GENERAL SPECIFICATIONS

Shipping Weight	33.1 metric tons (72,973 lbs), includes 10% fuel, boom, 3,200 mm (10’ 6") arm, 1.3 cu. m backhoe bucket and standard shoes.
Operating Weight	Add weight of full fuel tank and operator.
Shipping Weights With Optional Track Shoes	Add 400 kg (1,320 lbs) for 700 mm (28") shoes.
	Add 800 kg (1,984 lbs) for 800 mm (32") shoes.
	Add 1000 kg (2,315 lbs) for 850 mm (34") shoes.
Major Component Weights	Standard Boom 2,719 kg (5,994 lbs)
	3,200 mm (10’ 6") Arm 1,565 kg (3,450 lbs)
	2,600 mm (8’ 5") Arm 960 kg (3,200 lbs)
	4,000 mm (13’ 1") Arm 1,673 kg (3,688 lbs)
	Boom Cylinders 285 kg (628.32 lbs) each
	Arm Cylinder 419 kg (923.74 lbs)
	Bucket Cylinder 269 kg (593.04 lbs)
	Counterweight 6,500 kg (14,330.05 lbs)
	Upper Turntable 14,500 kg (31,967.03 lbs) (With Counterweight)
	Lower - below Swing Bearing 11,550 kg (25,463.39 lbs)
Digging Forces (at Bucket Boost):	
Bucket Cylinder	21,800 kg (48,061 lbs) - (with either 3,200 mm [10’ 6"] or 2,600 mm [8’ 5"] arm)
Arm Cylinder	17,400 kg (38,360 lbs) with 3,200 mm (10’ 6") standard arm
Fuel Tank Capacity	520 liters (137.4 gal)
Hydraulic Reservoir Capacity	235 liters (62 gal)
Bucket Heaped Capacity Range	CECE 1.10 - 1.6 cu. m
	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	600 mm (23.5") - standard
	700 mm (28") - optional
	800 mm (32") - optional
	850 mm (34") - optional
Ground Pressure Ratings:	
Standard 600 mm (23.6") shoe -	0.64 kg/sq cm (9.10 psi)
Optional 700 mm (28.0") shoe -	0.55 kg/sq cm (7.82 psi)
Optional 800 mm (32.0") shoe -	0.49 kg/sq cm (6.97 psi)
Optional 850 mm (34.0") shoe -	0.46 kg/sq cm (6.54 psi)

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GENERAL DESCRIPTION

Schematic(s) presented in this section are laid out on facing pages.

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

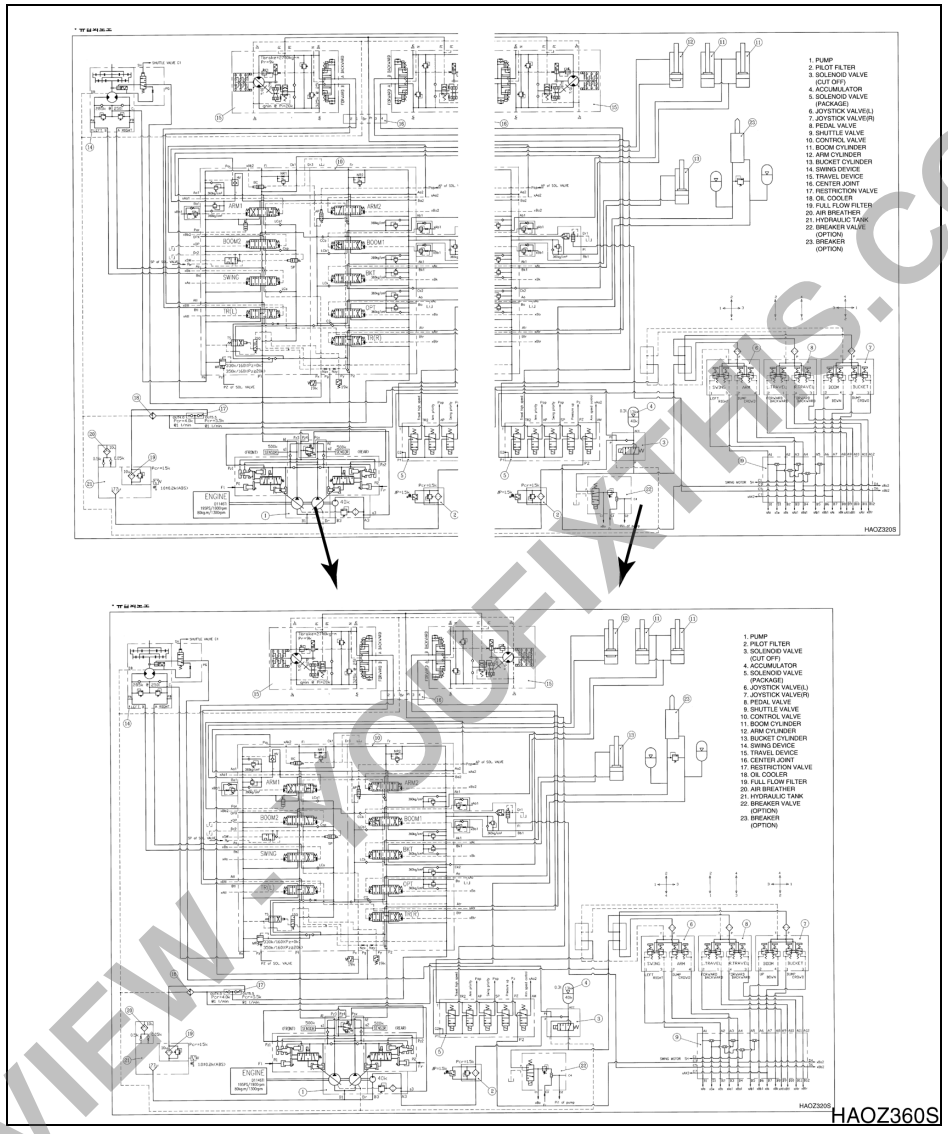


Figure 1

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GENERAL DESCRIPTION

Schematic(s) presented in this section are laid out on facing pages.

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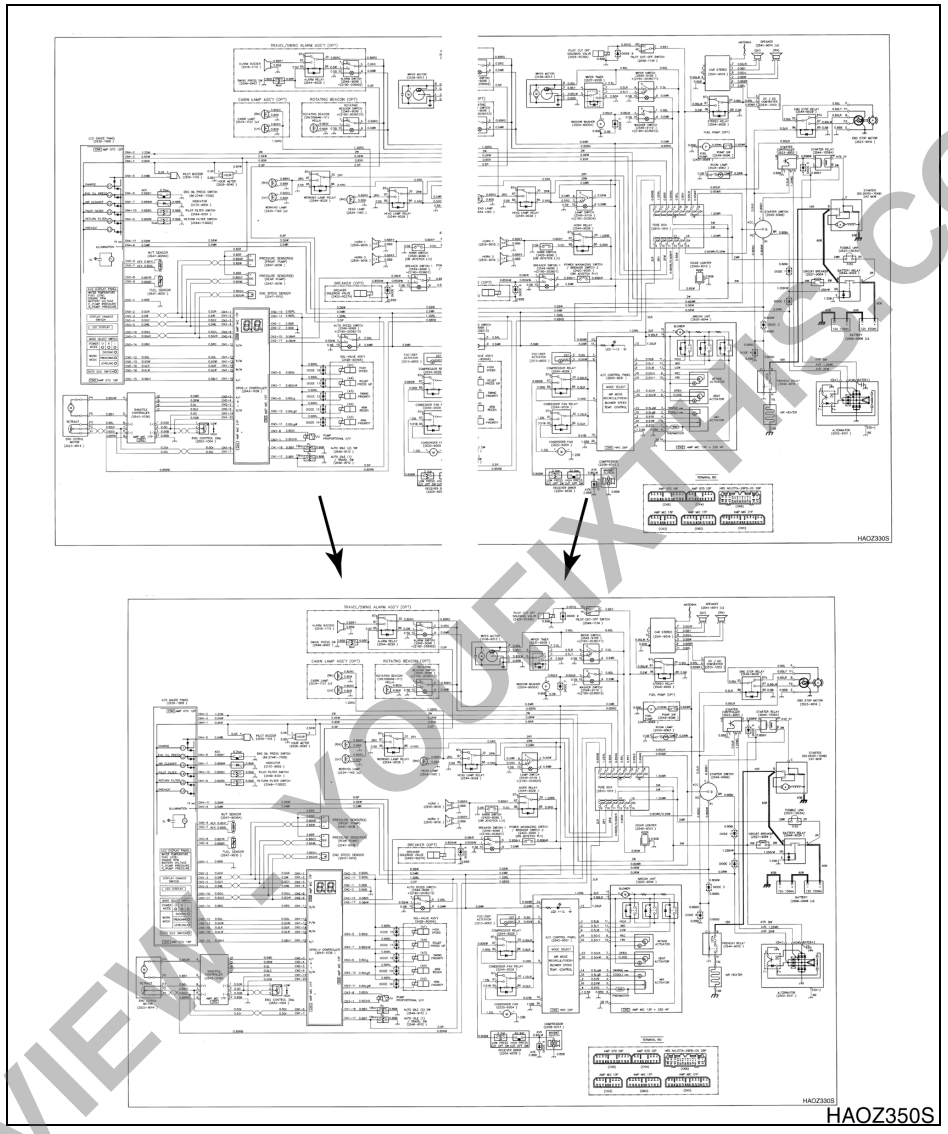


Figure 1

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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 bucket to ground.
3. Shut engine down and remove key from starter switch.

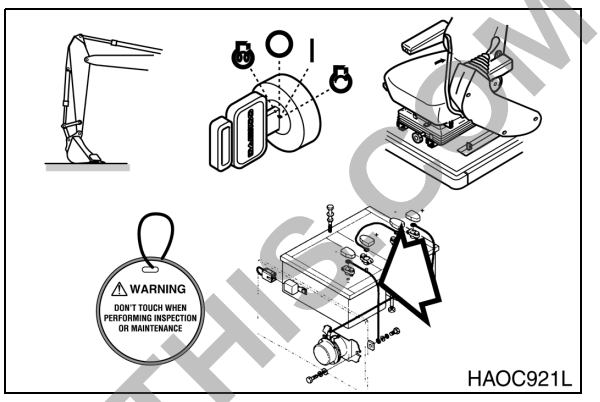


Figure 1

⚠ WARNING!

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

4. Set safety lever on "LOCK" position.
5. Hang maintenance warning tag on controls.
6. Disconnect negative (-) battery cable leading to frame from battery.
7. 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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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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TORQUE VALUES FOR STANDARD METRIC FASTENERS

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

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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TABLE OF CONTENTS

Safety

Track Excavator Safety.....S0102000

Specifications

Specifications for Solar 330LC-V.....S0207000

General Maintenance

General Maintenance Procedures.....S0302000

Standard Torques.....S0309000

Upper Structure

Cab.....S0402000

Counterweight.....S0403000

Fuel Tank.....S0405030

Fuel Transfer Pump.....S0405500

Swing Bearing.....S0407000

Swing Reduction Gearbox.....S0408030

Lower Structure and Chassis

Track Assembly.....S0505090

Engine and Drive Train

Air-Conditioner.....S0605010

Drive Coupling (Main Pump).....S0609000

Hydraulics

Hydraulic System Troubleshooting, Testing and Adjustment.....S0702080

Accumulator.....S0703000

Center Joint (Swivel).....S0704030

Cylinders.....S0705000

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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 220LC-V	0001 and Up
Solar 170LC-V	1001 and Up
Solar 220N-V	1001 and Up
Solar 250LC-V	1001 and Up
Solar 290LC-V	0001 and Up
Solar 330LC-V	1001 and Up
Solar 400LC-V	1001 and Up
Solar 450LC-V	1001 and Up

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DIMENSIONS AND WORKING RANGE

⚠ WARNING!

The actual value for dimension "L" Digging Reach, depends on the stability and support provided by ground conditions. Digging too far underneath the excavator if soil conditions are wet, loose or unstable can collapse ground support, which could cause injury and/or equipment damage.

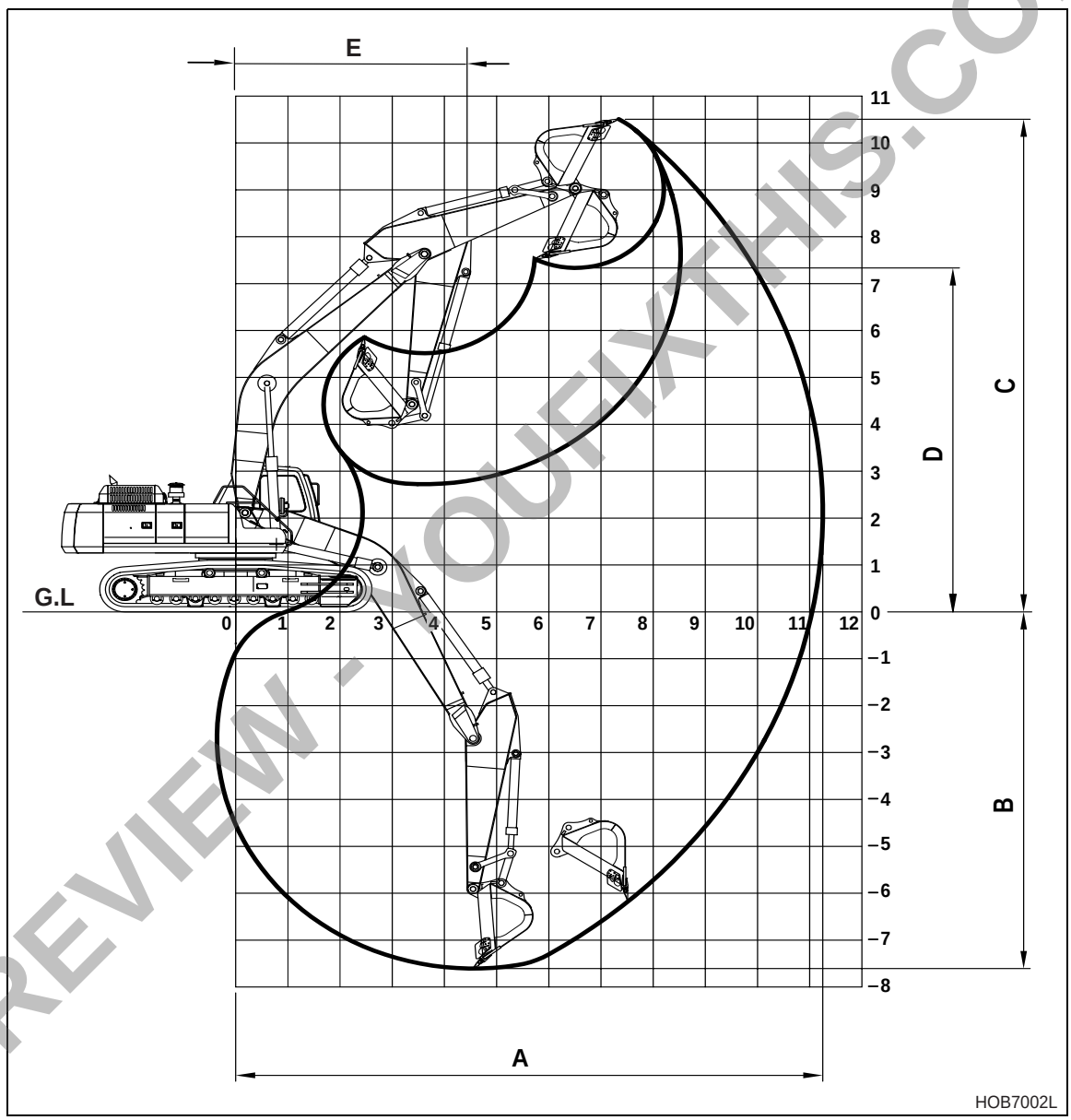


Figure 3

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TYPE 8 PHOSPHATE COATED HARDWARE

This chart provides tightening torque for general purpose applications using original equipment standard hardware as listed in the Parts Manual for the machine involved. **DO NOT SUBSTITUTE**. In most cases, original equipment standard hardware is defined as Type 8, coarse thread bolts and nuts and thru hardened flat washers (Rockwell ``C'' 38-45), all phosphate coated and assembled without supplemental lubrication (as received) condition.

The torques shown below also apply to the following:

1. Phosphate coated bolts used in tapped holes in steel or gray iron.
2. Phosphate coated bolts used with phosphate coated prevailing torque nuts (nuts with distorted threads or plastic inserts).
3. Phosphate coated bolts used with copper plated weld nuts.

Markings on bolt heads or nuts indicate material grade ONLY and are NOT to be used to determine required torque.

NOMINAL THREAD DIAMETER	STANDARD TORQUE ±10%	
	KILOGRAM METER (kg•m)	FOOT POUNDS (ft lbs)
1/4"	1.1	8
5/16"	2.2	16
3/8"	3.9	28
7/16"	6.2	45
1/2"	9.7	70
9/16"	13.8	100
5/8"	19.4	140
3/4"	33.2	240
7/8"	53.9	390
1"	80.2	580
1 - 1/8"	113.4	820
1 - 1/4"	160.4	1160
1 - 3/8"	210.2	1520
1 - 1/2"	279.4	2020
1 - 3/4"	347.1	2510
2	522.8	3780

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INSTALLATION

NOTE: *Be sure to clean or replace fuel strainer/screens prior to installation. These are located in top and bottom of fuel tank and mounted in-line, downstream from fuel filler pump.*

1. Install two 12 mm eye bolts in threaded holes at that bolts (1 and 2, Figure 12) came out of. Using a suitable lifting device, sling eye bolts.
2. Set fuel tank (3, Figure 12) into position. Install four bolts and washers (4) finger tight, to secure tank (3) to frame.

   NOTE: *The clear level gauge on the side of the tank is easily damaged. Be careful of obstacles and wind gusts.*
3. Install shims (5, Figure 12) as needed to prevent tank (3) from rocking or stress from mounting bolts (4).
4. Tighten mounting bolts (4, Figure 12) after shims are installed.

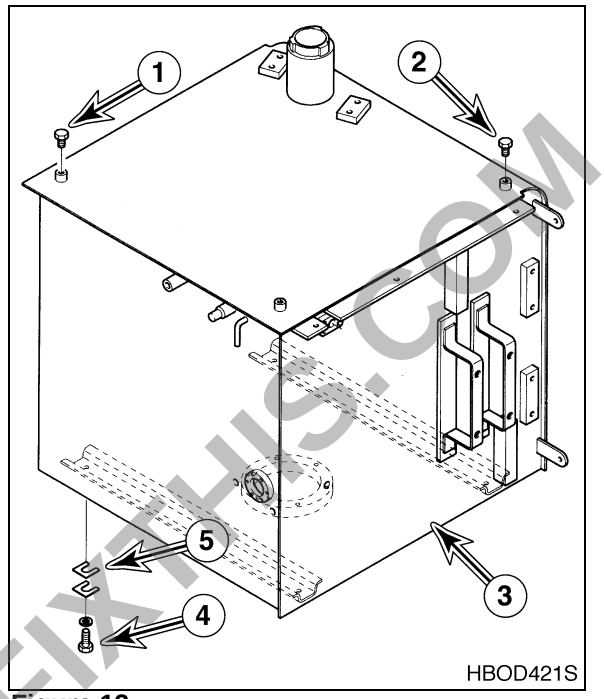


Figure 12

5. Install cover (2, Figure 13) on fuel tank (3) and support (4) with four bolts and washers (1).

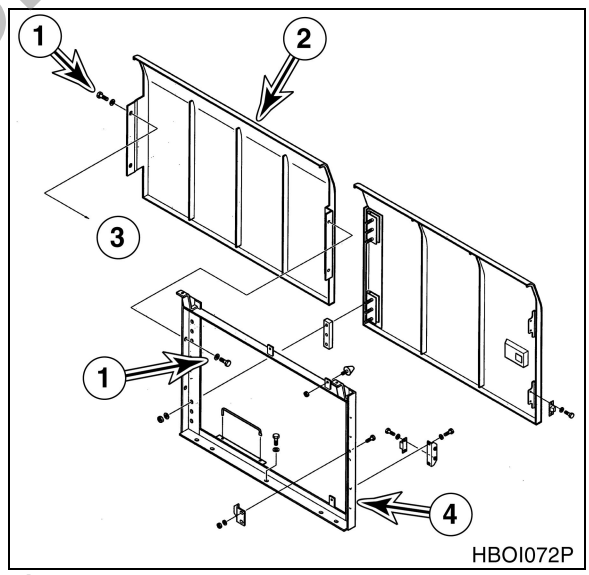


Figure 13

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TRACK ASSEMBLY

⚠ 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 330LC-V	1001 and Up

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AIR DISCHARGE ACCORDING TO PATH SELECTION

Vent

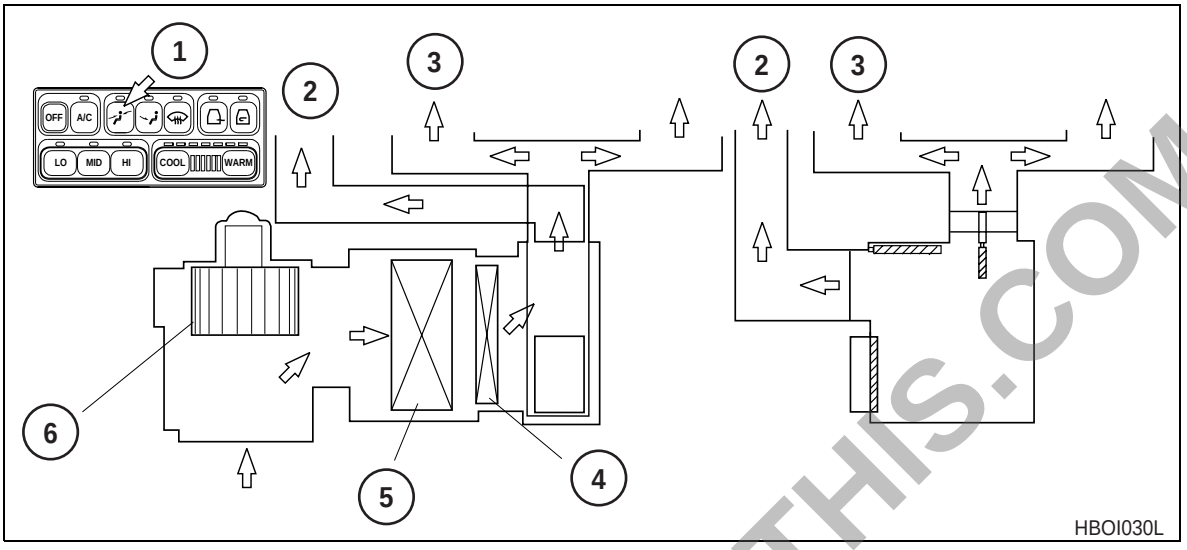


Figure 7

Reference Number	Description
1	Select Switch
2	Side Vent
3	Rear Vent

Reference Number	Description
4	Heater Core
5	Evaporator Core
6	Blower Motor

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HYDRAULIC SYSTEM - GENERAL NOTES

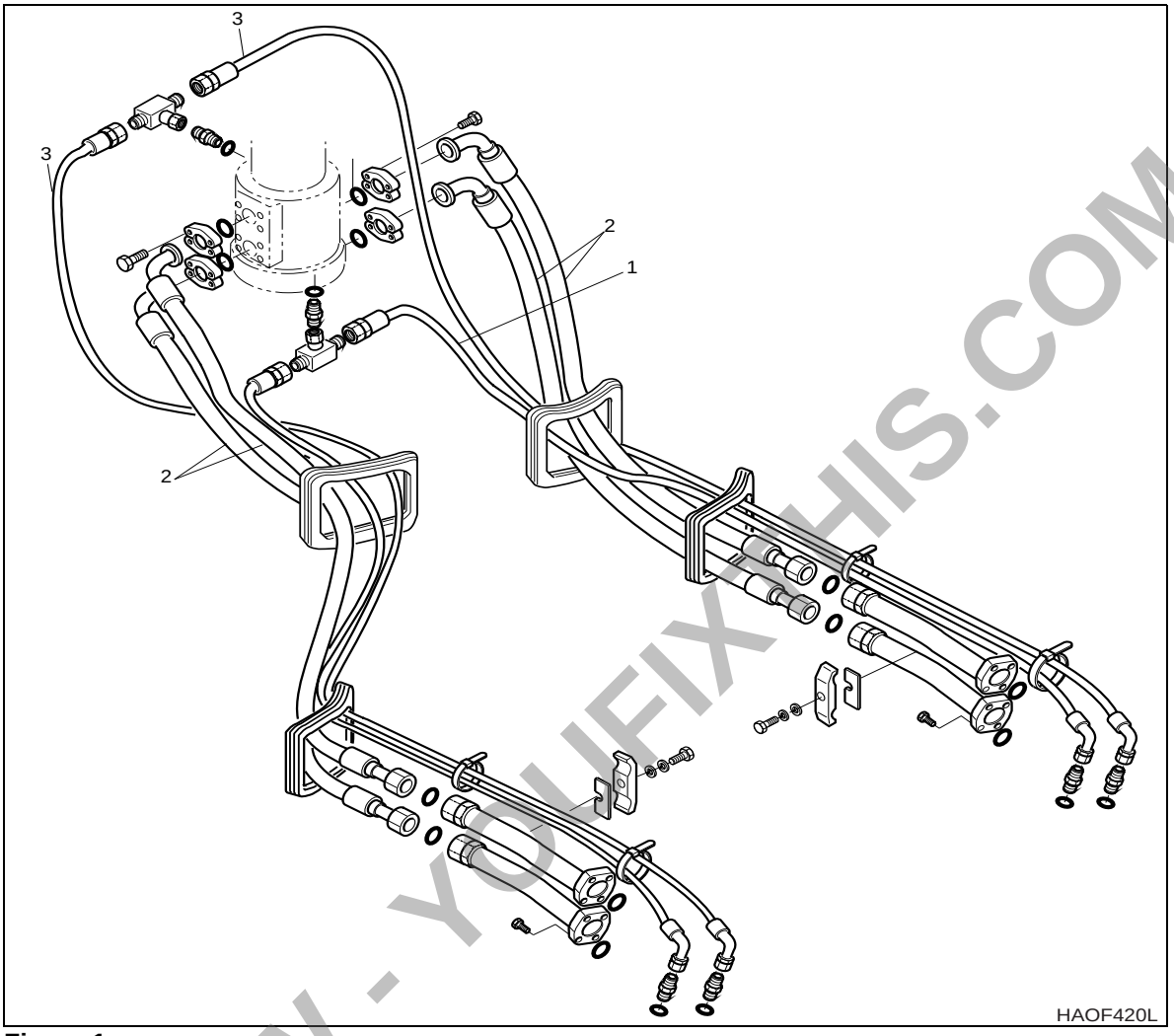


Figure 1

The hydraulic system has several improvements over conventional hydraulic systems - including cross-sensing total horsepower control - to maximize output efficiency.

The system features an electronically controlled output optimization system, which allows the operator to choose between three, distinctly different power modes: high-output/rapid cycling maximum-speed power mode, low fuel consumption/low-noise light duty power mode, and a standard power mode for most types of general operation offering some of the advantages of each of the other two power modes.

Electronic management of hydraulic control valves assists in optimizing the application speed and overall operator control of hydraulic actuators and functions.

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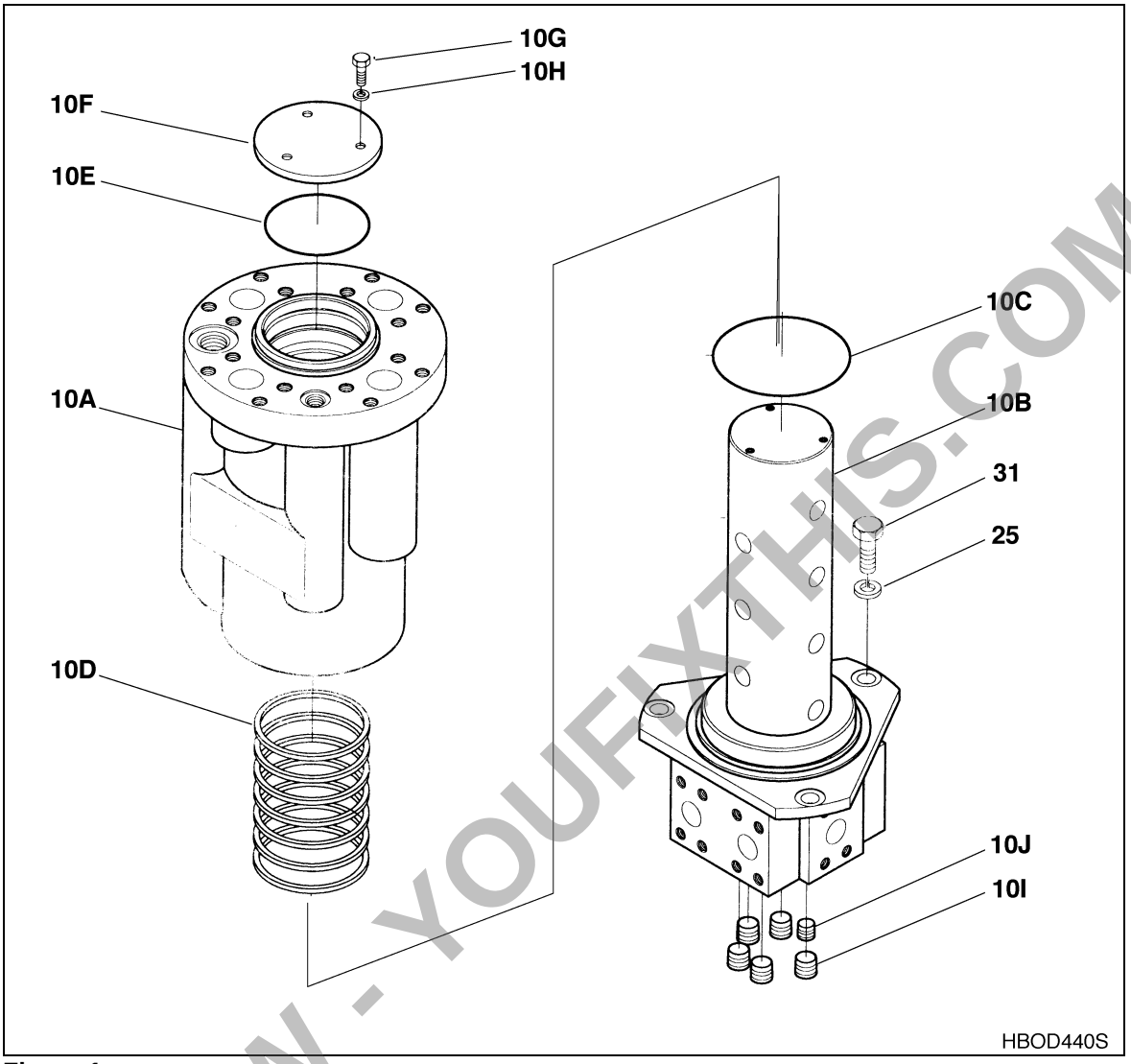


Figure 1

Reference Number	Description
10A	Center Joint Body
10B	Spindle
10C	O-ring
10D	Slipper Seal
10E	O-ring
10F	Cover

Reference Number	Description
10G	Hex Bolt
10H	Spring Washer
10I	Plug
10J	Plug
25	Spring Washer
31	Bolt

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5. Apply some marks with white paint across the joint where the motor cover (23) meets the motor housing (5). This will make it easy to return the cover and housing to their original positions when being assembled.

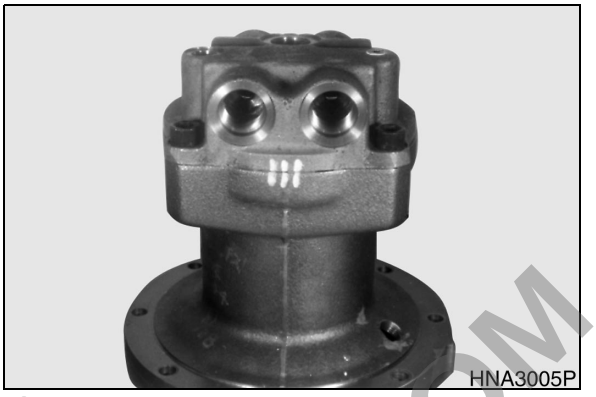


Figure 7

6. Remove the socket head cap screws (32) that hold the motor cover (23) to the motor housing (5).

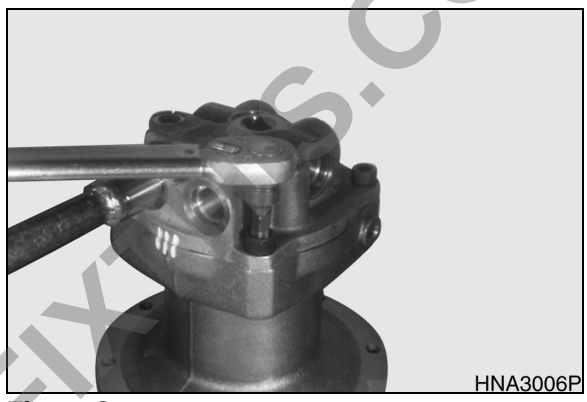


Figure 8

7. Lift the cover (23) off the housing (5). Turn the cover (23) upside-down, and set it on the bench.

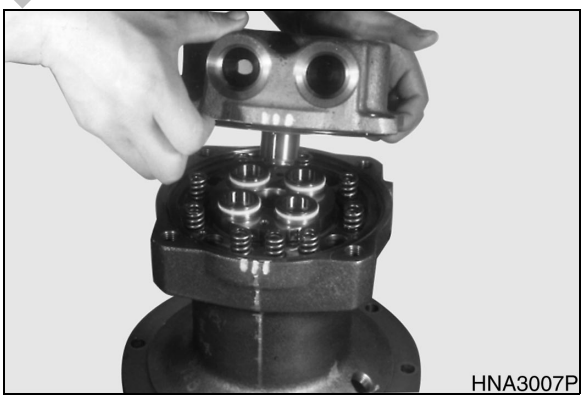
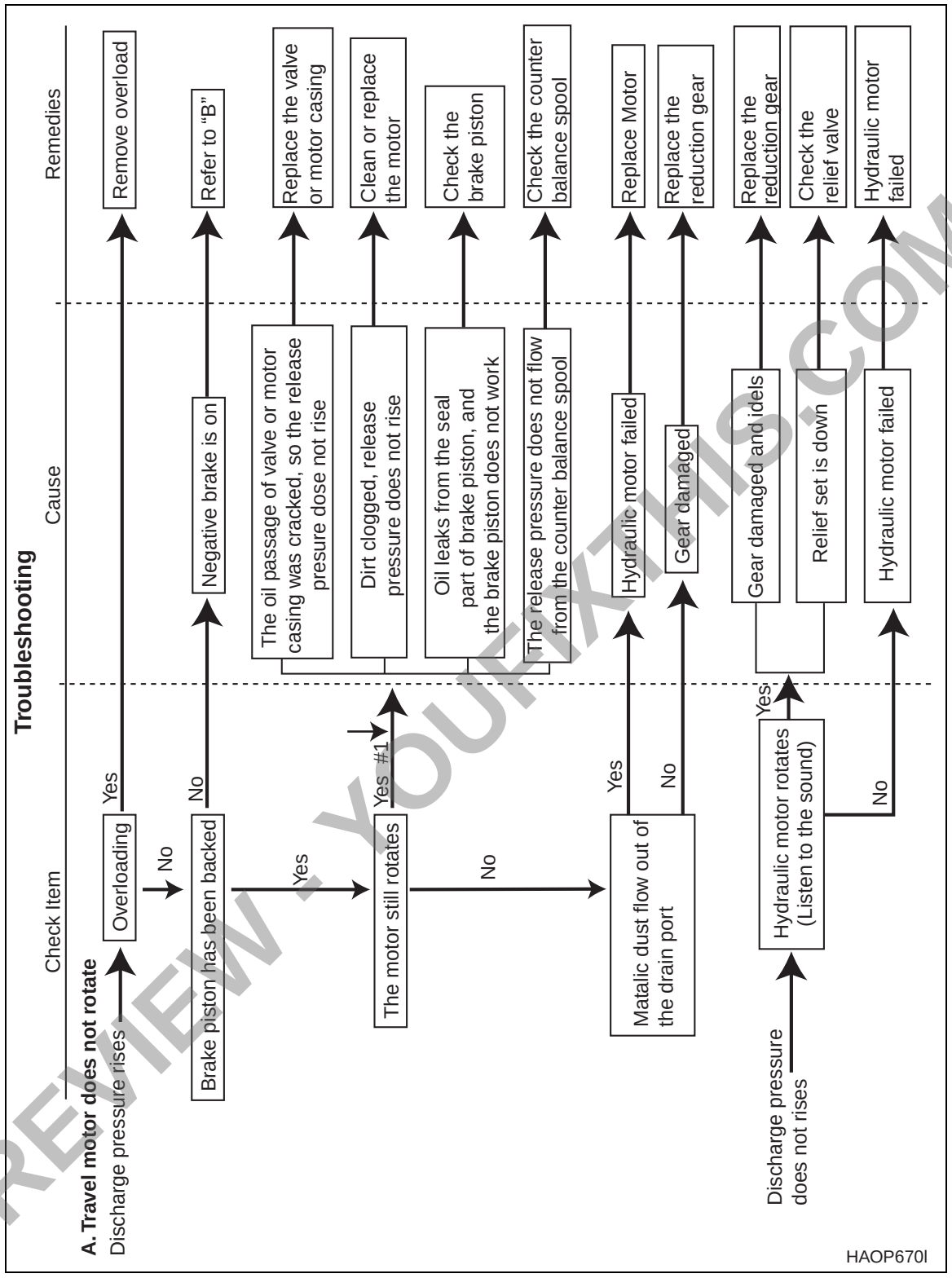


Figure 9

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- The pump cylinder block slides into the valve plate whenever piston stroke is tilted past the "0" swash plate angle, to allow flow of supply oil (input) and positive discharge (output) through the pump.

Main Pump Output: 143.60 cc/rev (8.76 cu. in./rev) (1 pump)

Gear (Pilot) Pump Output: 15 cc/rev (0.92 cu. in./rev)

Pilot Pump Relief Valve: Relief pressure set at 40 kg/sq cm (569 psi).

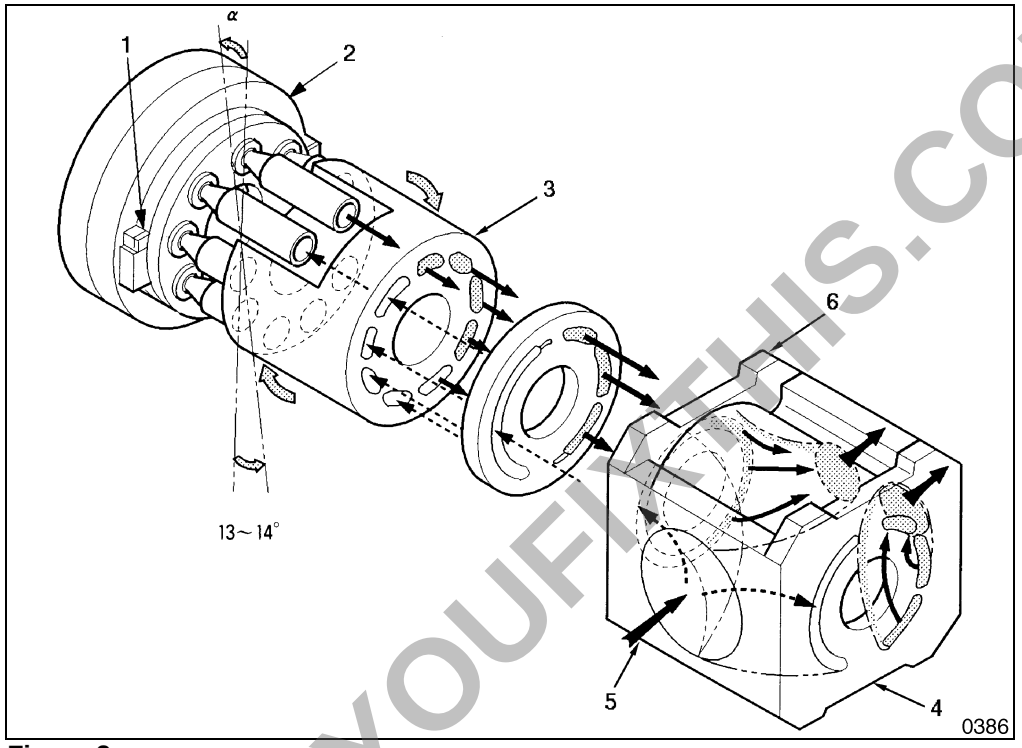


Figure 2

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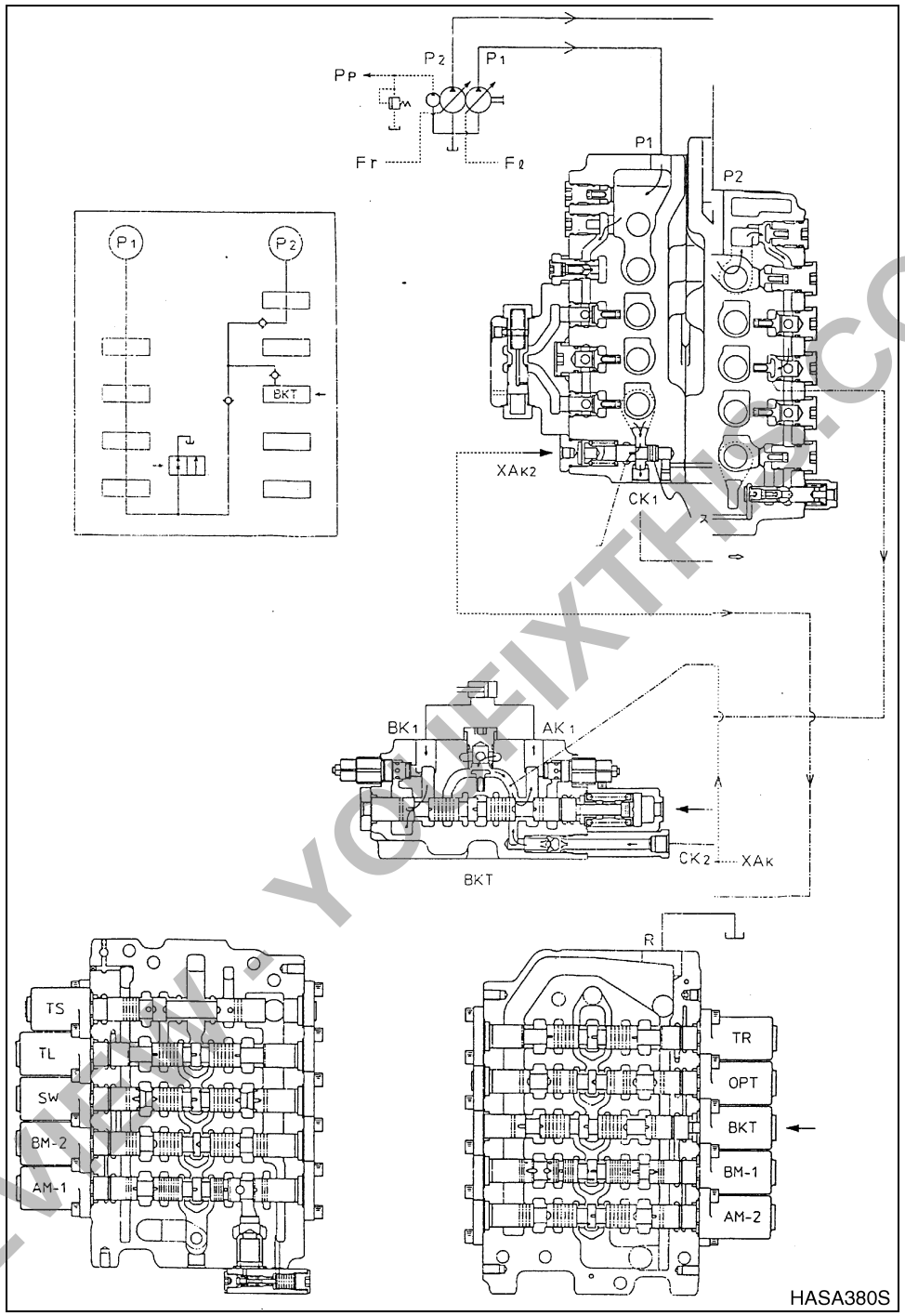


Figure 3

1. Hydraulic oil from the P2 pump flows to the bucket. Oil from the P1 pump and the bucket plunger that controls pilot pressure act simultaneously on the center bypass valve triggering spool CB to send oil from the center bypass through an external line (CK1 => CK2) which opens the bucket pressure check valve and joins with oil flow from the P2 pump.

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5. Plunger (Lower side)

AM-1: Remove cap (7), O-rings, backup spring, spring (8) and check valve (9).

Lower cap hex hole	8.0 mm
Tightening torque	6 kg•m (43 ft lbs)

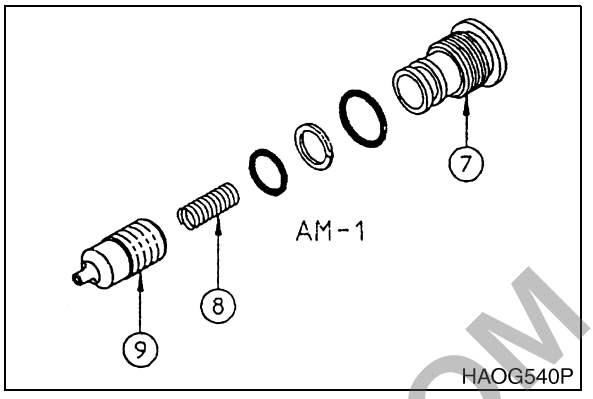


Figure 70

BM-1: Remove cap (7), O-ring, backup spring, sleeve (10), check valve (11) and spring (12).

Lower cap hex hole	8.0 mm
Tightening torque	6 kg•m (43 ft lbs)

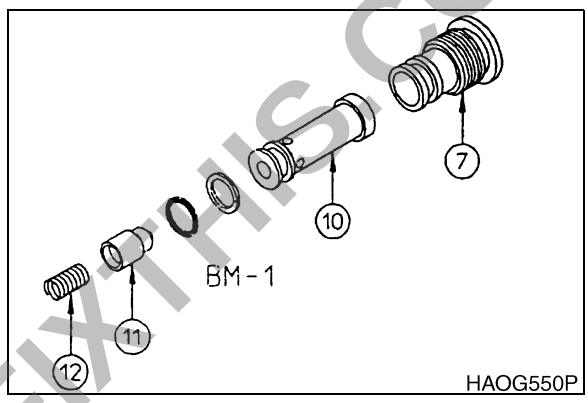


Figure 71

TS: Remove cap (7), O-ring and backup spring.

Lower cap hex hole	8.0 mm
Tightening torque	6 kg•m (43 ft lbs)

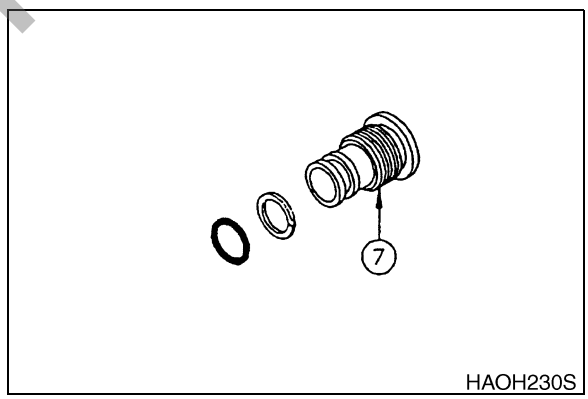


Figure 72

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3. Remove hex nut (5) and plate (23).



Figure 6

4. Detach joint (24) using special tool.

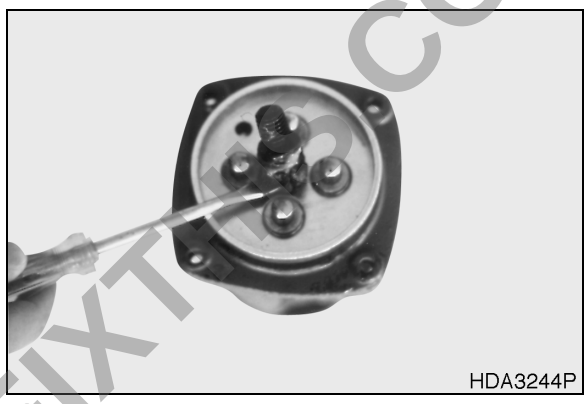


Figure 7

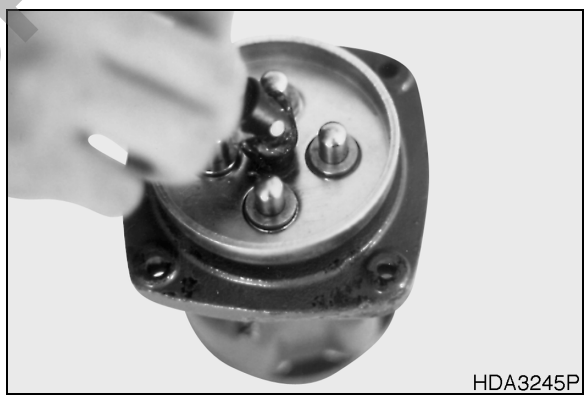


Figure 8

5. Remove plate (23).

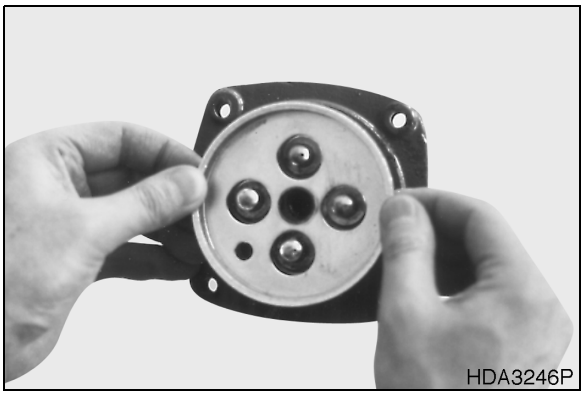


Figure 9

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20. Tighten the allen head bolt (271) to the torque specified in the torque table.

IMPORTANT

Make certain the cover is level before torquing cover down.

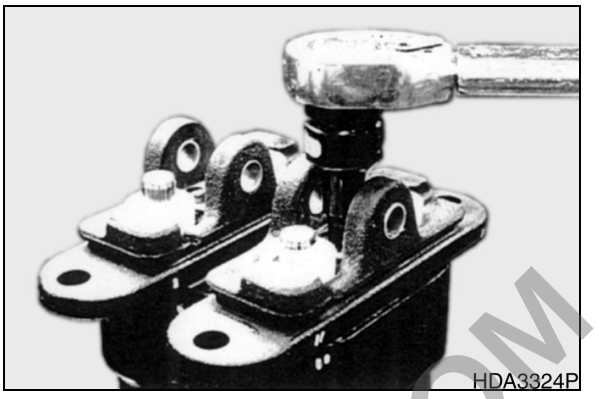


Figure 55

21. Loosely assemble the set screw (471) and lock nut (472) into the cam (420) body.

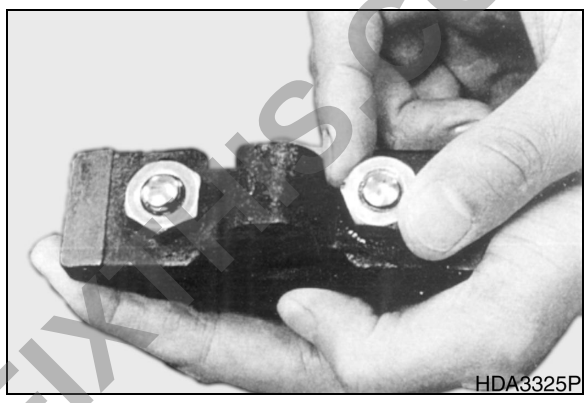


Figure 56

22. Assemble the cam (420) on the cover.

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IMPORTANT

Replace cam to its original location on the cover using the aligning marks made during disassembly as guides.

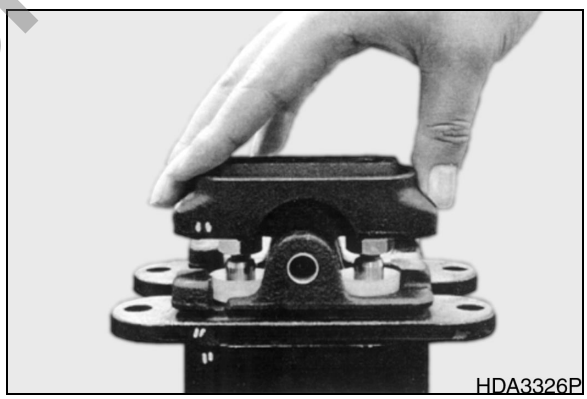


Figure 57

23. Press down on the cam (420), align the holes and push cam shaft into the hole.

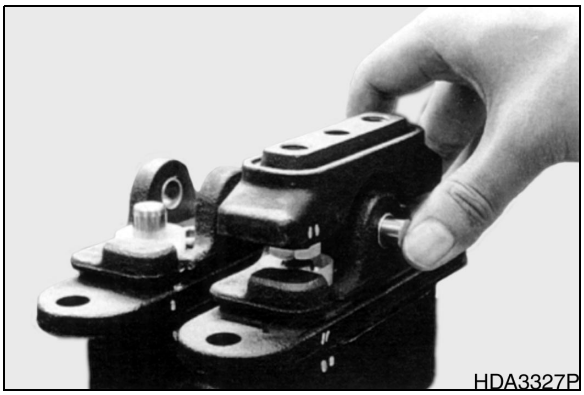


Figure 58

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ENGINE STOP SYSTEM

The engine stop circuit consists of a starter switch (3), engine stop motor (4) and engine stop relay (5). There are two modes of operation - engine running and engine stop.

Operation In Engine Running Mode

When the starter switch (3) is turned to the "ON" position, the contact points ‘30’ and ‘87’ of the engine stop relay (5) are closed due to current flowing from the battery (1) → fusible link (2) → ‘B’ terminal of starter switch (3) → ‘ACC’ terminal of starter switch (3) → ‘86’ terminal of engine stop relay (5) → ‘85’ terminal of engine stop relay (5) → ground.

As a result, the engine stop motor (4) is rotated by the current flow from the battery (1) → fusible link (2) → ‘B’ terminal of the engine stop motor (4) → ‘P2’ terminal of engine stop motor (4) → ‘87’ terminal of engine stop relay (5) → ‘30’ terminal of the engine stop relay (5) → ‘A’ terminal of engine stop motor (4) → ‘E’ terminal of engine stop motor (4) → ground. The engine stop motor opens (pushes) the fuel shut off lever of the fuel injection pump and the system is in the running mode. The engine stop motor rotates 180° and comes to a stop due to the cam switch which shuts off the current to the motor.

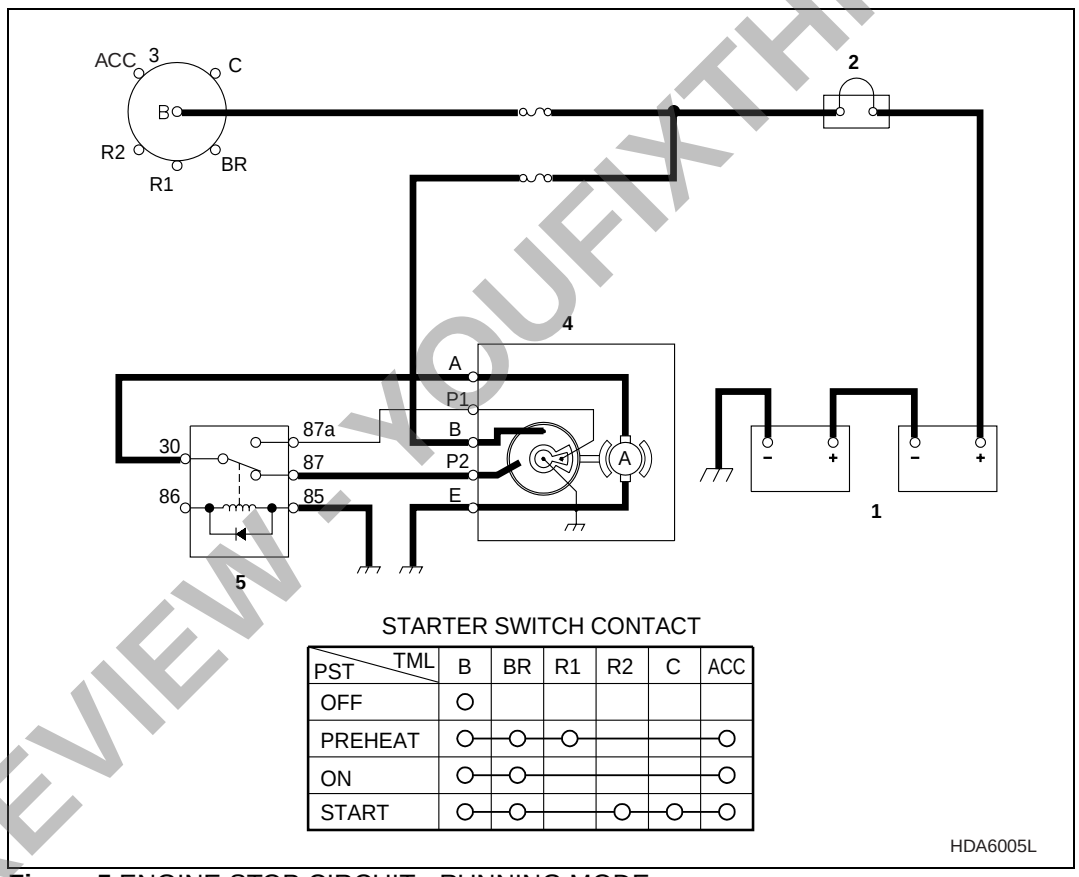


Figure 5 ENGINE STOP CIRCUIT - RUNNING MODE

Reference Number	Description
1	Battery
2	Fusible Link
3	Starter Switch

Reference Number	Description
4	Engine Stop Motor
5	Engine Stop Relay

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AUTOMATIC TRAVEL SPEED CONTROL

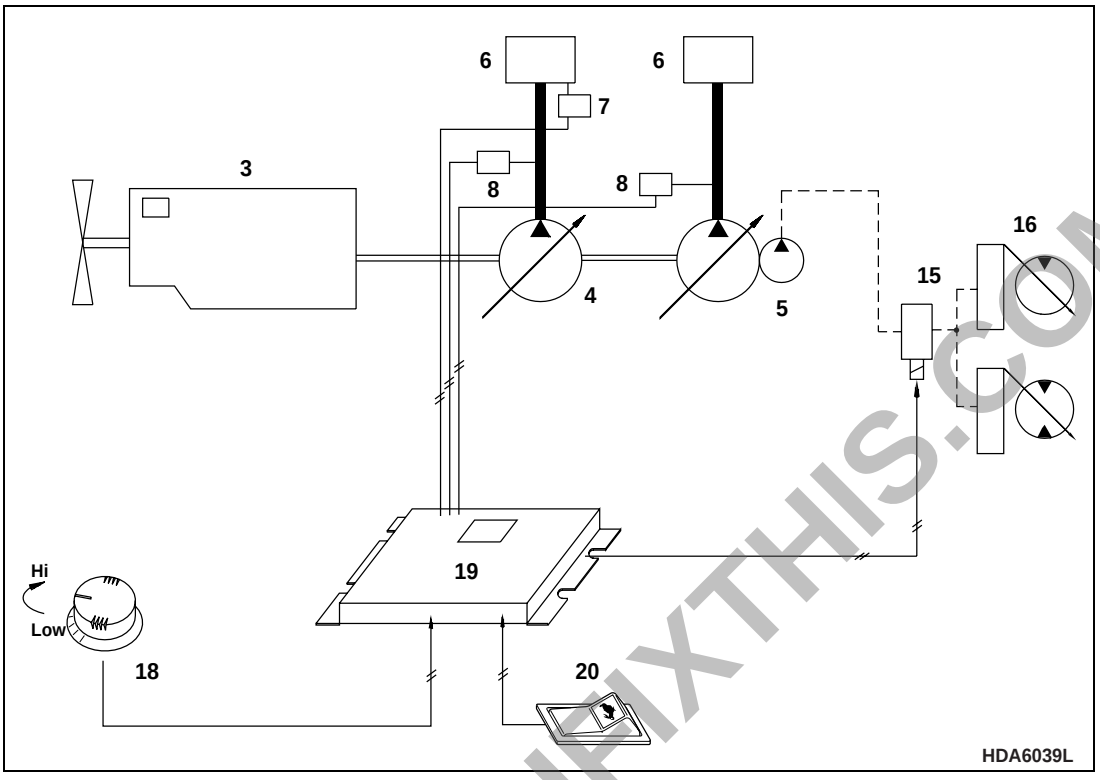


Figure 36

Reference Number	Description
3	Engine
4	Main Pump
6	Control Valve
7	Pressure Switch
8	Pump Pressure Sensor
15	Solenoid Valve (Travel II - Speed)

Reference Number	Description
16	Travel Motor
18	Engine Control Dial
19	EPOS-V Controller
20	Selection Switch For Automatic Travel

If the automatic travel speed control switch is set to the ‘OFF’ position, the travel motor will run in the I-speed (low speed) range. If the selection switch is set to the ‘ON’ position, the EPOS-V controller will monitor the main pump discharge pressure and automatically select the ‘ON - OFF’ state of the II - speed travel solenoid valve based on the travel load. The travel speed is changed between the I-speed and the II-speed mode.

The travel load is monitored by the two pressure sensors located in the discharge lines of the front and rear pumps. When the travel load is high (pressure over 270 kg/sq cm) the solenoid valve is turned ‘OFF’ and I-speed (low) is selected. In the case when the travel load is low (pressure under 130 kg/sq cm), the solenoid valve will is turned ‘ON’ and the II-speed will be selected. But, if the engine speed control switch dial is set below approximately 1400 rpm, the travel speed will be set to I-speed mode.

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