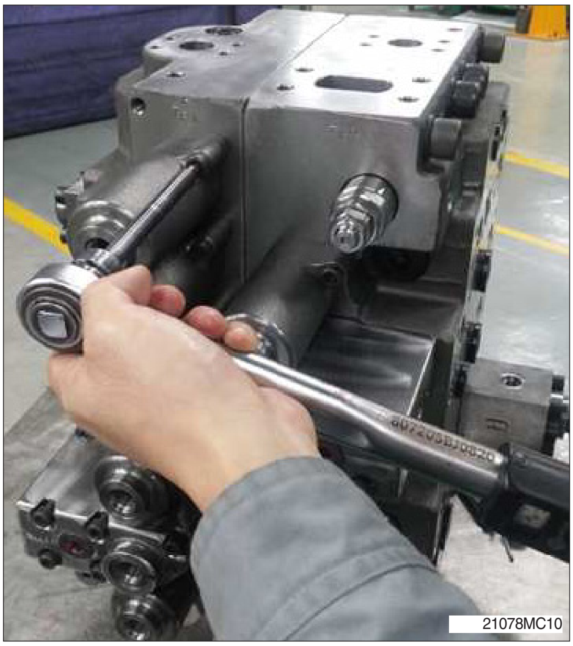


220S8MC11

(3) Disassembling of main spool assy 1 (Pilot cover B side) (Travel R/L (3), Swing (7), Boom 2 (9), Arm regen (12), Arm 2 (8), Bucket (6), Option (11))

① Loosen the hexagon socket head bolts (45) 2EA and remove the pilot cover B (33) and O-ring (43).
[Hexagon key wrench 6 mm]

② Pull out the main spool, spring, spring seat stopper and spacer bolt in the spool assembly condition from the housing P1 & P2.



21078MC10

(4) Disassembling of main spool assy 2 (Pilot cover B side)
(Boom 1 (5), Arm 1 (4))

① Loosen the hexagon socket head bolts (47) 5EA and remove the O-ring (44) and holding valve block assy (16)
[Hexagon key wrench : 6 mm]

② Pull out the main spool, spring, spring seat stopper and spacer bolt in the spool assembly condition from the housing P1 & P2.

※ When you disassemble holding valve block assy, pay attention not to miss the pilot poppet.

220S8MC13

(5) Disassembling of bypass cut spool (=BC)
(Bucket BC (14), Option BC (15))

① Loosen bypass cut plug assy
[36mm socket wrench]

② Pull out the bypass cut spool

※ Option BC spool (14) and bucket BC spool (15) are different lengths. So when you reassemble, be careful of length. (length : option BC > bucket BC)

220S8MC14

(6) Disassembling of pilot cover (Bucket stroke limiter)

① Loosen the hexagon socket head bolts (45) 2EA.
[Hexagon key wrench 6 mm]

② Remove the pilot cover (34) and O-ring (43).

(7) Disassembling of swing priority spool & pilot cover A
(Travel R/L (3), Swing (7), Boom1 (5), Arm 1 (4), Bucket (6), Option (11), Boom2 (9), Arm 2 (8))

① Loosen the hexagon socket head bolts (45) 2EA and remove the pilot cover A (32) and O-ring (43).

② Pull out the swing priority spool (13).

③ Remove the pilot cover A (32).

21078MC15

21078MC16

(8) Disassembling of regen valve block assy

① Loosen the hexagon socket head bolts (46) 3EA.
[Hexagon key wrench 6 mm]

② Remove plug (551) or (552) and take out poppet (511) or (515, 516) and spring (521) or (523).

③ When you disassemble regen valve block assy, pay attention not to miss the piston and O-ring (43).

220S8MC17

(9) Disassembling of main relief valve

① Loosen and remove the main relief valve (23).
[Spanner 32 mm]

220S8MC18

(10) Disassembling of port relief valve (Except the option side)

① Loosen and remove the port relief valve (18).
[Spanner 34 mm]

220S8MC19

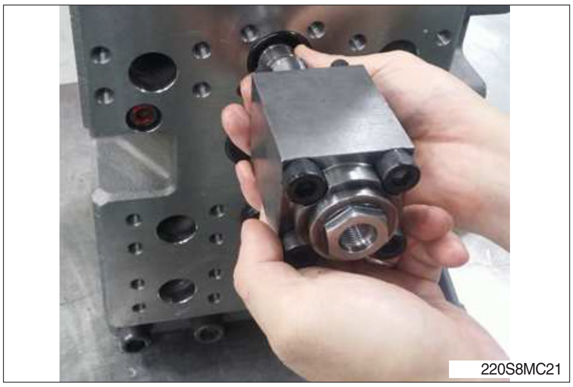
(11) Disassembling of port relief valve (Option side)
(1-stage (19), 2-stage (20))

① Loosen and remove the port relief valve.
[Spanner 38 mm]

220S8MC20

(12) Disassembling of logic valve
(Arm logic valve (22), Swing logic valve (21))

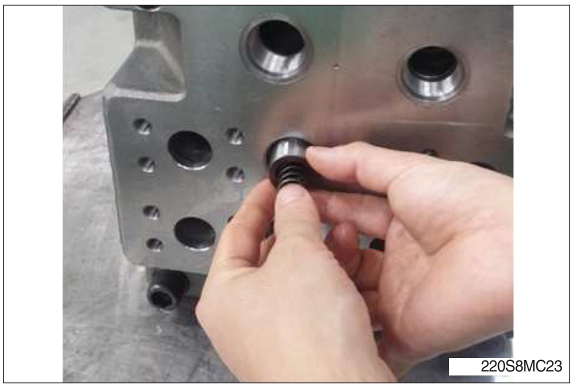
① Loosen the hexagon socket head bolts (56) 4EA and remove the logic valve.
[Hexagon key wrench 8 mm]


220S8MC21

② Remove the swing logic poppet.

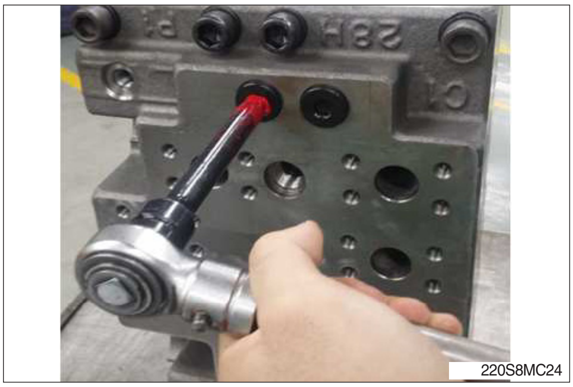

220S8MC22

③ Remove the Arm logic poppet and spring by same method.


220S8MC23

(13) Disassembling of check valve (Plug (27) 2EA)

① Loosen the plug (27) and remove the poppet (37), spring (38).
[Hexagon key wrench 10 mm]



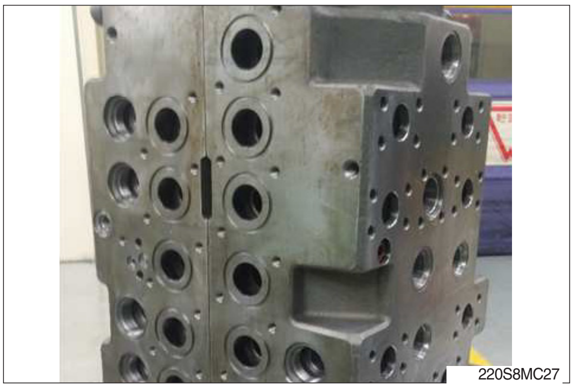
220S8MC24

220S8MC25

(14) Main spool disassembly

① Fix the spool to the dedicated jig and take it apart.
(Spacer bolt, spring, stopper, spring seat)
[Hexagon key wrench 8 mm]

220S8MC26

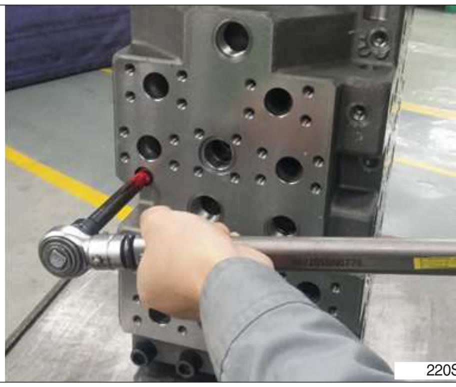


220S8MC27

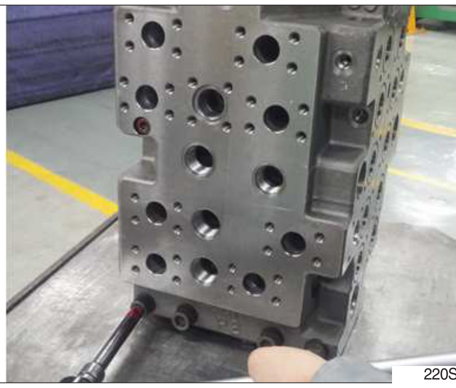
(15) Disassembling of housing

① Loosen the hexagon socket head bolts (49, 50) each 2EA, 8EA

※ Except when required specially, do not disassemble housing P1&P2 for sanitation.



220S8MC28



220S8MC29

(16) Inspection after disassembly

Clean all disassembled parts with clean mineral oil fully, and dry them with compressed air. Then, place them on clean papers or cloths for inspection.

① Control valve

a. Check whole surfaces of all parts for burrs, scratches, notches and other defects.
b. Confirm that the seal groove faces of the housing and the covers are smooth and free of dust, dent, rust etc.
c. Correct dents and damages on check seat faces of housing, if any, by lapping.
※ Pay attention not to leave lapping agent in the housing.
d. Confirm that all sliding and fitting parts can be moved manually and that all grooves and paths are free from foreign matter.
e. If any spring is broken or deformed, replace it with new one.
f. When a relief valve does not function properly, repair it, following its inspection procedures.
g. Replace all the O-rings with new ones.

② Relief valve

a. Confirm that all seat faces at ends of all poppets and seats are free of defects and are uniform contact faces.
b. Confirm manually that main poppet and seat can slide lightly and smoothly.
c. Confirm that outside face of main poppet and inside face of seat are free from scratches and so on.
d. Confirm that orifices of the main poppet and seat section are not clogged with foreign matter.
e. Replace all O-rings with new ones.
f. When any light damage is found in above inspections, correct it by lapping.
g. When any abnormal part is found, replace it with a relief valve assembly.

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.

13031GE18

(4) Disconnect hose assembly (2).

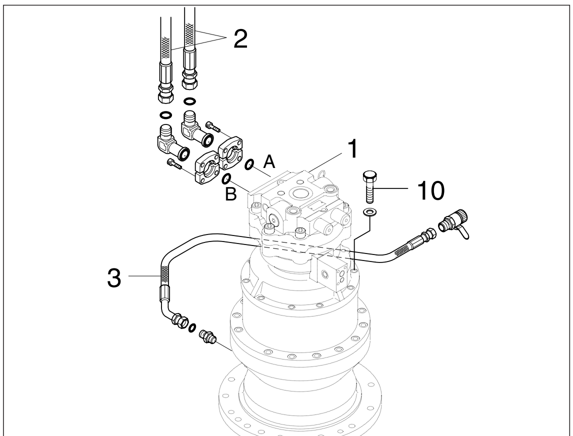
(5) Disconnect pilot line hoses (3, 4, 5, 6, 7, 8).

(6) Sling the swing motor assembly (1) and remove the swing motor mounting socket bolts (9).

· Motor device weight : 61 ㎏ (135 ℔)

· Tightening torque : 8.3 ± 1.7 kgf·m

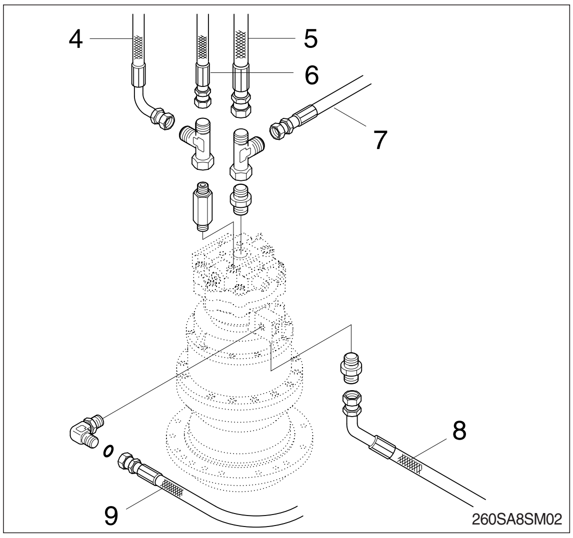
(60 ± 12.3 lbf·ft)



260SA8SM01

(7) Remove the swing motor assembly.

※ When removing the swing motor assembly, check that all the piping have been disconnected.



260SA8SM02

2) INSTALL

(1) Carry out installation in the reverse order to removal.

(2) Bleed the air from the swing motor.

① Remove the air vent plug.

② Pour in hydraulic oil until it overflows from the port.

③ Tighten plug lightly.

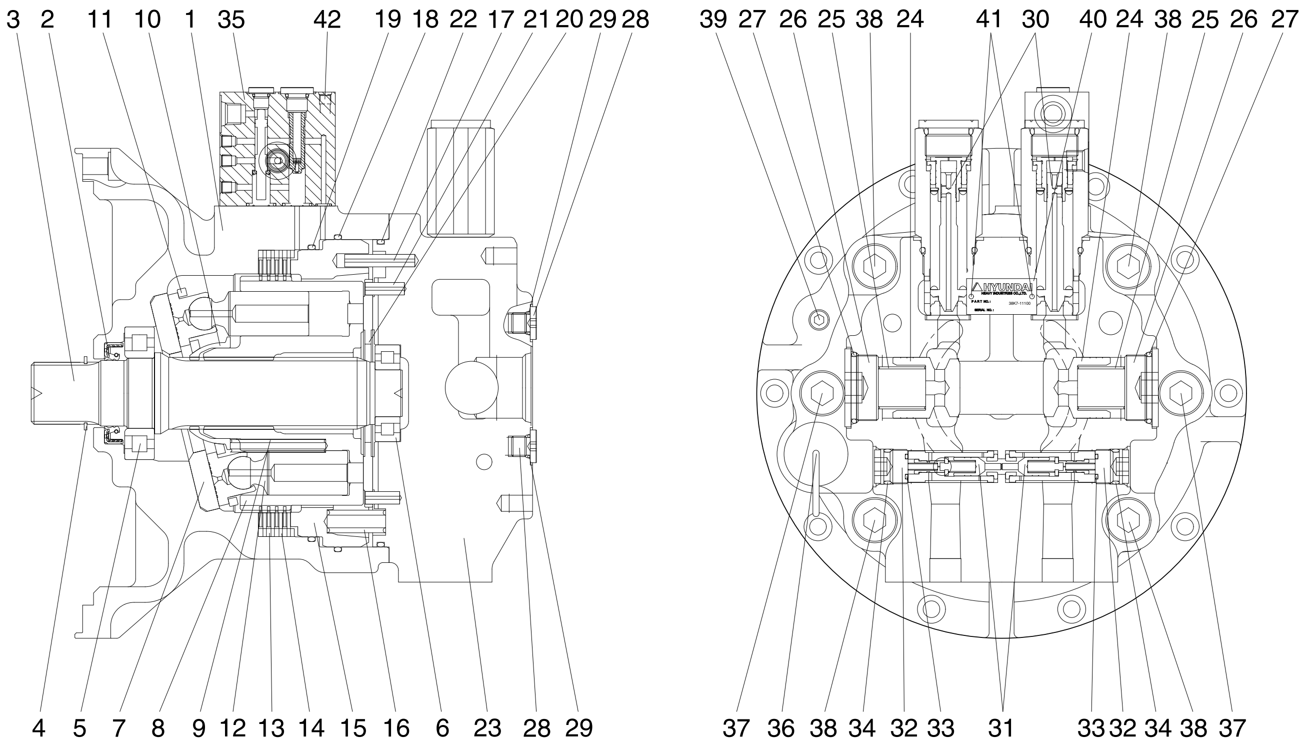
④ Start the engine, run at low idling and check oil come out from plug.

⑤ Tighten plug fully.

(3) Confirm the hydraulic oil level and check the hydraulic oil leak or not.

2. DISASSEMBLY AND ASSEMBLY OF SWING MOTOR

1) STRUCTURE



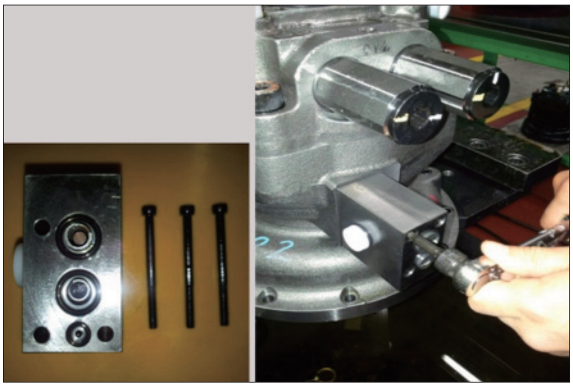
260L2SM02

1	Casing	15	Parking piston	29	O-ring
2	Oil seal	16	Brake spring	30	Relief valve assy
3	Shaft	17	Spring pin	31	Anti rotating valve assy
4	Snap ring	18	O-ring	32	Plug
5	Roller bearing	19	O-ring	33	O-ring
6	Roller bearing	20	Valve plate	34	O-ring
7	Swash plate	21	Spring pin	35	Time delay valve assy
8	Cylinder block	22	O-ring	36	Level gauge assy
9	Spring	23	Valve casing	37	Socket bolt
10	Ball guide	24	Check valve	38	Socket bolt
11	Retainer plate	25	Spring	39	Plug
12	Piston assy	26	Plug	40	Name plate
13	Friction plate	27	O-ring	41	Rivet
14	Separate plate	28	Plug	42	Socket bolt

2) DISASSEMBLY

(1) Disassemble drive shaft

① Unloosing socket bolt (time delay valve, 42) and disassemble time delay valve assy (35) from casing (1).



2209A8SM51

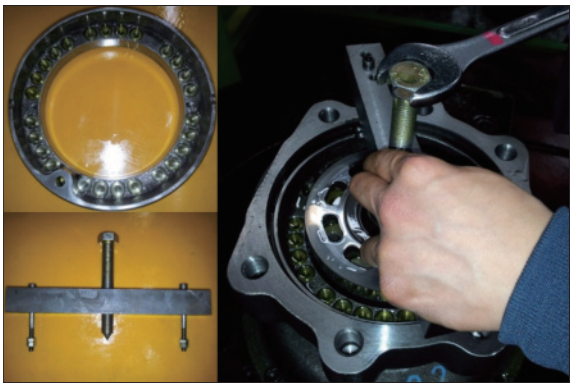
② Disassemble level gauge assy (36) from casing (1).

2209A8SM52

③ Hang valve casing (23) on hoist, unloose socket bolt (37, 38) and disassemble from casing (1).

2209A8SM53

④ Disassemble brake spring (16) and using a jig, disassemble parking piston (15) from casing (1).



2209A8SM54

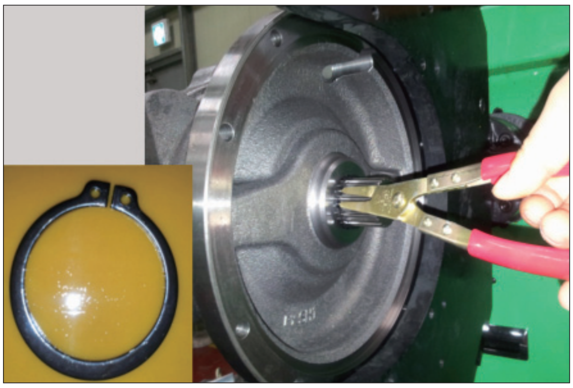
⑤ Disassemble respectively cylinder block sub (8), friction plate (13), separate plate (14) from casing (1).

2209A8SM55

⑥ Disassemble swash plate (7) from casing (1).

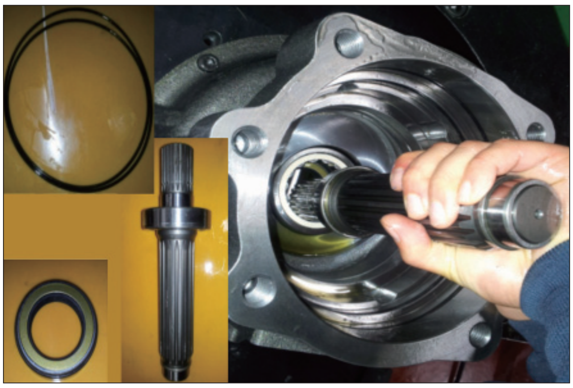
2209A8SM56

⑦ Using a plier jig, disassemble snap ring (4) from casing (1).



2209A8SM57

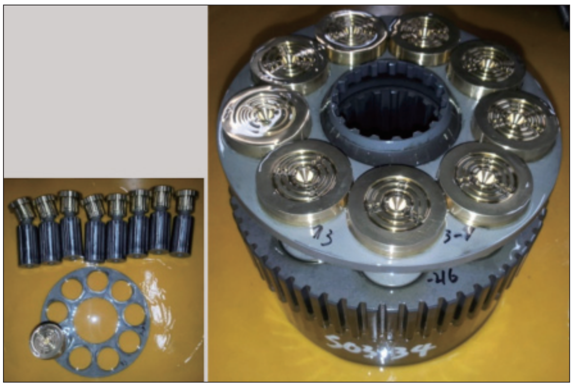
⑧ Disassemble shaft assy (3), oil seal (2) and O-ring (18, 22) from casing (1).



2209A8SM58

(2) Disassemble cylinder block sub

① Disassemble piston assy (12) from cylinder block (8).



2209A8SM59

② Disassemble ball guide (10) and spring (cylinder block, 9) from cylinder block (8).

· Ball guide × 1EA
· Spring × 9EA

2209A8SM60

(3) Disassemble valve casing sub

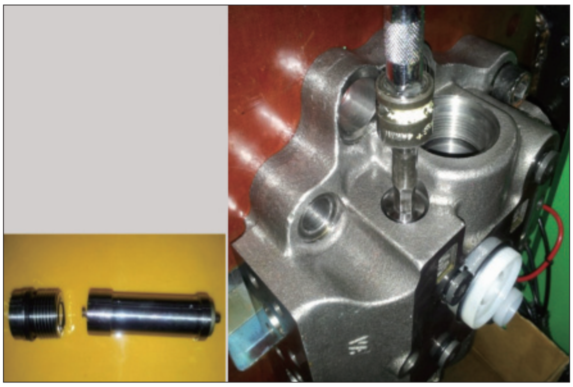
① Disassemble spring pin (17, 21), valve plate (20), O-ring (22) from valve casing (23).

2209A8SM61

② Using a torque wrench, disassemble relief valve assy (30) from valve casing (23).

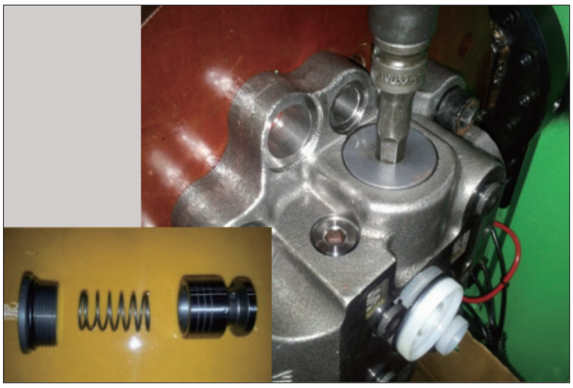
2209A8SM62

③ Using a torque wrench, disassemble plug (32) from valve casing (23) and disassemble O-ring (33, 34) and reactionless valve assy (31).



2209A8SM63

④ Using a torque wrench, disassemble check valve (24) from valve casing (23).



2209A8SM64

⑤ Disassemble plug (28), O-ring (29) from valve casing (23).

2209A8SM65

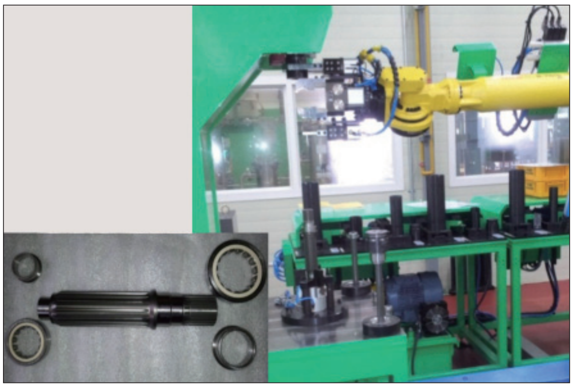
3) ASSEMBLING

(1) Assemble shaft sub

① Put roller bearing (5) on preheater and provide heat to inner race.
(Temperature in conveyor : 120°C for 3~5 minutes)

2209A8SM66

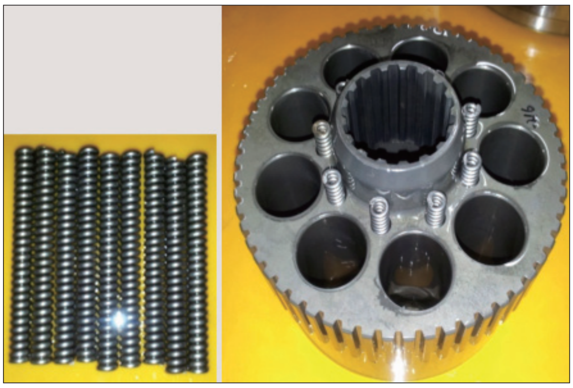
② Using a robot machine, assemble and press preheated roller bearing (5) into shaft (3).



2209A8SM67

(2) Assemble cylinder block sub

① Assemble 9 springs (cylinder block, 9) into cylinder block (8).
- Spring × 9EA

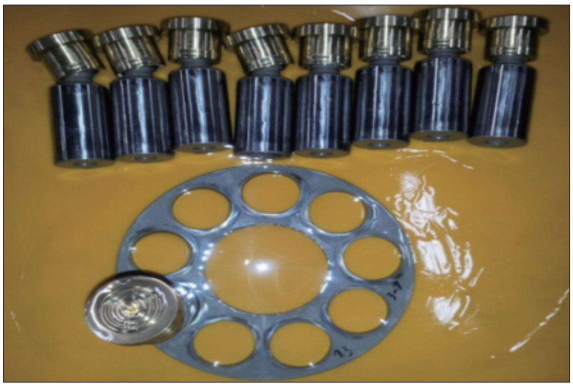


2209A8SM68

② Assemble ball guide (10) into cylinder block (8).
- Ball guide × 1EA

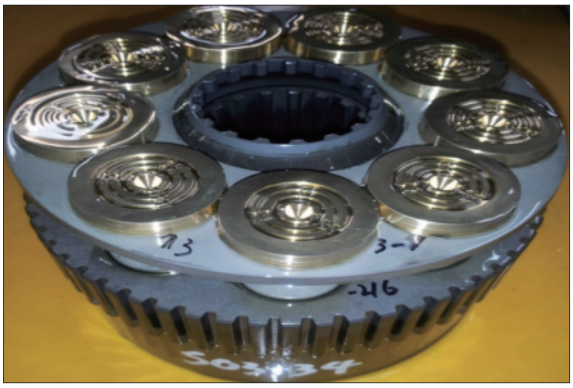
2209A8SM69

③ Assemble 9 piston assy (12) into retainer plate (11).
- Piston assy × 9EA
- Retainer plate × 1EA



2209A8SM70

④ Assemble parts of procedure ② and ③.



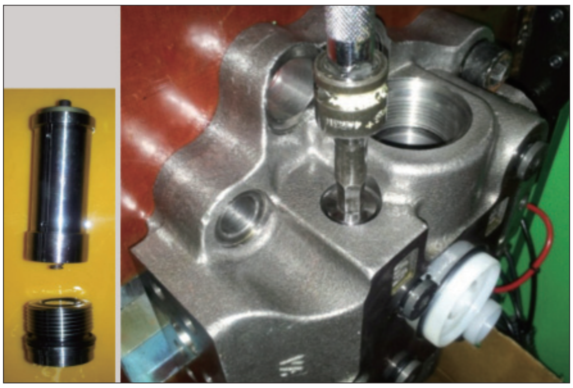
2209A8SM71

(3) Assemble valve casing sub

① **Assemble make up check valve sub**
Assemble check valve (24), O-ring (27), plug (26) in that order and then screw it torque wrench.
- Make up check valve × 2EA
- Spring × 2EA
- Plug × 2EA
- O-ring × 2EA

2209A8SM72

② **Assemble anti rotating valve assy**
Assemble anti rotating valve assy (31), plug (32), O-ring (33, 34) in that order and then screw it a torque wrench.
- Reactionless valve assy (31) × 2EA
- Plug (32) × 2EA
- O-ring (33, 34) × 2EA



2209A8SM73

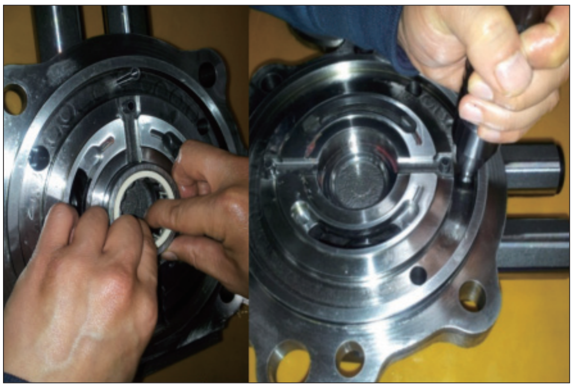
③ Using a torque wrench, assemble relief valve (30) 2 sets into valve casing (23).
· Relief valve (30)×2EA

2209A8SM74

④ Assemble plug (28) and O-ring (27) into valve casing (23).
· Plug (28)×3EA
· O-ring (27)×3EA

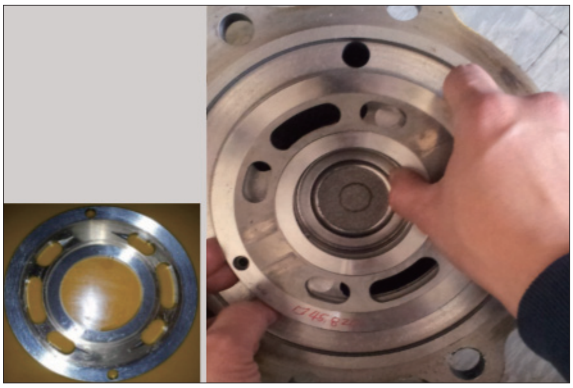
2209A8SM75

⑤ Assemble roller bearing (6) into valve casing (23) and assemble spring pin (17, 21) into valve casing (23).
· Roller bearing (6)×1EA
· Spring pin (17, 21)×1EA



2209A8SM76

⑥ Apply some grease valve plate (20) and assemble it into valve casing (23).



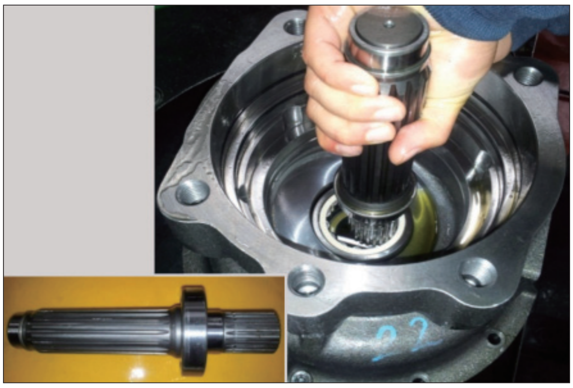
2209A8SM77

(4) Assemble drive shaft sub

① Using a jig, assemble oil sealing (2) into casing (1).

2209A8SM78

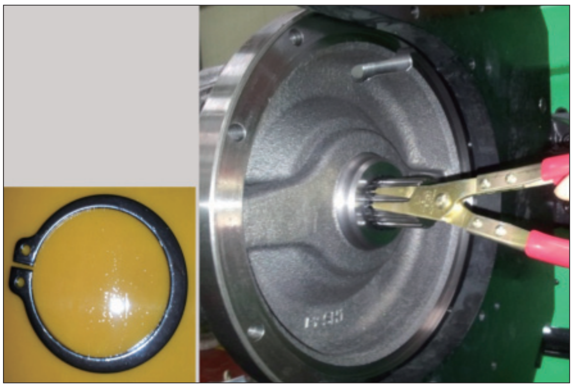
② Fit shaft sub (shaft+roller bearing) into casing (1).



2209A8SM79

③ Using a plier jig, assemble snap ring (4) to shaft (3).

· Snap ring×1EA



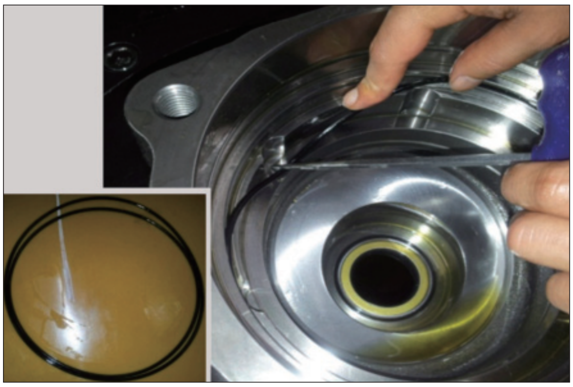
2209A8SM80

④ Apply some grease swash plate (7) and assemble it into casing (1).

· Swash plate×1EA

2209A8SM81

⑤ Insert O-ring (18, 19) into casing (1).
- O-ring (18) × 1EA
- O-ring (19) × 1EA


2209A8SM82

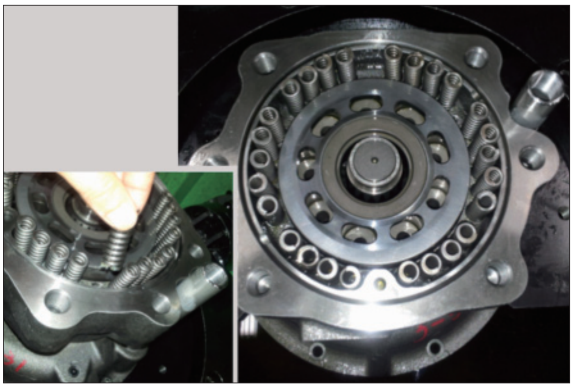
⑥ Assemble cylinder block (8) into casing (1).


2209A8SM83

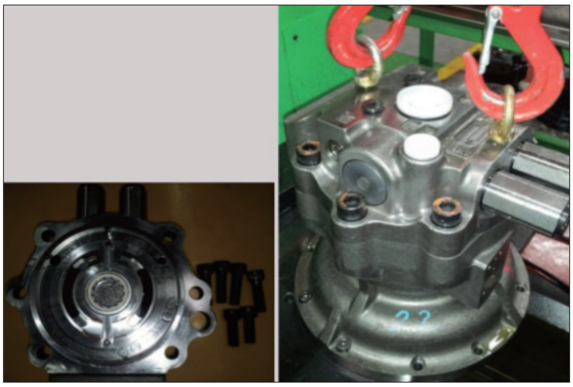
⑦ Assemble separate plate (14) and friction plate (13) 4 sets into casing (1) and fit parking piston (15) into casing (1) by a jig or a press.
- Separate plate × 4EA
- Friction plate × 4EA
- Parking piston × 1EA


2209A8SM84

⑧ Assemble spring (parking piston, 16) into parking piston (15).
- Spring × 26EA


2209A8SM85

⑨ Lift up valve casing (23) on casing (1) by a crane and assemble it with socket bolts (37, 38).



2209A8SM86

⑩ Assemble level gauge assy (36) and plug (39) into casing (1).

2209A8SM87

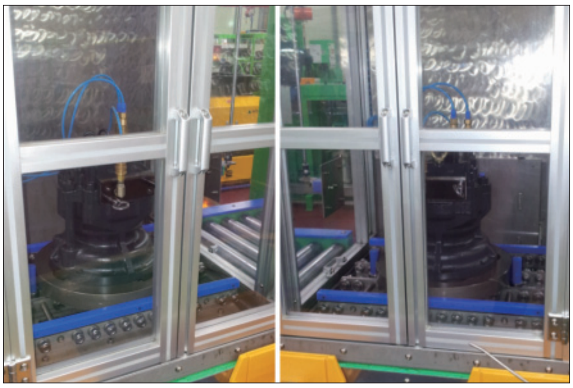
⑪ Assemble time delay valve assy (35) into valve casing (23) with socket bolt (42).

· Time delay valve × 1EA
· Socket bolt × 3EA

2209A8SM88

⑫ Air pressing test

Be sure of leakage, after press air into assembled motor and put it in water for 1 minute (pressure : 2 kgf/cm²).

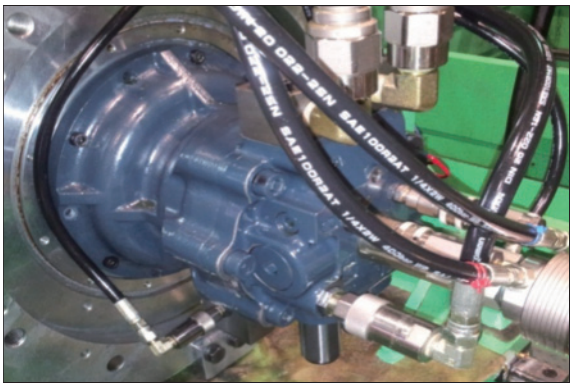


2209A8SM89

⑬ Leakage check
Place motor on a bench tester and after cleaning motor by color check No.1, paint No.3 and be sure of leakage.

2209A8SM90

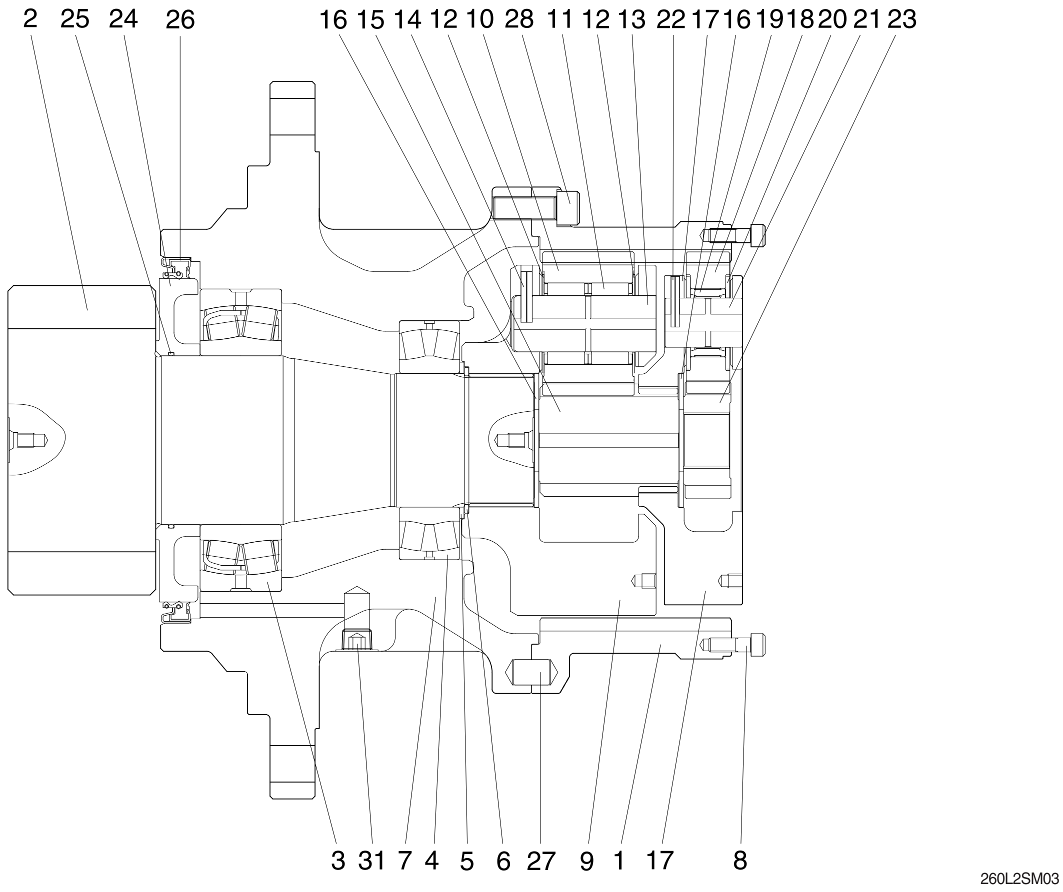
⑭ Mount test bench
Mounting motor a test bench, test the availability of each part.



2209A8SM91

3. DISASSEMBLY AND ASSEMBLY OF REDUCTION GEAR

1) STRUCTURE

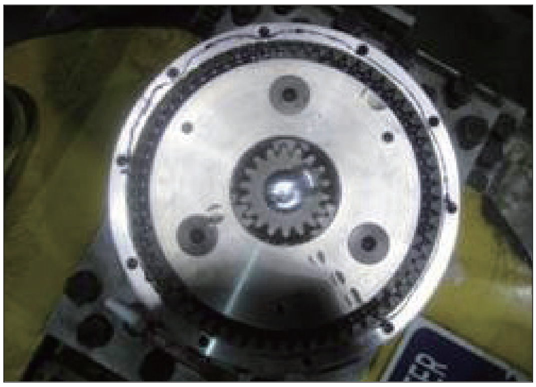


1	Ring gear	11	Needle bearing 2	21	Carrier pin 1
2	Drive shaft	12	Thrust washer 2	22	Spring pin 1
3	Roller bearing	13	Carrier pin 2	23	Sun gear 1
4	Roller bearing	14	Spring pin	24	Sleeve
5	Thrust plate	15	Sun gear 2	25	O-ring
6	Retainer ring	16	Thrust plate	26	Oil seal
7	Casing	17	Carrier 1	27	Parallel pin
8	Socket bolt	18	Planetary gear 1	28	Socket bolt
9	Carrier 2	19	Needle bearing 1	31	Socket plug
10	Planetary gear 2	20	Thrust washer 1		

2) DISASSEMBLY

(1) Preparation

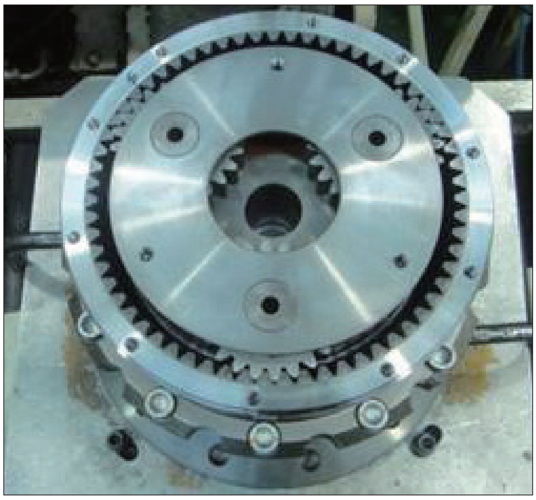
① The reduction gear removed from machine is usually covered with mud.
Wash out side of reduction gear and dry it.
② Setting reduction gear on work stand for disassembling.
③ Mark for mating
Put marks on each mating parts when disassembling so as to reassemble correctly as before.
⚠ Take great care not to pinch your hand between parts while disassembling not let fall parts on your foot while lifting them.



2209A8SM01

(2) Disassembly

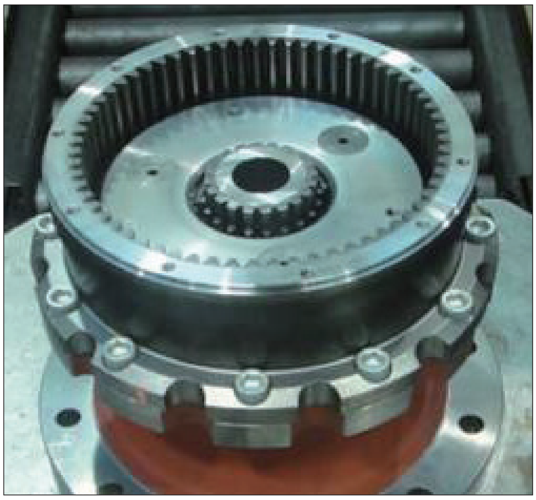
① Remove every "Socket bolt (M10)" that secure swing motor and reduction gear.
② Removing carrier sub assy & sun gear
a. Removing No.1 sun gear from No.1 carrier sub assy.
※ Be sure maintaining it vertical with ground when disassembling No.1 sun gear.



2209A8SM02

b. Removing No.1 carrier sub assy screwing I-bolt to tab hole (M10) in No.1 carrier.
Lifting it gradually maintaining it vertical with ground.

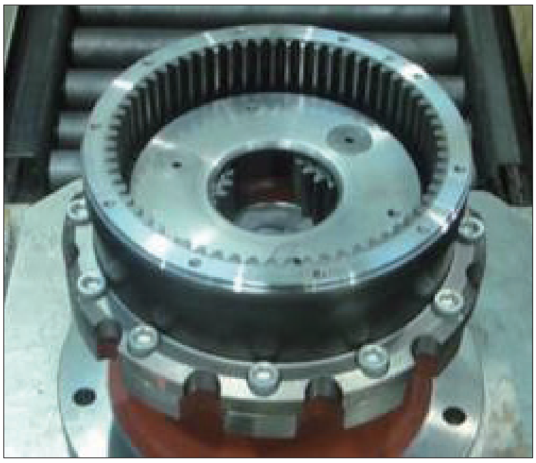
※ It's impossible to disassemble No.1 spring pin. If No.1 spring pin has problem, change whole No.1 carrier sub assy.



2209A8SM03

c. Removing No.2 sun gear from No.2 carrier sub assy.

※ Be sure maintaining it vertical with ground when disassembling No.2 sun gear.



2209A8SM04

d. Removing No.2 carrier sub assy screwing I-bolt to tab hole (M10) in No.2 carrier. Lifting it gradually maintaining it vertical with ground.

※ It's impossible to disassemble No.2 spring pin. If No.2 spring pin has problem, change whole No.2 carrier sub assy.

2209A8SM05

③ Removing ring gear

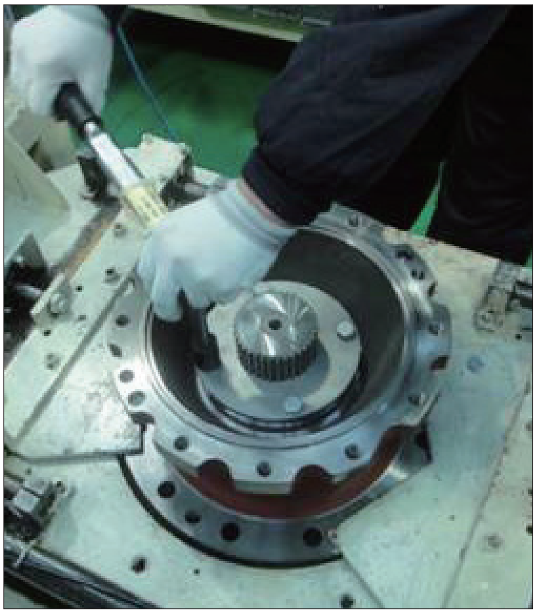
After unscrewing every socket bolt (M16), remove ring gear from casing.

※ Because of liquid gaskets between ring gear and casing, put sharp punch between ring gear and casing and tapping it to remove them.

2209A8SM06

④ Removing drive shaft sub assy

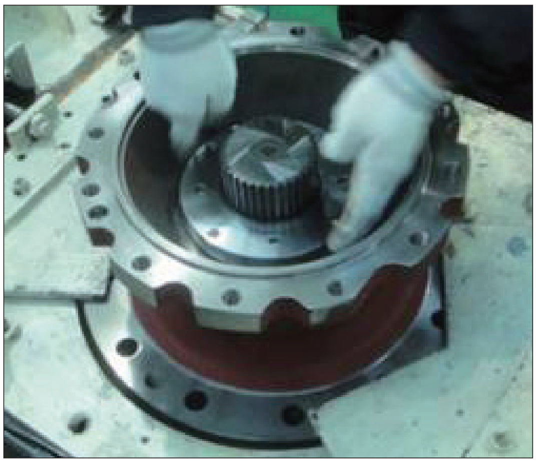
a. Unscrew every hex head bolt (M12) to remove lock plate.



2209A8SM07

b. Rolling ring nut for removing them from drive shaft sub assy.

※ Use special tool to roll ring nut to counter clockwise.



2209A8SM08

c. Remove drive shaft sub assy from casing.
※ Set a rack for flange of casing, and remove drive shaft sub assy from casing by using press.


2209A8SM09

d. Remove oil seal & taper bearing (small) from casing.
※ Do not re-use oil seal. It is impossible to dis-assemble drive shaft sub assy.


2209A8SM10


2209A8SM11

4. ASSEMBLY REDUCTION UNIT

1) GENERAL NOTES

(1) Clean every part by kerosene and dry them in a cool and dry place.

(2) Loctite on surface must be removed by solvent.

(3) Check every part for any abnormal.

(4) Each hexagon socket head bolt should be used with loctite #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 assembling.

Thrust washer

· Check the seizure, abnormal wear or uneven wear.
· Check the unallowable wear.

Gear

· Check the pitting or seizure on tooth surface.
· Check the cracks on the root of tooth.

Bearing

· Rotate it by hands to check such noise or uneven rotation.

2) ASSEMBLING NO.1 CARRIER SUB ASSY

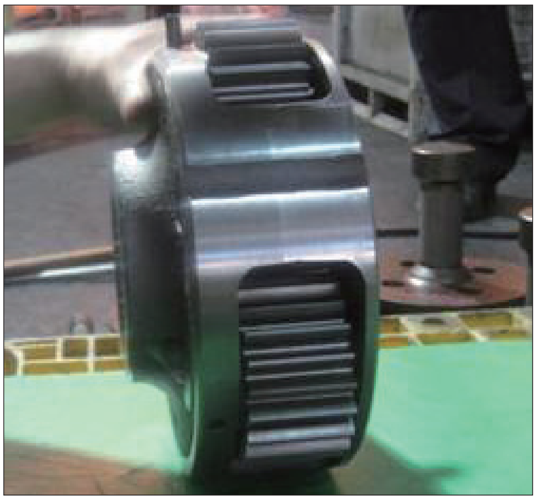
(1) Put thrust plate firmly in No.1 carrier.

2209A8SM12

(2) After assembling No.1 needle bearing to No.1 planetary gear, put a pair of No.1 thrust washer on both sides of bearing and install them to No.1 carrier.

2209A8SM13

(3) Make of spring pin hole No.1 pin and No.1 carrier of spring pin hole in line, press No.1 spring pin into the holes.
Make No.1 spring pin hole head for No.1 planetary gear.



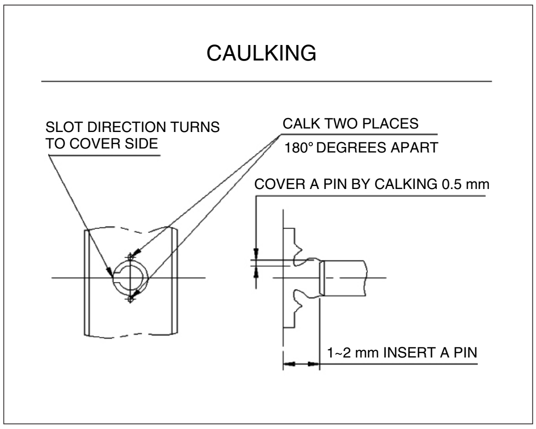
2209A8SM14

(4) Caulk carrier holes to make No.1 spring pin settle down stably.

2209A8SM15

※ Refer to "Caulking details"

Use paint marker for marking after caulking.



220SA8TM147

2) ASSEMBLING NO.2 CARRIER SUB ASSY

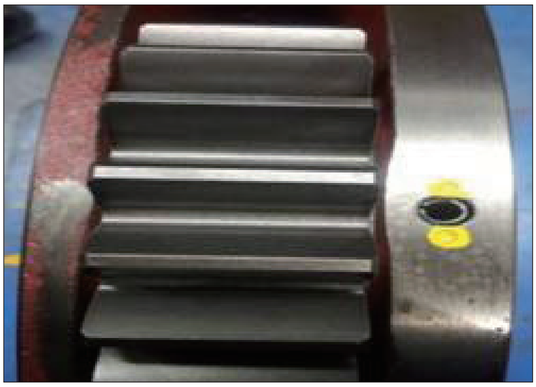
(1) Put thrust plate in firmly No.2 carrier.

2209A8SM17

(2) After assembling No.2 needle bearing to No.2 planetary gear, put 2 pieces of No.2 thrust washer on both sides of bearing and install them to No.2 carrier.

2209A8SM18

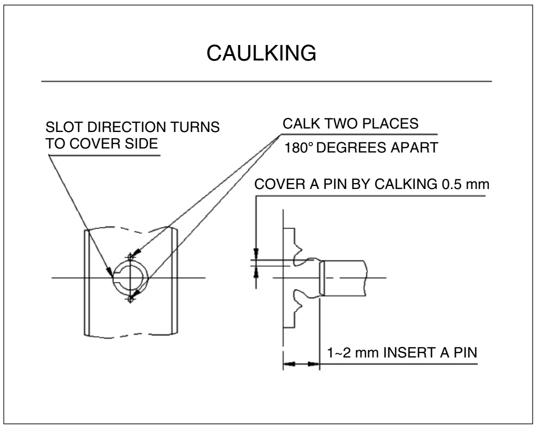
(3) Align No.2 spring pin hole and No.2 carrier spring pin hole, put No.2 spring pin into the holes.
Make No.2 spring pin cutting line face to No.2 planetary gear.



2209A8SM19

(4) Caulk carrier holes to make No.2 spring pin settle down stably.
※ Refer to “Caulking details”

Use paint marker for marking after caulking.



220SA8TM147

3) ASSEMBLING PINION GEAR SUB ASSY

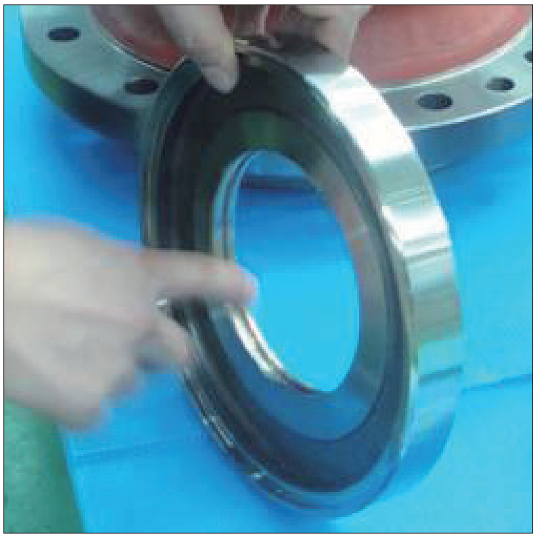
(1) Prepare drive shaft pinion gear vertical with ground.

2209A8SM21

(2) Fully apply grease (albania EP02) to O-ring groove of sleeve.

※ Be sure to maintain it vertical with ground when assembling it.

(3) Put O-ring into O-ring groove of sleeve. Fully apply grease on O-ring.



2209A8SM22

(4) Assemble taper bearing and sleeve into drive shaft using press jig. Use special jig for pressing. Leave no space between sleeve and taper bearing.

2209A8SM23

2209A8SM24

4) ASSEMBLING BEARING CUP & OIL SEAL (PRESSING)

(1) Put top, bottom bearing cup into casing.
Use special jig for pressing. Pay attention to foreign materials while assembling bearing cup.

※ Flip over casing to assemble oil seal.

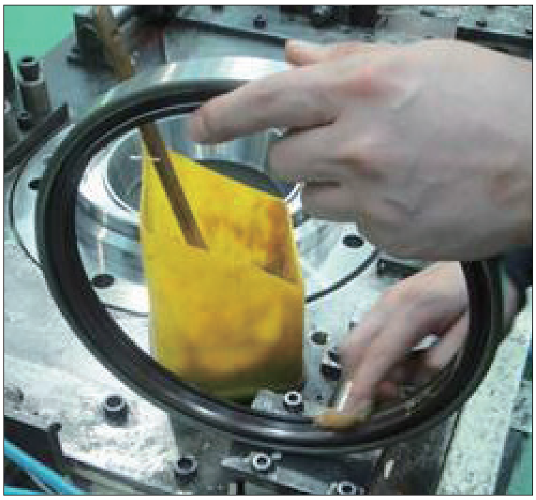
2209A8SM25

2209A8SM26

(2) Assemble oil seal to casing.
Use special jig for pressing. Pay attention to direction of dust seal and dent.

2209A8SM27

※ WHILE ASSEMBLING OIL SEAL
1. Be sure to set dust seal to gear oil.
2. Before assembling, charge enough grease in oil seal.
3. Before assembling, apply enough grease inside and outside of oil seal.



2209A8SM28

5) ASSEMBLING SHAFT SUB ASSY & RING NUT

(1) After assembling casing & drive shaft sub assy, flip it over.

2209A8SM29

(2) Put drive shaft sub assy into casing.

※ Be sure to maintain it vertical with ground when assembling it.

2209A8SM30

(3) Put taper bearing into it.

Rotate bearing by hands for checking after assembly.

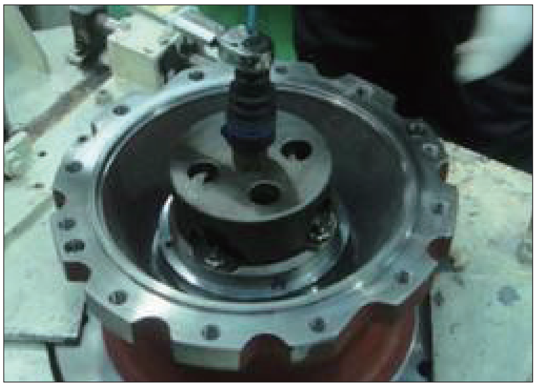
2209A8SM31

(4) Put ring nut into drive shaft sub assy by using special jig.

The tightening torque (M95) = 3.5±0.4 kgf·m
(25.3±2.9 lbf·ft)

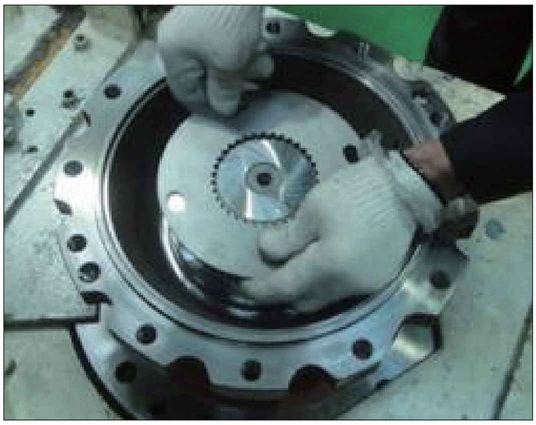
2209A8SM32

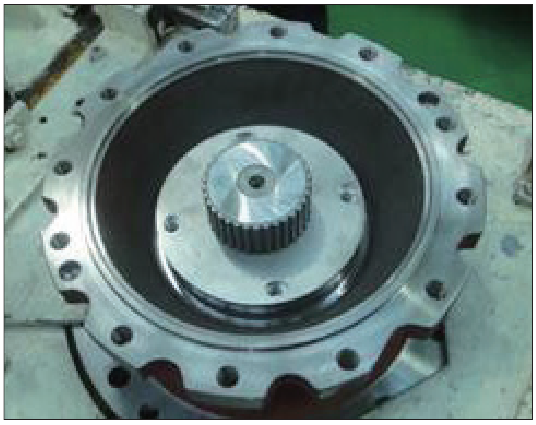
※ Apply enough loctite #242 before screwing bolts.



2209A8SM33

(5) Align bolt screw of ring nut with lock plate's hole.
In case of misalign between bolt screw ring nut and lock plate's hole, put lock plate as near as possible to hole of bolt screw of ring nut and make it in line by increasing tightening torque.


2209A8SM34


2209A8SM35

(6) Screw 4 bolts (M12×16) to connect ring nut and lock plate by using torque wrench.
Bolt (M12, 4EA) = 10.9T
The tightening torque = 8.8±0.9 kgf·m
(63.7±6.5 lbf·ft)

※ Apply enough loctite #242 before screwing bolts.


2209A8SM36

(7) Use paint marker for checking surplus parts after assembling.

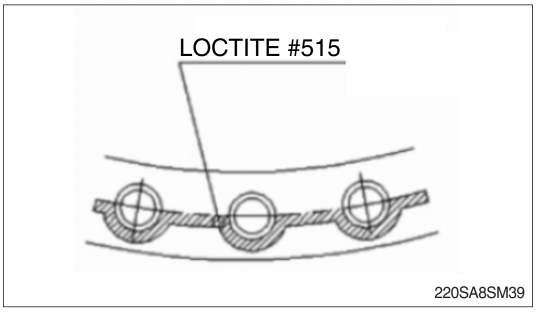

2209A8SM37

6) ASSEMBLING RING GEAR

(1) Apply loctite #515 bottom of casing sub assy contacting with ring gear without disconnection.

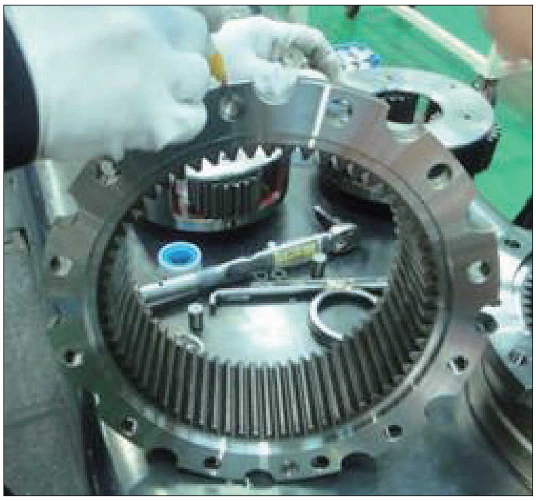
2209A8SM38

Refer to loctite detail.



220SA8SM39

(2) Put parallel pin into hole of casing sub assy. Mark parallel pin position using paint marker.



2209A8SM40

(3) Align ring gear with parallel pin to put them into casing sub assy.

※ Be sure to maintain them vertical with ground while using press.

2209A8SM41

(4) Screw 12 bolts (M16×45) to connect casing sub assy and ring gear (01) by using torque wrench.

Bolt (M16, 12EA) = 12.9T

The tightening torque = 27±2.7 kgf·m

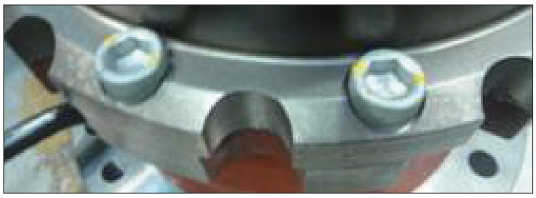
(195±19.5 lbf·ft)

※ Apply enough loctite #242 before screwing bolts.

2209A8SM42

(5) Use paint marker for checking surplus parts after assembling.

2209A8SM43



2209A8SM44

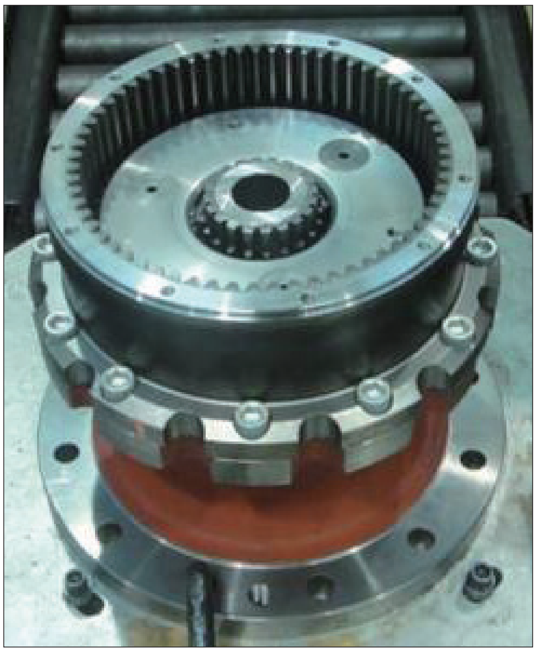
7) ASSEMBLING CARRIER SUB ASSY & SUN GEAR

(1) Put No.2 carrier sub assy along spline of drive shaft spline.

- Screw M10 I-bolt to No.2 carrier sub assy.
- Lifting up No.2 carrier sub assy and align planetary gear and tooth of ring gear by rotating planetary gear by hands.
- Rotate No.2 carrier sub assy by hands to fit No.2 carrier sub assy into drive shaft spline.

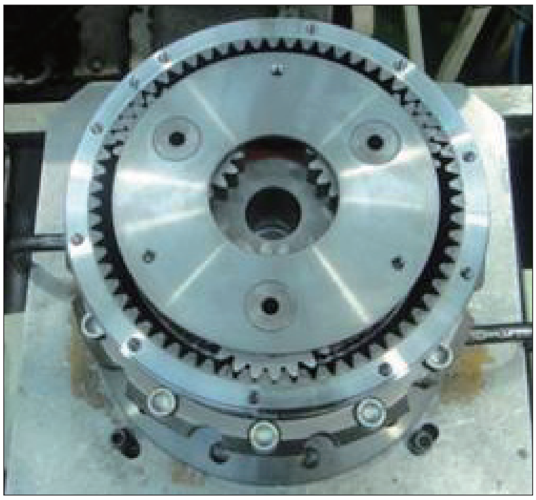
2209A8SM45

(2) Put No.2 sun gear into No.2 carrier sub assy.



2209A8SM46

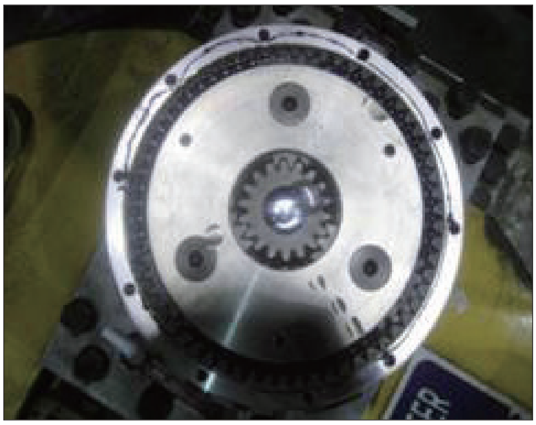
(3) Put No.1 carrier sub assy into No.2 sun gear along spline.
- Screw M10 I-bolt to No.1 carrier sub assy.
- Lifting up No.1 carrier sub assy and align planetary gear and tooth of ring gear by rotating planetary gear by hands.
- Rotate No.1 carrier sub assy by hands to fit No.1 carrier into No.2 sun gear spline.



2209A8SM47

(4) Put No.1 sun gear into No.1 carrier sub assy. Be sure to maintain it vertical with ground. And align with No.1 planetary gear spline.

(5) Rotate No.1 carrier sub assy by hands to check noise.



2209A8SM48

8) MEASURING CLEARANCE & ASSEMBLING NAME PLATE

(1) Check the clearance between ring gear and No.1 sun gear using a tool with dial gauge.

Check the clearance
Dial gauge = -0.3 ~ +2.95

2209A8SM49

GROUP 6 TRAVEL DEVICE (STD)

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.

13031GE18

⚠ **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.**

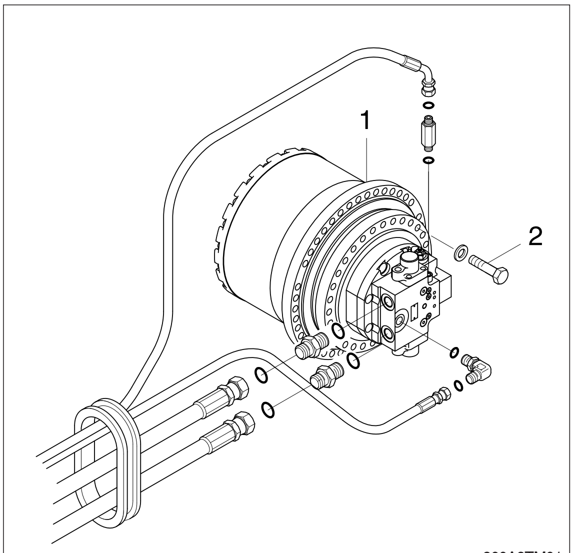
(5) Remove the cover.

(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 : 309 ㎏ (681 ℔)
· Tightening torque : 23 ± 2.5 kgf·m
(166 ± 18.1 lbf·ft)



260A8TM01

2) INSTALL

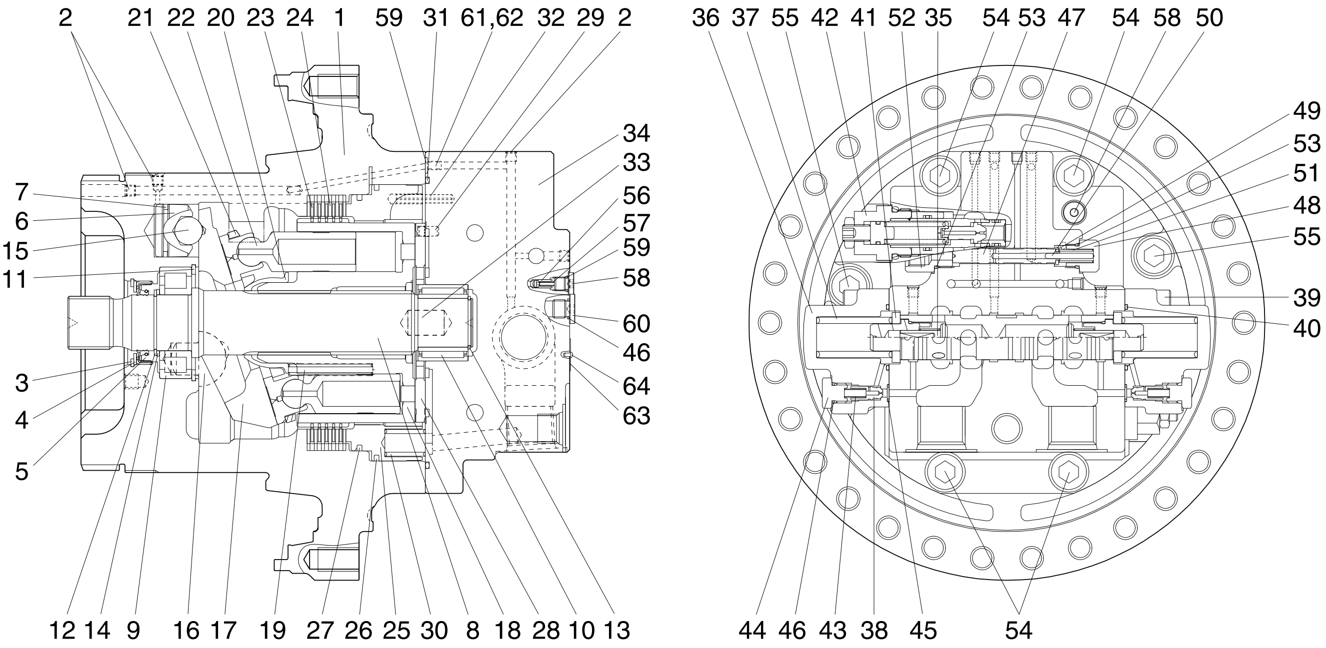
(1) Carry out installation in the reverse order to removal.

(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

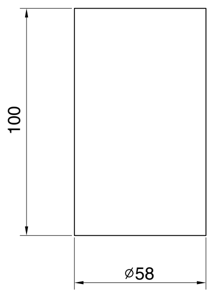
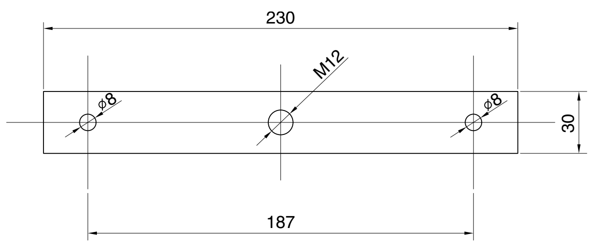
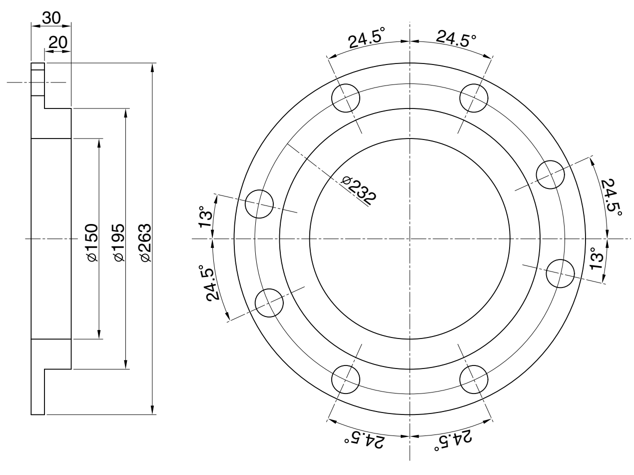


260L2TM02

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
22	Piston assy				

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	 25098TM31
Gig for inserting parking piston (M10×100 bolt 2EA, M12×100 bolt 1EA)	 25098TM32
Gig for pulling out brake piston	 25098TM33

(2) Tightening torque

Item	Name	Size	Torque	
			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	1.0±1.0	72.3±7.2
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.

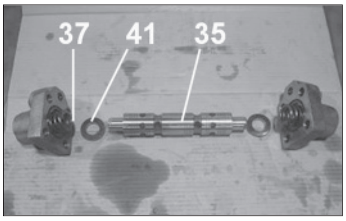
(3) Before disassembling, review the sectional drawing and prepare the required parts, depending on the purpose and the range of disassembling.
Seals, O-rings, etc., if once disassembled, are not reusable.
There are some parts that should be replaced as a subassembly.
Consult with the parts manual in 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.

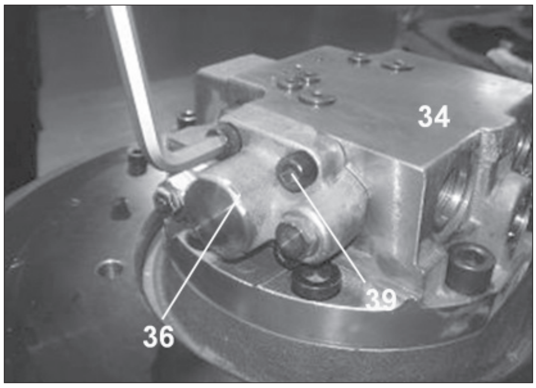
⚠ Take great care not to pinch your hand between parts while disassembling nor let fall parts on your foot while lifting them.

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.

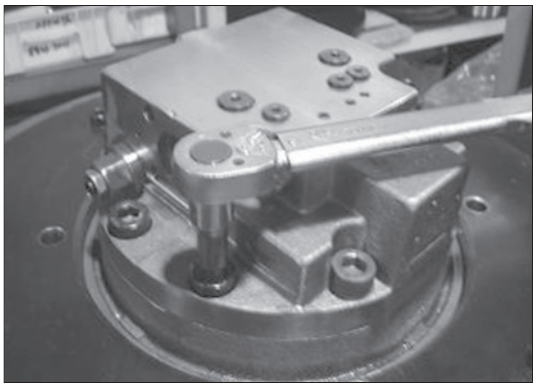


25098TM034

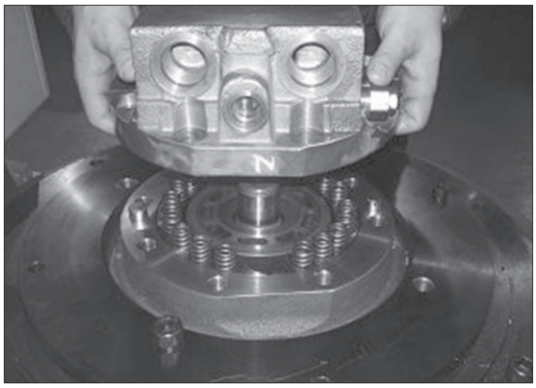


25098TM035

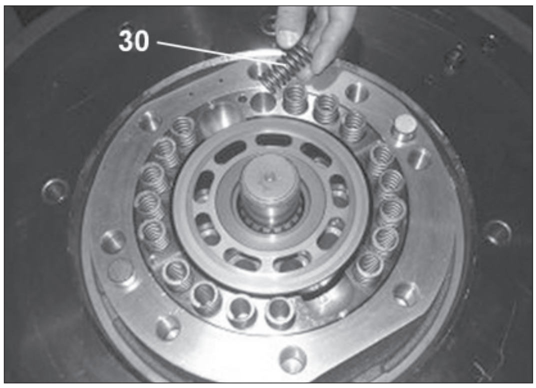
(2) Disassemble the wrench bolt (54, 55) to tighten the casing (1) and rear cover (34) by using the L-wrench or impact wrench.


25098TM036

(3) Separate the casing (1) and rear cover (34).


25098TM037

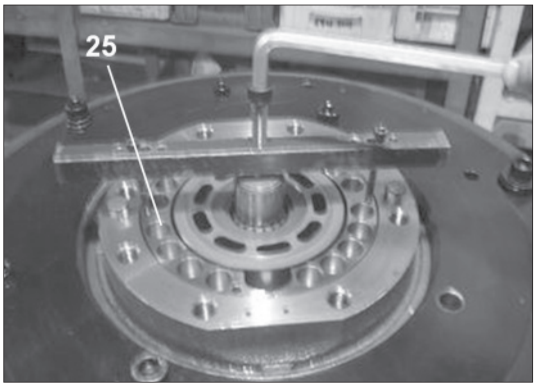
(4) Disassemble the brake spring (30, 18EA) from the piston.



25098TM118

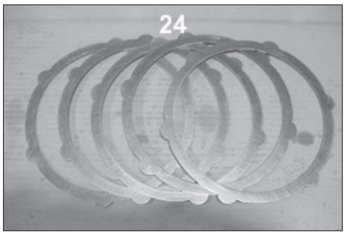
(5) Disassemble the parking piston (25) by using the jig for disassembling parking piston.

25098TM039

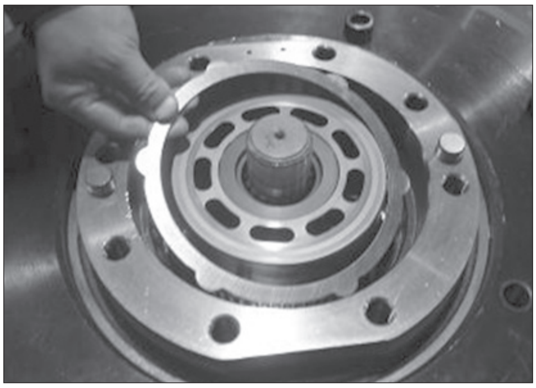


25098TM040

(6) Disassemble the separated plate (24, 5EA) and friction plate (23, 4EA) from the casing.



25098TM041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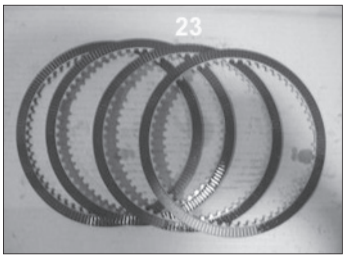

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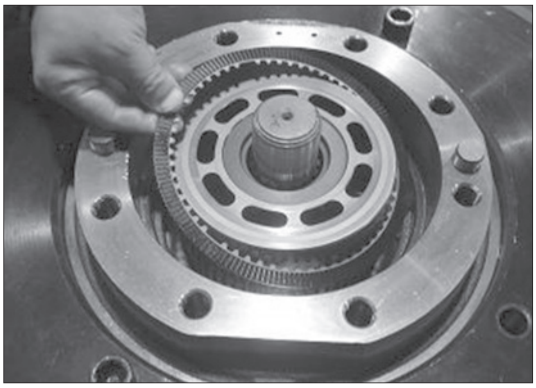
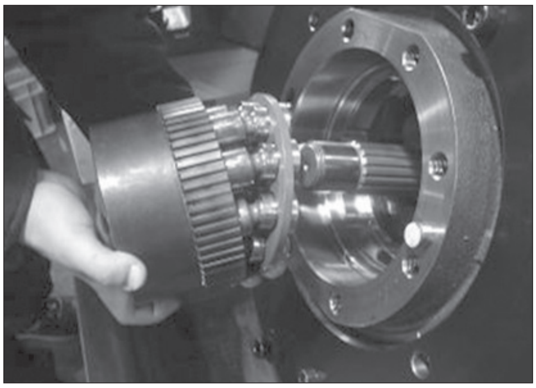
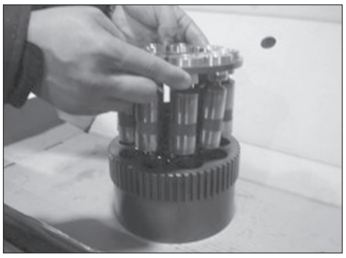

25098TM044

(7) Turn the casing (1) horizontal by using the assemble truck and disassemble the cylinder block kit form the casing (1).


25098TM045

(8) Disassemble the cylinder block (18), retainer plate (21), piston assy (22), ball guide (20) and spring (19) from the cylinder block kit.


25098TM046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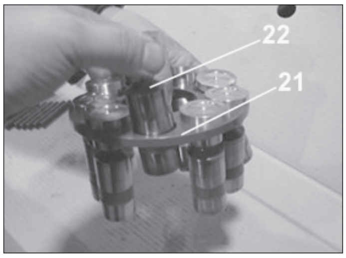

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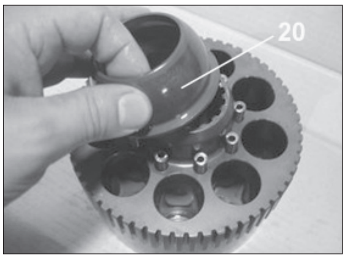

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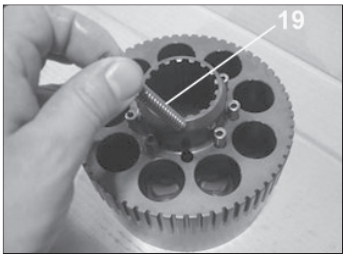
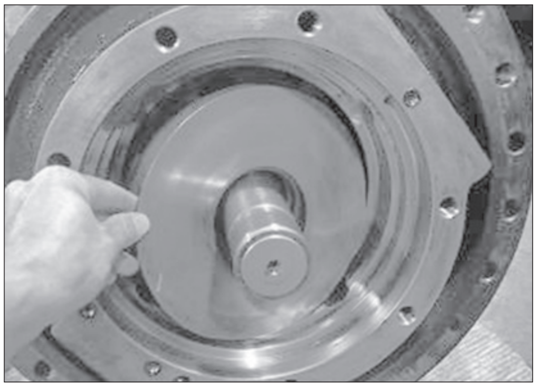


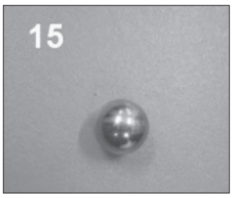
25098TM050

(9) Disassemble the swash plate (17) from the casing.

25098TM051


25098TM052

(10) Disassemble the steel ball (15) and swash piston (6) from the casing.



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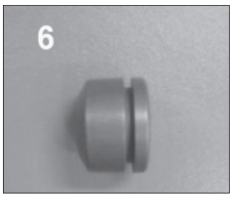

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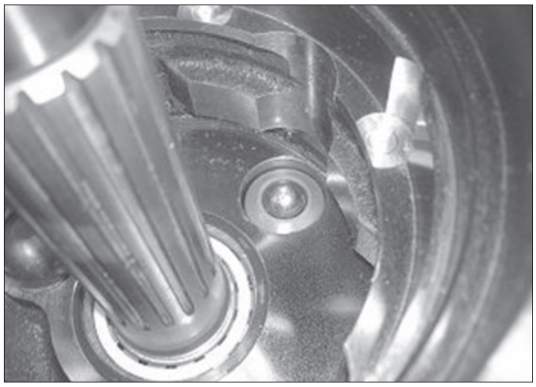
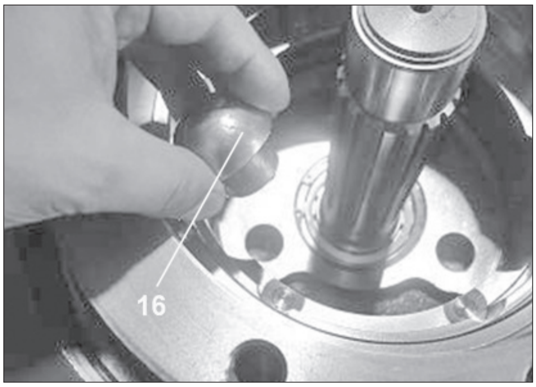
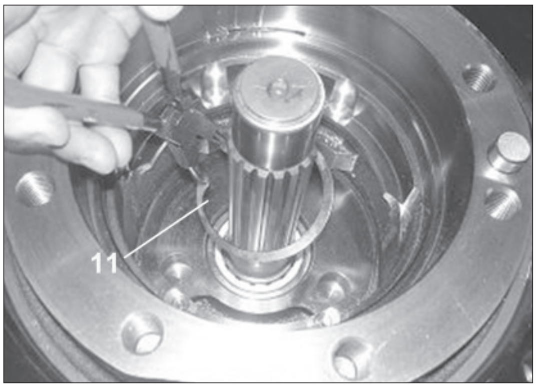

25098TM055

(11) Disassemble the pivot (16, 2EA) from the casing.



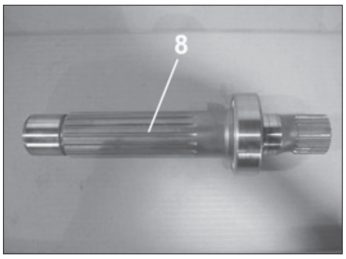
25098TM056

(12) Disassemble the snap ring (11) from the shaft (8) with the pryer for retaining ring.



25098TM057

(13) Disassemble the shaft (8) from the casing (1).



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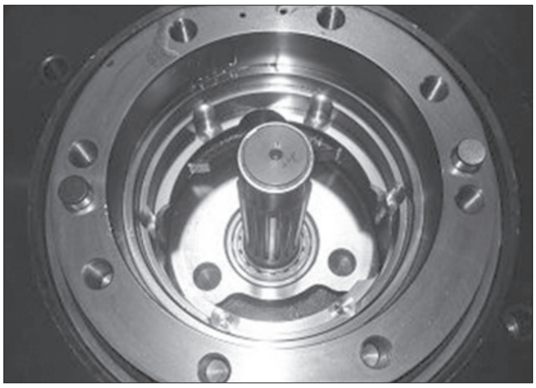
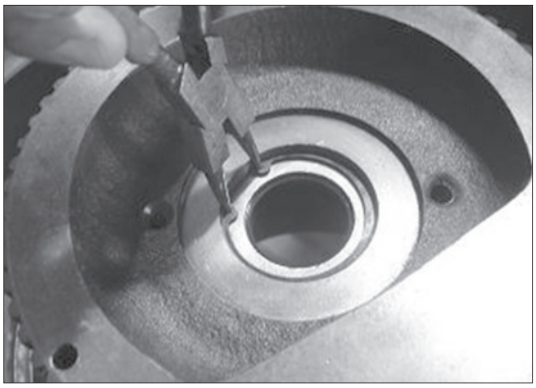


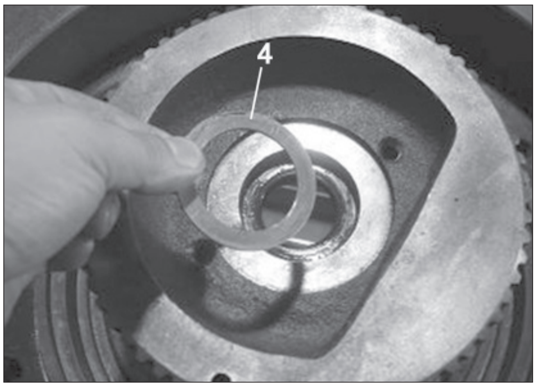
25098TM059

(14) Disassemble the snap ring (5) from the casing (1) with the pryer for retaining ring.



25098TM060

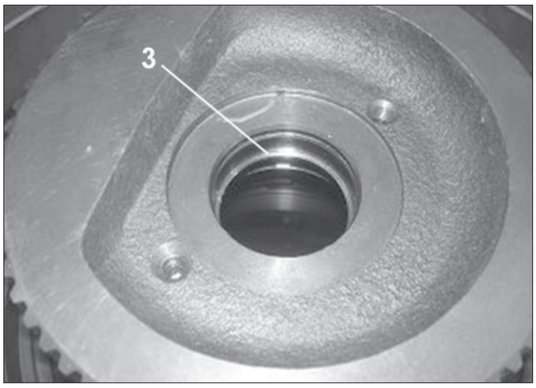
(15) Disassemble the thrust plate (4) from the casing (1).



25098TM061

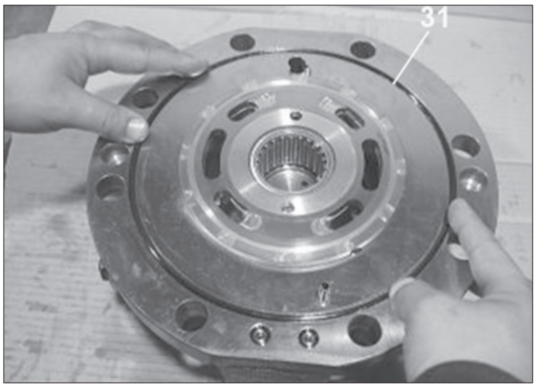
(16) Disassemble the oil seal (3) from the casing (1) with suitable tool.

25098TM062



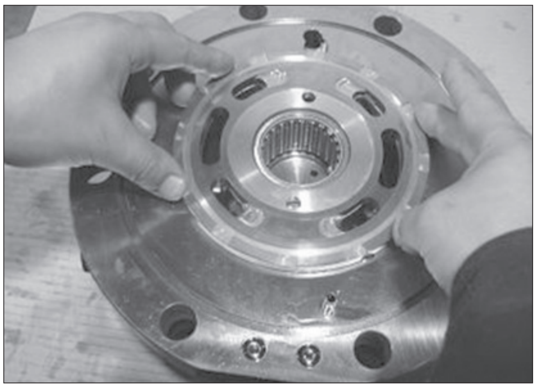
25098TM063

(17) Disassemble the O-ring (31) from the casing (1).

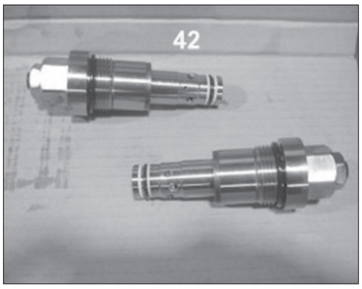


25098TM064

(18) Disassemble the valve plate (28) from the casing (1).


25098TM065

(19) Disassemble the relief valve (42, 2EA) from the rear cover (34) by using the torque wrench.



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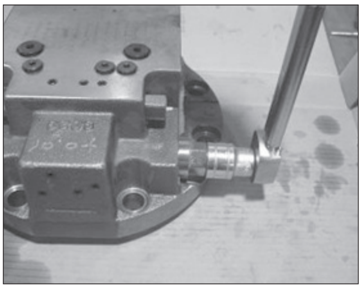
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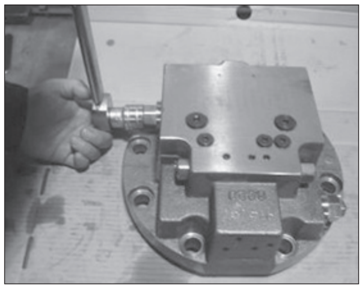
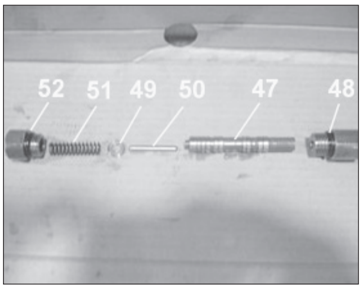

25098TM068

(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.



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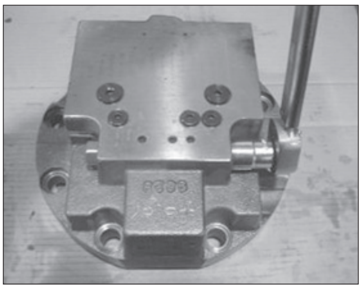
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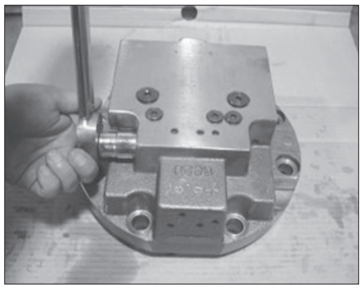
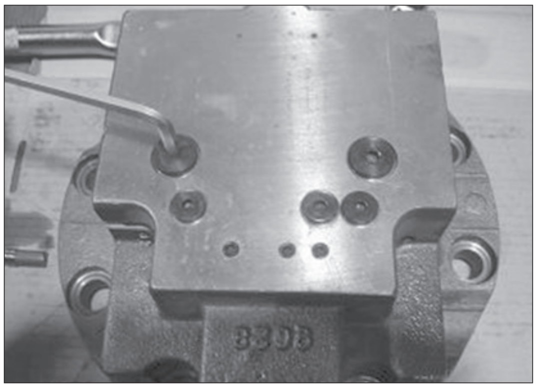
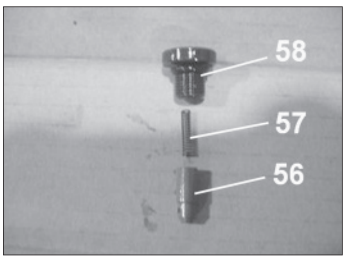

25098TM071

(21) Disassemble the plug (60) from the rear cover.


25098TM072

(22) Disassemble the plug (58) and then disassemble the spring (57) and check valve (56) from the rear cover in order.



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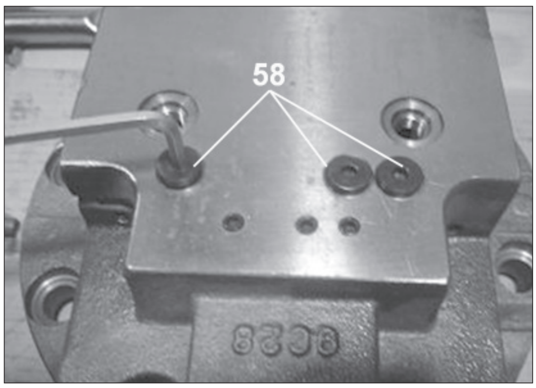


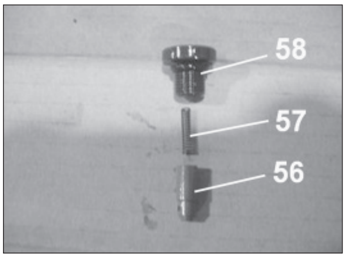
25098TM074

4. REASSEMBLING

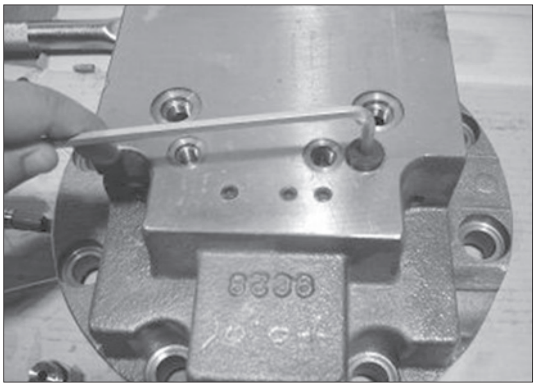
1) ASSEMBLING MOTOR

- REAR COVER ASSY

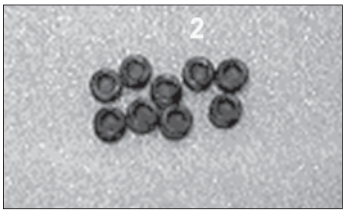
(1) Assemble the check valve (56) and the spring (57) to the rear cover and then tighten the plug (60) by using the L-wrench.



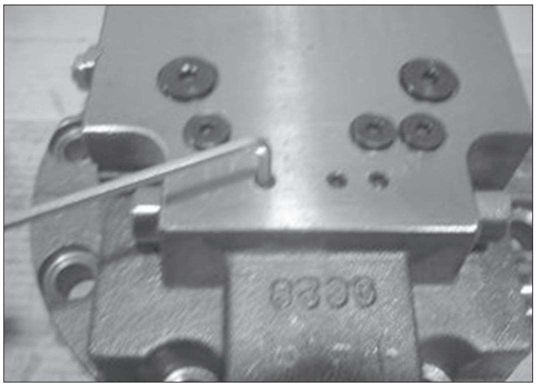
25098TM075


25098TM076

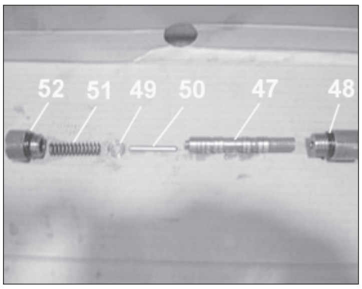
(2) Apply the loctite #242 on the NPTF 1/16 plug (2, 12EA) and tighten it.



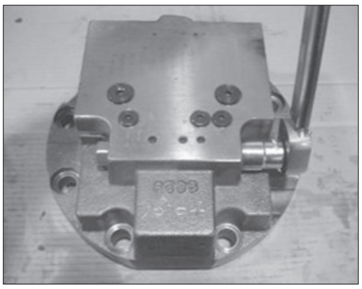
25098TM077

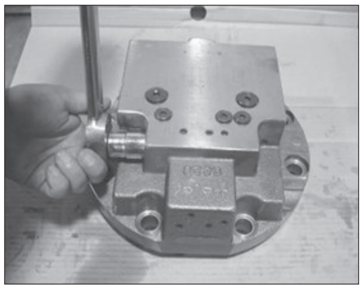

25098TM078

(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).

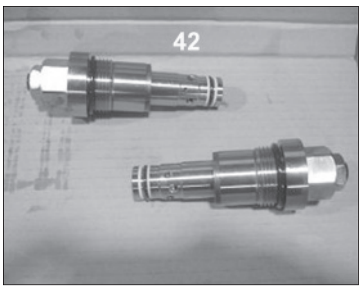


25098TM079

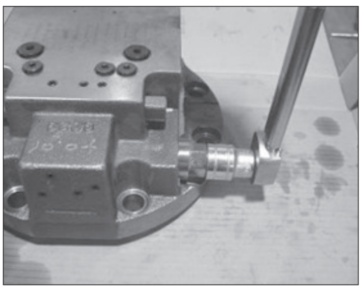

25098TM080

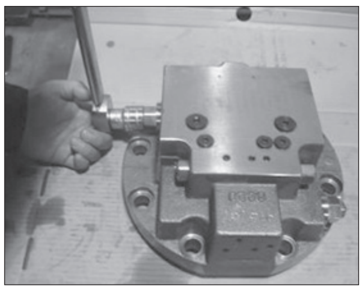

25098TM081

(4) Assemble the relief valve (42, 2EA) into rear cover (34).

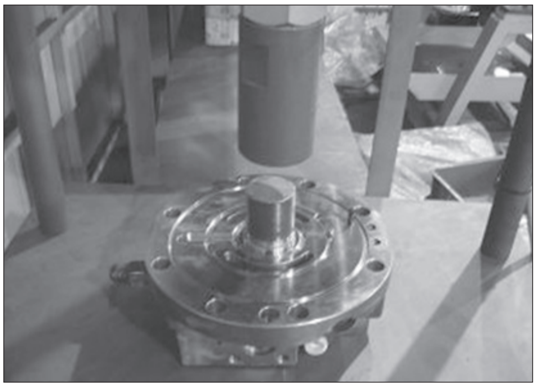


25098TM082


25098TM083

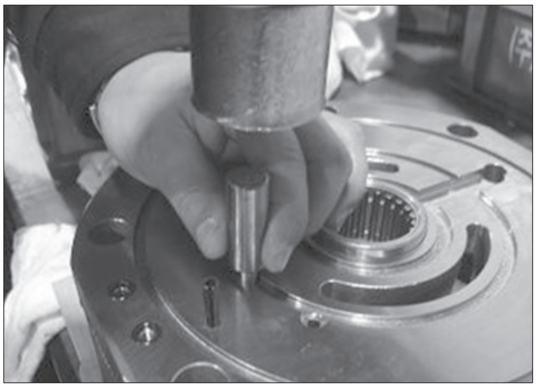

25098TM084

(5) Tight fit the needle bearing (10) into rear cover (34) by using pressing jig.



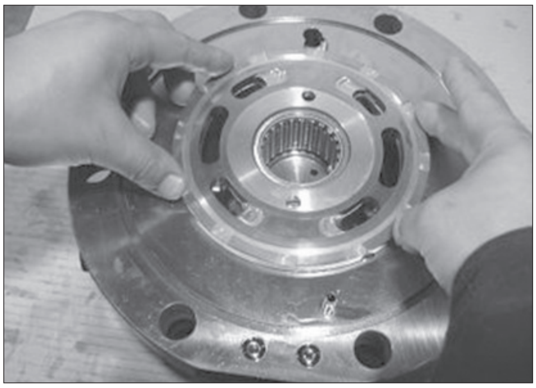
25098TM085

(6) Assemble the spring pin (32) and parallel pin (29) into rear cover (34) by using round bar or small hammer.



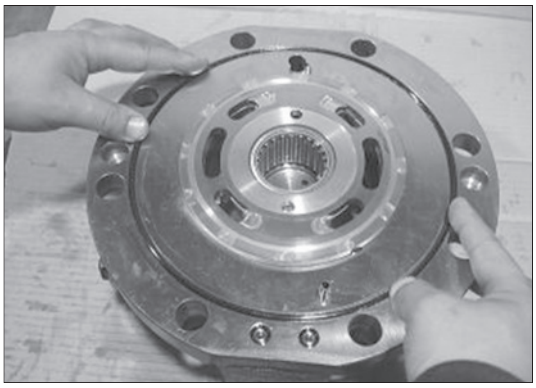
25098TM086

(7) Assemble the valve plate (28) into rear cover (34).
Before assembling, apply some grease on contact surface of the valve plate.



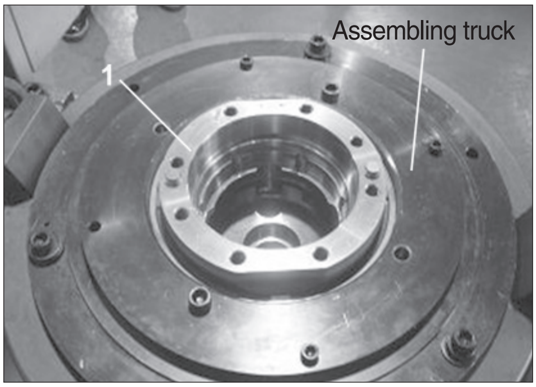
25098TM087

(8) Apply some grease on the O-ring and fit it into groove.



25098TM088

(9) Assemble the casing (1) on the assembling truck.



25098TM089

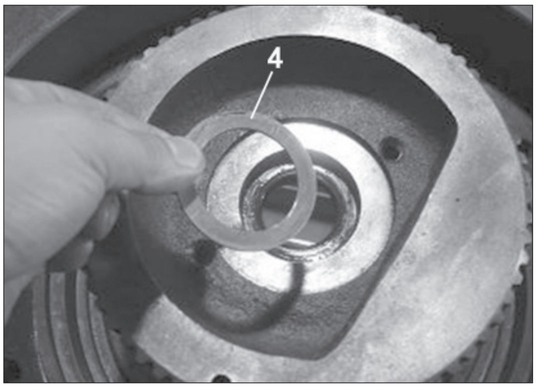
(10) Tight fit the oil seal (3) into the casing (1) by using jig.

※ Be careful direction of the oil seal.

25098TM090

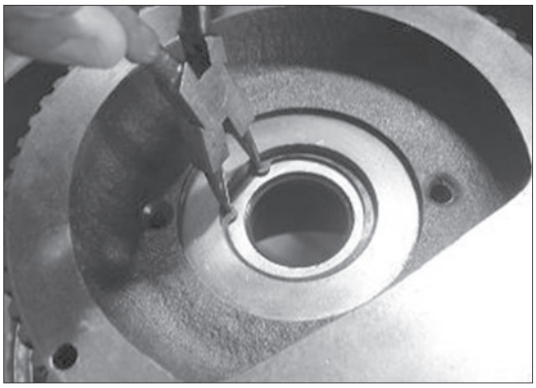
25098TM091

(11) Assemble the thrust plate (4) into the casing (1).



25098TM092

(12) Assemble the snap ring (5) into the casing (1) with the plier for retaining ring.



25098TM093

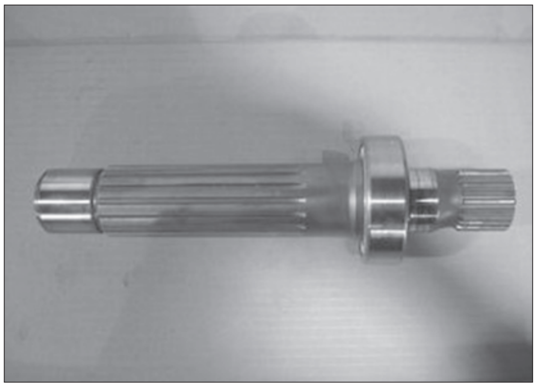
(13) Heat the roller bearing (9) and fit it into the shaft with shrink fitting.

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.

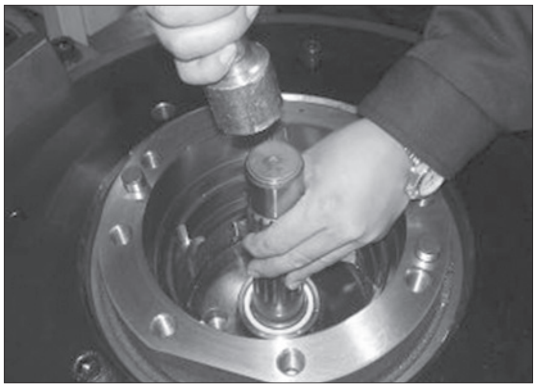
25098TM094

25098TM095



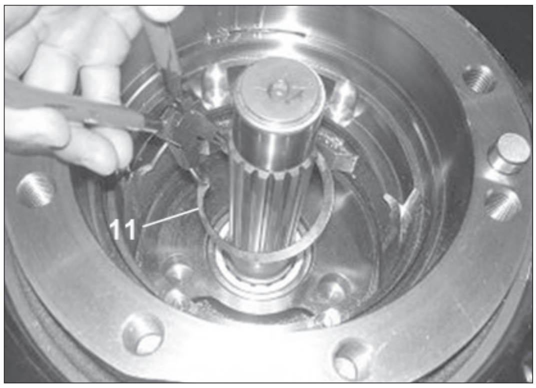
25098TM096

(14) Assemble the heat-fitted shaft (8) into casing (1).



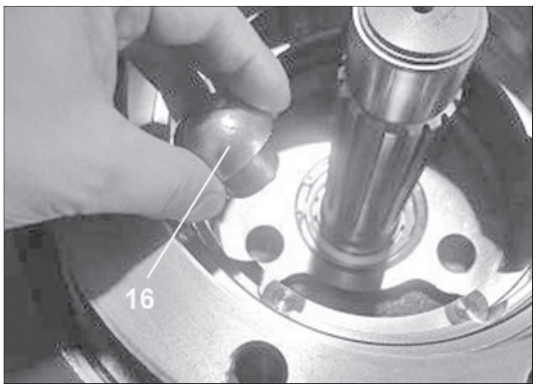
25098TM097

(15) Assemble the snap ring (11) into the casing (1) with the plier for retaining ring.



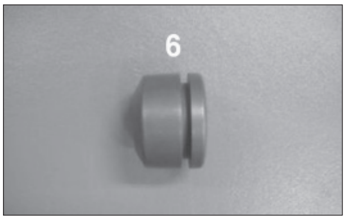
25098TM098

(16) Apply a little grease on the pivot (16, 2EA) and assemble it into the casing (1).

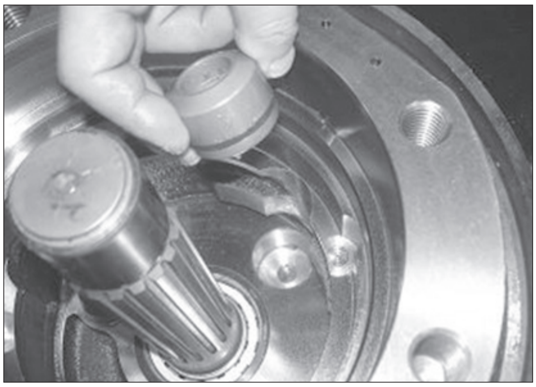


25098TM099

(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).

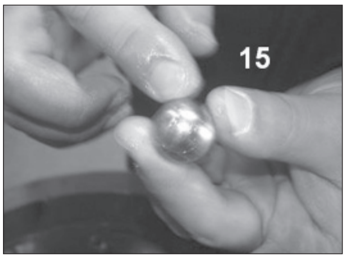


25098TM100

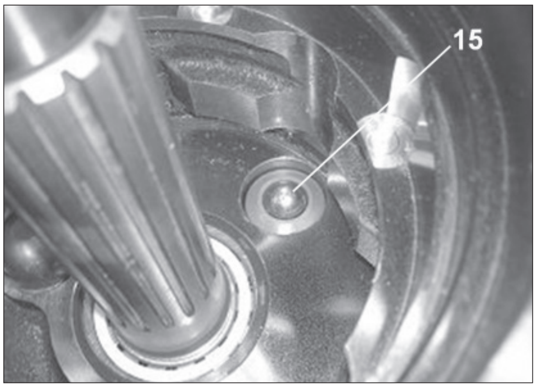


25098TM101

(18) Apply a little grease on the steel ball (15) and assemble it into the swash plate (17).



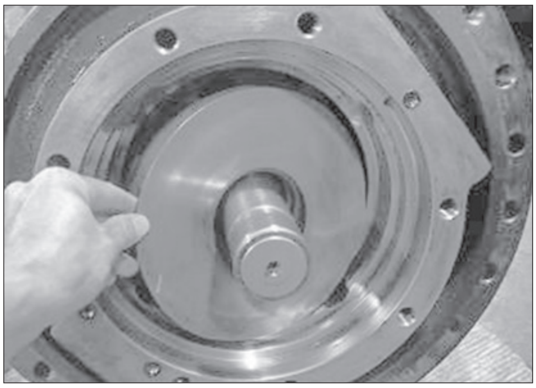
25098TM102



25098TM103

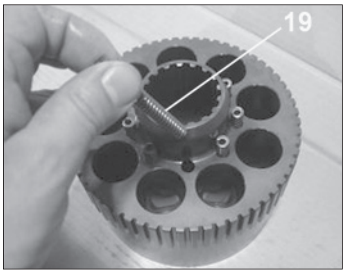
(19) Apply some grease on the steel ball hole of the swash plate (17) and assemble it casing (1).

25098TM104

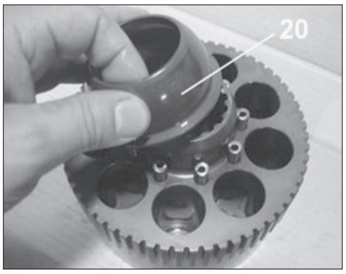


25098TM105

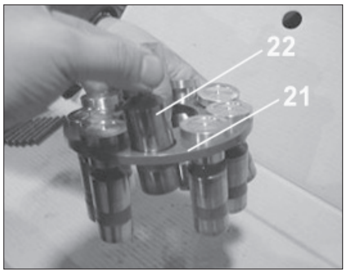
(20) Assemble the spring (19), ball guide (20), retainer plate (21) and piston assy (22) into cylinder block (18) in order.



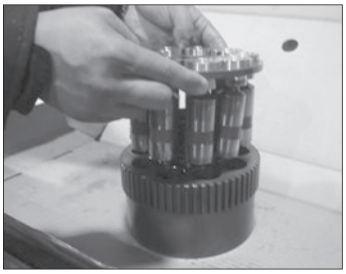
25098TM106



25098TM107

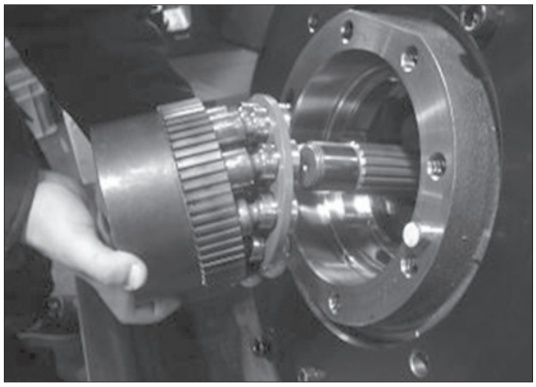


25098TM108

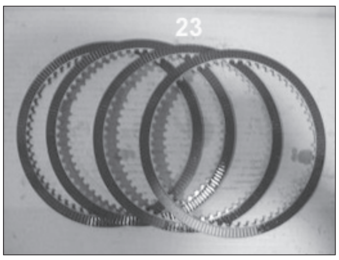

25098TM109


25098TM110

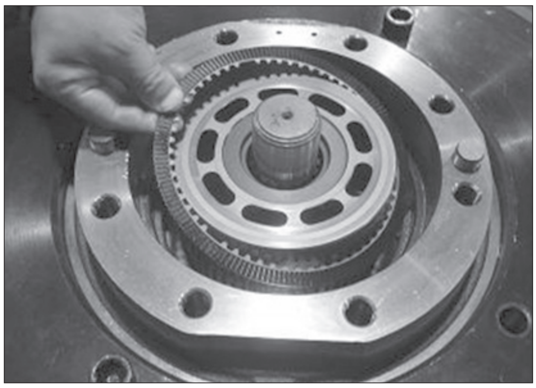
(21) Tilt the casing (1) sideways and assemble the cylinder block kit into the casing (1).

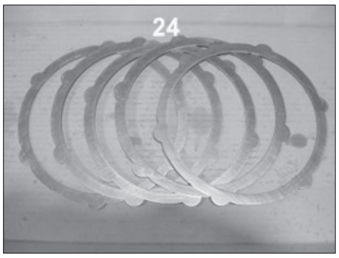

25098TM111

(22) Assemble the separated plate (24) and friction plate (23) into the cylinder block alternately.
Friction plate :
4EA
Separated plate :
5EA

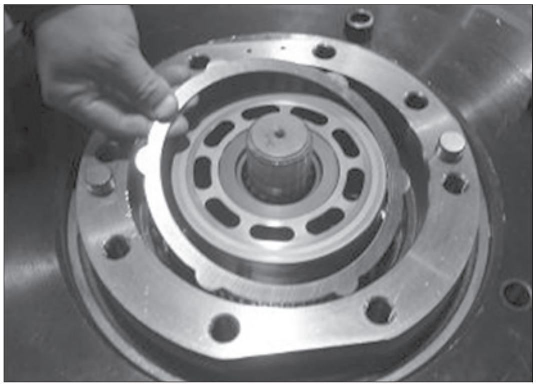


25098TM112


25098TM113

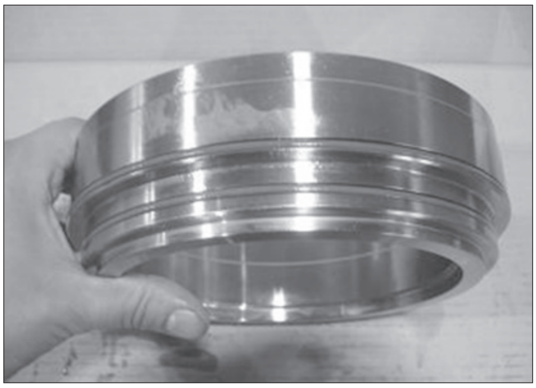


25098TM114



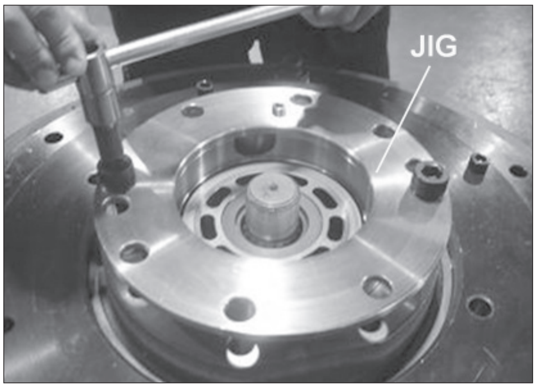
25098TM115

(23) Apply some grease on the D-ring and assemble it parking piston.



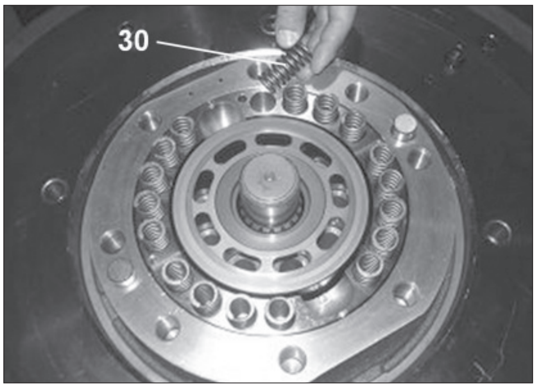
25098TM116

(24) Insert the parking piston into the casing and assemble it by using jig.



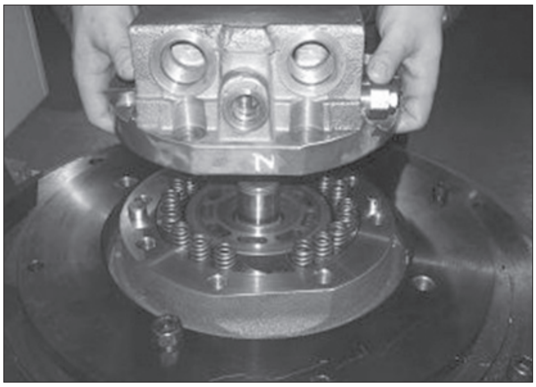
25098TM117

(25) Assemble the brake spring (30, 18EA) into the piston.

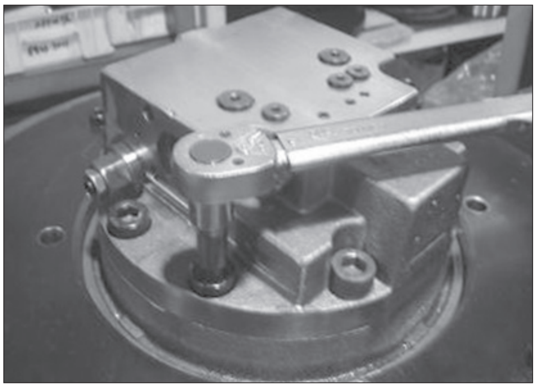


25098TM118

(26) Place the rear cover (34) on the casing (1).

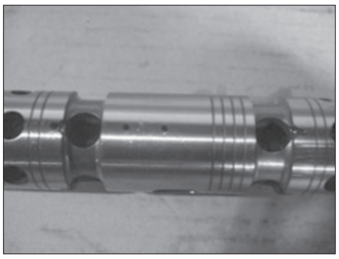

25098TM119

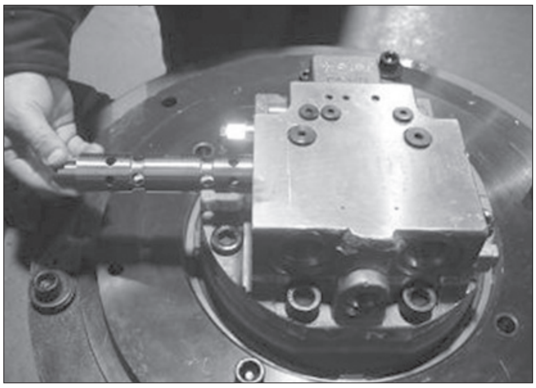
(27) Tighten the casing (1) and rear cover (34) specified torque with wrench bolt (54, 55) by using the impact wrench and torque wrench.


25098TM120

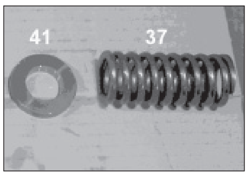
(28) Confirm the insert direction of the main spool assy (35) exactly and assemble it into the rear cover (34).

※ Assure that four balance hole is directed VA port.

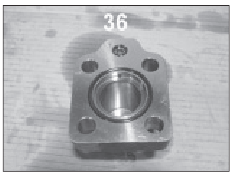

25098TM121


25098TM122

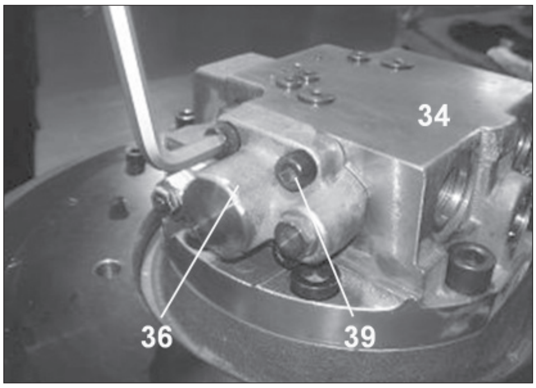
(29) Assemble the spring seat (41), spring (37) and main spool cover (36) into valve plate and tighten the wrench bolt (39, M12x35) by using L-wrench or impact wrench.



25098TM123

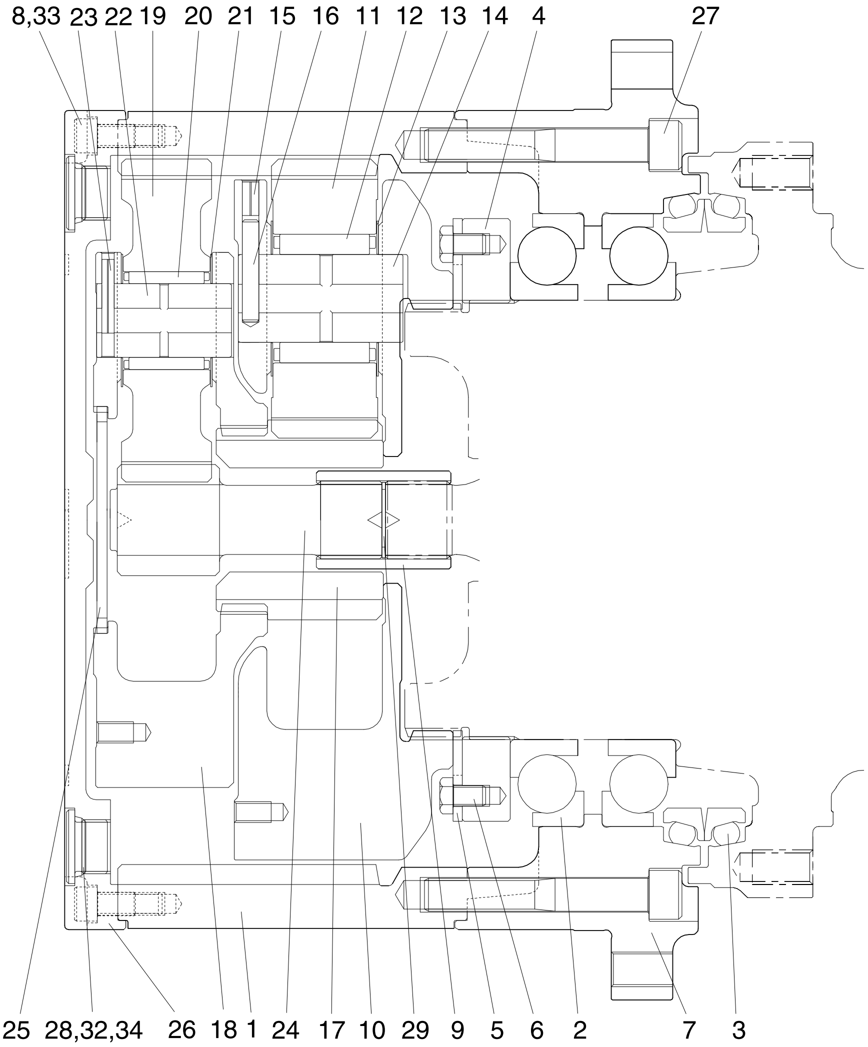


25098TM124



25098TM125

2) TRAVEL REDUCTION GEAR



220S2TM22

1	Ring gear
2	Ball bearing
3	Floating seal assy
4	Ring nut
5	Lock plate
6	Hexagon bolt
7	Housing
8	Hexagon socket head bolt
9	Coupling
10	Carrier 2
11	Planetary gear 2
12	Needle bearing 2
13	Thrust washer 2
14	Carrier pin 2
15	Spring pin 2
16	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
32	O-ring
33	Rubber cap
34	Rubber cap

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.

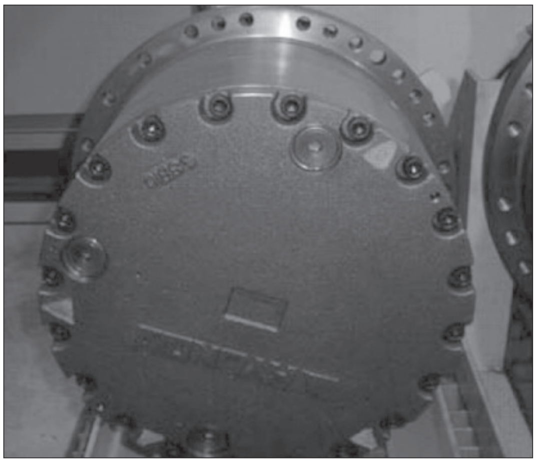
(1) Therefore, disassembling and assembling works should be performed on the clean place where dusts hardly gather.
Tools and kerosene to wash parts should also be clean and handled with great care.

(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



25098TM126

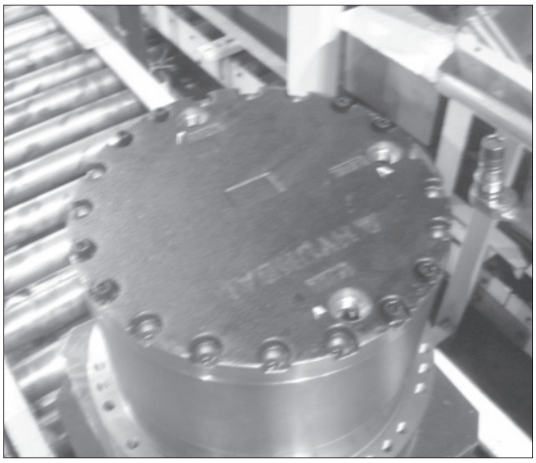
① The reduction units removed from excavator are usually covered with mud. Wash outside of propelling unit and dry it.
② Locate reducer in order for drain port to be at the lowest level, loosen taper screw plug of drain port, and drain oil from reduction gear.

※ 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.

(2) Setting reduction unit (or whole propelling unit) on work stand for disassembling

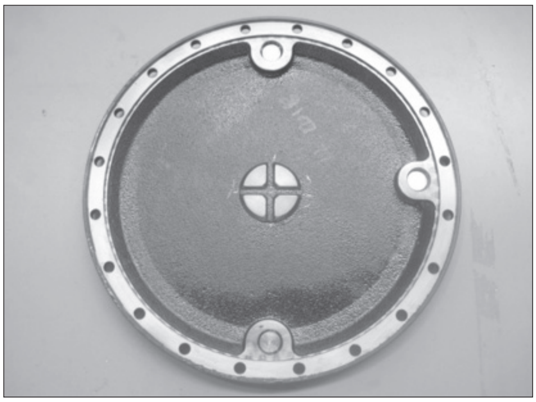


25098TM127

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



25098TM128

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.

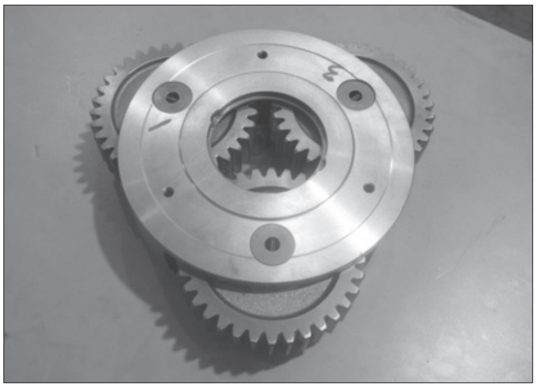
(4) Removing No.1 carrier sub assembly

① Screw three M10 eye-bolt in No.1 carrier and lift up and remove No.1 carrier assy.

25098TM129

② Remove No.1 sun gear.

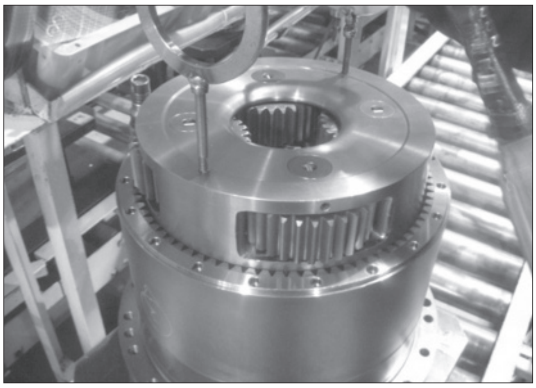
※ Be sure to maintain it vertical with the ground when disassembling No.1 sun gear.



25098TM130

(5) Removing No.2 carrier sub assembly

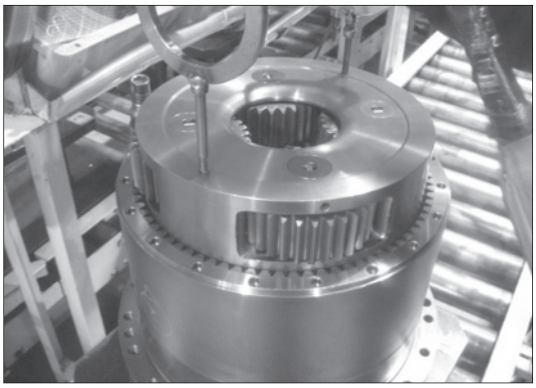
① Screw three M10 eye-bolt in No.2 carrier and lift up and remove No.2 carrier assy.



25098TM131

② Remove No.2 sun gear.

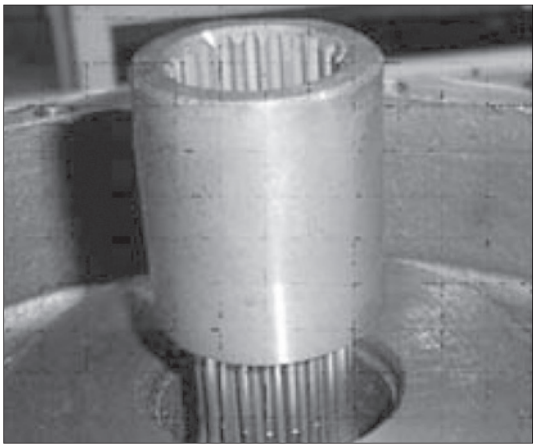
※ Be sure to maintain it vertical with the ground when disassembling No.1 sun gear.



25098TM132

(6) Removing coupling

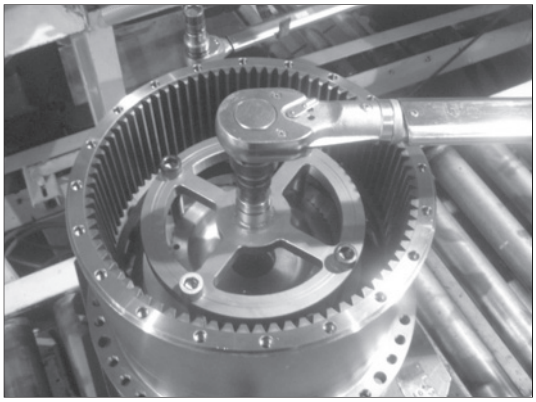
① Remove coupling.



25098TM133

(7) Removing ring nut & lock plate

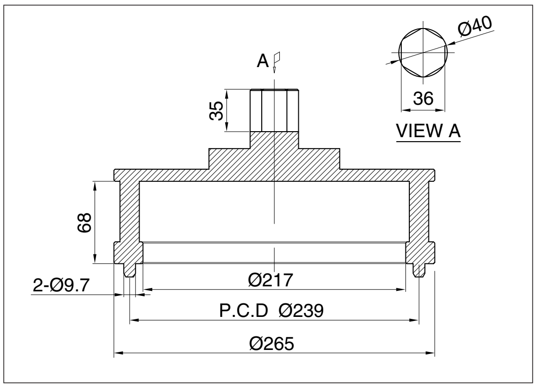
① Remove M12 hexagon head bolts that secure ring nut and lock plate.
② Remove lock plate.



25098TM134

③ Remove ring nut from motor casing.

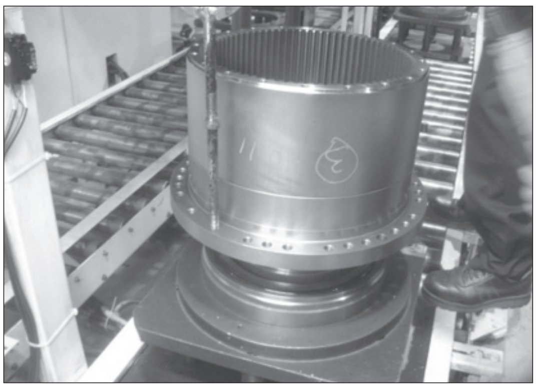
※ Remove the ring nut by using the special tool for removing the ring nut.



220L8TM01

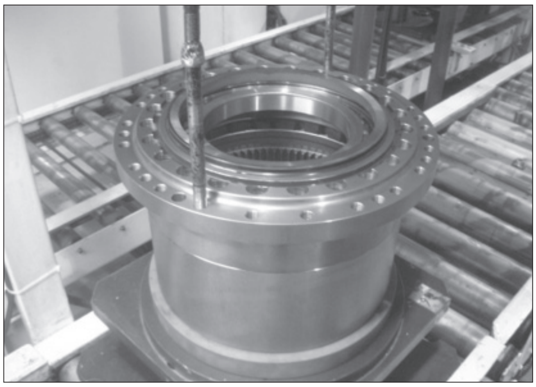
(8) Removing housing sub assembly & ring gear

① Screw 7/16-14UNC eye bolt in housing and lift up ring gear and housing assembly including anguler bearing and floating seal.



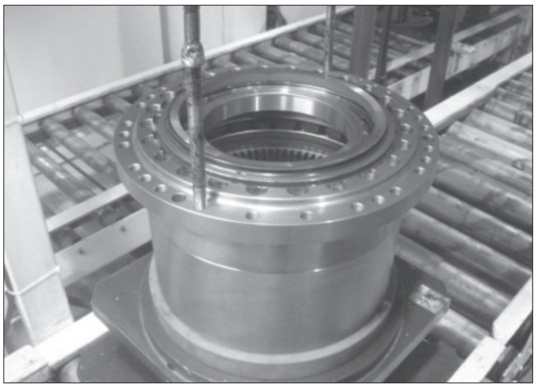
25098TM135

② Setting reduction unit on work stand for disassembling. Remove M16 hexagon socket head bolts that secure ring gear and housing assembly.



25098TM136

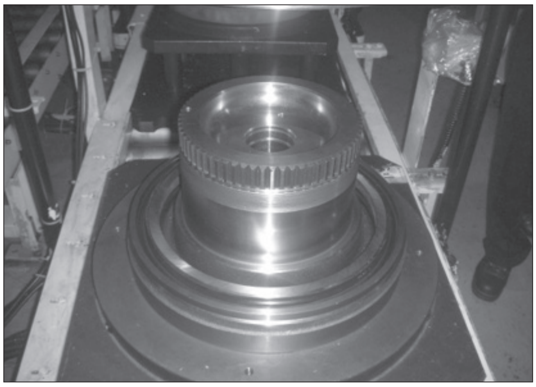
③ As the ring gear is adhered to housing assy, disassemble housing assy and ring gear by lightly hammering slantwise upward using sharpen punch inserted between the housing assy and ring gear.



25098TM137

(9) Removing floating seal

① Lift up a piece of floating seal of motor side.



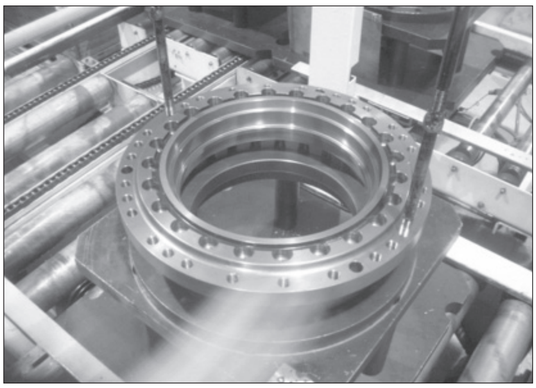
25098TM138

(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.

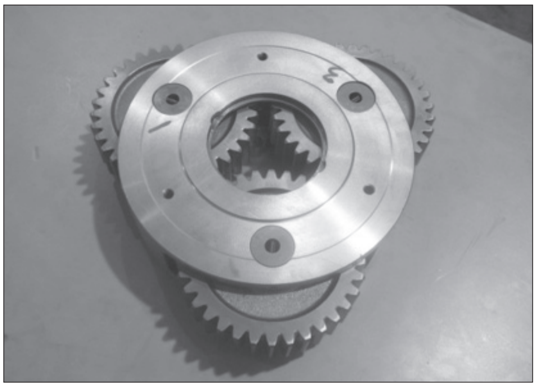
※ Don't disassemble angular bearing.



25098TM139

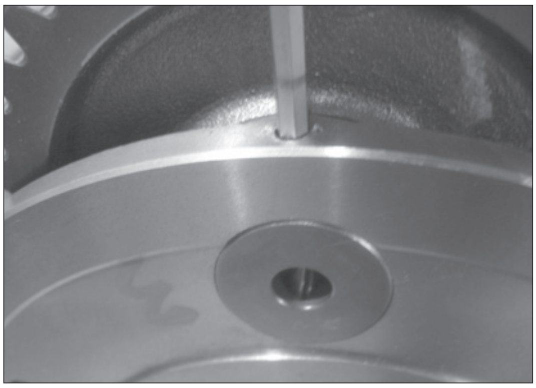
(11) Disassembling No.1 carrier

① Remove thrust plate.



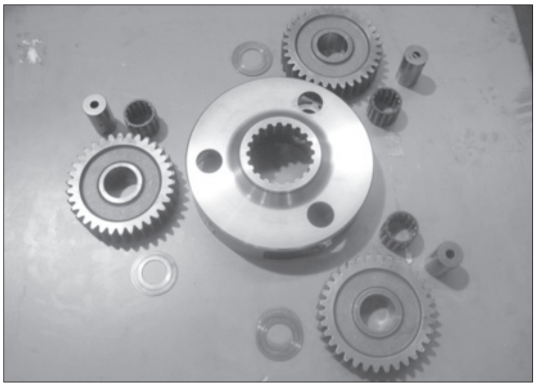
25098TM140

② Knock spring pin fully into No.1 pin.



25098TM141

③ Remove planetary, thrust washer, No.1 pin, bearing from carrier.



25098TM142

(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.

25098TM143

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.

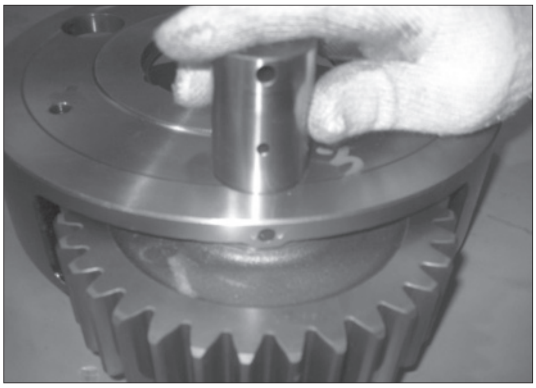
Bearing
- Rotate by hand to see if there are something unusual such as noise or uneven rotation.

Floating seal
- Check flaw or score on sliding surfaces or O-ring.

2) ASSEMBLING CARRIER 1 ASSY

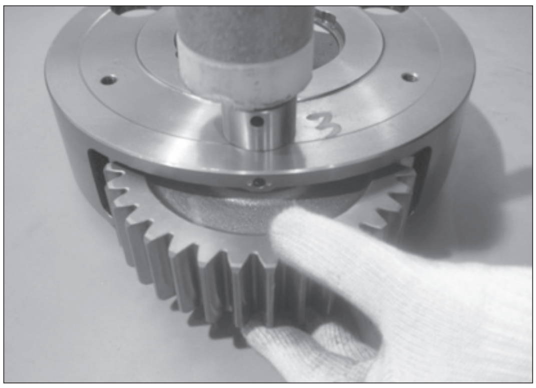
(1) Put No.1 carrier on a flat place.

(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.



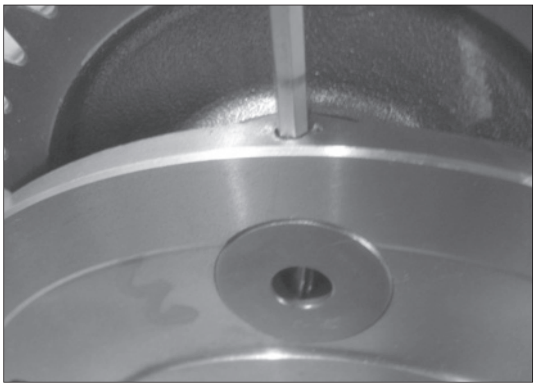
25098TM144

(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.



25098TM145

(4) Caulk carrier holes as shown on the picture.

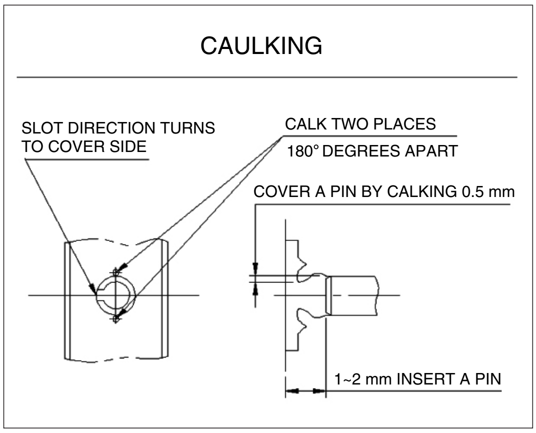


25098TM146

3) ASSEMBLING CARRIER 2 ASSY

(1) Put No.2 carrier on a flat place.

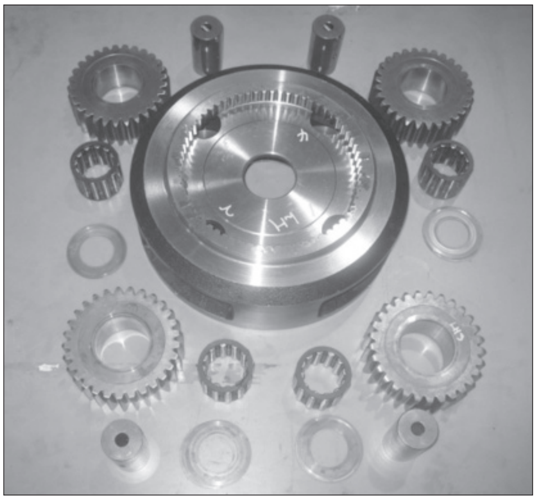
(2) Install No.2 needle bearing into No.2 planetary gear, put 2EA of No.2 thrust washer on both sides of planetary gear, and then, install it into carrier.



220SA8TM147

(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.

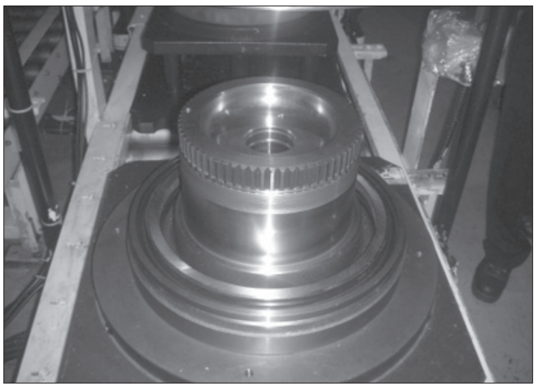


25098TM148

4) ASSEMBLING FLOATING SEAL

(1) 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.

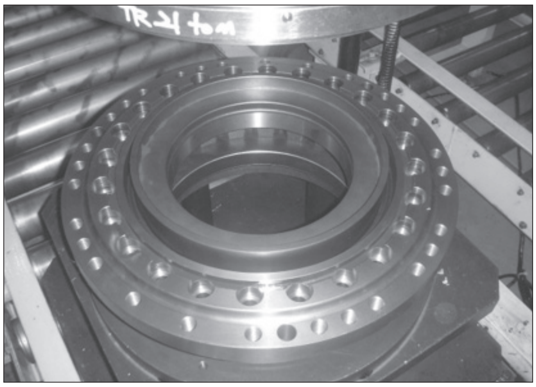


25098TM149

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.

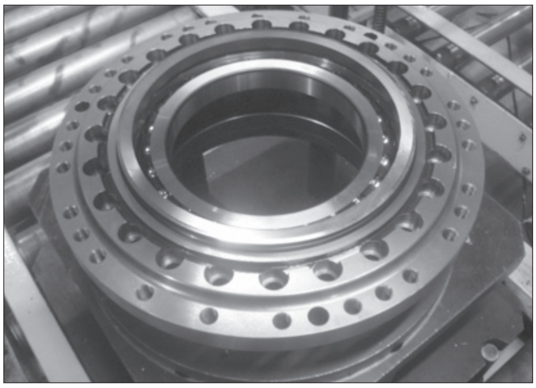
(2) Setting housing assembly on work stand for assembling.
Assemble angular bearing into housing by use of pressing jig.



25098TM150

(3) Assemble floating seal 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.

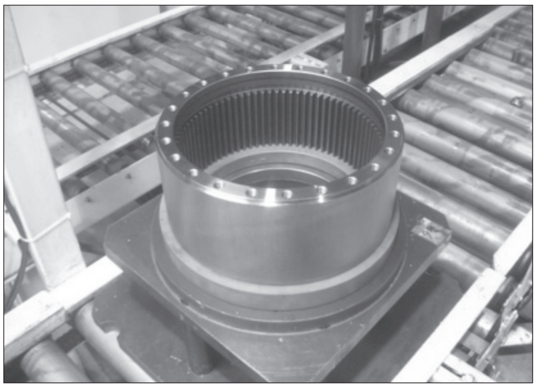
※ Be sure to maintain it vertical with the ground when assembling bearing and floating seal.



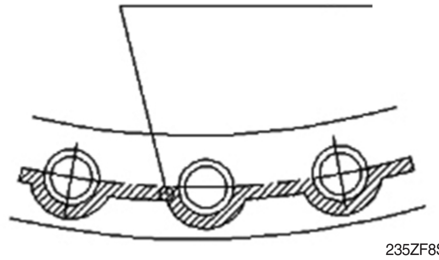
25098TM151

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.



25098TM152

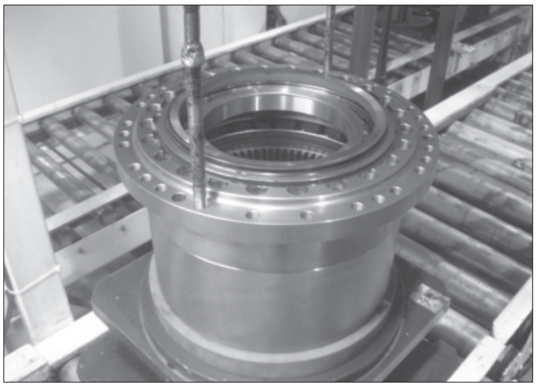


235ZF8SM39

(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.



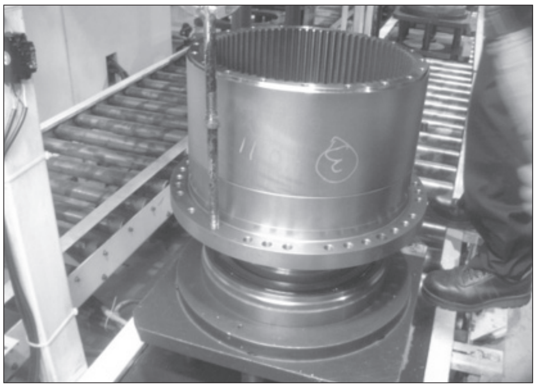
25098TM154

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.



25098TM155

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.

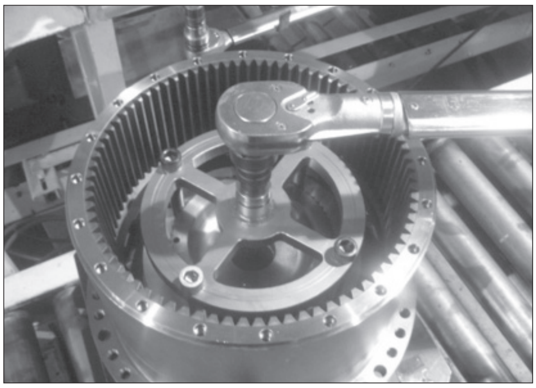
25098TM156

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)

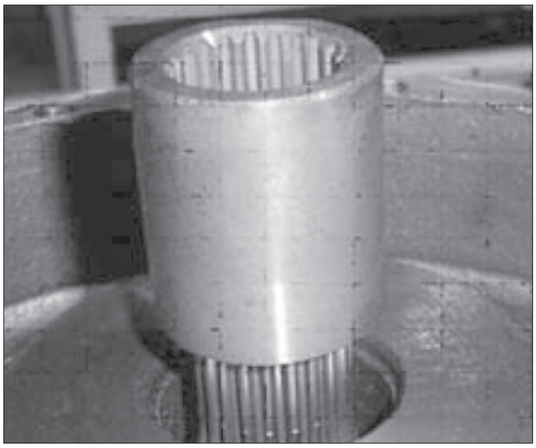
(2) After install lock plate, apply loctite #242 on M12 hexagon head bolt, and then, bolt. Tighten M12 hexagon head bolt to specified torque, with torque wrench.



25098TM157

10) ASSEMBLING COUPLING

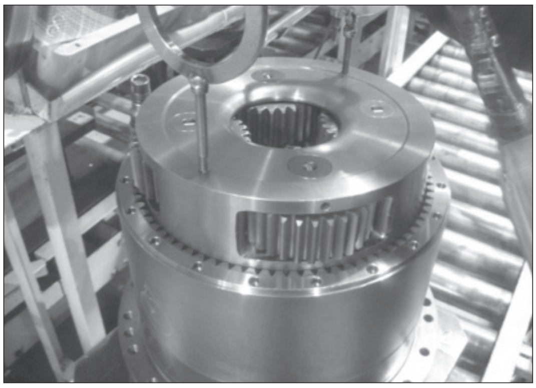
(1) Install coupling on spline of the motor.



25098TM158

11) ASSEMBLING NO.2 CARRIER SUB ASSEMBLY

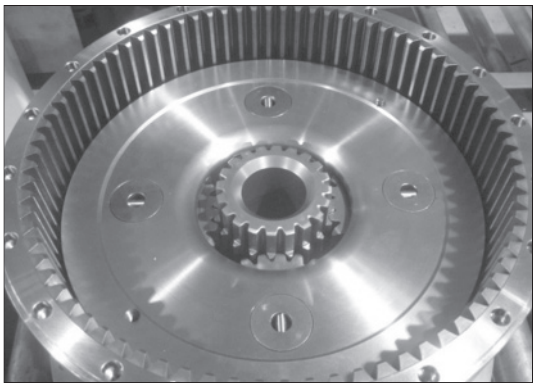
(1) Install M10 eye-bolt on No.2 carrier assembly.
(2) Lift No.2 carrier assembly and then, slowly put it down on ring gear.
(3) Rotate planetary gear by hands and install on ring gear.
(4) Rotate No.2 carrier assembly by hands and install on motor.
※ Match pin hole of No.2 carrier with main (A, B) port of motor.



25098TM159

12) ASSEMBLING NO.2 SUN GEAR

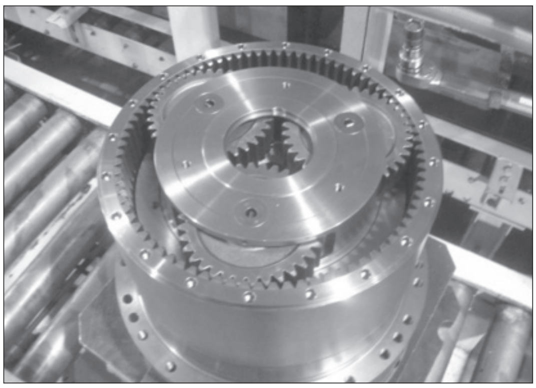
(1) Install No.2 sun gear on the No.2 planetary gear, matching teeth of them.



25098TM160

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.



25098TM161

14) ASSEMBLING NO.1 SUN GEAR

(1) Put down No.1 sun gear on No.1 carrier, maintaining it vertical with spline of coupling.

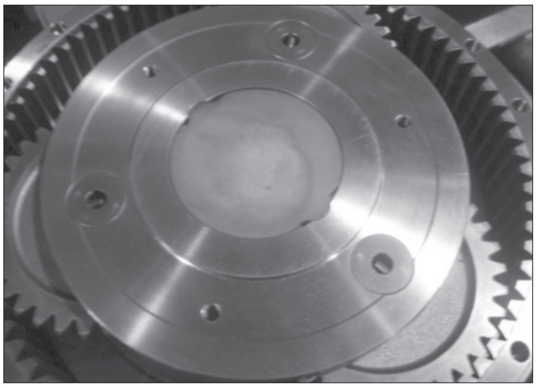
(2) Install No.1 sun gear on No.1 planetary gear, matching their teeth.

25098TM162

15) ASSEMBLING THRUST PLATE

(1) Assembly thrust plate into No.1 carrier.

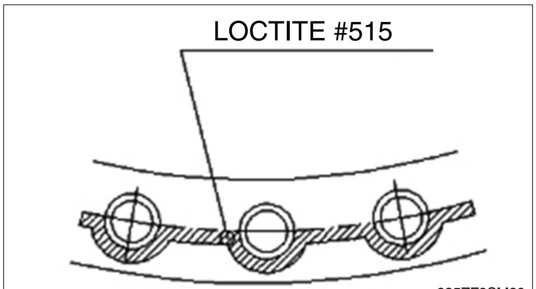
※ Edge of thrust plate direction turns to cover side.



25098TM163

16) ASSEMBLING COVER

(1) Apply loctite #515 on the ring gear for cover without gap.

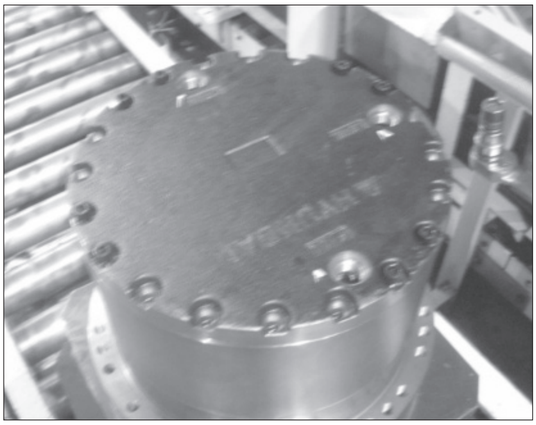


235ZF8SM39

(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.



25098TM165

1. REMOVAL AND INSTALL

1) REMOVAL

(1) Swing the work equipment 90° and lower it completely to the ground.

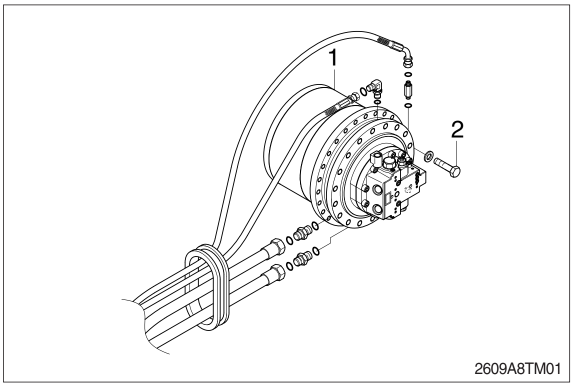

13031GE18

(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.



2609A8TM01

(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 : 430 kg (950 lb)
- · Tightening torque : 84.0 ± 8.0 kgf·m (608 ± 57.9 lbf·ft)

2) INSTALL

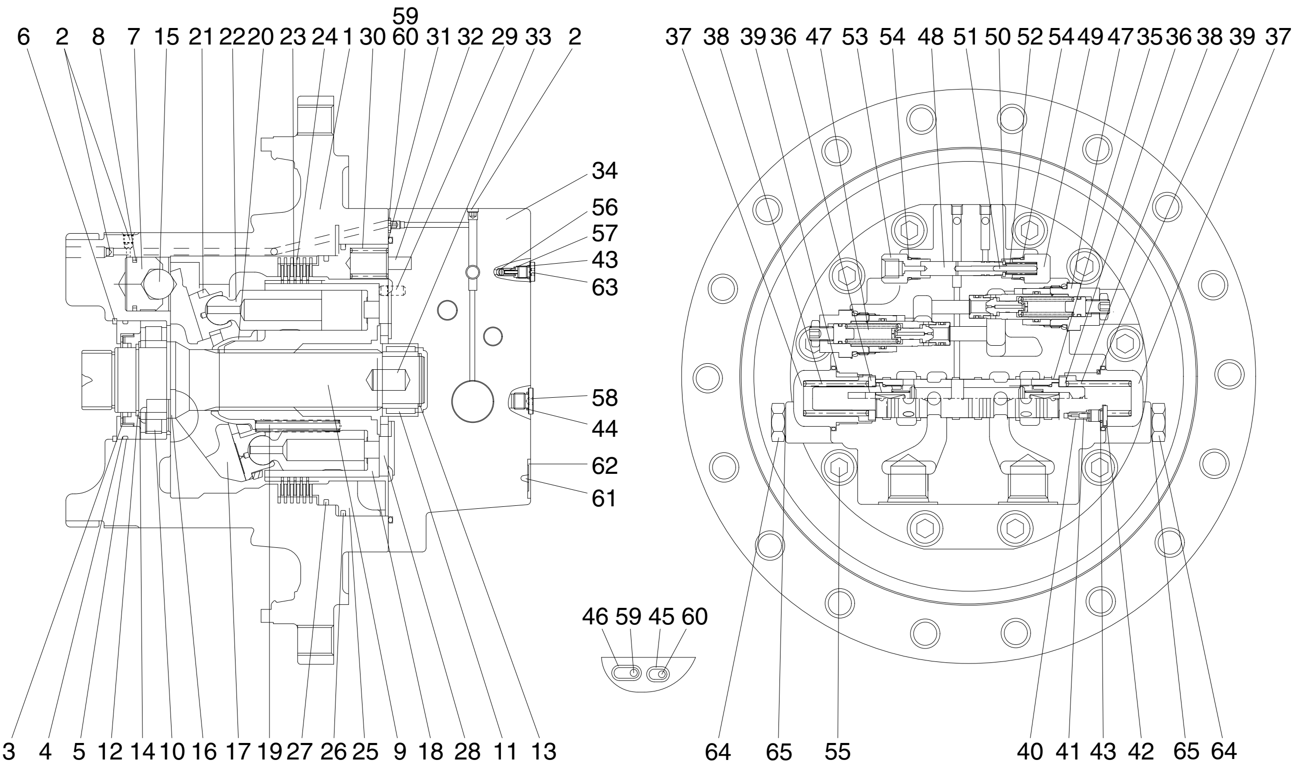
(1) Carry out installation in the reverse order to removal.

(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. SPECIFICATION

1) TRAVEL MOTOR



300L2TM02

1	Casing	23	Friction plate	45	O-ring
2	Plug	24	Separated plate	46	O-ring
3	Oil seal	25	Parking piston	47	Relief valve assy
4	Thrust block	26	D-ring	48	Spool
5	O-ring	27	D-ring	49	Plug
6	Retainer ring	28	Valve plate	50	Spring seat
7	Piston	29	Parallel pin	51	Parallel pin
8	Piston seal	30	Spring	52	Spring
9	Shaft	31	O-ring	53	Connector
10	Cylinder roller bearing	32	Spring pin	54	O-ring
11	Needle bearing	33	Parallel pin	55	Hexagon socket head bolt
12	Retainer ring	34	Rear cover	56	Check valve
13	Retainer ring	35	Main spool assy	57	Spring
14	Thrust plate	36	Spring seat	58	Plug
15	Steel ball	37	Plug	59	Restrictor
16	Swash pivot	38	Spring	60	Restrictor
17	Swash plate	39	O-ring	61	Name plate
18	Cylinder block	40	Restrictor	62	Rivet
19	Spring	41	Spring	63	Plug
20	Ball guide	42	Plug	64	Plug
21	Retainer plate	43	O-ring	65	O-ring
22	Piston assy	44	O-ring		

2) TOOL AND TIGHTENING TORQUE

(1) Tools

Name of tools	B-size	Name of part applied
Hexagonal L-Wrench	4	Plug (2), Orifice screw (3, 4, 38)
	8	Hex socket bolt (50), Lock screw (62, 72), Plug (65)
	10	Hex socket bolt (49)
	46	Hex (57)
Socket wrench/ spanner	19	Hp plug (54)
	24	Hex nut (63)
	27	Hp plug (56)
Snap-ring plier (for holes, axis)		Ring stop (14), Ring lock (74)
Solder hammer		Needle bearing (34), Pin (5, 6, 36)
Torque wrench		Size : 500, 3000
Jig for assembling oil seal		Oil seal (73)
Induction heating apparatus for bearing		Roller bearing (13)

(2) Tightening torque

NO.	Part name	Standard	Size	Torque	
				kgf · m	lbf · ft
2	Plug	NPTF 1/16	4	0.9±0.2	6.51±1.45
3, 4, 38	Orifice screw	NPTF 1/16	4	0.7	5.06
49	Hex socket bolt	M12	10	10	72.33
50	Hex socket bolt	M10	8	6.7	48.46
54	Plug	PF 1/4	19	3.7	26.76
56	Plug	PF 1/2	27	11	79.56
57	Relief valve	HEX 46	46	18±1.0	130±7.0
63	Nut	M16	24	24	173.59
65	Plug	PF 3/8	8	7.5	54.25
70, 72	Hex socket bolt	M16	14	24	173.59
71	Hex socket bolt	M16	14	24	173.59

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.

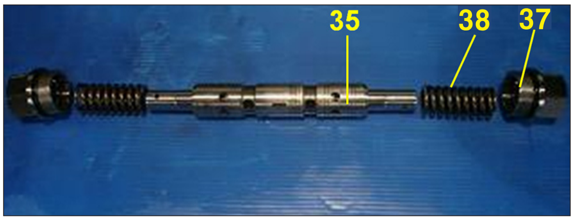
(3) Before disassembling, review the sectional drawing and prepare the required parts, depending on the purpose and the range of disassembling.
Seals, O-rings, etc., if once disassembled, are not reusable.
There are some parts that should be replaced as a subassembly.
Consult with the parts manual in 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.

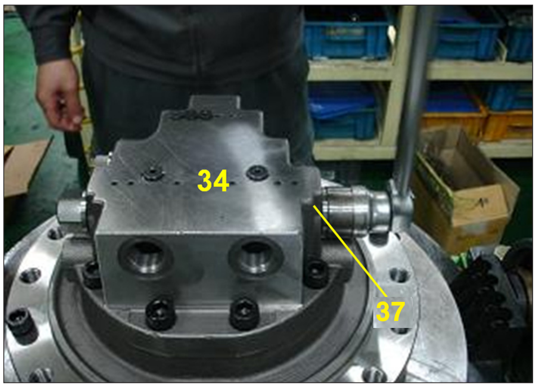
⚠ **Take great care not to pinch your hand between parts while disassembling nor let fall parts on your foot while lifting them.**

2) DISASSEMBLING TRAVEL MOTOR

(1) Disassemble plug (37) from rear cover (34) using spanner and torque wrench and then disassemble spring (38), main spool assy (35).

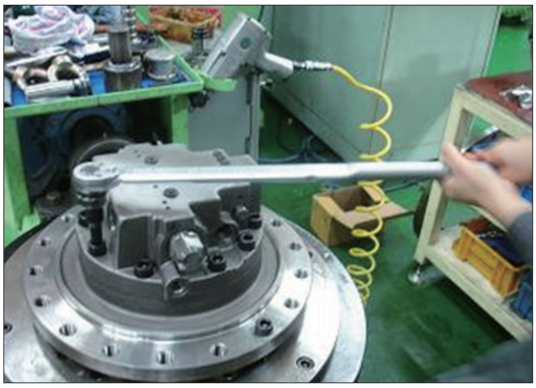


2609A8TM02A



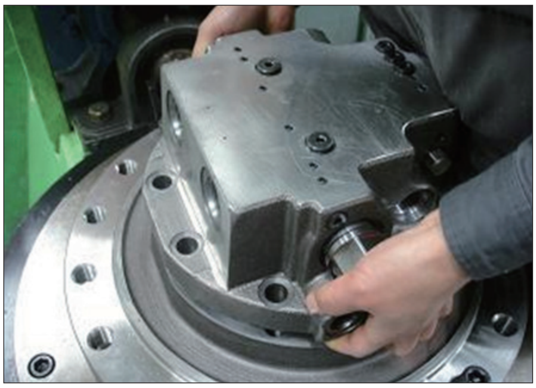
2609A8TM03A

(2) Disassemble wrench bolt (55) using torque wrench.



2609A8TM04

(3) Take out rear cover (34) from casing (1).



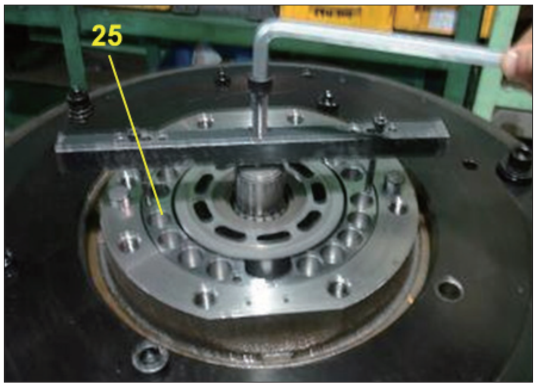
2609A8TM05

(4) Remove brake spring (30, 14EA)

2609A8TM06

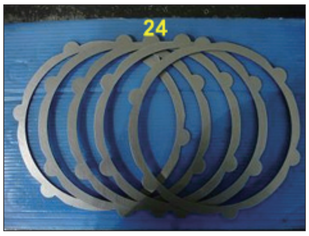
(5) Disassemble parking piston (25) using jig.

2609A8TM07



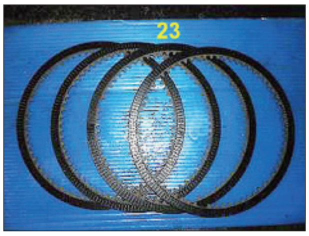
2609A8TM08

(6) Disassemble separate plate (24, 5EA) and friction plate (23, 4EA).

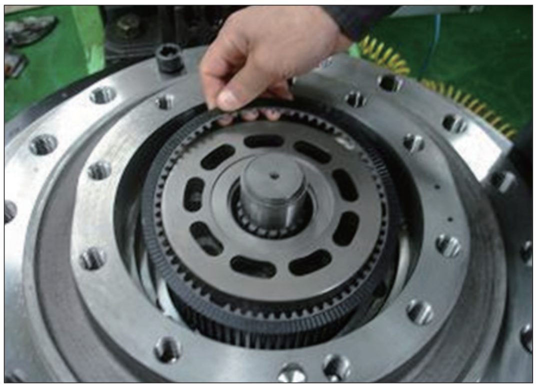


2609A8TM09

2609A8TM10

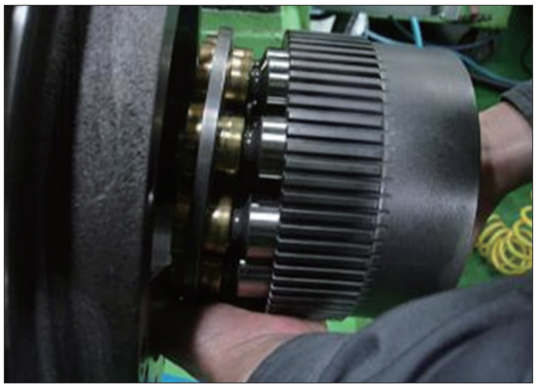


2609A8TM11



2609A8TM12

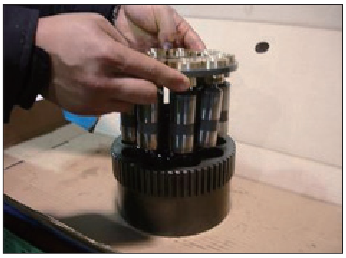
(7) Remove cylinder block kit.
It is easier to work by placing the casing (1) horizontal.

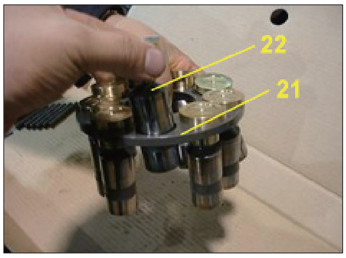


2609A8TM13

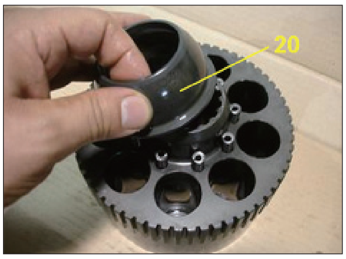
(8) Disassemble cylinder block (18), retainer plate (21), piston assy (22), ball guide (20) and spring (19) from cylinder block kit.


2609A8TM14

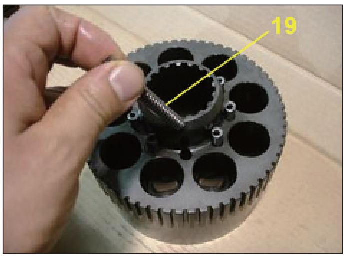

2609A8TM15



2609A8TM16



2609A8TM17



2609A8TM18

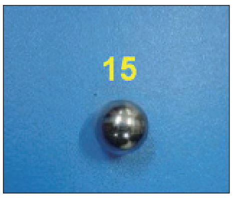
(9) Disassemble swash plate (17) from casing (1).

2609A8TM19

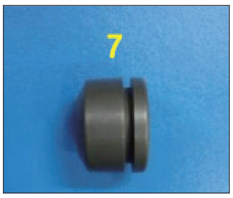

2609A8TM20

(10) Disassemble steel ball (15), swash piston (7) from casing (1).

※ Hole in the casing (1) of two speed line is decomposed by injecting air.



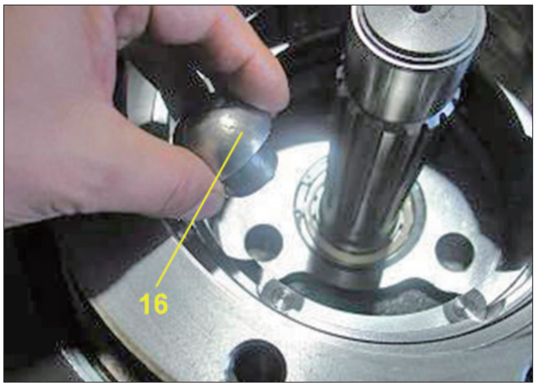
2609A8TM21



2609A8TM22


2609A8TM23

(11) Disassemble pivot (16, 2EA) from casing (1).

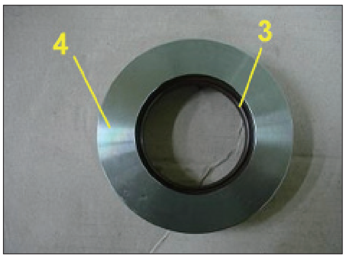


2609A8TM24

(12) Disassemble retainer ring (6) using pliers.


2609A8TM25

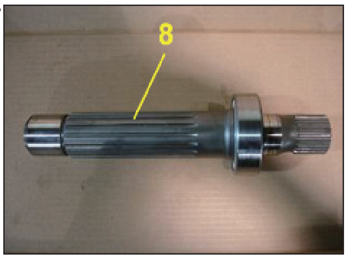
(13) Disassemble trust block (4) and oil-seal (3) from casing (1).



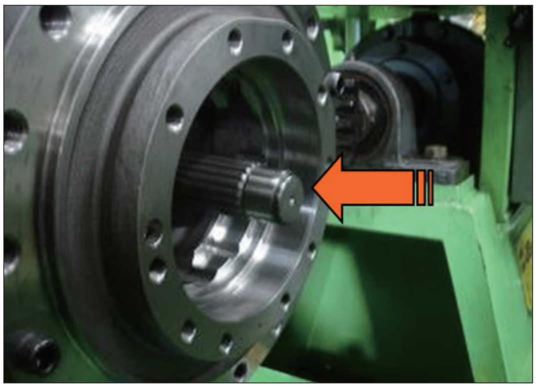
2609A8TM26


2609A8TM27

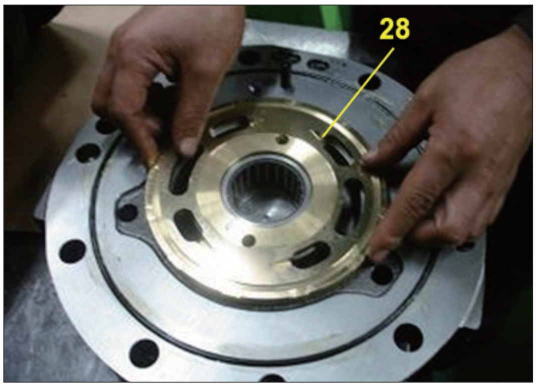
(14) In the casing (1), the arrow part of the shaft (9) using a rubber mallet taps and then disassemble the shaft (9) and bearing-roller (10) to the other side.



2609A8TM28


2609A8TM29

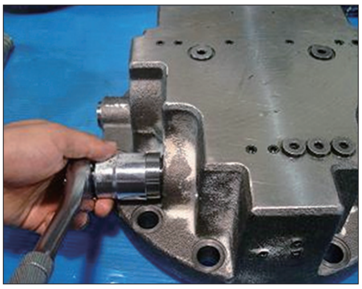
(15) Disassemble valve plate (28) from rear cover (34).



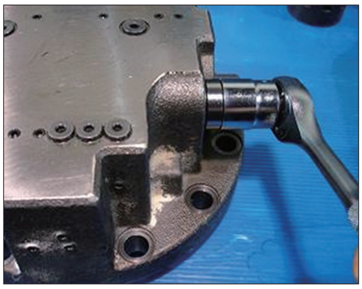
2609A8TM30

(16) Disassemble relief valve (47, 2EA) from rear cover (34) using the torque wrench.

2609A8TM31A

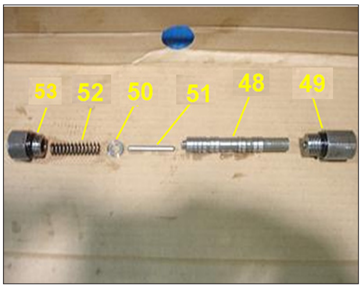


2609A8TM32

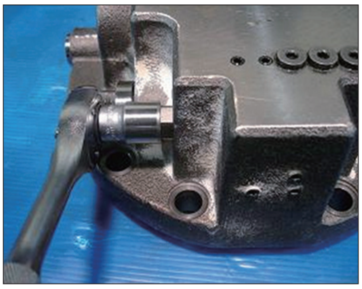


2609A8TM33

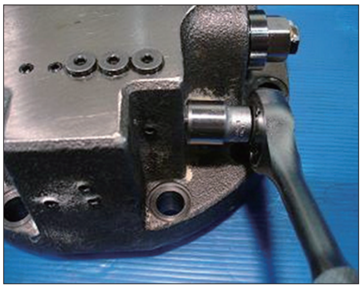
(17) Disassemble plug (49), connector (53) from into rear cover (34) using the torque wrench and then disassemble spring (52), spring seat (50), parallel pin (51) and spool (48) in regular sequence.



2609A8TM34A

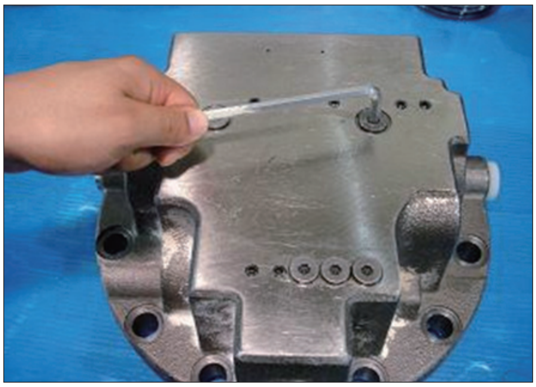


2609A8TM35



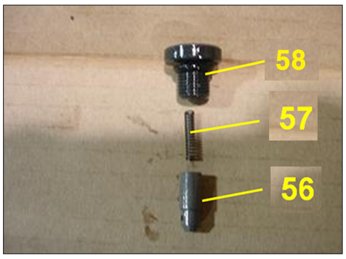
2609A8TM36

(18) Disassemble plug (58) from rear cover (34).

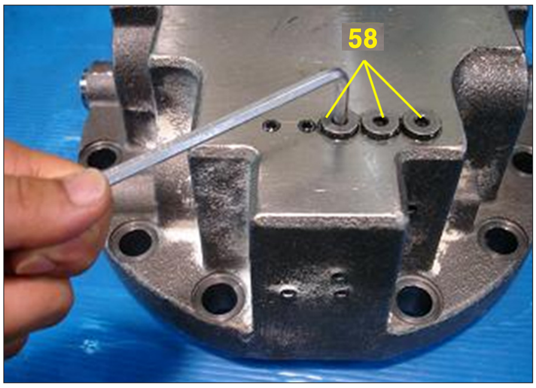


2609A8TM37

(19) Disassemble plug (58) from rear cover (34) and then disassemble spring (57), check valve (56) into rear cover (34) in regular sequence.



2609A8TM38A



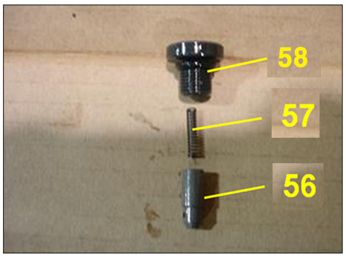
2609A8TM39A

4. REASSEMBLING

1) ASSEMBLING MOTOR

- REAR COVER ASSY

(1) Assemble check valve (56), spring (57) into rear cover (34) and then assemble plug (58) using L-wrench.



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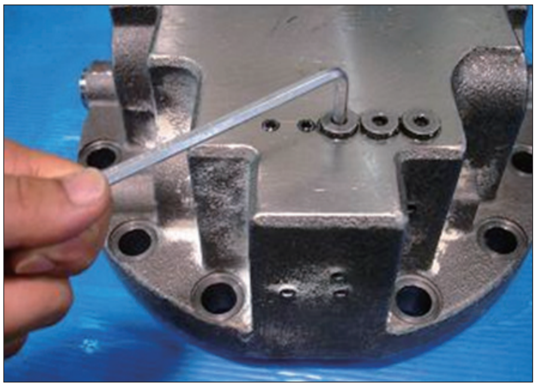
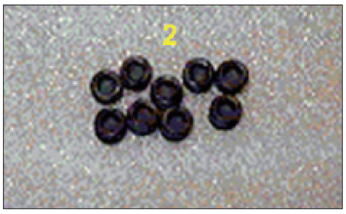
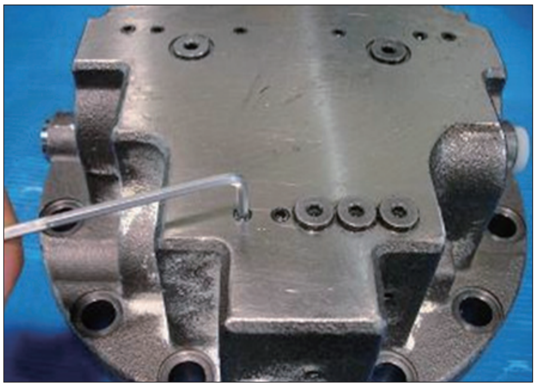

2609A8TM41

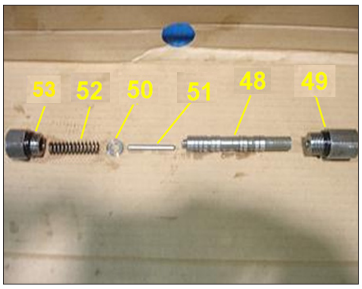
(2) Apply loctite #242 on the NPTF 1/16 plug (2) and then assemble 12-NPTF 1/16 Plug (2) into rear cover(34).



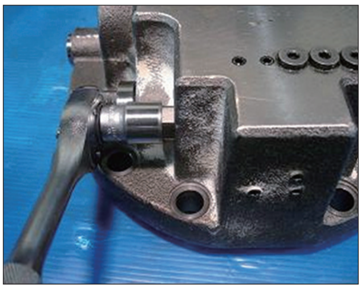
2609A8TM42

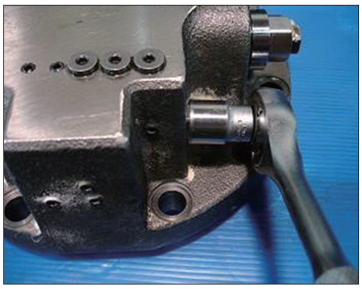

2609A8TM43

(3) Assemble spool (48), parallel pin (51), spring seat (50) and spring (52) into rear cover (34) in regular sequence and then assemble plug (49) and connector (53).



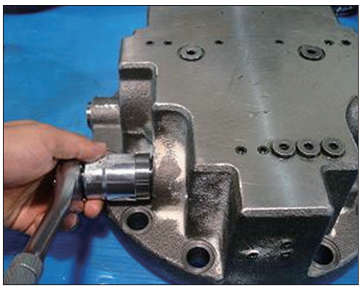
2609A8TM34A

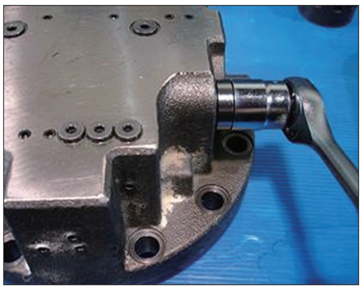

2609A8TM45


2609A8TM46

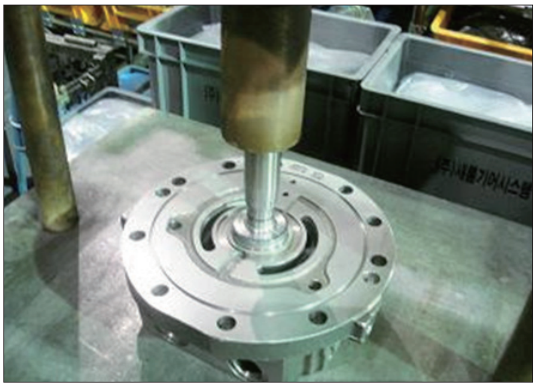
(4) Assemble relief valve (47, 2EA) into rear cover (34).

2609A8TM31A


2609A8TM48


2609A8TM49

(5) Press needle bearing (11) into rear cover (34) using jig.



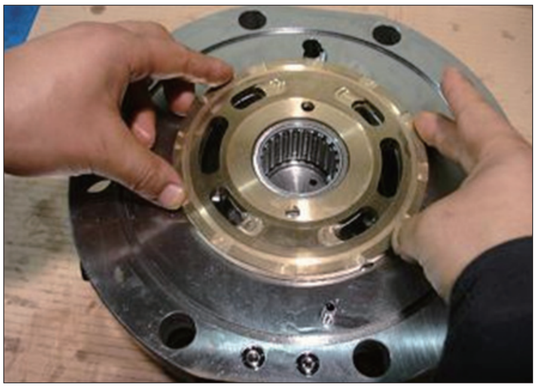
2609A8TM50

(6) Assemble spring pin (32) and parallel pin (29) using small hammer.

2609A8TM51

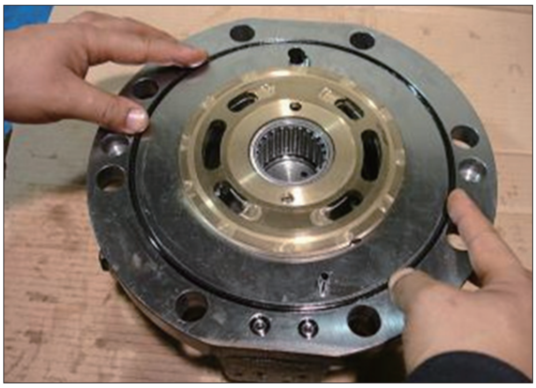
(7) Assemble valve plate (28) into rear cover (34).

※ Apply grease to the valve plate contact and then assemble valve plate into rear cover (34).



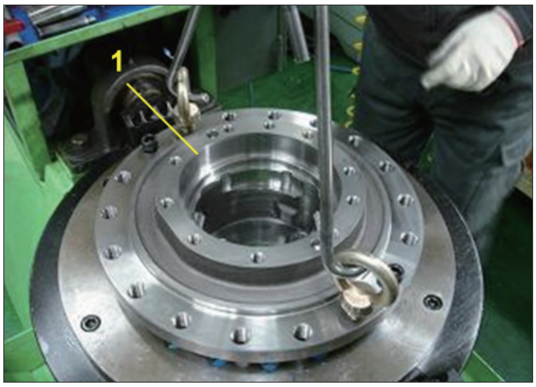
2609A8TM52

(8) Apply grease to the O-ring (31) and then assemble O-ring (31) into rear cover (34).



2609A8TM53

(9) Install casing (1) into assembling jig.



2609A8TM54

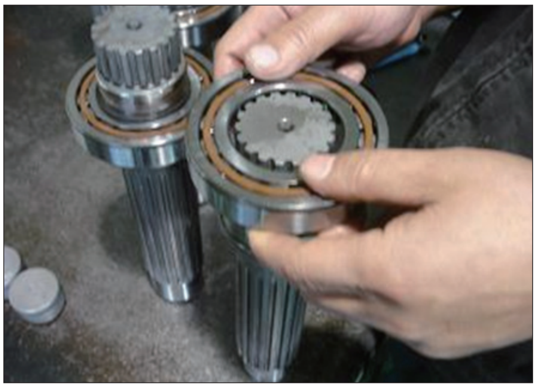
(10) Assemble the heated roller bearing(10) onto the shaft (9).

① The temperature of the Roller Bearing : 100˚C.
Using tool : Heater.

※ Be careful not to damage the sliding surface for the oil seal on the shaft.

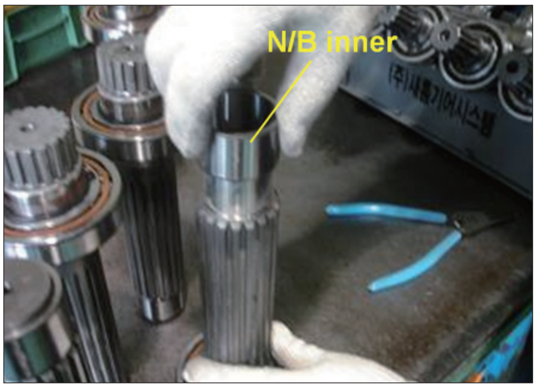

2609A8TM55


2609A8TM56


2609A8TM57

(11) Assemble the heated needle bearing inner ring on the shaft (9).


2609A8TM58

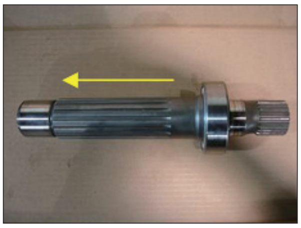


2609A8TM59

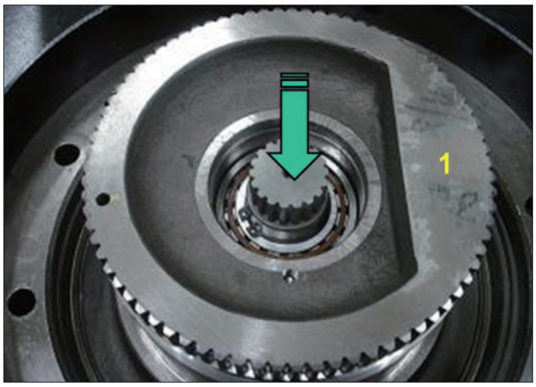
(12) Assemble retainer ring (13) into shaft (9) using pliers.


2609A8TM60

(13) Insert assembled shaft assy in the direction of the arrow into casing (1) using a rubber mallet.

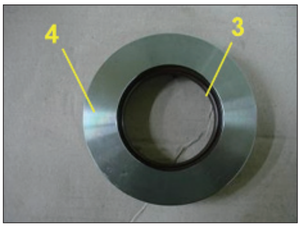


2609A8TM61

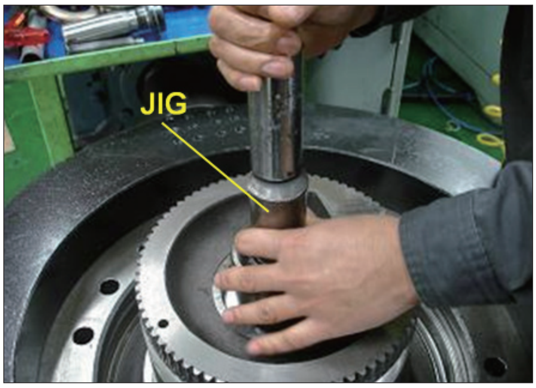


2609A8TM62

(14) Assemble oil seal (3) into trust block (4) with a assembling jig and press it into casing (1). Caution the direction of oil seal (3).

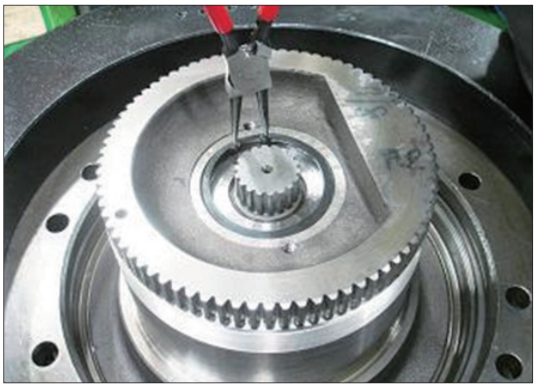


2609A8TM63



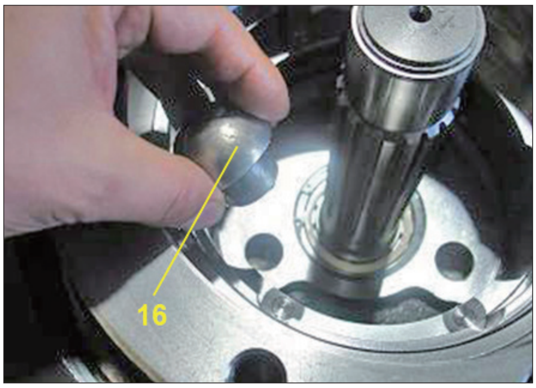
2609A8TM64

(15) Assemble retainer ring (6) into casing (1) using pliers.



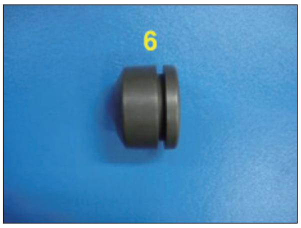
2609A8TM65

(16) Apply the grease to pivot (16, 2EA) and then assemble pivot (16) into casing (1).



2609A8TM66

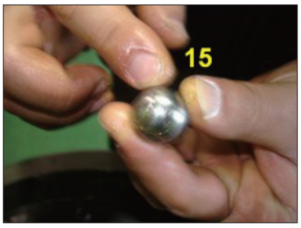
(17) Warm piston seal (8) and assemble it on swash piston (7) and then bind the piston seal (8) with a bend for a minute.
Remove the bend and assemble it into casing (1).



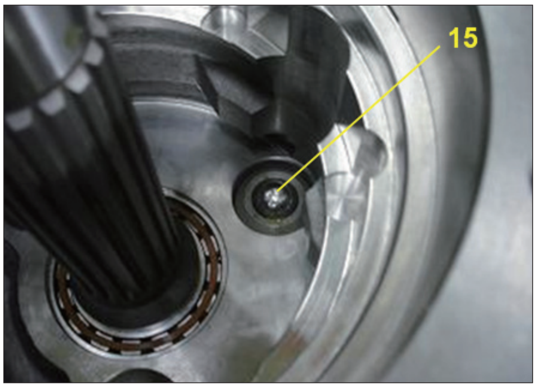
2609A8TM67

2609A8TM68

(18) Apply the grease to steel ball (15) and then assemble steel ball (15) into casing (1).



2609A8TM69



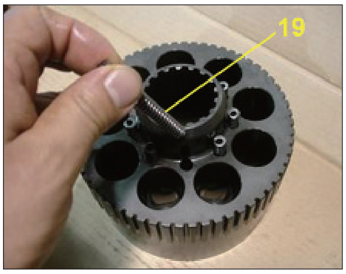
2609A8TM70

(19) Apply the grease to swash plate (17) and then assemble swash plate (17) into casing (1).

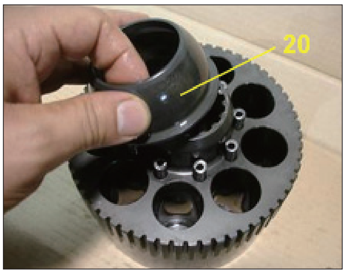
2609A8TM71

2609A8TM72

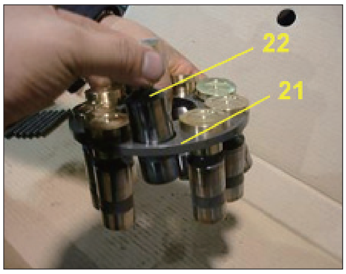
(20) Assemble spring (19), ball guide (20), retainer plate (21), piston assy (22) into cylinder block (18) in regular sequence.



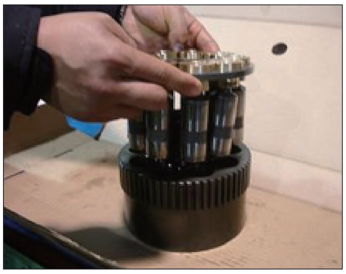
2609A8TM73



2609A8TM74

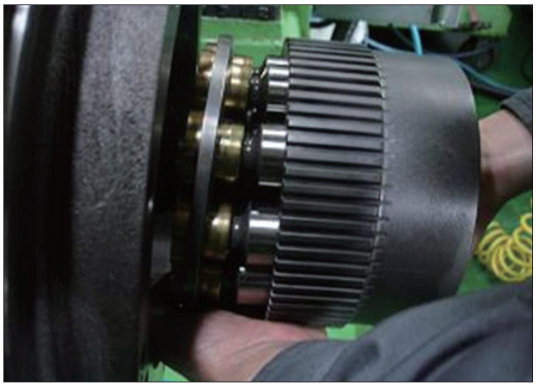


2609A8TM75

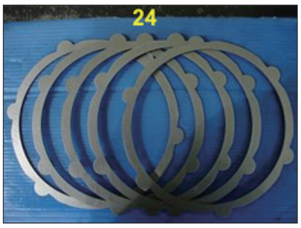

2609A8TM76


2609A8TM77

(21) Stant the casing (1) and then assemble cylinder block kit into casing (1).

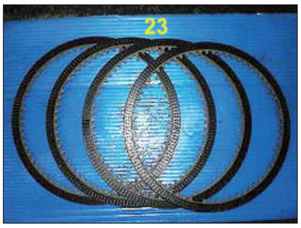

2609A8TM78

(22) Assemble separated plate (24), friction plate (23) into cylinder block in regular sequence.
Friction plate : 4EA
Separated plate : 5EA

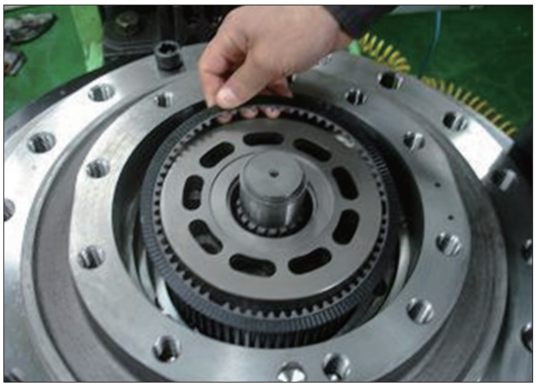


2609A8TM79

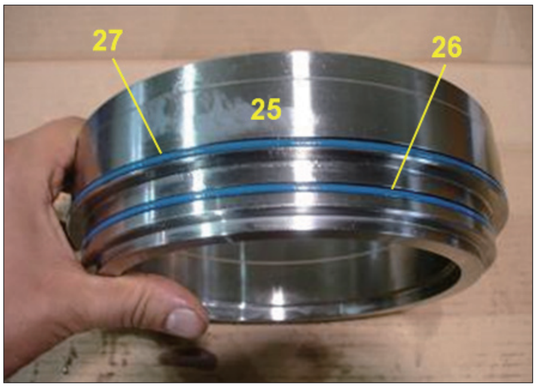

2609A8TM80



2609A8TM81

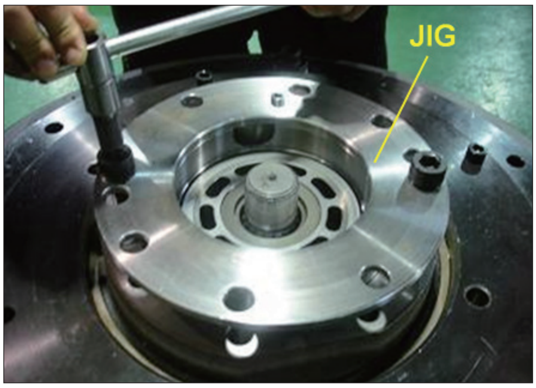

2609A8TM82

(23) Apply the grease to D-ring (26, 27) and then assemble D-ring (26, 27) into parking piston (25).



2609A8TM83

(24) Assemble parking piston (25) into casing (1) using jig.

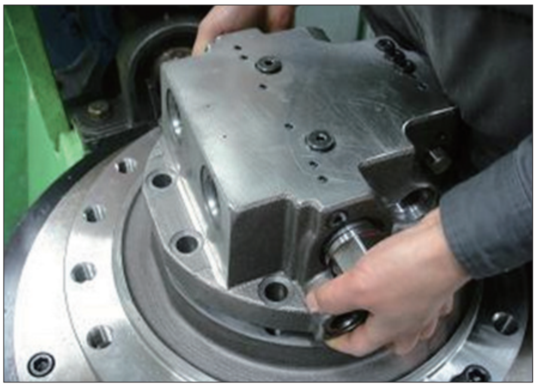


2609A8TM84

(25) Assemble brake spring (30, 18EA).

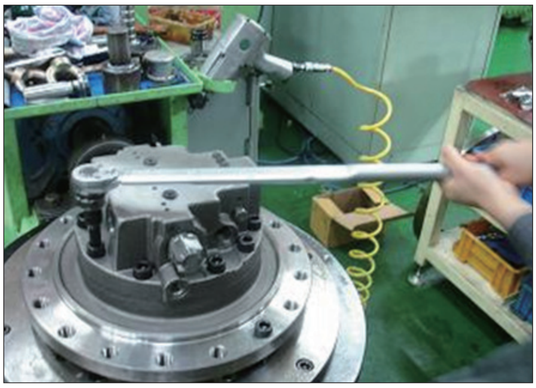
2609A8TM85

(26) Put on the rear cover (34) on the casing (1).



2609A8TM86

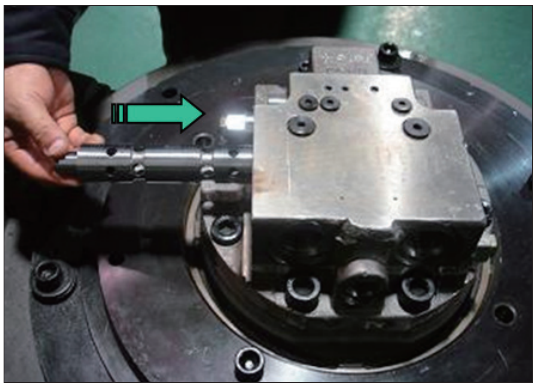
(27) Assemble rear cover (34) into casing (1) and then tighten the wrench bolt (55) using torque wrench.



2609A8TM87

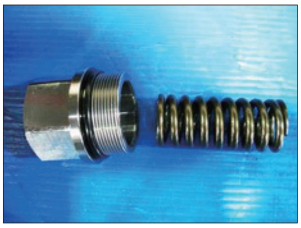
(28) Assemble main spool assy (35) into rear cover (34) after checking the direction to be correct.

2609A8TM88

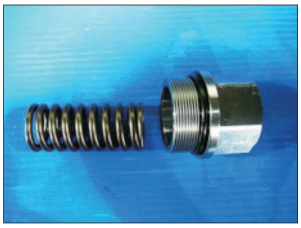


2609A8TM89

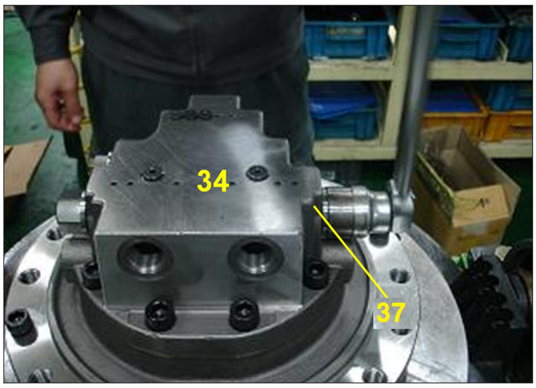
(29) Assemble spring (38), plug (37) into rear cover (34) in regular sequence and then plug (37) into rear cover (34) using torque wrench.



2609A8TM90

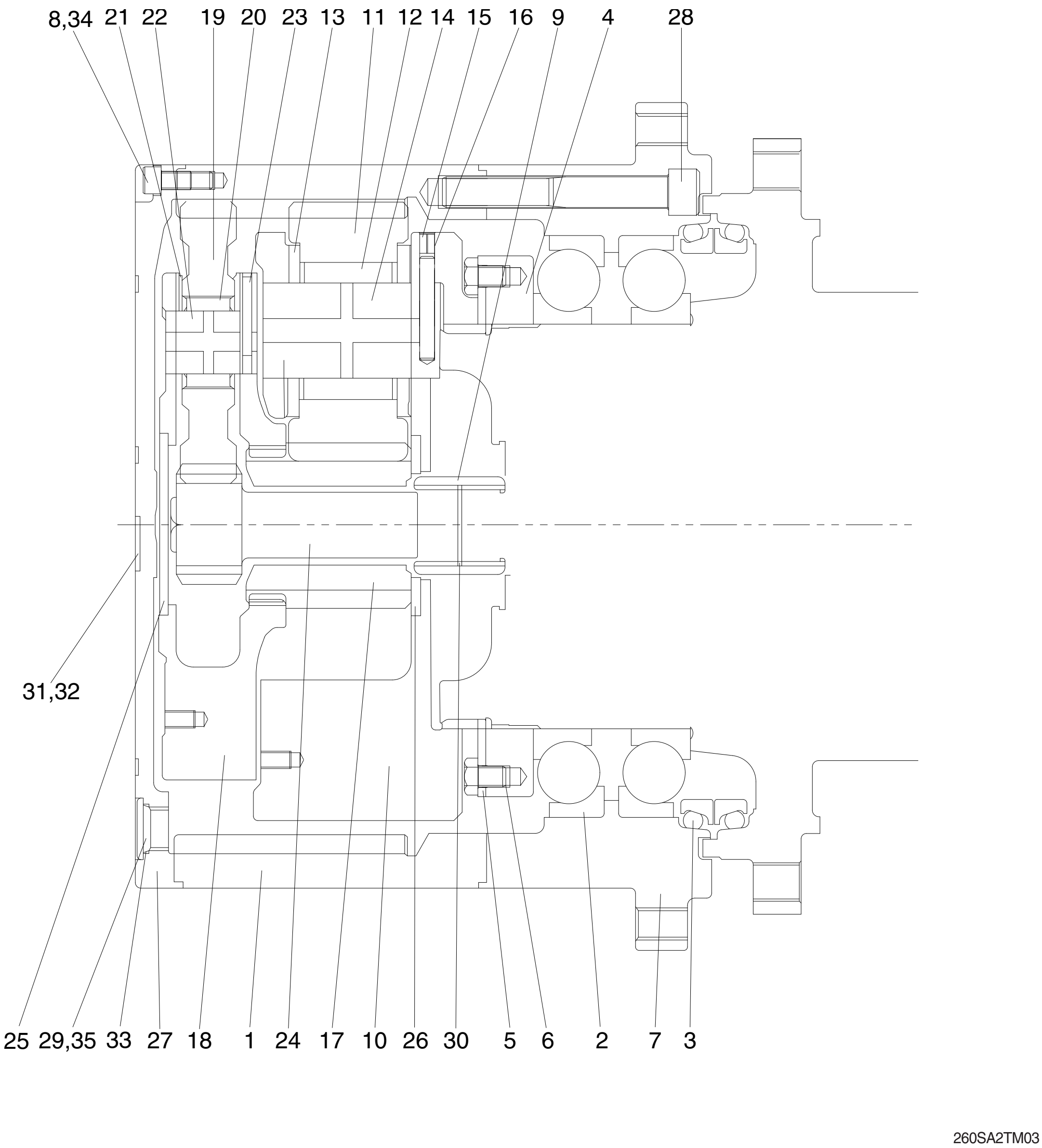


2609A8TM91



2609A8TM03A

2) TRAVEL REDUCTION GEAR



1	Ring gear	13	Thrust washer 2	25	Thrust plate
2	Ball bearing	14	Carrier pin 2	26	Thrust plate
3	Floating seal assy	15	Spring pin 2	27	Cover
4	Ring nut	16	Solid pin 2	28	Hexagon socket head bolt
5	Lock plate	17	Sun gear 2	29	Socket plug
6	Hexagon head bolt	18	Carrier 1	30	Retainer ring
7	Housing	19	Planetary gear 1	31	Name plate
8	Hexagon socket head bolt	20	Needle bearing 1	32	Rivet
9	Coupling	21	Thrust washer 1	33	O-ring
10	Carrier 2	22	Carrier pin 1	34	Rubber cap
11	Planetary gear 2	23	Spring pin 1	35	Rubber cap
12	Needle bearing 2	24	Sun gear 1		

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

① 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.

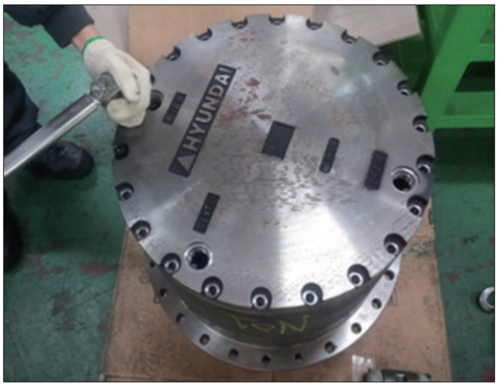
(2) Set the reduction unit on table

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 22 socket bolts (7/16-14UNC) those are attached to ring gear.
② Cover (27) is stuck to ring gear (1).
So use sharp chisel for removing cover (27) from ring gear (1).



2609A8TM02

(4) Removing sun gear No.1

Pull sun gear No.1 (24) vertically slow after removing thrust plate (25).

2609A8TM03

(5) Removing carrier No.1 sub assembly
Pull away carrier No.1 (18) with attached eye-bolt (M10) that is assembled to hole on carrier sub-assembly.

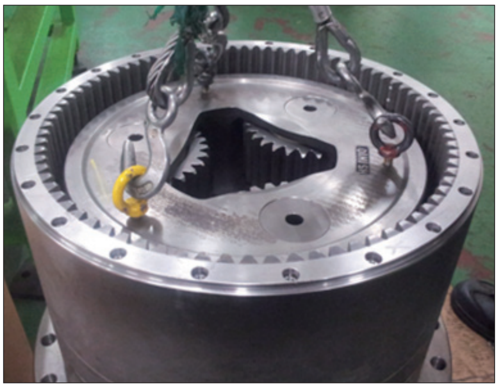

2609A8TM04

(6) Removing sun gear No.2
Pull away sun gear No.2 (17) for removing.


2609A8TM05

(7) Deassembleing carrier No.2 sub-assembly
Attach eye-bolt (M10) to the hole of carrier No.2 (10), and remove the carrier No.2 sub-assembly to lift up slowly.

※ Keep horizontal to ground and make sure the eye-bolts to be safe operation.


2609A8TM06

(8) Take away coupling
Take away the coupling (9) from casing (1).


2609A8TM07

(9) Lock plate

Release four hex socket head bolts (6, M12) and remove lock plate (5).

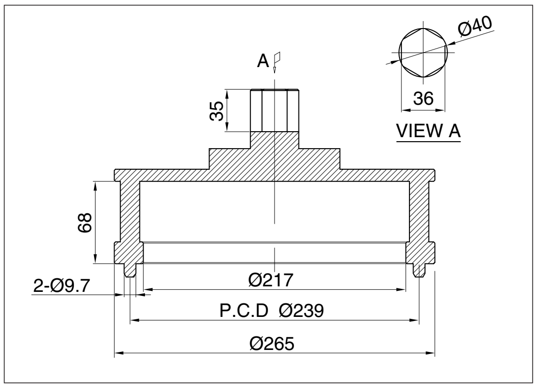
2609A8TM08

(10) Ring nut

Release ring nut (4) with removing jig.

2609A8TM09

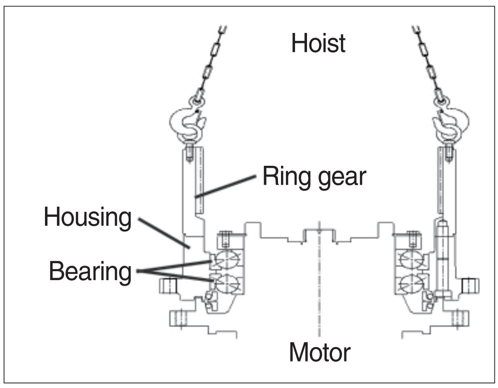
※ Remove the ring nut by using the special tool for removing the ring nut.



220L8TM01

(11) Housing sub-assembly

Lift up housing part slowly with hoist after attaching eye-bolt (7/16-14UNC) on it If you hit softly the center of motor with hammer and particular jig, you can remove the device easily.



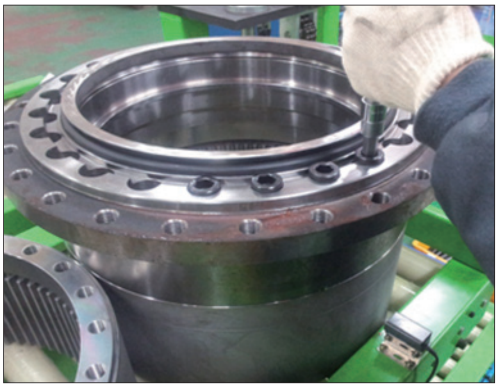
2609A8TM10

(12) Ring gear

① Reverse the housing sub-assembly part with machine, and remove floating seal (3) from the inside.

2609A8TM11

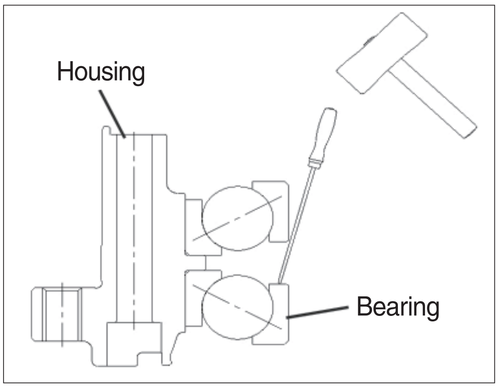
② Release 25 hex socket bolts (28. M18) and remove ring gear (1) from housing (7).



2609A8TM12

(13) Angular Bearing

Put the housing sub-assembly (7) like this figure. And hit each opposite side of bearing with driver and hammer.



2609A8TM13

(14) Carrier No.1 sub-assembly

① Lay it on deassemblig jig. And remove pin No.1 (22) with press machine.

2609A8TM14

② Then remove planetary gear No.1 (19) and thrust washer No.1 (21) from carrier No.1 (18).

2609A8TM15

(15) Carrier No.2 sub-assembly

Same as carrier No.1 (18) sub-asembly.

2609A8TM16

(16) Coupling

Remove retainer ring (30) inside coupling (9) with nipper.

2609A8TM17

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 SUB-ASSY

(1) Put carrier No.1 (18) on the flat table.

(2) Insert needle bearing No.1 (20) in planet gear No.1 (19), and attach 2 thrust washers No.1 (21) on the both side of planet gear No.1. then assemble them in carrier No.1 (18).

※ When assembling thrust washer, rounded edge-side should be facing casting side of carrier.

2609A8TM18

(3) Insert carrier pin No.1 (22) into pinhole of carrier correctly.

※ Insert careful the pin not to scratch thrust washer and needle bearing.

2609A8TM19

(4) Press spring pin No.1 (23) with jig and strike round spring pin hole (2 symmetrical point) with tool.

※ After striking, draw the line by marker pen.
※ Check swinging conditon of planet gears.

(5) Press two more pins and spring pins on the same way.

2609A8TM20

3) ASSEMBLING CARRIER 2 SUB-ASSY

(1) Put thrust plate (26) inside of carrier No.2 (10).

2609A8TM21

(2) Insert needle bearing No.2 (12) in planet gear No.2 (11) and attach 2 thrust washers No.2 (13) on the both side of planet gear No.2. Then assemble them in carrier No.2 (10).

※ When assembling thrust washer, rounded edge-side should be facing casting side of carrier.

(3) Insert carrier pin No.2 (14) into pin hole of carrier No.2 correctly.

※ Insert careful pin No.2 not to scratch thrust washer and needle bearing.

2609A8TM22

(4) Insert solid pin No.2 (16) with pressing jig and insert spring pin No.2 (15) in the same position. When insertion is done, strike inner circle of spring pin (2 symmetrical point) with tool.

※ After striking, draw the line by marker pen.
※ Check the spining condition of planet gear.

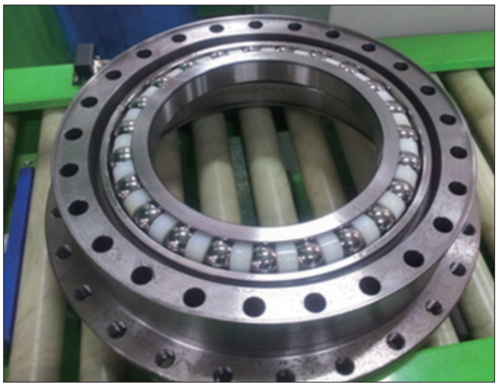
(5) Insert two more pins and spring pins on the same way.

2609A8TM23

4) ANGULAR BEARING

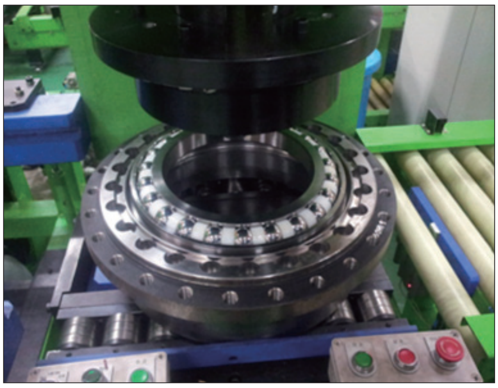
(1) Put the jig on housing (7) and insert ball bearing (2) into it with pressing machine, and turn down the upside of housing (7) by reversing machine.

※ Check the direction of bearing when inserting it.



2609A8TM24

(2) Insert ball bearing (2) into reversed housing (7) on the same way.



2609A8TM25

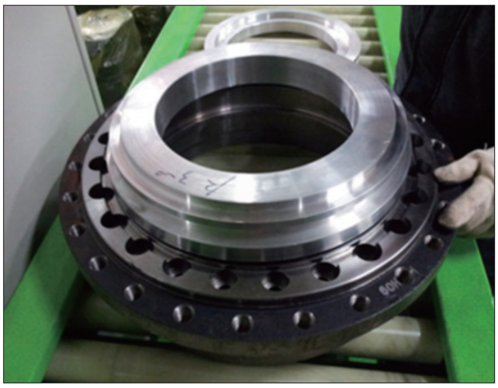
5) ASSEMBLING FLOATING SEAL

(1) Paint alchole on floating seal (3) and polish it.

2609A8TM26

(2) Put floating seal (3) on the right position of housing (7) and insert it by pressing jig.
After complete, check the condition by lifting with hand softly.

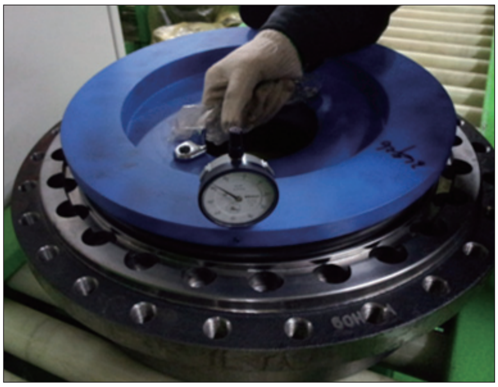
※ Keep clean on surface of floating seal while assembling.



2609A8TM27

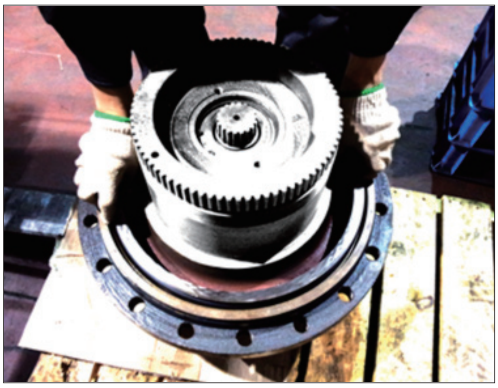
(3) Put the gauge for seal measurement on floating seal (3) and check the horizontal angle by gauge scale.

※ Two gauge scales should be same. (pass inspection)



2609A8TM28

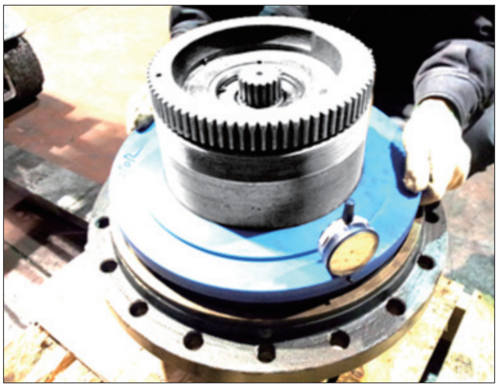
(4) Attach floating seal to motor that will be assembled with housing (on the same way to (1), (2))



2609A8TM29

(5) Put the measuring jig on floating seal (3) and check the horizontal angle condition with both gauge scale.

※ Two gauge scales should be same. (pass inspection)



2609A8TM30

6) ASSEMBLING RING GEAR

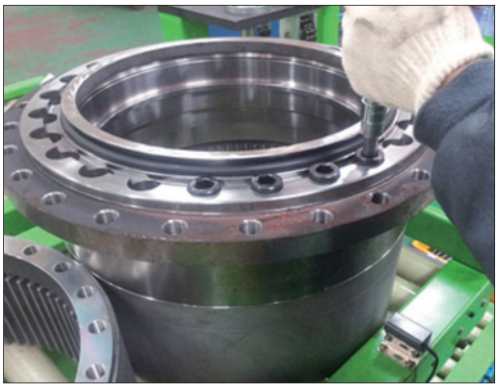
(1) Put ring gear (1) on contact surface (should be upside) of housing (7).

(2) Paint loctite #515 on ring gear (1) and put on housing (7). Then assemble 25 hex socket bolts (28, M18)

※ Paint loctite #262 on hex socket bolts (28) before assembling.

※ Tightening torque : 38.5±3.8 kgf · m (278.5±27.5 lbf · ft)

※ Bolts should be assembled with rust preventing oil.



2609A8TM31

7) ASSEMBLING RING NUT

(1) Put housing (7) sub-assembly upside down (ring gear side is up), and attach it to motor by lifting with hoist. (shaking it lightly)

(2) When housing (7) sub-assembly is set, put ring nut (4) on it, and assemble with jig.

※ Tightening torque for assembling ring nut :
66±6.0 kgf-m (477.3±43.3 lbf · ft)

※ Floating seal should not be damaged or separated while assembling.

2609A8TM32

8) ASSEMBLING LOCK PLATE

(1) Put lock plate (5) on ring nut (4) to fit to M12 bolt hole. Then assemble 4 hex head bolts (6, M12)

※ Paint loctite #262 on hex head bolts.

※ Tightening torque : 6.05±0.6 kgf · m
(43.8±4.3 lbf · ft)

※ Bolts should be assembled with lust preventing oil.

2609A8TM33

9) ASSEMBLING COUPLING

(1) Attach retainer ring (30) into coupling (9) with nipper.

2609A8TM34

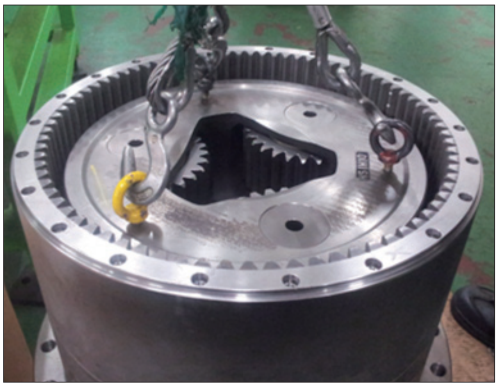
(2) Put coupling (9) on motor shaft to fit.

2609A8TM35

10) ASSEMBLING NO.2 CARRIER SUB-ASSY

(1) Lift carrier No.2 subassembly and put on ring gear (1), and fit it into internal side of ring gear (1). Then hit urethan hammer to fit.

※ **Check turning and cocking condition before assembling.**



2609A8TM36

11) ASSEMBLING NO.2 SUN GEAR

(1) Insert sun gear No.2 (17) in the middle of carrier No.2 sub assembly and make it fit in carrier No.2.

2609A8TM37

12) ASSEMBLING NO.1 CARRIER SUB-ASSY

(1) Lift carrier No.1 sub-assembly and put it into ring gear (1) and shake carrier No.1 to fit into ring gear.

※ **Check turning and cocking condition before assembling.**

2609A8TM38

13) SWINGING TORQUE INSPECTION

(1) Attach inspection jig before assembling sun gear No.1 (24).

2609A8TM39

(2) Attach torque wrench to the jig, check the torque when it swings.

※ Swinging torque : below 3.0 kgf · m (21.7 lbf · ft)

2609A8TM40

14) ASSEMBLING NO.1 SUN GEAR

(1) Remove the jig and wrench after torque inspection complete. And assemble sun gear No.1 (24) with pushing round to fix to the center of carrier No.1

2609A8TM41

15) ASSEMBLING THRUST PLATE

(1) Put thrust plate (25) on carrier No.1 sub assembly. And paint loctite #515 on flat side of ring gear (1).

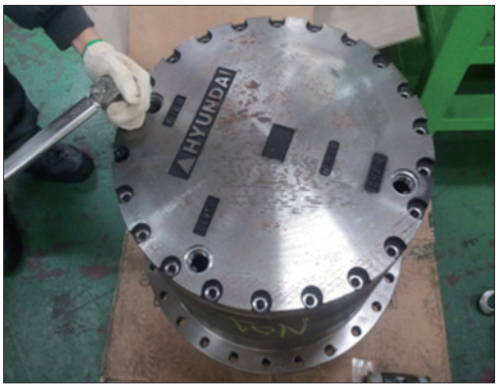
※ When assembling thrust washer, rounded edge-side should be facing casting side of carrier.

2609A8TM42

16) ASSEMBLING COVER

(1) Attach cover on ring gear (1) with assembling 22 hex socket bolts (8, 7/16-16UNC).

※ Paint loctite #262 on screw of hex bolts.
※ Tightening torque : 8.1±0.8 kgf · m (58.6±5.8 lbf · ft)
※ Bolts should be assembled with lust preventing oil.



2609A8TM43

17) ASSEMBLING OIL INJECTION

(1) Inject the oil (10 ℓ) through PF3/4 hole on cover (27).

2609A8TM44

18) ASSEMBLING PLUG

(1) Assemble 3 socket plugs (29, PF3/4) after oil injection complete.

※ Tightening torque : 10±1.0 kgf · m
(72.3±7.2 lbf · ft)

2609A8TM45

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.**

13031GE18

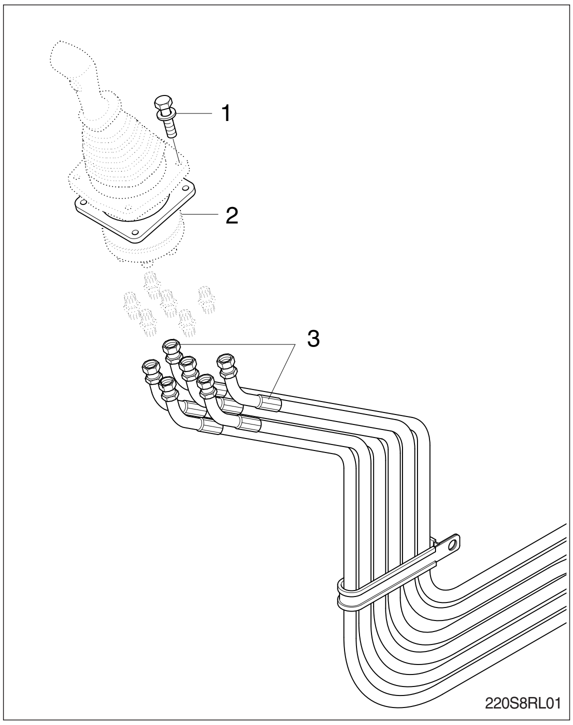
(4) Loosen the socket bolt (1).
Tightening torque : 1.05 ± 0.2 kgf · m
(7.6 ± 1.45 lbf · ft)

(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.



220S8RL01

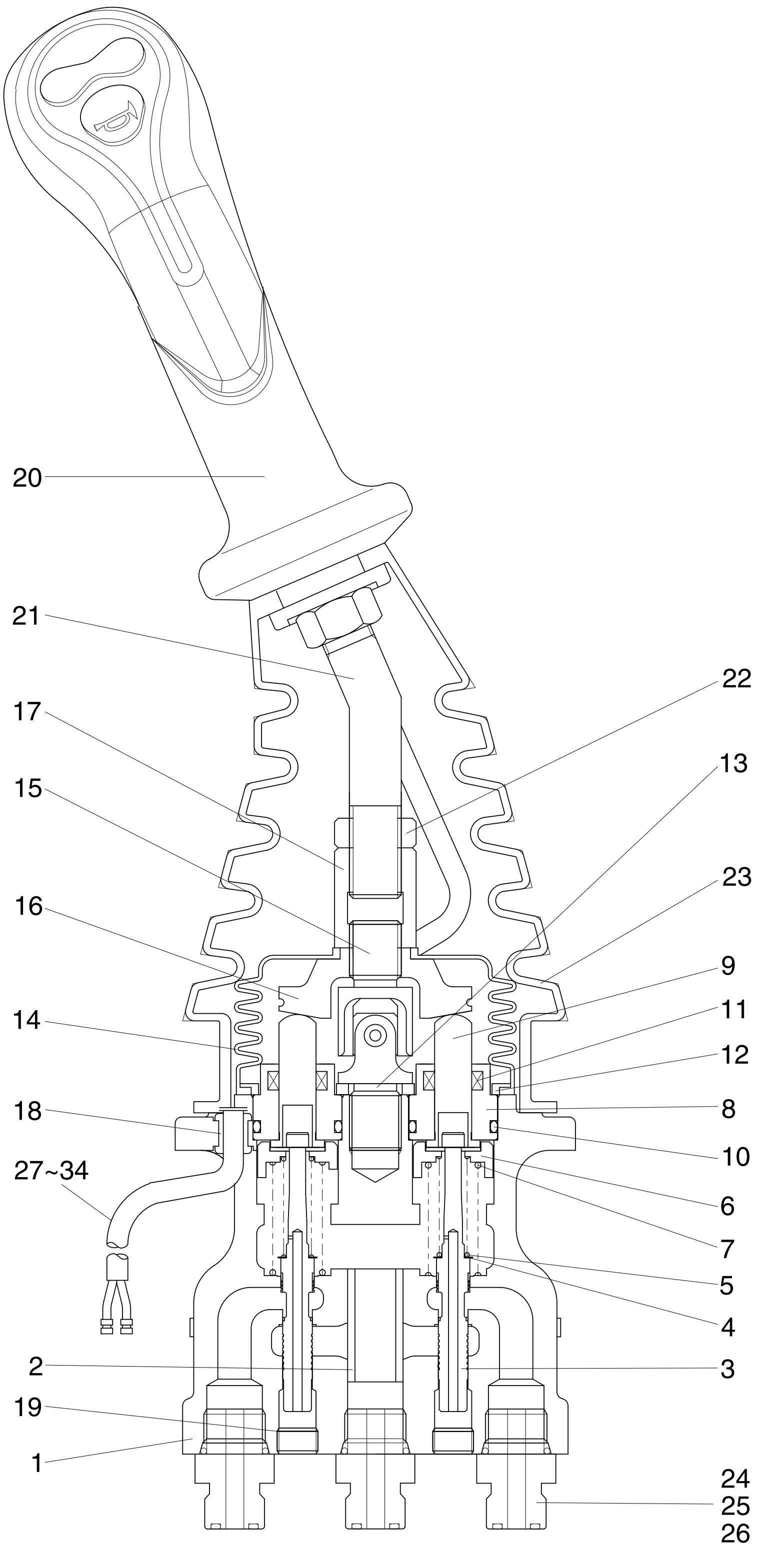
2) INSTALL

(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

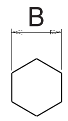
1) STRUCTURE



1	Case
2	Bushing
3	Spool
4	Shim
5	Spring
6	Spring seat
7	Spring
8	Plug
9	Push rod
10	O-ring
11	Rod seal
12	Plate
13	Spacer
14	Boot
15	Joint assembly
16	Swash plate
17	Adjusting nut
18	Bushing
19	Plug
20	Handle assembly
21	Handle bar
22	Nut
23	Boot
24	Last guard filter
25	Connector
26	Connector
27	Connector
28	Connector
27	Connector
29	Connector
30	Connector
31	Small guide
32	Connector
33	Big guide
34	Connector

2) TOOLS AND TIGHTENING TORQUE

(1) Tools

Tool name	Remark	
Allen wrench	6	
Spanne	22	
	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	
			kgf · m	lbf · ft
Joint	15	M14	3.8	27.5
Swash plate	16	M14	7.0±0.40	50.6±2.9
Adjusting nut	17	M14	7.0±0.40	50.6±2.9
Lock nut	22	M14	5.0±0.35	36.2±2.5

3) DISASSEMBLY

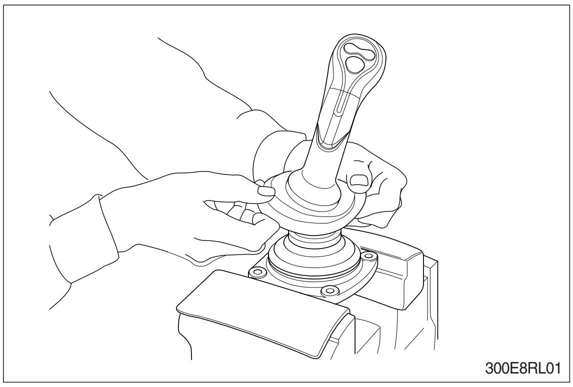
※ Procedures are based on the type M1.

(1) Clean pilot valve with kerosene.

※ Put blind plugs into all ports

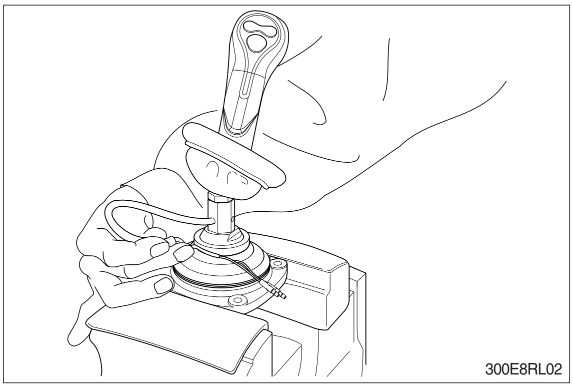
(2) Fix pilot valve in a vise with copper (or lead) sheets.

(3) Remove end of boot (23) from case (1) and take it out upwards.



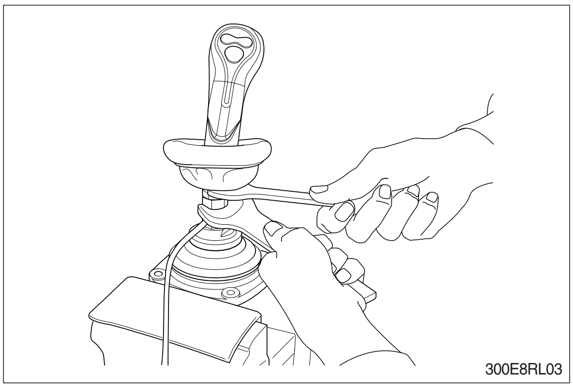
300E8RL01

※ For valve with switch, remove cord also through hole of casing.



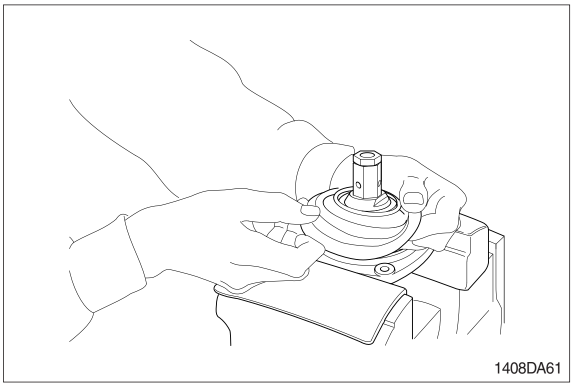
300E8RL02

(4) Loosen lock nut (22) and adjusting nut (17) with spanners on them respectively, and take out handle section as one body.



300E8RL03

(5) Remove the boot (14).



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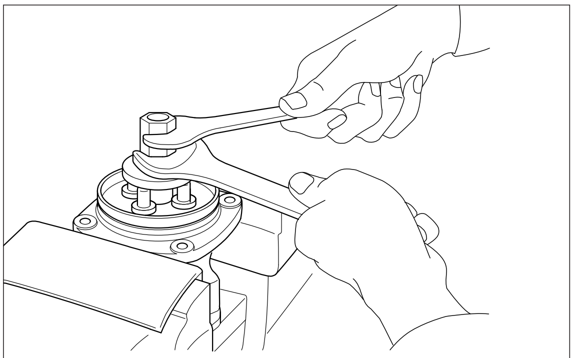
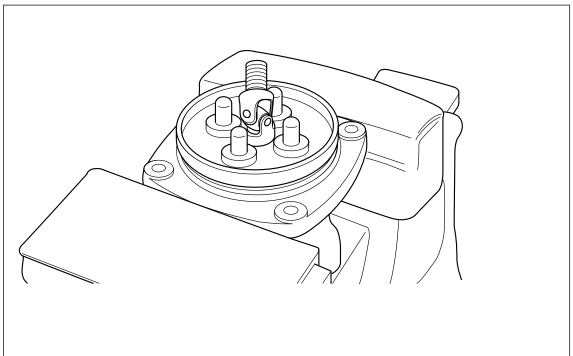
(6) Loosen adjusting nut (17) and swash plate (16) with spanners on them respectively, and remove them.



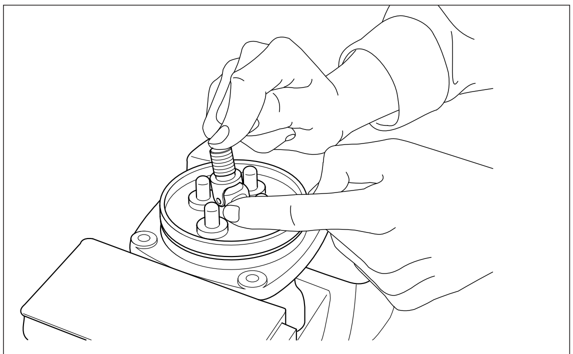
36078RL01



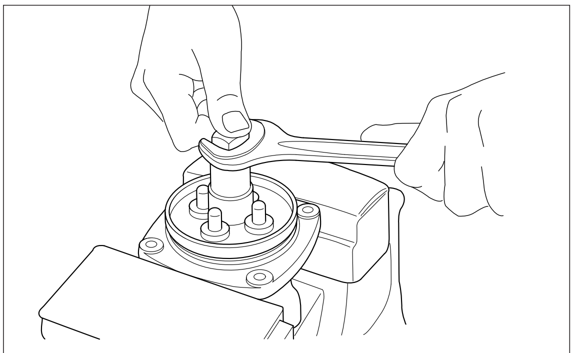
36078RL02

(7) Turn joint anticlockwise to loosen it, utilizing jig (Special tool).

※ When return spring (7) is strong in force, plate (12), plug (8) and push rod (9) will come up on loosening joint.
Pay attention to this.

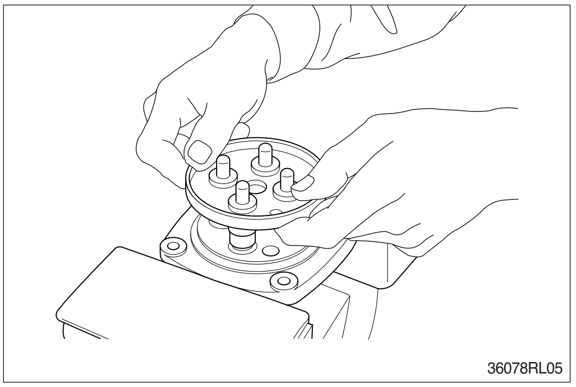


36078RL03



36078RL04

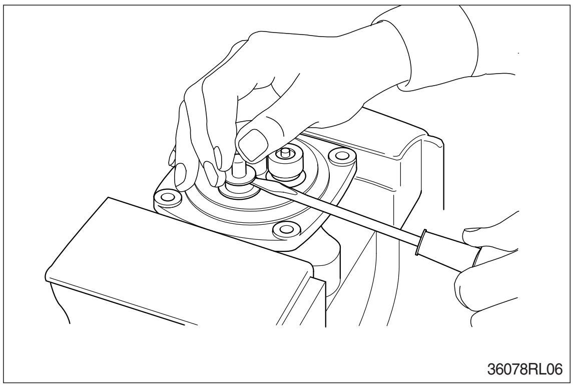
(8) Remove plate (12).



(9) When return spring (7) is weak in force, plug (8) stays in casing because of sliding resistance of O-ring.

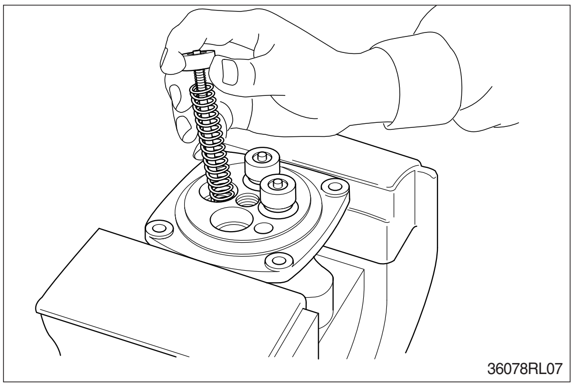
※ Take it out with minus screwdriver.
Take it out, utilizing external periphery groove of plug and paying attention not to damage it by partial loading.

※ During taking out, plug may jump up due to return spring (7) force.
Pay attention to this.



(10) Remove reducing valve subassembly and return spring (7) out of casing.

※ Record relative position of reducing valve subassembly and return springs.

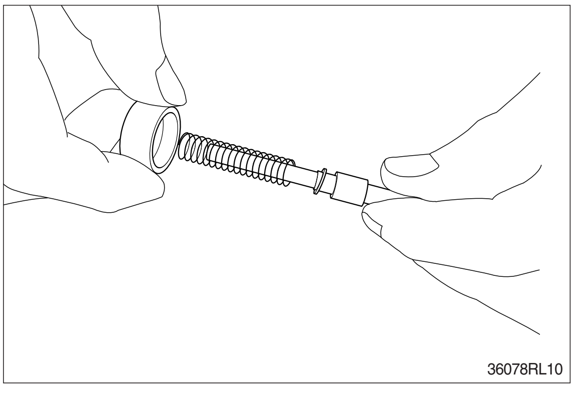


(11) Separate spool (3), spring seat (6), spring (5) and shim (4) individually.

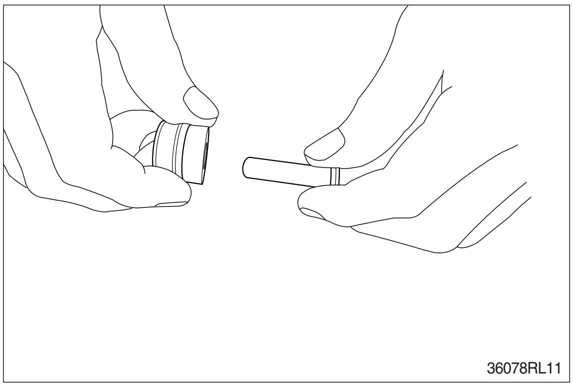
※ Pay attention not to damage spool surface.

※ Record original position of spring seat (6).

※ Until being assembled, they should be handled as one subassembly group.

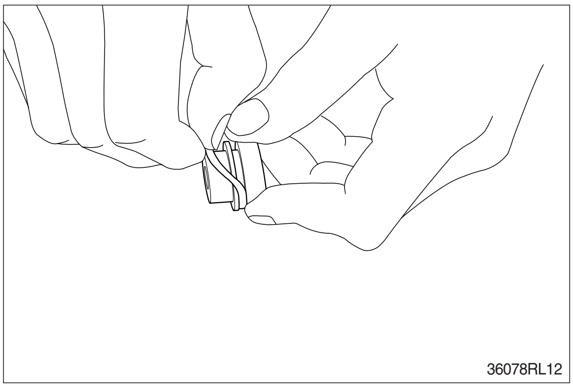


(12) Take push rod (9) out of plug (8).

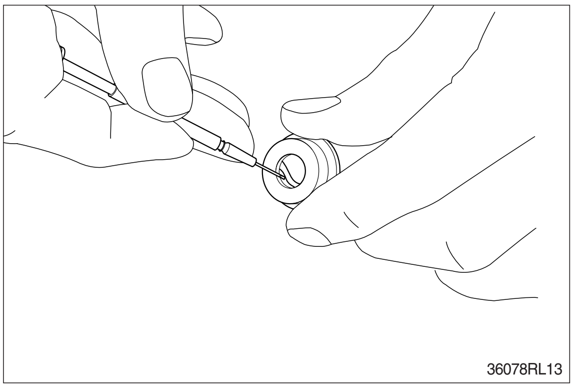


36078RL11

(13) Remove O-ring (10) and seal (11) from plug (8).
Use small minus screwdriver or so on to remove this seal.

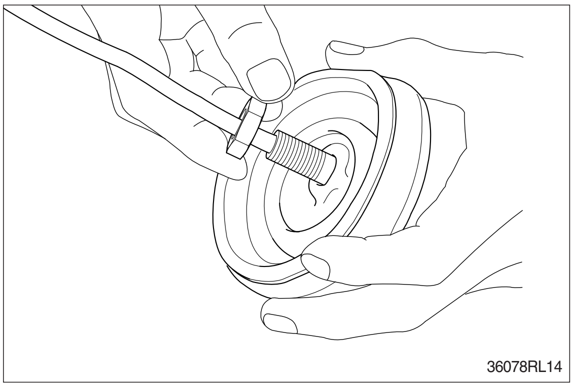


36078RL12

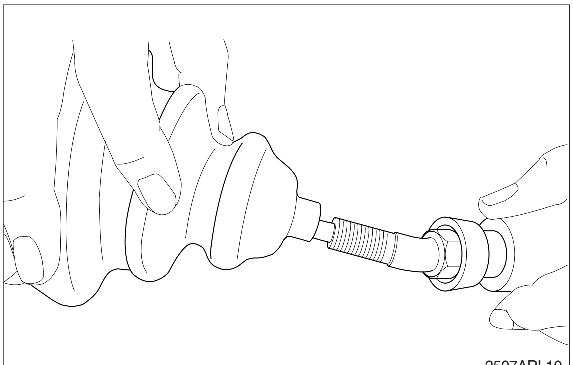


36078RL13

(14) Remove lock nut (22) and then boot (23).



36078RL14



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(15) 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.

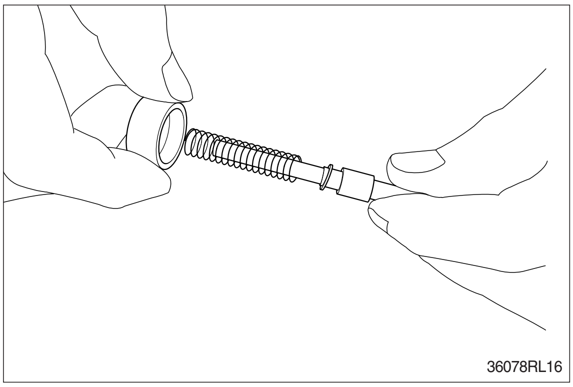
(16) Rust prevention of parts

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.

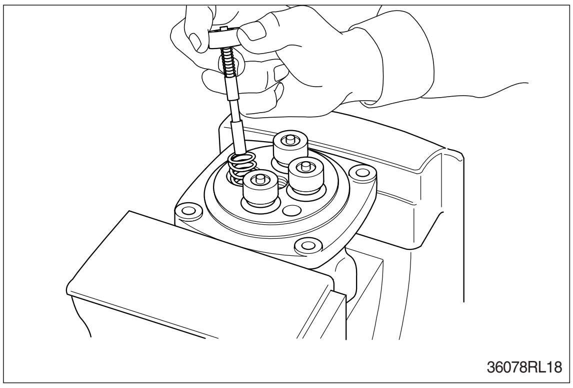
4) ASSEMBLY

(1) Put shim (4), springs (5) and spring seat (6) onto spool (3) in this order.

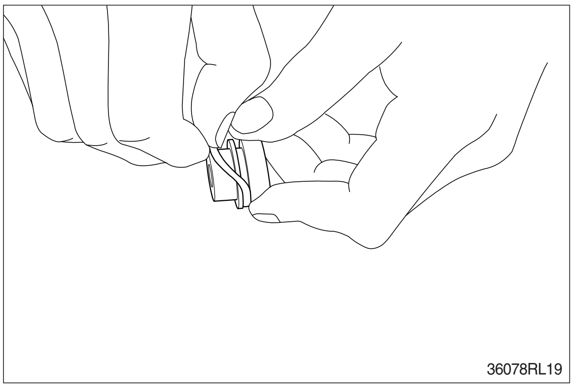

36078RL16

(2) Assemble spring (7) into casing (1). Assemble reducing valve subassembly into casing.

※ Assemble them to their original positions.

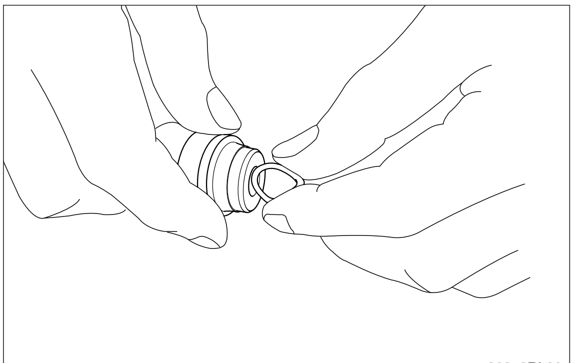

36078RL18

(3) Assemble O-ring (10) onto plug (8).


36078RL19

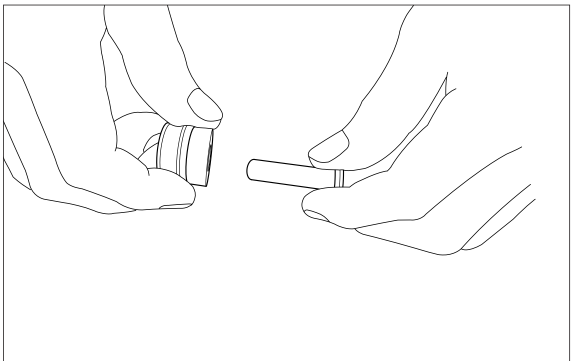
(4) Assemble seal (11) to plug (8).

※ Assemble seal in such lip direction as shown below.


36078RL20

(5) Assemble push rod (9) to plug (8).

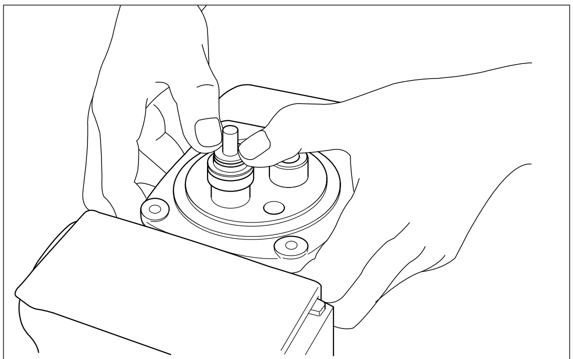
※ Apply working oil on push-rod surface.



36078RL21

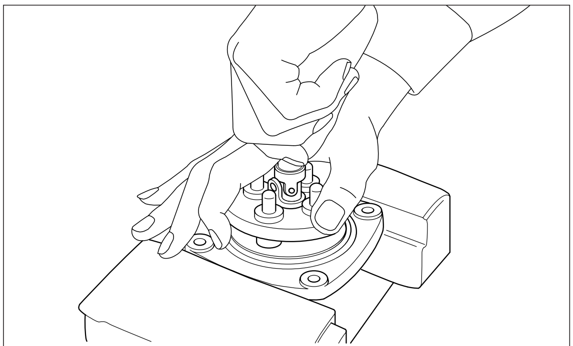
(6) Assemble plug subassembly to casing.

※ When return spring is weak in force, subassembly stops due to resistance of O-ring.



36078RL22

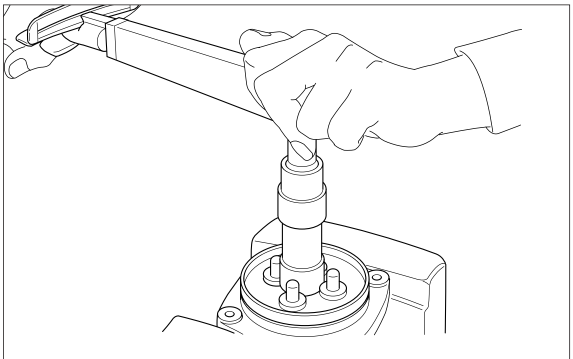
(7) When return spring is strong in force, assemble 4 sets at the same time, utilizing plate (12), and tighten joint (15) temporarily.



36078RL23

(8) Fit plate (12).

(9) Tighten joint (15) with the specified torque to casing, utilizing jig.

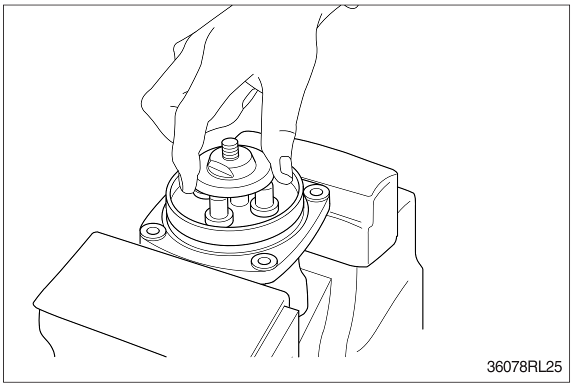


36078RL24

(10) Assemble swash plate (16) to joint (15).

※ Screw it to position that it contacts with 4 push rods evenly.

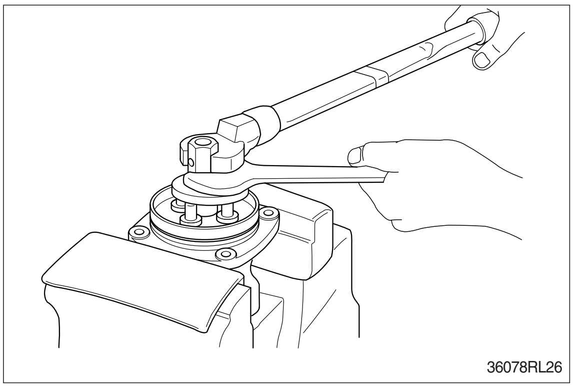
※ Do not screw it over.



36078RL25

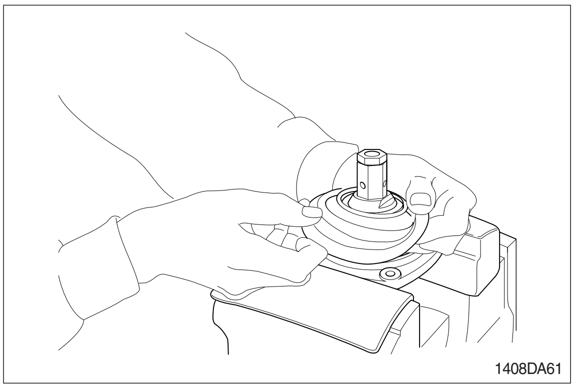
(11) Assemble adjusting nut (17), apply spanner to width across flat of plate (16) to fix it, and tighten adjusting nut to the specified torque.

※ During tightening, do not change position of disk.



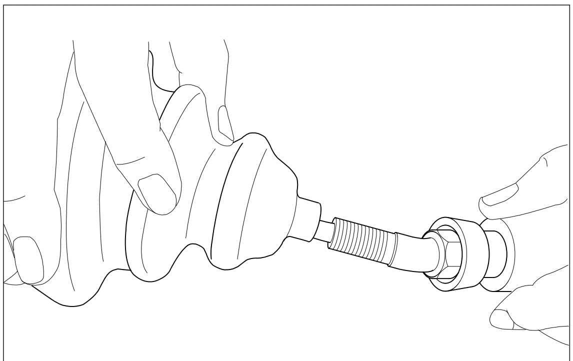
36078RL26

(12) Fit boot (14) to plate.

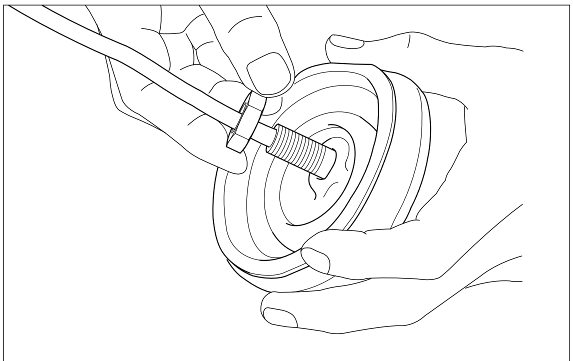


1408DA61

(13) Fit boot (23) and lock nut (22), and handle subassembly is assembled completely.

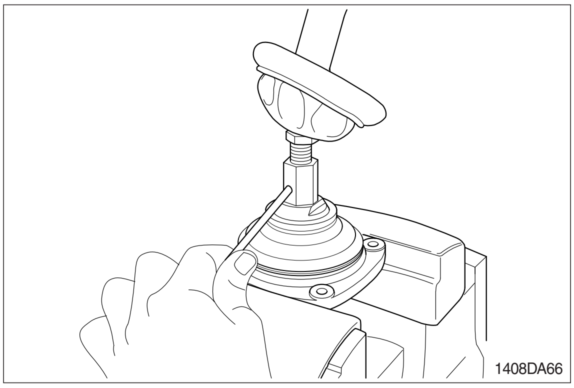


2507ARL10



36078RL27

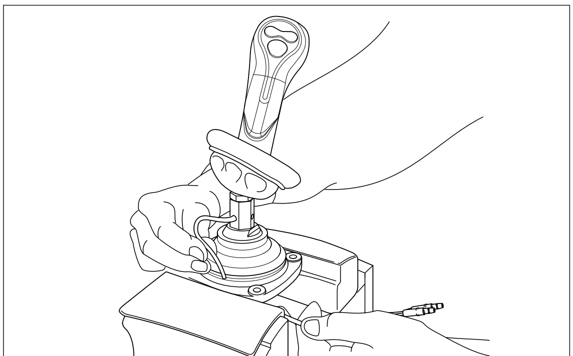
(14) Pull out cord and tube through adjusting nut hole provided in direction 60 °to 120 °from casing hole.



1408DA66

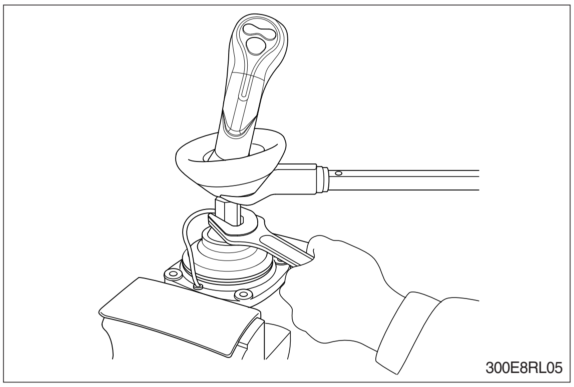
(15) Assemble bushing (18) to plate and pass cord and tube through it.

※ Provide margin necessary to operation.



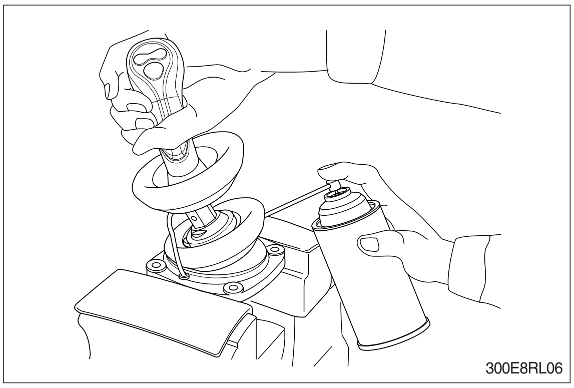
300E8RL04

(16) Determine handle direction, tighten lock nut (22) to specified torque to fix handle.



300E8RL05

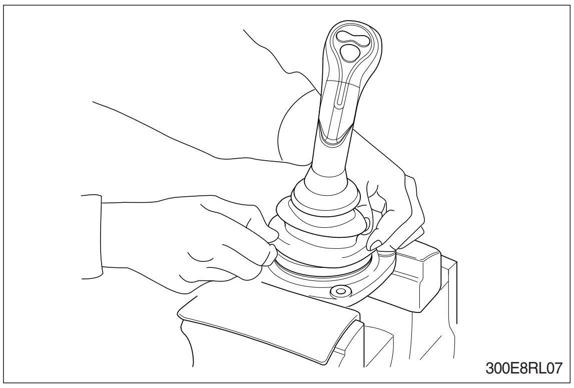
(17) Apply grease to rotating section of joint and contacting faces of disk and push rod.



300E8RL06

(18) Assemble lower end of bellows to casing.

(19) Inject volatile rust-preventives through all ports and then put blind plugs in ports.



300E8RL07

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.

⚠ **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).

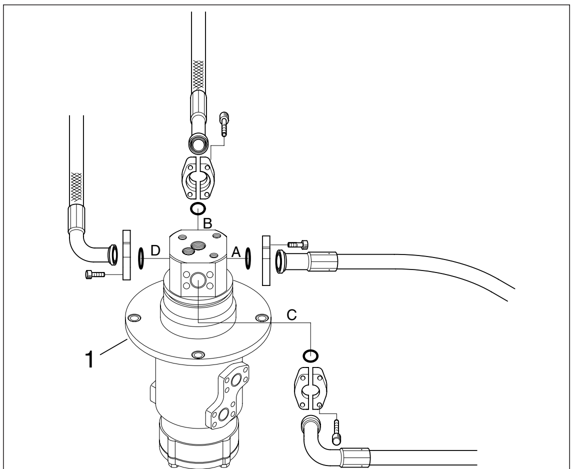
· Weight : 57 kg (125 lb)

· Tightening torque : 12.3±1.3 kgf · m (90.0±9.4 lbf · ft)

(6) Remove the turning joint assembly.

※ When removing the turning joint, check that all the hoses have been disconnected.

13031GE18



220A8TJ01

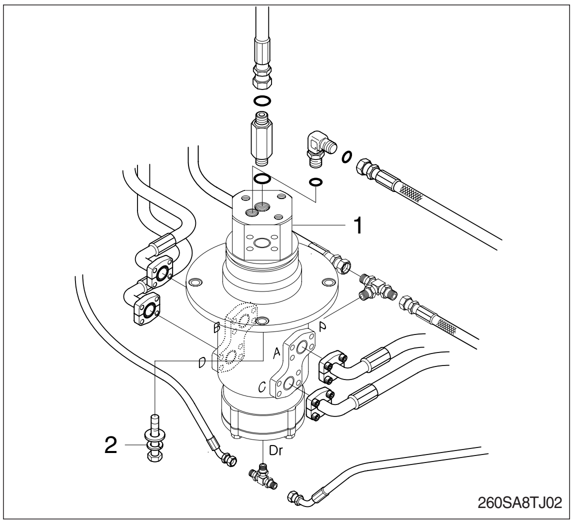
2) INSTALL

(1) Carry out installation in the reverse order to removal.

※ Take care of turning joint direction.

※ Assemble hoses to their original positions.

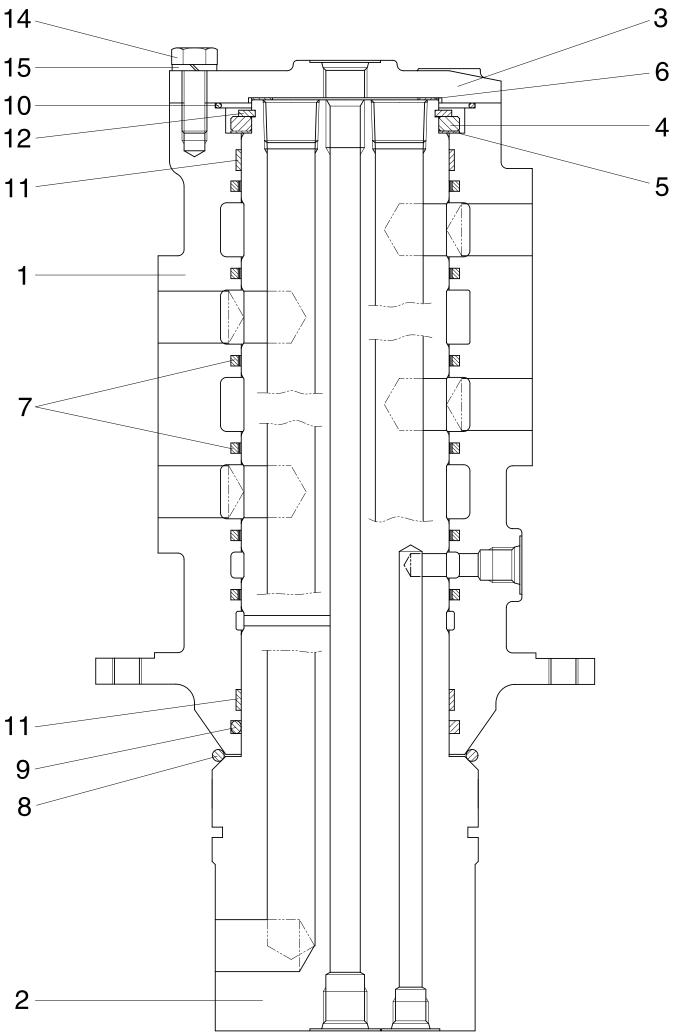
※ Confirm the hydraulic oil level and check the hydraulic oil leak or not.



260SA8TJ02

2. DISASSEMBLY AND ASSEMBLY

1) STRUCTURE



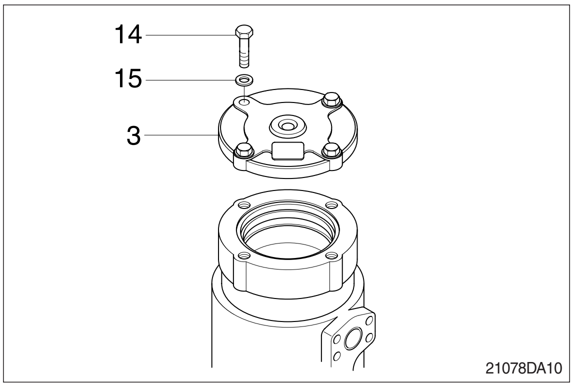
21098TJ01

1	Hub	6	Shim	11	Wear ring
2	Shaft	7	Slipper seal	12	Retainer ring
3	Cover	8	O-ring	13	Plug
4	Spacer	9	O-ring	14	Hexagon bolt
5	Shim	10	O-ring	15	Spring washer

2) DISASSEMBLY

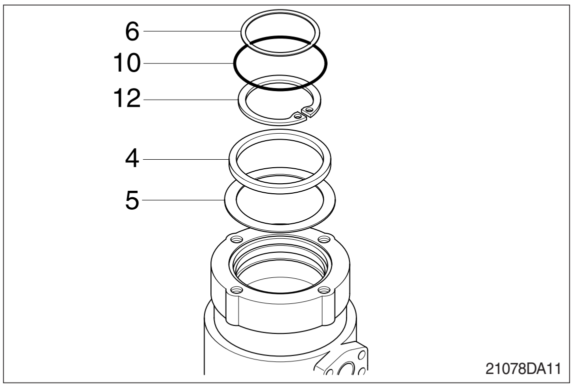
※ Before the disassembly, clean the turning joint.

(1) Remove bolts (14), washer (15) and cover (3).



(2) Remove shim (6) and O-ring (10).

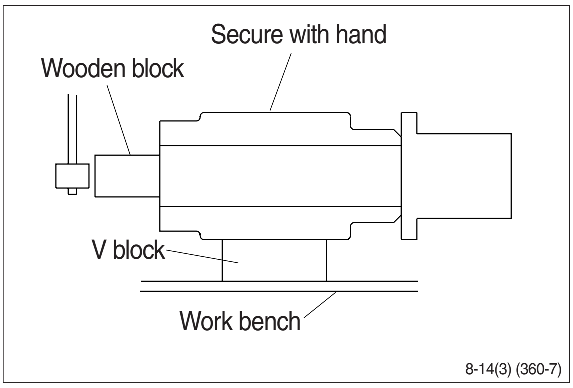
(3) Remove retainer ring (12), spacer (4) and shim (5).



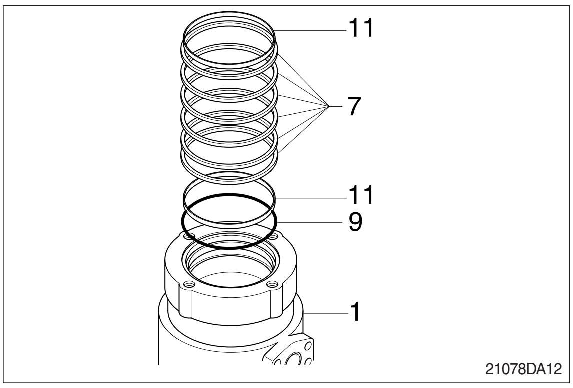
(4) Place hub (1) on a V-block and by using a wood buffer at the shaft end, hit out shaft (2) to about 1/2 from the body with a hammer.

※ 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

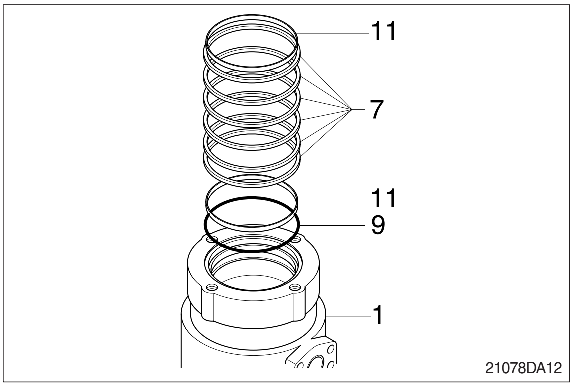
※ Clean all parts.

※ As a general rule, replace oil seals and O-ring.

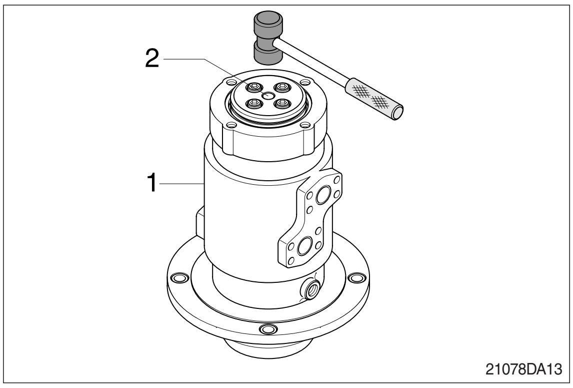
※ Coat the sliding surfaces of all parts with engine oil or grease before installing.

(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).



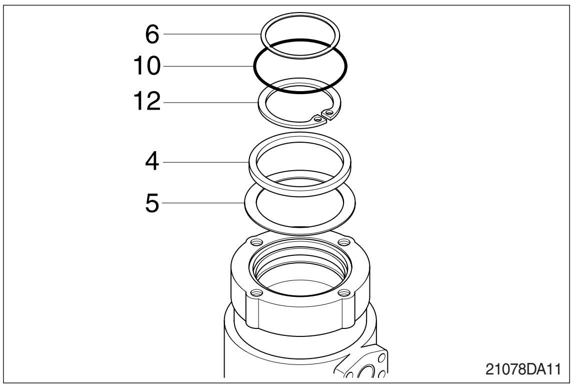
(3) Set shaft (2) on block, tap hub (1) with a plastic hammer to install.



(4) Fit shim (5), spacer (4) and retainer ring (12) to shaft (2).

(5) Fit O-ring (10) to hub (1).

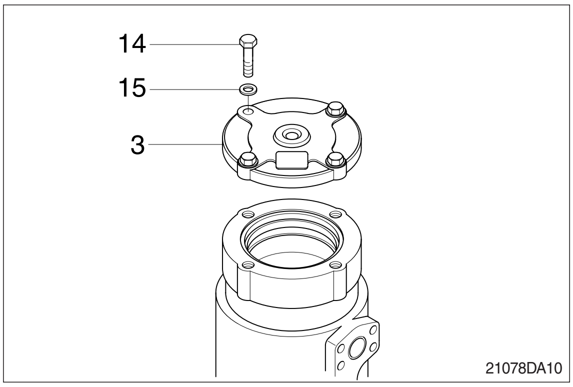
(6) Fit shim (6) to shaft (2).



(7) Install cover (3) to body (1) and tighten bolts (14).

· Torque : 10~12.5 kgf · m

(72.3~90.4 lbf · 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.

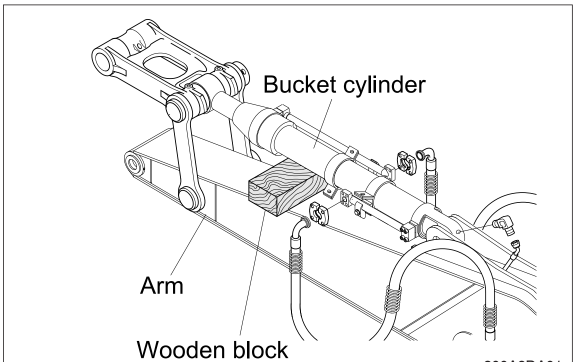
※ Loosen the breather slowly to release the pressure inside the hydraulic tank.

⚠ **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.

13031GE18

① Set block between bucket cylinder and arm.

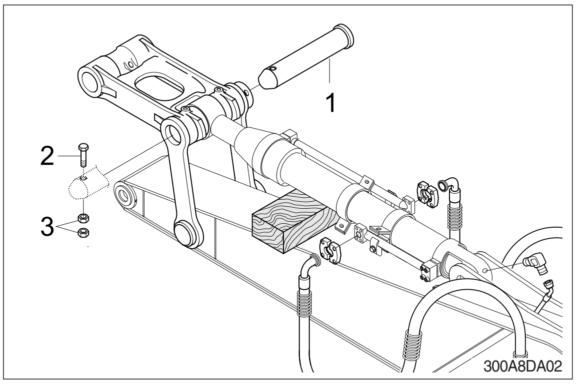


300A8DA01

② Remove bolt (2), nut (3) and pull out pin (1).

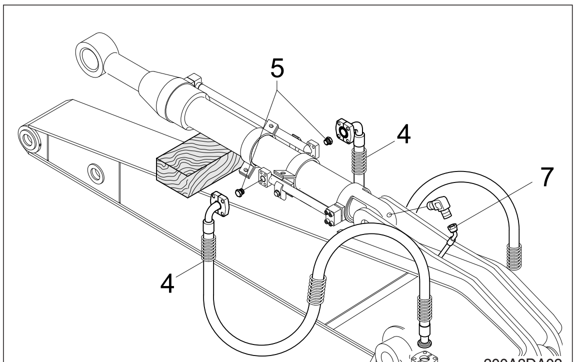
※ Tie the rod with wire to prevent it from coming out.

· Tightening torque (2) : 57.9±8.7 kgf · m (419±62.9 lbf · ft)



300A8DA02

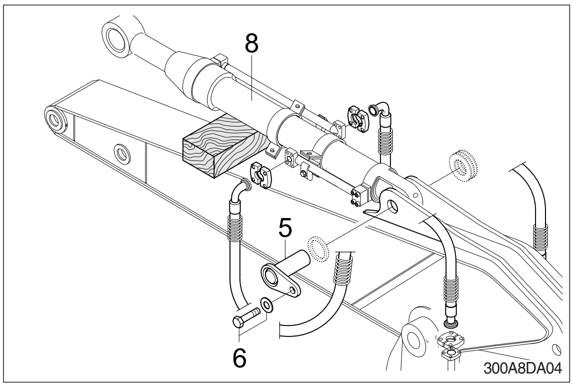
③ Disconnect bucket cylinder hoses (4), grease line hose (7) and put plugs (5) on cylinder pipe.



300A8DA03

④ Sling bucket cylinder assembly (8) and remove bolt (6) then pull out pin (5).
  · Tightening torque (6) : 57.9±8.7 kgf · m (419±62.9 lbf · ft)

⑤ Remove bucket cylinder assembly (8).
  · Weight : 206 kg (453 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.

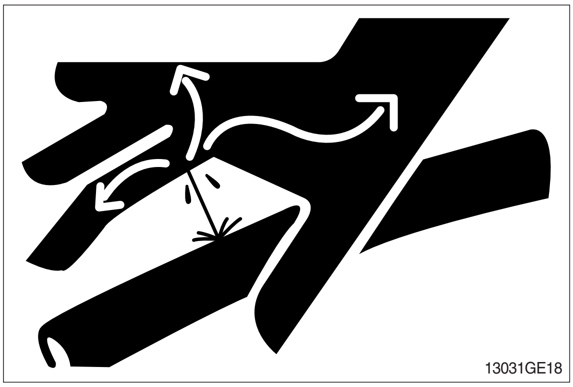
2) ARM CYLINDER

(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.

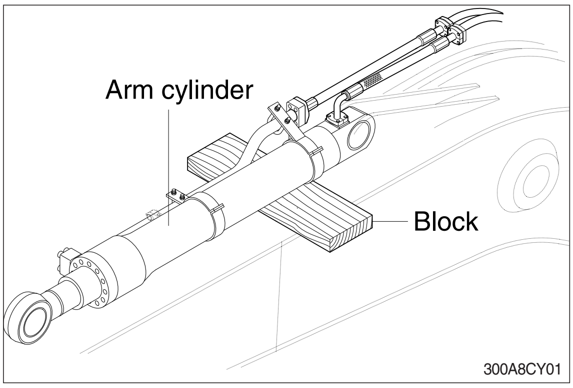
※ Loosen the breather slowly to release the pressure inside the hydraulic tank.



⚠ **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.

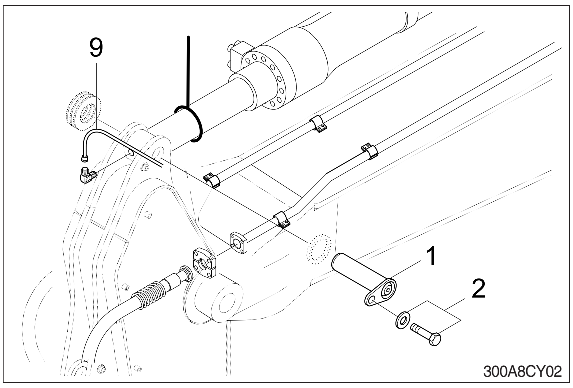


② Disconnect grease line hose (9).

③ Remove bolt (2) and pull out pin (1).

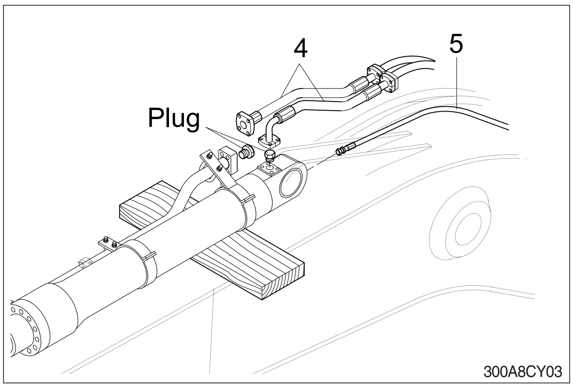
※ Tie the rod with wire to prevent it from coming out.

· Tightening torque (2) : 57.9±8.7 kgf · m (419±62.9 lbf · ft)



④ Disconnect arm cylinder hoses (4) and put plugs on cylinder pipe.

⑤ Disconnect greasing pipings (5).

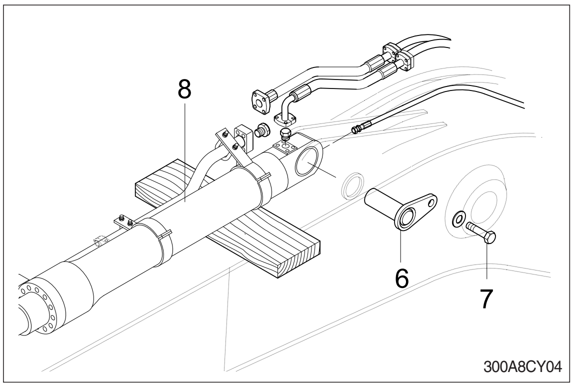


⑥ Sling arm cylinder assembly(8) and remove bolt (7) then pull out pin (6).

· Tightening torque (7) : 57.9±8.7 kgf · m (419±62.9 lbf · ft)

⑦ Remove arm cylinder assembly (8).

· Weight : 334 kg (736 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.

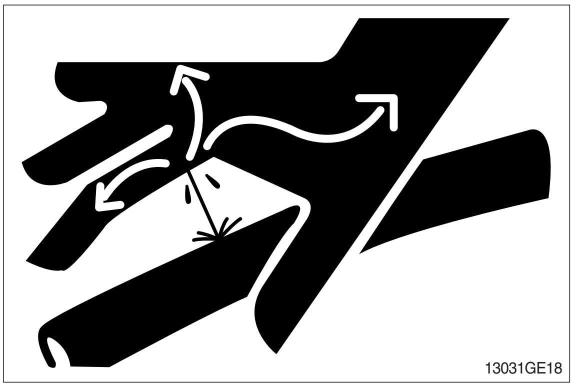
3) BOOM CYLINDER

(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.



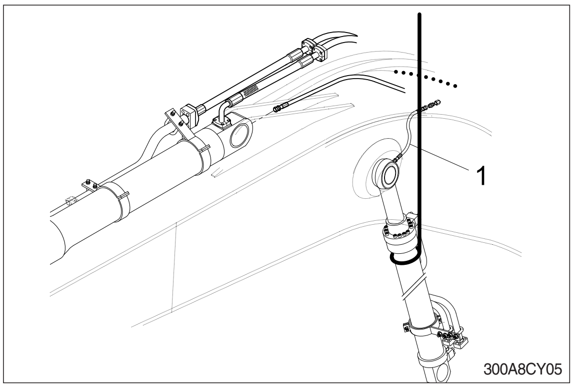
13031GE18

▲ **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.

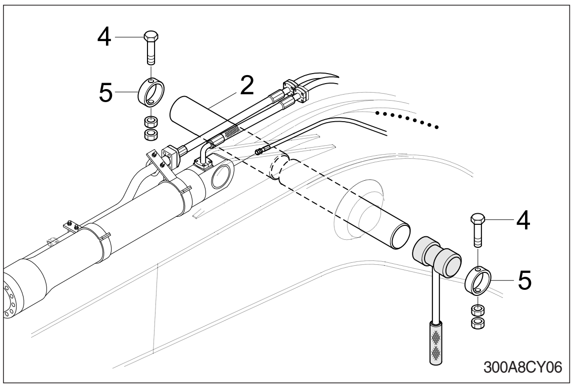


300A8CY05

③ Remove bolt (4), stopper (5) and pull out pin (2).

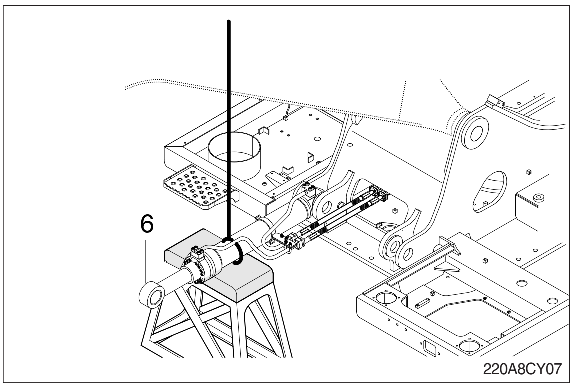
※ Tie the rod with wire to prevent it from coming out.

· Tightening torque (4) : 29.7±4.5 kgf · m (215±32.5 lbf · ft)



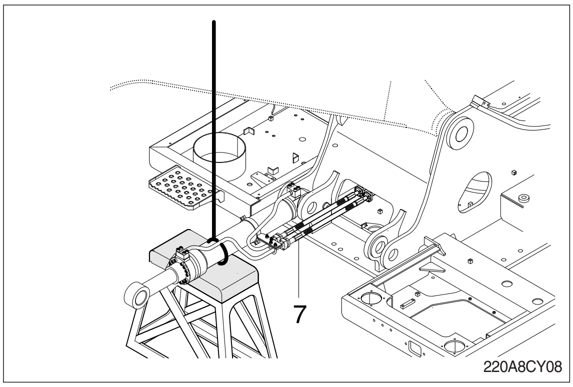
300A8CY06

④ Lower the boom cylinder assembly (6) on a stand.



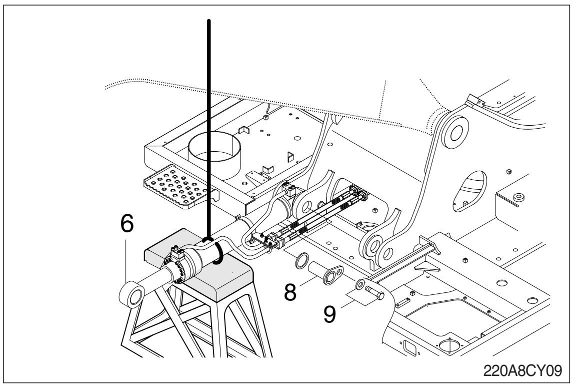
220A8CY07

⑤ Disconnect boom cylinder hoses (7) and put plugs on cylinder pipe.



⑥ Remove bolt (9) and pull out pin (8).
 · Tightening torque (9) : 57.9±8.7 kgf · m (419±62.9 lbf · ft)

⑦ Remove boom cylinder assembly (6).
 · Weight : 237 kg (522 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.**

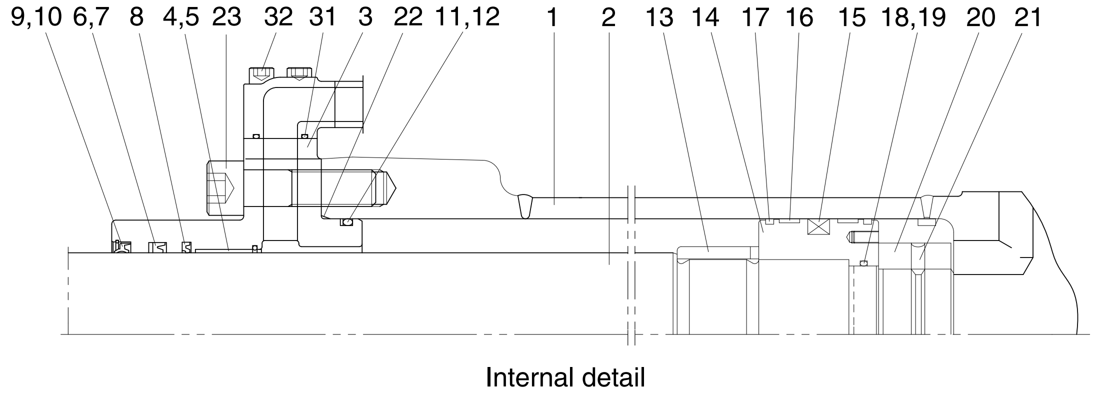
※ Bleed the air from the boom cylinder.

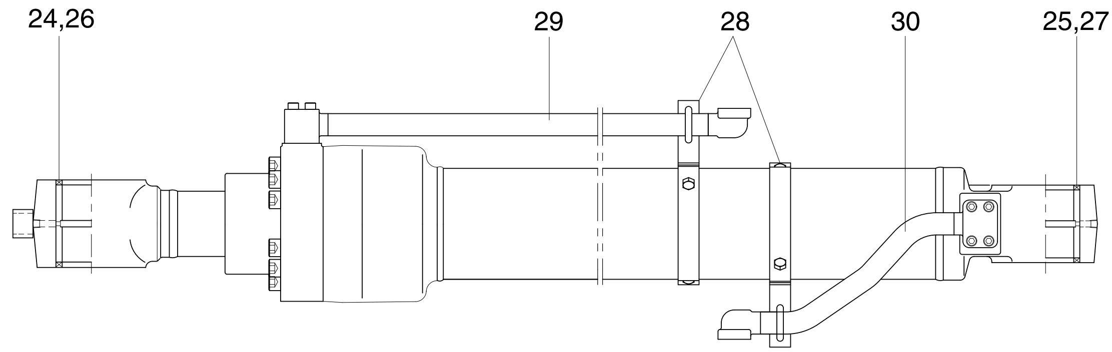
※ Conformed the hydraulic oil level and check the hydraulic oil leak or not.

2. DISASSEMBLY AND ASSEMBLY

1) STRUCTURE

(1) Bucket cylinder (CHANGZHOU)

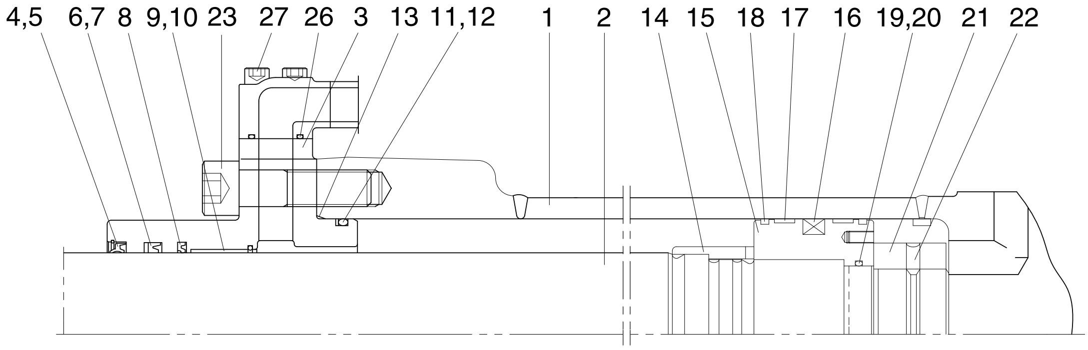




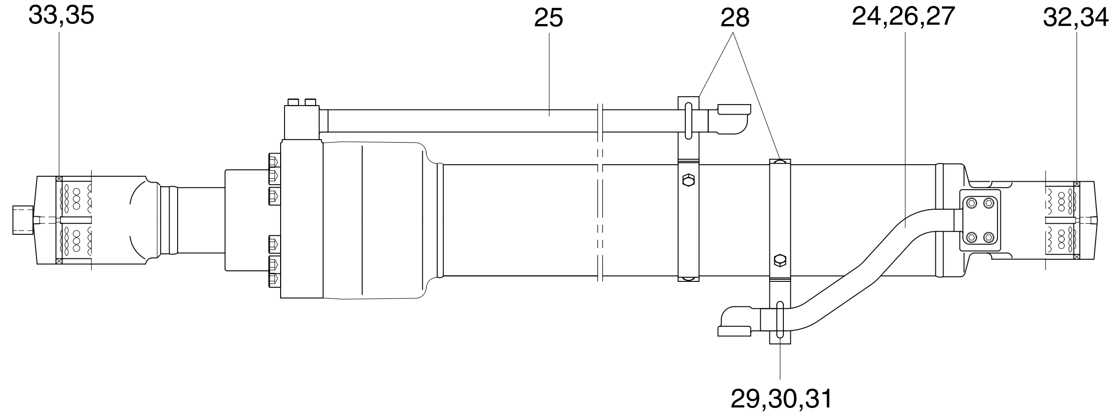
31Q7-60111CGG-01

1	Tube assembly	12	Back up ring	23	Hexagon socket head bolt
2	Rod assembly	13	Cushion ring	24	Dimple bushing
3	Gland	14	Piston	25	Dimple bushing
4	DD2 bushing	15	Piston seal	26	Dust seal
5	Snap ring	16	Wear ring	27	Dust seal
6	Rod seal	17	Dust ring	28	Band assembly
7	Back up ring	18	O-ring	29	Pipe assembly-R
8	Buffer ring	19	Back up ring	30	Pipe assembly-B
9	Dust wiper	20	Lock nut	31	O-ring
10	Snap ring	21	Hexagon socket set screw	32	Hexagon socket head bolt
11	O-ring	22	O-ring		

Bucket cylinder (SHPAC)



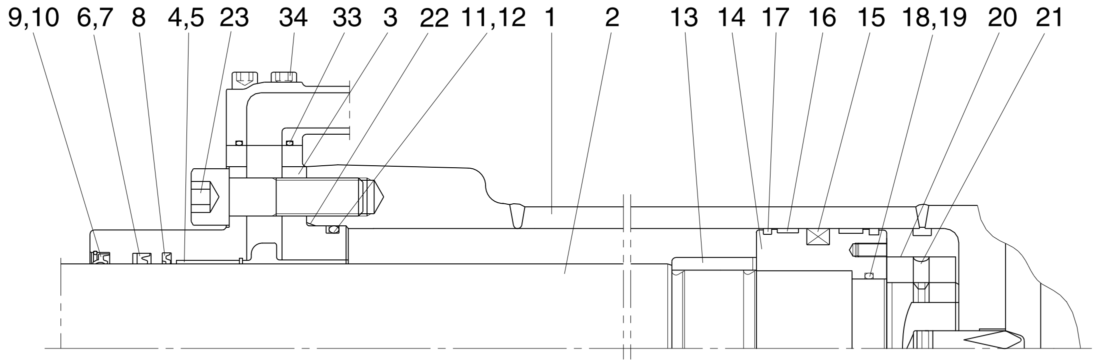
Internal detail



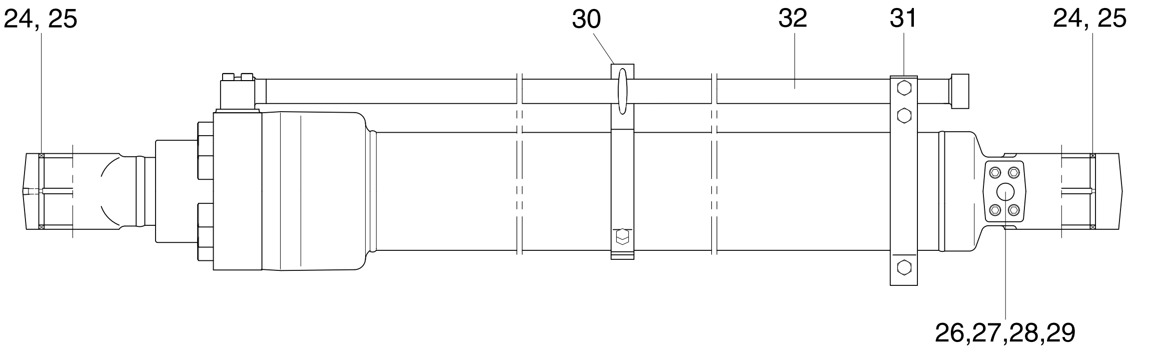
31Q7-60111EGG-01

1	Tube assembly	13	O-ring	25	Pipe assembly-R
2	Rod assembly	14	Cushion ring	26	O-ring
3	Gland	15	Piston	27	Hexagon socket head bolt
4	Dust wiper	16	Piston seal	28	Band assembly
5	Retaining ring	17	Wear ring	29	U-bolt
6	Rod seal	18	Dust ring	30	Hexagon nut
7	Back up ring	19	O-ring	31	Spring washer
8	Buffer ring	20	Back up ring	32	Dimple bushing
9	Dry bearing	21	Lock nut	33	Dimple bushing
10	Retaining ring	22	Hexagon socket set screw	34	Dust seal
11	O-ring	23	Hexagon socket head bolt	35	Dust seal
12	Back up ring	24	Pipe assembly-B		

(2) Arm cylinder (CHANGZHOU)



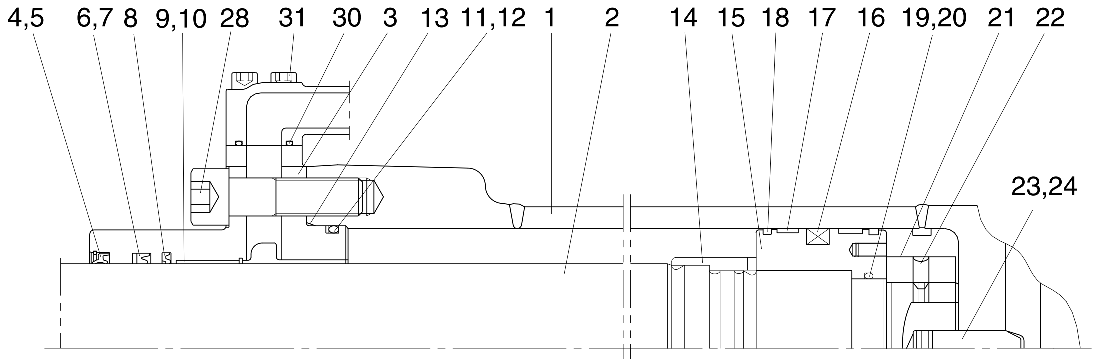
Internal detail



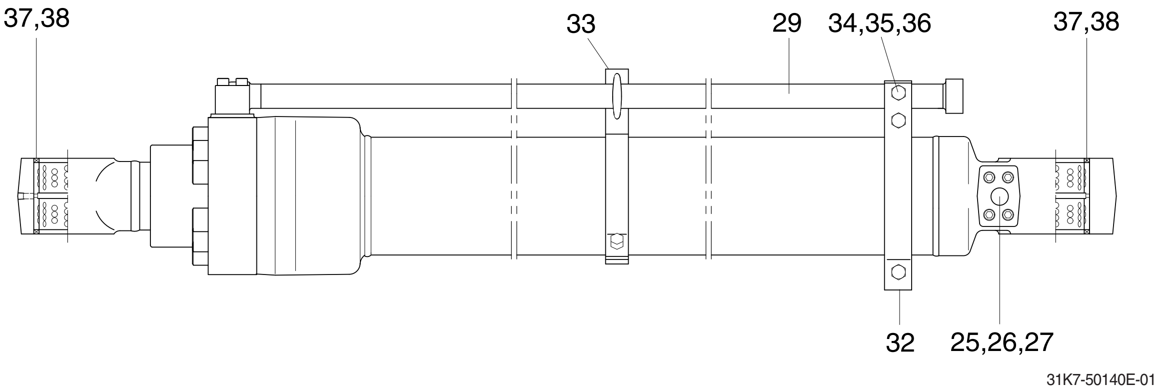
31K7-50140C-01

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
11	O-ring	23	Hexagon socket head bolt bolt		
12	Back up ring	24	Pin bushing		

Arm cylinder (SPHAC)

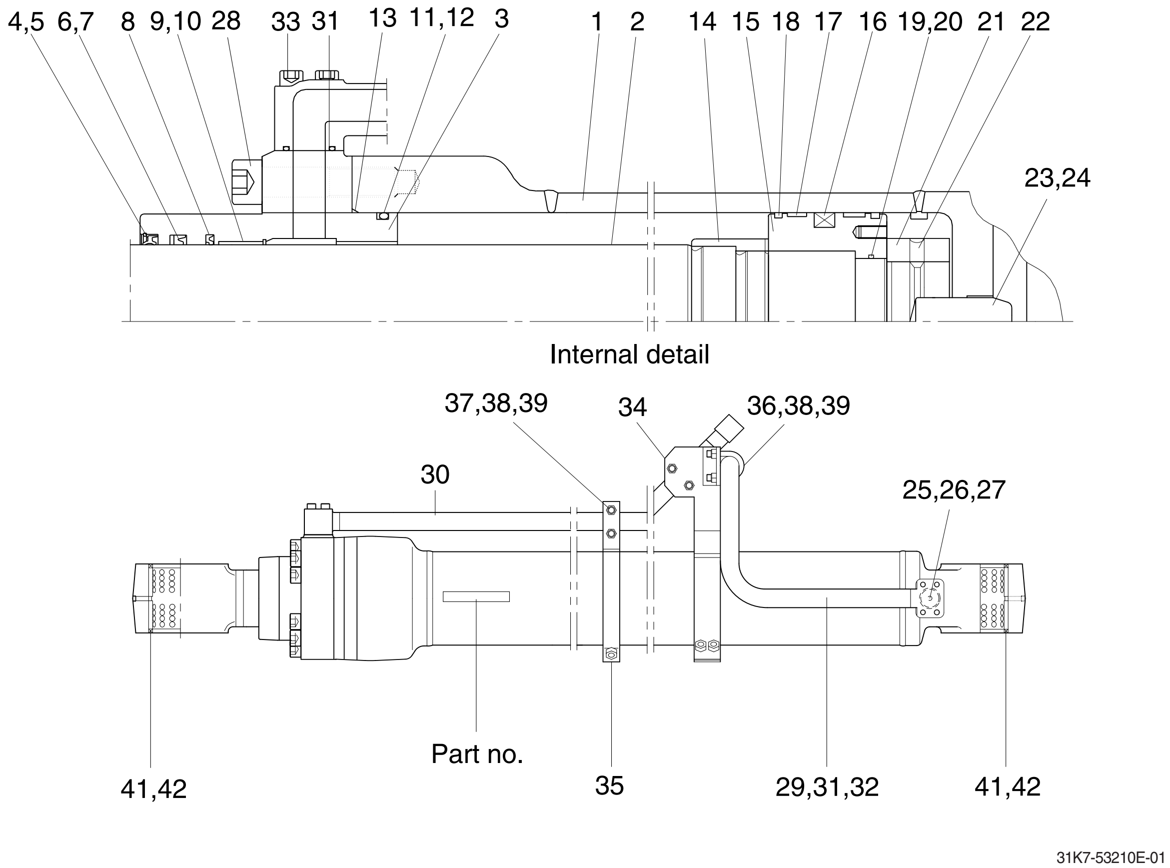


Internal detail



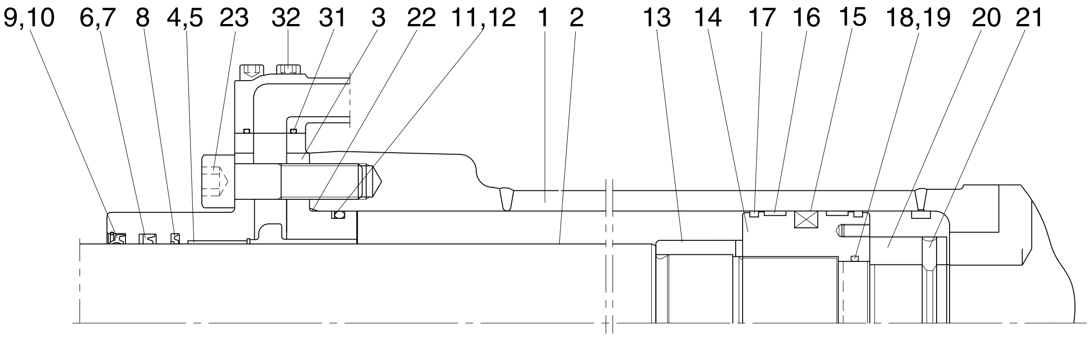
1 Tube assembly
2 Rod assembly
3 Gland
4 Dust wiper
5 Retainring ring
6 Rod seal
7 Back up ring
8 Buffer ring
9 Dry bearing
10 Retainring ring
11 O-ring
12 Back up ring
13 O-ring
14 Cushion ring
15 Piston
16 Piston seal
17 Wear ring
18 Dust ring
19 O-ring
20 Back up ring
21 Lock nut
22 Hexagon socket set screw
23 Cushion plunger
24 Stop ring
25 Check valve
26 Coil spring
27 Plug
28 Hexagon socket head bolt
29 Pipe assembly-R
30 O-ring
31 Hexagon socket head bolt
32 Band assembly-B
33 Band assembly-R
34 U-bolt
35 Hexagon nut
36 Spring washer
37 Dimple bushing
38 Dust seal

Arm cylinder (2-piece)

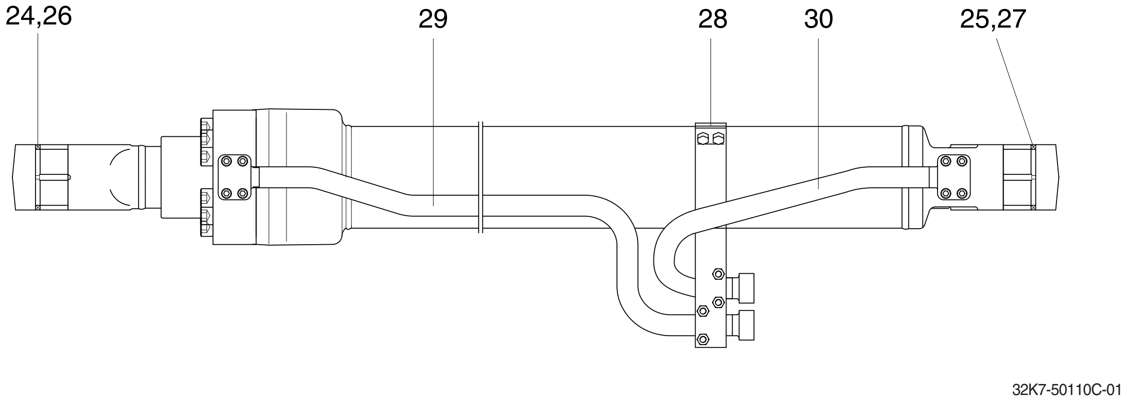


1	Tube assembly	15	Piston	29	Pipe assembly-B
2	Rod assembly	16	Piston seal	30	Pipe assembly-R
3	Gland	17	Wear ring	31	O-ring
4	Dust wiper	18	Dust ring	32	Hexagon socket head bolt
5	Retainring ring	19	O-ring	33	Hexagon socket head bolt
6	Rod seal	20	Back up ring	34	Band assembly-B
7	Back up ring	21	Lock nut	35	Band assembly-R
8	Buffer ring	22	Hexagon socket set screw	36	U-bolt
9	Dry bearing	23	Cushion plunger	37	U-bolt
10	Retainring ring	24	Stop ring	38	Hexagon nut
11	O-ring	25	Check valve	39	Spring washer
12	Back up ring	26	Coil spring\	40	O-ring
13	O-ring	27	Plug	41	Dimple bushing
14	Cushion ring	28	Hexagon socket head bolt	42	Dust seal

(3) Boom cylinder (CHANGZHOU)

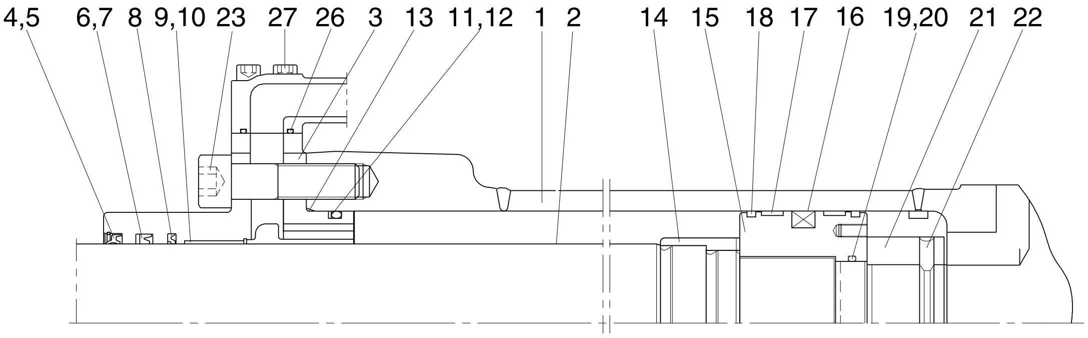


Internal detail

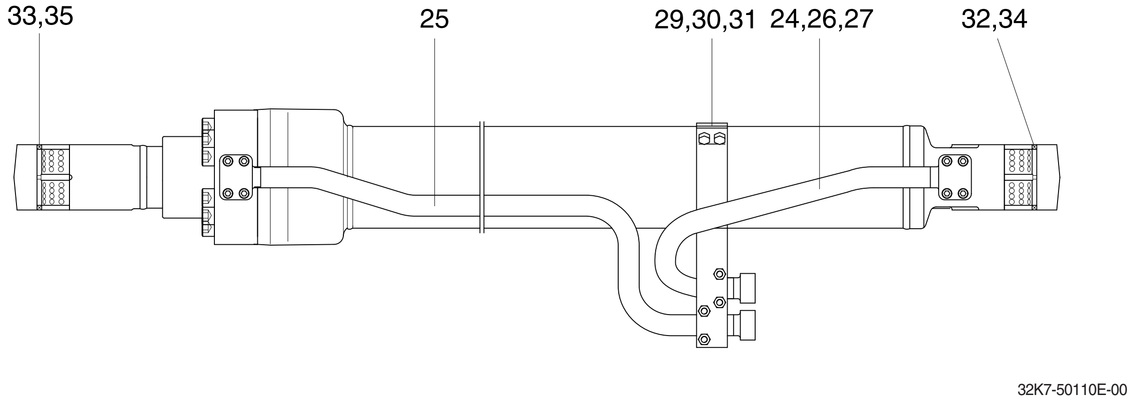


1	Tube assembly	12	Back up ring	23	Hexagon socket head bolt
2	Rod assembly	13	Cushion ring	24	Dimple bushing
3	Gland	14	Piston	25	Dimple bushing
4	DD2 bushing	15	Piston seal	26	Dust seal
5	Snap ring	16	Wear ring	27	Dust seal
6	Rod seal	17	Dust ring	28	Band assembly
7	Back up ring	18	O-ring	29	Pipe assembly-R, LH/RH
8	Buffer ring	19	Back up ring	30	Pipe assembly-B, LH/RH
9	Dust wiper	20	Lock nut	31	O-ring
10	Snap ring	21	Hexagon socket set screw	32	Hexagon socket head bolt
11	O-ring	22	O-ring		

Boom cylinder (SHPAC)

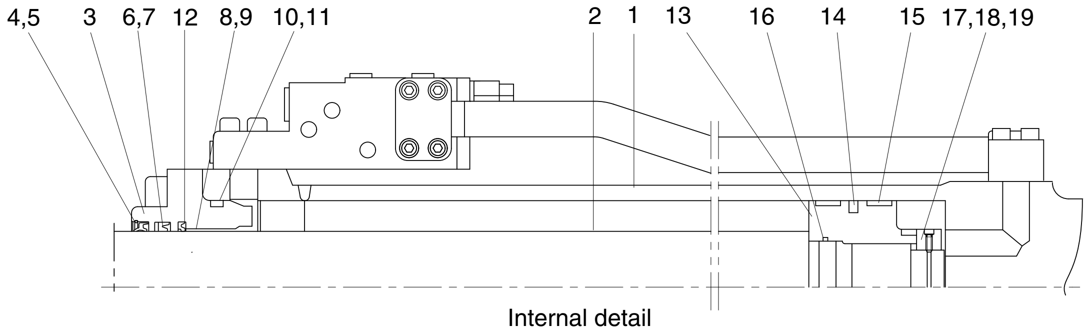


Internal detail

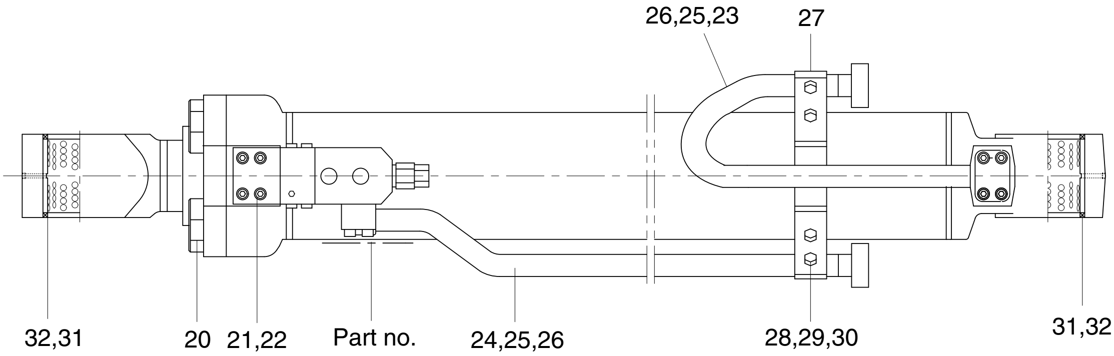


1	Tube assembly	13	O-ring	25	Pipe assembly-R, LH/RH
2	Rod assembly	14	Cushion ring	26	O-ring
3	Gland	15	Piston	27	Hexagon socket head bolt
4	Dust wiper	16	Piston seal	28	Band assembly
5	Retaining ring	17	Wear ring	29	U-bolt
6	Rod seal	18	Dust ring	30	Hexagon nut
7	Back up ring	19	O-ring	31	Spring washer
8	Buffer ring	20	Back up ring	32	Dimple bushing
9	Dry bearing	21	Lock nut	33	Dimple bushing
10	Retaining ring	22	Hexagon socket set screw	34	Dust seal
11	O-ring	23	Hexagon socket head bolt	35	Dust seal
12	Back up ring	24	Pipe assembly-B, LH/RH		

(4) Adjust cylinder



Internal detail

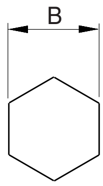


31K7-54130-01

1	Tube assembly	12	Buffer ring	23	Pipe assembly-B, LH/RH
2	Rod assembly	13	Piston	24	Pipe assembly-R, LH/RH
3	Gland	14	Piston seal	25	Hexagon socket head bolt
4	Dust wiper	15	Wear ring	26	O-ring
5	Retaining ring	16	O-ring	27	Band assembly
6	Rod seal	17	Lock nut	28	U-bolt
7	Back up ring	18	Lock washer	29	Hexagon nut
8	Dry bearing	19	Hexagon socket set screw	30	Spring washer
9	Retaining ring	20	Hexagon socket head bolt	31	Dimple bushing
10	O-ring	21	Safety valve	32	Dust seal
11	Back up ring	22	Hexagon socket head bolt		

2) TOOLS AND TIGHTENING TORQUE

(1) Tools

Tools	Remark	
Allen wrench	6	
	8	
	10	
	12	
	14	
	17	
Spanner	7	
	8	
(-) Driver	Small and large sizes	
Torque wrench	Capable of tightening with the specified torques	

(2) Tightening torque

Part name		Item	Size	Torque	
				kgf · m	lbf · ft
Socket head bolt	Bucket cylinder	23★1★3 23★1★4	M18 M18	32±3.0 38±3.8	232±21.7 275±27.5
		32★3 27★4	M12 M12	9.4±1 11.3±1.1	68.0±7.2 81.7±8.0
	Boom cylinder	23★1★3 23★1★4	M18 M18	32±3 38±3.8	232±21.7 275±27.5
		32★3 27★4	M12 M12	9.4±1 11.3±1.1	68.0±7.2 81.7±8.0
	Arm cylinder	23★1★3 28★1★4 28★1★5	M20 M20 M20	48.0±5 52.2±5.2 52.2±5.2	347±36.2 378±37.6 378±37.6
		34★3 31★4 33★5	M12 M12 M12	9.4±1.0 11.3±1.1 11.3±1.1	68.0±7.2 81.7±8.0 81.7±8.0
	Adjustment cylinder	20★1★4 22★4	M20 M12	52.2±5.2 11.3±1.1	378±37.6 81.7±8.0

★1 : Apply loctite #243 on the thread of bolt.
★3 : CHANGZHOU
★4 : SHPAC
★5 : 2-piece boom

Part name		Item	Size	Torque	
				kgf · m	lbf · ft
Lock nut	Bucket cylinder	20★3 21★4	- M65	100±10.0 100±10.0	723±72.3 723±72.3
	Boom cylinder	20★3 21★4	- M65	100±10.0 100±10.0	723±72.3 723±72.3
	Arm cylinder	20★3 21★4 21★5	- M76 M76	150±15.0 150±15.0 150±15.0	1085±108 1085±108 1085±108
	Adjustment cylinder	17★4	M65	62±6.0	448±43.4
Piston	Bucket cylinder	14★3 15★4	- M80	150±15.0 150±15.0	1085±108 1085±108
	Boom cylinder	14★3 15★4	- M85	150±15.0 150±15.0	1085±108 1085±108
	Arm cylinder	14★3 15★4 15★5	- M95 M95	200±20.0 200±20.0 200±20.0	1447±145 1447±145 1447±145
	Adjustment cylinder	13★4	M75	97±10	702±72.3
Set screw	Bucket cylinder	21★3 22★4	M10 M10	5.4±0.5 2.5±0.3	39.1±3.6 18.1±2.2
	Boom cylinder	21★3 22★4	M10 M10	5.4±0.5 2.5±0.3	39.1±3.6 18.1±2.2
	Arm cylinder	21★3 22★4 22★5	M10 M10 M10	5.4±0.5 2.5±0.3 2.5±0.3	39.1±3.6 18.1±2.2 18.1±2.2
	Adjustment cylinder	19★4	M8	1.7±0.2	12.3±1.4

★1 : Apply loctite #243 on the thread of bolt.
★3 : CHANGZHOU
★4 : SHPAC
★5 : 2-piece boom

3) DISASSEMBLY

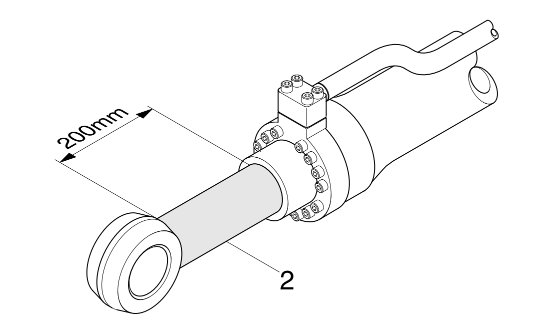
(1) Remove cylinder head and piston rod

※ Procedures are based on the bucket cylinder. (CHANGZHOU type)

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 200 mm (7.1 in). Because the rod assembly is rather heavy, finish extending it with air pressure after the oil draining operation.



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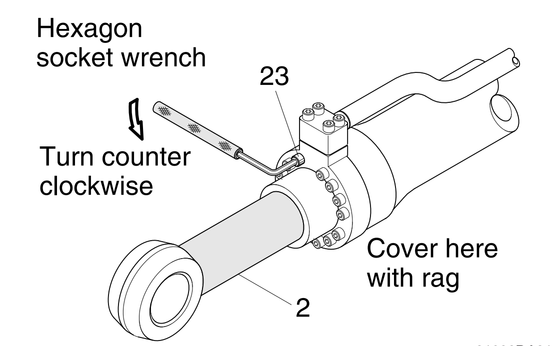
③ Loosen and remove socket bolts (23) of the gland in sequence.

※ Cover the extracted rod assembly (2) with rag to prevent it from being accidentally damaged during operation.



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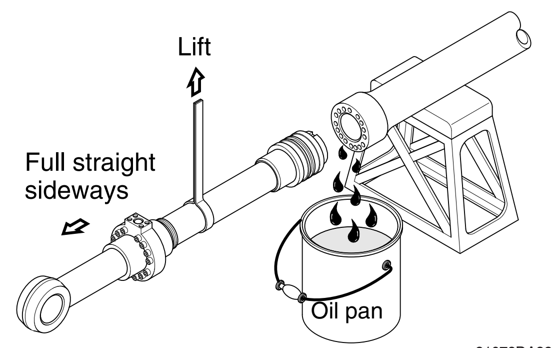
④ Draw out cylinder head and rod assembly together from tube assembly (1).

※ 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.



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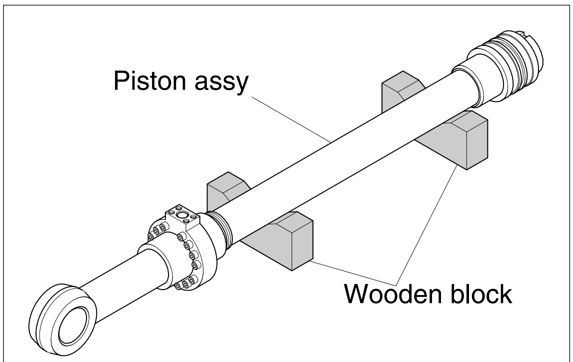
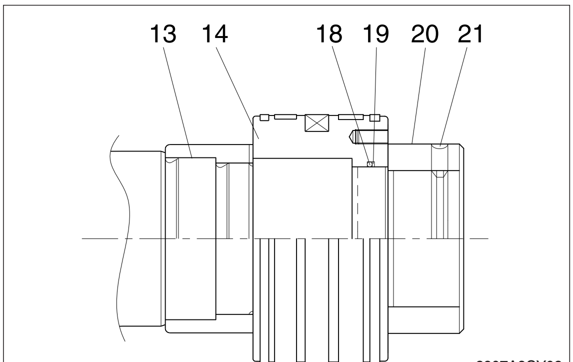
Note that the plated surface of rod assembly (2) is to be lifted. For this reason, do not use a wire sling and others that may damage it, but use a strong cloth belt or a rope.

⑤ Place the removed rod assembly on a wooden V-block that is set level.
※ Cover a V-block with soft rag.



21078DA33

(2) Remove piston and cylinder head
① Remove set screw (21).
② Remove lock nut (20).
※ Since piston (14) and lock nut (20) are tightened to a high torque, use a hydraulic and power wrench that utilizers a hydraulic cylinder, to remove the piston (14) and lock nut (20).
③ Remove piston assembly (14), back up ring (19), and O-ring (18).
④ Remove cushion ring (13).



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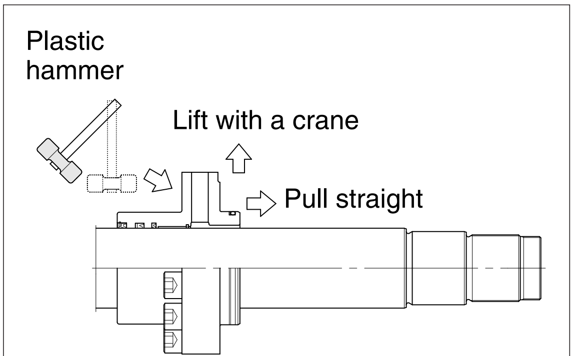
⑤ Remove the cylinder head assembly from rod assembly (2).
※ If it is too heavy to move, move it by striking the flanged part of cylinder head with a plastic hammer.
※ Pull it straight with cylinder head assembly lifted with a crane.
Exercise care so as not to damage the lip of rod bushing (4) and packing (5,6,7,8,9,10) by the threads of rod assembly (2).



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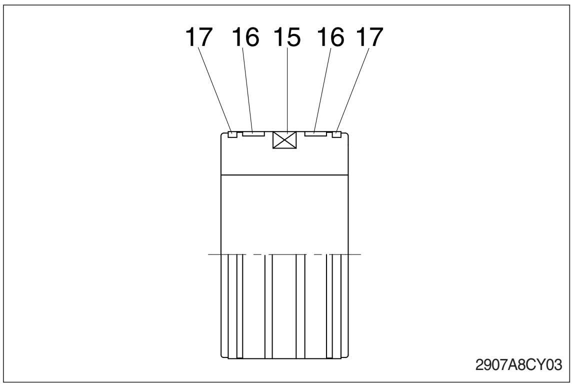
(3) Disassemble the piston assembly

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), O-ring (11) and O-ring (22).

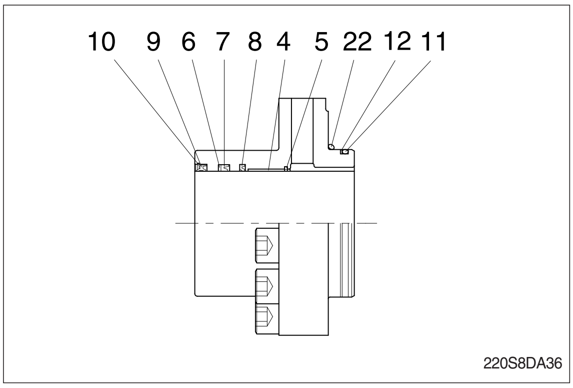
② Remove snap ring (10), dust wiper (9).

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).

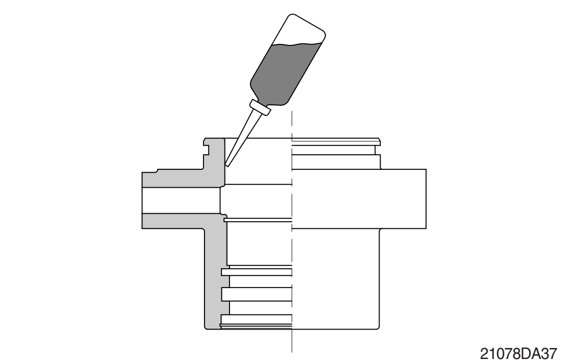


3) ASSEMBLY

(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.



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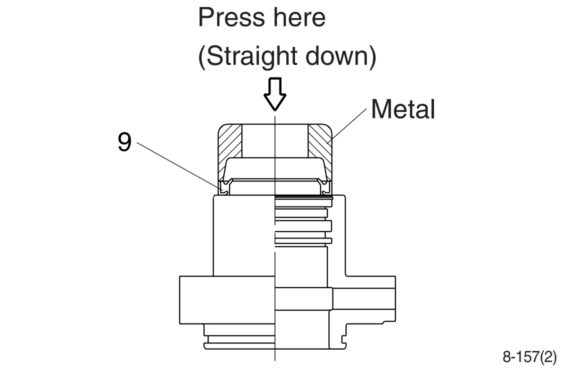
② Coat dust wiper (9) with grease and fit dust wiper (9) to the bottom of the hole of dust seal.
At this time, press a pad metal to the metal ring of dust seal.

③ Fit snap ring (10) to the stop face.

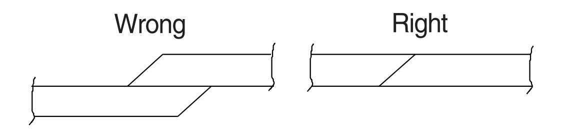


8-157(2)

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.

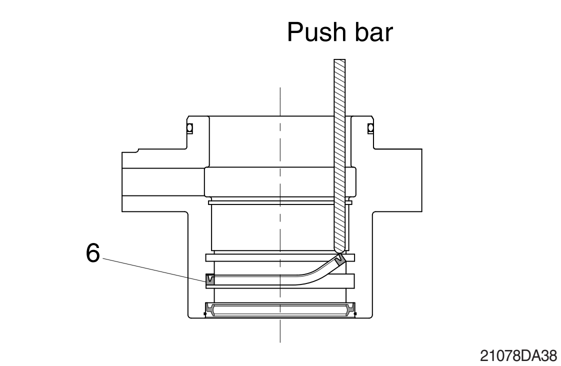
※ Insert the backup ring until one side of it is inserted into groove.



8-157(3)

※ 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.



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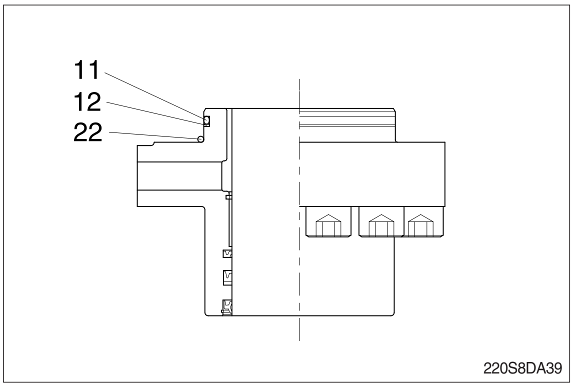
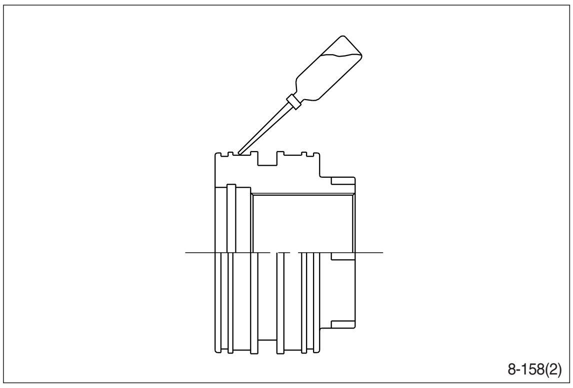
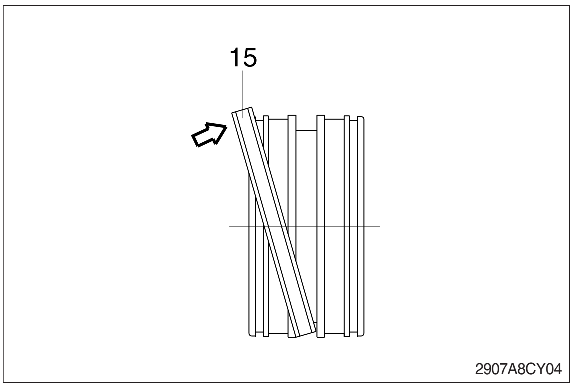
⑤ Fit back up ring (12) to gland (3).
※ Put the backup ring in the warm water of 30~50˚C.
⑥ Fit O-ring (11) and O-ring (22) to gland (3).



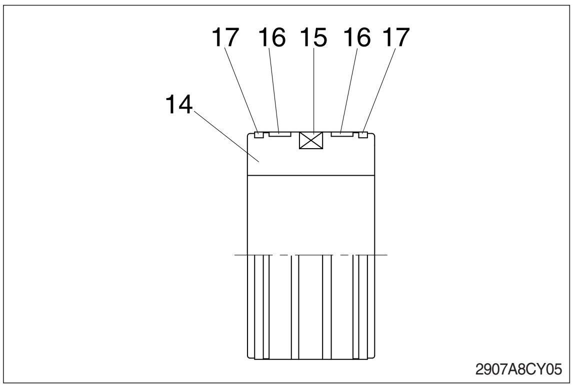
(2) Assemble piston assembly
※ Check for scratches or rough surfaces. If found smooth with an oil stone.
① Coat the outer face of piston (14) with hydraulic oil.



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).

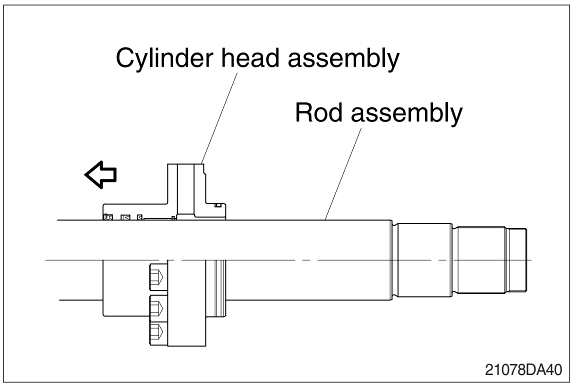


(3) Install piston and cylinder head

① Fix the rod assembly to the work bench.

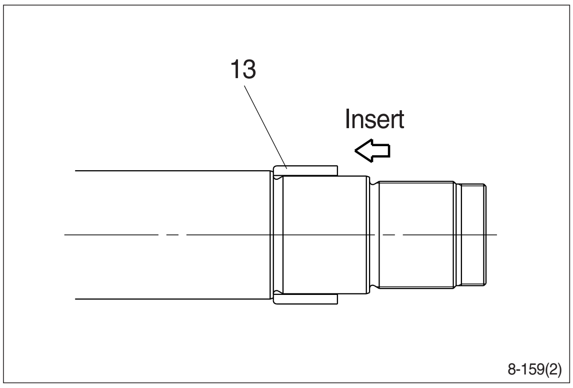
② Apply hydraulic oil to the outer surface of rod assembly (2), the inner surface of piston and cylinder head.

③ Insert cylinder head assembly to rod assembly.



④ Insert cushion ring (13) to rod assembly.

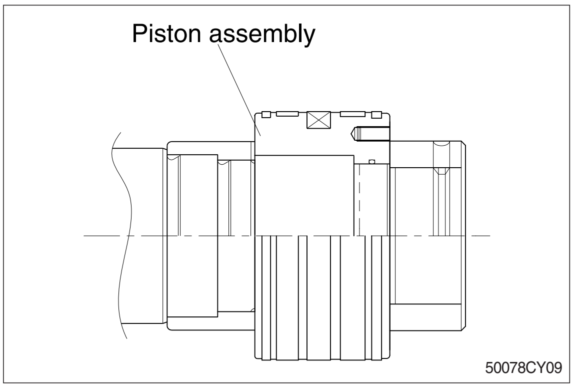
※ Note that cushion ring (13) has a direction in which it should be fitted.



⑤ Fit piston assembly to rod assembly.

· Tightening torque : 150±15.0 kgf · m (1085±108 lbf · ft)

※ Refer to page 8-179.



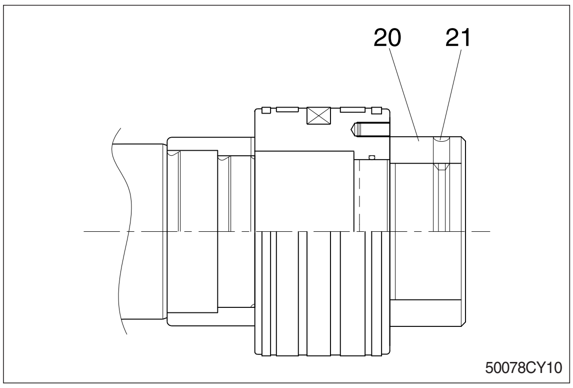
⑥ Fit lock nut (20) and tighten the screw (21).

· Tightening torque :

Item 20 : 100±10.0 kgf·m (723±72.3 lbf·ft)

Item 21 : 5.4±0.5 kgf·m (39.1±3.6 lbf·ft)

※ Refer to page 8-179.



(3) Overall assemble

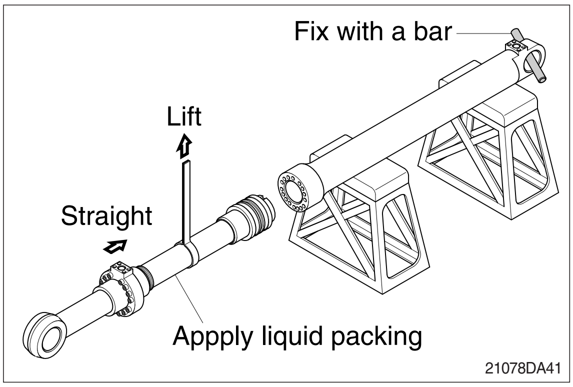
① Place a V-block on a rigid work bench. Mount the tube assembly (1) on it and fix the assembly by passing a bar through the clevis pin hole to lock the assembly.

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.



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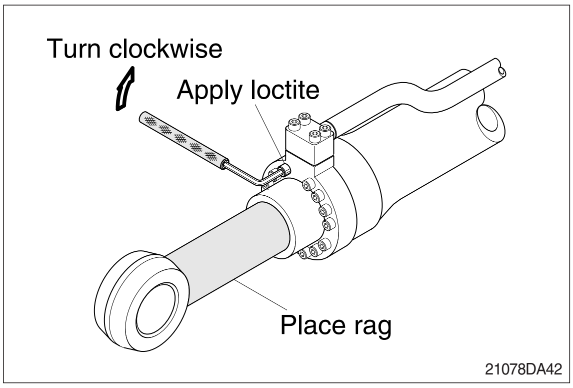
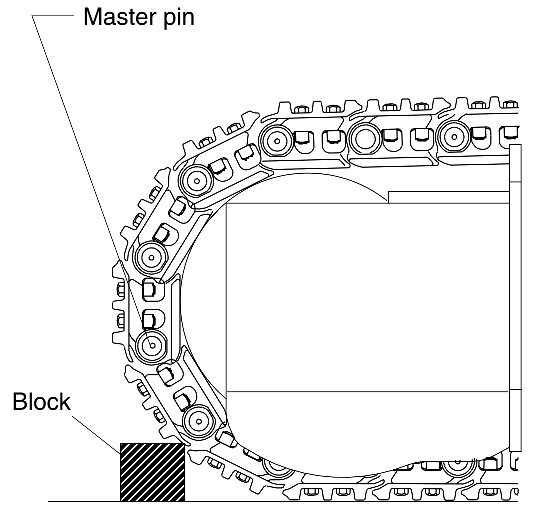


21078DA42

1. TRACK LINK

1) REMOVAL

(1) Move track link until master pin is over front idler in the position put wooden block as shown.



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(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.

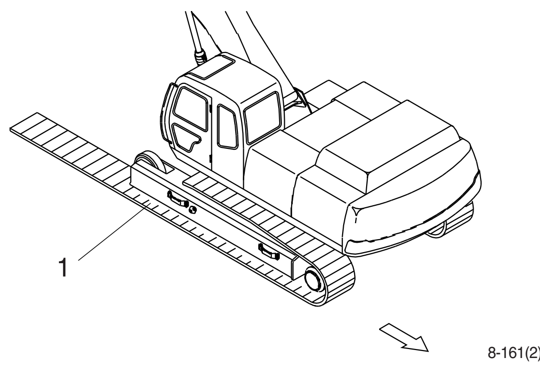
※ Unscrew the grease nipple after release the tension by pushing the poppet only when necessarily required.
Grease leaking hole is not existing. So, while unscrew the grease nipple, grease is not leaking until the grease nipple is completely coming out. If the tension is not released in advance, the grease nipple can be suddenly popped out by pressurized grease.

(3) Push out master pin by using a suitable tool.

(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.

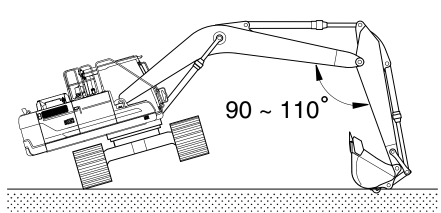


8-161(2)

2) INSTALL

(1) Carry out installation in the reverse order to removal.

※ Adjust the tension of the track link.

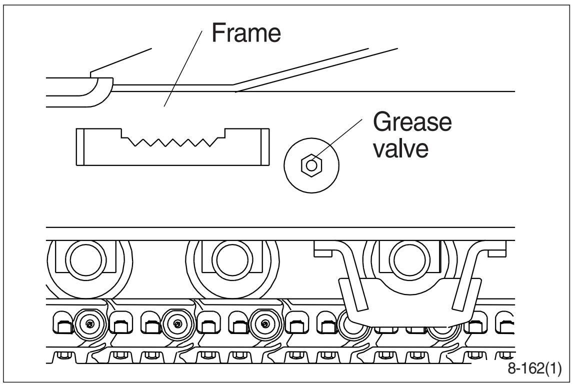


260SA4OP09

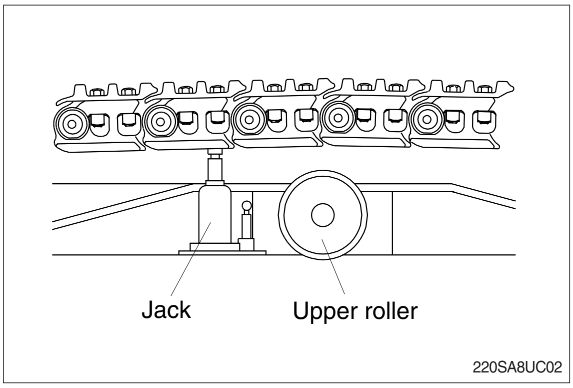
2. UPPER ROLLER

1) REMOVAL

(1) Loosen tension of the track link.



(2) Jack up the track link height enough to permit upper roller removal.

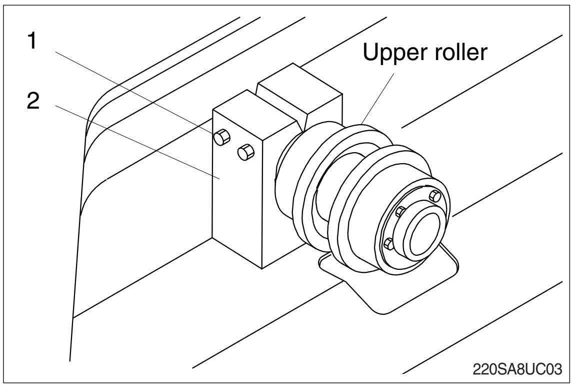


(3) Loosen the lock nut (1).

(4) Open bracket(2) with a screwdriver, push out from inside, and remove upper roller assembly.

· Weight : 41 kg (90.4 lb)

· Tightening torque : 29.7±4.5 kgf·m
(215±32.5 lbf · ft)



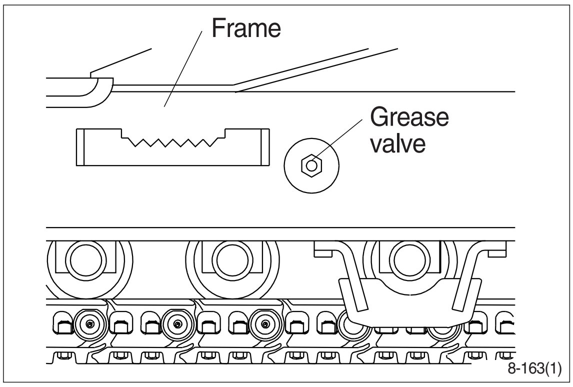
2) INSTALL

(1) Carry out installation in the reverse order to removal.

3. LOWER ROLLER

1) REMOVAL

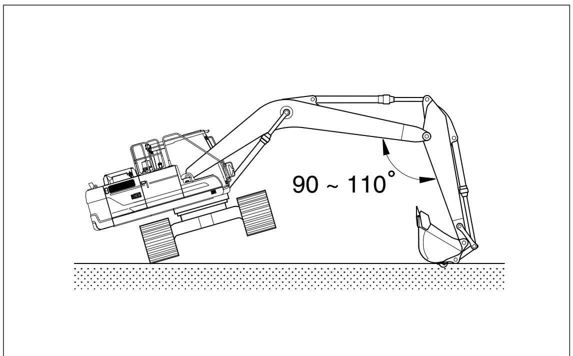
(1) Loosen tension of the track link.



8-163(1)

(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.

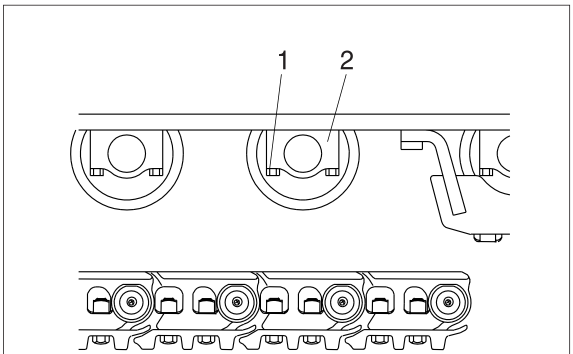


260SA4OP09

(3) Remove the mounting bolt (1) and draw out the lower roller (2).

· Weight : 47.5 kg (105 lb)

· Tightening torque : 57.9±8.7 kgf·m (419±62.9 lbf · ft)



8-163(3)

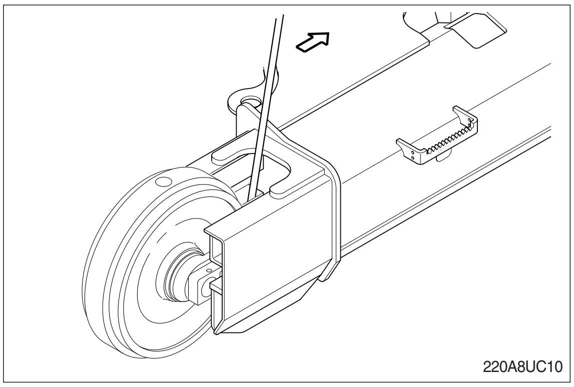
2) INSTALL

(1) Carry out installation in the reverse order to removal.

4. IDLER AND RECOIL SPRING

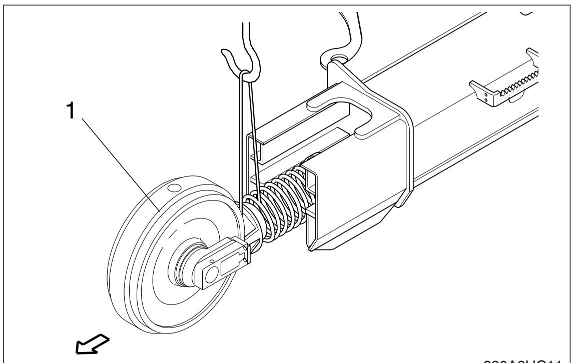
1) REMOVAL

(1) Remove the track link.
For detail, see removal of track link.



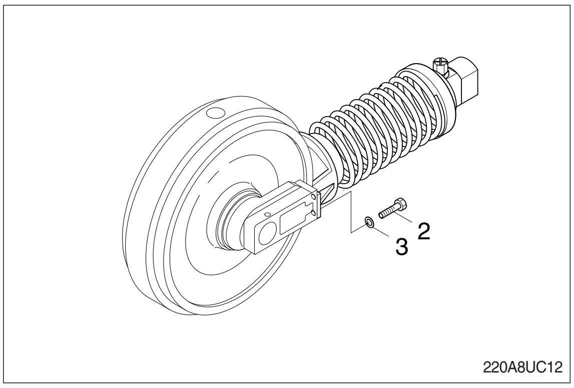
220A8UC10

(2) Sling the recoil spring (1) and pull out idler and recoil spring assembly from track frame, using a pry.
· Weight : 314 kg (692 lb)



220A8UC11

(3) Remove the bolts (2), washers (3) and separate ilder from recoil spring.
· Tightening torque : 29.7±4.5 kgf·m
(215±32.5 lbf · ft)

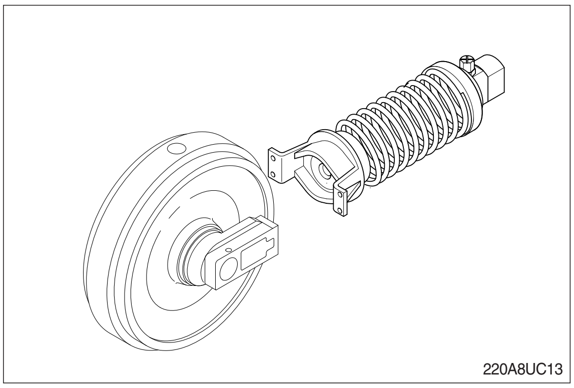


220A8UC12

2) INSTALL

(1) Carry out installation in the reverse order to removal.

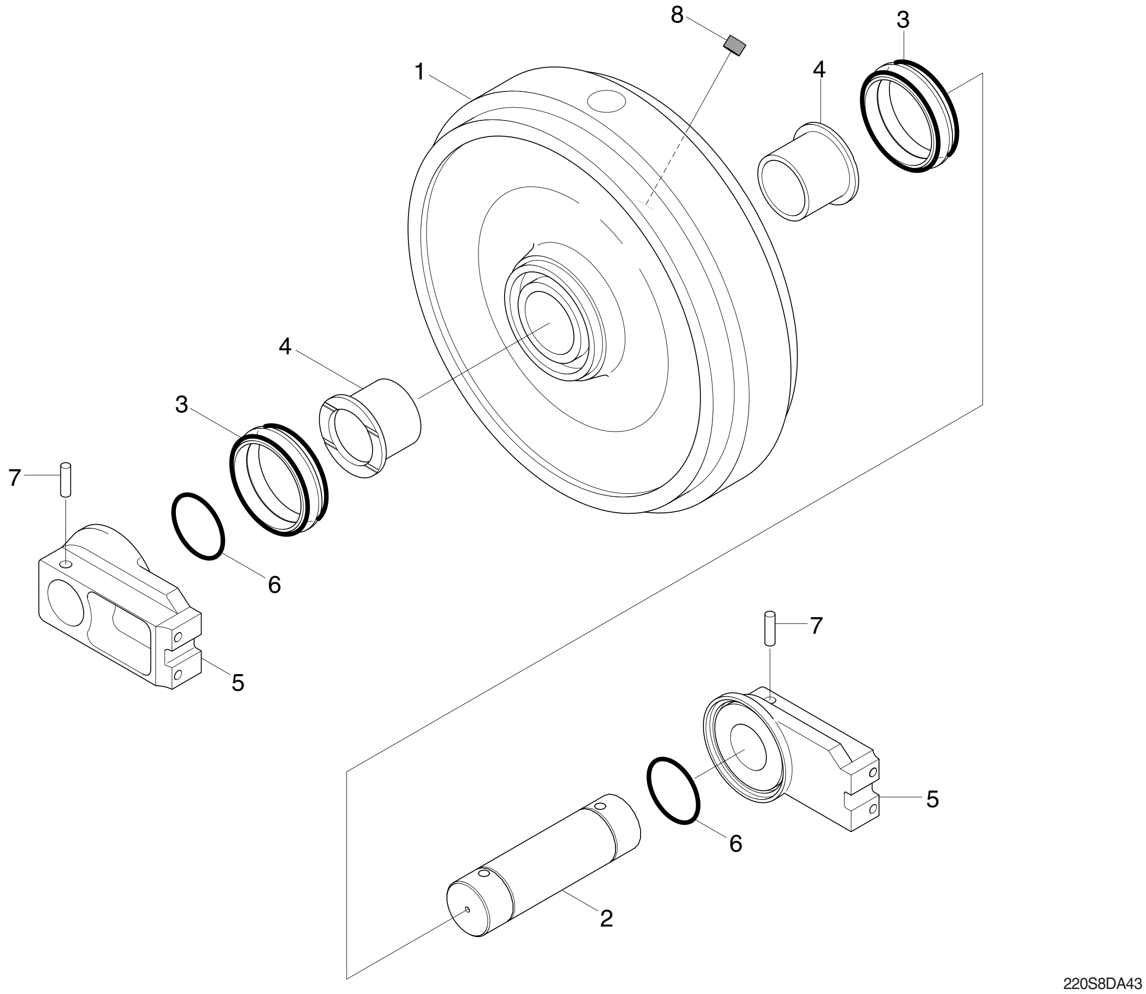
※ Make sure that the boss on the end face of the recoil cylinder rod is in the hole of the track frame.



220A8UC13

3) DISASSEMBLY AND ASSEMBLY OF IDLER

(1) Structure

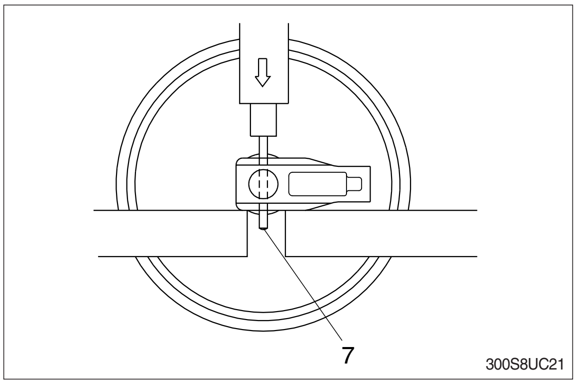


1	Shell	4	Bushing	7	Spring pin
2	Shaft	5	Bracket	8	Plug
3	Seal assembly	6	O-ring		

(2) Disassembly

① Remove plug and drain oil.

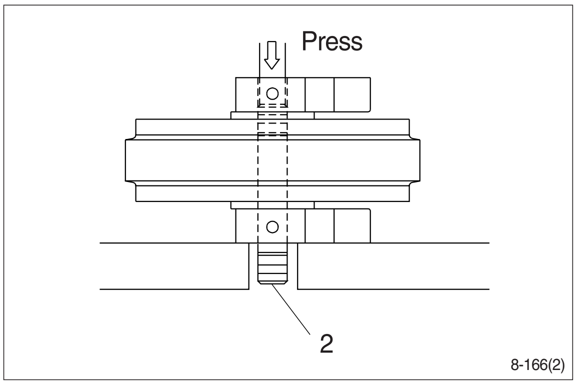
② Draw out the spring pin (7), using a press.



③ Pull out the shaft (2) with a press.

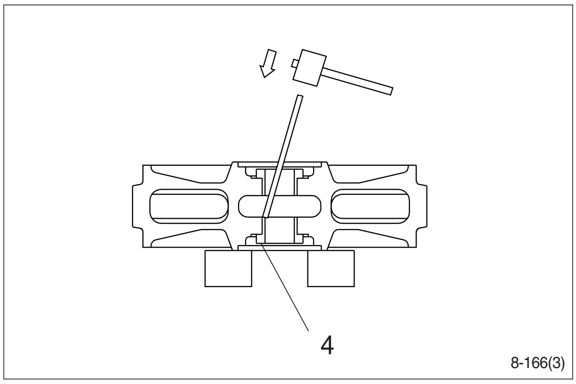
④ Remove seal (3) from idler (1) and bracket (5).

⑤ Remove O-ring (6) from shaft.



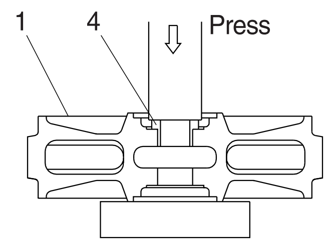
⑥ Remove the bushing (4) from idler, using a special tool.

Only remove bushing if replacement is necessity.



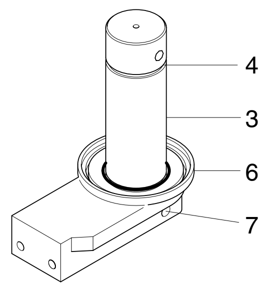
(3) Assembly

※ Before assembly, clean the parts.
※ Coat the sliding surfaces of all parts with oil.
① 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.



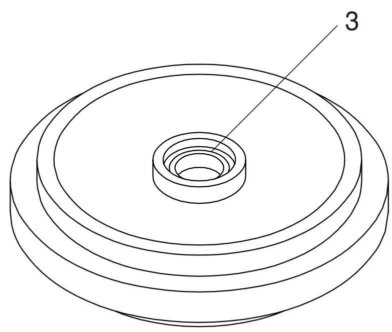
8-167(1)

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).



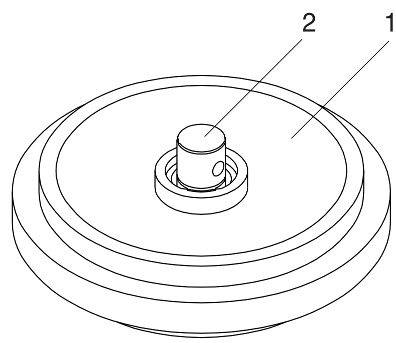
300S8UC22

④ Install seal (3) to shell (1) and bracket (5).



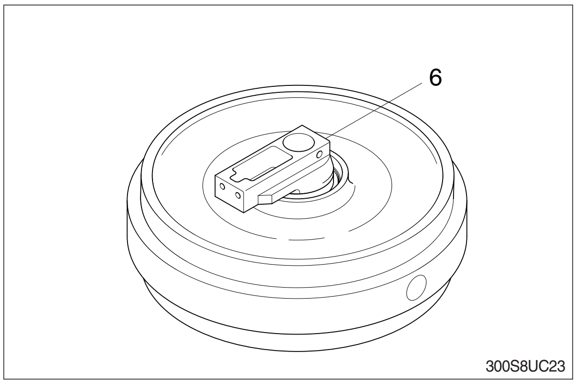
8-167(3)

⑤ Install shaft (2) to shell (1).

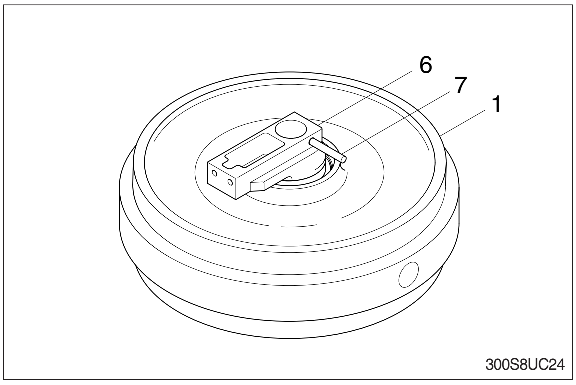


8-167(4)

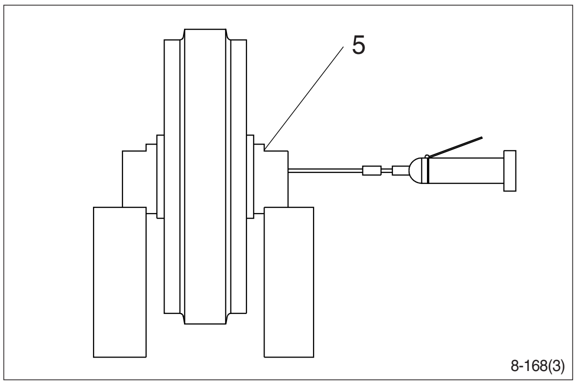
⑥ Install bracket (5) attached with seal (3).



⑦ Knock in the spring pin (7) with a hammer.

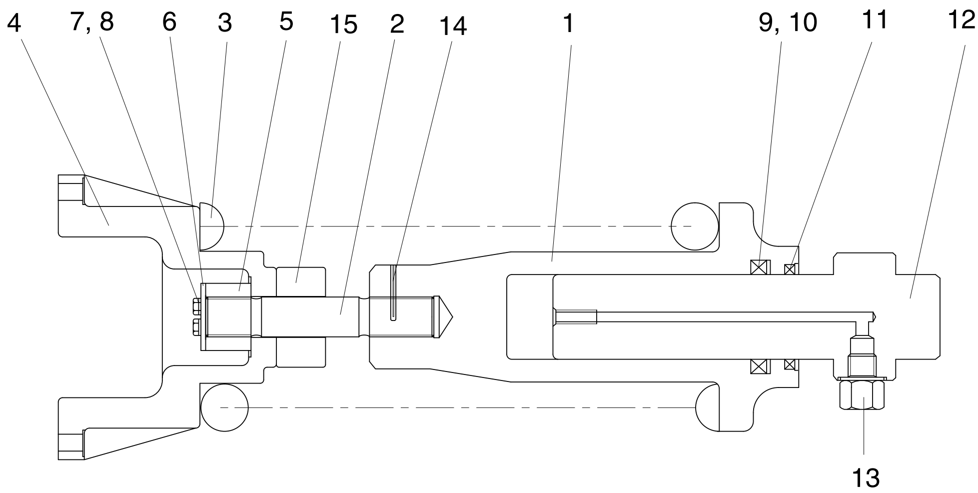


⑧ Lay bracket (5) on its side.
Supply engine oil to the specified level, and tighten plug.



4) DISASSEMBLY AND ASSEMBLY OF RECOIL SPRING

(1) Structure



220L8UC101

1	Body	6	Lock plate	11	Dust seal
2	Tie bar	7	Bolt	12	Rod
3	Spring	8	Spring washer	13	Grease valve
4	Bracket	9	Rod seal	14	Spring pin
5	Lock nut	10	Back up ring	15	Stopper

(2) Disassembly

※ The illustrations are base on the standard.

① Apply pressure on spring (3) with a press.

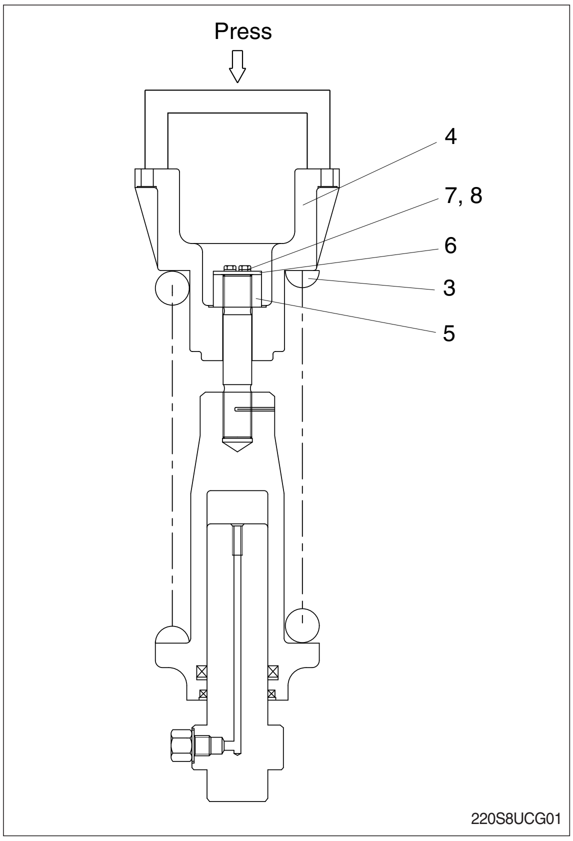
※ The spring is under a large installed load. This is dangerous, so be sure to set properly.

② Remove bolt (7), spring washer (8) and lock plate (6).

③ Remove lock nut (5).

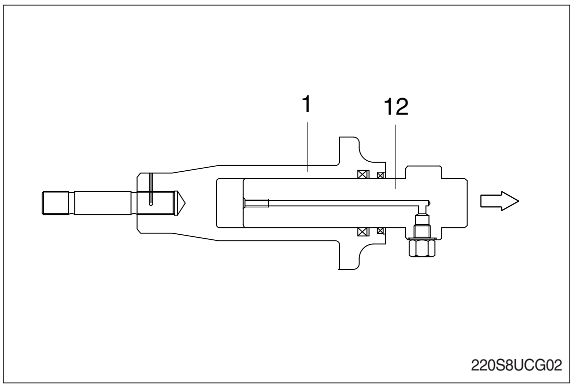
Take enough notice so that the press which pushes down the spring, should not be slipped out in its operation.

④ Lighten the press load slowly and remove bracket (4) and spring (3).

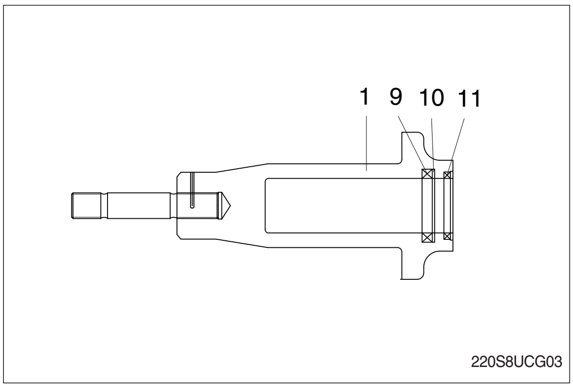


⑤ Remove rod (12) from body (1).

⑥ Remove grease valve (13) from rod (12).



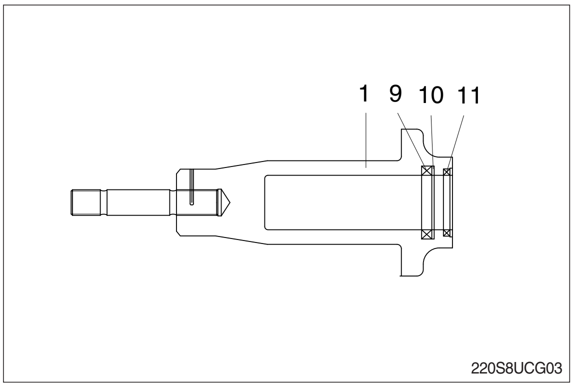
⑦ Remove rod seal (9), back up ring (10) and dust seal (11).



(3) Assembly

Install dust seal (11), back up ring (10) and rod seal (9) to body (1).

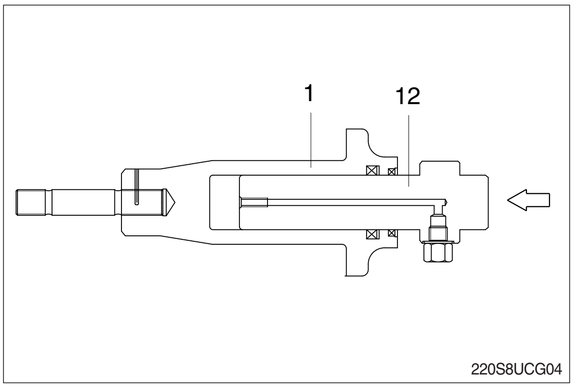
※ When installing dust seal (11) and rod seal (9), take full care so as not to damage the lip.



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±0.5 kgf·m (94±3.6 lbf·ft)

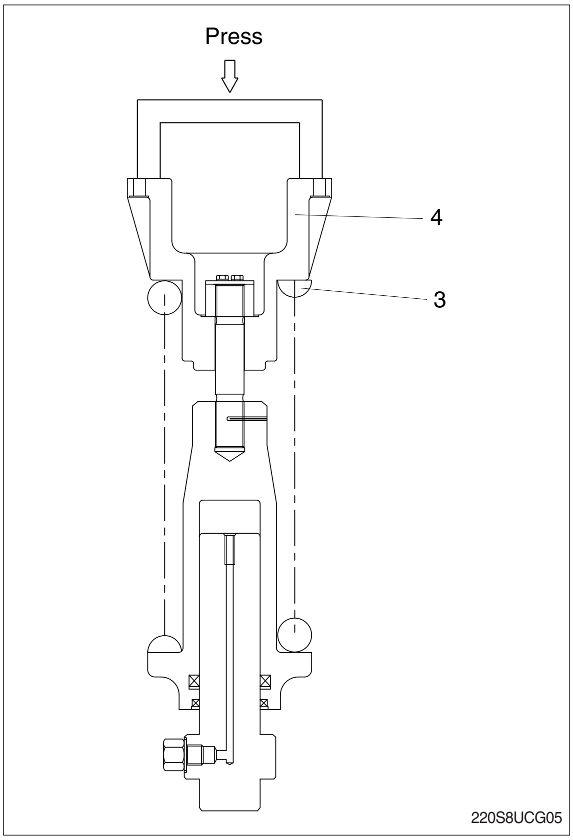


④ Install spring (3) and bracket (4) to body (1).

⑤ Apply pressure to spring (3) with a press and tighten lock nut (5).
· Spring set load
16315 kg (35968 lb)

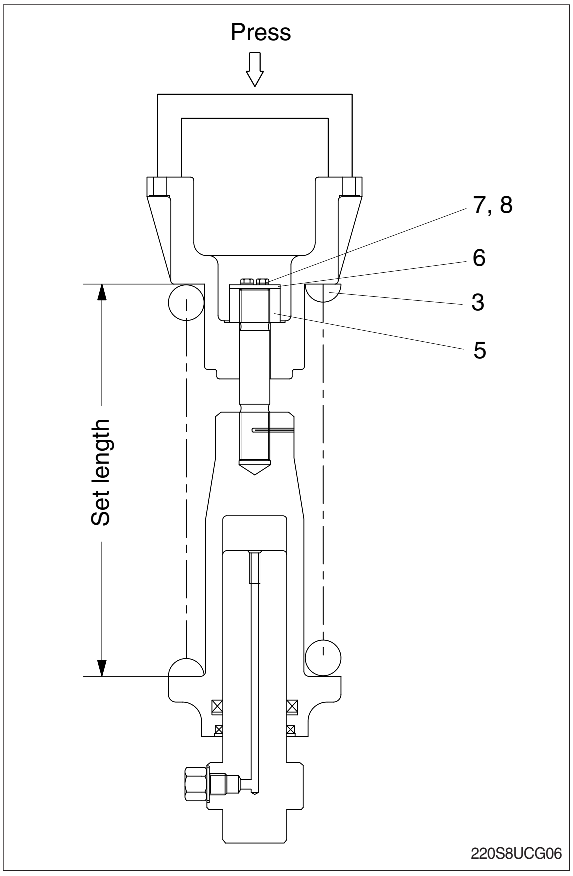
※ Apply sealant before assembling.

※ During the operation, pay attention specially to prevent the press from slipping out.

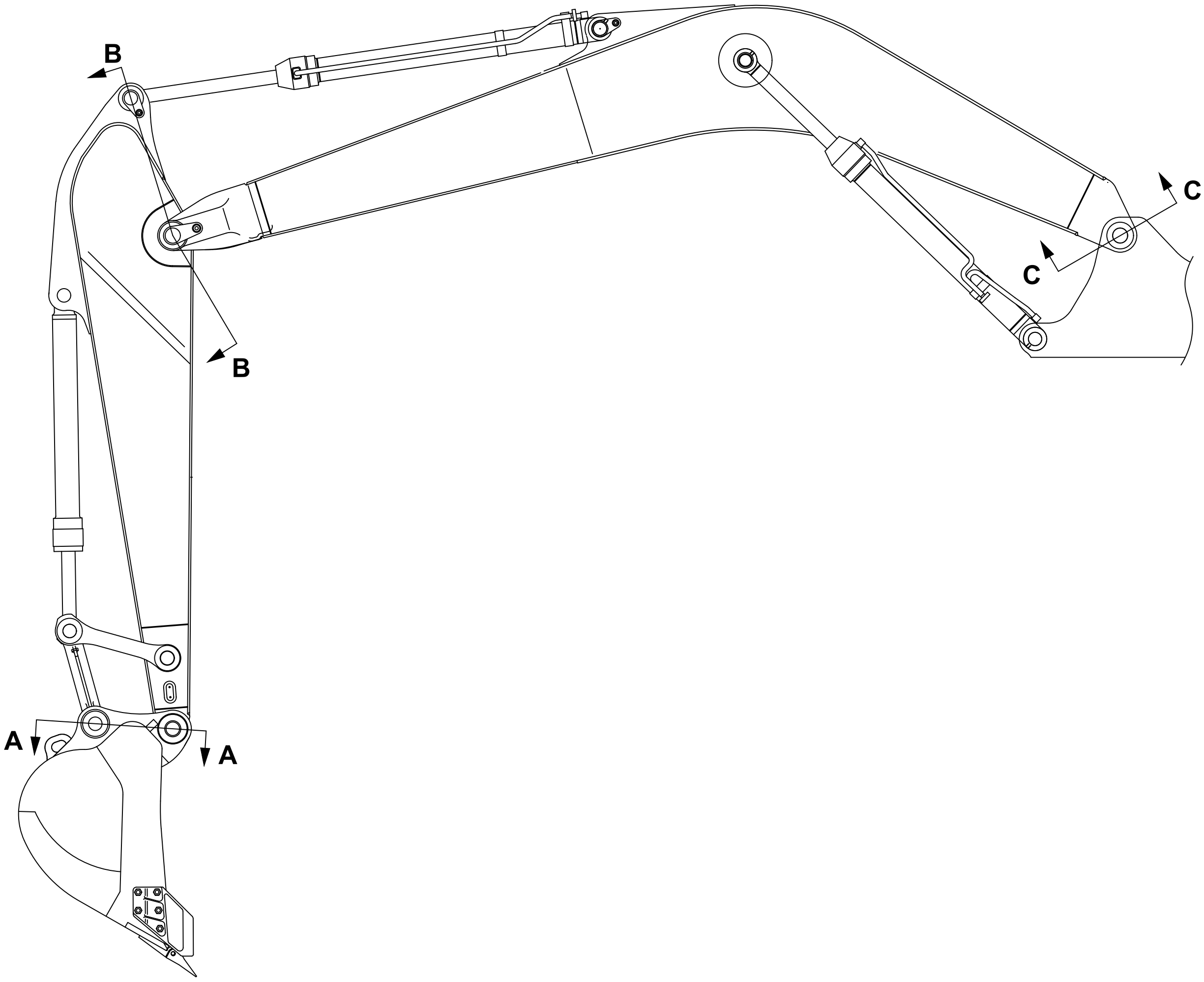


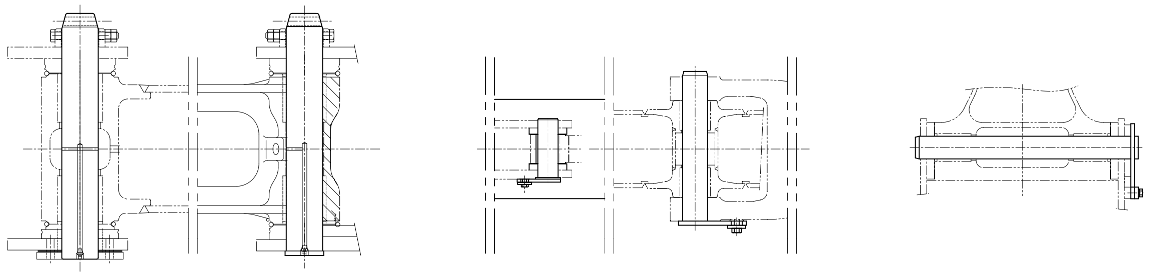
⑥ Lighten the press load and confirm the set length of spring (3).
- Set length : 508 ± 1.5 mm

⑦ After the setting of spring (3), install lock plate (6), spring washer (8) and bolt (7).
· Tightening torque : 15±0.5 kgf·m (108±3.6 lbf·ft)



1. STRUCTURE





SECTION A SECTION B SECTION C

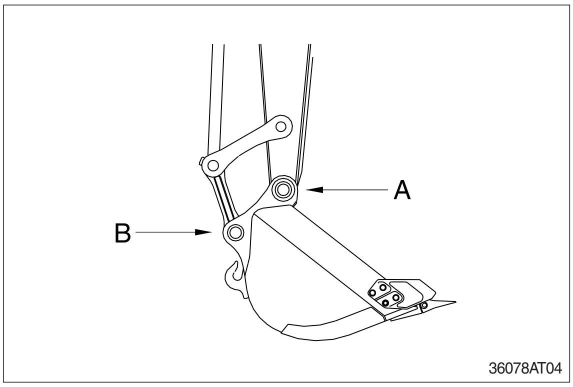
220A8WE10

2. REMOVAL AND INSTALL

1) BUCKET ASSEMBLY

(1) Removal

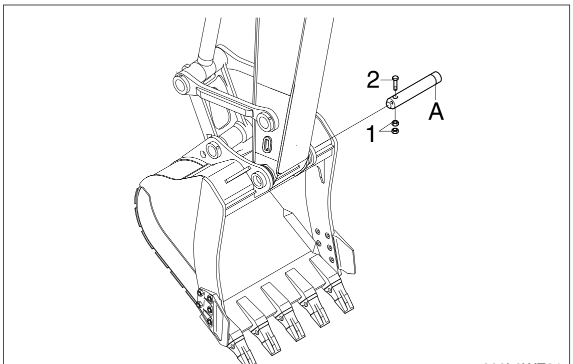
① Lower the work equipment completely to ground with back of bucket facing down.



36078AT04

② Remove nut (1), bolt (2) and draw out the pin (A).

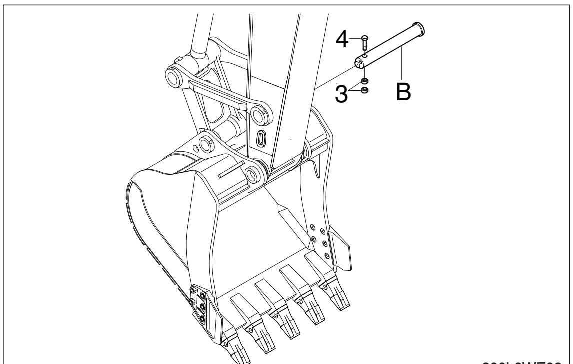
· Tightening torque (1) : 57.9±8.7 kgf·m (419± 62.9 lbf·ft)



300L8WE01

③ Remove nut (3), bolt (4) and draw out the pin (B).

· Tightening torque (3) : 57.9±8.7 kgf·m (419± 62.9 lbf·ft)



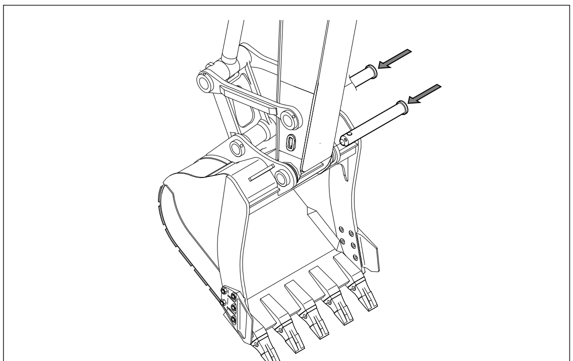
300L8WE02

(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.



300A8WE03

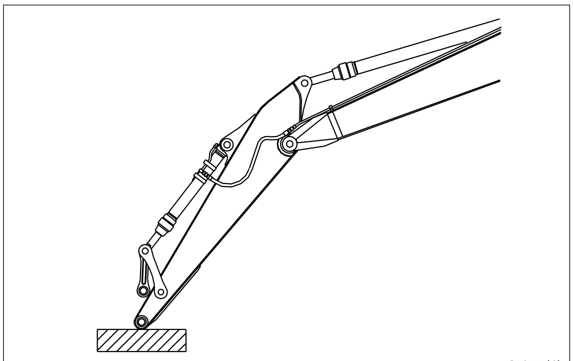
2) ARM ASSEMBLY

(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.**

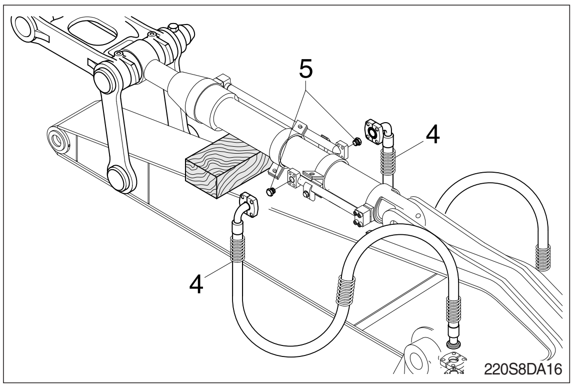
① Remove bucket assembly.
For details, see removal of bucket assembly.



8-175(1)

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.**



220S8DA16

③ Sling arm cylinder assembly, remove spring, pin stopper and pull out pin.

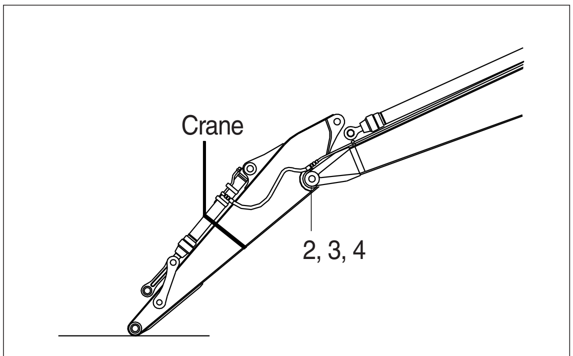
※ Tie the rod with wire to prevent it from coming out.

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 : 1540 kg (3400 lb)
· Tightening torque (2) : 29.7±45 kgf·m (215± 32.5 lbf·ft)

※ When lifting the arm assembly, always lift the center of gravity.



8-175(3)

(2) Install

① Carry out installation in the reverse order to removal.

⚠ **When lifting the arm assembly, always lift the center of gravity.**

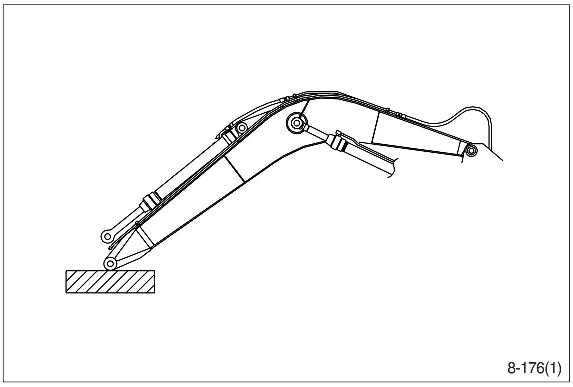
※ Bleed the air from the cylinder.

3) BOOM ASSEMBLY

(1) Removal

① 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 boom cylinder assembly.



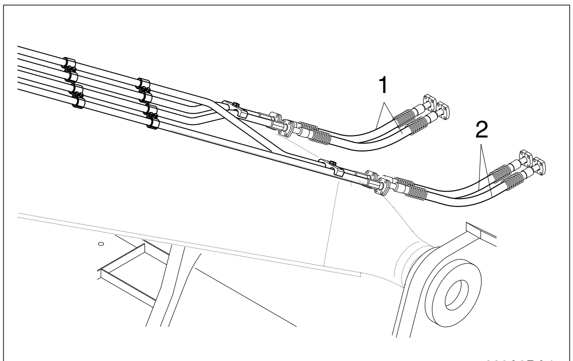
8-176(1)

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).



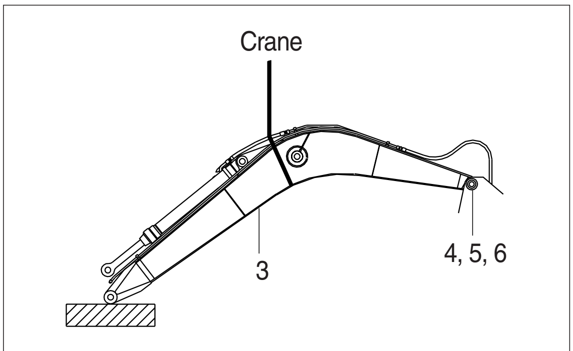
220A8DA45

⑥ Remove bolt (4), plate (5) and pull out the pin (6) then remove boom assembly.

· Weight :2460 ㎏ (5420 ㏈)

· Tightening torque (4) : 29.7±45 kgf·m (215± 32.5 lbf·ft)

※ When lifting the boom assembly always lift the center of gravity.



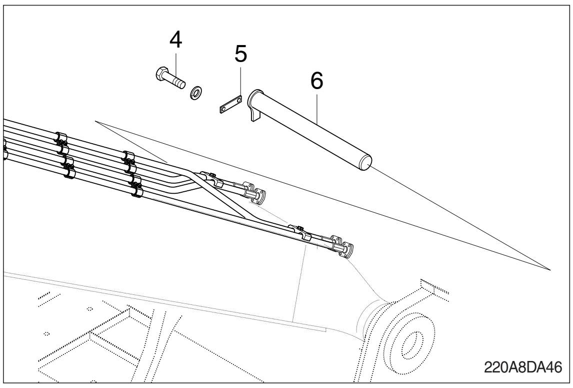
8-176(3)

(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.



220A8DA46