GENERAL SPECIFICATIONS

SOLAR 55-V Plus (S/N 1001 thru 1200, 31201 thru 32135)						
Weight			5,500 kg (12,125 lb)			
Bucket Capacity (PCSA/CECE)			0.175 m^3/ 0.15 m^3			
Bucket width			700 mm (27.56 in)			
Engine	Manufacturer and Model No.		YANMAR 4TNE94			
	Displacement		2,766 cc (169 in^3)			
	Rated output		54 ps (53.26 hp) @ 2,200 rpm			
	Torque		18.5 kg•m (134 ft lb) @ 1,400 rpm			
Working range	Maximum digging depth		3,800 mm (12' 6")			
	Maximum vertical digging depth		3,070 mm (10' 1")			
	Maximum digging height		5,745 mm (18' 10")			
	Maximum dump height		4,050 mm (13' 3")			
	Maximum digging radius		6,150 mm (20' 2")			
	Minimum turning radius		Forward 2,375 mm (7' 10") Reward 1,650 mm (5' 5")			
	Boom swing angle		80° (left), 50° (right)			
Performance	Travel speed		2.4 km/h (1.49 MPH) / 3.8 km/h (2.36 MPH)			
	Swing speed		9.0 rpm			
	Gradeability		35°			
	Maximum breakout force		3,800 kg (8,378 lb)			
Main data	Overall length		5,850 mm (19' 2").			
	Overall width		1,885 mm (6' 2")			
	Overall height		2,575 mm (8' 5").			
	Blade	Width x Height (option)	1,880 x 350 mm (6' 2" x 1' 2")			
		Lowest road clearance	350 mm (13.78 in)			
Travel system	Traction force		4,400 kg (9,700 lb)			
	Travel motor type		Piston motor			
	Shoe	Construction	Steel structure			
		Adjusting method	Grease cylinder type			
Hydraulic pressure	Pump type		Variable piston pump + gear pump			
	Main pressure; kg/cm^2 (psi)		P1	P2	P3	P3
			210 (2,987)	210 (2,987)	210 (2,987)	30 (427)
	Delivery; liter/min (gpm)		55 (14.53)	55 (14.53)	35.6 (9.41)	9.9 (2.62)
	Hydraulic oil capacity		90 liters (24 U.S. gal.)			
Others	Engine oil capacity		Minimum 6 liters (1.58 U.S. gal.) Maximum 8 liters (2.11 U.S. gal.)			
	Fuel tank capacity		115 liters (30 U.S. gal.)			
	Coolant capacity		10 liters (2.64 U.S. gal.)			

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⚠ CAUTION!

Observe the following safety precautions:

1. **Use extra caution and adequate safety shielding when welding near fuel and oil tanks, batteries, hydraulic piping lines or other fire hazards.**
2. **Never weld when the engine is running. Battery cables must be disconnected before the welding procedure is started.**
3. **Never weld on a wet or damp surface. The presence of moisture causes hydrogen embrittlement and structural weakening of the weld.**
4. **If welding procedures are being performed near cylinder rods, operator's cab window areas or any other assemblies that could be damaged by weld spatters, use adequate shielding protection in front of the assembly.**
5. **During equipment setup, always attach ground cables directly to the area or component being welded to prevent arcing through bearings, bushings, or spacers.**
6. **Always use correct welding rods for the type of weld being performed and observe recommended precautions and time constraints. AWS Class E7018 welding rods for low alloy to medium carbon steel must be used within two hours after removal from a freshly opened container. Class E11018G welding rods for T-1 and other higher strength steel must be used within 1/2 hour.**

HYDRAULIC SYSTEM - GENERAL PRECAUTIONS

Always maintain oil level in the system at recommended levels. Assemblies that operate under heavy loads, at high speed, with extremely precise dimensional tolerances between moving parts - pistons and cylinders, or shoes and swash plates, for example - can be severely damaged if oil supply runs dry.

Assemblies can be run dry and damaged severely in a very short time when piping or hoses are disconnected to repair leaks and/or replace damaged components. Hoses that are inadvertently switched during disassembly (inlet for outlet and vice versa), air introduced into the system or assemblies that are low on oil due to neglect or careless maintenance, could all produce sufficient fluid loss to cause damage.

When starting the engine (particularly after long layoff or storage intervals), make sure that all hydraulic controls and operating circuits are in neutral, or "OFF." That will prevent pumps or other components that may be temporarily oil-starved from being run under a load.

Replacement of any hydraulic system component could require thorough cleaning, flushing, and some amount of prefilling with fresh, clean oil if the protective seal on replacement parts has obviously been broken or if seal integrity may have been compromised. When protective seals are removed before installation and reassembly, inspect all replacement parts carefully, before they are installed. If the replacement part is bone dry (with no trace of factory prelube) or has been contaminated by dirt or by questionable oils, flushing and prefilling with clean hydraulic fluid is recommended.

Vibration, irregular or difficult movement or unusual noise from any part of the hydraulic system could be an indication of air in the system (and many other types of problems). As a general precaution (and to help minimize the risk of potential long-term damage), allow the engine to run at no-load idle speed immediately after initial start-up. Hydraulic fluid will circulate, releasing any air that may have been trapped in the system before load demands are imposed.

A daily walk-around prestart equipment safety inspection, including a quick visual scan for any exterior evidence of leaking hydraulic fluid, can help extend the service life of system components.

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General Description..... 3
Solar 55-V PLUS (S/N 1001 thru 1200, 31201 thru 32135) 4
Solar 55-V PLUS (S/N 32136 and Up) 6

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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.

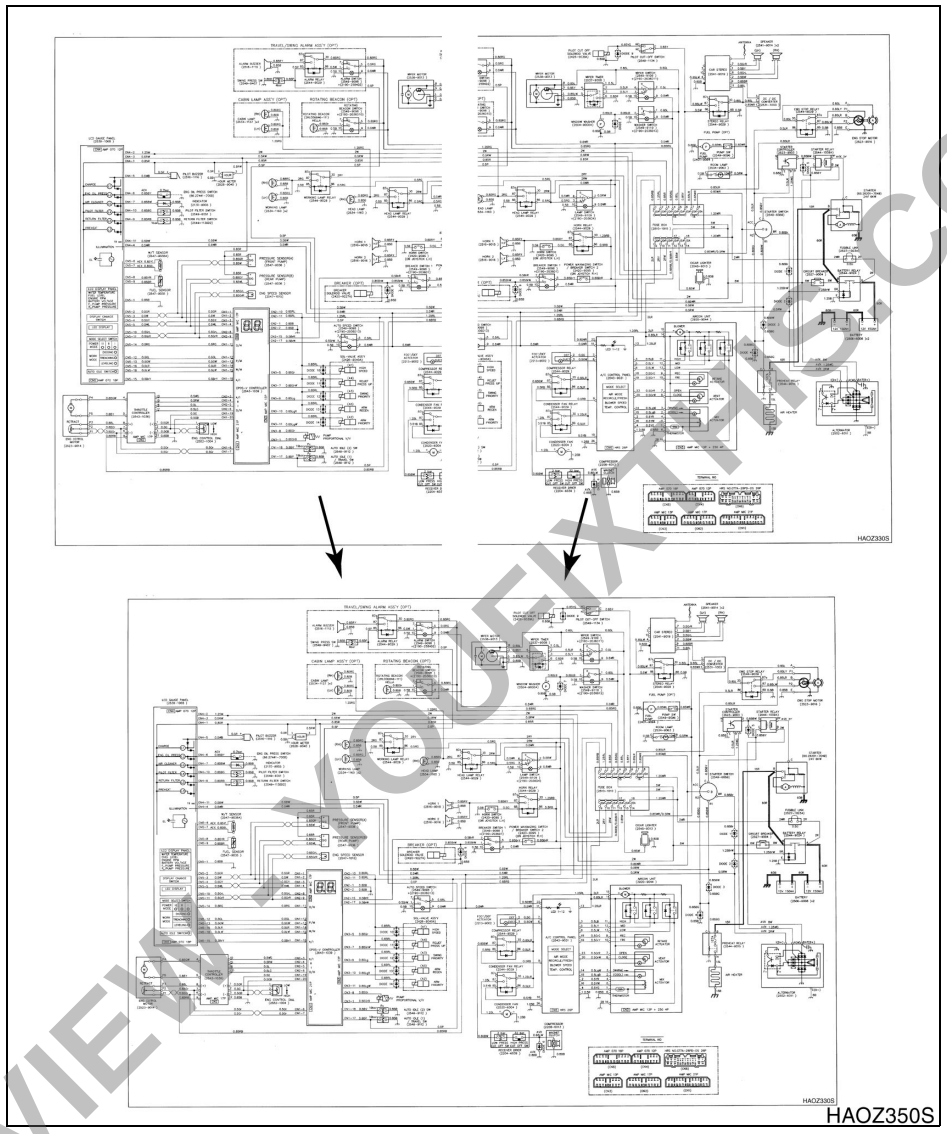


Figure 1

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Reference Number	Description
1	Frame, Track
2	Cover
3	Cover
4	Bolt
5	Washer, Spring
6	Washer, Plain
7	Cover
8	Bolt
9	Washer, Spring
10	Washer, Plain
11	Travel Device
12	Bolt
13	Washer, Spring
14	Sprocket
15	Bolt
16	Washer, Spring
17	Track Chain and Shoe Assembly

Reference Number	Description
18	Roller, Track
19	Nut, Cap
20	Washer, Spring
21	Washer, Plain
22	Idler Assembly
23	Cylinder Assembly, Adjustment
24	Yoke
25	Plate, Guide
26	Bolt
27	Washer, Spring
28	Washer, Plain
29	Packing
30	Cover, Grease
31	Bolt
32	Washer, Spring
33	Bearing, Swing
34	Bolt

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7. As a rule, once any type of seal is disassembled it should be replaced with a new one even if it shows no signs of damage. You should have a new ready when disassembling.

8. The photographs and drawings contained in the manual are of representative models. Disassembly procedure is however not affected even if the product you are using differs in part.

DISASSEMBLY PROCEDURE

Washing GM motor.

1. Fasten the eyebolts to spindle (2).

   NOTE: *Fasten the 2 eyebolts in fIne screw holes for mounting the spindle so they are positioned symmetrically.*

2. Hook the wire in the eyebolts, hoist the GM motor with a crane and carry to the washing tank.

3. Wash each part of the GM motor with a brush.

   NOTE: *Earth and sand get in the clearance between hub (1) and spindle (2) (floating seal mounting section). Be sure to wash this part with special care.*



Figure 27



Figure 28

GM Motor Installation

1. Set the GM motor on a workbench.

   NOTE: *While matching the screw holes of hub (1) and screw holes of the workbench, carefully place the travel motor in the mounting holes of the workbench.*

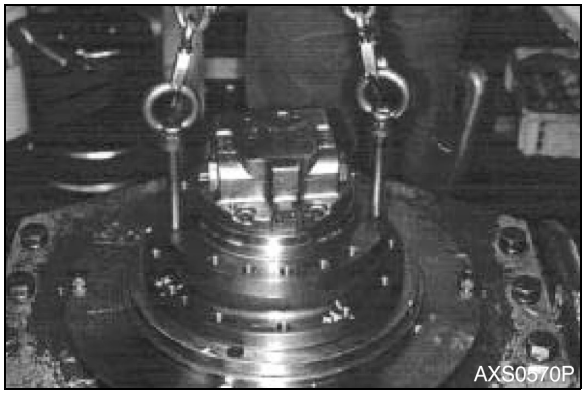


Figure 29

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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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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 55-V PLUS	1001 and Up
Solar 75-V PLUS	1001 and Up

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Electrical System

Electrical System S0802085K
Electrical Schematic (Solar 55-V PLUS)..... S0892095K

Attachments

Bucket.....S0904000

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SPECIFICATIONS FOR SOLAR 55-V PLUS

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MODEL	SERIAL NUMBER RANGE
Solar 55-V PLUS	1001 and Up

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TORQUE VALUES FOR SPLIT FLANGES

The following chart provides the tightening torques for split flange connections used in hydraulic systems. Split flanges and fitting shoulders should fit squarely. Install all bolts, finger tight and then torque evenly.

NOTE: *Over torquing bolts will damage the flanges and/or bolts, which may cause leakage.*

FLANGE SIZE (*)	BOLT SIZE	BOLT TORQUE	
		KILOGRAM METER (kg•m)	FOOT POUNDS (ft lb)
1/2"	5/16"	2.1 - 2.5	15 - 18
3/4"	3/8"	3.0 - 3.7	22 - 27
1"	3/8"	3.7 - 4.8	27 - 35
1 - 1/4"	7/16"	4.8 - 6.2	35 - 45
1 - 1/2"	1/2"	6.4 - 8.0	46 - 58
2"	1/2"	7.6 - 9.0	55 - 65
2 - 1/2"	1/2"	10.9 - 12.6	79 - 91
3"	5/8"	19.1 - 20.7	138 - 150
3 - 1/2"	5/8"	16.2 - 18.4	117 - 133

(*) - Inside diameter of flange on end of hydraulic tube or hose fitting.

NOTE: *Values stated in chart are for Standard Pressure Series (Code 61) Split Flanges.*

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REFRIGERANT RECOVERY

Reference Number	Description
1	To Compressor
2	Low-pressure Side
3	High-pressure Side
4	From Receiver
5	Refrigerant Recovery Tank

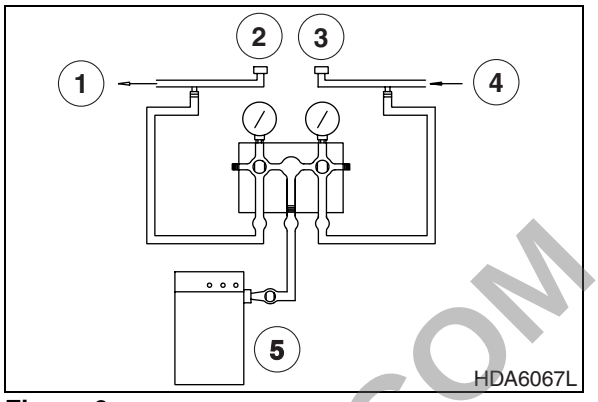


Figure 6

1. Attach the manifold gauges and the refrigerant recovery unit to the refrigerant lines as shown.

   NOTE: *Be careful not to switch the connections for the low and high-pressure valves.*

2. Open the high-pressure valve slowly to release the refrigerant to the recovery unit.

   NOTE: *Open the valve slowly, while checking to see that refrigerant is not leaking out.*

3. When the manifold gauge dial falls below 3.5 kg/cm^2 (50 psi), slowly open the low-pressure valve.

4. Open both the high and low-pressure valves slowly until the manifold gauge dials indicates 0 kg/cm^2 (0 psi).

VACUUMING REFRIGERANT SYSTEM

Reference Number	Description
1	To Compressor
2	Low-pressure Side
3	High-pressure Side
4	From Receiver
5	Vacuum Pump

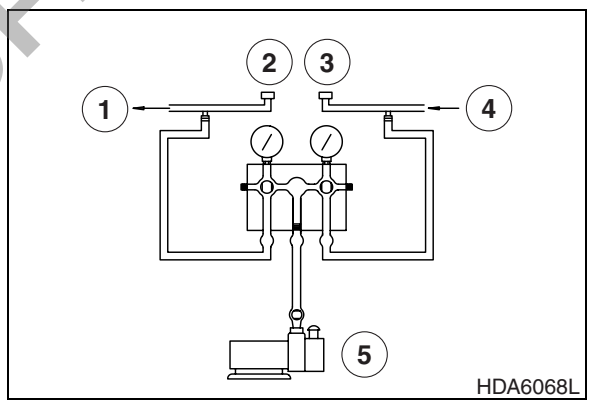


Figure 7

1. Vacuuming Procedure;

   NOTE: *When the A/C system has been exposed to the air, it must be vacuumed out. Perform vacuum process for 30 minutes for complete moisture and air evacuation.*

   A. Attach the manifold gauges and vacuum pump to the refrigerant system as shown.

   B. Turn on the vacuum pump and open both valves.

   C. When the low-pressure gauge shows approximately 710 mmHg, close both valves and turn off vacuum pump.

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MODEL	CYLINDER	$\phi A^{+0.2}_{+0.1}$	$B^{+0.2}_{+0.1}$	MODEL (CYLINDER)
S55-V	ARM	85 mm (3.35 in)	32 mm (1.26 in)	S55W-V (ARM)
	BOOM	110 mm (4.33 in)	21.5 mm (0.85 in)	S55-V (BOOM (OP)) S55W-V (BOOM)
	SWING	80 mm (3.15 in)	30 mm (1.18 in)	S55W-V (BUCKET, SWING) S55-V PLUS (BUCKET) MEGA 300-III (P/S)
	DOZER	100 mm (3.94 in)	18 mm (0.71 in)	S55W-V (DOZER)
S55-V PLUS	ARM	90 mm (3.54 in)	27 mm (1.06 in)	
	BOOM	115 mm (4.53 in)	20 mm (0.79 in)	
S70-III	BUCKET	85 mm (3.35 in)	28.5 mm (1.12 in)	S55-V (ARM) S80W-II (BUCKET, DOZER)
S75-V	BOOM	115 mm (4.53 in)	25 mm (0.90 in)	
	ARM	95 mm (3.74 in)	23.5 mm (0.92 in)	
	BUCKET	85 mm (3.35 in)	23 mm (0.90 in)	
	SWING	110 mm (4.33 in)	31.5 mm (1.24 in)	
S130LC-V S140LC-V	ARM	115 mm (4.53 in)	28.5 mm (1.12 in)	S170W-V (BOOM) S180W-V (BOOM) S210W-V (BUCKET) S220LC-V (BUCKET) S220LL (BUCKET (HEEL)) S225LC-V (BUCKET) S225NLC-V (BUCKET)
S220LC-V	BOOM	120 mm (4.72 in)	28.5 mm (1.12 in)	S220N-V (BUCKET (OP)) S225LC-V (BOOM) S225NLC-V (BUCKET (OP)) S225NLC-V (BOOM)
S220LL	ARM (STICK)	165 mm (6.50 in)	34.5 mm (1.36 in)	S400LC-V (BOOM) S420LC-V (BOOM)
S250LC-V	ARM	140 mm (5.51 in)	28.5 mm (1.12 in)	S220LL (BOOM (HOIST)) S255LC-V (ARM) S290-V (BOOM, BUCKET, S/BUCKET) S300LC-V (BOOM, BUCKET. S/BUCKET)
	BOOM	130 mm (5.12 in)	28.5 mm (1.12 in)	S250LC-V (BUCKET) S255LC-V (BOOM, BUCKET)
S290LC-V	ARM	150 mm (5.91 in)	28.5 mm (1.12 in)	S290LL (BOOM (HOIST), BUCKET (HEEL)) S290LC-V (S/ARM) S300LC-V (ARM, S/ARM) S340LC-V (BOOM, BUCKET, BUCKET (OP)) S360LC-V (BOOM, BUCKET, BUCKET (OP)) S370LC-V (BOOM, BUCKET, BUCKET (OP))
S360LC-V	ARM	170 mm (6.69 in)	34.5 mm (1.36 in)	S340LC-V (ARM) S370LC-V (ARM) S450LC-V (BOOM, BUCKET) S470LC-V (BOOM, BUCKET)

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2. Mount the GM motor on workbench so that the 2 hex socket head bolts are positioned symmetrically.

> **⚠ CAUTION!**
>
> **Tighten the hex socket head bolts securely. Failure to do so could result in injury caused by GM motor falling when it is inverted.**

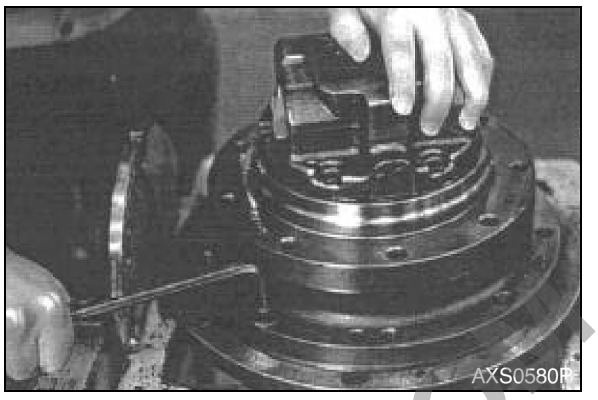


Figure 30

Lubricating Oil Extraction

NOTE: *If dissembling the rear flange only, proceed to below item (7).*

1. Invert the GM motor.
2. Loosen and remove plugs (33), hex socket plug (34).

   NOTE: *When extracting lubricating oil, place a container below the workbench.*

   NOTE: *Dispose of drained fluids according to local regulations.*



Figure 31

3. Slowly invert the GM motor and extract the lubricating oil.
4. Remove 0-ring (36) from plug (33), and hex. socket plugs (2 plugs).

   NOTE: *Do not reuse O-ring (36) which has been removed.*



Figure 32

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SWING MOTOR

⚠ 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 55	0001 and Up
Solar 55-V PLUS	1001 and Up
Solar 55W-V	1001 and Up
Solar 55W-V PLUS	1001 and Up
Solar 75-V	1001 and Up

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4. Engage O-ring in guide, and then insert them into plate.

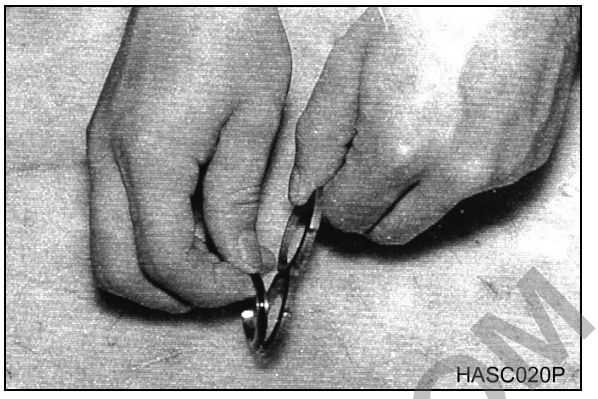


Figure 100

Reference Number	Description
1	Face With Large Radius
2	Guide

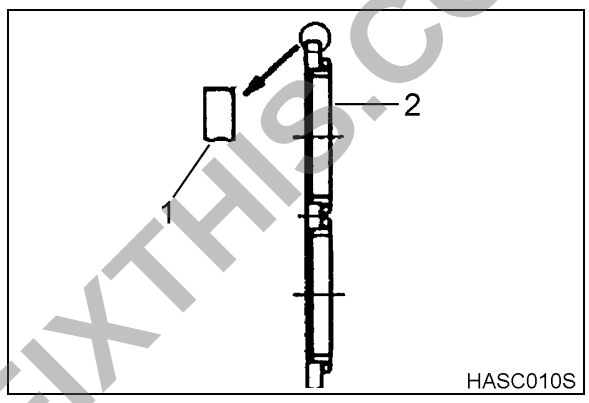


Figure 101

5. Assemble plate, guide and O-ring.

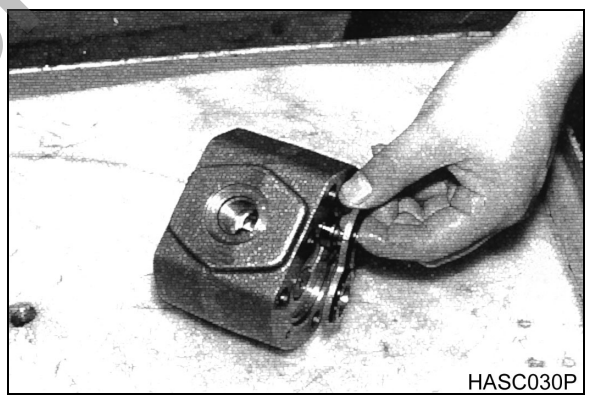


Figure 102

6. Assemble two plates. Be careful not to reverse the directions of the intake and exhaust sides.

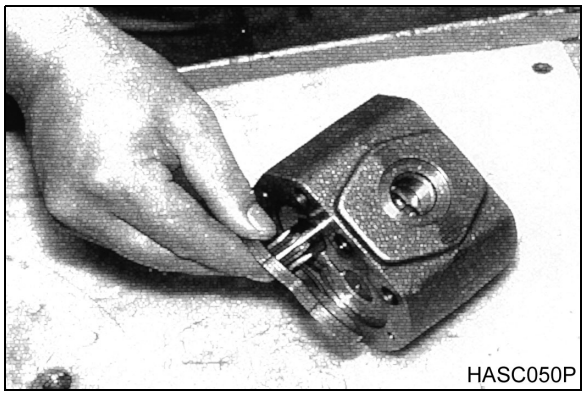


Figure 103

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ACTUATION OF RELIEF VALVE (MRV)

1. Pressurized oil flows into pressure relief valve and then fills chamber A, past inside of piston, through orifice B. Chamber A is closed by main poppet.

Reference Number	Description
1	Sleeve
2	T Channel
3	Orifice B
4	Poppet
5	Chamber A
6	Piston
7	Main Poppet

2. When spring (2) reaches setting pressure, pressurized oil in port P pushes poppet and forces main poppet open. This pressurized oil passes through inside of piston orifice (1) Chamber and gallery (3) and flows out through tank gallery.

Reference Number	Description
1	Orifice D
2	Spring C
3	Path E

3. If adjust valve is opened, pressure in Chamber A is reduced and pressurized oil in main poppet port P flows directly through tank gallery via return hole (1).

Reference Number	Description
1	Return Path F

4. As pressure in port P is reduced and setting pressure of spring C is reduced, seat of poppet is closed by force of spring C and pressure in chamber A becomes equal to that in port P, consequently main poppet is closed to return to its original condition.

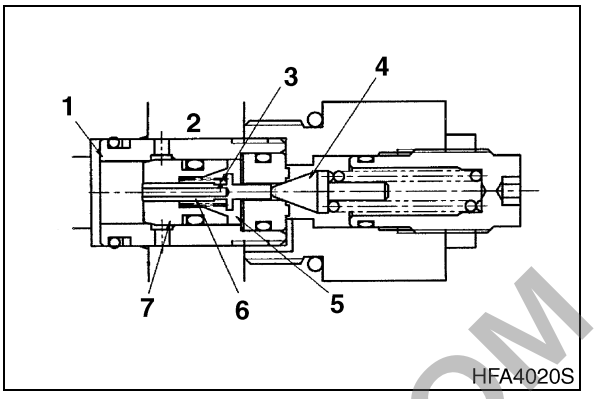


Figure 21

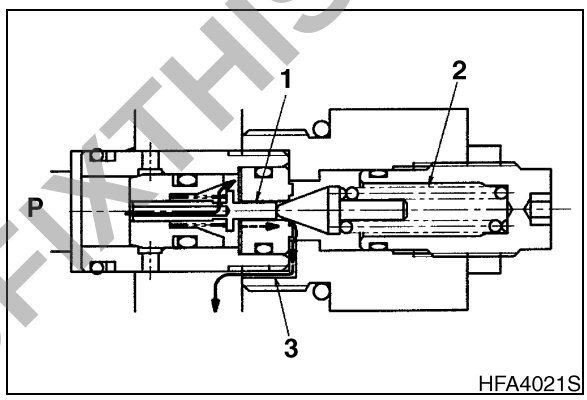


Figure 22

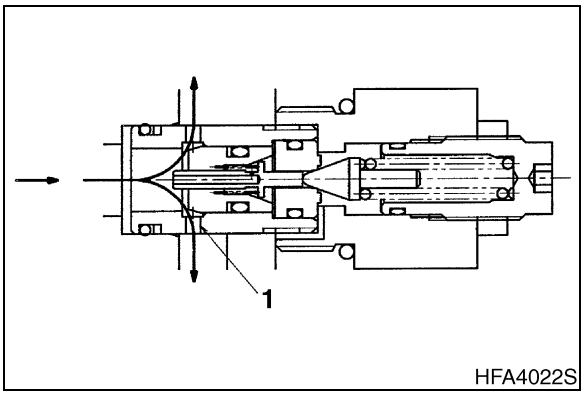
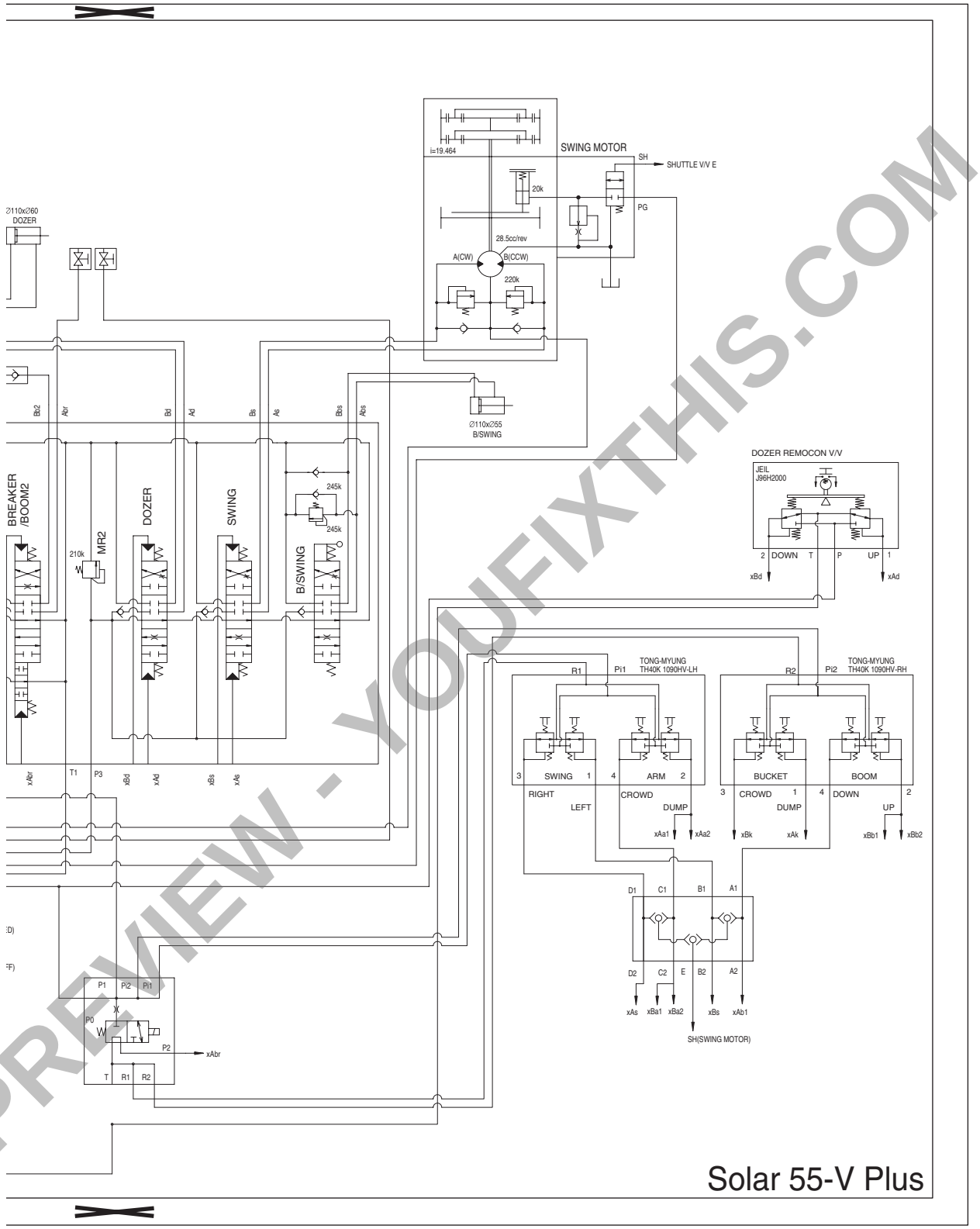


Figure 23

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