GENERAL SPECIFICATIONS

Shipping Weight	20.9 metric tons (46,076 lb), includes fuel 10%, boom, 5,200 mm (17' 1"), arm 2,400 mm (7' 10"), standard bucket and standard shoes
Operating Weight	Add weight of full fuel tank and operator.
Shipping Weights with Optional Track Shoe	Add 427.3 kg (942 lb) for 600 mm (23.6") shoes
Major Component Weight	Standard Boom 5,200 mm (17' 1") 1,425 kg (3,141 lb)
	2,000 mm (6' 7") Arm 595 kg (1,311 lb)
	2,400 mm (7' 10") Arm 610 kg (1,345 lb)
	Boom Cylinders 174 kg (384 lb) each
	Arm Cylinder 239 kg (527 lb)
	Bucket Cylinder 151 kg (333 lb)
	Counterweight 4,100 kg (9,039 lb)
	Upper Turntable 6,400 kg (14,109 lb) (Excluding Counterweight and Front)
	Lower - 7,315 kg (16,126 lb) (Including Swing Bearing)
Digging Forces (At Power Boost):	
Bucket Cylinder	13,300 kg (29,321 lb) - (with either 2,400 mm [11' 6"] or 2,000 mm [6' 7"] arm)
Arm Cylinder	12,200 kg (26,896 lb) with 2,400 mm (7' 10") arm
Fuel Tank Capacity	340 liters (89.8 U.S. gal)
Hydraulic System Capacity	240 liters (63.4 U.S. gal)
Hydraulic Reservoir Capacity	140 liters (37 U.S. gal)
Bucket Heaped Capacity Range	PCSA 0.81 - 1.28 m^3 (1.06 - 1.67 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 (19.7") - standard
	600 mm (24") - optional
Ground Pressure Ratings:	
Standard 500 mm (19.7") shoe	0.53 kg/cm^2 (7.5 psi)
Optional 600 mm (23.6") shoe	0.45 kg/cm^2 (6.4 psi)
Transport Dimensions	
Overall Shipping Length (standard boom and arm)	8,990 mm (29' 6")
Overall Shipping Width (standard shoes)	2,540 mm (8' 4")
Overall Shipping Height (to top of cylinder hose)	3,050 mm (10' 0")
Track Shipping Length	4,445 mm (14' 7")
Transport Trailer Capacity	30 metric tons (33 tons), minimum load capacity
Transport Loading Ramp Allowable Slope	15° angle **CAUTION:** Refer to Transport Maximum Procedure for Safe Shipping Instructions.

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HYDRAULIC SYSTEM CLEANLINESS AND OIL LEAKS

Maintenance Precautions for Hydraulic System Service

Whenever maintenance, repairs or any other type of troubleshooting or service is being performed, it's important to remember that the hydraulic system - including both the interior and exterior surfaces of assemblies, and every drop of operating fluid - must be protected from contamination.

Dust and other foreign contaminants are major contributors to premature wear in hydraulic circuits. The narrow tolerances, rapidly moving parts and high operating pressures of the system require that fluid be kept as clean as possible. The performance and dependability of the machine (and the service lift of individual components) can be noticeably reduced if proper precautions are not observed:

- Use a safe, noncombustible, evaporative type, low-residue solvent and thoroughly clean exterior surfaces of assemblies before any part of the circuit is opened up or disassembled.

  NOTE: *It's just as important to clean the cap and reservoir top before routine fluid changes or quick checks as it is before major repairs. (Accumulated dirt attracts moisture, oil and other fluids - and more dirt.)*

- Keep dismantled parts covered during disassembly. Use clean caps, plugs or tape to protect the disconnected openings of flanges, manifolds and piping.
- Do not allow cleaning solvents or other fluids to mix with the oil in the system. Use clean oil to flush any traces of solvent or other residue before reassembly.
- If metal or rubber fragments are found in the system, flush and replace all fluid in the system and troubleshoot the circuit to identify the source of contamination.

IMPORTANT

Make sure that cleaning solvents will be compatible with rubber materials used in the hydraulic system. Many petroleum based compounds can cause swelling, softening, or other deterioration of system sealing elements, such as O-rings, caps and other seals.

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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 1.25	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 1.25	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 2.0	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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12. Remove floor mat (1, Figure 2).
13. Remove seat (2, Figure 2).

    NOTE: *Be careful not to damage seat covering.*

14. Remove cup holder (3, Figure 2).

    Remove front cover (4, Figure 2) and side covers (5 and 6, Figure 2). When removing cover(4, Figure 2), disconnect hour meter connector.

    NOTE: *Don't remove monitor panel (7, Figure 2) and switch panel (8, Figure 2).*

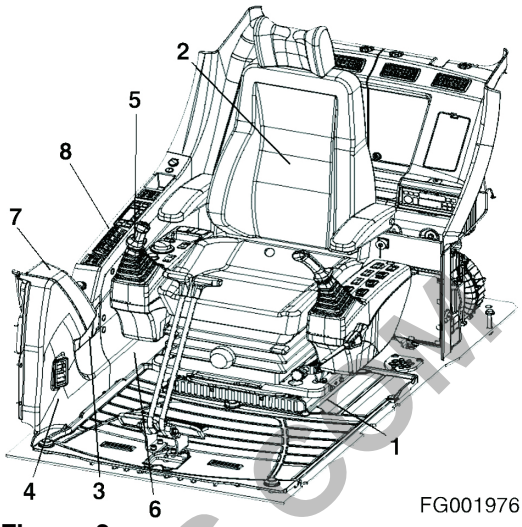


Figure 2

15. After removing rear mat (1, Figure 3), remove rear center cover (2, Figure 3), cassette cover(3, Figure 3) and rear side covers (4 and 5, Figure 3).

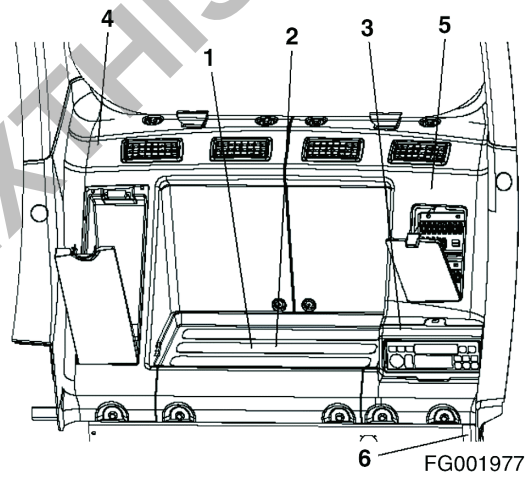


Figure 3

16. Remove fuse box bracket (1, Figure 4) from left side wall without disassembly harness connector.
17. Disconnect cabin ground cable located near fuse box bracket.
18. Remove cassette bracket (2, Figure 4) and disconnet antenna and speaker wire.
19. Remove electric box (4, Figure 4) without disassembly harness connectors.

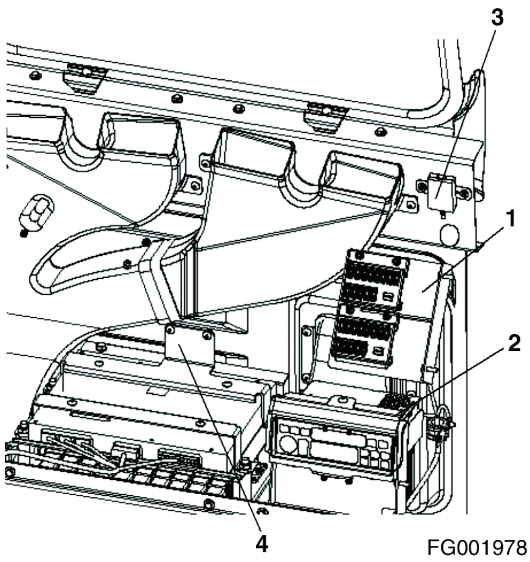


Figure 4

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Hydraulic Schematic (DX225NLC)

Edition 1

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Parts List

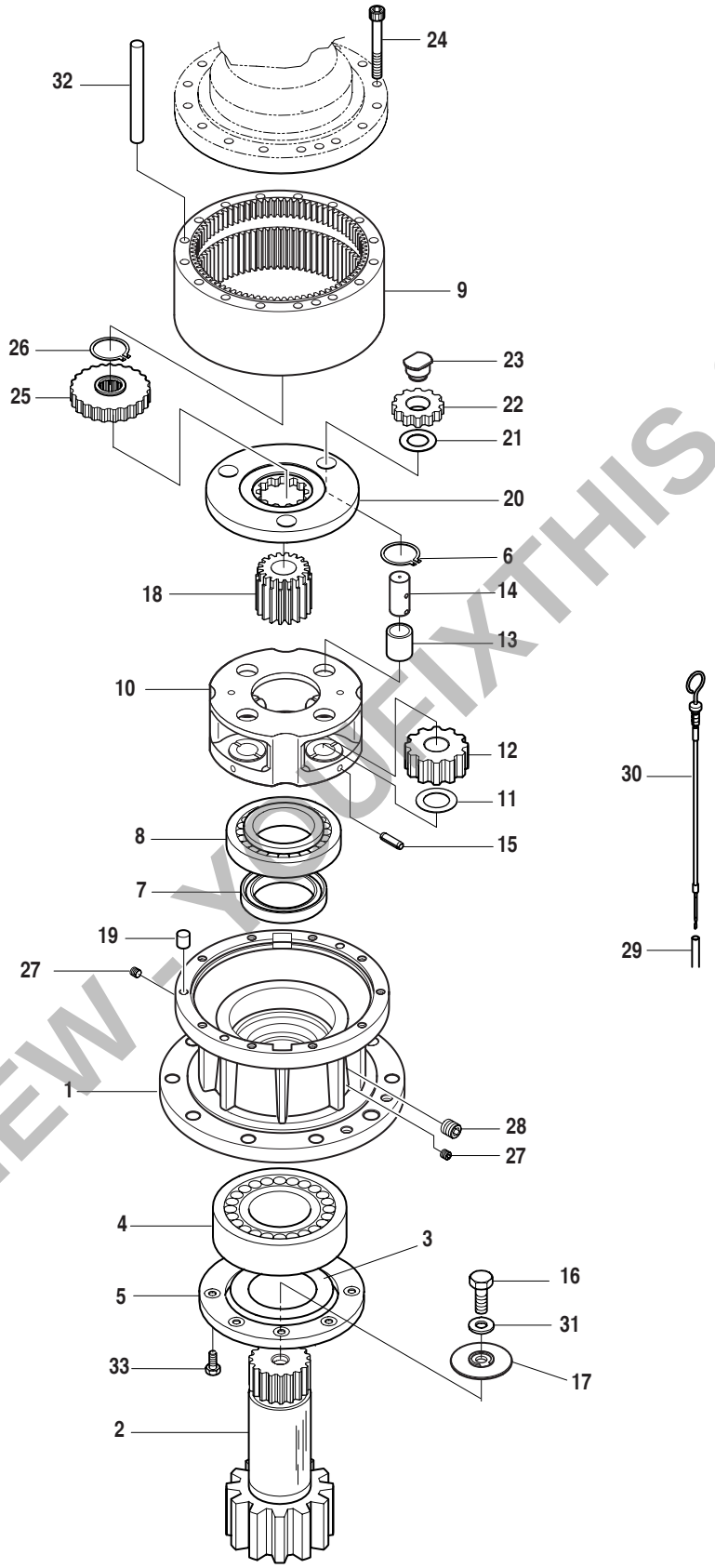


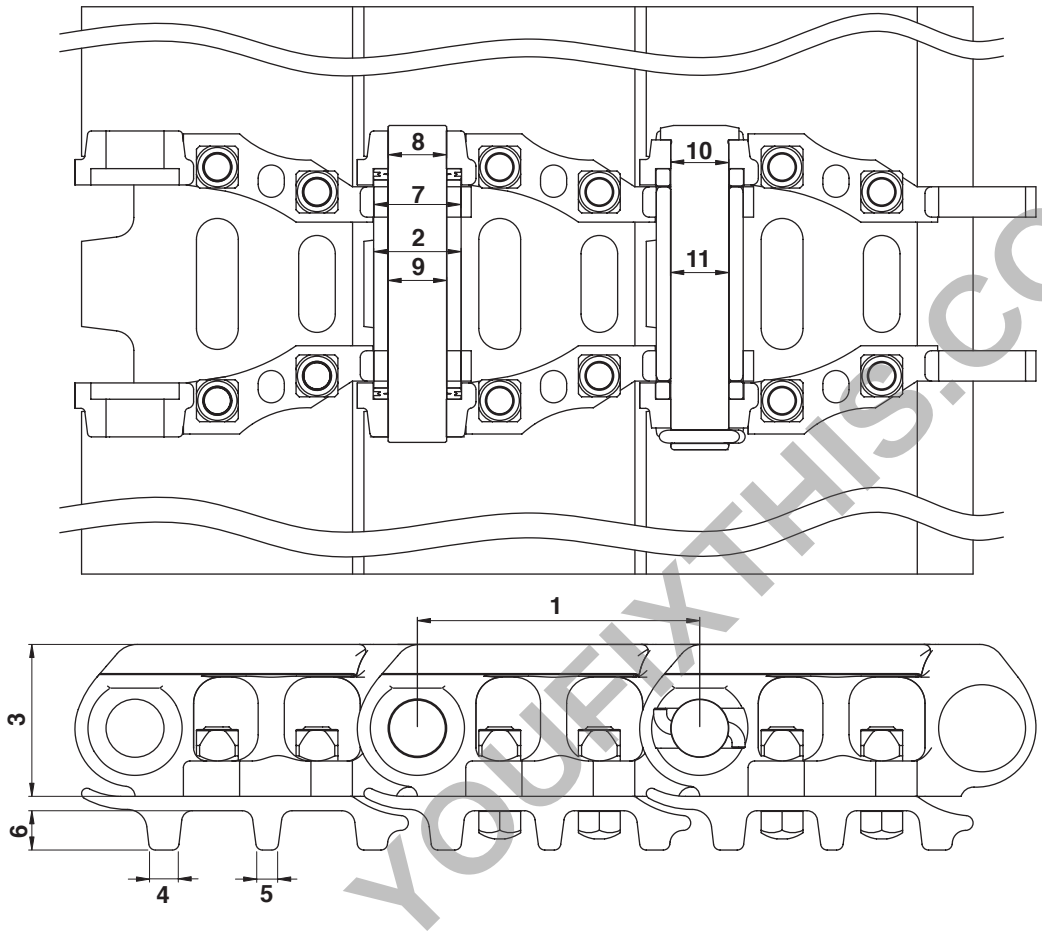
Figure 1

FG007053

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Track Shoe



FG003910

Figure 4

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DX225NLC

OPTION	APPLIED PART
LOCK VALVE	(23)
ONE-WAY ; JOYSTICK BOTTON	(24) (28) (25)
ONE/TWO-WAY	(24) (26) (27) (28) (29) (30) (45) (25)
ROTATING	(31) (32) (33) (34) (44)
QUICK COUPLER	(36)
ARTIC. BOOM	(35) (39) (40) (41) (42) (43)

STD
1. PUMP
2. PILOT FILTER
3. SOLENOID VALVE (CUT OFF)
4. ACCUMULATOR
5. SOLENOID VALVE(PACKAGE)
6. JOYSTICK VALVE(L)
7. JOYSTICK VALVE(R)
8. PEDAL VALVE
9. SHUTTLE VALVE
10. CONTROL VALVE
11. BOOM CYLINDER
12. ARM CYLINDER
13. BUCKET CYLINDER
14. SWING DEVICE
15. TRAVEL DEVICE
16. CENTER JOINT
17. RESTRICTION VALVE
18. RESTRICTION VALVE
19. OIL COOLER
20. FULL FLOW FILTER
21. AIR BREATHER
22. HYDRAULIC TANK

OPT
23. LOCK VALVE
24. PROPORTIONAL VALVE
25. HIGH PRESS. RETURN FILTER
26. ONE/TWO-WAY SELECT V/V 1
27. ONE/TWO-WAY SELECT V/V 2
28. STOP VALVE
29. OPT. PEDAL VALVE 1
30. SHUTTLE VALVE for OPT.
31. PTO
32. ADDITIONAL GEAR PUMP
33. SOL. V/V for ROTATING
34. ROTATING VALVE
35. OPT. PEDAL VALVE 3
36. QUICK CLAMP VALVE
39. ARTI. BOOM CYLINDER
40. OPT. SHUTTLE VALVE
41. ARTI. BOOM LOCK V/V
42. ARTI. VALVE
43. SOL. V/V for ARTI.
44. OPT. PEDAL VALVE 2
45. SOL. V/V for E3C

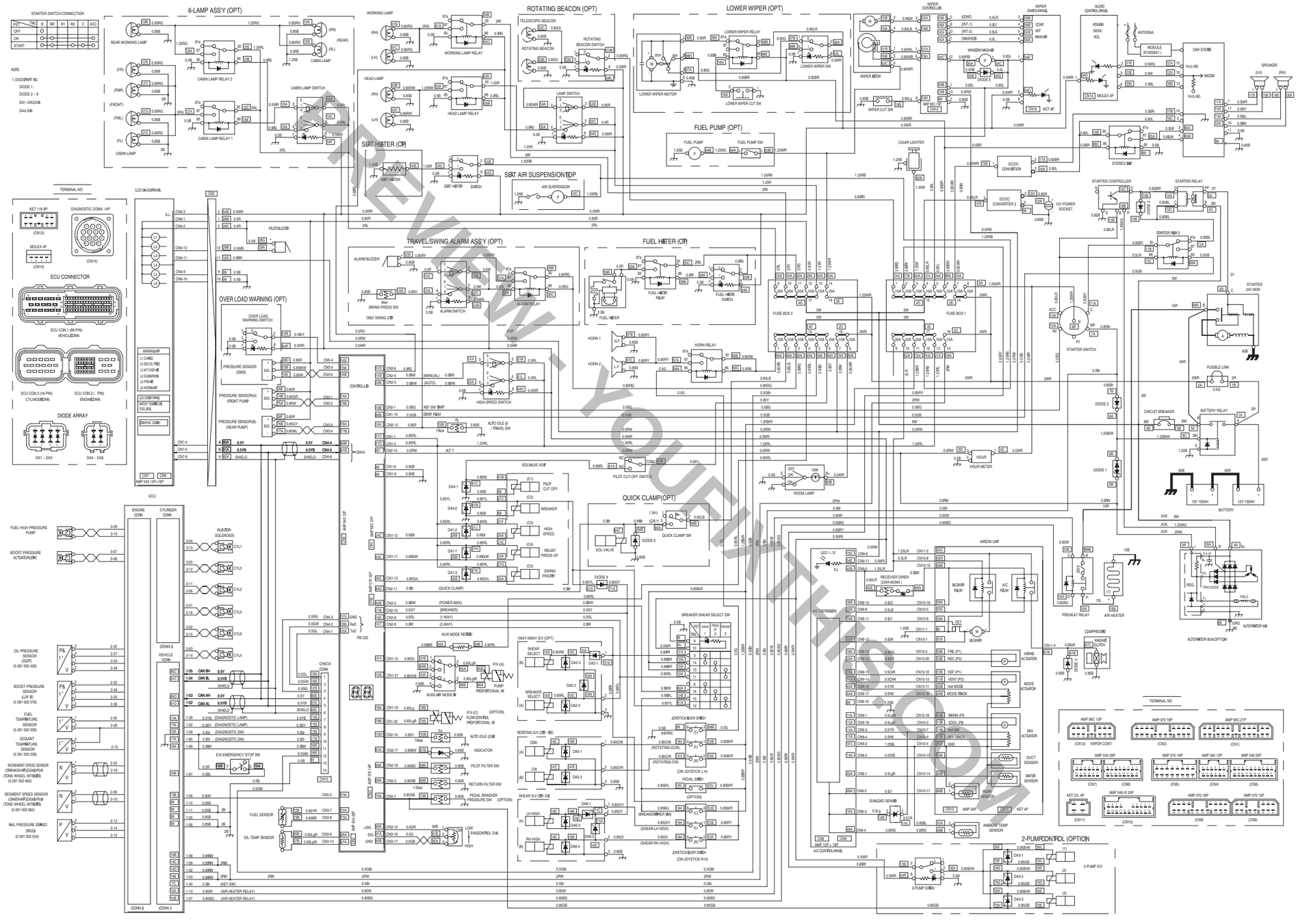
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FG008174

Figure 1

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DX180LC/DX225LC/DX225NLC/DX255LC



FG007145

Figure 1

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FRONT ATTACHMENT PIN SPECIFICATIONS

The table below has a complete listing of dimensional specifications for all mounting pins used on the front attachment.

NOTE: *Some mounting pins must be drilled and tapped for lubrication fittings and piping, or may have other required specifications. Consult DOOSAN After Sales Service for information on wear tolerances and replacement limits for mounting pins.*

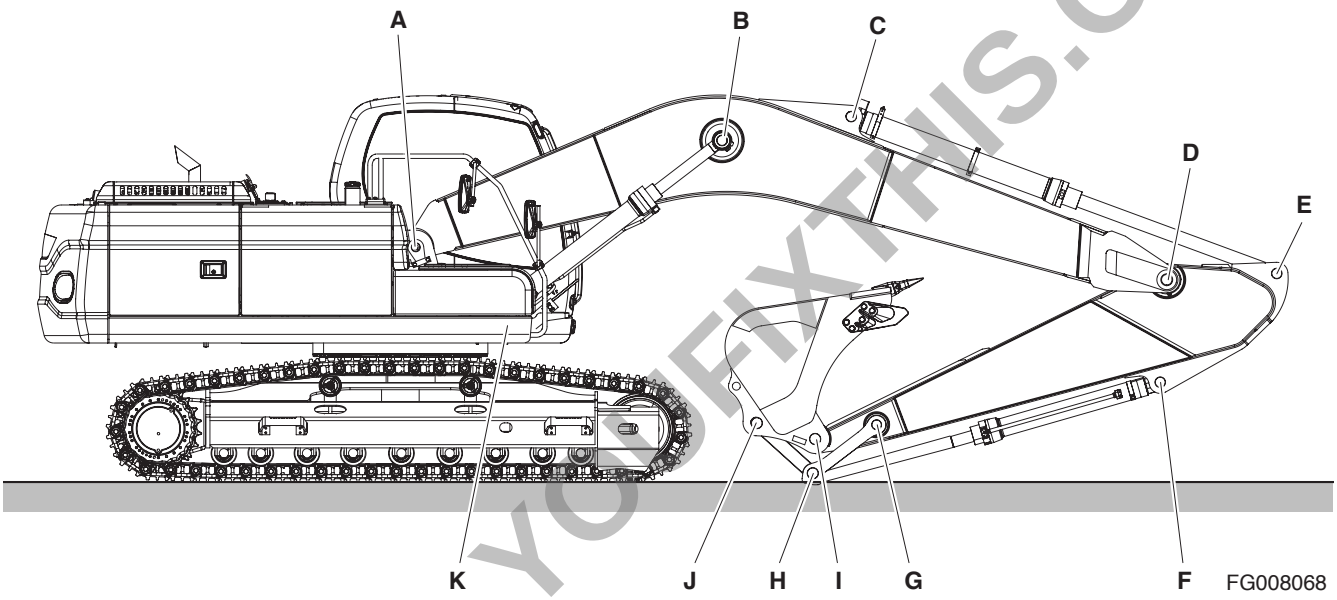


Figure 1

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REMOVAL

CAUTION!

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

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

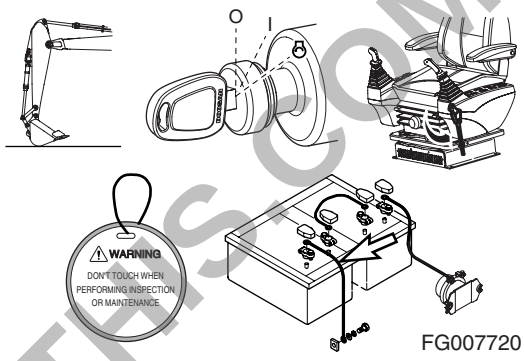


Figure 1

WARNING!

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

6. Fully stroke work levers (joysticks) in all directions to relieve pressure from accumulators.
7. Set safety lever on "LOCK" position.
8. Turn key to "O" (OFF) position and remove from starter switch.
9. Hang maintenance warning tag on controls.
10. Disconnect the battery cable from the negative (-) battery terminal.
11. Prepare cabin shell for removal by disconnecting wiring connectors for:
    A. Cabin 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 cabin do not need to be disassembled.*

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

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SAFETY PRECAUTIONS

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 are in good working order.

Use lifting and hoisting equipment capable of safely handling load.

Remember, that ultimately safety is your own personal responsibility.

APPLICABLE MODELS

The contents of this section apply to the following models and serial number ranges.

MODEL	SERIAL NUMBER RANGE
DX180LC	5001 and Up
DX225LC	5001 and Up
DX225NLC	5001 and Up
DX255LC	5001 and Up
DX300L	5001 and Up
DX340LC	5001 and Up
DX420LC	5001 and Up
DX480LC	5001 and Up
DX520LC	5001 and Up

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Cylinders SP000030
Swing Motor SP001013
Travel Motor SP000922
Gear Pump SP000931
Main Control Valve SP000034
Axial Piston Pump SP001008
PTO Server SP000933
Remote Control Valve (Work Lever / Joystick) SP000069
Travel Control Valve (with Damper) SP000070
Solenoid Valve Assembly SP000445
Breaker EPPR Valve (Opt) SP000192
Hydraulic Schematic (DX225NLC) SP001057

Electrical System

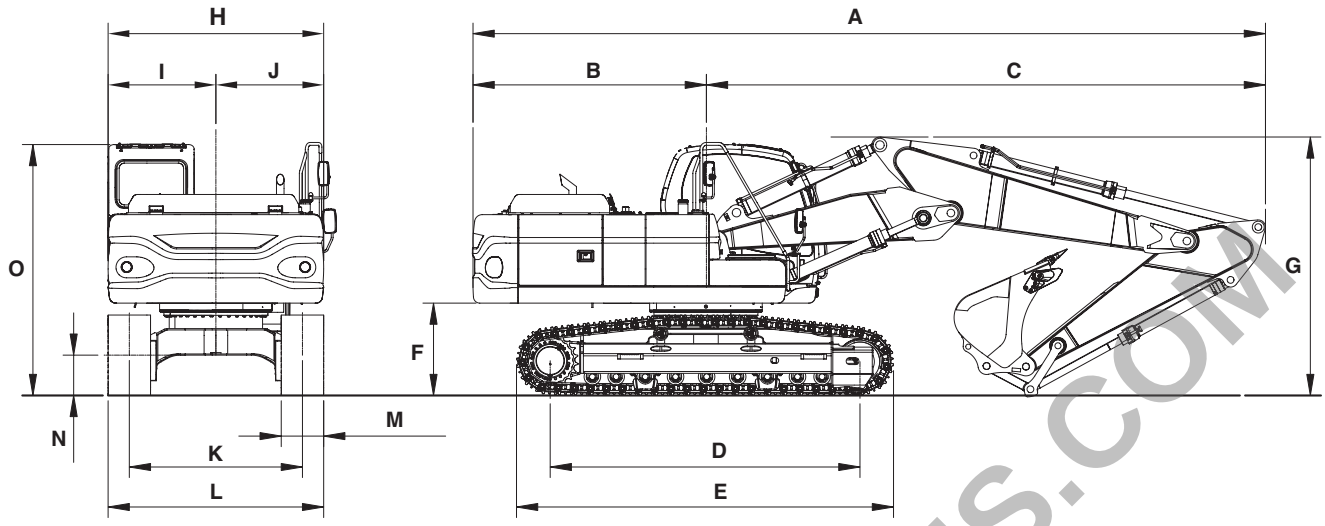
Electrical System SP000935
Electrical Schematic (DX180LC/DX225LC/DX225NLC/DX255LC) SP000936

Attachments

Boom and Arm SP000937
Bucket SP000939

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FG007051

Figure 1

DIMENSION	2.79M + 2.8M (9.15 ft + 9.19 ft) ARTI - BOOM
	2.4 M (7.87 ft) ARM
A	9,337 mm (30' 8")
B	2,750 mm (9' 0")
C	6,750 mm (22' 8")
D	3,650 mm (11' 12")
E	4,445 mm (14' 7")
F	1,058 mm (3' 6")
G	3,058 mm (10' 0")
H	2,540 mm (8' 4")
I	1,270 mm (4' 2")
J	1,270 mm (4' 2")
K	2,040 mm (6' 8")
L	2,540 mm (8' 4")
M	500 mm (1' 8")
N	480 mm (1' 7")
O	2,978 mm (9' 9")

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GENERAL DESCRIPTION

Theory of Operation

The swing motor final drive is a two-stage planetary gearbox with two planet gears, two sun gears and two-stage output reduction. The planetary gear engages the ring gear. The pinion gear is connected to the output shaft and spline.

The final drive reduces swing motor rpm in order to increase swing motor output torque. The available maximum swing speed provides a fast turning rate for efficient, rapid work cycling with more than adequate power for good acceleration.

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Front Idler Roller Reassembly

1. Degrease, clean and dry all parts before reassembly. Insert bushing (5, Figure 20) into the idler (2).
2. Grease O-ring (8, Figure 21) and insert it into the axle.
3. Align the bearing (3, Figure 21) and axle (4) holes and pin (6) them together.

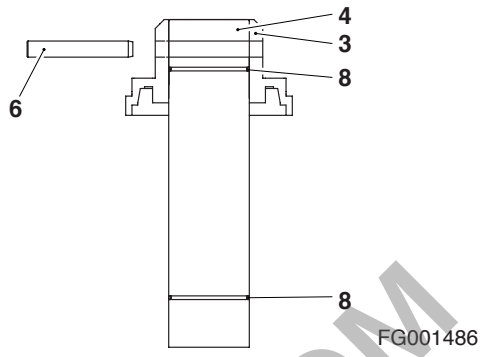


Figure 21

4. Install floating seal (7, Figure 22) inside the idler (2) and bearing (3).

   NOTE: *Apply clean engine oil to the joint side of the floating seal. Apply grease to the floating seal O-ring.*

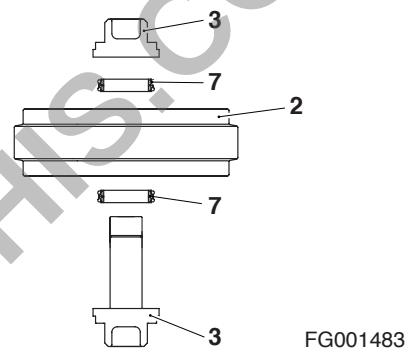


Figure 22

5. Install idler (2, Figure 23) on the axle.
6. Install bearing (3, Figure 23) and pin (6) to the axle.

   NOTE: *Fill the idler assembly with new engine oil with approximately 320 cc (10.8 oz).*

7. Install plug (9, Figure 28) on the bearing.

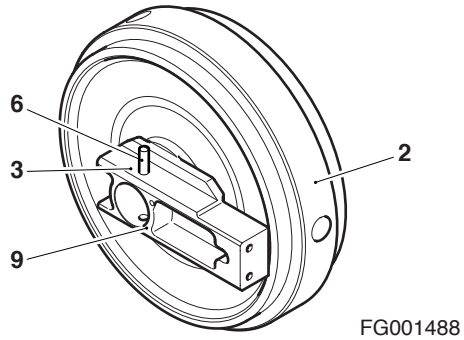


Figure 23

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TROUBLESHOOTING – CONTROL VALVE

Check control valve problems only after other hydraulic circuit operational tests have been made. Refer to the "Troubleshooting Baseline Recommendations" procedure. Pump flow, pilot pressure, Negacon pressure, main relief pressure, and port relief pressure should all be checked before starting to work on the control valve. Make sure the hydraulic system is topped up to the required level and free of oil leaks or air in the system that could cause cavitation problems.

Problem	Possible Cause	Remedy
Main relief valve.	Particulate contamination.	Disassemble, clean main poppet.
	Broken or damaged spring.	Replace.
	Adjusting screw loose.	Readjust.
	Main poppet sticking.	Repair/replace.
	Clogged orifice in pilot passage to control valve.	Clean/replace.
Cylinder goes down in spool neutral.	Excessive clearance between casing and spool.	Replace spool or casing.
	Spool does not return to neutral/ sticking spool.	Check secondary pilot pressure.
	Spool does not return to neutral because of dirt or other contaminants.	Clean.
	Broken or damaged spring.	Replace.
	Main relief or port relief not operating properly.	See above.
	Impurities in pilot circuit.	Clean.
Cylinder drops before start at boom up operation.	Rod check valve damaged or clogged.	Clean/replace.
	Poppet sticking.	Clean/replace.
	Broken or damaged spring.	Replace.
Slow operation or response.	Excessive clearance between spool or casing.	Check pilot pressure and/or replace spool or casing.
	Sticking spool.	Clean/replace.
	Broken or damaged spring.	Replace.
	Main or port relief valve damaged.	Check pressure/replace.
Swing priority not operating correctly.	Sticking spool.	Clean/replace.
	Solenoid valve faulty.	Replace.
Boom and arm cylinders do not perform normally in combined operation.	Priority valve faulty or spool sticking.	Check pilot pressure.
	Broken or deformed spring.	Replace.
	Excess clearance between right and left casing and valve spool.	Clean/replace.
	Clogged spool passage.	Clean/replace, replace filter.

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3. Reactionless Valve Subassembly

Pressure oil starts to flow to the port A (or B) of the pressure oil motor as the direction switching valve of the swing motor switches and the poppet of the reactionless valve moves to the right side to stop the bypass channel and to drive the swing body.

Then, the direction switching valve returns to the middle position, both ports of the hydraulic motor are blocked but the swing body stops its revolving movement soon due to its inertia whose force is transferred to the hydraulic motor via the reducer, that the port B (or A) generates the brake pressure to stop the swing body and then to try to revolve it in the reverse direction.

That brake pressure stops the swing motor and then makes it revolve in the reverse direction and the pressure at the port B would make the poppet switched to the left, which will be delayed by the orifice of the port A. In this case a bypass channel is generated between ports A and B, and pressure oil of the port B flows to port A through the bypass channel.

And, the poppet at the port B moves to the left until it stops the bypass channel. [Fig. 5-(3)]. As such, the reaction is prevented and the swing motor stops immediately by bypassing pressure oil to port A when reverse pressure is generated at the port B.

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Reassembly of Brake Valve

1. Check Valve

   A. Install O-ring (234) on plug (226).

   NOTE: *Apply grease to O-ring (234).*

   B. Put spring (230) and valve (277) in plug (226), apply grease and install them in plug (226) that they contact it.

   NOTE: *Apply sealant to screws of plug (226).*

   C. Install plug assembly (226) on rear flange (201) with specified torque.

   NOTE: *Use a torque wrench to install plug (226).*

   Tightening torque: 26 ± 4 kgf•m

   – Torque wrench and wrench adaptor #14

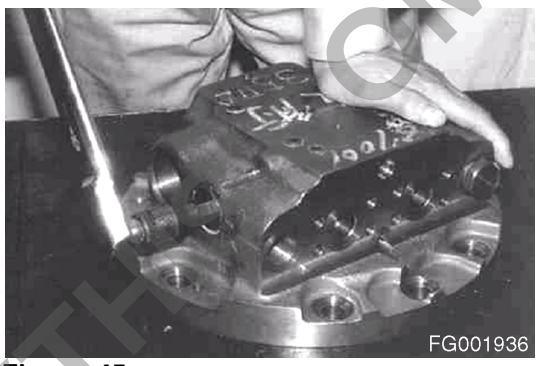


Figure 45

2. Spool

   A. Install spool (223) in rear flange (201).

   NOTE: *Apply hydraulic oil to spool (223) before installing it in rear flange (201).*
   Take care not to damage outer surface of spool (223) or internal surface of hole of rear flange (201), which may cause internal leakage after the reassembly to decrease the motor performance.

   B. Install O-ring (279) on plug (224).

   NOTE: *Apply grease to O-ring (279).*

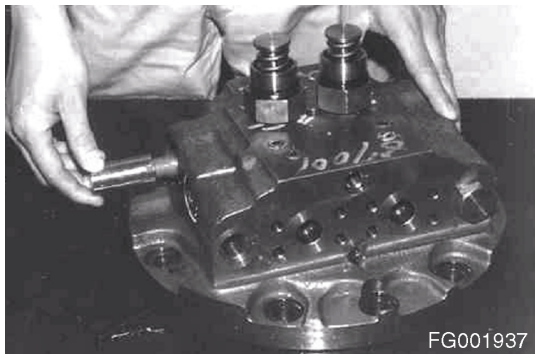


Figure 46

   C. Install stopper (225) and spring (228) in plug (224) and tighten two plugs (224) with specified torque.

   NOTE: *Tightening torque: 51 ± 7.5 kgf•m*
   When rear flange (201) or spool (223) should be replaced, it should be replaced with rear flange kit for they are contained in the kit.

   – Torque wrench and wrench adaptor socket

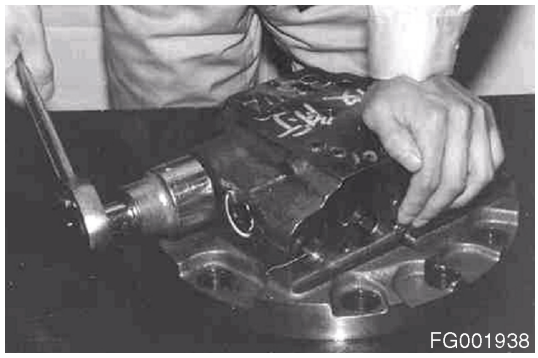


Figure 47

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Swing Compound Operation

The valve's swing Section (Section 3) is equipped with the control valve that adjusts the flux that flows into the swing when combined operating with the Section (travel, boom 2, arm 1) of P1.

If port (Pi) is pressurized when operating swing function, piston (S3-6) is pushed to have the poppet assembly (S3-2) to be pressed under the seat part of the valve housing through the piston (S3-5) and plug (S3-4). In this way, the oil in the parallel passage (L3) is flowing into the passage (S3-1) by pushing up the poppet (S3-3) inside the poppet assembly.

As a result, the passage at the time of compound operation is tightened more than when single operation that the flux flowing into A3 (B3) is reduced, and the surplus flux is advanced to the section that P1 is simultaneously operated through the parallel passage (L3).

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SAFETY PRECAUTIONS

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 are in good working order.

Use lifting and hoisting equipment capable of safely handling load.

Remember, that ultimately safety is your own personal responsibility.

APPLICABLE MODELS

The contents of this section apply to the following models and serial number ranges.

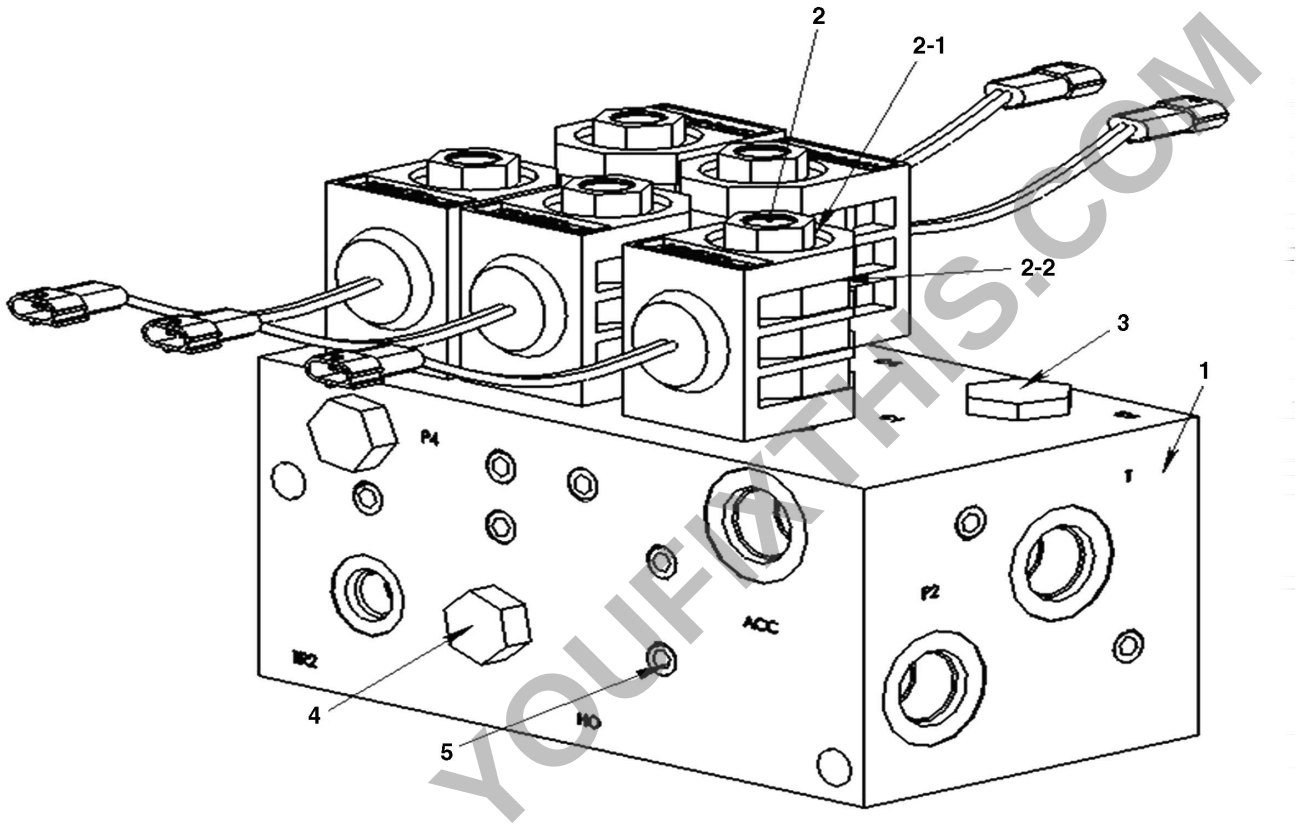
MODEL	SERIAL NUMBER RANGE
DX180LC	5001 and Up
DX225LC	5001 and Up
DX225NLC	5001 and Up
DX255LC	5001 and Up

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PARTS LIST

Components used for the solenoid valve package are the same as in the parts list below.



FG005305

Figure 1

Reference Number	Description	Sizes	Quantity	Remarks
1	Block Body	95x110x200	1	1-A1073-05-0
2	Solenoid valve	TF-S3A-00	5	C1, C2, C3, C4, C5
3	Check Valve	FD-DCP-0-A	1	C6
4	Plug	PF 1/4"	3	P4, P5, H0
5	Plug	PT 1/8"	9	

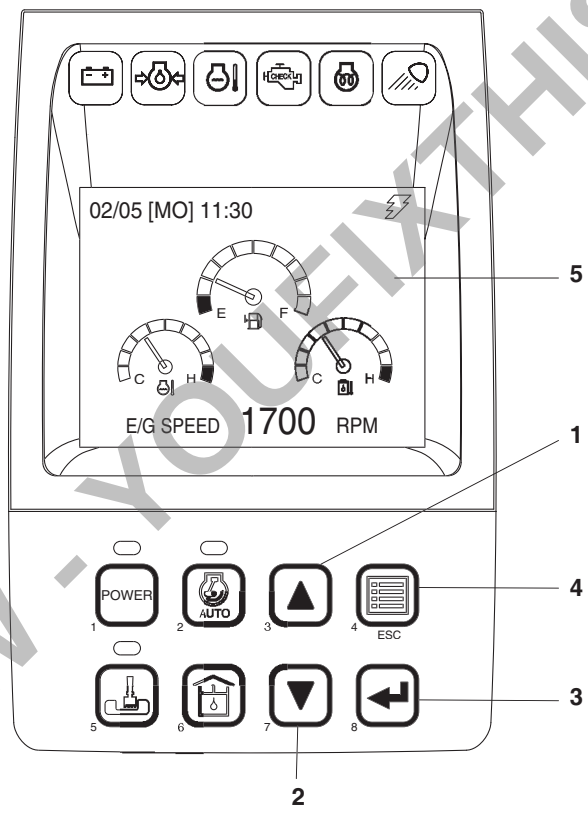
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GRAPHIC INFORMATION AREA DISPLAY

Overview

Many kinds of condition of machine are displayed on the letter information display department. The information display department is divided into two menus. One is main menu for user and the other is special menu for specialist. These menus can be moved from normal display mode by the combination of selector buttons.



FG000557

Figure 12

Selector Buttons	Graphic Display Area
1. Up Arrow Button	5. Letter Information Display Department
2. Down Arrow Button	
3. Enter Button	
4. Escape Button	

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Door Open by Vent Modes

Door	Mode				
	Vent	Bi-level	Foot	Def/foot	Def
Vent	100	60	0	0	0
Foot	0	40	100	80	60
Def	0	0	0	20	40

Main Components

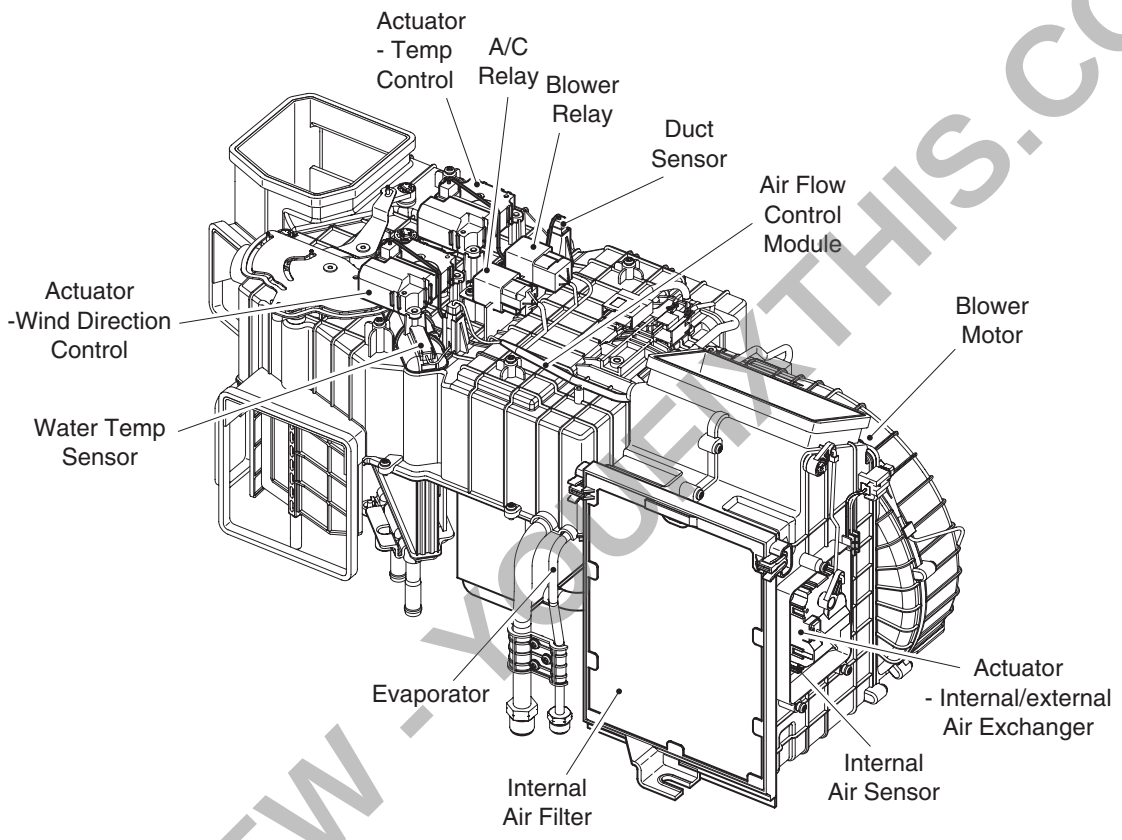


Figure 77

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