# GENERAL DIMENSIONS

## One - Piece Boom

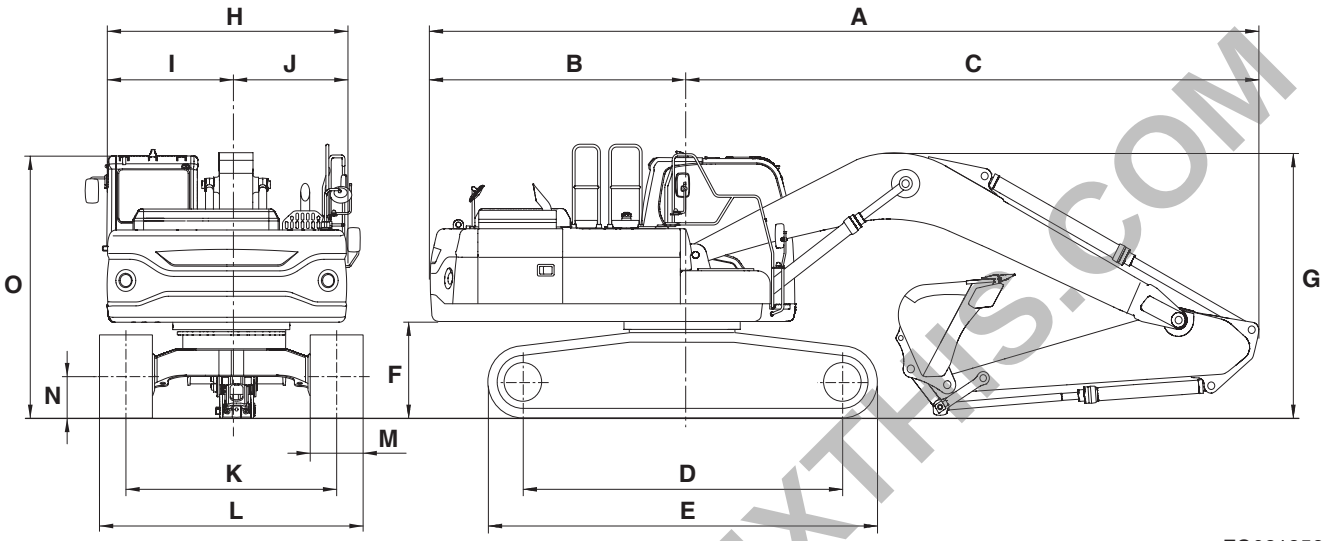



**Figure 2**

| Dimension | 5.9 m (19' 4") Boom | | |
|---|---|---|---|
| | **3.0 m (9' 10") Arm** | **2.5 m (8' 2") Arm** | **3.5 m (11' 6") Arm** |
| A | 10,035 mm (32' 11") | 10,100 mm (33' 2") | 10,060 mm (33' 0") |
| B | 2,995 mm (9' 10") | | |
| C | 7,040 mm (23' 1") | 7,105 mm (23' 4") | 7,065 mm (23' 2") |
| D | 3,835 mm (12' 7") | | |
| E | 4,625 mm (15' 2") | | |
| F | 1,110 mm (3' 8") | | |
| G (Boom) | 2,995 mm (9' 10") | 3,080 mm (10' 1") | 3,380 mm (11' 1") |
| G (Hose) | 3,200 mm (10' 6") | 3,300 mm (10' 10") | 3,555 mm (11' 8") |
| H | 2,710 mm (8' 11") | | |
| I | 1,400 mm (4' 7") | | |
| J | 1,310 mm (4' 4") | | |
| K | 2,600 mm (8' 6") / 2,400 mm (7' 10") - Narrow Track | | |
| L | 3,200 mm (10' 6") / 3,000 mm (9' 10") - Narrow Track | | |
| M | 600 mm (2' 0") | | |
| N | 450 mm (1' 6") | | |
| O | 2,970 mm (9' 9") | | |

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# REMOVAL

1. Park on firm and level ground.
2. Lower bucket or work tool to ground.
3. Stop engine.
4. Move safety lever to "RELEASED" (UNLOCK) position.
5. Turn starter switch to "I" (ON) position.

**WARNING**

**AVOID DEATH OR SERIOUS INJURY**

**If engine must be running 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. To relieve pressure from accumulators, fully stroke work levers in all directions. Movement can occur.
7. Move safety lever to "LOCK" position.
8. Turn key to "O" (OFF) position and remove from starter switch.
9. Install 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 cabin is equipped with additional protective guards over cabin openings, they must be removed.*

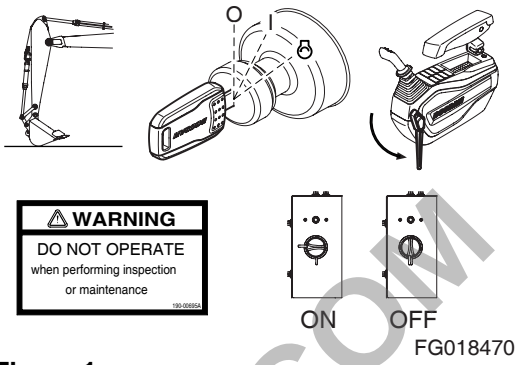


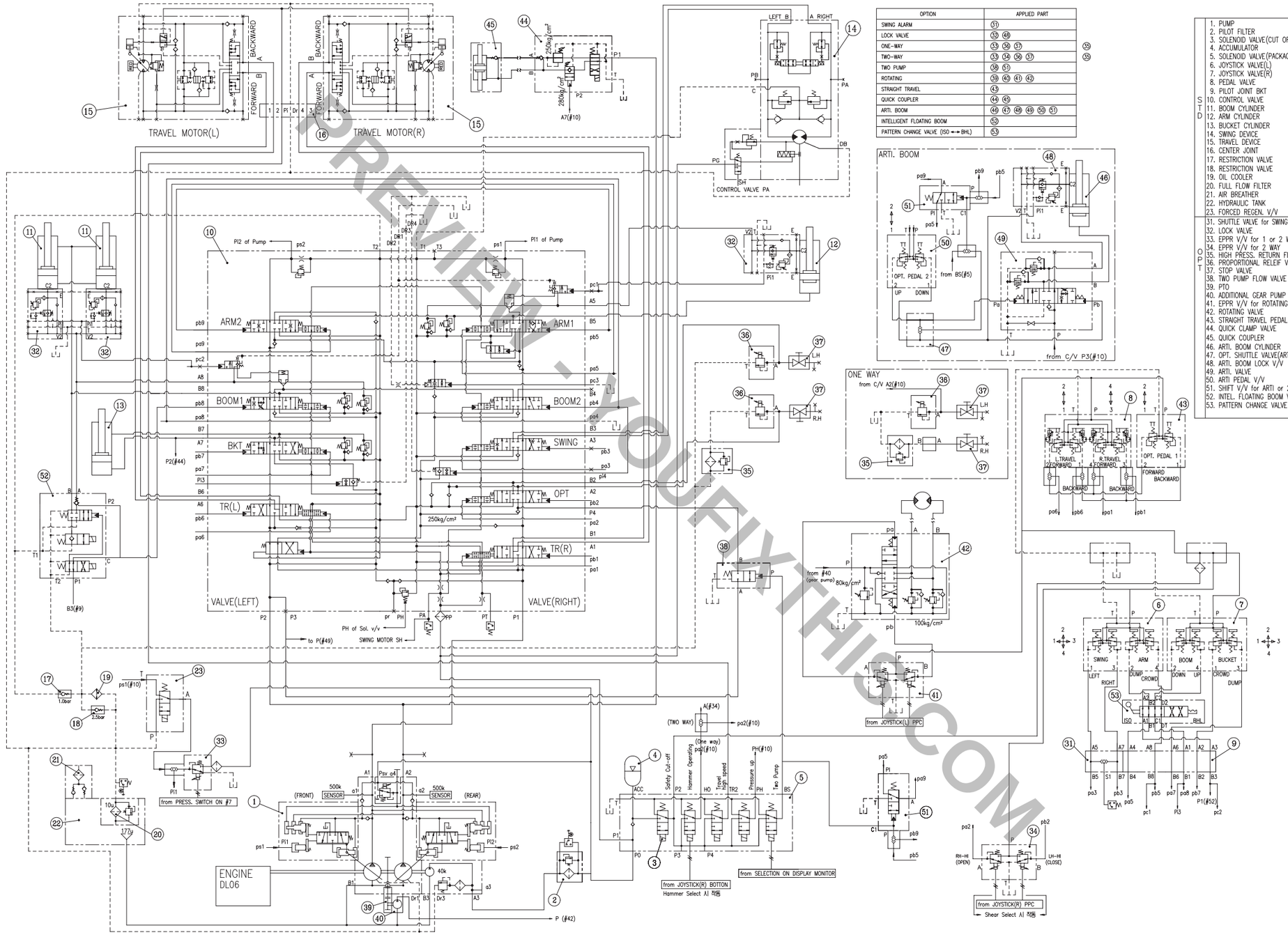

**Figure 1**

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# DX255LC-3




| OPTION | APPLIED PART |
|---|---|
| SWING ALARM | ㉛ |
| LOCK VALVE | ㉜ ㊽ |
| ONE-WAY | ㉝ ㊱ ㊲ |
| TWO-WAY | ㉝ ㉞ ㊱ ㊲ |
| TWO PUMP | ㊳ ㊶ |
| ROTATING | ㊴ ㊹ ㊶ ㊷ |
| STRAIGHT TRAVEL | ㊸ |
| QUICK COUPLER | ㊹ ㊺ |
| ARTI. BOOM | ㊻ ㊼ ㊽ ㊾ ㊿ (51) |
| INTELLIGENT FLOATING BOOM | (52) |
| PATTERN CHANGE VALVE (ISO ↔ BHL) | (53) |

| | |
|---|---|
| STD | 1. PUMP<br>2. PILOT FILTER<br>3. SOLENOID VALVE(CUT OFF)<br>4. ACCUMULATOR<br>5. SOLENOID VALVE(PACKAGE)<br>6. JOYSTICK VALVE(L)<br>7. JOYSTICK VALVE(R)<br>8. PEDAL VALVE<br>9. PILOT JOINT BKT<br>10. CONTROL VALVE<br>11. BOOM CYLINDER<br>12. ARM CYLINDER<br>13. BUCKET CYLINDER<br>14. SWING DEVICE<br>15. TRAVEL DEVICE<br>16. CENTER JOINT<br>17. RESTRICTION VALVE<br>18. RESTRICTION VALVE<br>19. OIL COOLER<br>20. FULL FLOW FILTER<br>21. AIR BREATHER<br>22. HYDRAULIC TANK<br>23. FORCED REGEN. V/V |
| OPT | 31. SHUTTLE VALVE for SWING ALARM<br>32. LOCK VALVE<br>33. EPPR V/V for 1 or 2 WAY<br>34. EPPR V/V for 2 WAY<br>35. HIGH PRESS. RETURN FILTER<br>36. PROPORTIONAL RELEIF V/V<br>37. STOP VALVE<br>38. TWO PUMP FLOW VALVE<br>39. PTO<br>40. ADDITIONAL GEAR PUMP<br>41. EPPR V/V for ROTATING<br>42. ROTATING VALVE<br>43. STRAIGHT TRAVEL PEDAL V/V<br>44. QUICK CLAMP VALVE<br>45. QUICK COUPLER<br>46. ARTI. BOOM CYLINDER<br>47. OPT. SHUTTLE VALVE(ARTI)<br>48. ARTI. BOOM LOCK V/V<br>49. ARTI. VALVE<br>50. ARTI PEDAL V/V<br>51. SHIFT V/V for ARTI or 2 PUMP<br>52. INTEL. FLOATING BOOM V/V<br>53. PATTERN CHANGE VALVE |

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FG024991

**Figure 1**

# DX140LC-3/DX180LC-3/DX225LC-3/DX255LC-3

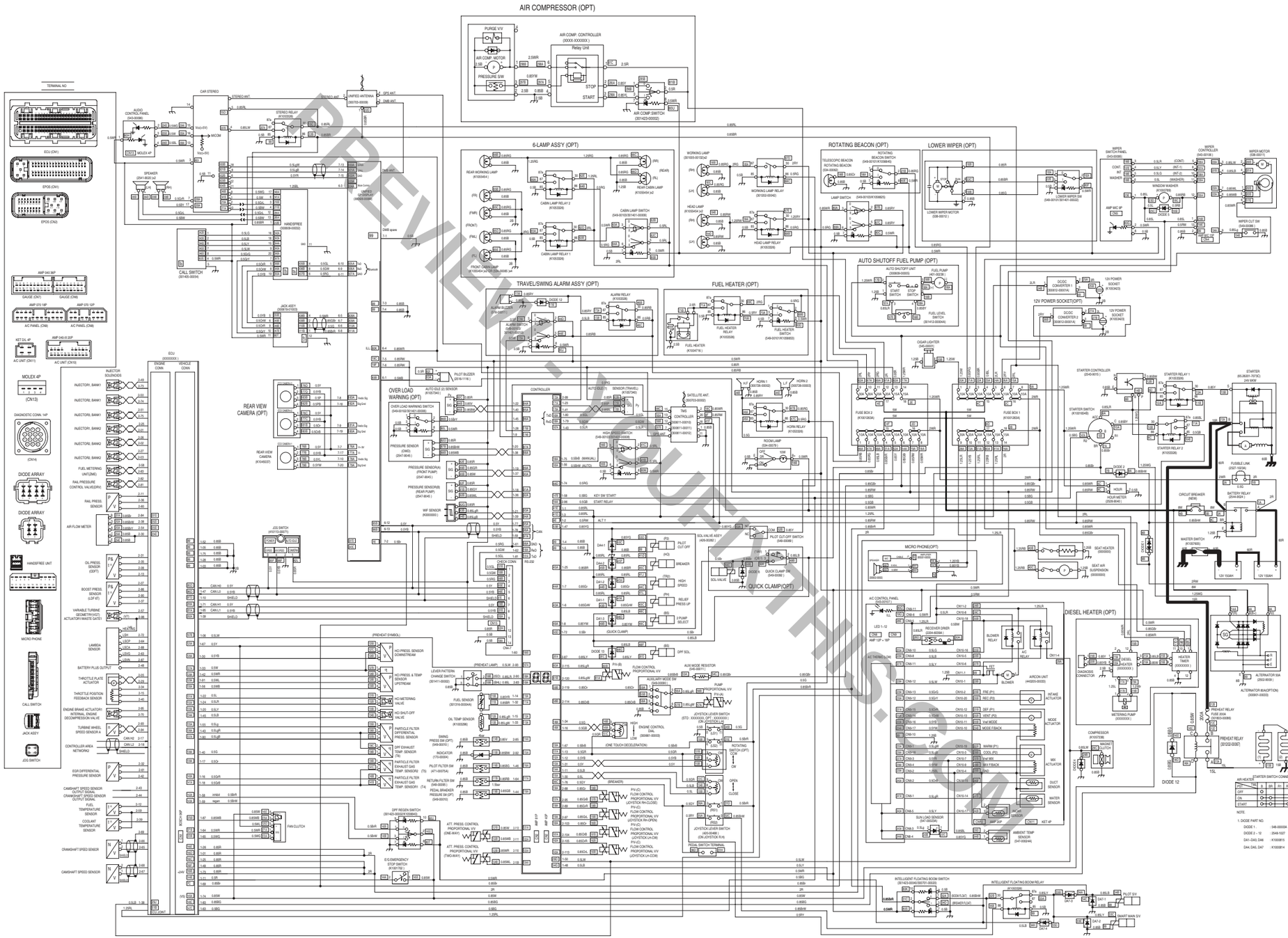



**Figure 1**

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# Track Excavator Maintenance Safety

Edition 3

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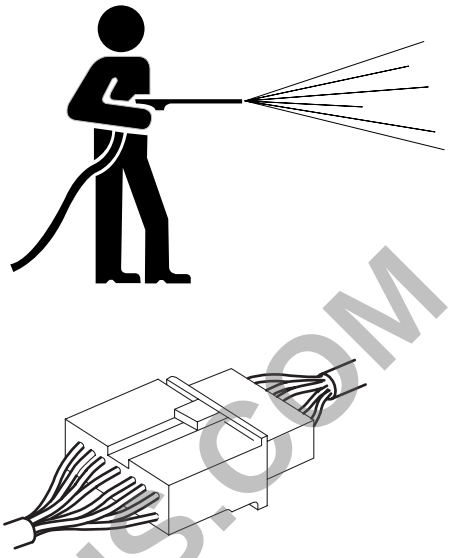
## Cleaning

Clean machine before performing inspection and maintenance.

If inspection and maintenance are done when machine is dirty, it will become more difficult to locate problems, and you could slip on steps and work platform areas and injure yourself.

When washing machine, do the following:

- Wear shoes with nonslip soles to prevent slipping and falling.
- Wear safety goggles and protective clothing when washing machine with high-pressure steam or water.
- Do not spray water directly on electrical components (sensors, connectors). If water gets into electrical system, it can cause operation problems.
- Pick up any tools or hammers that are laying in workplace. Wipe up any grease or oil to prevent slippery substances, that can cause tripping or slipping.
- When cleaning cabin top window which is made of polycarbonate material, use tap water. Avoid use of organic solvents for cleaning, such as benzene, toluene or methanol. These solvents can cause a chemical reaction that will dissolve and damage the window.



ARO1330L

**Figure 36**

## Proper Tools and Clothing

Only use tools that are intended for the type of service to be done. Metal pieces from low quality or damaged tools, such as chisels or hammers, can break off and hit a service person in the eyes or face causing serious injury.



HDO1037L

**Figure 37**

## Disassembling Precautions

When using a hammer to remove pins, pins can fly out or metal particles may break off. Always do the following:

- Hitting hard metal pins, bucket teeth, cutting edges or bearings with a hammer, can cause metal pieces to break or fly off resulting in serious injury. Always wear safety goggles and leather gloves. Keep other personnel away.

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| Material | Density 1,200 kg/m³ (2,000 lb/yd³), or less | Density 1,500 kg/m³ (2,500 lb/yd³), or less | Density 1,800 kg/m³ (3,000 lb/yd³), or less | Density 2,100 kg/m³ (3,500 lb/yd³), or less |
|---|---|---|---|---|
| Gypsum, crushed to 3 inch size | - | - | 1,522 kg/m³ (2,565 lb/yd³) | - |
| Gravel, DRY, packed fragments | - | - | - | 1,810 kg/m³ (3,051 lb/yd³) |
| Gravel, WET, packed fragments | - | - | - | 1,922 kg/m³ (3,240 lb/yd³) |
| Limestone, graded above 2 | - | 1,282 kg/m³ (2,160 lb/yd³) | - | - |
| Limestone, graded 1-1/2 or 2 | - | 1,362 kg/m³ (2,295 lb/yd³) | - | - |
| Limestone, crushed | - | - | 1,522 kg/m³ (2,565 lb/yd³) | - |
| limestone, fine | - | - | 1,602 kg/m³ (2,705 lb/yd³) | - |
| Phosphate, rock | - | 1,282 kg/m³ (2,160 lb/yd³) | - | - |
| Salt | 929 kg/m³ (1,566 lb/yd³) | - | - | - |
| Snow, light density | 529 kg/m³ (891 lb/yd³) | - | - | - |
| Sand, DRY, loose | - | - | 1,522 kg/m³ (2,565 lb/yd³) | - |
| Sand, WET, packed | - | - | - | 1,922 kg/m³ (3,240 lb/yd³) |
| Shale, broken | - | 1,362 kg/m³ (2,295 lb/yd³) | - | - |
| Sulfur, broken | 529 kg/m³ (891 lb/yd³) | - | - | - |

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**IV. "Loctite" retaining compounds**

| Product | Application | Color | Notes |
|---|---|---|---|
| 609 | For bushings, sleeves, press fit bearings, splines and collars. For gaps to 0.0002 mm (0.005"), temperatures to 121°C (250°F). | Green | Use Locquic "N" primer for increased bond strength and all cold temperature applications. |
| 620 | For high temperatures to 232°C (450°F). | Green | Same as 609, above. |
| 680 | For high strength bonds and tight clearance gaps, to 0.00008 mm (0.002"). | Green | Same as 609, above. |

**V. "Loctite" Adhesives**

| Product | Application | Color | Notes |
|---|---|---|---|
| 380 | Black Max instant adhesive for shock and vibration-resistant bonds. | Black | May take 120 hours to reach full cure strength. |
| 454 | Adhesive for porous surfaces. | Clear | Full strength in 24 hours. |
| 480 | Increased strength (+50%), shock and vibration-resistant. | Black | Full strength in 24 hours. |

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2. Remove bolts (12, Figure 38) and cover (9). Remove bolts (11) and washer (10).

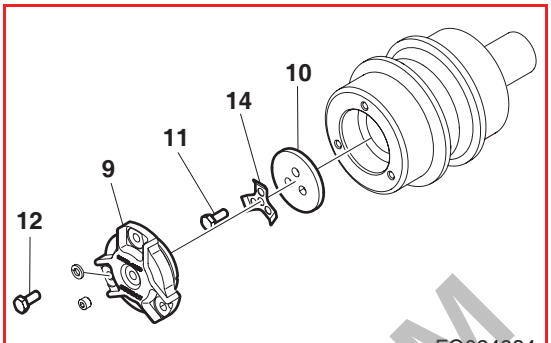



**Figure 38**

3. Separate the roller (1, Figure 39) from the axle (2).

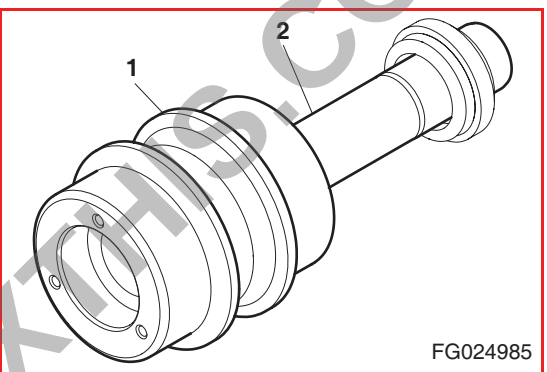



**Figure 39**

4. Separate the floating seal (6, Figure 40) from the roller.
5. Separate the thrust ring (3) from the axle.

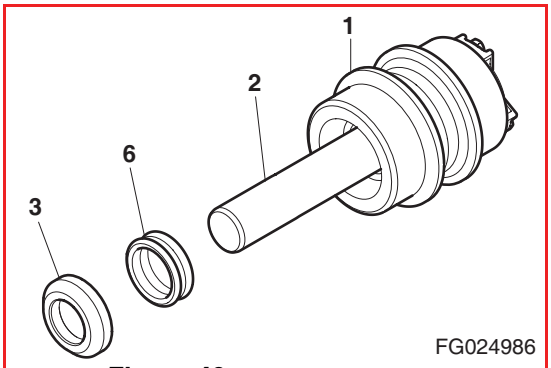



**Figure 40**

6. Separate the bushing (4 and 5, Figure 41) from the roller with a press and special tool (ST-1919).

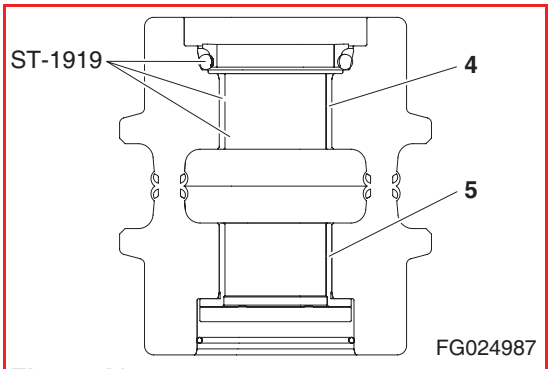



**Figure 41**

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# OPERATION OF WORKING COMPONENTS

## Boom Operating Circuit

The boom operating circuit includes the right and left main hydraulic pumps (both halves of the main pump assembly), both sides of the control valve and the boom cylinder. The circuit operates in boom down mode through the first shift position and through the second shift position in boom up mode. Overload relief valves set at 380 kg/cm$^2$ (5,410 psi) protect the hydraulic system from being damaged because of overloads or shocks to the boom.

## Boom Up Circuit

When you pull the boom control lever backward, the right side pilot valve generates secondary boom up pilot pressure that is transmitted to the BOOM1 and BOOM2 spools of the control valve simultaneously. When secondary pilot pressure reaches 7 - 9 kg/cm$^2$ (100 - 130 psi), boom control valve spools open and oil from both pumps goes to the boom cylinder.

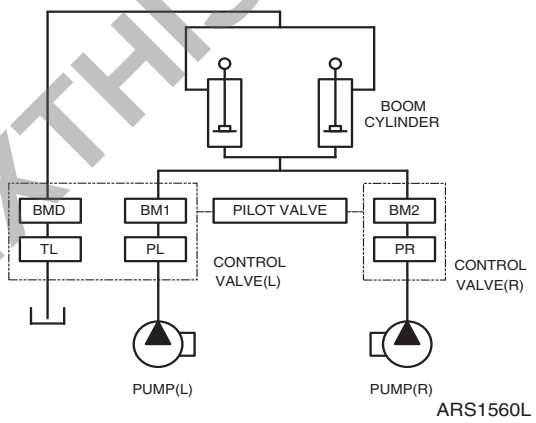



**Figure 2**

## Boom Down Circuit

When the boom control lever is pushed forward, the right side pilot valve generates secondary boom down pilot pressure that is transmitted only to the BOOM1 spool of the control valve. When secondary pilot pressure reaches 7 - 9 kg/cm$^2$ (100 - 130 psi), the BOOM1 spool on the left side of the control valve opens so oil from only one pump (PUMP (L)) assembly goes to the boom cylinder for boom lowering.

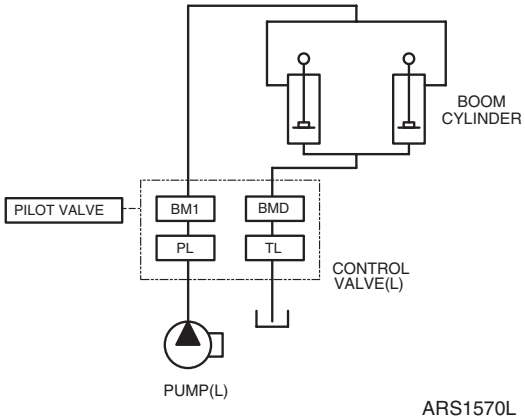



**Figure 3**

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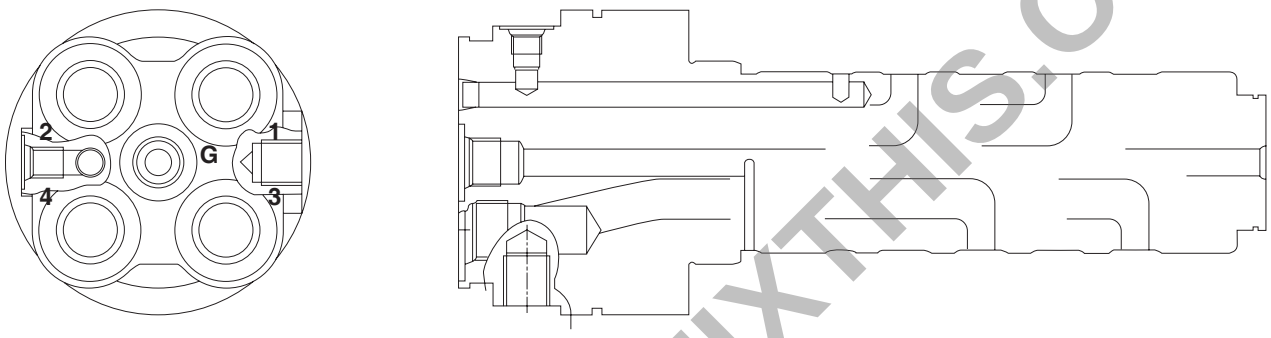


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# REASSEMBLY

## IMPORTANT

**Apply a very light film of white grease or petroleum jelly to the lower rim of the stem and inner surface of the center swivel body. Apply slow, evenhanded pressure, using both hands, to slowly push the stem into the body. Seals may be damaged if the stem is pushed in too quickly.**




FG013240

**Figure 8**

1. Wrap the teflon tape around the PT plug about 6-10 times.
2. Assemble the PT plug into the washed shaft.

| PT 1/4: 6 mm wrench |
|---|
| Engagement torque: 3 - 4 kg•m |

3. Assemble the slipper seal and the O-ring into the hub.
4. Assemble the Wear ring (ø80 x ø85 x 10) into the hub.

## CAUTION

**AVOID INJURY**

**After assembling the slipper seal, a manual test must be performed to ensure that every part is assembled properly.**

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# SPECIFICATIONS

| Model | | | | T3X156CHB-10A-01/275-RVRG2000D03 |
|---|---|---|---|---|
| Motor | Displacement | | (cc/rev) | 155.8 / 172.1 |
| | Set Pressure of Relief Valve | Normal | ($kg/cm^2$) | 275 / 295 |
| | | Maximum | ($kg/cm^2$) | 350 |
| | rpm | Normal | ($min^{-1}$) | 900 |
| | | Maximum | ($min^{-1}$) | 1,594 |
| | *1 Theoretical Output Torque | | (kg•cm) | 68.1 |
| | *2 Theoretical Output | | (kW) | 111.4 |
| | Brake Torque | | (kg•m) | 70 |
| | Brake Release Pressure | | ($kg/cm^2$) | 21 - 26 |
| | Weight | | (kgf) | 65.5 |
| Swing Reduction Gearbox | No.1 Sun Gear | | | Module: 4, No. of teeth: 21 |
| | No.1 Planetary Gear | | | Module: 4, No. of teeth: 26 |
| | No.2 Sun Gear | | | Module: 4, No. of teeth: 17 |
| | No.2 Planetary Gear | | | Module: 4, No. of teeth: 28 |
| | Ring Gear | | | Module: 4, No. of teeth: 75 |
| | Reduction Ratio | | | 24.74 : 1 |
| | Weight | | (kgf) | 321.5 |
| Swing Device | *1, 2) Theoretical Output Torque | | (kg•m) | 1,687 |
| | rpm | Normal | ($min^{-1}$) | 57.8 |
| | | Maximum | ($min^{-1}$) | 64.4 |
| | Weight | | (kgf) | 387 |

**NOTE:** *1. *The theoretical value at the rated pressure, not including mechanical efficiency.*

*2. *The theoretical value at the rated pressure and the max. speed.*

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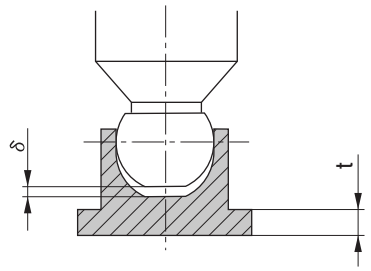


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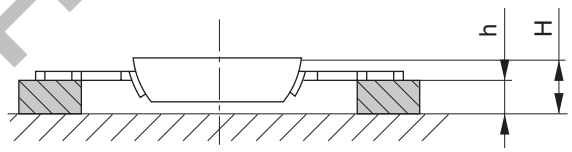
### Replacement Standard of Worn Parts

When a part is worn exceeding the criteria below, adjust or replace the part. However, the criteria for parts with distinct damage are not defined.

| Item | Standard Size (mm) | Replacement Criteria (mm) | Corrective Action |
|---|---|---|---|
| Clearance between the piston and cylinder block | 0.028 | 0.058 | Replace the piston or cylinder block |
| Clearance between the piston and shoe compressed part (δ) | 0 | 0.3 | Replace the piston or shoe assembly |
| Shoe thickness (t) | 5.5 | 5.3 | Replace the piston or shoe assembly |
| Assembled height of the retainer plate and spherical bushing (H-h) | 6.5 | 6 | Replace the retainer and spherical bushing set |
| Friction plate thickness | 4 | 3.6 | Replace |




Piston and shoe clearance between the piston and shoe (δ)
Shoe thickness (t)




Assembled height of the retainer and spherical bush (H-h)

FG019002

**Figure 97**

### Standard of Sliding Surface Correction

Correct or replace the part whose surface roughness of the sliding face exceeds the following criteria.

| Part Name | Standard Roughness | Roughness Requiring Correction |
|---|---|---|
| Shoe | 0.8 - Z (Ra = 0.2) (Lapping) | 3 - Z (Ra = 0.8) |
| Shoe Plate | 0.4 - Z (Ra = 0.1) (Lapping) | 3 - Z (Ra = 0.8) |
| Cylinder | 1.6 - Z (Ra = 0.4) (Lapping) | 12.5 - Z (Ra = 3.2) |
| Valve Plate | 0.8 - Z (Ra = 0.2) (Lapping) | 6.3 - Z (Ra = 1.6) |

**NOTE:** *1) All the sliding surfaces must be lapped to make the roughness below the standard roughness.*

**NOTE:** *2) If the sliding surfaces of the retainer or spherical bushing are excessively rough, replace the parts by set unit.*

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9. Assembly of Cylinder Block

A. Put cylinder block (104) on the press die.

B. Assemble washer (110), spring (114), and washer (110) in the cylinder block (104).

**NOTE:** *Refer to the next figure for the installation of washer (110).*

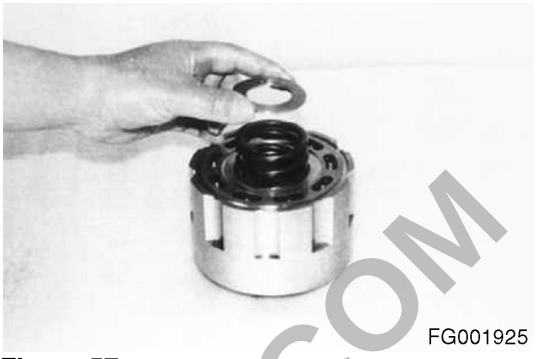



**Figure 57**

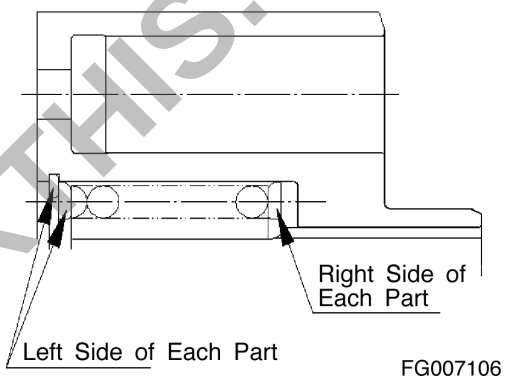



**Figure 58**

C. Put 4 cylinder blocks stated above on the press die and use a press tool (1) to press spring (114) in washer (110) to install retaining ring (145).

**NOTE:** *Wrap a vinyl cover around sliding part of the cylinder block to protect it against damage.*
*Spring pressing pressure: Above 200 kg•m*
*Fast hold retaining ring (145) with flyer during reassembly as it may burst out to cause an injure.*

– Press die, press-in tool (1), and retaining ring flyer

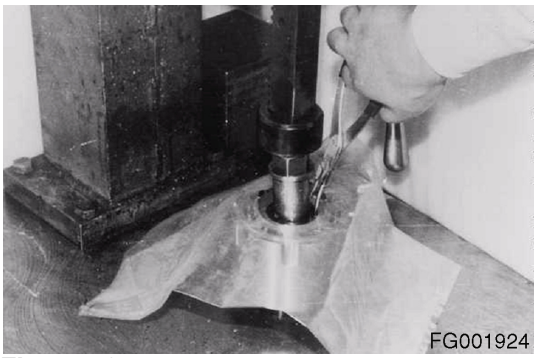



**Figure 59**

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As the spool moves, the delivery pressure P1 is admitted to the large-diameter section of the servo piston by Port C liter, causes the servo piston move to the right, reduces the pump delivery flow rate, and prevents the prime mover from being overloaded.

The movement of the servo piston is transmitted to the feedback lever by point D. Then the feedback lever rotates around the fulcrum of point F and the spool is shifted to the left. The spool moves till the opening between the spool and sleeve (651) is closed.

B. Flow Reset Function

As the self pump delivery pressure P1 or the companion pump delivery pressure P2 decreases, the compensating rod (623) is pushed back by the action of the springs (625 and 626) to rotate Lever 1 around point E. Rotating of Lever 1 causes the feedback lever to rotate around the fulcrum of point D and then the spool to move to the left. As a result, Port C liter opens a way to the tank port. This causes the servo piston to move to the left and the pump's delivery rate to increase.

The movement of the servo piston is transmitted to the spool by the action of the feedback mechanism to move it till the opening between the spool and sleeve is closed.

2. Low tilting angle (low flow) command preferential function

As mentioned above, flow control and horsepower control tilting angle commands are transmitted to the feedback lever and spool by the large-hole sections (C and F) of levers 1 and 2. However, since sections C and F have the pins (∅4) protruding from the large hole (∅8), only the lever lessening the tilting angle contacts the pin (897); the hole (∅8) in the lever of a larger tilting angle command is freed without contacting the pin (897). Such a mechanical selection method permits preference of the lower tilting angle command of the flow control and horsepower control.

3. Adjustment of Input horsepower

Since the regulator is of total cumulative horsepower type, adjust the adjusting screws of both the front and rear pumps, when changing the horsepower set values. The pressure change values by adjustment are based on two pumps pressurized at the same time, and the values will be doubled when only one pump is loaded.

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2. Arm in

A. 2-pump confluence

When arm 1 spool is shifted by increasing pressure of arm 1 (Section 5) pilot port (Pb5), oil supplied to port (P1) flows through neutral passage (L1), load check valve (S5-2), passage (S5-1) and spool into port (B5).

When arm 2 spool is shifted by increasing pressure of arm 2 (Section 9) pilot port (pb9), oil supplied to port (P2) flows through neutral passage (R1), load check valve (S9-1), passage (S9-2), and spool to passage (8) and joins at port (B5).

The return oil from port (B5) flows through regeneration check valve in spool, and then flows to port B to regenerate, and some oil returns through variable regeneration release valve to tank (Ta). (Refer to section 2-2)

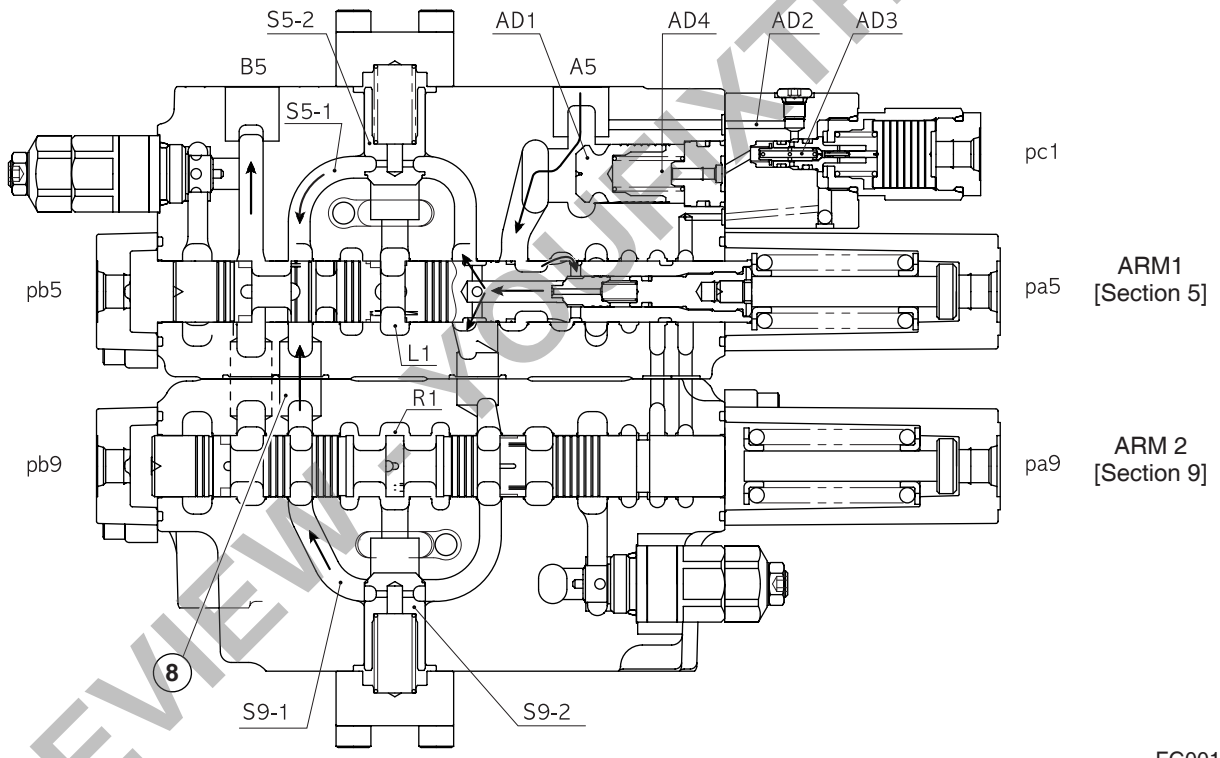


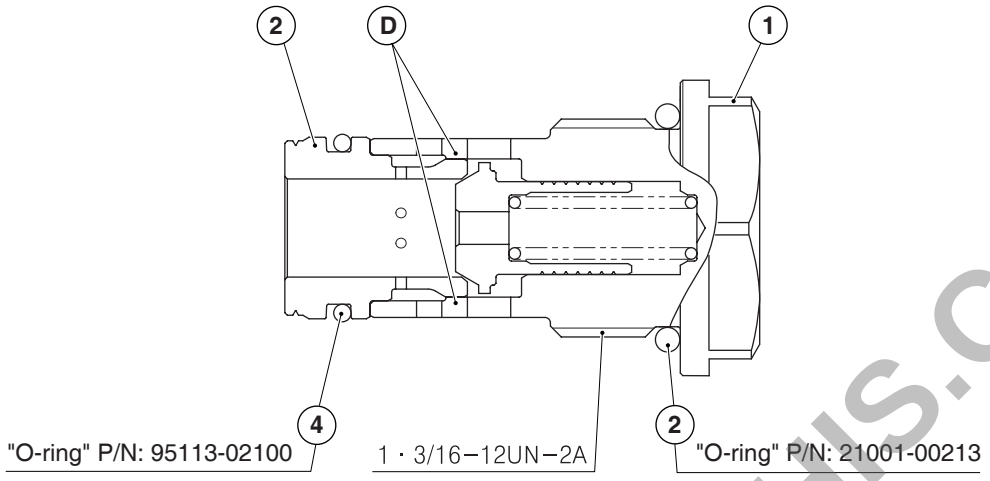

**Figure 12**

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**Reassembly of Low-pressure Relief Valve (70, Total of 2 Places)**




FG001321

**Figure 44**

1. Check if there is dirt and paint chips around plug (1). Replace O-ring (3) with new one. Install new O-ring (4) on sleeve (2). Clean installation portion of relief valve and valve housing. Tighten plug (1, width across flats: 32 mm) of relief valve. Torque: 11 - 12 kg•m (76 - 83 ft lb).

   **NOTE:** *The torque values are based on use of lubricated threads.*

## IMPORTANT

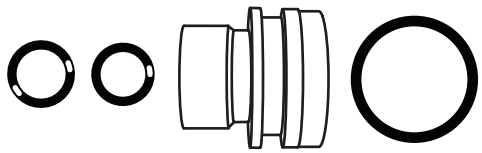
**Torque values must be measured when using lubricated threads.**

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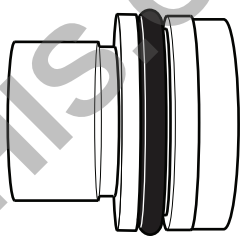
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5. Assemble rod seal (22), dust seal (23) and O-ring (21) into plug (20).



FG013548

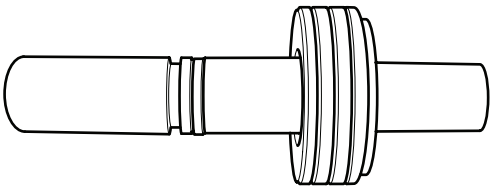
**Figure 29**



FG013549

**Figure 30**

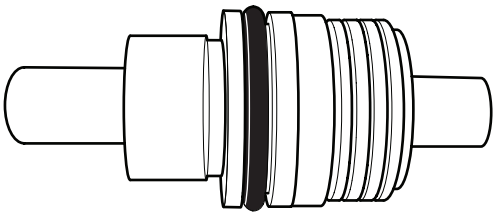
6. Assemble seal (15), piston (33), steel ball (16), plate (18), spring (17) and retaining ring (19) into push rod (13).



FG013550

**Figure 31**

7. Assemble push rod and plug.



FG013551

**Figure 32**

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The screen composition of MP3 player is given below.

The top section displays the name of the file being played and the current playing time of the total playing time.

The screen center shows the album image of the file being played, the album name, the song name and the name of the next file to be played.

The bottom displays the MP3 player function operation symbol and cursor.

The MP3 player function operation symbol and jog switch are operated in the following order.

**Play/Pause ↔ Replay the Previous File ↔ MP3 Progress Bar ↔ Replay the Next File ↔ MP3 Files List ↔ Background MP3 Play**

**Play/Pause**

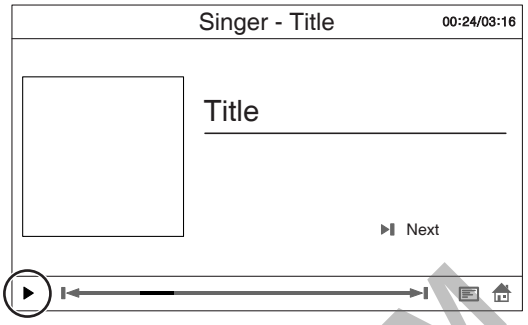
Locate the cursor at the play/pause symbol and click on the jog switch to execute the MP3 play/pause functions.

With play being on, click the jog switch to display the pause symbol at the center of the screen, causing the MP3 to pause.

With pause being on, click on the jog switch to cause the pause symbol at the center of the screen to disappear, resuming the MP3 playing.

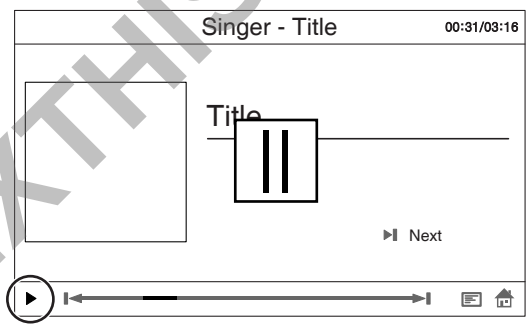
**Replay the Previous File**

Locate the cursor at the replay the previous file symbol, and click on the jog switch to replay the previous file.



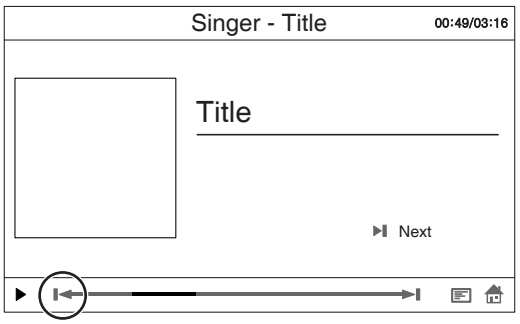

FG020124

**Figure 70**




FG020125

**Figure 71**




FG020126

**Figure 72**

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The Jog Switch Control Panel permits the selection of the appropriate engine power depending on the working condition. One of the four. Power Plus Mode, Power Mode, Standard Mode or Economy Mode setting can be selected. When the engine starter switch is turned "ON," the power mode is automatically defaulted to standard mode. The desired mode can be selected by pressing the jog switch on the jog switch control panel. When the power mode is selected, the indicator light will turn "ON" to display the selected mode.

The quantity of oil discharged by the pump and the engine speed are determined by the mode selected by the operator. The pump output in each mode is determined by the mode selection and is listed in the following table

| Mode | Power Plus Mode | Power Mode | Standard Mode | Economy Mode |
|---|---|---|---|---|
| **Output (%)** | 100% | Approximately 90% | Approximately 80% | Approximately 75% |

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2. The new refrigerant has improved cooling characteristics than the old type and care must be used not to overcharge the system.
3. Do not over tighten connections when working on refrigerant system.
4. The new refrigerant system standards require new tools, equipment and parts. DO NOT attempt to use equipment use in servicing the old refrigerant system.
5. The new refrigerant oil (PAG type) has a high moisture absorption characteristic. When the refrigerant system vacuum seal has been broken, immediately plug up all openings to prevent moisture from entering the system.
6. When joining unions which use O-ring seals, lightly coat O-rings with refrigerant oil. Be careful not to drip oil on the threads of the nut.
7. Be certain the O-rings are seated properly on the refrigerant line lip. Always use new O-rings when reassembling parts. Do not reuse old O-rings.
8. Use a vacuum pump to evacuate refrigerant system of air.
9. When charging the refrigerant system with the engine running, do not open the high-pressure valve on the manifold gauge as the reverse flow of high-pressure refrigerant will rupture the hose.
10. When releasing the high-pressure hose after completing the charging process, quickly disconnect the hose to minimize refrigerant released to the air.

## Repair and Replacement Procedure

1. Work Procedure
   A. Before repairing or replacing any refrigerant components first, return all refrigerant oil to the compressor and perform recovery procedures.
2. Operating Condition
   A. Run engine at maximum engine speed.
   B. Select 'HI' blower fan speed and select A/C switch to 'ON'.
   C. Set the temperature control switch for maximum cooling and leave running for approximately 20 minutes.

      **NOTE:** *The manifold gauge dial pointer can vary depending on the outdoor temperatures.*

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