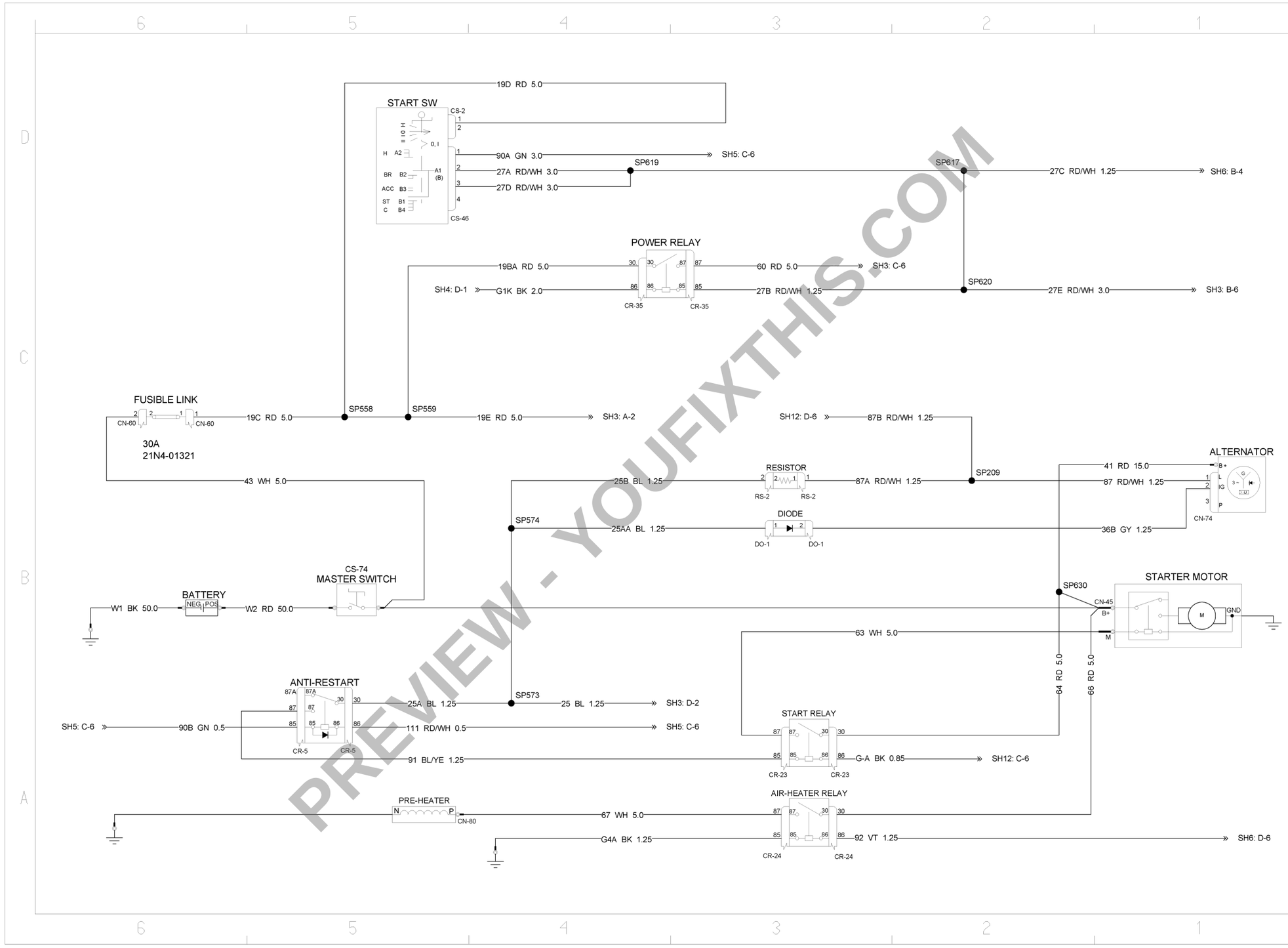
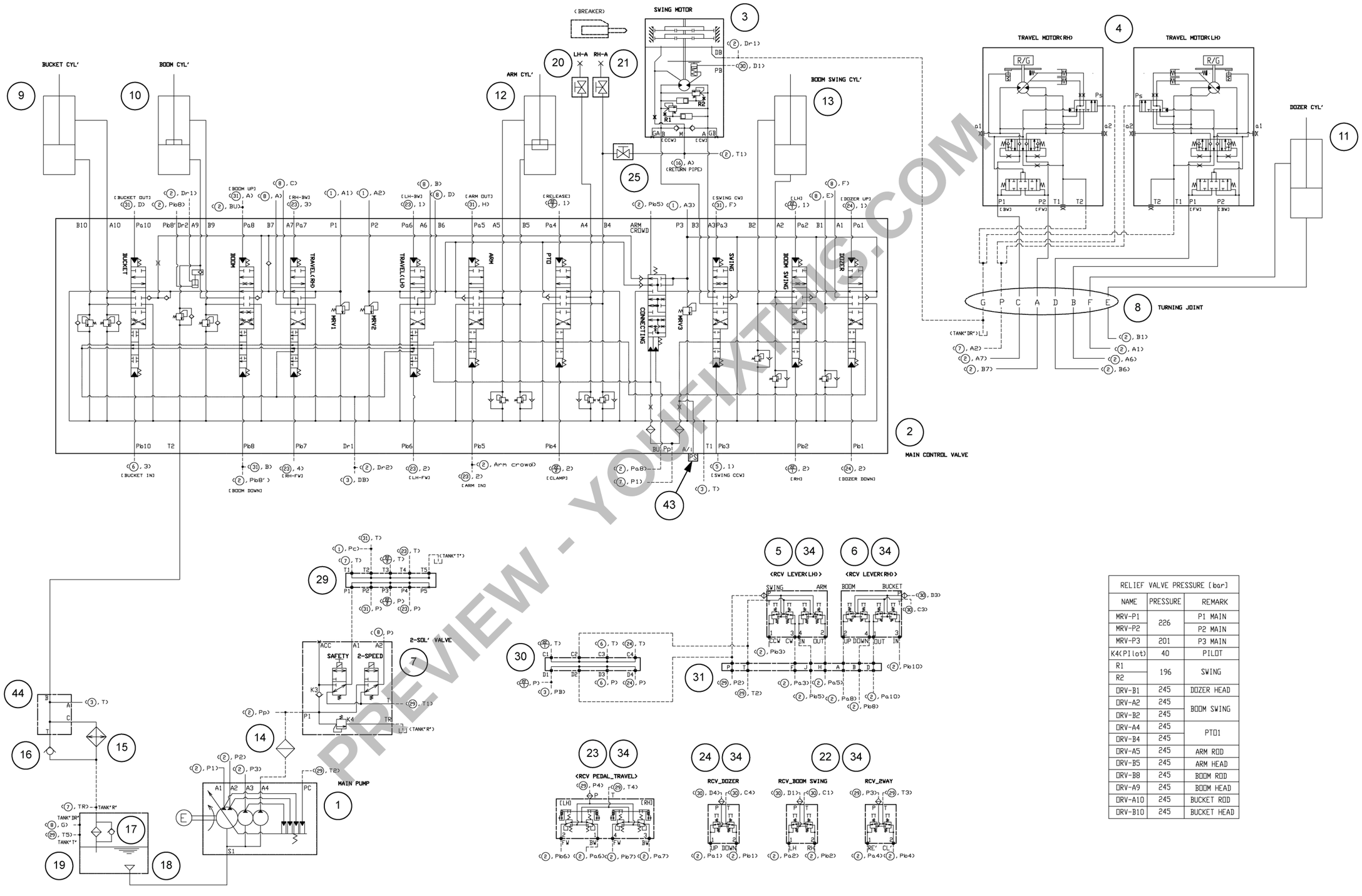


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RELIEF VALVE PRESSURE [bar]		
NAME	PRESSURE	REMARK
MRV-P1	226	P1 MAIN
MRV-P2		P2 MAIN
MRV-P3	201	P3 MAIN
K4(Pilot)	40	PILOT
R1	196	SWING
R2		
ORV-B1	245	DOZER HEAD
ORV-A2	245	BOOM SWING
ORV-B2	245	
ORV-A4	245	PTO1
ORV-B4	245	
ORV-A5	245	ARM ROD
ORV-B5	245	ARM HEAD
ORV-B8	245	BOOM ROD
ORV-A9	245	BOOM HEAD
ORV-A10	245	BUCKET ROD
ORV-B10	245	BUCKET HEAD

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Port	Port name	Port size	Tightening torque	Port	Port name	Port size	Tightening torque
P1	P1 pump port	PF 1/2	**59 – 69 N·m (44 – 51 lb ft)**	A10	Bucket out port	PF 3/8	**39 – 49 N·m (29 – 36 lb ft)**
P2	P2 pump port			B10	Bucket in port		
T1	Tank return port			Pa1	Dozer down pilot port	PF 1/4	**25 – 30 N·m (18 – 22 lb ft)**
T2	Tank return port			Pb1	Dozer up pilot port		
P3	P3 pump port	PF 3/8	**39 – 49 N·m (29 – 36 lb ft)**	Pa2	Boom swing (right-hand) pilot port		
A1	Dozer			Pb2	Boom swing (left-hand) pilot port		
B1	Dozer			Pa3	Swing (right-hand) pilot port		
A2	Boom swing (right-hand) port			Pb3	Swing (left-hand) pilot port		
B2	Boom swing (left-hand) port			Pa5	Arm out pilot port		
A3	Swing (left-hand) port			Pb5	Arm in pilot port		
B3	Swing (right-hand) port			Pa6	Travel [left-hand/rearward] pilot port		
AR-/A4	Option port			Pb6	Travel [left-hand/forward] pilot port		
BR-/B4	Option port			Pa7	Travel [right-hand/rearward] pilot port		
A5	Arm out port			Pb7	Travel [right-hand/forward] pilot port		
B5	Arm in port			Pa8	Boom up pilot port		
A6	Travel [left-hand/rearward] port			Pb8	Boom down pilot port		
B6	Travel [left-hand/forward] port			Pa10	Bucket out pilot port		
A7	Travel [right-hand/rearward] port			Pb10	Bucket in pilot port		
B7	Travel [right-hand/forward] port			Dr1,2	Drain port		
A9	Boom up port			PaR/Pa4	Option pilot port		
B8	Boom down port			PbR/Pb4	Option pilot port		

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Machine specifications

Engine

Model	Yanmar 3TNV88F-ESHYB
Type	4-cycle vertical overhead valve, diesel fuel
Cooling method	Water cooling
Number of cylinders and arrangement	3 cylinders, in-line
Firing order	1 - 3 - 2
Combustion chamber type	Direct injection type
Cylinder bore x stroke	**88 mm** (**3.46 in**) x **90 mm** (**3.54 in**)
Piston displacement	**1642 cm³** (**100.2 in³**)
Compression ratio	19.1 : 1
Rated gross horse power (SAE J1995)	**18.2 kW** (**24.7 Hp**) at **2200 RPM**
Maximum torque at **1200 RPM**	**84.3 – 94.1 N·m** (**62.2 – 69.4 lb ft**)
Engine oil quantity	**6.7 L** (**1.8 US gal**)
Dry weight	**172 kg** (**379 lb**)
High idling speed	**2280 – 2380 RPM**
Low idling speed	**1150 – 1250 RPM**
Rated fuel consumption	177 g/Hp·hr at **2200 RPM**
Starting motor	**12 V**, **2.3 kW**
Alternator	**12 V**, **55 A**
Battery	1 x **12 V** x **70 A·h** (**20 h** rating)

Main pump

Type	Variable displacement tandem axis piston pumps
Capacity	2 x **17 cm³/rev** (**1.0 in³/rev**)
Maximum pressure	**22553 kPa** (**3271 psi**)
Rated oil flow	2 x **37.4 L/min** (**9.9 US gpm**)
Rated speed	**2200 RPM**

Gear pump

Type	Fixed displacement gear pump single stage
Capacity	**4.5 – 10.5 cm³/rev** (**0.3 – 0.6 in³/rev**)
Maximum pressure	**3923 – 20105 kPa** (**569 – 2916 psi**)
Rated oil flow	**9.9 – 23.1 L/min** (**2.6 – 6.1 US gpm**)

Main control valve

Type	Sectional, 10 spools (11 blocks)
Operating method	Hydraulic pilot system
Main relief valve pressure : P1, P2 / P3	**20105 – 22553 kPa** (**2916 – 3271 psi**)
Overload relief valve pressure	**24518 kPa** (**3556 psi**)

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Travel motor - Service instruction - Troubleshooting

Travel motor malfunction

The travel does not function at all on one direction.

1. Check the operation of the bucket or the arm.
   A. If the bucket or the arm are operative, proceed to step 2.
   B. If the bucket or the arm are not operative, proceed to step 3.

2. Check the travel control valve spool in terms of over positively changing.
   A. If the travel control valve has changed over positively, proceed to step 4.
   B. If the travel control valve has not changed over positively, proceed to step 5.

3. Check the variation of the symptom when left-hand and right-hand travel relief valves are exchanged.
   A. If the symptom does not change, proceed to step 9.
   B. If the symptom does change, the travel relief valves are faulty. Disassemble and repair or replace it.

4. Measure the travel brake valve pressure.
   A. If the travel brake valve pressure is equal or lesser than the standard value, proceed to step 6.
   B. If the travel brake valve pressure is more than the standard value, proceed to step 7.

5. Check the spool in terms of movement by hand.
   A. If the spool can be moved lightly by hand, the control system is defective. Disassemble, inspect and repair it.
   B. If the spool cannot be moved lightly by hand, travel control valve spool is stuck. Disassemble and repair it.

6. Check the counterbalance spool in the travel brake valve in terms of movement by hand.
   A. If the counterbalance spool in the travel brake valve can be moved lightly by hand, proceed to step 8.
   B. If the counterbalance spool in travel brake valve cannot be moved lightly by hand, the counter spool in the travel brake valve is stuck. Disassemble and repair or replace it.

7. Check the variation of the symptom when the relief valves in the travel motor are exchanged.
   A. If the symptom does change, the relief valve built in the travel motor is faulty. Disassemble and repair it.

8. Check the metallic particles coming out from the drain port in the travel reduction unit.
   A. If the metallic particles come out from the drain port in the travel reduction unit, the travel reduction unit is faulty. Disassemble and repair it.
   B. If the metallic particles do not come out from the drain port in the travel reduction unit, the travel motor is out of order. Disassemble and repair it.

9. Check the variation of the symptom when the P1 and P2 pump discharge hoses are exchanged.
   A. If the symptom does change when the P1 and P2 pump discharge hoses are exchanged, the hydraulic pump is broken. Disassemble and repair it.

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Engine control system - Fault code index

Signal	Failure Mode	Diagnostic Trouble Code SPN-FMI	Description
Rack Position	Shorted to low source	1210–4	Engine Fuel Rack Position Sensor: Shorted to low source
	Shorted to high source	1210–3	Engine Fuel Rack Position Sensor: Shorted to high source
Accelerate Pedal Position (A)	Shorted to low source	91–4	Accelerator Pedal Position Sensor "A": Shorted to low source
	Shorted to high source	91–3	Accelerator Pedal Position Sensor "A": Shorted to high source
	Intermittent fault	91–2	Accelerator Pedal Position Sensor "A": Intermittent fault
	Below normal operational range	91–1	Accelerator Pedal Position Sensor "A": Below normal operational range (SAE J1843)
	Above normal operational range	91–0	Accelerator Pedal Position Sensor "A": Above normal operational range (SAE J1843)
	Not available	91–15	Accelerator Pedal Position Sensor "A": Not available (SAE J1843)
Accelerate Pedal Position (B)	Shorted to low source	29–4	Accelerator Pedal Position Sensor "B": Shorted to low source
	Shorted to high source	29–3	Accelerator Pedal Position Sensor "B": Shorted to high source
	Intermittent fault	29–2	Accelerator Pedal Position Sensor "B": Intermittent fault
	Below normal operational range	29–1	Accelerator Pedal Position Sensor "B": Below normal operational range (SAE J1843)
	Above normal operational range	29–0	Accelerator Pedal Position Sensor "B": Above normal operational range (SAE J1843)
	Communication fault	29–8	Accelerator Pedal Position Sensor "B": Communication fault
	Not available	29–15	Accelerator Pedal Position Sensor "B": Not available (SAE J1843)
Barometric Pressure	Shorted to low source	108–4	Barometric Pressure Sensor: Shorted to low source
	Shorted to high source	108–3	Barometric Pressure Sensor: Shorted to high source
	Intermittent fault	108–2	Barometric Pressure Sensor: Intermittent fault
E_ECU Internal Temperature	Shorted to low source	1136–4	E-ECU Internal Temperature Sensor Shorted: to low source
	Shorted to high source	1136–3	E-ECU Internal Temperature Sensor: Shorted to high source
	Intermittent fault	1136–2	E-ECU Internal Temperature Sensor: Intermittent fault
	Too High	1136–0	E-ECU Internal Temperature: Too High

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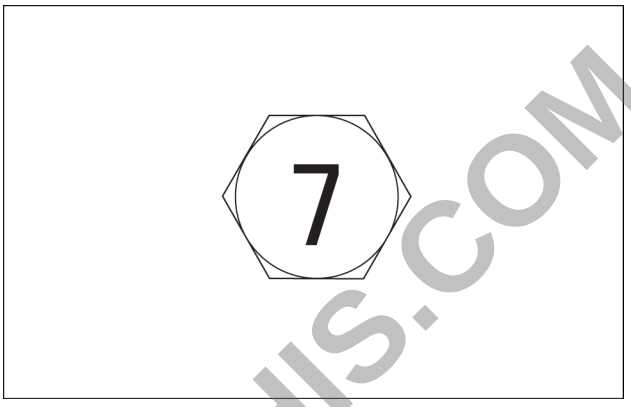
Engine - Torque for general use

Use the correct amount of torque when you tighten the fasteners on the machine.

Applying excessive torque may damage the fastener or component and not enough torque may cause a leak or component failure.

NOTICE: *apply the following torques only to the bolts with a "7" head (JIG strenght classification: 7T)*

- Apply **60%** torque to bolts that are not listed.
- Apply **80%** torque when tightened to aluminum alloy.



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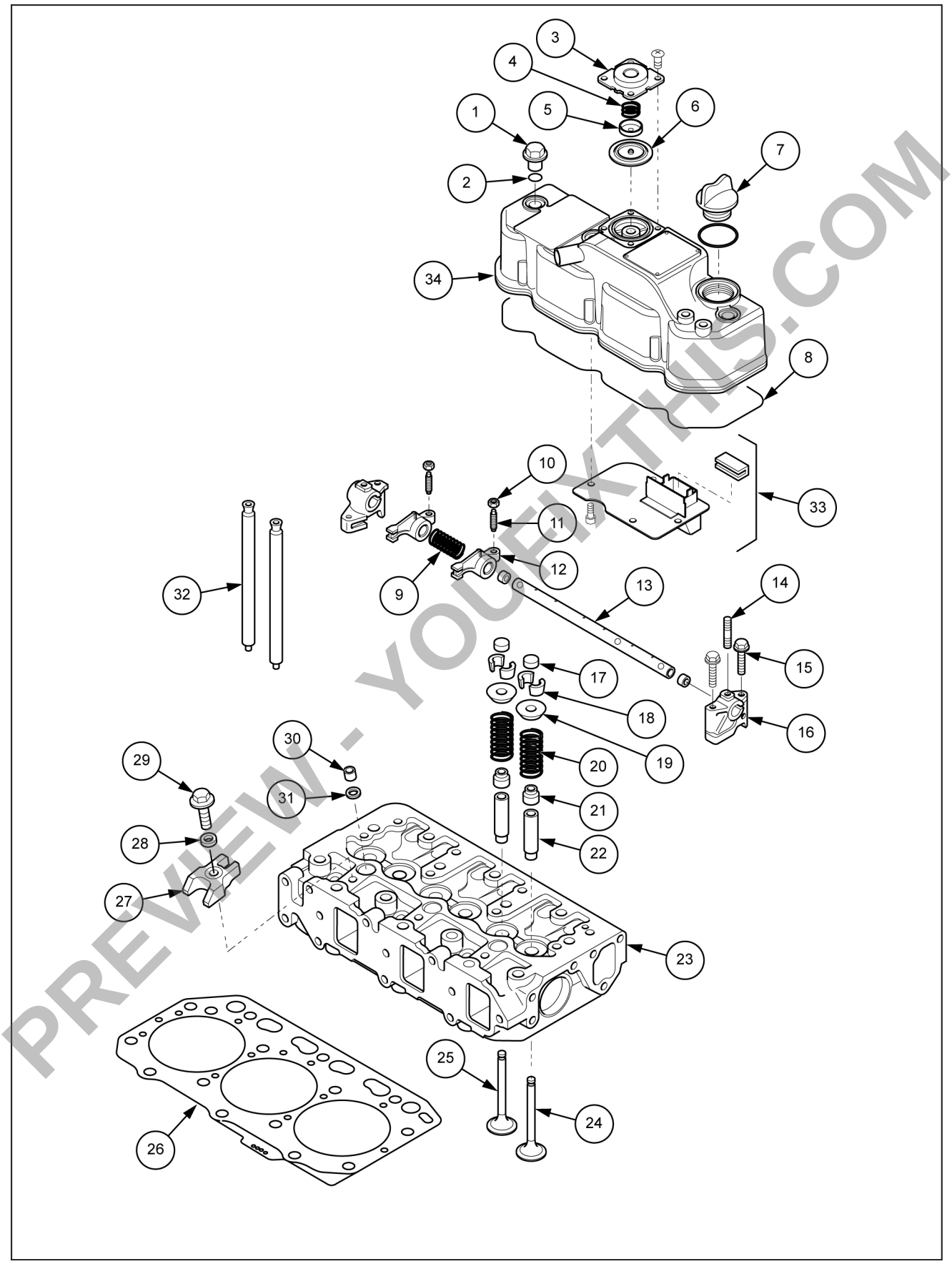
Item	Nominal thread diameter × pitch	Tightening torque	Remarks
Hexagon bolt (7T) and nut	M6 x **1.0 mm** (**0.04 in**)	**9.8 – 11.8 N·m** (**7.23 – 8.70 lb ft**)	Use **80%** of the value at left when the tightening part is aluminum. Use **60%** of the value at left for 4T bolts and lock nuts.
	M8 × **1.25 mm** (**0.05 in**)	**22.6 – 28.4 N·m** (**16.67 – 20.95 lb ft**)	
	M10 × **1.5 mm** (**0.06 in**)	**44.1 – 53.9 N·m** (**32.53 – 39.75 lb ft**)	
	M12 × **1.75 mm** (**0.07 in**)	**78.4 – 98.0 N·m** (**57.82 – 72.28 lb ft**)	
	M14 × **1.5 mm** (**0.06 in**)	**127.5 – 147.1 N·m** (**94.04 – 108.50 lb ft**)	
	M16 × **1.5 mm** (**0.06 in**)	**215.7 – 235.4 N·m** (**159.09 – 173.62 lb ft**)	
PT plug	1/8	**9.8 N·m** (**7.2 lb ft**)	–
	1/4	**19.6 N·m** (**14.5 lb ft**)	–
	3/8	**29.4 N·m** (**21.7 lb ft**)	–
	1/2	**58.8 N·m** (**43.4 lb ft**)	–
Pipe joint bolt	M8	**12.7 – 16.7 N·m** (**9.4 – 12.3 lb ft**)	–
	M10	**19.6 – 18.734 N·m** (**14.5 – 13.8 lb ft**)	–
	M12	**24.5 – 34.3 N·m** (**18.1 – 25.3 lb ft**)	–
	M14	**39.2 – 49.0 N·m** (**28.9 – 36.1 lb ft**)	–
	M16	**49.0 – 58.8 N·m** (**36.1 – 43.4 lb ft**)	–

NOTE: *torque values shown in this manual are for clean, non-lubricated fasteners unless otherwise specified.*

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Cylinder head - Exploded view



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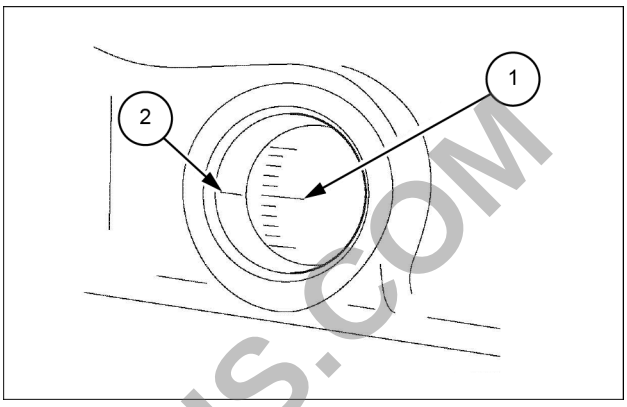
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Adjusting fuel injection timing

If the timing marks did not align when performing the “Checking fuel injection timing”, the following steps must be performed to properly time the engine.

1. Leave the dial indicator installed in the fuel injection pump. Do not disturb the reading on the dial indicator.
2. Rotate the flywheel until the target timing mark **(1)** and the timing reference mark **(2)** on the flywheel housing or back plate are aligned.

NOTE: *do not rotate the crankshaft during the remainder of this procedure.*



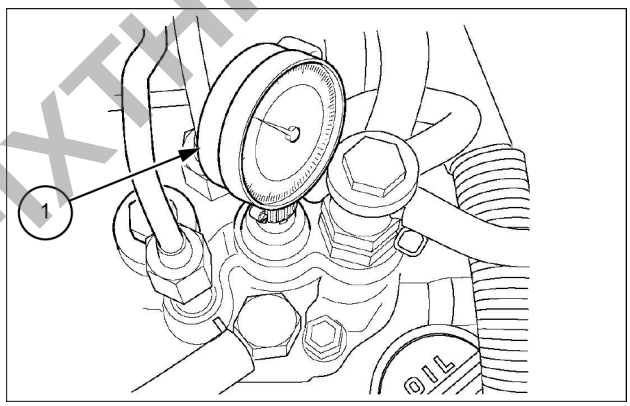
SMIL17MEX0786AB 11

3. Note the reading on the dial indicator **(1)**. If the reading is less than **2.5 mm** (**0.098 in**), the fuel injection timing is “retarded.” If the dial indicator reading is greater than **2.5 mm** (**0.098 in**), the fuel injection timing is “advanced”.

NOTE: *some model engines require the intake manifold and fuel injection pump insulator be removed to access the inner fuel injection pump retaining nuts.*

4. Loosen the nuts fastening the fuel injection pump to the gear case or front plate. Loosen the rear bracket(s) on the fuel injection pump.

NOTE: *loosening the high-pressure injection line nuts on the fuel injection pump may make rotating the pump easier.*



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5. Rotate the fuel injection pump until the dial indicator reads **2.5 mm** (**0.098 in**).
6. To “advance” the injection timing, rotate the top of the fuel injection pump away from the engine.
7. To “retard” the injection timing, rotate the top of the fuel injection pump toward the engine.
8. When the dial indicator reads **2.5 mm** (**0.098 in**) of pump plunger lift and the target timing mark on the flywheel aligns with the reference mark on the flywheel housing or engine back plate, the injection timing is correct.
9. Tighten the fuel injection pump mounting nuts and rear bracket(s).
10. Remove the dial indicator and adapter. Replace the plug in the pump plunger opening and tighten it to specification. If removed, install the intake manifold and pump insulator. Tighten the high-pressure injection line nuts to specification. Open the fuel supply valve, remove the clamp from the fuel return line and prime the fuel system. Operate the engine and check it for leaks.

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Engine lubrication system - Service limits

Engine oil pressure

At rated engine RPM						
1500 – 1800 RPM	**2000 – 2500 RPM**	**2600 RPM**	**2700 RPM**	**2800 RPM**	**2900 – 3000 RPM**	At low idle speed
290 kPa (42 psi)	**340.0 – 490.0 kPa (49.3 – 71.1 psi)**				**390.0 – 540.0 kPa (56.6 – 78.3 psi)**	**60 kPa (9 psi)**

Rotor shaft clearance

Inspection item	Standard	Limit	Reference page
Plate bearing inside diameter	**10.000 – 10.015 mm (0.394 – 0.394 in)**	**10.040 mm (0.395 in)**	Refer to **Engine oil pump - Inspect (10.304)**
Rotor shaft outside diameter	**10.000 – 9.967 mm (0.394 – 0.392 in)**	**9.940 mm (0.391 in)**	
Rotor clearance	**0.0330 – 0.0024 mm (0.0013 – 0.0001 in)**	**0.100 mm (0.004 in)**	

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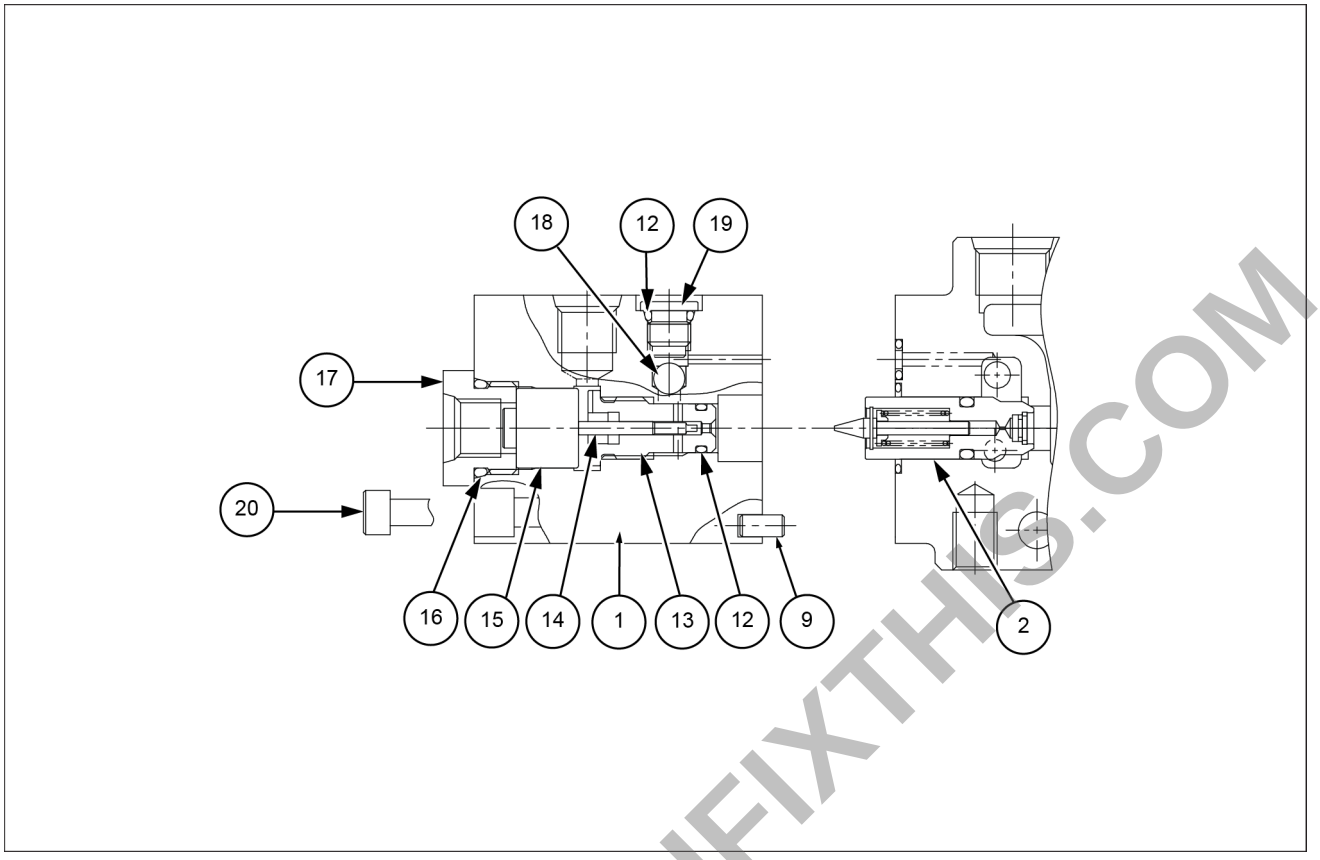
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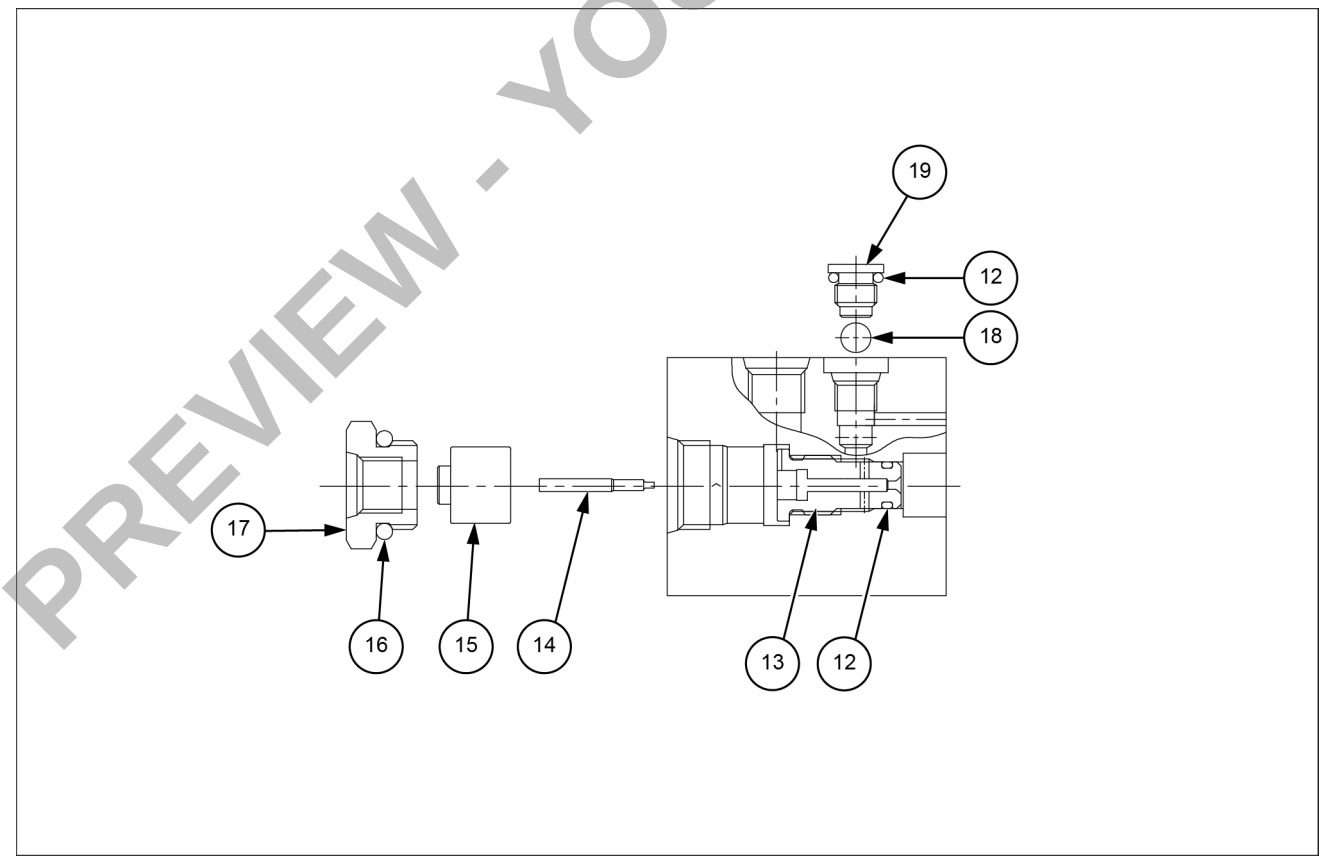
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SMIL17MEX1368FB 5

Boom lock valve



SMIL17MEX1369FB 6

Lock valve cover

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Hand control - Remove - Left side

⚠ WARNING

Avoid injury!
Shut off the engine, remove the key, and make sure all machine motion stops before you service the machine.
Failure to comply could result in death or serious injury.

W1128B

⚠ WARNING

Avoid injury!
Use Personal Protective Equipment (PPE), including protective goggles, gloves, and safety footwear.
Failure to comply could result in death or serious injury.

W1036A

⚠ WARNING

Burn hazard!
Before performing any service on the hydraulic system, you must allow it to cool. Hydraulic fluid temperature should not exceed 40 °C (104 °F).
Failure to comply could result in death or serious injury.

W0241A

⚠ WARNING

Escaping fluid!
Hydraulic fluid or diesel fuel leaking under pressure can penetrate the skin and cause infection or other injury. To prevent personal injury: Relieve all pressure before disconnecting fluid lines or performing work on the hydraulic system. Before applying pressure, make sure all connections are tight and all components are in good condition. Never use your hand to check for suspected leaks under pressure. Use a piece of cardboard or wood for this purpose. If injured by leaking fluid, see your doctor immediately.
Failure to comply could result in death or serious injury.

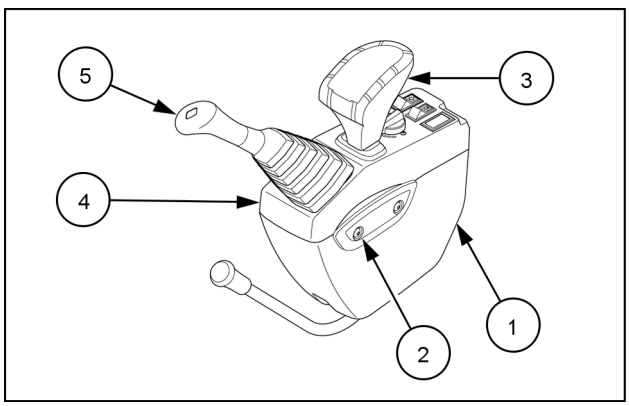
W0178A

⚠ WARNING

Chemical hazard!
When handling fuel, lubricants, and other service chemicals, follow the manufacturer's instructions. Wear Personal Protective Equipment (PPE) as instructed. Do not smoke or use open flame. Collect fluids in proper containers. Obey all local and environmental regulations when disposing of chemicals.
Failure to comply could result in death or serious injury.

W0371A

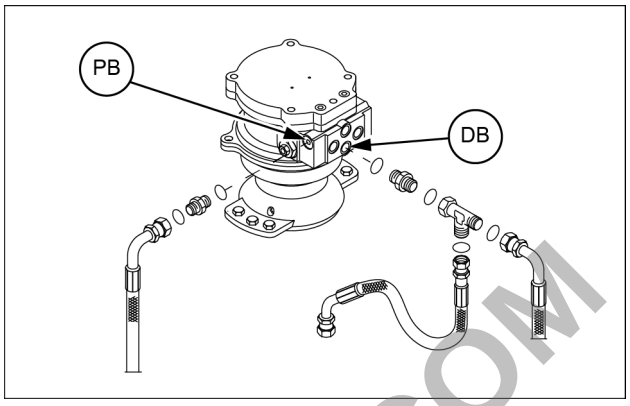
1. Use the screwdriver to remove the two screws **(2)** from the cover **(1)** and remove the plate.
2. Use a wrench [**17 mm**] to remove the bolts, and then remove the armrest **(3)**.
3. Use the screwdriver to remove the screws that fix the left-hand console **(4)**.
4. Extract the left-hand console **(4)** from the hand control lever **(5)**.



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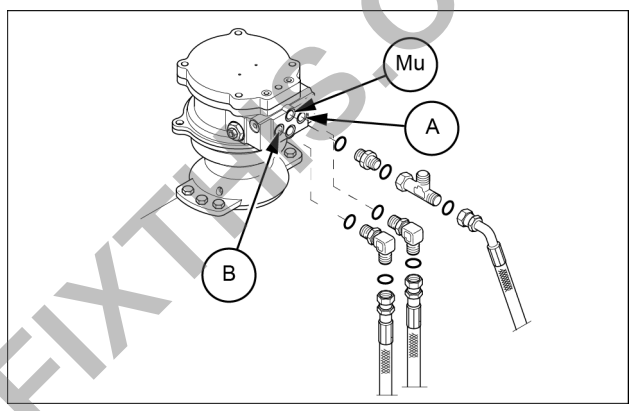
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3. Install the hoses to the parking brake release port **(PB)** and to the drain port **(DB)**.



SMIL17MEX1381AB 2

4. Install the hoses to the make-up port **(Mu)**, to the left-hand swing main port **(A)**, and to the right-hand swing main port **(B)**.



SMIL17MEX1380AB 3

5. Bleed the air from the swing motor.

   Remove the air vent plug.

   Pour in hydraulic oil until it overflows from the port.

   Tighten plug lightly.

   Start the engine, run at low idling and check oil come out from plug.

   Tighten plug fully.

6. Check the hydraulic oil level and check for hydraulic oil leak.

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30. Base plate
31-1. Plunger
31-2. Check valve
31-3. Spring
31-4. Plug
31-5. O-ring
36. Spring seat
37. Spring
38. Cap
39. O-ring
40. Orifice
41. Spool
42. Spring
43. Plug
44. O-ring
45. Plug
46. Plug
47. Orifice
49. Pin
53. Plug
54. Plug
71. Spring
73. Plug
74. O-ring

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Hydraulic systems - 35

Boom hydraulic system - 736

CX37C Cab - Tier IV final engine
CX37C Canopy - Tier IV final engine

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Swing cylinder - Assemble

1. To assemble the cylinder refer to **Boom cylinder - Assemble (35.736)**.
2. Apply torques as follows.

Part name	Item	Size	Torque
Cylinder head	3	M85	**565.4 – 690.1 N·m** (**417.0 – 509.0 lb ft**)
Piston nut	18	M33	**821.6 – 1003.3 N·m** (**606.0 – 740.0 lb ft**)

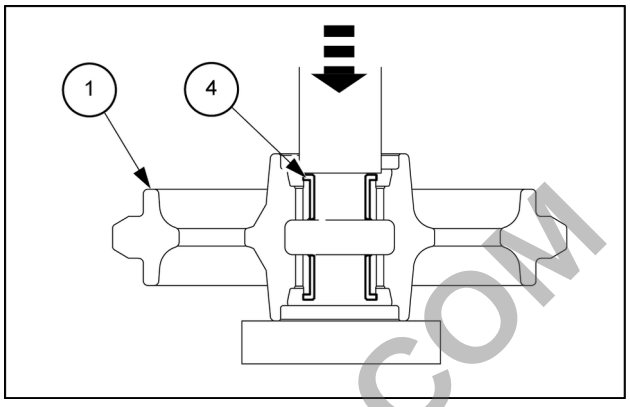
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Idler wheel - Assemble

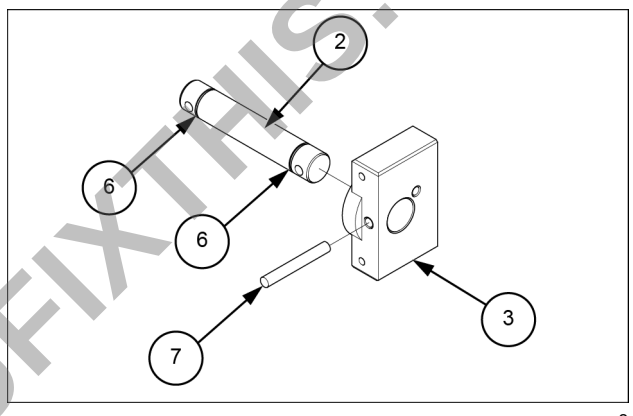
1. Clean all parts.
2. Coat the sliding surfaces of all parts with oil.
3. Cool up the bushing **(4)** fully by some dry ice and use a press to press it into idler wheel **(1)**.

NOTICE: *do not press the bushing **(4)** at the normal temperature, or not knock in with a hammer even after the cooling.*



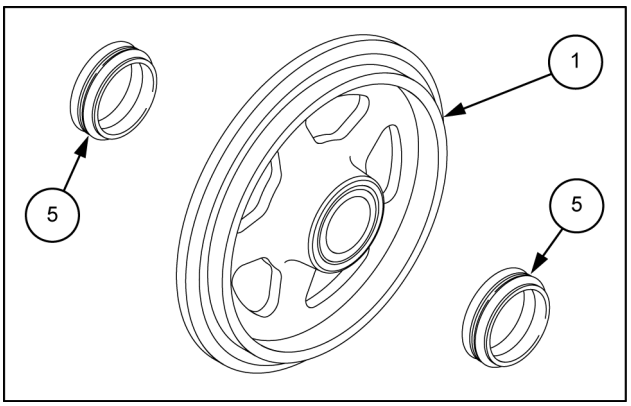
SMIL16MEX1214AB 1

4. Coat the O-ring **(6)** with grease thinly and install it onto the shaft **(2)**.
5. Install the shaft **(2)** into the collar **(3)** and fasten it with the spring pin **(7)**.



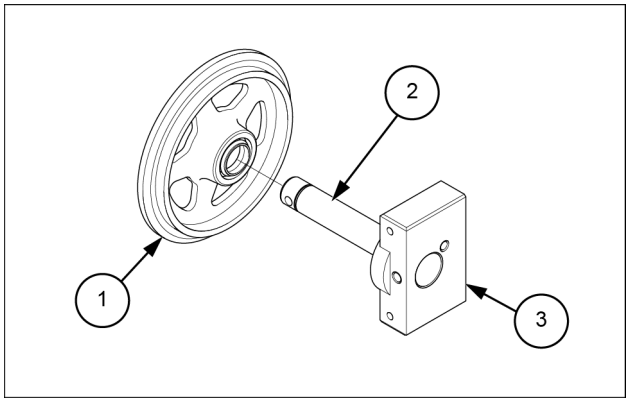
SMIL16MEX3630AB 2

6. Install the seal **(5)** into the idler wheel **(1)**.



SMIL16MEX1216AB 3

7. Install the shaft **(2)** and the collar **(3)** into the idler wheel **(1)**.

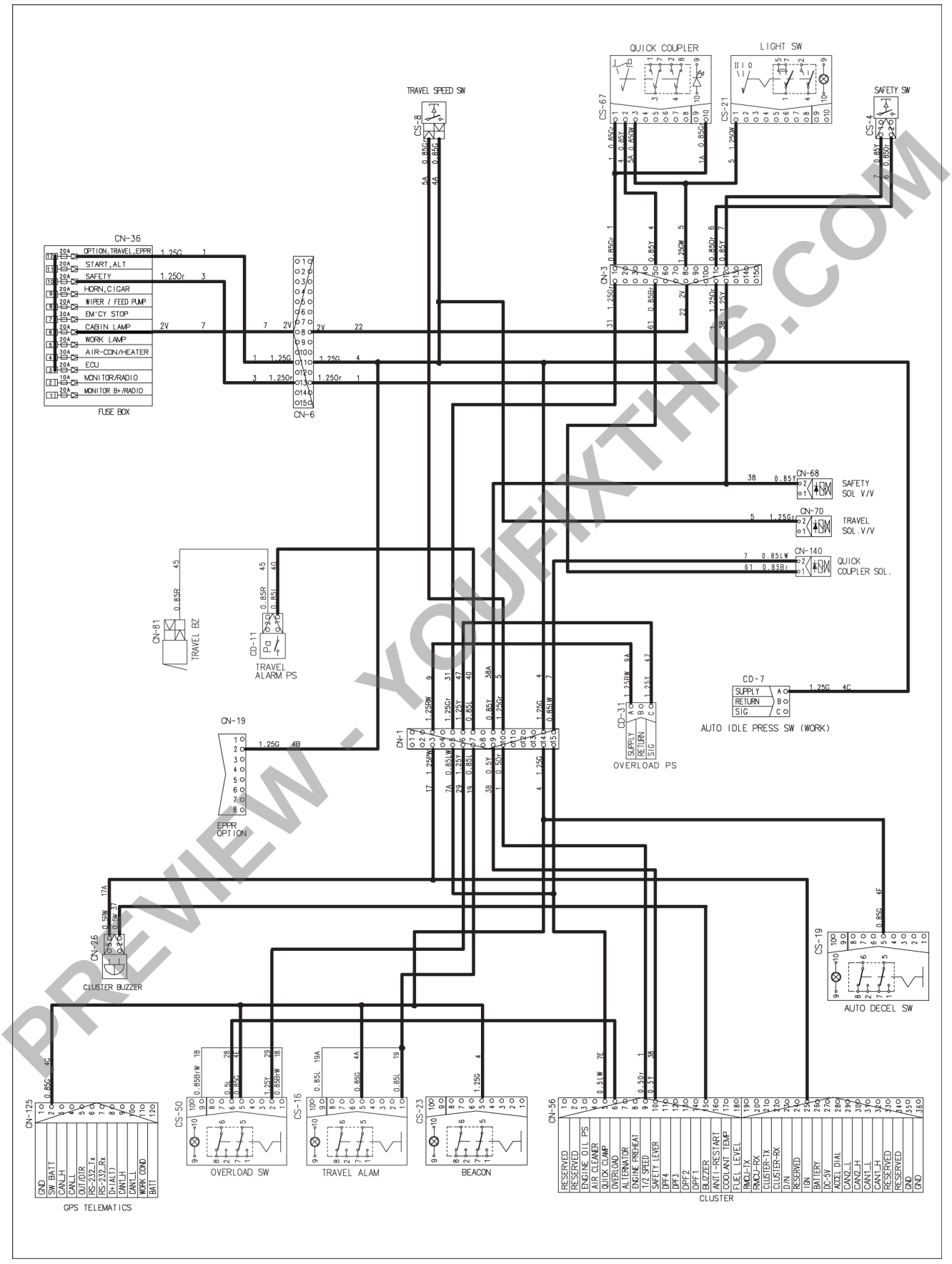


SMIL16MEX3631AB 4

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Electrical system - Electrical schema - Electric circuit for hydraulic



SMIL17MEX0882HB 1

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CONNECTOR CL-9A: CABIN LAMP (CANOPY) (Female)

Pin	From	Wire	Description	Color-Size	Frame
1	SP600-P-X	1H		RD-1.25	**SHEET 10**
2	SP601-P-X	2K		BK-1.25	

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CONNECTOR CN-21: WIPER MOTOR (Female)

Pin	From	Wire	Description	Color-Size	Frame
1	CS-3-P-8	7B		VT-0.85	**SHEET 11**
2	SP586-P-X	G2A		BK-0.85	
3	SP583-P-X	1A		BR-0.85	
4	SP588-P-X	6C		GN-0.85	

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Electrical systems - 55

Engine starting system - 201

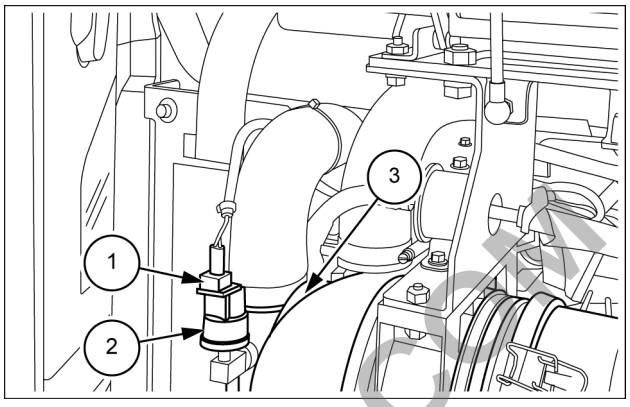
CX37C Cab - Tier IV final engine
CX37C Canopy - Tier IV final engine

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Air cleaner restriction sensor - Install

1. Use a wrench to install the air cleaner restriction sensor **(2)** to the air cleaner **(3)**.
2. Connect the electrical connector **(1)** to the air cleaner restriction sensor **(2)**.

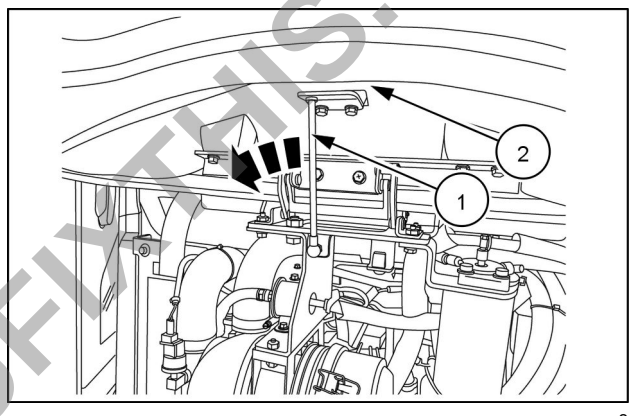


SMIL17MEX1148AB 1

3. Lightly lift up the engine hood **(2)** , lower the lifting stem **(1)** and use the handle located in the center of the engine hood to lower the engine hood gently.

NOTICE: *when you lower the hood, make sure that the hood does not contact the cab. Machine damage could result.*

4. Make sure to close the engine hood firmly.
5. Use the starter key to lock the hood.



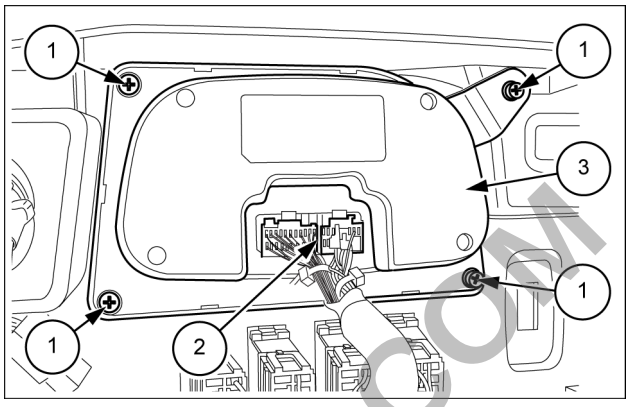
SMIL16MEX1438AA 2

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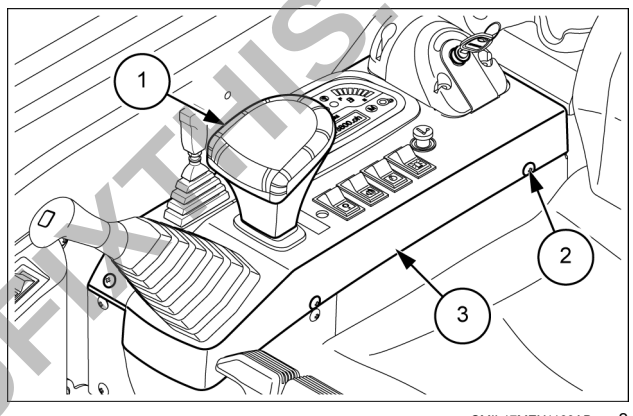
Instrument cluster - Install

1. Use a screwdriver to install the cluster by means of the four screws **(1)**.
2. Connect the connector **CN-56 (2)** to the cluster **(3)**.



SMIL17MEX1161AB 1

3. Use a screwdriver to install the panel **(3)** by means of the screws **(2)**.
4. Install the armrest **(1)**.



SMIL17MEX1160AB 2

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