GENERAL SPECIFICATIONS

Shipping Weight	40.5 metric tons (89,290 lb), includes fuel 100, boom, 3,250mm (10' 8"), arm, standard bucket and standard shoes
Operating Weight	40.9 metric tons (90,170 lb) includes weight of full fuel tank.
Shipping Weights With Optional Track Shoes	Add 720 kg (1,590 lb) for 750 mm (30") shoes
	Add 970 kg (2,140 lb) for 800 mm (32") shoes
	Add 1,460 kg (3,220 lb) for 900 mm (35") shoes
Major Component Weights	Standard Boom 6,700mm (22ft) 2,820kg (6,220 lb)
	2,600 mm (8' 6") Arm 1,300kg (2,870 lb)
	3,250 mm (10' 8") Arm 1,400 kg (3,090 lb)
	3,950 mm (13' 0") Arm 1,630 kg (3,590 lb)
	Boom Cylinders 370 kg (812 lb) each
	Arm Cylinder 530 kg (1,168 lb)
	Bucket Cylinder 340 kg (750 lb)
	Counterweight 8,000 kg (17,640 lb)
	Upper Turntable 10,130 kg (22,300 lb) (Excluding Counterweight and Front)
	Lower - 15,000 kg (33,070 lb) (Including Swing Bearing)
Digging Forces (at Power Boost) :	
Bucket Cylinder	24,200 kg (53,350 lb) with 3,250 mm (10' 8") arm
Arm Cylinder	23,800 kg (52,470 lb) with 2,600 mm (8' 6") arm
	19,260 kg (42,460 lb) with 3,250 mm (10' 8") arm
	16,660 kg (36,600 lb) with 3,950 mm (13' 0") arm
Fuel Tank Capacity	550 liters (145 U.S. gal)
Hydraulic System Capacity	420 liters (111 U.S. gal)
Hydraulic Reservoir Capacity	265 liters (70 U.S. gal)
Bucket Heaped Capacity Range	PCSA 1.44 - 2.16 m^3 (1.88 - 2.83 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	600 mm (24") - standard
	750 mm (30") - optional
	800 mm (32") - optional
	900 mm (35") - optional
Ground Pressure Ratings:	
Standard 600 mm (24.0") shoe -	0.74 kg/cm^2 (10.5 psi)
Optional 750 mm (30.0")shoe-	0.61kg/cm^2 (8.7 psi)
Optional 800 mm (32.0") shoe -	0.57 kg/cm^2 (8.1 psi)
Optional 900 mm (35.0")shoe-	0.50 kg/cm^2 (7.1 psi)
Transport Dimensions	

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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.

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.

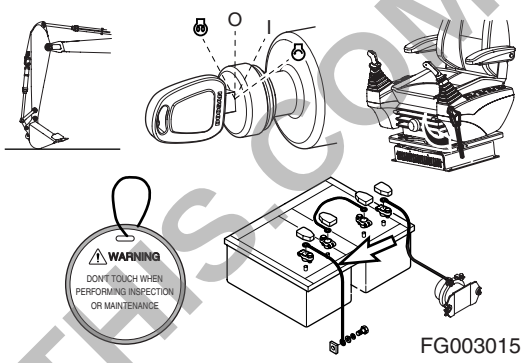


Figure 1

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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Hydraulic Schematic (DX420LC)

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Electrical Schematic (DX420LC)

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Parts List

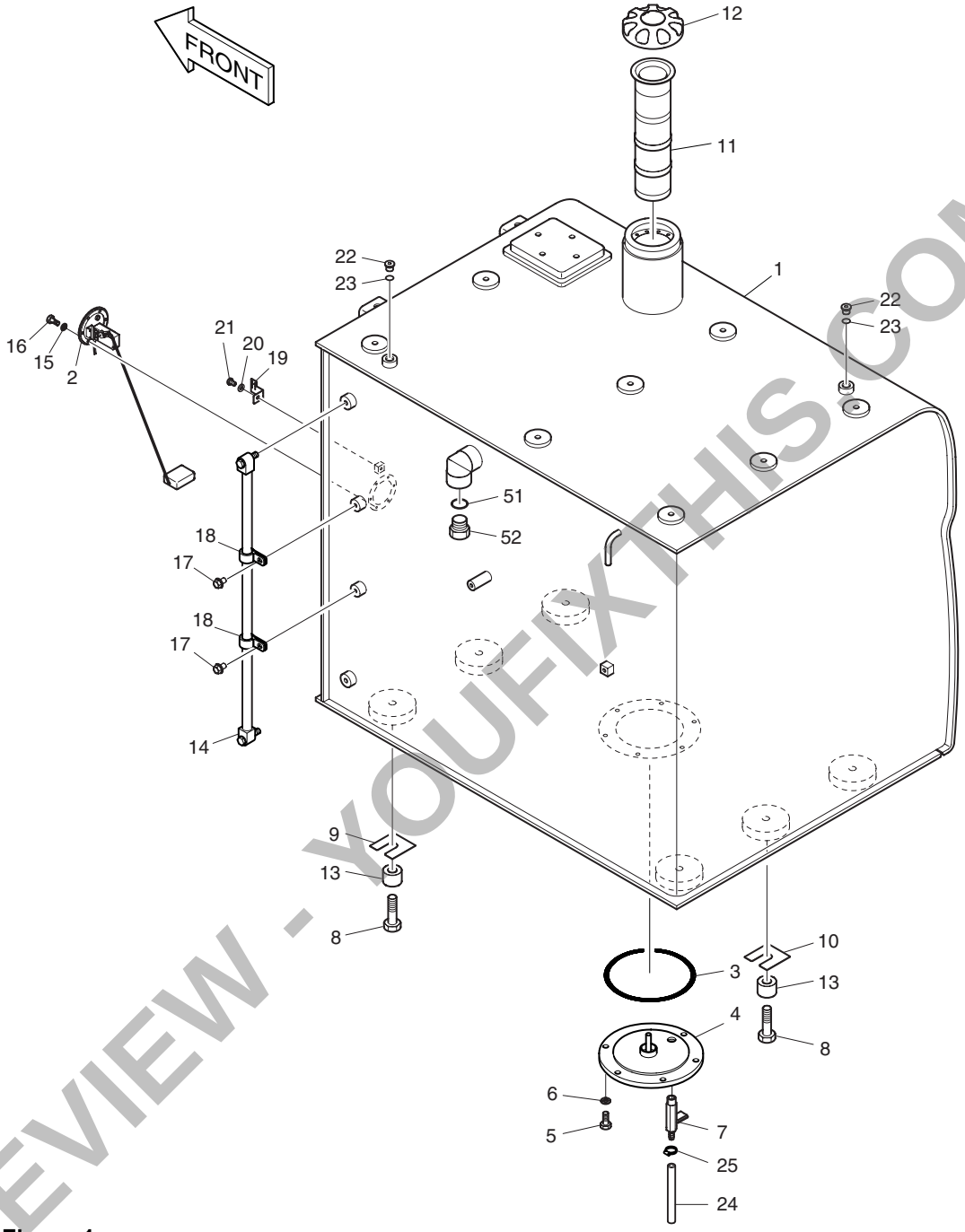


Figure 1

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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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Hydraulic System Troubleshooting, Testing and Adjustment

Edition 1

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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
DX420LC	5001 and Up

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Swing Motor SP000261
Travel Motor (With Gearbox) SP000266
Main Pump SP000186
Control Valve (KVMG-400-DA) SP000187
Remote Control Valve (Work Lever / Joystick) SP000189
Travel Control Valve (With Damper) SP000070
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APPLICABLE MODELS

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MODEL	SERIAL NUMBER RANGE
DX420LC	5001 and Up

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extension and torque wrench. Readings may also be inaccurate:

- If the extension itself absorbs some of the tightening force and starts to bend or bow out.
- If an extension has to be fabricated that is not perfectly straight (for example, an extension made to go around an obstruction, to allow access to a difficult to tighten fastener), the materials and methods used must be solid enough to transmit full tightening torque.

Other Uses for Torque Wrench Extension Tools

Torque wrench extensions are sometimes made up for reasons other than increasing leverage on a fastener.

For example, a torque wrench and extension can be used to measure adjustment "tightness" of a linkage or assembly. Specially fabricated extensions can be used to make very precise checks of the force required to engage or disengage a clutch mechanism, release a spring-applied brake assembly, or "take up" free play in most any movable linkage.

Once the value of the adjustment force is established, repeated checks at regular intervals can help to monitor and maintain peak operating efficiency. These types of adjustment checks are especially useful if physical measurements of linkage travel are difficult to make or will not provide the needed degree of precision and accuracy.

To allow the assembly or mechanism to accept a torque wrench, welding a nut or other adapter on the end of a linkage shaft or other leverage point will allow turning the shaft or assembly manually.

Tightening Torque Specifications (Metric)

(For coated threads, prelubricated assemblies.)

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SAFETY PRECAUTIONS

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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
DX340LC	5001 and Up
DX420LC	5001 and Up

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2. Measuring the distance (A, Figure 2) between the bottom of the side frame and the top of the lowest crawler shoe. Recommended tension for operation over most types of terrain is distance "B" on below table.

   NOTE: *This measurement can be thrown off if there is too much mud or dirt or other material in the track assembly. Clean off the tracks before checking clearance.*

3. Too little sag in the crawler track (less than clearance distance "C" on below table) can cause excessive component wear. The recommended adjustment can also be too tight causing accelerated stress and wear if ground conditions are wet, marshy or muddy, or if the ground is hard and full of rocks or gravel.

4. The increased clearance recommended for muddy ground conditions is between distance "D" on below table. The clearance should be approximately distance "E" on below table for operation over gravel, rocky terrain, or over sand or snow.

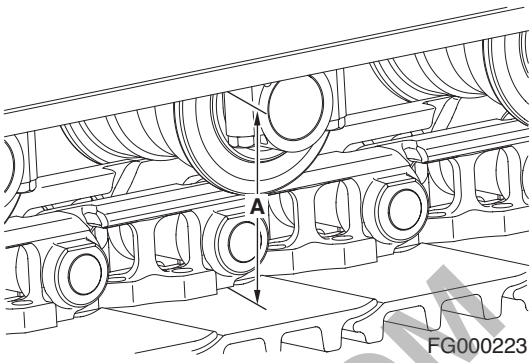


Figure 2

Terrain Type	Distance "A"
	DX420LC
Normal "B"	380 - 430 mm (14.96 - 16.93 in)
Minimum "C"	380 mm (14.96 in)
Muddy "D"	430 - 460 mm (16.93 - 18.11 in)
Gravel, Rocky, Sand or Snow "E"	460 mm (18.11 in)

⚠ WARNING!

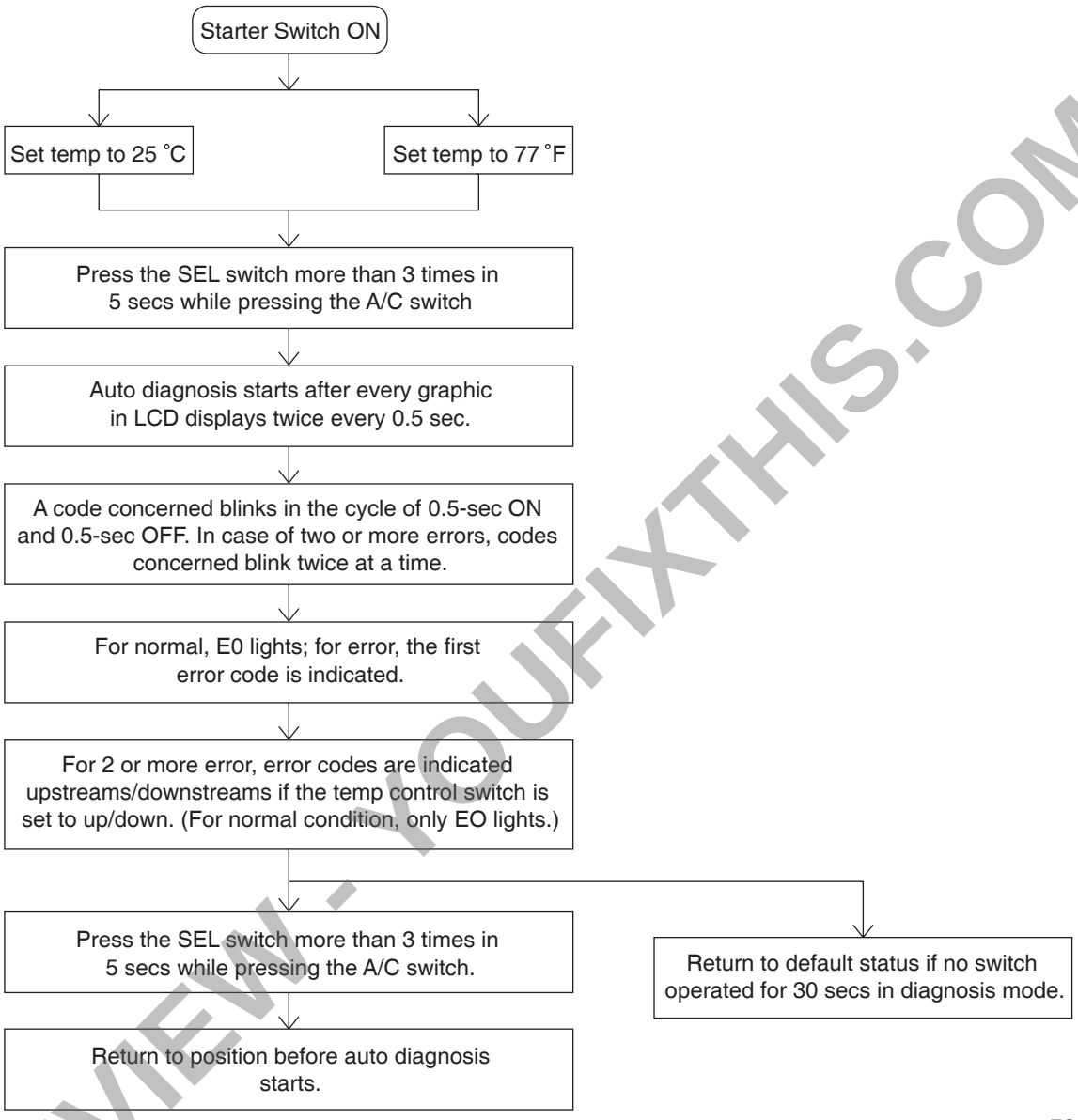
The track adjusting mechanism is under very high-pressure. NEVER release pressure too suddenly. The grease cylinder valve should never be backed off more than 1 complete turn from the fully tightened down position. Bleed off pressure slowly and keep your body away from the valve at all times.

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Self Diagnosis

How to start self diagnosis



FG001367

Figure 21

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power mode selector at Power Mode and the work mode selector at digging mode:

- Unloaded maximum engine speed baseline test (all controls in neutral).
- Front pump test – operate "travel right" lever. Record values at all specified pressures.
- Rear pump test – operate "travel left" lever. Record values at all specified pressures.

Record the values for each of the three tests (neutral, travel right and travel left) at the following pump pressure levels, with travel speed control set at "high speed."

Engine RPM	Pressure	Flow
	100 kg/cm^2 (1,422 psi)	
	135 kg/cm^2 (1,930 psi)	
	180 kg/cm^2 (2,560 psi)	
	240 kg/cm^2 (3,413 psi)	
	320 kg/cm^2 (4,550 psi)*	
	*See below note.	

Compare recorded values with output shown in the P-Q curve in the specifications section of this book.

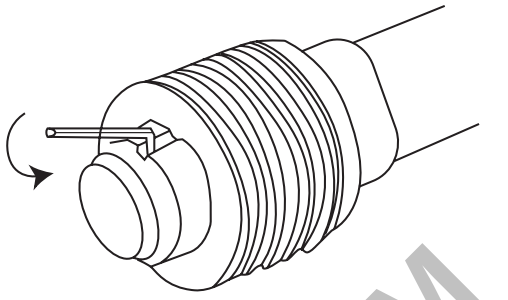
If test results do not measure up to specified values, pump output tests can be repeated using different control levers. Recheck front pump operation while stroking the bucket cylinder out lever, and the rear pump by actuating the swing control lever.

NOTE: *When testing bucket and swing functions, read maximum flow tests at 320 kg/cm^2 (4,550 psi), not 350 kg/cm^2 (4978 psi).*

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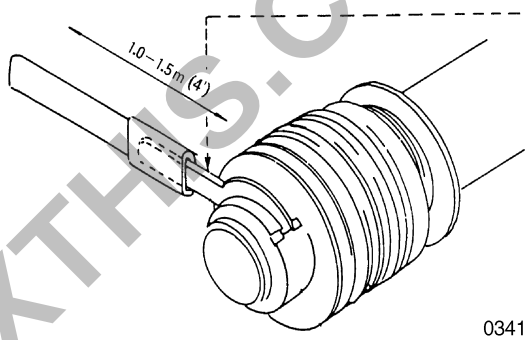
8. Remove set screw using socket wrench.



HAOF340L

Figure 19

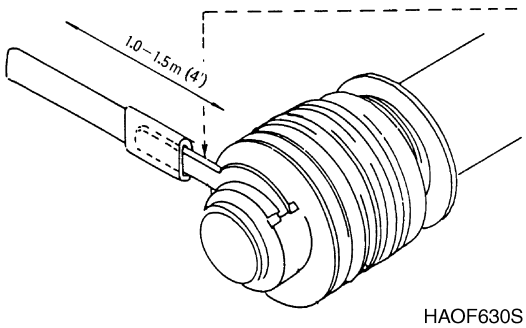
9. Fabricate or purchase a piston nut removal wrench. (Dimensions are called off at beginning of this procedure. This tool may also be ordered through your local *DOOSAN* Parts distributor). Remove nut from end of piston.



0341

Figure 20

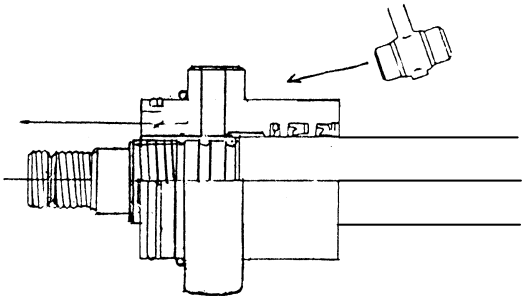
10. Use second piston tool described at beginning of this procedure to separate piston. Detach cushion ring (15), taking care not to damage cushion ring.



HAOF630S

Figure 21

11. Use a plastic hammer to evenly pull off rod cover (9) from end of piston rod. Be careful not to damage rod bushing (6) and dust wiper, U-packing and other seals.

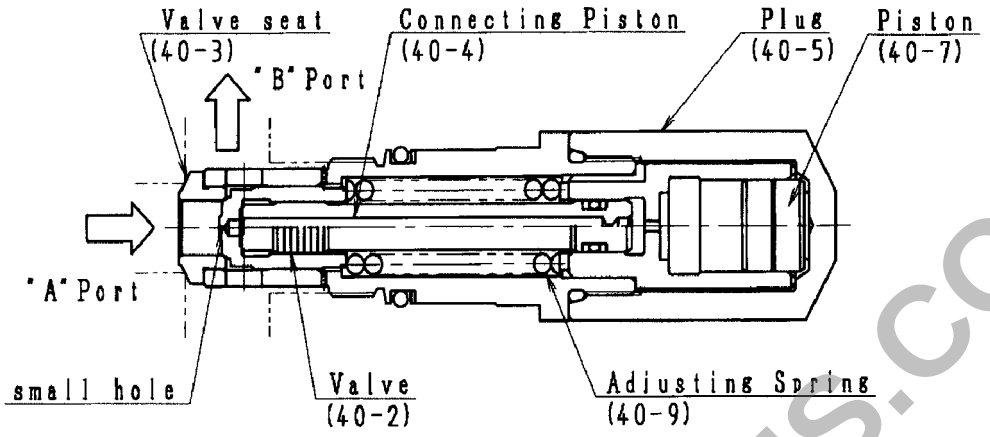


HAOF350S

Figure 22

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ATS0080S

Figure 8

There are two overload valves in the cross-over portion of the counterbalance circuit of brake valve. They accomplish the following functions:

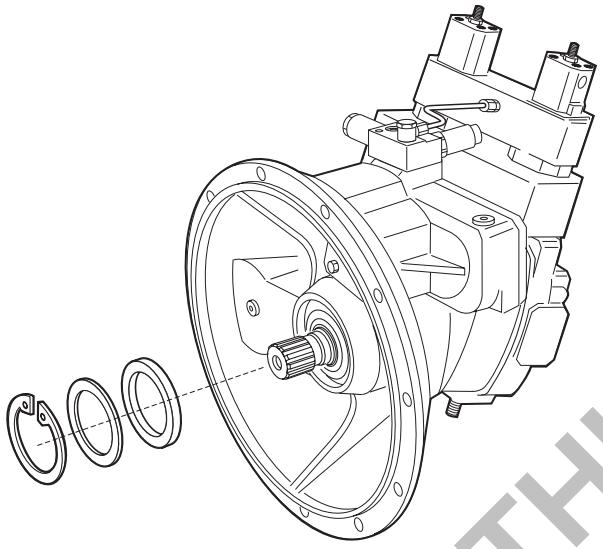
1. When starting the hydraulic motor, they keep the driving pressure below a predetermined value while accelerating, and bypasses surplus oil to return line.
2. When stopping the hydraulic motor, they keep the brake pressure, that develops on the outlet side of motor, under the predetermined value to stop the inertial force.
3. An anti-shock load / damping device is built into the valve for abrupt acceleration during initial starting, and to reduce shock loading while stopping, For these purposes, the developed pressure is kept comparatively low using an orifice for a short period. This orifice then allows the line pressure to rise to its normal value. While the pressure is low a smooth meshing of reduction gears, crawler and sprocket etc. can be accomplished while the initial shock is absorbed.

   When starting, "Port A" pressure increases. This pressure is applied to the effective diameter of valve (40-2, Figure 8) which is seated on valve seat (40-3). At the same time, this pressure is delivered, via the orifice, to the connecting piston (40-4) inside the valve (40-2). The piston bore pressure increases to "Port A" pressure. The valve (40-2) opposes to adjusting spring (40-9) by the force of the pressure exerted on the area difference between valve seat's effective diameter and piston bore and keep the predetermined pressure.

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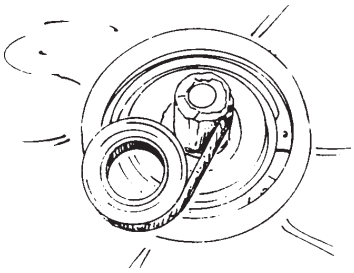
SEALING THE DRIVE SHAFT



ASS0200L

Figure 21

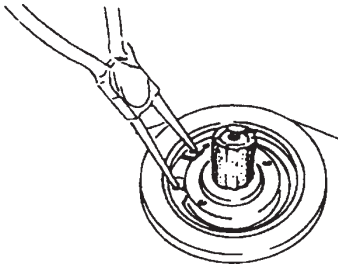
1. Protect drive shaft. (e.g. with tape).



ASS0210L

Figure 22

2. Remove retaining ring and shim.



ASS0220L

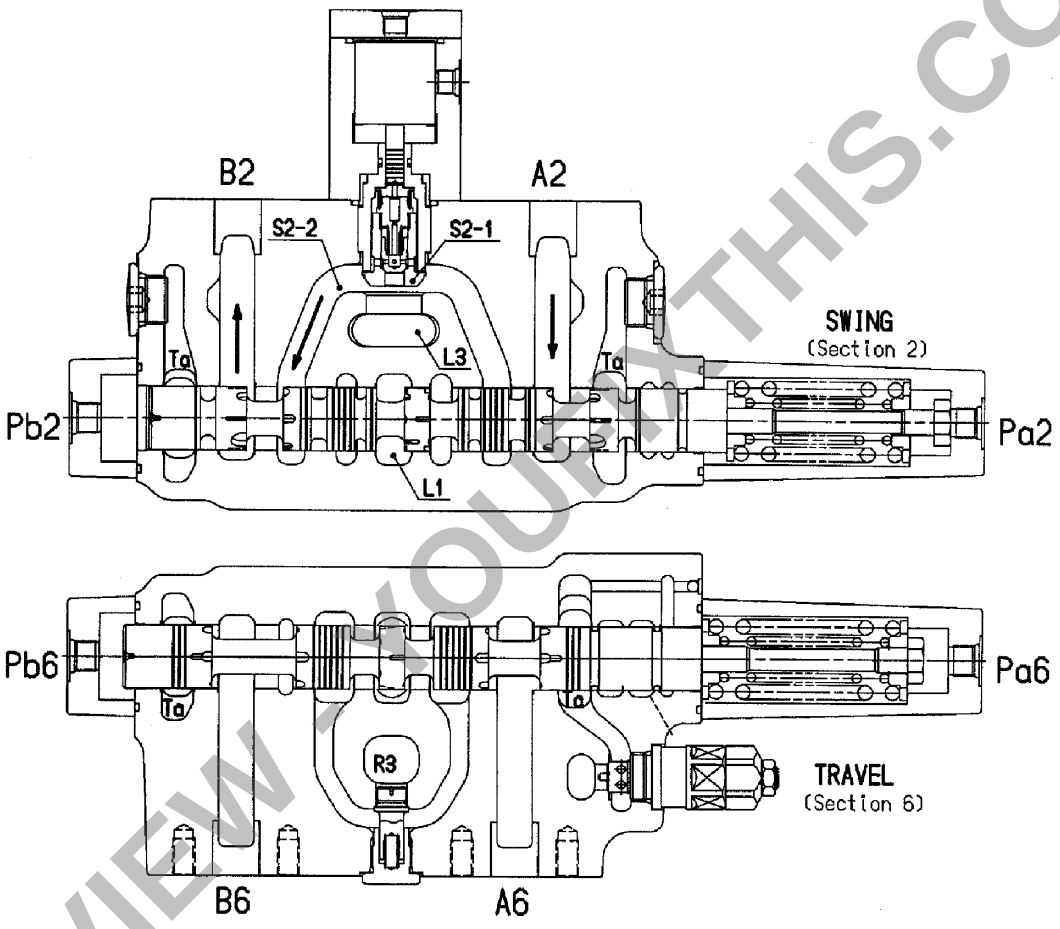
Figure 23

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Swing Spool Shifting (Figure 4)

1. When shifting swing spool by increasing pressure of swing (section 2) pilot port (Pb2 (Pa2)), neutral port (L1) is closed. Oil supplied to port (P1) flows through, parallel passage (L3), load check valve (S2-1), and spool to port (B2 (A2)). Return oil flows through port (A2 (B2)), to spool, and returns to tank passage (Ta).



ASS1290S

Figure 4

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GENERAL DESCRIPTION

Structure

The remote control valve contains four push rods, spring holders, spools and return springs, which are in the valve casing. The valve works as a pressure reduction valve.

The housing has six ports, which include input port P, tank port T, and four secondary pressure ports.

The electric horn button is installed in the valve handle.

Gear pump pressure is used for operating control spools.

Function

1. Neutral Position

   When the lever is in neutral mode, the spool is pushed upward by return spring. The force of balancing spring, which determines the secondary discharge pressure, is not transmitted to the spool. The input port is closed and the pressure of the output port is the same as the pressure of the tank port T.

2. Control Switch

   Pressing of the push rod starts to press the balance spring, whose force is transferred to the spool to connect the P and T ports, transferring the pilot pressure. Output pressure acts on the bottom of the spool and press the spool upwards until it is balanced with the force of the balance spring.

   In short, the second pressure (output pressure) changes in proportion to the pressing force of the balance spring.

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Checking of Pilot Pressure for Defects

Port where pressure gage set up	Screw size	Remark
P1, P3, P4, P5, P6, TR2, PH, HO, SP	PF1/4" O ring BOSS	Operate the solenoid valve concerned (ON).

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Digital Inputs Descriptions

Digital Inputs Items	Mark	Remark
1. Alternator	ON / OFF	Lights up when output at alternator "R(I)" terminal is above 12 ±1V.
2. Travel Select SW		N.A. (only for wheel type equipment)
3. High Speed Sel. SW (M)		Lights up when the travel speed selector switch is set to the "I" position.
4. High Speed Sel. SW (A)		Lights up when the travel speed selector switch is set to the "II" position.
5. Pressure SW (Py)		Lights up when the pressure switch (Py) is "ON."
6. Pressure SW (Px)		Lights up when the pressure switch (Px) is "ON."
7. E/G Oil Press. SW		Lights up when the engine oil pressure switch is "ON."
8. Air Cleaner Clogged		Lights up when the air cleaner indicator contact is "ON."
9. Return Filter Clogged		Lights up when the return filter pressure switch is "ON."
10. Pilot Filter Clogged		Lights up when the pilot filter pressure switch is "ON."
11. OWD Warning SW		Lights up when the overload warning selector switch is "ON."
12. Brake Oil Press. SW		N.A. (only for wheel type equipment)
13. Pedal Press. SW		N.A. (only for wheel type equipment)
14. One Way Sel. SW		Lights up when the selector switch is turned to breaker.
15. Two-way Sel. SW		Lights up when the Selector Switch is turned to "SHEAR."
16. Power Max. SW		Lights up when the boost button is "ON" with the Select switch turned to "BOOST."
17. Breaker SW		Lights up when the boost button is "ON" with the selector switch turned to "BREAKER."
18. Preheat Select		N.A.
19. Quick Coupler		Lights up when the Quick Coupler switch is "ON."
20. F and R Lever		N.A. (only for wheel type equipment)
21. Preheat Select		N.A.
22. Reverse Fan SW		Lights up when Reverse fan switch is "ON."
23. Pilot Cutoff SW		N.A. (only for wheel type equipment)

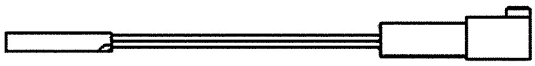
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Water Temp Sensor

It senses the temperature of coolant water in the heater core.

Temp (°C)	Resistance (KΩ)
-10	55.8 ±1.7
0	32.9 ±0.9
15	15.76 ±0.5
25	10.0 ±0.3
35	6.5 ±0.2



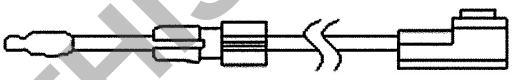
FG001060

Figure 83

Internal Air Temp Sensor

Built in the internal air filter, it senses the internal temperature.

Temp (°C)	Resistance (KΩ)
-15	218.2 ±7.5
0	97.83 ±0.9
15	47.12 ±0.7
25	30.0 ±0.36
35	19.60 ±0.3



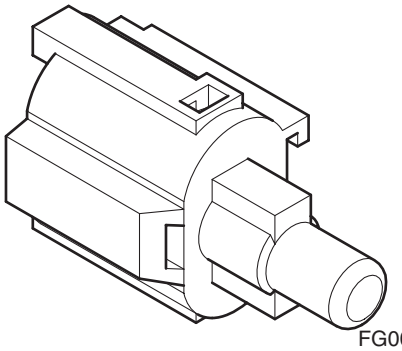
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Figure 84

Ambient Air Temperature Sensor

Built at the bottom of the cockpit, it senses the temperature of external air.

Temp (°C)	Resistance (KΩ)
-10	163 ±4.9
0	96.9 ±2.9
10	59.4 ±1.8
20	37.4 ±1.1
25	30 ±0.9
30	24.2 ±0.7



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Figure 85

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