GENERAL DIMENSIONS

One - Piece Boom

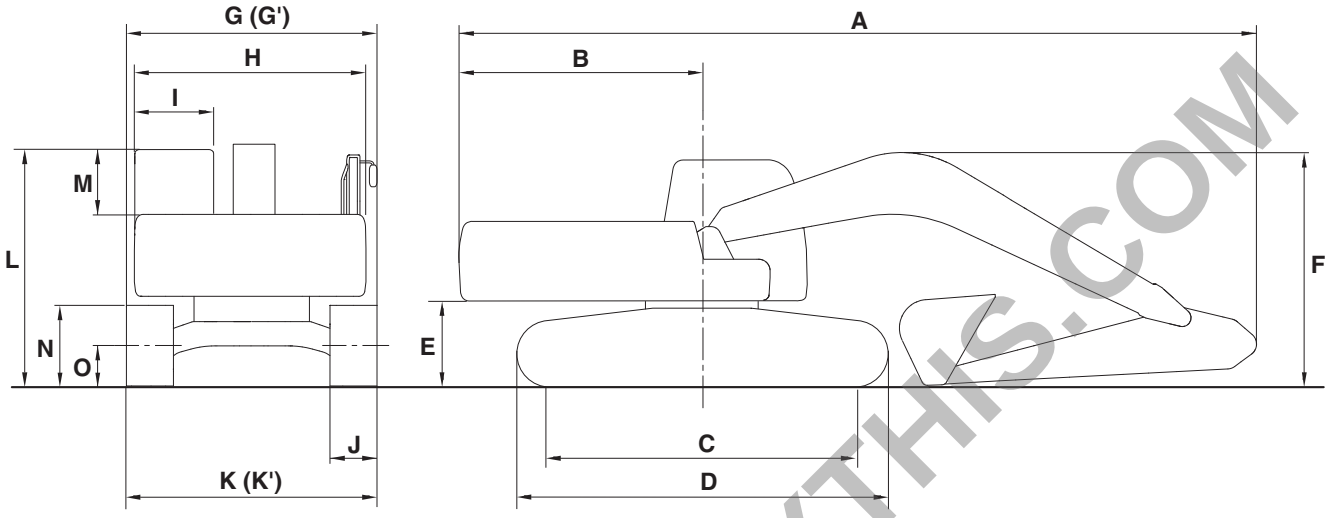


Figure 5

Dimension		6.5 m (21' 3") Boom		
		3.2 m (10' 5") STD Arm	2.6 m (8' 5") Arm	3.95 m (13' 0") Arm
A	Shipping Length	11,315 mm (37' 1")	11,405 mm (37' 5")	11,345 mm (37' 3")
B	Tail Swing Radius	3,530 mm (11' 7")		
C	Tumbler Distance	4,040 mm (13' 3")		
D	Track Length	4,940 mm (16' 2")		
E	Counterweight Clearance	1,195 mm (3' 11")		
F (Boom)	Shipping Height	3,255 mm (10' 8")	3,495 mm (11' 6")	3,420 mm (11' 3")
F (Hose)	Shipping Height	3,390 mm (11' 1")	3,640 mm (11' 11")	3,550 mm (11' 8")
G	Shipping Width (STD)	3,280 mm (10' 9")		
G'	Shipping Width (Narrow)	3,000 mm (9' 10")		
H	House Width	3,000 mm (9' 10")		
I	Cab Width	1,010 mm (3' 4")		
J	Shoe Width	600 mm (2')		
K	Undercarriage Width (STD)	3,280 mm (10' 9")		
K'	Undercarriage Width (Narrow)	3,000 mm (9' 10")		
L	Height Over Cab	3,080 mm (10' 1")		
M	Cab Height Above House	845 mm (2' 9")		
N	Track Height	1,048 mm (3' 5")		
O	Car Body Clearance	510 mm (1' 8")		

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GENERAL SPECIFICATIONS

Shipping Weight	34.9 tons (76,941 lb)	
	Includes 10% fuel, 6,500 mm (21' 3") boom, 3,200 mm (10' 5") arm, 1,410 mm (4' 6") backhoe bucket and standard shoes	
Operating Weight	Add weight of full fuel tank and operator.	
Shipping Weights With Optional Track Shoes	Add 380 kg (838 lb) for 700 mm (28") shoes	
	Add 760 kg (1,676 lb) for 800 mm (32") shoes	
	Add 945 kg (2,083 lb) for 850 mm (33.5") shoes	
	Add 1,140 kg (2,513 lb) for 900 mm (36") shoes	
	Add 526 kg (1,160 lb) for 600 mm (24") double grouser shoes	
Major Component Weights	Standard Boom 2,697 kg (5,946 lb)	
	2,600 mm (8' 5") Arm 1,121 kg (2,471 lb)	
	3,200 mm (10' 5") Arm 1,251 kg (2,758 lb)	
	3,950 mm (13' 0") Arm 1,470 kg (3,241 lb)	
	Boom Cylinders 290 kg (639 lb) each	
	Arm Cylinder 435 kg (959 lb)	
	Bucket Cylinder 260 kg (573 lb)	
	Counterweight 7,100 kg (15,700 lb)	
	Upper Structure 8,753 kg (19,297 lb)	
	Lower - below Swing Bearing 11,760 kg (25,926 lb)	
Digging Forces (At Power Boost, ISO)		
Bucket Cylinder	254 KN or 25,900 kg (57,100 lb) with Mono Boom/Articulated Boom + GP Bucket	
Arm Cylinder	185 KN or 18,865 kg (41,590 lb) with 3,200 mm (10' 5") Standard Arm	
Fuel Tank Capacity	600 liters (158.5 U.S. gal)	
Hydraulic System Capacity	450 liters (118.8 U.S. gal)	
Hydraulic Reservoir Capacity	240 liters (63.4 U.S. gal)	
Bucket Heaped Capacity Range	SAE 1.25 - 2.01 m^3 (1.63 - 2.63 yd^3) Mono Boom/Articulated Boom	
	NOTE: Refer to the Load Weight, Bucket and Arm Length Compatibility Table for information on which bucket sizes are approved with which arm length and work load material weights.	
Shoe Type	Triple Grouser	Double Grouser
Shoe Width and Optional Sizes	600 mm (24") - standard	600 mm (24") - optional
	700 mm (28") - optional	
	800 mm (32") - optional	
	850 mm (33.5") - optional	
	900 mm (36") - optional	
Ground Pressure Ratings:		
Standard 600 mm (24") shoe	0.69 bar (0.69 kg/cm^2, 9.85 psi)	
Optional 700 mm (28") shoe	0.60 bar(0.60 kg/cm^2, 8.57 psi)	
Optional 800 mm (32") shoe	0.53 bar(0.53 kg/cm^2, 7.58 psi)	
Optional 850 mm (33.5") shoe	0.50 bar(0.50 kg/cm^2, 7.17 psi)	
Optional 900 mm (36") shoe	0.48 bar(0.48 kg/cm^2, 6.77 psi)	
Optional 600 mm (24") double grouser shoe	0.71 bar(0.71 kg/cm^2, 10.04 psi)	

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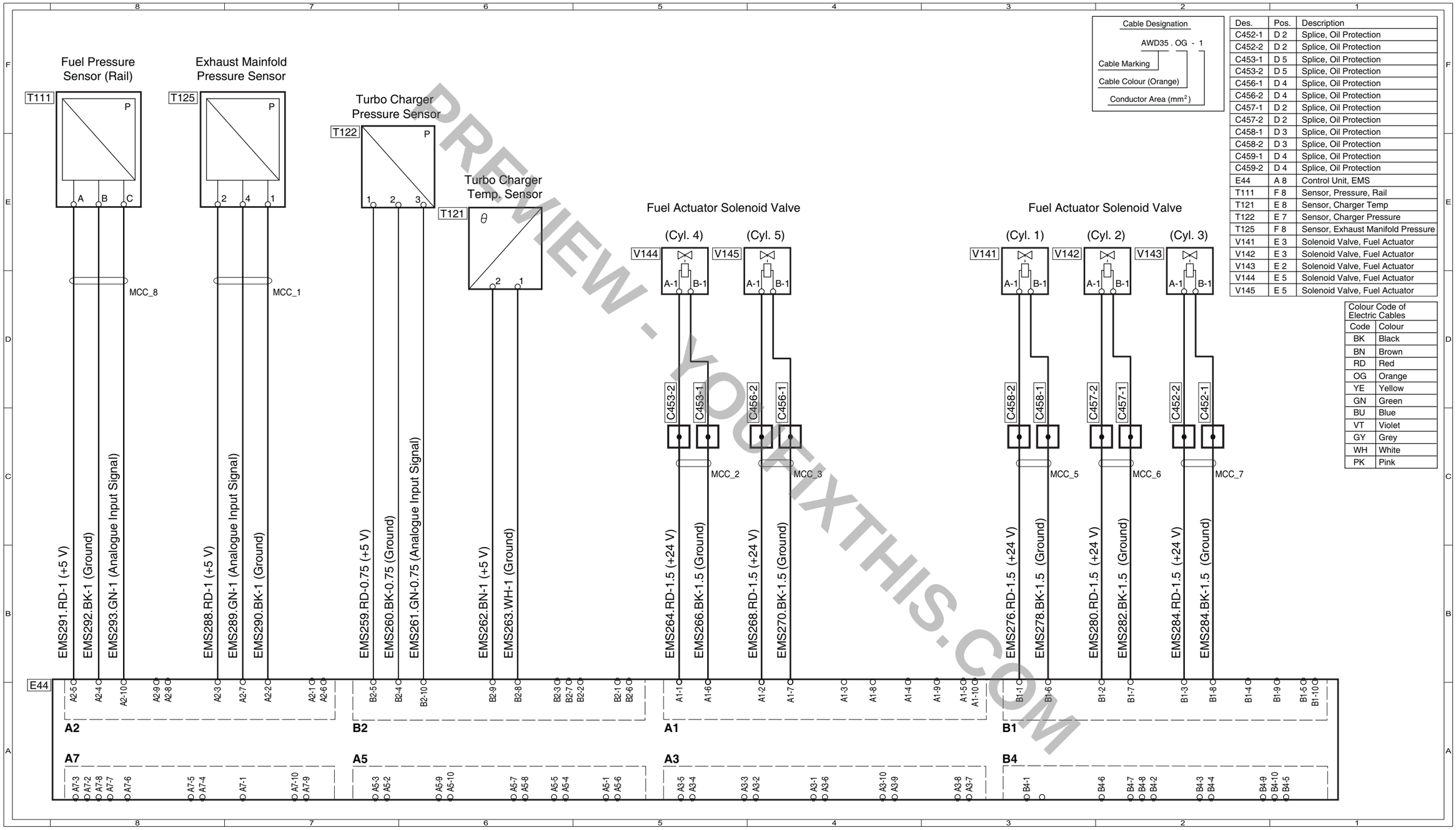
ENGINE SPECIFICATION

Items		Specification
Engine	Type	4-Cycle Water Cooled, Waste Gate Turbocharge, Air to Air Intercooled Direct Injection
	Emission	US EPA Tier 4 Final (EU Stage IV)
	Model	DC 9
	Injection System	Extra High-pressure Fuel Injection System
	Rated Net Power	237 kW (318 HP) @ 1,800 rpm (SAE J1995)
Valve Clearance	Intake Valve	0.45 mm
	Exhaust valve	0.70 mm
Number of Cylinders and Configuration		5, Straight
Rotating Direction (from Flywheel)		Counterclockwise
Oil Pressure	Normal with the Engine at Operating Temperature, Operating Speed	3.1 - 6.1 kg/cm^2 (3 - 6 bar, 43.5 - 87 psi)
	Min. Permitted at Idling Speed	0.71 kg/cm^2 (0.7 bar, 10.2 psi)
Crankcase Pressure with Closed Crankcase Ventilation		-5.4 - 2.0 bar
Using Lubrication Oil		ACEA-E5 or E7 (for Fuel with Ultra Low Sulfur Content)
Oil Filter		Paper Filter
Interval Between Oil Changes		500 h
Working Principle		4 Stoke Engine
Cylinder Diameter		130 mm
Piston Stroke		140 mm
Displacement		9,300 cc
Compression Ratio		17:1
Number of Teeth on the Flywheel		158
Low Idle Speed		800 rpm
Max. Full Load Speed		2,100 rpm
Weight, without Coolant and Oil		975 kg
Cooling System	Volume, Excluding Radiator	16,000 cc
	Coolant Temperature	90 - 95°C
	Number of Thermostats	1
	Thermostat, Opening Temperature	80°C
Electrical System	Type	1-pin, 24V, DC
	Starter Motor (Standard Equipment)	1-pin, 24V, 6 kW
	Alternator (Standard Equipment)	1-pin, 28V, 100 A

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EMS S8 (2/2)



Cable Designation

AWD35 . OG - 1

- Cable Marking
- Cable Colour (Orange)
- Conductor Area (mm^2)

Des.	Pos.	Description
C452-1	D 2	Splice, Oil Protection
C452-2	D 2	Splice, Oil Protection
C453-1	D 5	Splice, Oil Protection
C453-2	D 5	Splice, Oil Protection
C456-1	D 4	Splice, Oil Protection
C456-2	D 4	Splice, Oil Protection
C457-1	D 2	Splice, Oil Protection
C457-2	D 2	Splice, Oil Protection
C458-1	D 3	Splice, Oil Protection
C458-2	D 3	Splice, Oil Protection
C459-1	D 4	Splice, Oil Protection
C459-2	D 4	Splice, Oil Protection
E44	A 8	Control Unit, EMS
T111	F 8	Sensor, Pressure, Rail
T121	E 8	Sensor, Charger Temp
T122	E 7	Sensor, Charger Pressure
T125	F 8	Sensor, Exhaust Manifold Pressure
V141	E 3	Solenoid Valve, Fuel Actuator
V142	E 3	Solenoid Valve, Fuel Actuator
V143	E 2	Solenoid Valve, Fuel Actuator
V144	E 5	Solenoid Valve, Fuel Actuator
V145	E 5	Solenoid Valve, Fuel Actuator

Colour Code of Electric Cables	
Code	Colour
BK	Black
BN	Brown
RD	Red
OG	Orange
YE	Yellow
GN	Green
BU	Blue
VT	Violet
GY	Grey
WH	White
PK	Pink

EX1301798

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Problem	Possible Cause	Remedy
Spool cannot be mechanically displaced	Tie rods have been tightened with too great a tightening torque	Loosen the nuts of the tie rods and tighten at the specified torque, see "Installation Drawing" of the respective product.
	Oil temperature too high and/or too great a temperature difference between the pressure fluid and the mobile control block, causing blocking because of dissimilar heat expansion of spool and mobile control block	Check cooler function, oil supply and pump pressure in neutral position. Avoid temperature shock.
	Contamination or foreign particles introduced during the assembly of the connections leading to the actuator are jamming the spool	Visually inspect the connectors to the actuator, remove foreign particles with a magnet or tweezers. In case of jammed foreign particles, replace the control block module with a new one.
Spool returns too slowly or not at all	Spool jamming	See "Spool cannot be mechanically displaced" above in the event of a malfunction.

Following a breakdown because of contamination, it is essential to check the oil quality and if necessary to improve it by suitable means, such as flushing or the additional building in of filters.

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DX340LC-5 / DX350LC-5
Hydraulic Schematic

OPTION	APPLIED PART			
ONE-WAY ; JOYSTICK BOTTON(R.H)	(34) (38)			BREAKER FILTER (39)
ONE/TWO-WAY ; JOYSTICK PPC(R.H)	(35) (36) (38)	PEDAL (37)		
ROTATING ; JOYSTICK PPC(L.H)	(40) (41) (42) (43)			
QUICK COUPLER	(33)			
BOOM LOCK VALVE/ARM LOCK VALVE	(28) / (30)			
PATTERN CHANGE VALVE (ISO ↔ BHL)	(31)			
STRAIGHT TRAVEL PEDAL	(32)			
INTELLIGENT BOOM	(29)			
ARTI. BOOM	(44) (45)	PEDAL (47)	LOCK VALVE (46)	

OPT
- 28. BOOM LOCK VALVE
- 29. BOOM FLOATING VALVE
- 30. ARM LOCK VALVE
- 31. PATTERN CHANGE VALVE
- 32. STRAIGHT TRAVEL PEDAL VALVE
- 33. QUICK COUPLER VALVE
- 34. ONE-WAY PPR VALVE
- 35. TWO-WAY PPR VALVE
- 36. TWO-WAY EPPR VALVE
- 37. TWO WAY PEDAL VALVE
- 38. STOP VALVE
- 39. HIGH PRESSURE RETURN FILTER
- 40. GEAR PUMP FOR ROTATING
- 41. POWER TAKE-OFF
- 42. ROTATING CONTROL VALVE
- 43. ROTATING EPPR VALVE
- 44. MAIN CONTROL VALVE(ARTI)
- 45. ARTI. BOOM CYLINDER
- 46. ARTI. BOOM LOCK VALVE
- 47. ARTI. BOOM PEDAL VALVE

STD
- 01. MAIN PUMP
- 02. MAIN CONTROL VALVE(STD)
- 03. SWING DEVICE
- 04. TRAVEL DEVICE
- 05. CENTER JOINT
- 06. BOOM CYLINDER
- 07. ARM CYLINDER
- 08. BUCKET CYLINDER
- 09. FAN DRIVE PUMP
- 10. FAN DRIVE MOTOR
- 11. JOYSTICK VALVE(L.H)
- 12. JOYSTICK VALVE(R.H)
- 13. PEDAL VALVE
- 14. PILOT FILTER
- 15. ACCUMULATOR
- 16. SOLENOID PACKAGE VALVE
- 17. EPPR&SOL. PACKAGE VALVE
- 18. BY-PASS CUT OFF VALVE
- 19. OIL COOLER
- 20. FULL FLOW FILTER
- 21. AIR BREATHER
- 22. HYDRAULIC TANK
- 23. JOINT PLATE(PRIMARY)
- 24. JOINT PLATE(SECONDARY)
- 25. PT BLOCK
- 26. PUMP PEAK REDUCING V/V(DRIVE)
- 27. PUMP PEAK REDUCING V/V(IDLE)

TRAVEL MOTOR (L)
TRAVEL MOTOR (R)
TWO WAY OPTION
ONE WAY OPTION
QUICK COUPLER
ARTI. BOOM
ROTATING OPTION
from JOYSTICK(R) PPC
from JOYSTICK(L) PPC
from JOYSTICK(R) BOTTON
When Operating Hammer Select
ENGINE DC9 TIER-4F
DRIVE PUMP
IDLE PUMP
ARTI.
OPTION
BKT
BOOM
TRAVEL(L)
TRAVEL(R)
SWING
ARM
ST TRAVEL PEDAL(L.H)
L.TRAVEL
R.TRAVEL
SWING
ARM
BOOM
BUCKET

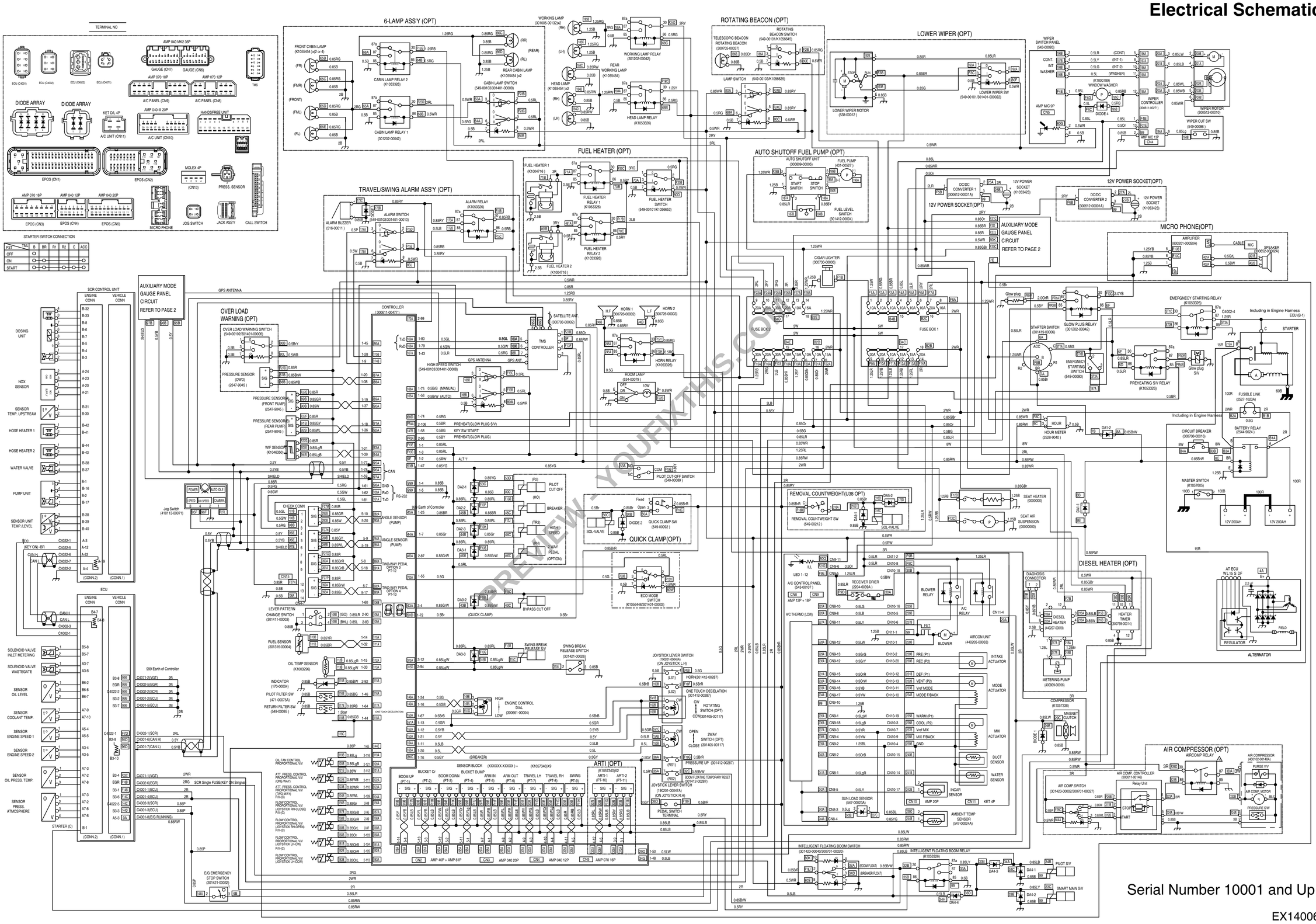
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DX340LC-5 / DX350LC-5
Electrical Schematic(1/2)



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