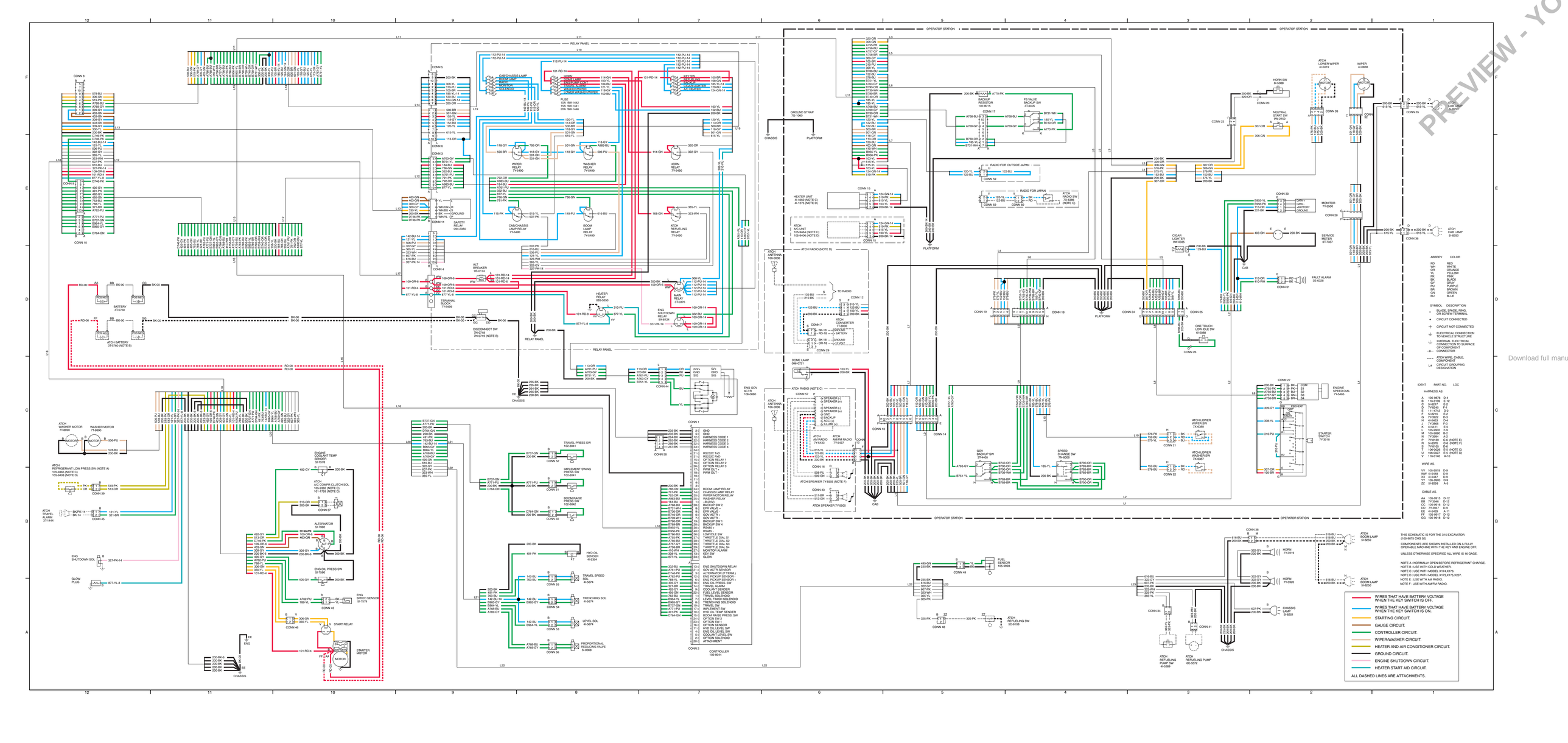


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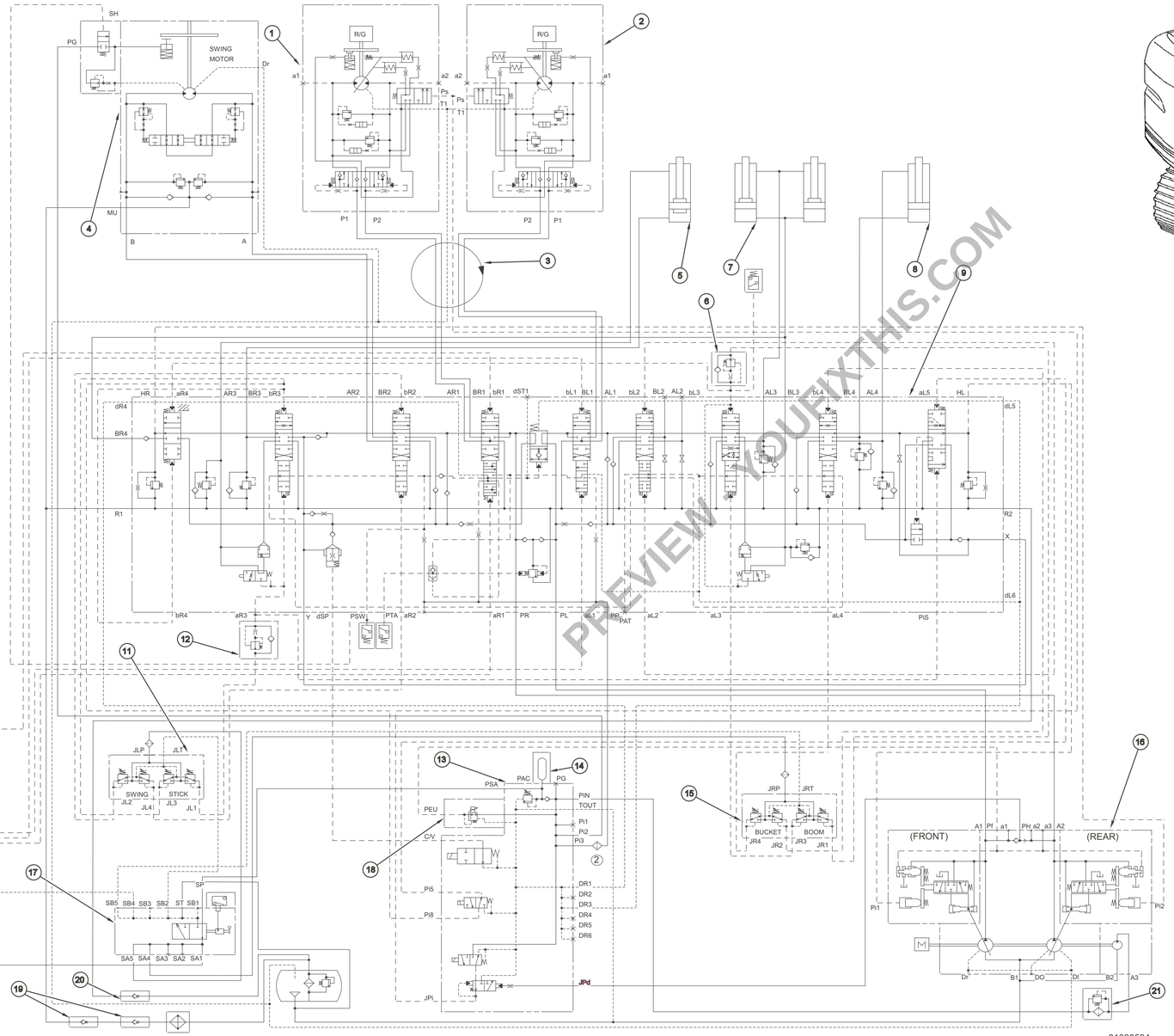
Hydraulic Schematic

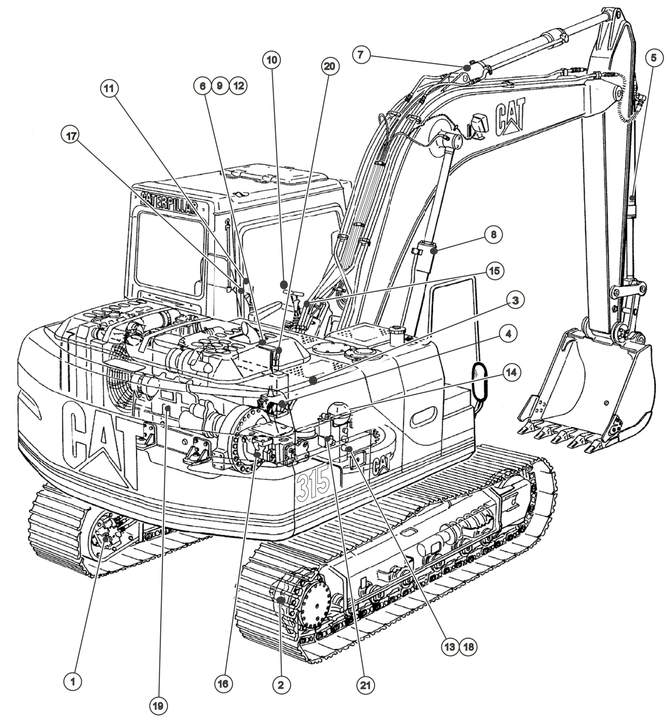
104-9165

MAIN CONNECTOR LINE

PILOT LINE

DRAIN LINE





Item No.	Component
1	Travel Motor (Left)
2	Travel Motor (Right)
3	Swivel
4	Swing Motor
5	Stick Cylinder
6	Flow Control Valve - A
7	Boom Cylinders
8	Bucket Cylinder
9	Main Control Value
10	Pilot Control Valve (Left & Right Travel)
11	Pilot Control Valve (Swing/Stick)
12	Flow Control Valve - A
13	Pilot Oil Manifold
14	Accumulator
15	Pilot Control Valve (Bucket/Boom)
16	Main Hydraulic Pump
17	Hydraulic Activation Control Valve
18	Proportional Reducing Valve
19	Slow Return Check Valve
20	Bypass Check Valve
21	Pilot Filter

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1. The Main Hydraulic System

The main hydraulic system provides oil to the cylinders and motors of the machine.

2. The Pilot Hydraulic System

The pilot hydraulic system provides oil to the control circuits.

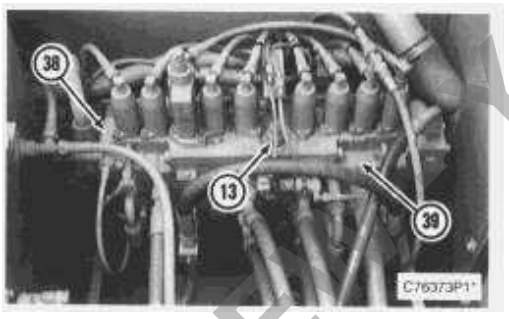
3. The Electronic Control System

The electronic control system controls outputs from the engine and pump.

The main hydraulic system oil is supplied by front pump (24) and rear pump (25). Pumps (24) and (25) are variable displacement piston type pumps. Pumps (24) and (25) are identical in performance. Front pump (24) is directly connected to the engine by a flexible coupling. Pumps (24) and (25) are mechanically connected in series through couplings. Gear type pilot pump (26) supplies oil to the pilot hydraulic system and is directly connected to rear pump (25). All engine output is used to drive these three pumps.

Each of the 315 Excavator main pumps delivers approximately 132 liter/min (35 U.S.gpm) of hydraulic oil at no load. The pilot pump delivers approximately 17 liter/min (4.5 U.S.gpm) of hydraulic oil at a load. When a load is placed on the machine, hydraulic oil is supplied to the main hydraulic circuit.

As the load increases, the main pumps increase delivery pressure and decrease flow. The system keeps the hydraulic horsepower approximately the same as the engine horsepower when system pressure increases or decreases.



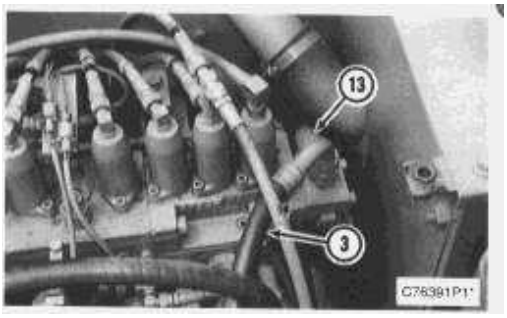
Main Control Valve Compartment
(13) Main relief valve. (38) Right control valve body (operated by front pump). (39) Left control valve body (operated by rear pump).

The oil delivered from front and rear pumps (24) and (25) respectively enters right and left valve bodies (38) and (39) of main control valves (10). If no work is being performed, pump oil flows through the main control valves and returns to hydraulic tank (34). Main control valves (10) sends a signal (negative flow control) to each main pump to destroke to minimum output flow.

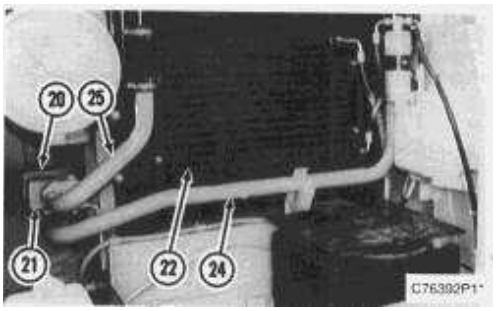
If an operation is being performed, main control valves (10) direct pump oil to respective cylinders (boom, bucket, and stick) and/or motors (swing and travel). Main control valves (10) contain various valve stems, passages, check valves, and orifices to perform a single operation or a combination of operations. The maximum working pressure of the main hydraulic system is restricted to main relief valve (13) setting of 34 300 kPa (5000 psi) during travel operation and 31 400 kPa (4550 psi) during implement/swing operation.

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Main Control Valve Compartment (Return Circuit)
(3) Makeup line. (13) Return line.



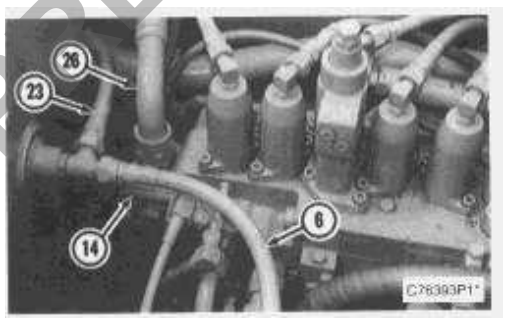
Oil Cooler (Engine Viewed From Left Side)
(20) Slow return check valve. (21) Slow return check valve. (22) Oil cooler. (24) Return line (to hydraulic tank). (25) Return line (to oil cooler).

Slow return check valves (20) and (21) are provided in return line (13). The slow return check valves restrict the oil flow which causes a pressure increase in return line (13) and makeup line (3). The pressure increase causes part of the oil in makeup line (3) to go to the swing motor to remove the vacuum in the swing motor.

NOTE: For more information on the makeup operation, refer to the "Swing Control" section in this module.

Return oil flow from slow return check valves (20) and (21) passes through return line (25). Return line (25) sends the oil flow to oil cooler (22). The oil cooler is bolted to the engine radiator. The oil is cooled in the oil cooler and returned to hydraulic tank (15) through return line (24).

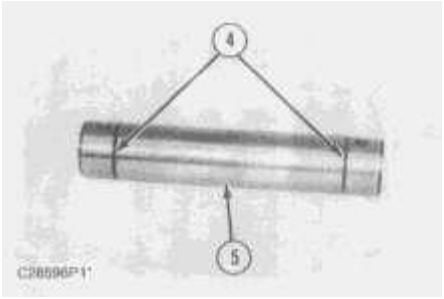
Bypass Return Circuit



Main Control Valve Compartment (Right Body)
(6) Drain line. (14) Bypass check valve. (23) Drain line. (26) Return line (to hydraulic tank).

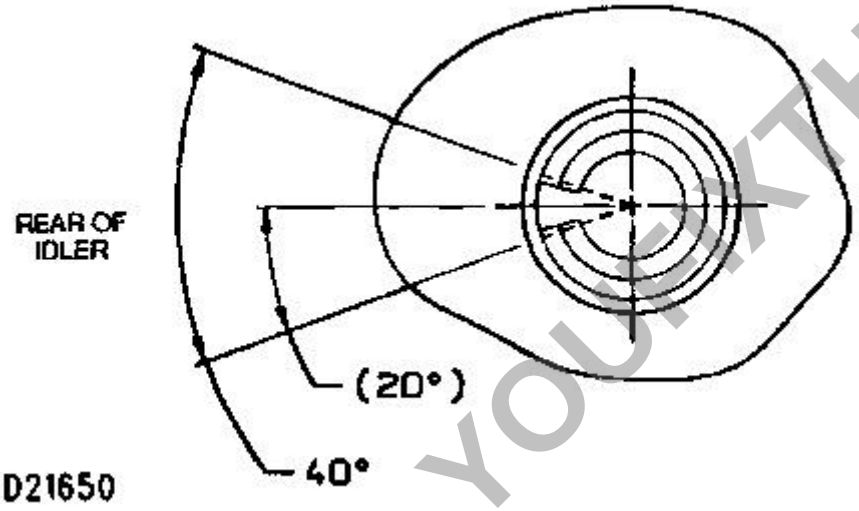
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16. Check the condition of O-ring seals (4) used on shaft (5). If the seals are damaged, use new parts for replacement. Install two O-ring seals (4) on shaft (5). Put clean **SAE 30** oil on the seals.

17. Check the condition of spring pins (1) used to hold bearings (2) to shaft (5). If the spring pins are damaged, use new parts for replacement.



18. Install shaft (5) in either bearing (2). Be sure the spring pin hole in the shaft is in alignment with the spring pin hole in the bearing. Also be sure the marking **"R"** and the milled surface if the shaft is facing toward the rear of the bearing as positioned in the machine. Install a new spring pin (1) to hold the unit together. Position the slit in the spring pin as shown in Illustration D21650.

19. Install the shaft and bearing in the front idler.

20. Install the other bearing (2) on shaft (5) as in Step 18. Be sure the spring pin hole in the shaft is in alignment with the spring pin hole in the bearing. Install a new spring pin (1) to hold the bearing to the shaft as in Step 18.

21. Check the front idler for air leaks. Apply **245 to 265 kPa (35.5 to 38.5 psi)** of air to the idler for a minimum of **30 seconds**. If the pressure gauge reading does not change in a **30 second time period**, it can be assumed there are no leaks in the front idler.

22. Put the front idler in a vertical position. Fill the front idler with **180 ± 20 ml (6.12 ± .68 oz)** of clean **SAE 30** oil. Reinstall the fill/drain plug in the front idler.

End By:

a. install front idlers, recoil springs and hydraulic track adjusters

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Product: EXCAVATOR
Model: 315 L EXCAVATOR 6YM
Configuration: 315 315L TRACK-TYPE EXCAVATOR 6YM00001-UP (MACHINE) POWERED BY 3046 ENGINE

Disassembly and Assembly
315, 315L, 317 & 317N EXCAVATORS MACHINE SYSTEMS
Media Number -SENR6189-02 Publication Date -01/11/1999 Date Updated -26/10/2004

SENR61890019

Recoil Springs

SMCS - 4158-017

Disassemble & Assemble Recoil Springs

Tools Needed		A	B	C	D
4C-9540	Recoil Spring Bench Group	1			
8S-7172	Hydraulic Cylinder Group		1		
3S-6224	Electric Hydraulic Pump			1	
8S-9971	Ram Adapter				1

Start By:

a. remove front idlers, recoil springs and hydraulic track adjusters

WARNING

The recoil spring assembly is assembled with a force of several tons. Do not put the recoil spring assembly under compression or release the tension with nut (8) that holds the unit together. Damaged threads on recoil spring retaining rod group (12) or in nut (8) that holds the unit together, can cause the assembly to come apart with force, resulting in personal injury or death.

NOTE: Do not remove the hydraulic track adjuster from the recoil spring assembly.

1. Prior to disassembling and assembling the recoil spring assembly, be sure Tooling (A) is on a level surface.

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The components of the air inlet and exhaust system control the quality of air and the amount of air that is available for combustion.

Naturally aspirated engines pull outside air through air inlet (3) of an air cleaner directly into the inlet manifold. The air flows through the inlet manifold which directs an even distribution of the air to each engine cylinder. The air is pulled into the engine cylinder during the intake stroke of the piston. Fuel is mixed with the air in the engine cylinders during the compression stroke. After the fuel combustion occurs in the engine cylinder, the exhaust gases flow directly to the outside air through exhaust (2) .

Turbocharged engines pull outside air through air inlet (3) of an air cleaner into the air inlet of turbocharger (1). The suction is caused by the turbocharger compressor wheel. Then, the turbocharger compressor wheel compresses the air. The air flows through the inlet manifold which directs an even distribution of the air to each engine cylinder. The air is pulled into the engine cylinder during the intake stroke of the piston. Fuel is mixed with the air in the engine cylinders during the compression stroke. After the fuel combustion occurs in the engine cylinder, the exhaust gases flow to the exhaust manifold. The exhaust gases from the exhaust manifold enter the turbine side of the turbocharger in order to turn the turbocharger turbine wheel. The turbine wheel is connected to the same shaft that drives the compressor wheel. Exhaust gases from the turbocharger pass through the exhaust outlet and to exhaust (2) .

Each piston makes four strokes for one complete cycle in two revolutions of the crankshaft.

1. Intake

   During the intake stroke, the piston moves down and air is drawn into the cylinder through the open inlet valve.

2. Compression

   During the compression stroke, the valves are closed and the piston moves up in the cylinder in order to compress the air. As the air is compressed, the temperature increases. As the piston nears the top of the stroke, fuel is injected into the combustion chamber on top of the piston. The fuel mixes with the hot compressed air in order to cause combustion.

3. Power

   During the power stroke, the valves are closed as the forces from combustion push the piston and connecting rod down turning the crankshaft.

4. Exhaust

   During the exhaust stroke, the inertial force of the turning flywheel helps continue the rotation of the crankshaft in order to push up the piston in the cylinder. This action forces the burned gases out of the exhaust valve. This completes the four strokes of the piston.

Turbocharger (if equipped)

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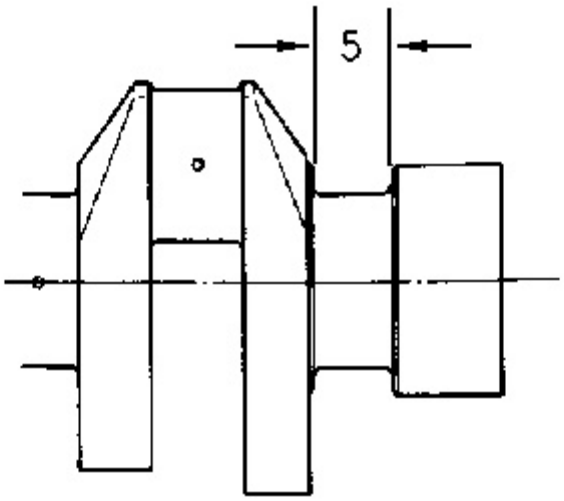


Illustration 4 g00525383

(5) The width of the crankshaft main bearing journal ... 31 ± 0.039 mm (1.2205 ± 0.0015 inch)

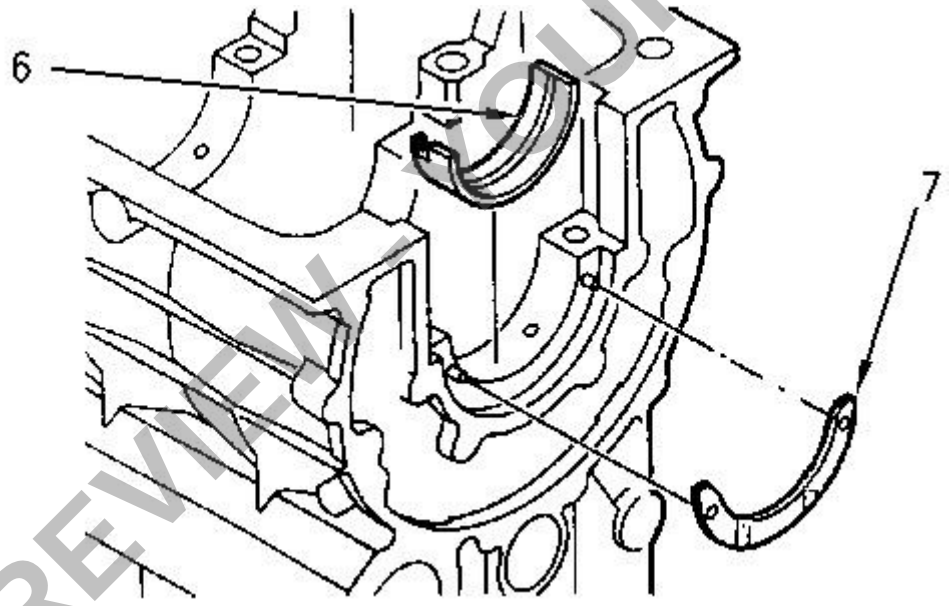


Illustration 5 g00827942

(6) Put main bearing (6) and the thrust plates in the block and install the crankshaft. Put engine oil on the bolt threads. Tighten the bolts to the following torque. ... 103 ± 5 N·m (76 ± 4 lb ft)

(7) Thrust plate

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Connecting Rod

SMCS - 1218

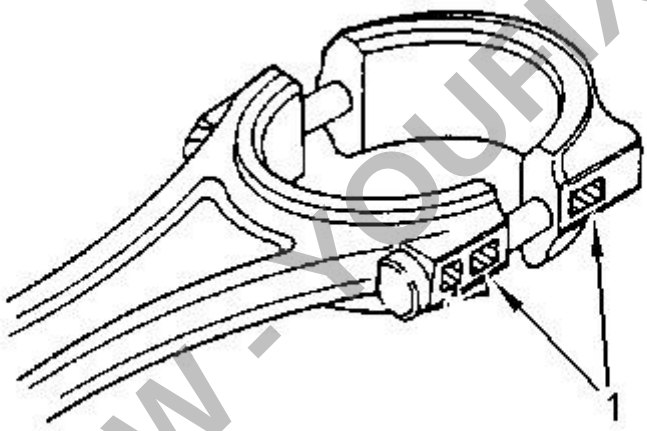
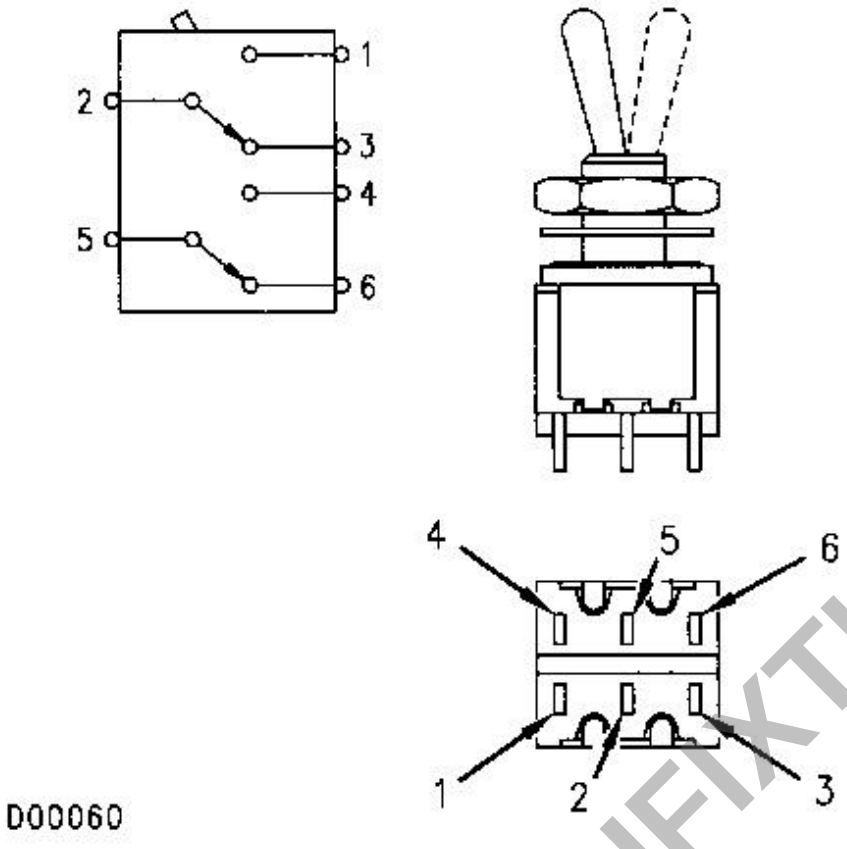


Illustration 1 g00525099

The marks are used to align the cap to the connecting rod.

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Hydraulic Pump Backup Switch

Placing the pump backup switch in the TORTOISE position, disconnects the proportional reducing valve solenoid from the controller and connects it to battery positive and through a resistor to ground. Connected in this way, the solenoid valve will not change position. This will keep a constant power shift pressure supplied to the hydraulic pump. In this backup mode the hydraulic pump operates continuously with a 15 to 25 percent lower output than the maximum. This is approximately equal to the output in power mode II.

When the pump backup switch is in the TORTOISE position a signal is sent to the controller. The control then tells the monitor panel to show an H in the left character position of the monitor panel display. If the controller is operating correctly the pump backup switch should be in the AUT position.

Engine Speed Dial Switch

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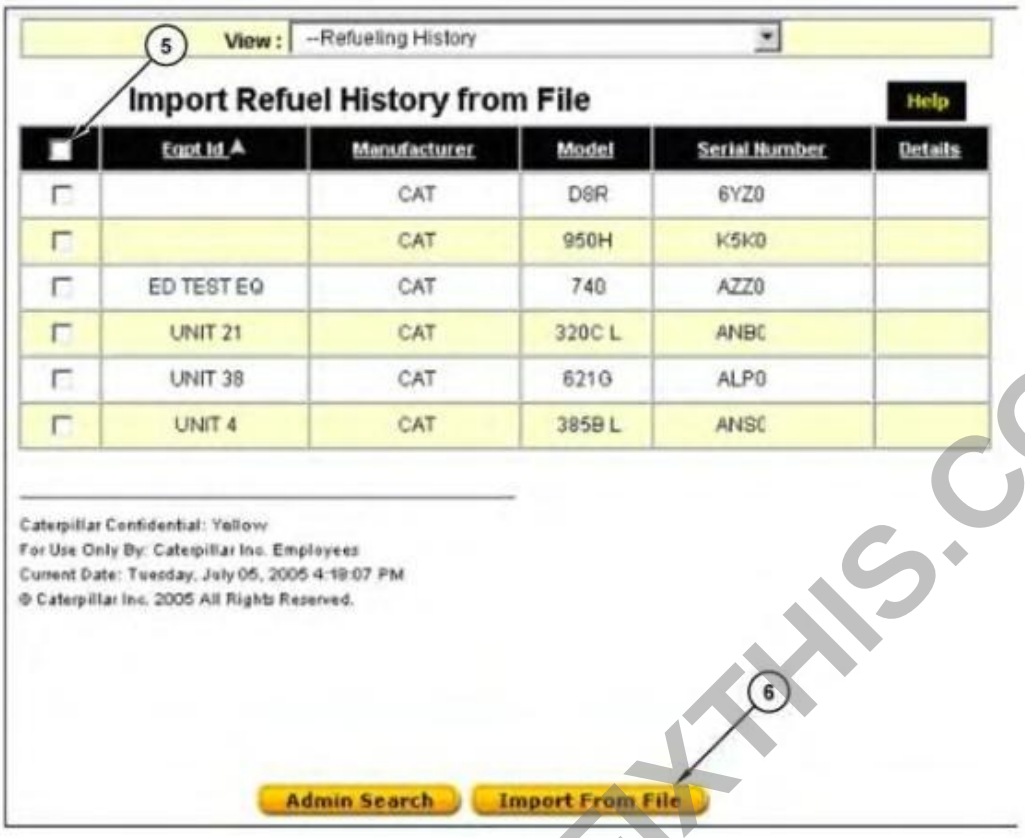


Illustration 9 g01740017

"Import Refuel History from File" screen

(5) Check box

(6) "Import From File" button

1. From either the "Administration" screen or the "View" menu, select "Refueling History".

   If equipment has already been selected, the "Import Refuel History from File" screen is displayed.

   If you have not already selected equipment, complete the "Equipment Search" fields and click "Display Equipment" before proceeding to the next step.

2. Select the check box () next to the pieces of equipment to which you wish to upload refueling history.

3. Click the "Import from File" button () . The "Import from File" screen opens in a new window.

4. Click the "Browse" button. Navigate to the file that contains the refueling history that is to be added. Click the "Open" button. The name of the file that was selected will appear in the "File" text field.

5. Click "OK". The refueling history is uploaded.

Preparing a Refueling History Upload File

In order for a "Refuel History Upload" file to be successfully uploaded, use the following procedure:

1. Open a new Microsoft Excel spreadsheet.

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3. Click on the login id of a user (7) you wish to edit. The "User Permission" screen will be displayed.

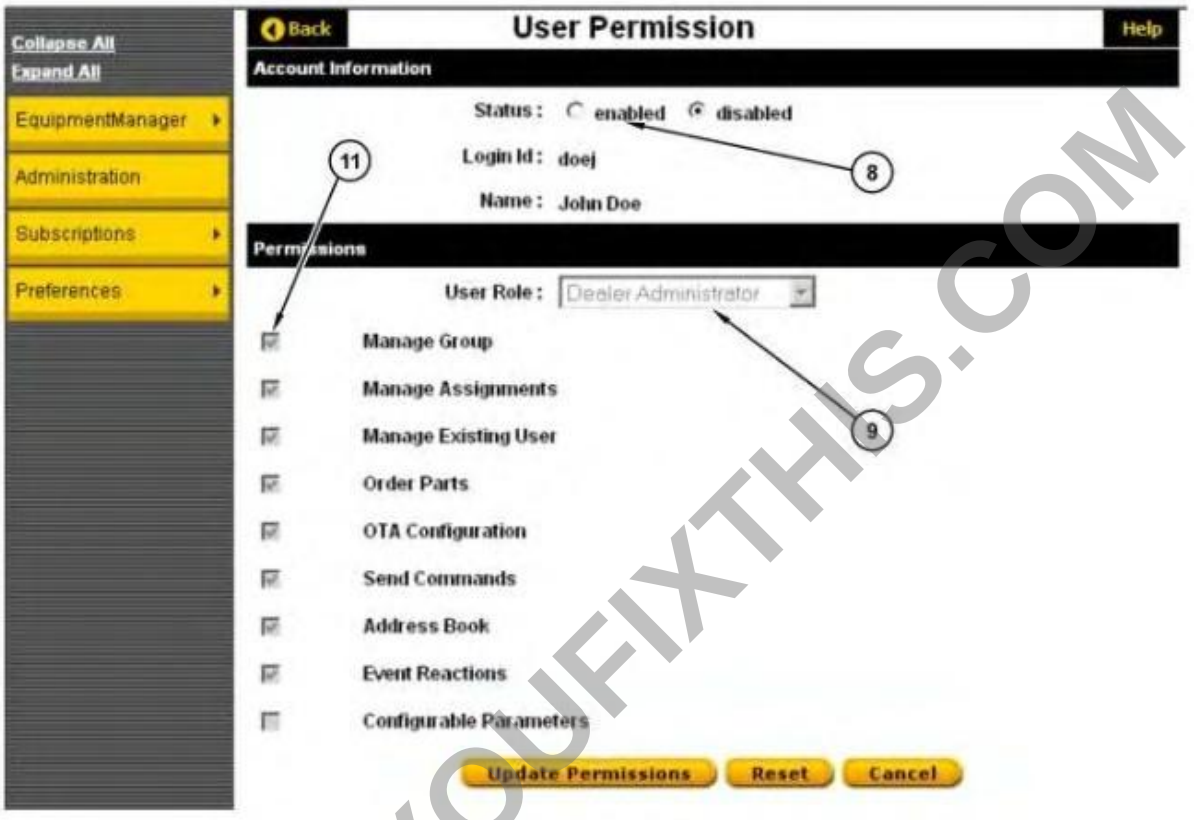


Illustration 13 g01698675

Existing "User Permission" screen

(8) Enable radio button

(9) "User Role" drop-down menu

(11) Check boxes

4. Update the "User Role" in the "Status" by clicking one of the buttons highlighted in Ilustration 13.
   a. Select the enable radio button (8) .
   b. Select a different role from the "User Role" drop-down menu (9) .
   c. Update permissions by selecting or clearing the available check boxes (11) next to the permissions.
5. When you have finished making your changes, click the "Update Permissions" button at the bottom. The "Confirmation – User Permission" screen will be displayed.

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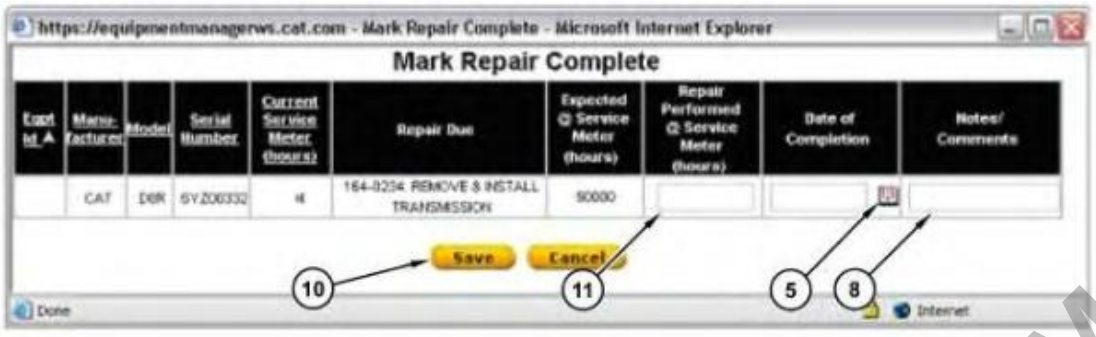


Illustration 7 g01738821

"Mark Repair Complete" screen

(10) "Save" button

(11) "Repair Performed @ Service Meter (hours)" text field

(5) Calendar icon

(8) "Notes/Comments" text field

3. Enter the SMU of the equipment at the time the repair was performed in the "Repair Performed @ Service Meter (hours)" text field (11) .
4. Click the calendar icon (5) next to the "Date of completion" field and select a date from the popup window.
5. Enter notes in the "Notes/Comments" text field (8) .
6. Click the "Save" button (10) .

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resistive type, or a PWM type. The following procedure applies to the PWM type sensors. Machines equipped with a resistive type sensor do not have an error code E28. The possible causes of this fault are:

a. Sensor signal circuit in the machine harness is open (or sensor is disconnected).
b. Sensor signal circuit in the machine harness is shorted to +battery.
c. No power or ground to the sensor.
d. Sensor is faulty.
e. Controller is faulty.

NOTE: Ensure error code E28 is being shown on the monitor display.

1. CHECK CONTROLLER AND HARNESS - Disconnect the sensor from the machine harness. Turn the disconnect and key start switch to the ON position. At the machine harness connector for the sensor, measure the voltage (DCV) between the sensor signal contact (C) and the ground contact (B).

***** Voltage is 5.0 ± 0.5 DCV; controller and harness are correct. The sensor is faulty. Replace the sensor.
***** Voltage is NOT 5.0 ± 0.5 DCV; controller or harness are faulty. Go to Step 2.

2. CHECK HARNESS GROUND CIRCUIT - The sensor remains disconnected. Turn the disconnect and key start switch to the OFF position. Disconnect the machine harness from the controller. At the machine harness connector for the sensor, measure the resistance between the ground contact (C) and frame ground.

***** Resistance is greater than 5.0 Ohms; the ground circuit in the harness is faulty. There is an open circuit between the ground contact and frame ground. Repair or replace the machine harness.
***** Resistance is less than 5.0 Ohms; harness resistance is correct. Go to Step 3.

3. CHECK FOR SHORTED HARNESS - The sensor and controller remain disconnected from the machine harness. The disconnect and key start switch remain OFF. At the machine harness connector for the sensor, measure the resistance between the signal contact (C) and the +battery contact (A).

***** Resistance is less than 5000 Ohms; the machine harness is faulty. There is a short between the +battery circuit and the signal circuit in the machine harness. Repair or replace the machine harness.
***** Resistance is greater than 5000 Ohms; harness circuit resistance is correct. Go to Step 4.

4. CHECK FOR OPEN HARNESS - The sensor and controller remain disconnected from the machine harness. The disconnect and key start switch remain OFF. Place a jumper wire at the machine harness connector for the sensor from contact C to B. At the machine harness 24 contact connector for the controller, measure the resistance from contact 24 to frame ground.

***** Resistance is less than 5.0 Ohms; the signal circuit is correct. The control is faulty. Replace the control; see the topic Controller Replacement.
***** Resistance is greater than 5.0 Ohms; the sensor signal circuit is faulty. The sensor signal circuit is open in the machine harness. Repair or replace the machine harness.

E31 - Engine Speed Dial Signal Is Not One Of The Specified 10

This error code is present when the controller senses that the engine speed dial switch is requesting an improper engine speed. The possible causes of this fault are:

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The diagnostic code should be cleared.

Results:

- **OK** - The diagnostic code was cleared.

  Repair: Replace the PL522 or 523. Before replacing the PL522 or 523, contact your Caterpillar Technical Communicator. Refer to Systems Operation, Troubleshooting, Testing and Adjusting, "Electronic Control Module (ECM) - Replace".

  STOP

- **NOT OK** - The diagnostic code was not cleared.

  Repair: Repeat the diagnostic procedure. If the diagnostic code still exists, contact your Caterpillar Technical Communicator for additional assistance.

  STOP

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1. The valve keeper for the valve is broken.

   Replace the valve keepers. Broken valve keepers can cause the valve to slide into the cylinder. Major engine damage can result.

2. The valve springs are broken or damaged.

   Install new valve springs.

Oil condenses at the exhaust.

Probable Cause

1. The valve compartment contains too much oil.

   Look at both ends of the rocker arm shaft. Be sure that a plug is installed in each end.

2. The valve guides are worn.

   Install new valve guides. Recondition the cylinder head.

3. The piston rings are worn.

   Replace the piston rings.

The valve lash is less than the required specification.

Probable Cause

1. The valve seat or the face of the valve is worn.

   Adjust the valve lash.

Engine components have early wear.

Probable Cause

1. Dirt is in the engine oil.

   Remove the dirty engine oil. Install a new oil filter. Put clean oil in the engine.

2. Leaks exist in the air inlet system.

   Inspect all gaskets and connections. The components must be repaired or replaced.

3. Fuel leaks into the engine oil. Fuel leaks will cause high fuel consumption and low engine oil pressure.

   - Fuel leaks past the valve in a fuel injection nozzle.
   - The pressure setting of the fuel injection nozzles is too high.

   Adjust the component. Replace a damaged component.

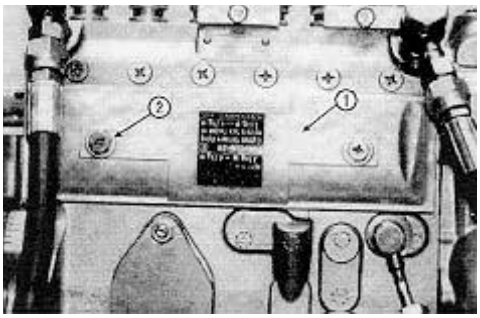
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Check and Adjust

1. Compare the actual delivery specifications to TMI. If the delivery is correct, the pump must be adjusted.

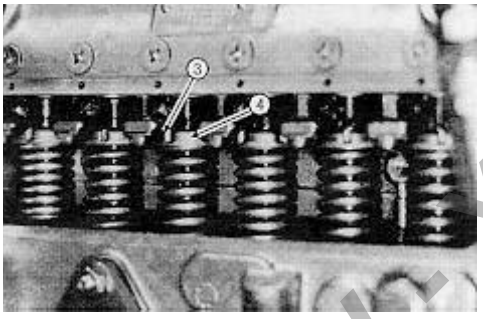
2. Shut the test stand OFF.



Removing Cover

(1) Cover.
(2) Bolt.

3. Remove bolts (2) and cover (1).



Adjust Injector to the Correct Delivery Rate

(3) Pinion clamp screw.
(4) Control sleeve.

4. Change the delivery by adjusting each control sleeve as follows:

a. Loosen pinion clamp screw (3).

b. Rotate control sleeve (4) and adjust the delivery. Rotate the control sleeve clockwise (toward governor) to increase fuel flow.

5. Adjust all control sleeves until the delivery is correct. See TMI for specifications.

WARNING

Disconnect batteries before performance of any service work.

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Fuel Shutoff Solenoid - Remove and Install

SMCS - 1259-010

Removal Procedure

NOTICE

Keep all parts clean from contaminants.

Contaminants may cause rapid wear and shortened component life.

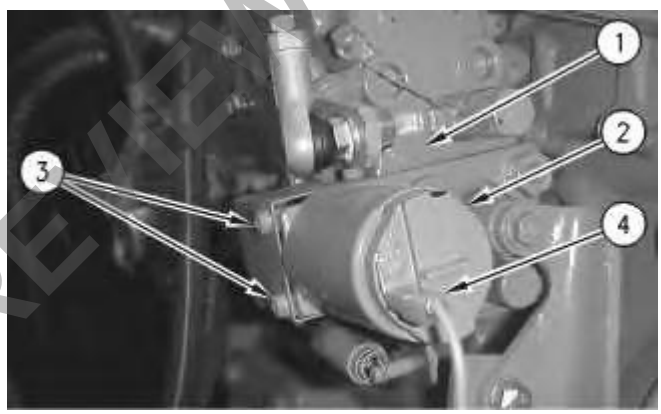


Illustration 1 g00820784

1. Disconnect the electrical connector (4) to the fuel shutoff solenoid. Mark the connector or identify the connector for later installation.
2. Remove bolts (3) that secure fuel shutoff solenoid (2) to the governor (1) .
3. Remove fuel shutoff solenoid (2) and the gasket from the engine.

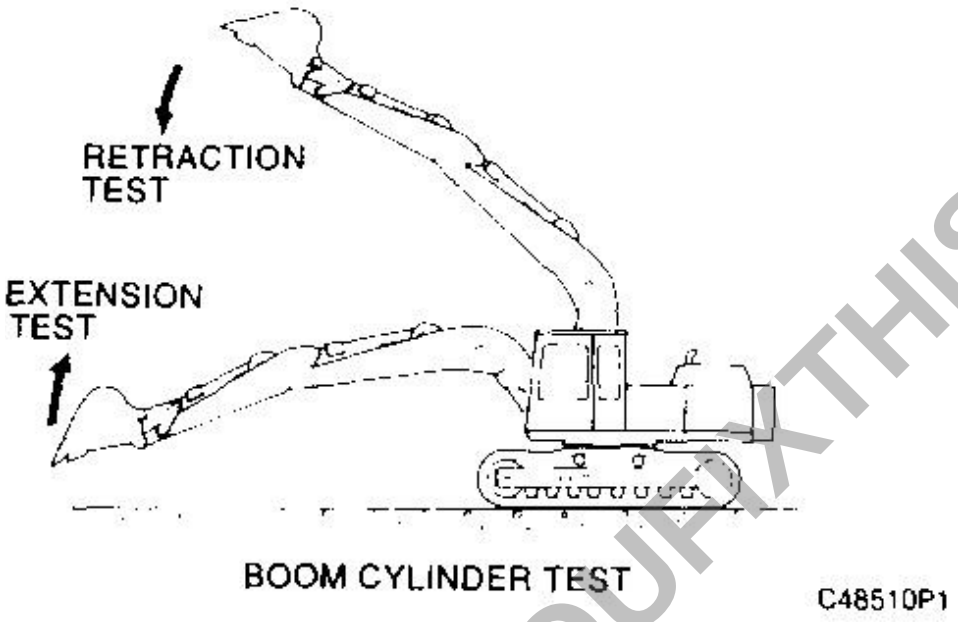
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Test Procedure (Boom Cylinders):

1. Fully retract bucket and stick cylinders.

Extension test;

Measure the time required for the boom cylinders to reach full extension position starting with the bucket on the ground.



Retraction test;

Measure the time required for the bucket to come in contact with the ground from the full extension position of the boom cylinders.

Test Procedure (Stick Cylinder):

1. Position the upper surface of the boom parallel to the ground and fully extend the bucket cylinder.

Extension test;

Measure the time required for the stick cylinder to reach full extension position from full retraction position.

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Media Number -SENR8900-00 Publication Date -01/01/1994 Date Updated -12/10/2001

Hydraulic Oil Temperature Gauge Indicates Temperature Too High

SMCS - 5459-010; 5459-017

Introduction

This test will determine whether the cause for the E03 error code is an actual hydraulic overheating problem or a malfunction of the hydraulic temperature sensor circuit.

To check for Real Time error code E03 it is necessary to operate the machine to cause the hydraulic system to overheat since error code E03 is not logged by the controller.

Check hydraulic oil temperature after machine has operated some period of time and before the system is allowed to cool down. Use the gauge on the monitor panel or the 8T-0470 Thermistor Thermometer Group.

1. Check hydraulic oil temperature and for error codes E03 and E27.

a. Start "Service Program, Data Mode" and go to hydraulic oil temperature mode.

b. Record temperature shown on the monitor display.

c. Using the 8T-0470 Thermistor Thermometer Group (refer to, Special Instruction Form SEHS8446), check the hydraulic oil temperature.

d. Compare temperature readings.

e. Check for error code E03 or E27.

Reference: Refer to, "Service Operations, Data Mode" Form SENR6155 for additional information.

Expected Result:

Normal hydraulic system operating temperature should be 27 to 38°C (80 to 100°F) above ambient temperature and should not exceed 95°C (203°F).

Results:

* OK - STOP.
* TEMPERATURE NOT OK - Proceed to Step 3.

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(13) Torque for bolt ... 12 ± 1 N·m (9 ± 1 lb ft)

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13. Disassemble spool assemblies (26) as follows:

NOTICE

Do not mix the components of spool assemblies (26) during disassembly.

---

a. Push seat (32) down by hand to compress spring (31) until washers (33) can be removed. Remove washers (33), and release the compression on spring (31).

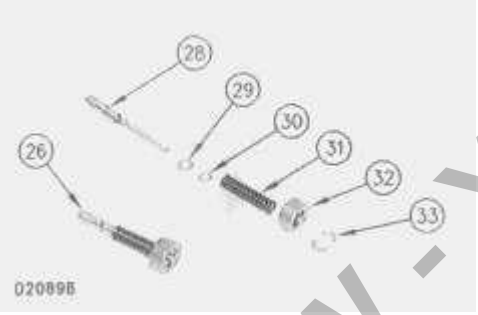
b. Remove seat (32), spring (31), washer (30) and washer (29) from spool (28).

14. Disassemble the other half of valve assembly (13) as in Steps 5 through 13b.

NOTE: The following steps are for the assembly of the pilot control valve (travel).

15. Be sure all parts of the pilot control valve are thoroughly clean prior to assembly.

16. Check the condition of all parts of the pilot control valve (travel). If any of the parts are worn or damaged, use new parts for replacement.



17. Assemble spool assemblies (26) as follows:

NOTICE

Do not mix the components of spool assemblies (26) during assembly.

---

a. Install washer (29), washer (30), spring (31) and seat (32) on spool (28).

b. Push seat (32) down by hand to compress spring (31) until washers (33) can be installed. Install two washers (33), and release the compression on spring (31) Be sure washers (33) are seated properly.

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Superheat - The additional heating of the refrigerant in the bottom of the evaporator after the refrigerant has changed from a liquid to a vapor.

Temperature of saturation - At the temperature of saturation, a liquid will change into a vapor and a vapor changes into a liquid. The temperature of saturation depends on the pressure of the fluid. The temperature of saturation increases when the pressure of fluid increases.

Thermal Expansion Valve (TXV) - Thermal Expansion Valve or TXV is a device in the AC system that maintains the pressure difference between the condenser and the evaporator. The Thermal Expansion Valve is used to obtain the best performance in the refrigeration system.

Vapor - Gas

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Use the following procedures in order to test the pressure switch:

1. Disconnect the pressure switch from the machine harness.
2. Connect the **146-4080** Digital Multimeter to the two connector pins. Set the multimeter to the OHMS test mode.
3. Measure the resistance of the pressure switch.
4. If the system pressure is below 2400 ± 140 kPa (348 ± 20 psi), the multimeter will display less than 1 ohm.
5. If the resistance that is displayed is a value of OL (high resistance), and the system pressure is not above the acceptable limit, replace the pressure switch.
6. When the pressure switch fails, test the arc suppressor for proper operation.
7. If the pressure switch is removed, make sure that the wires on the new pressure switch are tie-wrapped. Securing the pressure switch prevents damage that may be caused by vibration.

Note: The multimeter may display OL if the contacts on the pressure switch are dirty. The contacts on the pressure switch can become dirty if the arc suppressor is no longer functioning.

Note: The multimeter will display OL if the pressure switch is not threaded into the air conditioning system.

7X-1076 High Pressure Switch (NORMALLY CLOSED)



Illustration 6 g00651571

Table 6

Specifications for Pressure Switch	
Actuation Pressure [4]	2412 ± 140 kPa (350 ± 20 psi)

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Variable displacement

(CB) Unidirectional

(CC) Bidirectional

Shutoff Valves

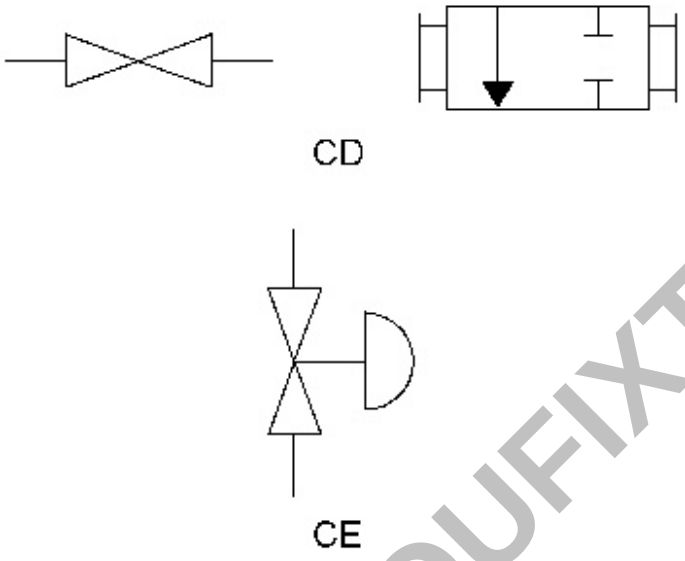


Illustration 27 g01820321

(CD) Basic symbols

(CE) Manual shutoff valve

One-Way Check Valves

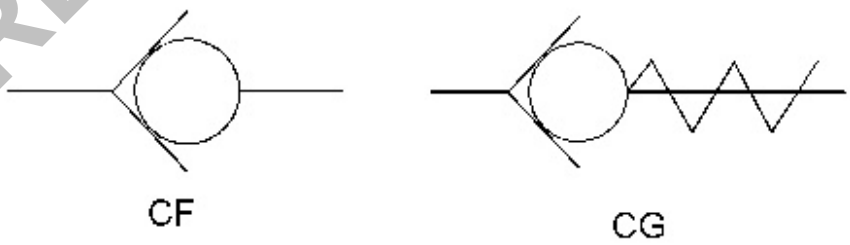


Illustration 28 g01353434

(CF) Basic symbol

(CG) Spring loaded

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