GENERAL SPECIFICATIONS

Shipping Weight	17.2 metric tons (37,920 lb), includes 10% fuel, boom, 2,600 mm (8’ 6") arm, standard bucket and standard shoes
Operating Weight	Add weight of full fuel tank and operator.
Shipping Weights With Optional Track Shoes	Add 225 kg (496 lb) for 700 mm (28") shoes
	Add 675 kg (1,488 lb) for 900 mm (35") shoes
Major Component Weights	Standard Boom 1,082 kg (2,385 lb)
	2,200 mm (7’ 3") Arm 540 kg (1,190 lb)
	2,600 mm (8’ 6") Arm 585 kg (1,290 lb)
	3,100 mm (10’ 2") Arm 640 kg (1,410 lb)
	Boom Cylinders 152 kg (335 lb) each
	Arm Cylinder 217 kg (478 lb)
	Bucket Cylinder 144 kg (317 lb)
	Counterweight 2,900 kg (6,390 lb)
	Upper Turntable 7,660 kg (16,890 lb)
	Lower - below Swing Bearing 6,190 kg (13,650 lb)
Digging Forces:	
Bucket Cylinder	11,300 kg (24,900 lb) with 2,200 mm (7’ 3") standard arm
	11,300 kg (24,900 lb) with 2,600 mm (8’ 6") standard arm
	11,300 kg (24,900 lb) with 3,100 mm (10’ 2") standard arm
Arm Cylinder	10,700 kg (23,600 lb) with 2,200 mm (7’ 3") standard arm
	9,200 kg (20,300 lb) with 2,600 mm (8’ 6") standard arm
	8,200 kg (18,100 lb) with 3,100 mm (10’ 2") standard arm
Fuel Tank Capacity	280 liters (74 U.S. gal)
Hydraulic System Capacity	220 liters (58 U.S. gal)
Hydraulic Reservoir Capacity	150 liters (40 U.S. gal)
Bucket Heaped Capacity Range	PCSA 0.34 - 0.93 m^3 (0.44 - 1.22 yd^3)
	IMPORTANT: Refer to the Load Weight, Bucket and Arm Length Compatibility Table for information on which bucket sizes may be used safely with which arm length, for load material weights.
Shoe Type	Triple Grouser
Shoe Width and Optional Sizes	500 mm (20") - standard
	600 mm (24") - optional
	700 mm (28") - optional
	900 mm (35") - optional
Ground Pressure Ratings:	
Standard 500 mm (20") shoe -	0.49 kg/cm^2 (7.0 psi)
Optional 600 mm (24") shoe -	0.41 kg/cm^2 (5.8 psi)
Optional 700 mm (28") shoe -	0.36 kg/cm^2 (5.1 psi)
Optional 900 mm (35") shoe -	0.28 kg/cm^2 (4.1 psi)

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REMOVAL

⚠ CAUTION!

Avoid disassembling cab if there are strong wind gusts, which could catch large surface area of cab shell and push it sideways during lift.

1. Park on firm and level ground.
2. Lower the front attachment (bucket) to the ground.
3. Shut down the engine.
4. Set safety lever on "RELEASED" position.
5. Turn starter switch "ON."

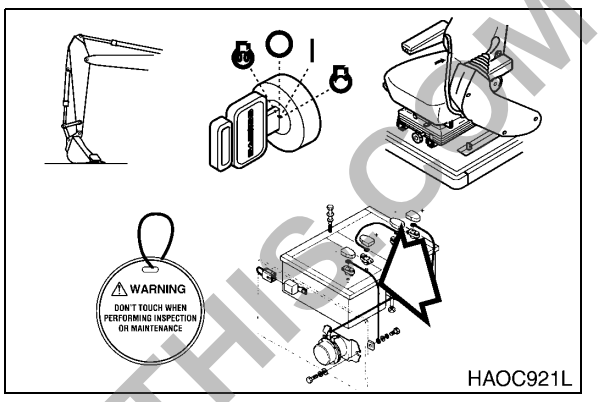


Figure 1

⚠ WARNING!

If engine must be running while performing maintenance, always use extreme caution. Always have one person in the cab at all times. Never leave the cab with engine running.

6. Fully stroke the work levers (joysticks) in all directions to relieve any pressure from the accumulators.
7. Set safety lever to the "LOCK" position.
8. Turn key to the "OFF" position and remove from starter switch.
9. Hang a maintenance warning tag on the controls.
10. Disconnect the battery cable from the negative (-) battery terminal.
11. Prepare cab shell for removal by disconnecting wiring connectors for:
    A. Cab interior lighting.
    B. External light wiring.
    C. Radio antenna and connections.
    D. Wiper/washer connections.

NOTE: *Control console wiring harnesses and hydraulic piping lines that pass through the floor of the cab do not need to be disassembled.*

NOTE: *If unit is equipped with a cab protective structure (for forestry, or hazardous working conditions), it must be removed.*

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TORQUE VALUES FOR STANDARD METRIC FASTENERS

NOTE: *The units for the torque values are kg•m (ft lb).*

Dia. x Pitch (mm)	Grade										
	3.6 (4A)	4.6 (4D)	4.8 (4S)	5.6 (5D)	5.8 (5S)	6.6 (6D)	6.8 (6S)	6.9 (6G)	8.8 (8G)	10.9 (10K)	12.9 (12K)
M5 x Std.	0.15 (1.08)	0.16 (1.15)	0.25 (1.80)	0.22 (1.59)	0.31 (2.24)	0.28 (2.02)	0.43 (3.11)	0.48 (3.47)	0.50 (3.61)	0.75 (5.42)	0.90 (6.50)
M6 x Std.	0.28 (2.02)	0.30 (2.16)	0.45 (3.25)	0.40 (2.89)	0.55 (3.97)	0.47 (3.39)	0.77 (5.56)	0.85 (6.14)	0.90 (6.50)	1.25 (9.04)	1.50 (10.84)
M7 x Std.	0.43 (3.11)	0.46 (3.32)	0.70 (5.06)	0.63 (4.55)	0.83 (6.00)	0.78 (5.64)	1.20 (8.67)	1.30 (9.40)	1.40 (10.12)	1.95 (14.10)	2.35 (16.99)
M8 x Std.	0.70 (5.06)	0.75 (5.42)	1.10 (7.95)	1.00 (7.23)	1.40 (10.12)	1.25 (9.04)	1.90 (13.74)	2.10 (15.18)	2.20 (15.91)	3.10 (22.42)	3.80 (27.48)
M8 x 1	0.73 (5.28)	0.80 (5.78)	1.20 (8.67)	1.00 (7.23)	1.50 (10.84)	1.35 (9.76)	2.10 (15.18)	2.30 (16.63)	2.40 (17.35)	3.35 (24.23)	4.10 (29.65)
M10 x Std.	1.35 (9.76)	1.40 (10.12)	2.20 (15.91)	1.90 (13.74)	2.70 (19.52)	2.35 (19.99)	3.70 (26.76)	4.20 (30.37)	4.40 (31.18)	6.20 (44.84)	7.20 (52.07)
M10 x 1	1.50 (10.84)	1.60 (11.57)	2.50 (18.08)	2.10 (15.18)	3.10 (22.42)	2.80 (20.25)	4.30 (31.10)	4.90 (35.44)	5.00 (36.16)	7.00 (50.63)	8.40 (60.75)
M12 x Std.	2.40 (17.35)	2.50 (18.08)	3.70 (26.76)	3.30 (23.86)	4.70 (33.99)	4.20 (30.37)	6.30 (45.56)	7.20 (52.07)	7.50 (54.24)	10.50 (75.94)	12.50 (90.41)
M12 x 1.5	2.55 (18.44)	2.70 (19.52)	4.00 (28.93)	3.50 (25.31)	5.00 (36.16)	4.50 (32.54)	6.80 (49.18)	7.70 (55.69)	8.00 (57.86)	11.20 (81.00)	13.40 (96.92)
M14 x Std.	3.70 (26.76)	3.90 (28.20)	6.00 (13.23)	5.20 (37.61)	7.50 (54.24)	7.00 (50.63)	10.00 (72.33)	11.50 (83.17)	12.00 (86.79)	17.00 (122.96)	20.00 (144.66)
M14 x 1.5	4.10 (29.65)	4.30 (31.10)	6.60 (47.73)	5.70 (41.22)	8.30 (60.03)	7.50 (54.24)	11.10 (80.28)	12.50 (90.41)	13.00 (94.02)	18.50 (11.26)	22.00 (158.12)
M16 x Std.	5.60 (40.50)	6.00 (43.39)	9.00 (65.09)	8.00 (57.86)	11.50 (83.17)	10.50 (75.94)	15.50 (112.11)	17.90 (129.47)	18.50 (133.81)	26.00 (188.05)	31.00 (224.22)
M16 x 1.5	6.20 (44.84)	6.50 (47.01)	9.70 (70.16)	8.60 (62.20)	12.50 (90.41)	11.30 (81.73)	17.00 (122.96)	19.50 (141.04)	20.00 (144.66)	28.00 (202.52)	35.50 (256.77)
M18 x Std.	7.80 (56.41)	8.30 (60.03)	12.50 (90.41)	11.00 (79.56)	16.00 (115.72)	14.50 (104.87)	21.00 (151.89)	27.50 (198.90)	28.50 (206.14)	41.00 (296.55)	43.00 (311.01)
M18 x 1.5	9.10 (65.82)	9.50 (68.71)	14.40 (104.15)	12.50 (90.41)	18.50 (133.81)	16.70 (120.79)	24.50 (177.20)	27.50 (198.90)	28.50 (206.14)	41.00 (296.55)	49.00 (354.41)
M20 x Std.	11.50 (83.17)	12.00 (86.79)	18.00 (130.19)	16.00 (115.72)	22.00 (159.12)	19.00 (137.42)	31.50 (227.83)	35.00 (253.15)	36.00 (260.38)	51.00 (368.88)	60.00 (433.98)
M20 x 1.5	12.80 (92.58)	13.50 (97.64)	20.50 (148.27)	18.00 (130.19)	25.00 (180.82)	22.50 (162.74)	35.00 (253.15)	39.50 (285.70)	41.00 (296.55)	58.00 (419.51)	68.00 (491.84)
M22 x Std.	15.50 (112.11)	16.00 (115.72)	24.50 (177.20)	21.00 (151.89)	30.00 (216.99)	26.00 (188.05)	42.00 (303.78)	46.00 (332.71)	49.00 (354.41)	67.00 (484.61)	75.00 (542.47)
M22 x 1.5	17.00 (122.96)	18.50 (133.81)	28.00 (202.52)	24.00 (173.59)	34.00 (245.92)	29.00 (209.75)	47.00 (339.95)	52.00 (44.76)	56.00 (405.04)	75.00 (542.47)	85.00 (614.80)
M24 x Std.	20.50 (148.27)	21.50 (155.50)	33.00 (238.68)	27.00 (195.29)	40.00 (289.32)	34.00 (245.92)	55.00 (397.81)	58.00 (419.51)	63.00 (455.67)	82.00 (593.10)	92.00 (655.43)
M24 x 1.5	23.00 (166.35)	35.00 (253.15)	37.00 (267.62)	31.00 (224.22)	45.00 (325.48)	38.00 (202.52)	61.00 (441.21)	67.00 (484.61)	74.00 (535.24)	93.00 (672.66)	103.00 (744.99)

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An overlapping edge has been taken into consideration so that a photocopy can be made and pasted together to make a complete schematic.

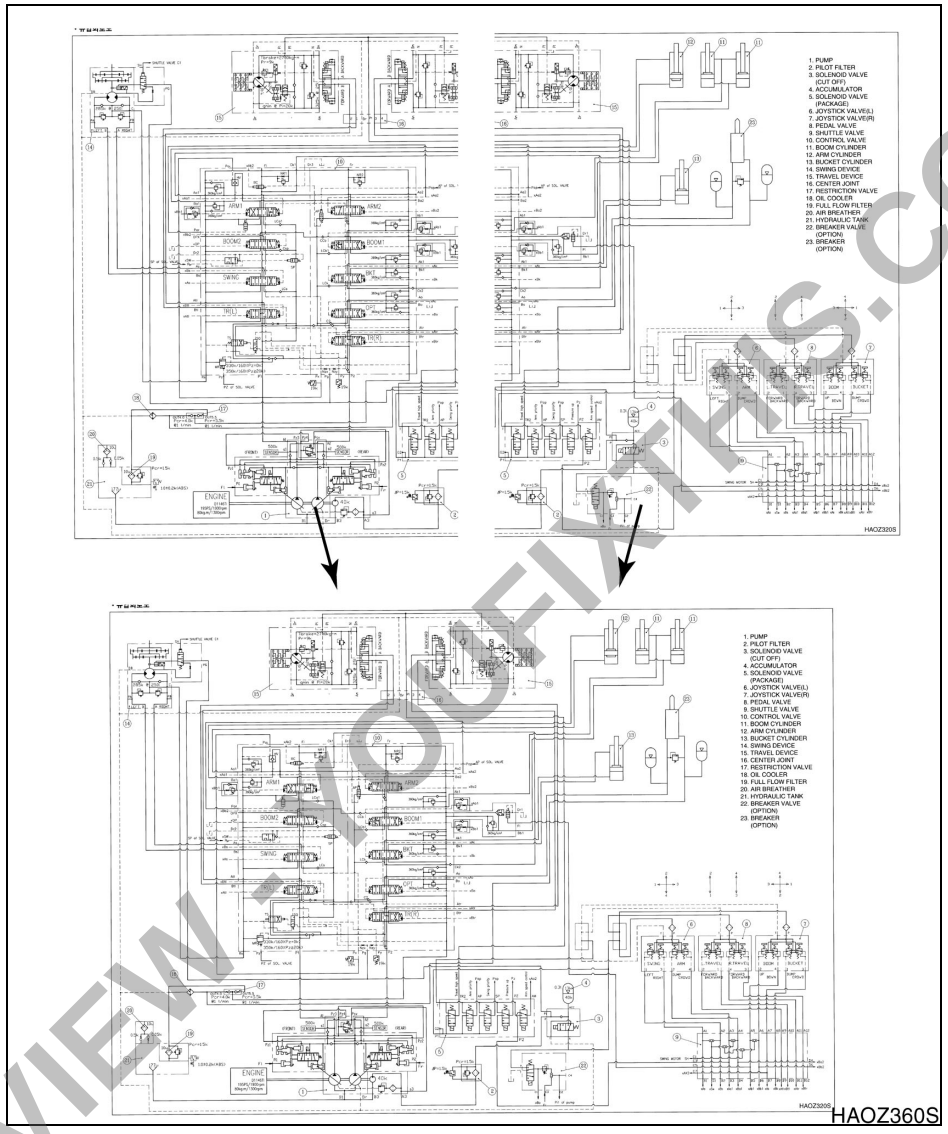


Figure 1

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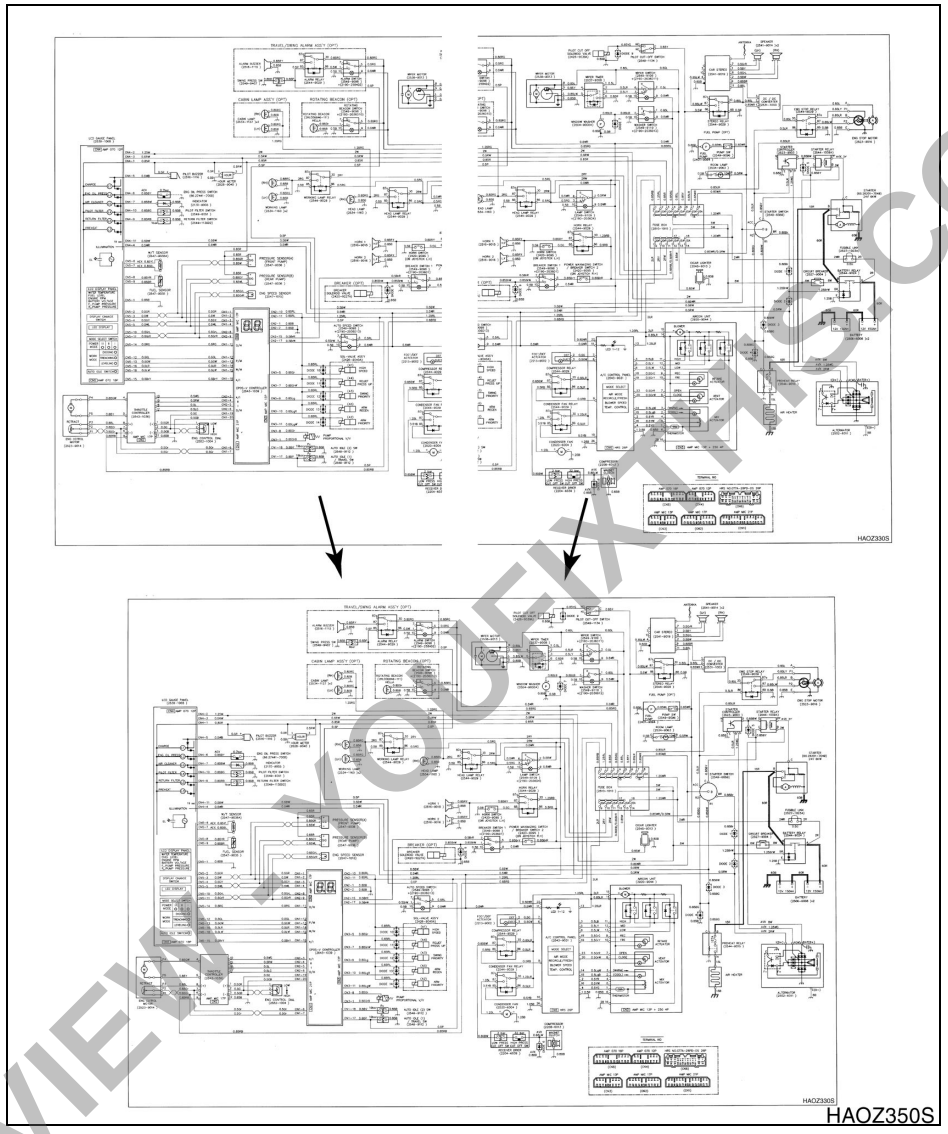


Figure 1

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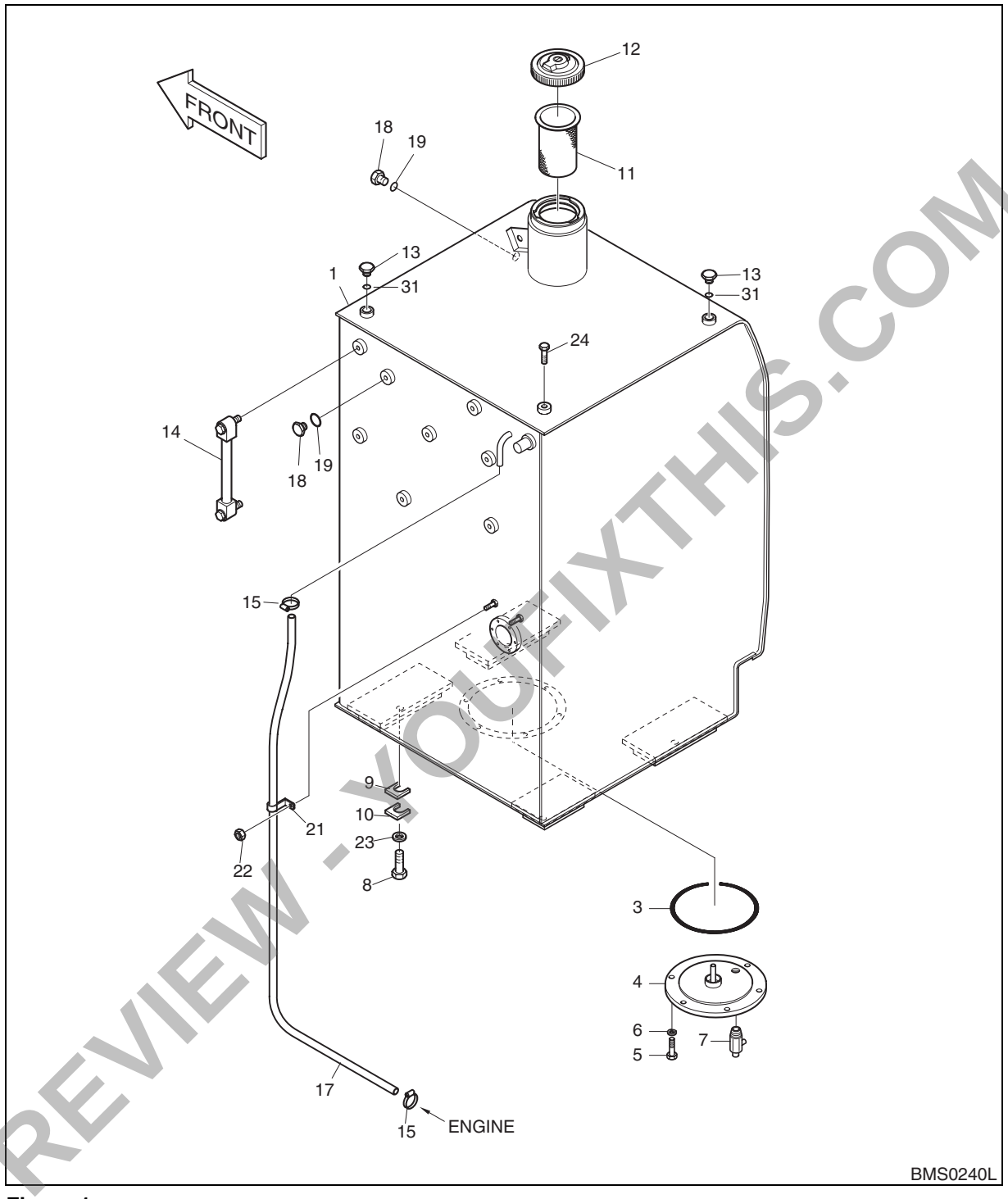


Figure 1

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Symptoms	Possible Causes	Remedies
1. No rotation and –		
a. Pressure at swing motor inlet *increases*	Swing brake not releasing	Check brake engagement and disengagement, check release pressure
	Internal damage to gearbox drive train	Replace broken gears, drive train assemblies
	Overload	Reduce load weight
b. Pressure at swing motor inlet shows *no increase,* **and** the swing motor is making irregular noises	Swing motor drive shaft damage	Replace swing motor
	Internal damage to gearbox drive train	Repair/replace broken or faulty assemblies
c. Pressure at swing motor inlet shows *no increase,* but **without** irregular *noises* from the swing motor	Hydraulic pump or valve broken	Troubleshoot hydraulic system
2. Oil leakage		
a. From drive shaft	Oil seal damaged	Replace oil seal
b. From bolted connections or other assembled surfaces	Assembly compound (joint sealer) old and not sealing, bolt not tight or flange warped	Disassemble and check mating surfaces. Reapply Loctite, torque bolts to specifications
3. Excess heat		
Gearbox casing becomes excessively hot, with or without irregular noise(s) during operation	Low oil level	Replace oil, refill to specified level
	Bearings or gear worn but not completely inoperative	Repair or replace gearbox

HAOE960L

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DAEWOO HEAVY INDUSTRIES & MACHINERY LTD.

TRACK EXCAVATOR SAFETY

⚠ CAUTION!

Follow all safety recommendations and safe shop practices outlined in the front of this manual or those contained within this section.

Always use tools and equipment that is in good working order.

Use lifting and hoisting equipment capable of safely handling load.

Remember, that ultimately safety is your own personal responsibility.

MODEL	SERIAL NUMBER RANGE
Solar 130LC-V	0001 and Up
Solar 170LC-V	1001 and Up
Solar 175LC-V	1001 and Up
Solar 220LC-V	0001 and Up
Solar 220N-V	1001 and Up
Solar 225LC-V	1001 and Up
Solar 225NLC-V	1001 and Up
Solar 250LC-V	1001 and Up
Solar 255LC-V	1001 and Up
Solar 290LC-V	0001 and Up
Solar 300LC-V	1001 and Up
Solar 300LL	1001 and Up
Solar 330LC-V	1001 and Up
Solar 340LC-V	1001 and Up
Solar 400LC-V	1001 and Up
Solar 420LC-V	1001 and Up
Solar 450LC-V	1001 and Up
Solar 470LC-V	1001 and Up

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FUEL TRANSFER PUMP

⚠ CAUTION!

Follow all safety recommendations and safe shop practices outlined in the front of this manual or those contained within this section.

Always use tools and equipment that is in good working order.

Use lifting and hoisting equipment capable of safely handling load.

Remember, that ultimately safety is your own personal responsibility.

MODEL	SERIAL NUMBER RANGE
Mega 130	0001 and Up
Mega 160	0001 and Up
Mega 200-III	1001 and Up
Mega 200-V (Tier I & II)	1001 and Up
Mega 250-III	1001 and Up
Mega 250-V (Tier I)	1001 thru 2000
Mega 250-V (Tier II)	2001 and Up
Mega 300-V (Tier I)	1001 thru 2000
Mega 300-V (Tier II)	2001 and Up
Mega 400-III PLUS	1001 and Up
Mega 400-V	1001 and Up
Mega 500-V	1001 thru 2000
Mega 500-V (Tier II)	2001 and Up
Solar 130LC-V	0001 and Up
Solar 130W-V	0001 and Up
Solar 140W-V	1001 and Up
Solar 160W-V	1001 and Up
Solar 170LC-V	1001 and Up
Solar 170W-V	1001 and Up

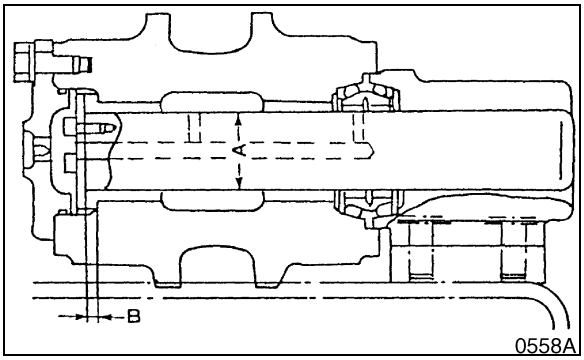
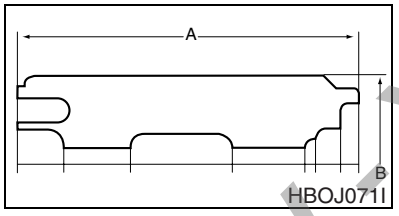
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Component / Reference Dimensions	Reference	Normal (New) Dimension	Recommended Limit for Maintenance	Limit for Use (Repair - P or Replace - R)
 **Figure 9**				
Upper roller, axle	A	40.0 mm (1.57 in)	39.5 mm (1.56 in)	39.2 mm (1.54 in)
Upper roller, bushing	A	40.0 mm (1.57 in)	40.5 mm (1.59 in)	41.0 mm (1.61 in)
Axle-bushing, clearance			1.0 mm (0.04 in)	1.20 mm (0.05 in)
Upper roller, axle	B			
Bushing flange thickness	B	4.75 mm (0.19 in)		
Upper roller  **Figure 10**	A	160.0 mm (6.30 in)		
	B	116.0 mm (4.57 in)	110.0 mm (4.33 in)	106.0 mm (4.17 in)

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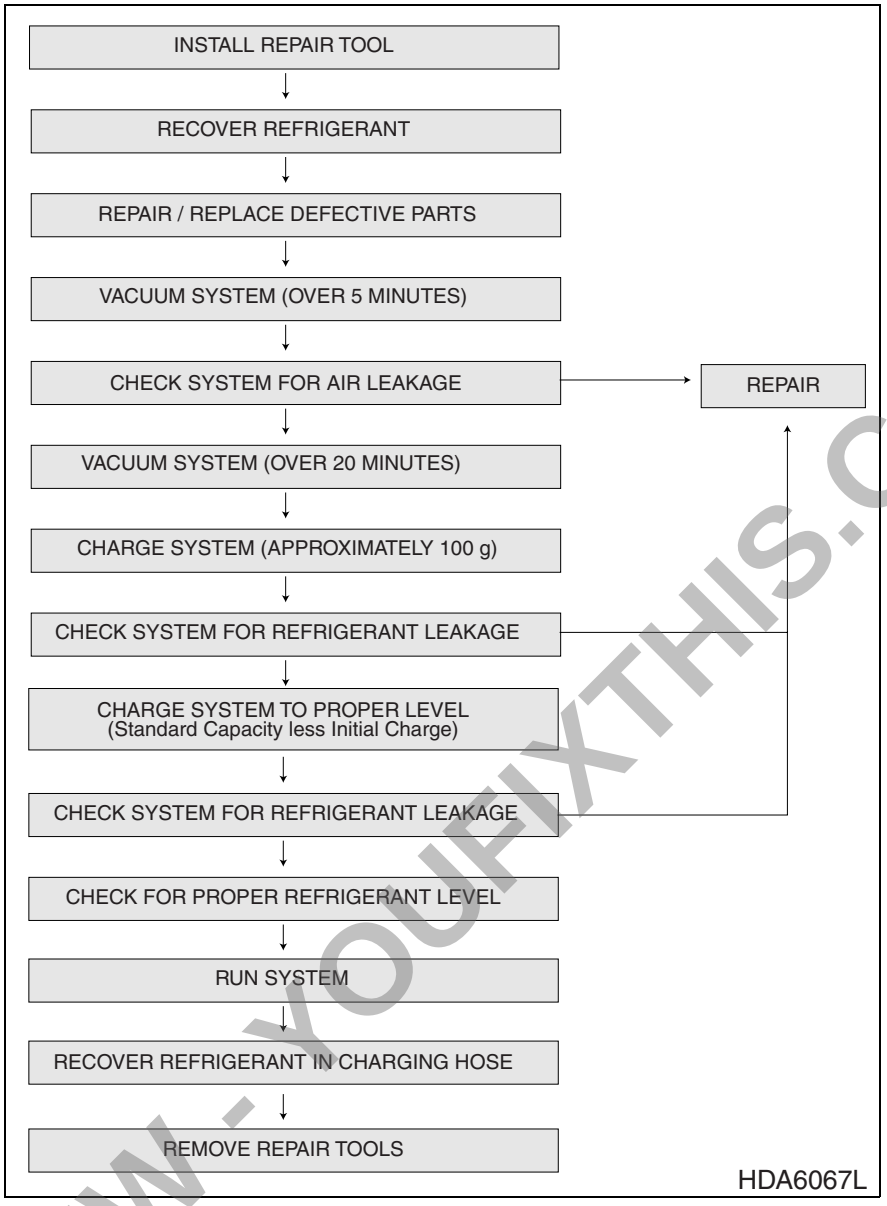


Figure 16

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TROUBLESHOOTING - SWING GEARBOX

Problem	Possible Causes	Remedies
Swing motor fails to operate and:		
Three pressure tests at motor, brake or makeup valve show low reading(s).	Swing relief valve defective Brake release valve defective Motor makeup valve defective.	Adjust pressure to recommended range in affected valve. OR Disassemble and clean valve assembly. Replace all valve components that show damage.
All three pressure checks are OK but left travel also fails to run.	Exchange front and rear pump inlet and outlet hoses to test pump function.	If swing and left travel are restored but right travel stops working, replace or repair P1 pump.
All three pressure tests are OK, but machine fails to swing at all.	Brake assembly or motor friction plate failing to release.	Check for binding. Disassemble and repair.
	Pilot (control) pressure low or swing control valve stuck.	Disassemble / Repair pilot pressure swing spool (305) and / or swing control valve.
	Swing motor defective.	Test motor drain rate. Replace / Repair motor.
	Gear train defective.	Refer to "Swing Gear Troubleshooting" procedure.
Swing functions but only at reduced rpm.	Causes listed above could also produce dragging swing, OR hot or wrong oil OR worn-out parts.	Check above list; then replace oil, test motor drain rate and check for "03" reading (e-EPOS self-test).
Left travel speed is also reduced.	Low output at P1 pump or external pilot piping leaks/is clogged.	Clean and repair piping or repair or replace pump P1.
Swing control movement is reversed.	Inlet / outlet piping reversed.	Reset controls or reverse piping.
Machine swings but continues coasting on past stopping point.	Swing control valve spool not centered.	Replace return spring; clean/ repair valve piston and spool.
	Pilot pressure may be outside range.	Disassemble, clean or replace pilot relief valve or pilot valve.
	Swing relief valve may be faulty.	Repair/Replace swing relief valve.
Swing movement is in one direction only.	Check to see that pilot pressure is the same right and left.	If pilot pressure is unequal, clean or repair piping or repair/ replace valve.
	Swing control valve spool may be stuck.	Repair/Replace the swing control valve.
	Swing relief valve may be faulty.	Repair/Replace the swing relief valve.

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MODEL	CYLINDER	øA $^{-0.2}_{-0.3}$	øB $^{-0.2}_{-0.3}$	C $^{0}_{-0.1}$	D	MODEL (CYLINDER)
S290LL	ARM (STICK)	120 mm (4.72 in)	136 mm (5.35 in)	9 mm (0.35 in)	7 mm (2.28 in)	
	BOOM (HOIST)	100 mm (3.94 in)	114 mm (4.49 in)	6 mm (0.24 in)	7 mm (2.28 in)	
	BUCKET (HEEL)	100 mm (3.94 in)	114 mm (4.49 in)	6 mm (0.24 in)	7 mm (2.28 in)	
S360LC-V	ARM	115 mm (4.53 in)	131 mm (5.16 in)	6 mm (0.24 in)	7 mm (2.28 in)	
	BOOM	100 mm (3.94 in)	114 mm (4.49 in)	6 mm (0.24 in)	7 mm (2.28 in)	
	BUCKET	100 mm (3.94 in)	114 mm (4.49 in)	6 mm (0.24 in)	7 mm (2.28 in)	
	BUCKET (OP)	100 mm (3.94 in)	114 mm (4.49 in)	6 mm (0.24 in)	7 mm (2.28 in)	
S400LC-V	ARM	120 mm (4.72 in)	136 mm (5.35 in)	9 mm (0.35 in)	7 mm (2.28 in)	S420LC-V (ARM) S290LL (ARM (STICK))
	BOOM	115 mm (4.53 in)	131 mm (5.16 in)	6 mm (0.24 in)	7 mm (2.28 in)	
	BUCKET	110 mm (4.33 in)	126 mm (4.96 in)	6 mm (0.24 in)	7 mm (2.28 in)	S420LC-V (BUCKET)
S450LC-V	ARM	130 mm (5.12 in)	146 mm (5.75 in)	6.5 mm (0.26 in)	7 mm (2.28 in)	S470LC-V (ARM)
	BOOM	115 mm (4.53 in)	131 mm (5.16 in)	6 mm (0.24 in)	7 mm (2.28 in)	S140W-V (ARTI.) S160W-V (ARTI.)
	BUCKET	115 mm (4.53 in)	131 mm (5.16 in)	6 mm (0.24 in)	7 mm (2.28 in)	
S55W-V	ARMS	55 mm (2.17 in)	69 mm (2.72 in)	5 mm (0.20 in)	6 mm (0.24 in)	
	SWING	40 mm (1.58 in)	52 mm (2.05 in)	3.5 mm (0.14 in)	6 mm (0.24 in)	
	BOOM	60 mm (2.36 in)	74 mm (2.91 in)	5 mm (0.20 in)	6 mm (0.24 in)	
	BUCKET	50 mm (1.97 in)	62 mm (2.44 in)	4.5 mm (0.18 in)	6 mm (0.24 in)	
	DOZER	60 mm (2.36 in)	74 mm (2.91 in)	5 mm (0.20 in)	6 mm (0.24 in)	
S80W-III	ARM	65 mm (2.56 in)	79 mm (3.11 in)	5.5 mm (0.22 in)	6 mm (0.24 in)	
	BOOM	70 mm (2.76 in)	84 mm (3.31 in)	5.5 mm (0.22 in)	6 mm (0.24 in)	
	BUCKET	55 mm (2.17 in)	69 mm (2.72 in)	5 mm (0.20 in)	6 mm (0.24 in)	

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CLEANING AND INSPECTION (WEAR LIMITS AND TOLERANCES)

Inspect all components and precision surfaces, to confirm that they haven't been worn beyond service limits. Refer to table below for dimensional specifications.

All parts should be cleaned, air-dried and re-lubricated with clean, approved-type hydraulic fluid, before final reassembly or as the final step after the unit has been put back together.

Replacement of all O-rings and oil seals with new parts is generally recommended, unless motor has had minimal use. Inspect O-rings and oil seals very carefully for cuts, nicks, brittleness or softness, or any other type of damage or distortion, before final reassembly.

NOTE: *When parts exceed the standard, replace them. When there is conspicuous surface damage, it is always safer to replace parts, whether standards are exceeded or not.*

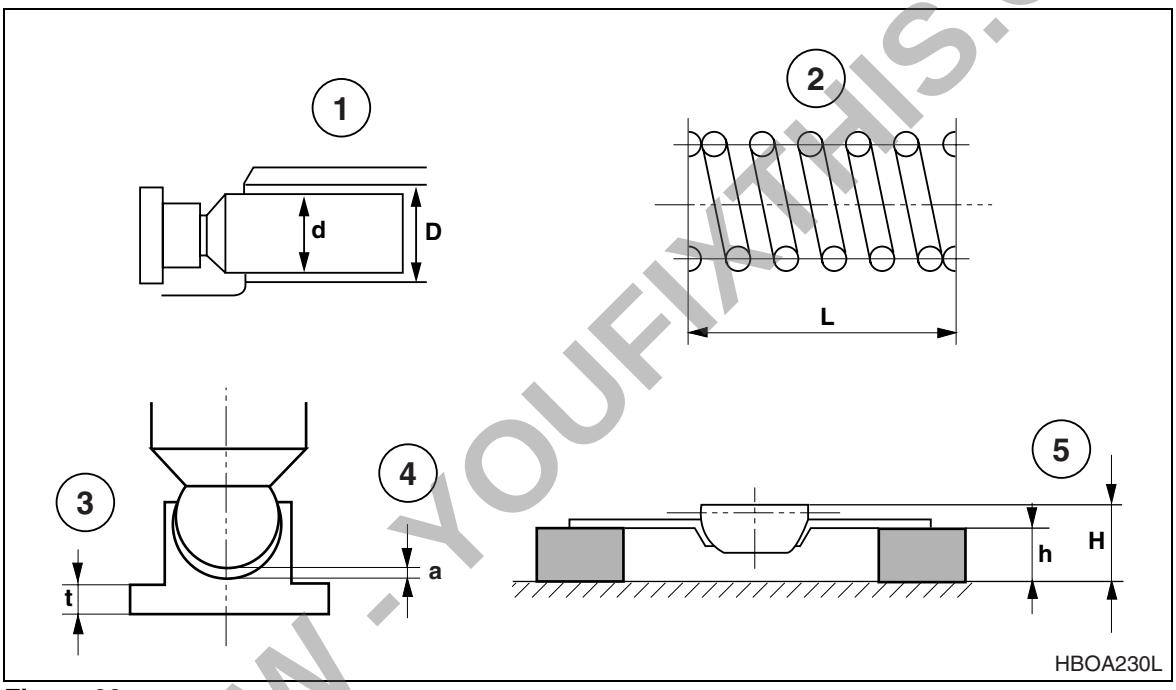


Figure 28

NOTE: *Spherical bushing and push plate must always be replaced as a set. If either one requires replacement, replace the other*

1. *Clearance Between Piston and Cylinder Bore (D-d)*
2. *Spring Free Length (L)*
3. *Thickness of Shoe (t)*
4. *Piston Ball - Shoe Socket Clearance (a)*
5. *Height Between Round Bushing and Push Plate (H-h)*

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6. Place the hub (1, Figure 13) on top of the work bench, with the hub cover facing up. Remove the sealing ring (23). If the inner or outer ball bearings (24) show any evidence of pitting, abnormal wear or damage, one or both bearings must be removed from the hub and replaced. See Figure 52 and Figure 53. If bearings do not require replacement, leave them in place. Bearings must be heated in an oil bath to at least 100°C (212°F) before installation.

Reference Number	Description
1	Hub
2	Bar
3	Hammer
4	Ball Bearing (24)
5	Seal Ring (23)

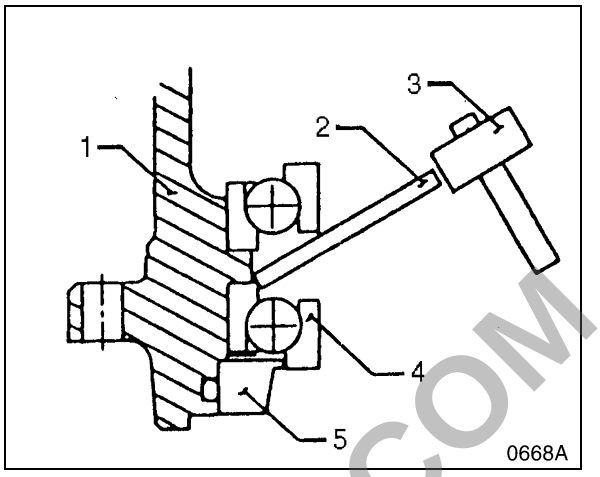


Figure 52

Reference Number	Description
1	Steel Bar
2	Hammer
3	Hub (1)
4	Ball Bearing (24)

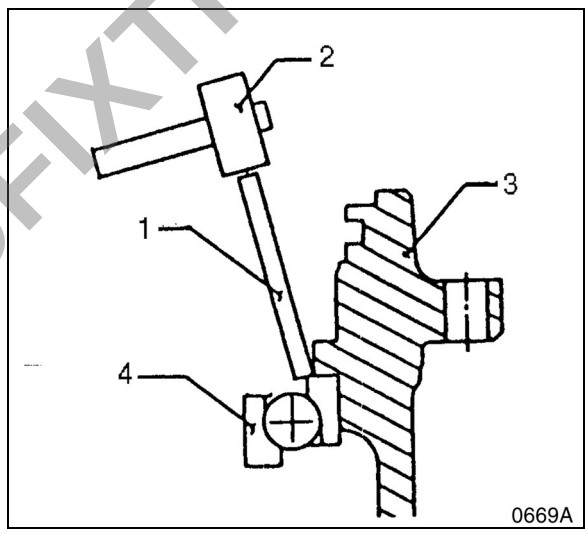


Figure 53

7. Remove the ring (15, Figure 13) from the inner ring gear (5, ring gear B). Discard the old ring and replace it with a new one before reassembly. The coupling gear (8) and inner ring gear (5, ring gear B) should only be disassembled if one or both of those components is worn or damaged, and requires replacement. See Figure 54.

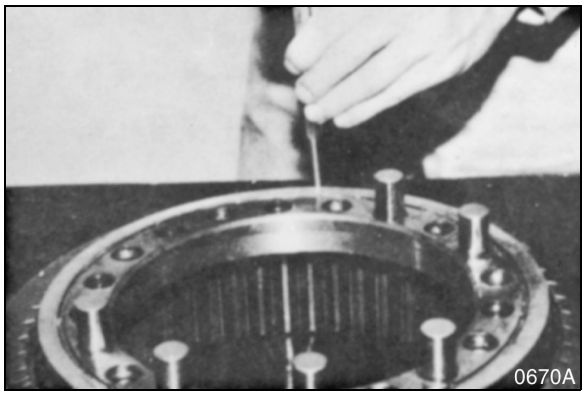


Figure 54

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2. Remove screws.

   NOTE: *Install control lens - torque support.*

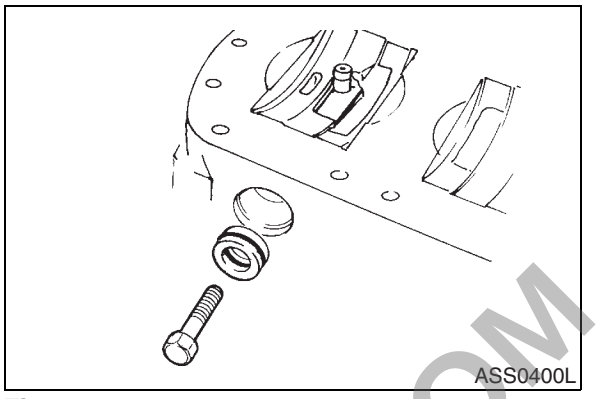


Figure 46

3. Remove locking screw and replace with a new one.

   NOTE: *Loosen adhesive with a "gentle" flame, approximately 120°C (248°F).*

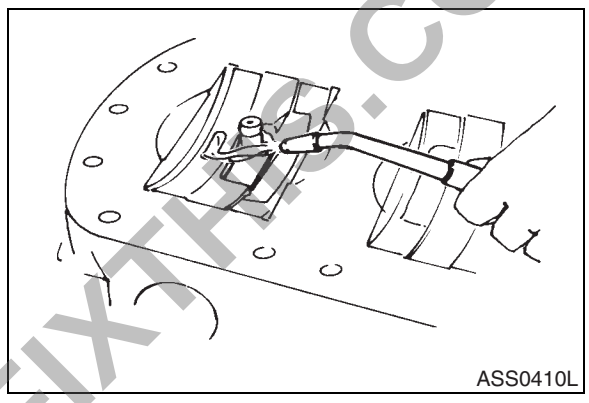


Figure 47

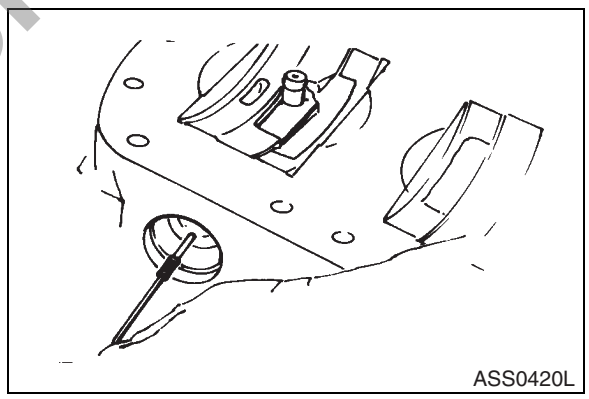


Figure 48

4. Remove swivel pin.

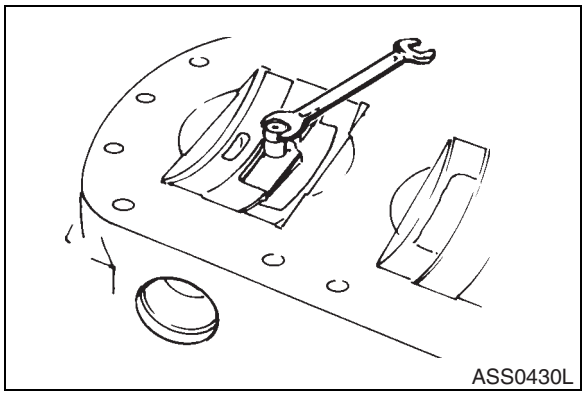


Figure 49

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BUCKET (JUNCTION) CIRCUITRY

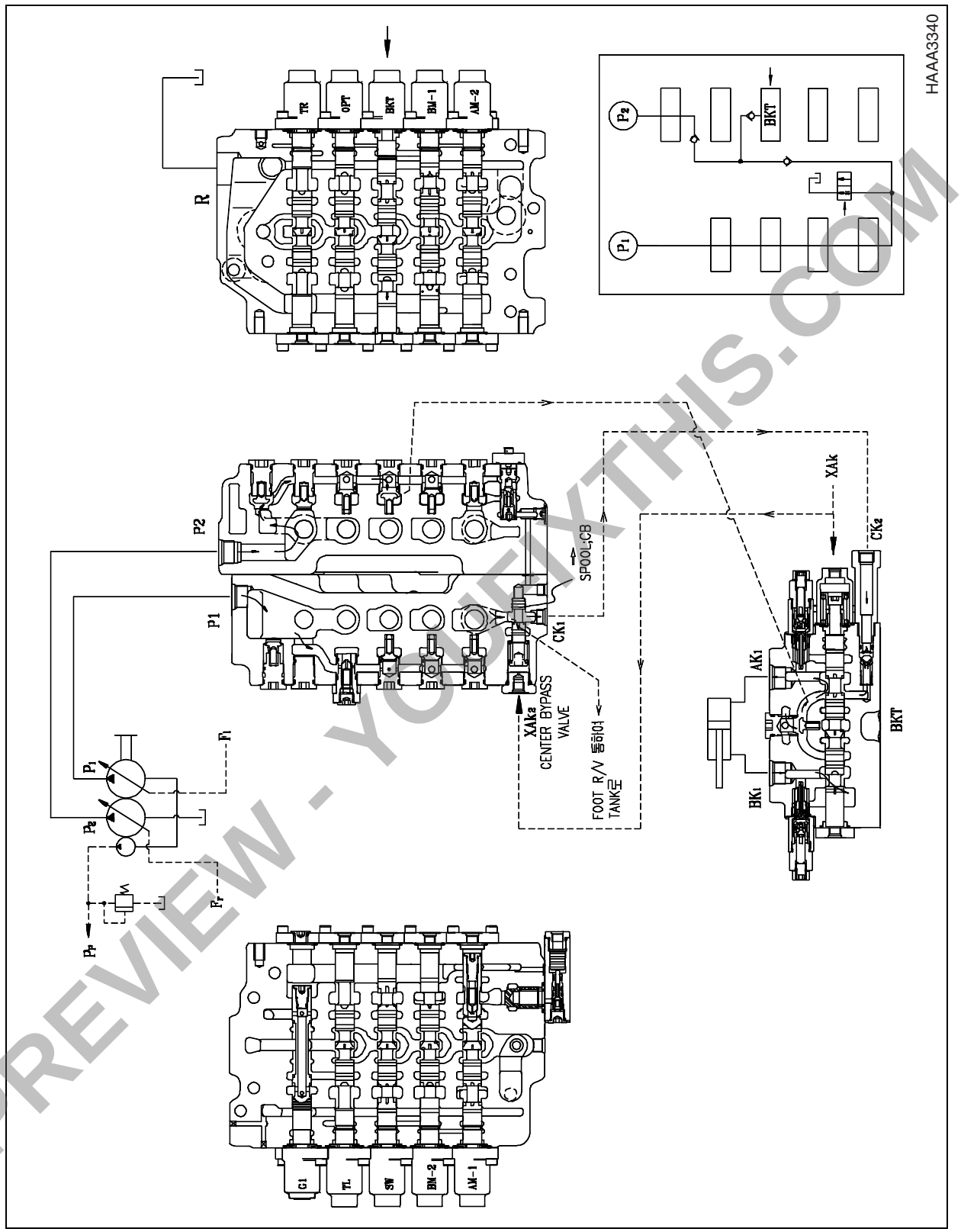


Figure 2

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IMPORTANT

When disassembling Overload Relief Valve, tag and label each component so that all parts can be reassembled in the proper order.

IMPORTANT

Do not disassemble the pressure adjustment element. The pressure is factory set and cannot be correctly adjusted on the vehicle.

IMPORTANT

Each Overload Relief Valve must be reinstalled into its original position.

1. Loosen sleeve (1) and remove valve assembly.

Reference Number	Description
1	Sleeve
2	Cap

Sleeve hexagonal base	27 mm
Tightening torque	6 kg•m (43 ft lb)

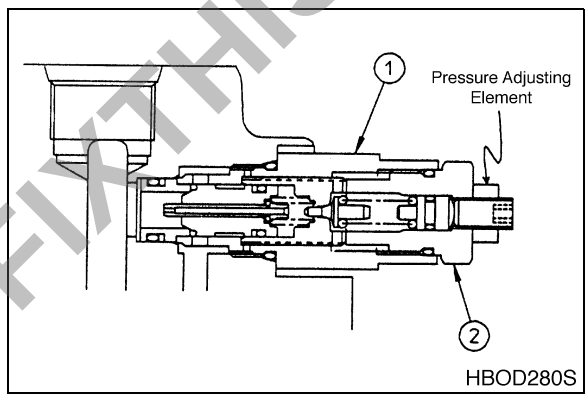


Figure 74

2. Loosen cap (1) subassembly from sleeve assembly and remove O-ring, spring (2) and pilot poppet (3).

Reference Number	Description
2	Cap
3	Spring
4	Poppet

Cap hexagonal base	24 mm
Tightening torque	6 kg•m (43 ft lb)

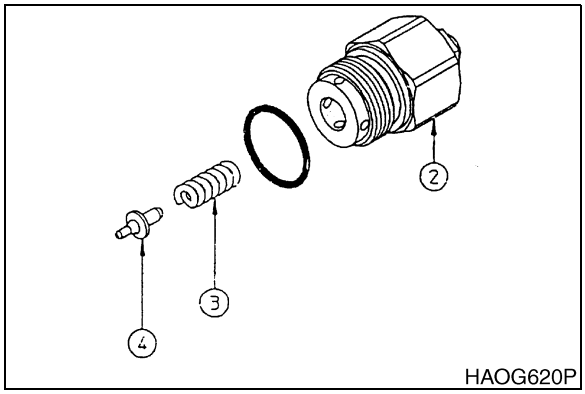


Figure 75

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Operating Theory of Damper Mechanism

1. Operation When Operating Lever

   When pushing pedal, pushing force pushing push rod and spool presses cylinder, return spring and hydraulic oil in cylinder is compressed, piston coming down with push rod compresses vibration prevention chamber of lower part, oil of vibration prevention chamber of lower part is flowed through orifice to oil pressure vibration prevention chamber of upper part of low pressure, at this time, ball check valve becomes closing condition because high pressure operates to vibration prevention chamber of lower part.

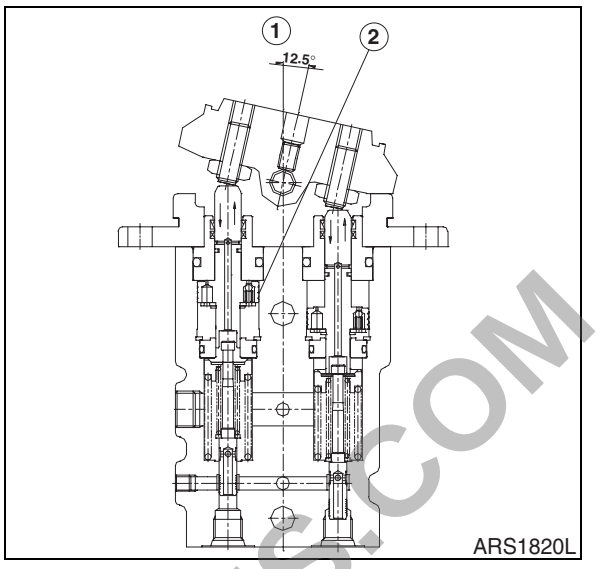


Figure 3

2. Operation When Operating Lever In Neutral Condition

   Climbing restoring force acting on push rod, raises piston in oil pressure prevention chamber and compresses upper oil pressure prevention chamber. This compression operation of upper oil pressure prevention chamber prevents the push rod from quickly rising by restoring spring, and the damping force is generated.

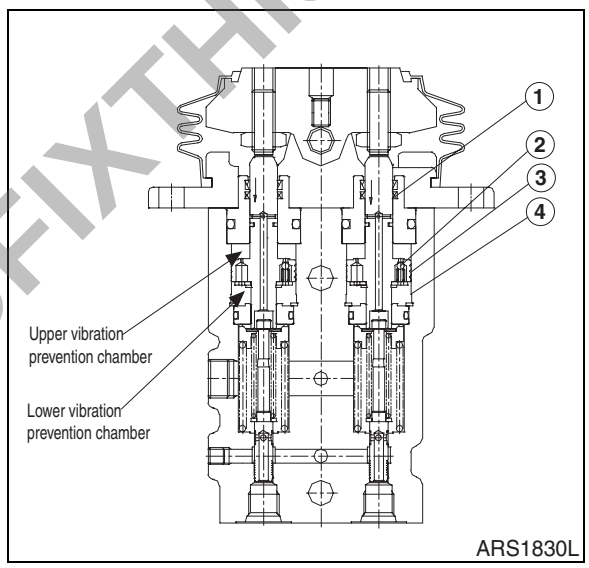


Figure 4

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MONITORING SYSTEM SCHEMATIC

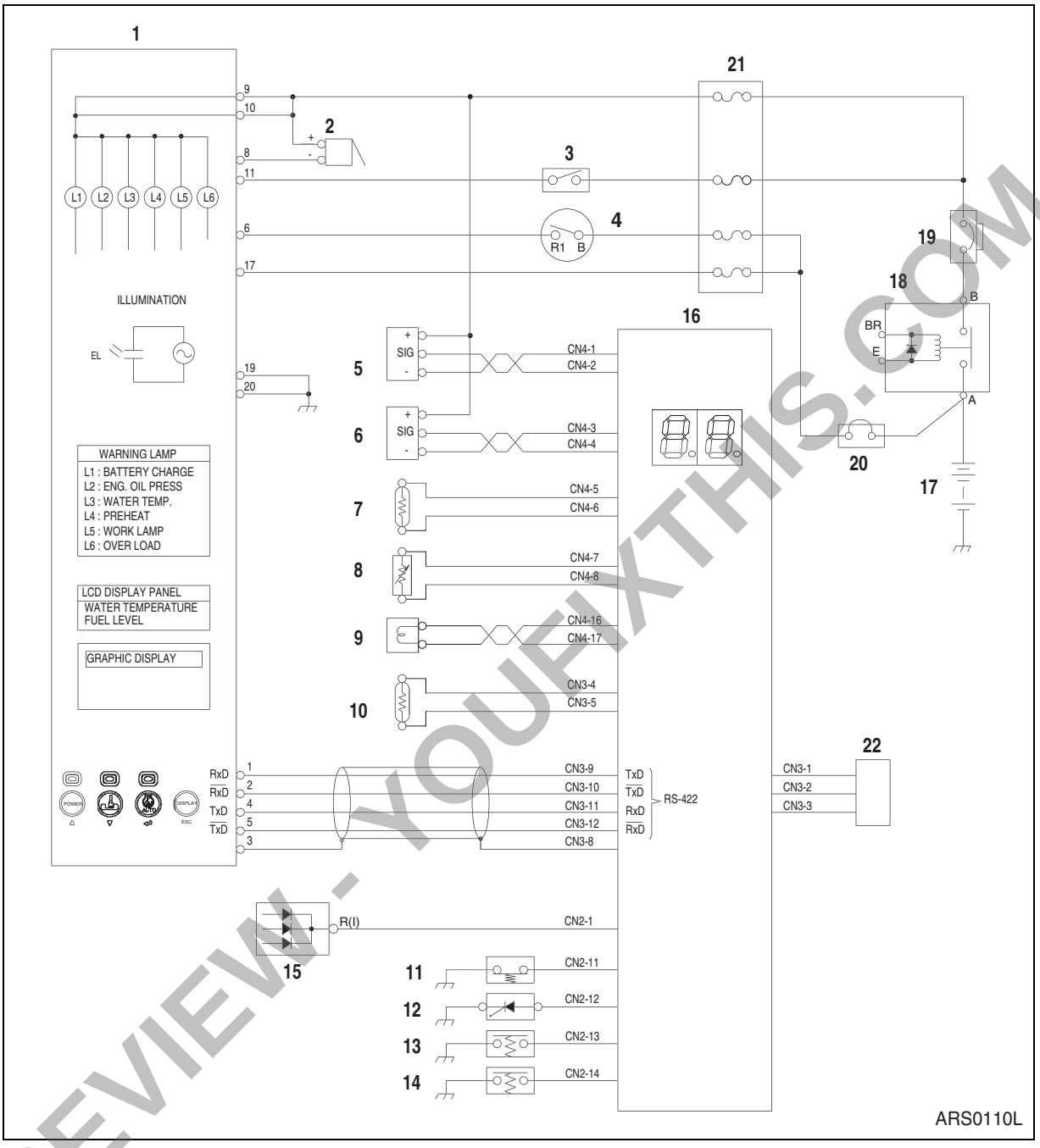


Figure 11

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ENGINE CONTROL CIRCUIT DIAGRAM

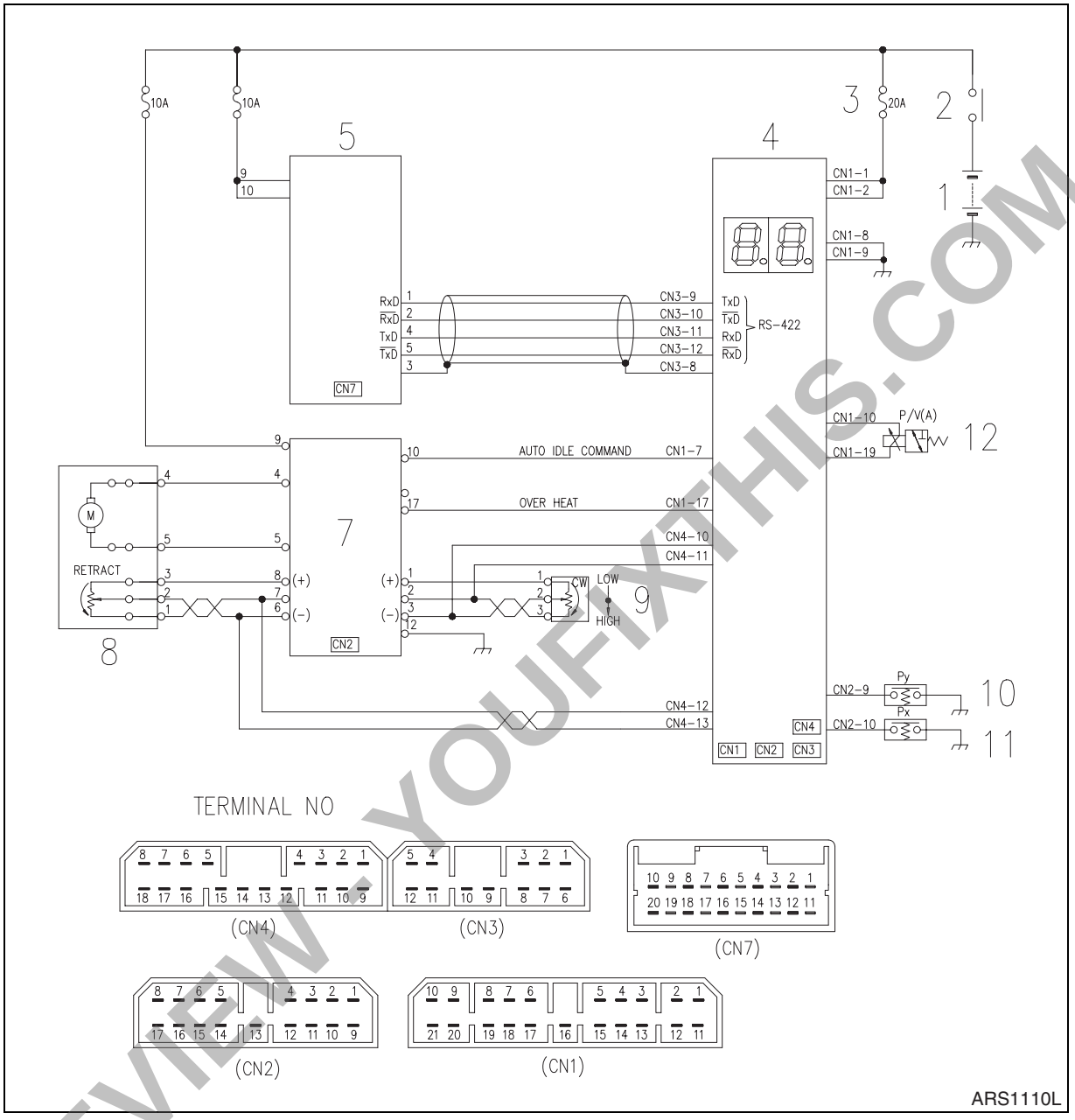


Figure 55

Reference Number	Description
1	Battery
2	Battery Relay
3	Fuse
4	e-EPOS Controller
5	Instrument Panel
6	Engine Speed Sensor

Reference Number	Description
7	Engine Throttle Controller
8	Engine Control Motor
9	Engine Control Dial
10	Pressure Switch (Py Port)
11	Pressure Switch (Px Port)

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