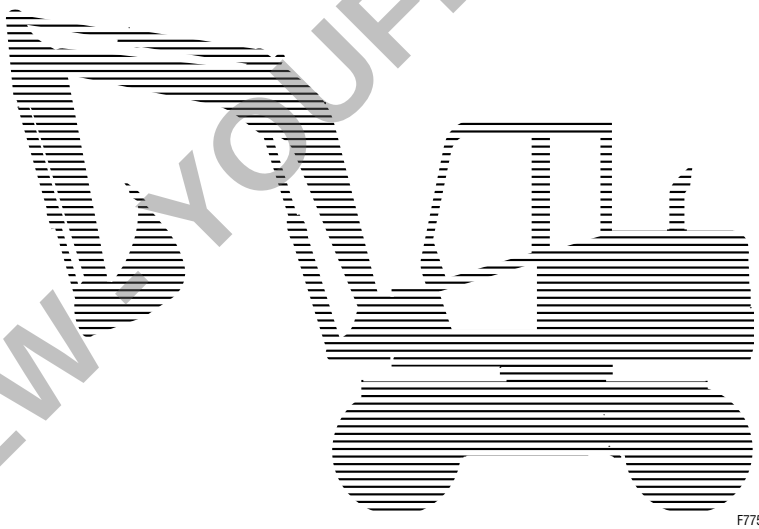
EXCAVATOR EX95W

WORKSHOP MANUAL



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IMPORTANT: *The information contained in this manual are valid at printing time. As the Manufacturer continuously improves his products, some information may not be updated. In case of discrepancies, apply to Sales and Service Department.*

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EX95W



SECTION 2 — SAFETY RULES

INDEX

Group 1 - INFORMATION SECTION SR2-1-1

- Generalities
- Starting
- Operating
- Stopping

Group 1 - Maintenance SR2-1-5

- Generalities
- Transfers and transportation
- Engine
- Electrical system
- Hydraulic system
- Tools
- Tyres and wheels

Group 2 - SAFETY RULES SR2-2-1

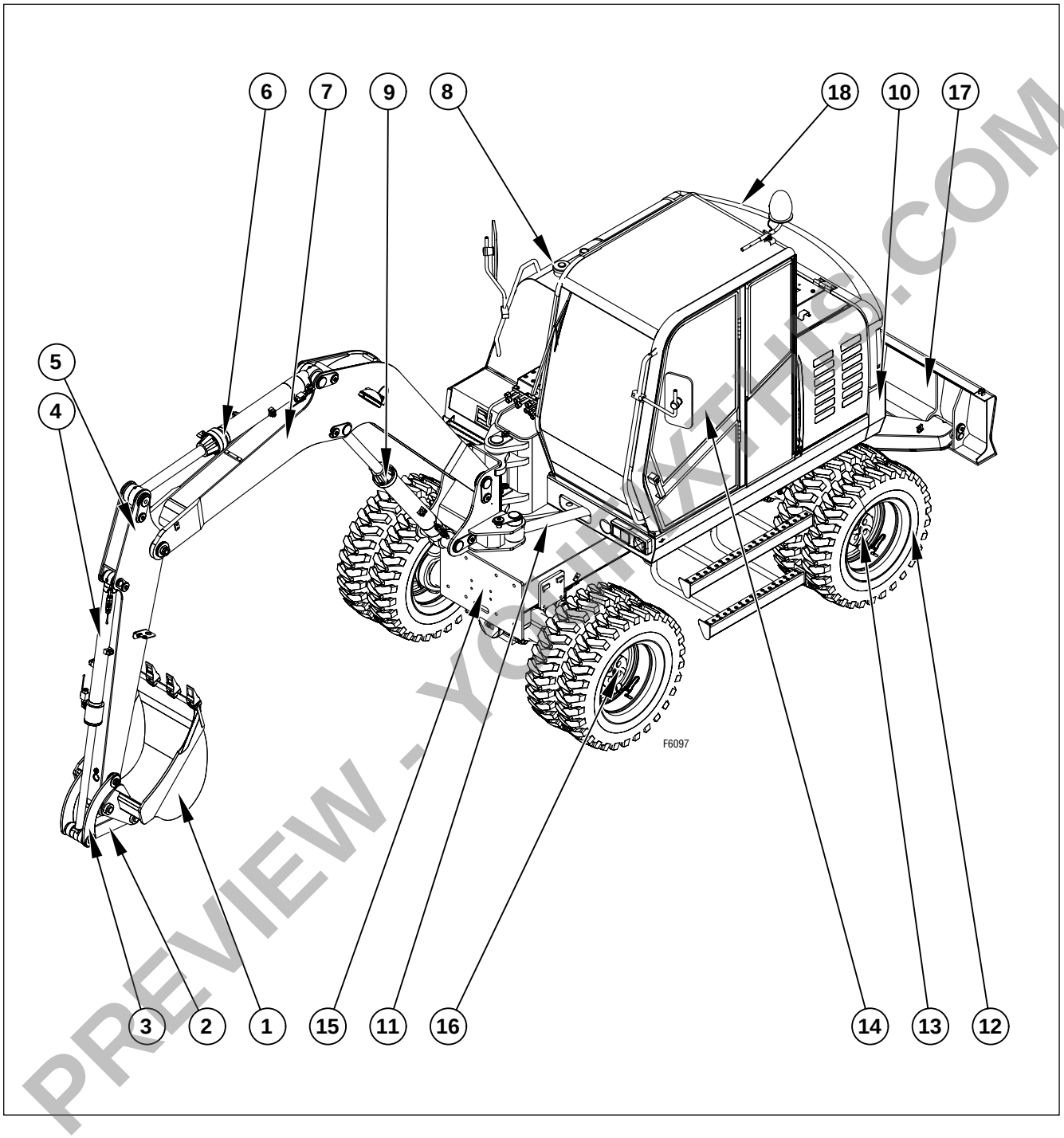
Group 3 - SAFETY DECALS SR2-3-1

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1.2 BASIC COMPONENTS OF THE WHEELED EXCAVATOR WITH MONOBLOC



1. Bucket
2. Link rod
3. Linkage
4. Bucket cylinder
5. Arm
6. Arm cylinder
7. Monobloc
8. Fuel / hydraulic oil tank
9. Lifting cylinder
10. Counterweight
11. Arm rotation cylinder (swing)
12. Wheel assembly
13. Rear axle
14. Cab and operator's compartment
15. Carriage
16. Front axle
17. Blade
18. Hydraulic pump

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1. SUPERSTRUCTURE

1.1 MAIN FRAME AND COUNTERWEIGHT

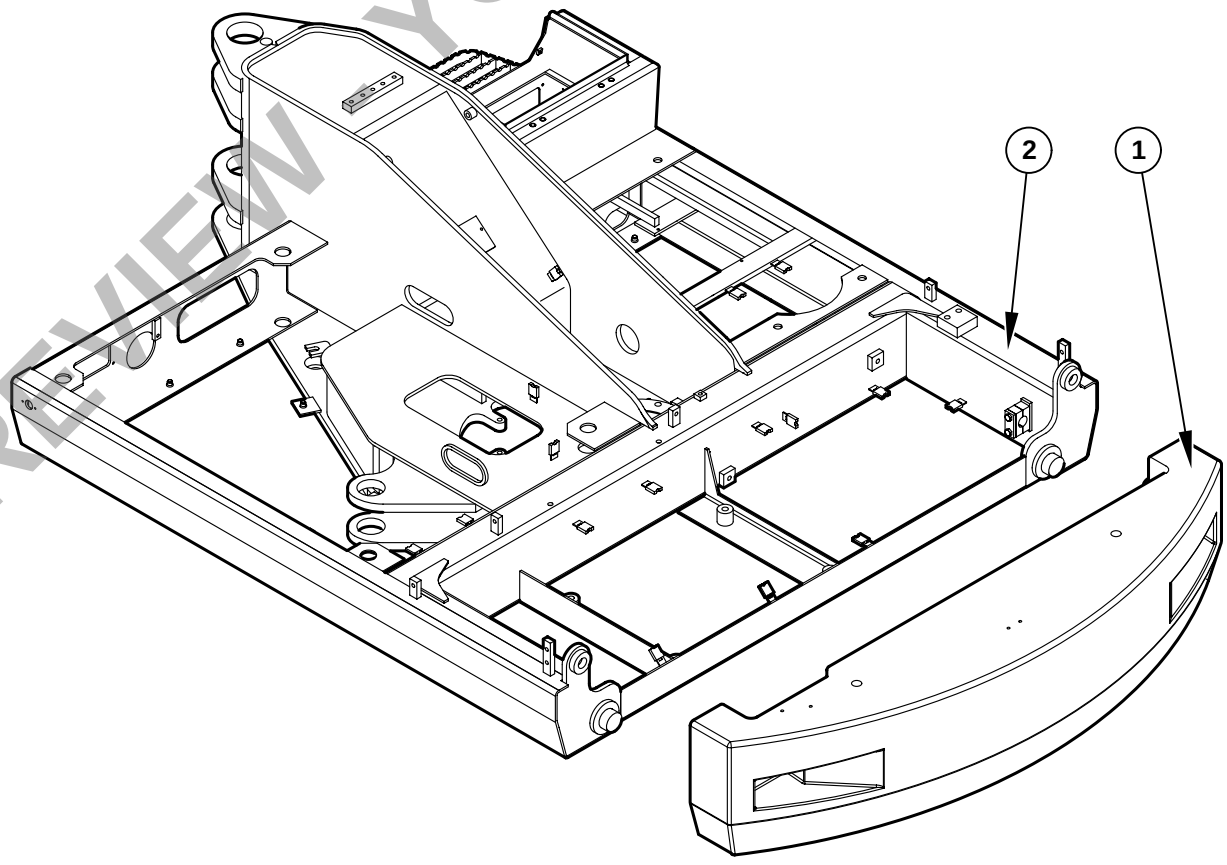
1.1.1 CONSTRUCTION

Main frame consists of center frame, bed (right, left) and tail frame.
They are welded together.
Swing device and control valve are installed to the center frame. Operator's cab and hydraulic oil tank are mounted on the left bed.
Fuel tank is mounted on the right bed.
Engine, pumps and counter weight are mounted on the tail frame.

1.1.2 SPECIFICATIONS AND DATA

Main frame ..... 800 kg
Counterweight ..... 1650 ± 30 kg

1 - Counterweight
2 - Main frame



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2. HYDRAULIC PUMPS

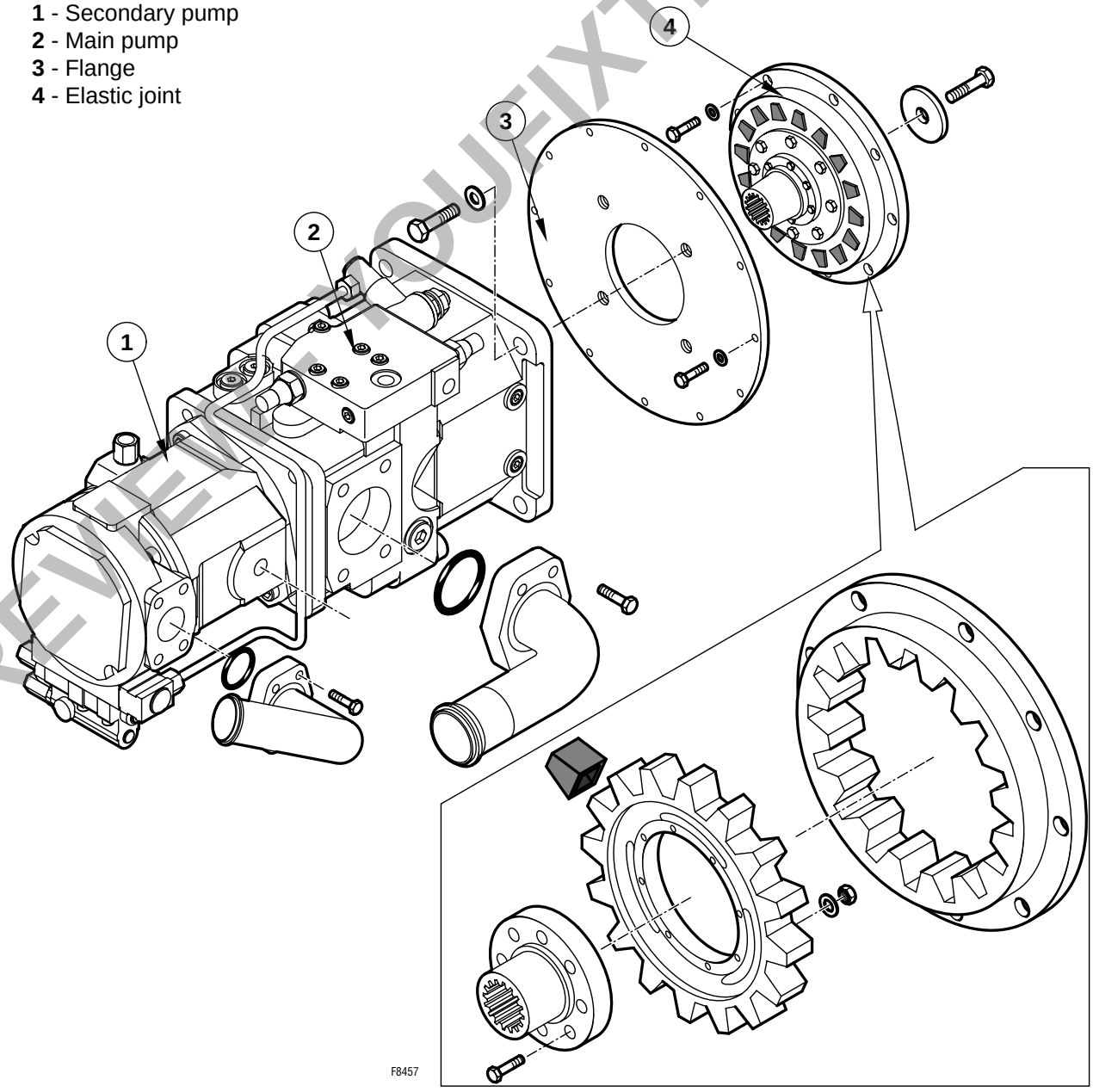
2.1 HYDRAULIC PUMPS

The machine is equipped with a group of pumps providing the main hydraulic power to all the systems and with a gear double pump feeding the power system/brakes and steering.

2.1.1 PUMPS GROUP

The pumps group is mounted on the flywheel side of the engine and includes two pumps:
- main pump and secondary pump.
  The two pumps, of a variable displacement swashplate axial piston type are tandem mounted.
  The main pump is driven by the engine through an elastic joint; the secondary pump is driven by the through shaft of the main pump.

1 - Secondary pump
2 - Main pump
3 - Flange
4 - Elastic joint



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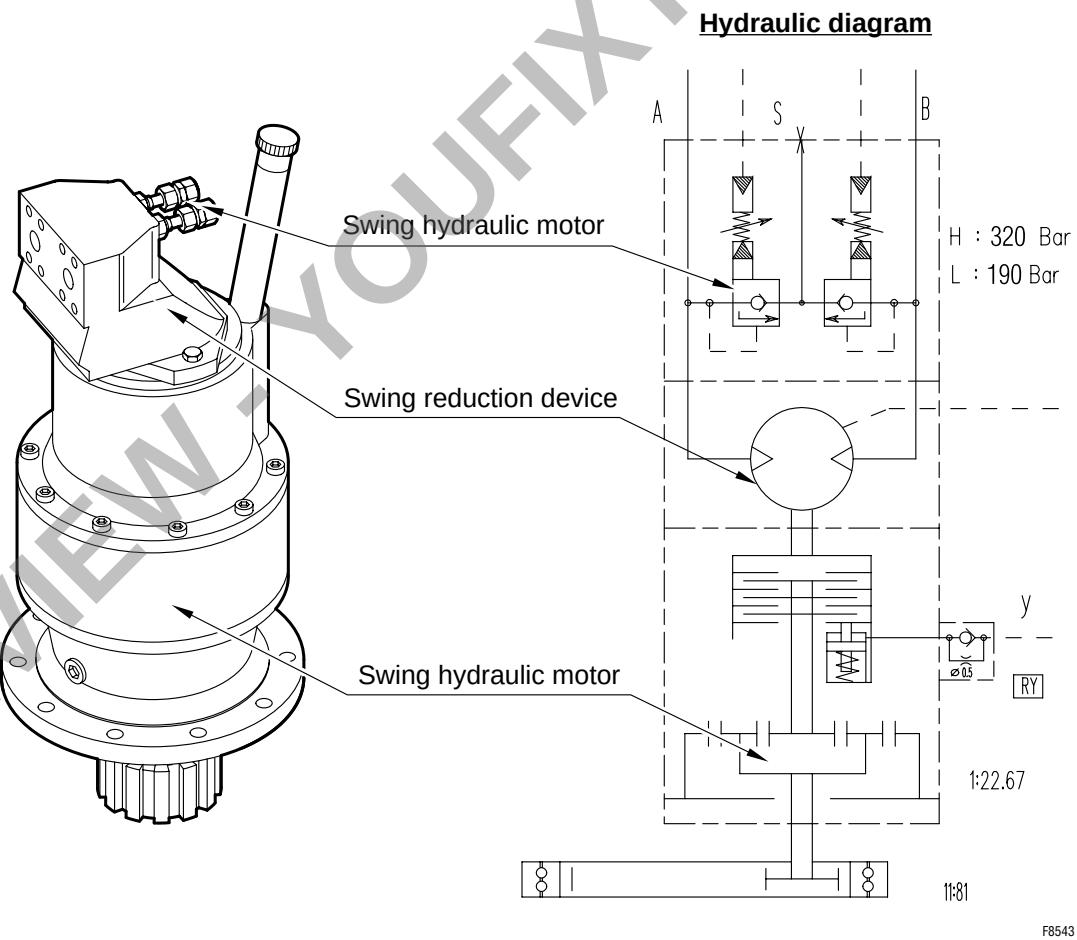
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4. SWING DEVICE

4.1 SWING DEVICE

4.1.1 OUTLINE

The swing device consists of an hydraulic motor and a swing reduction device.
The hydraulic motor is an axial piston type.
The swing reduction carries out the upperstructure swing movement by means of motor pinion matching to the inner race of swing bearing.
The swing device is located on main frame of upperstructure.



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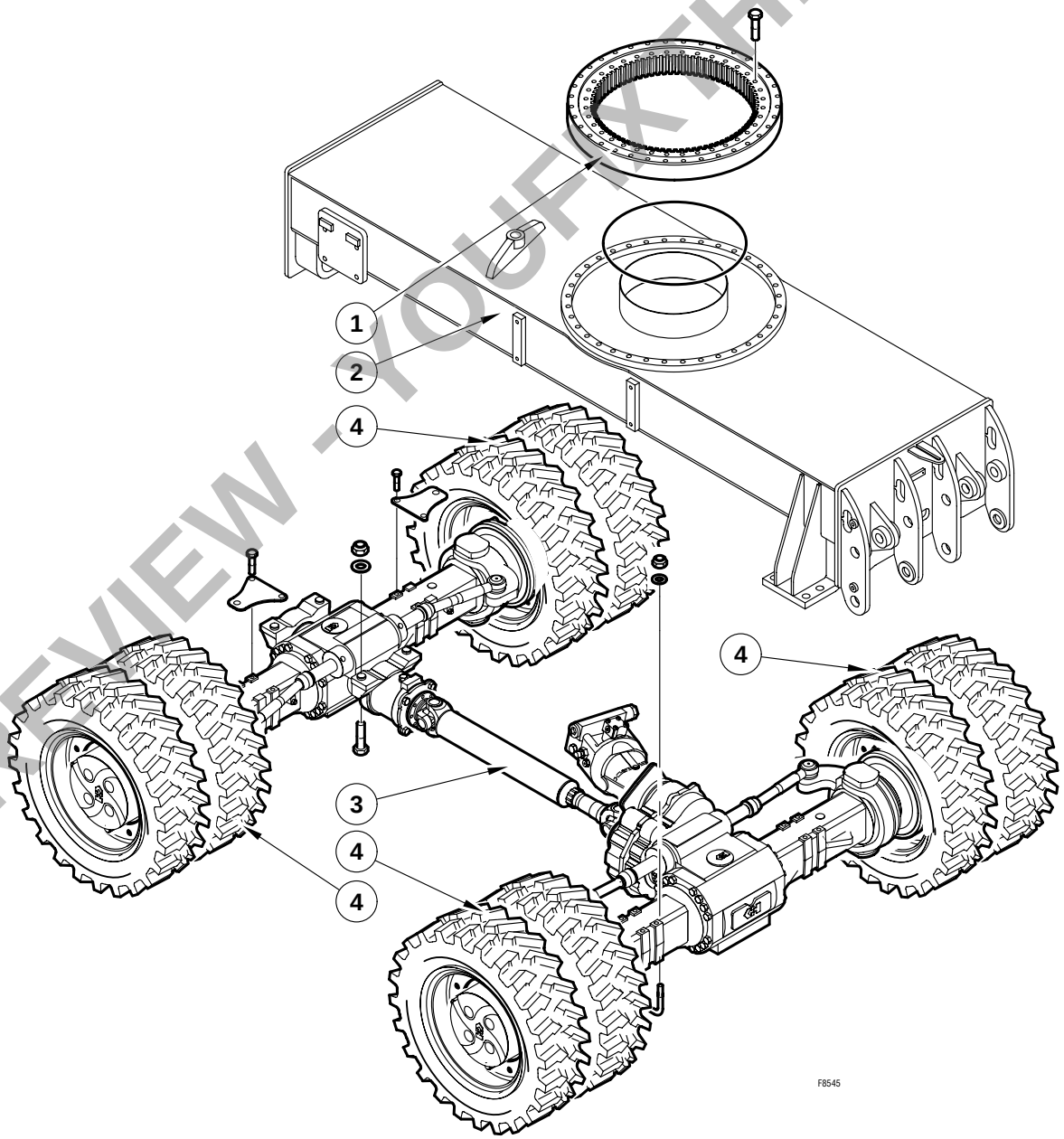
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1. UNDERCARRIAGE

1.1 OUTLINES

The undercarriage is composed of the following parts:
1 - Swing bearing
2 - Lower frame
3 - Travel assembly (front axle, cardan joint, rear axle, transmission housing)
4 - Twin tyre assembly

The undercarriage can be fitted with:
- Blade / Lateral stabilizers



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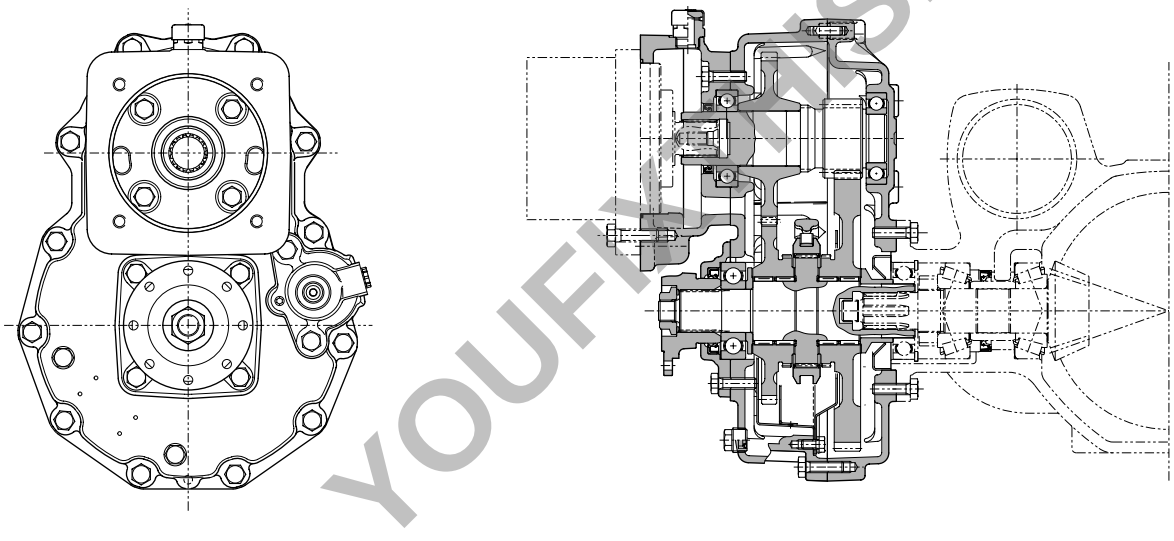
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3. TRANSMISSION

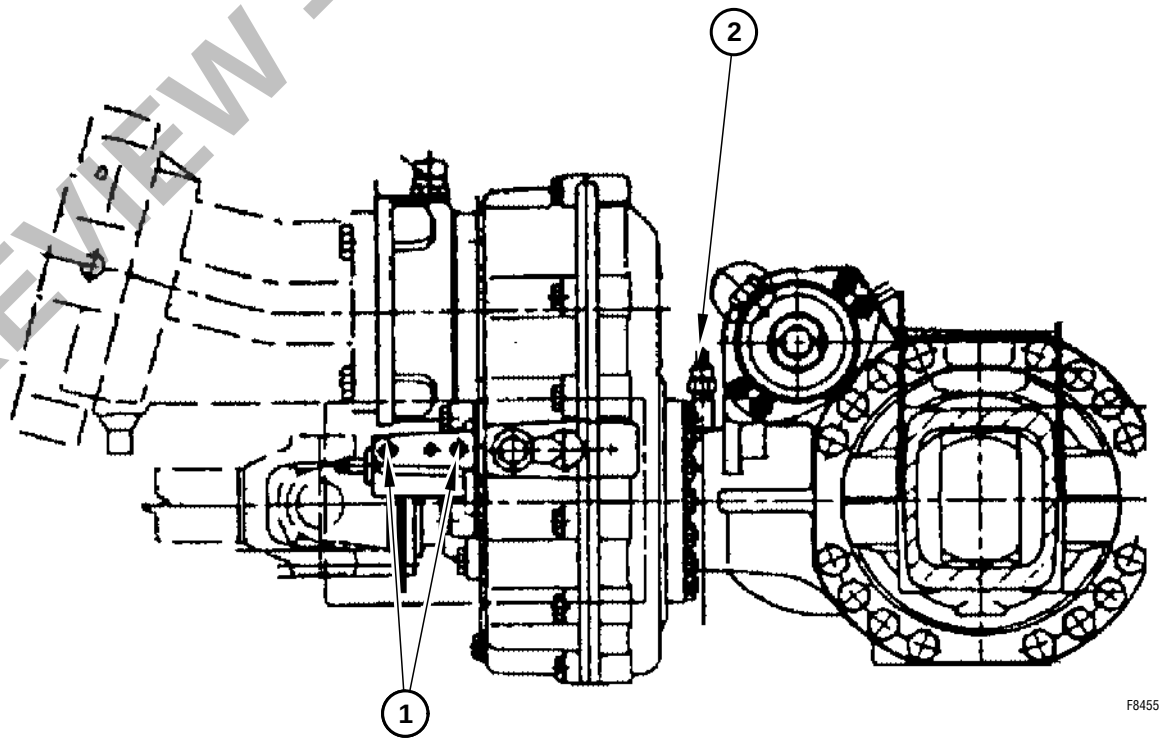
3.1 TRANSMISSION

3.1.1 OPERATION

The motion produced by hydraulic travel motor is applied to the front and rear axles by means of the transmission.
The transmission has two gears and is flanged to the rear axle. Speed selection is hydraulically obtained controlling transmission control cylinder piston in and speed.



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1 - Gear control cylinder fittings
2 - Speed sensor

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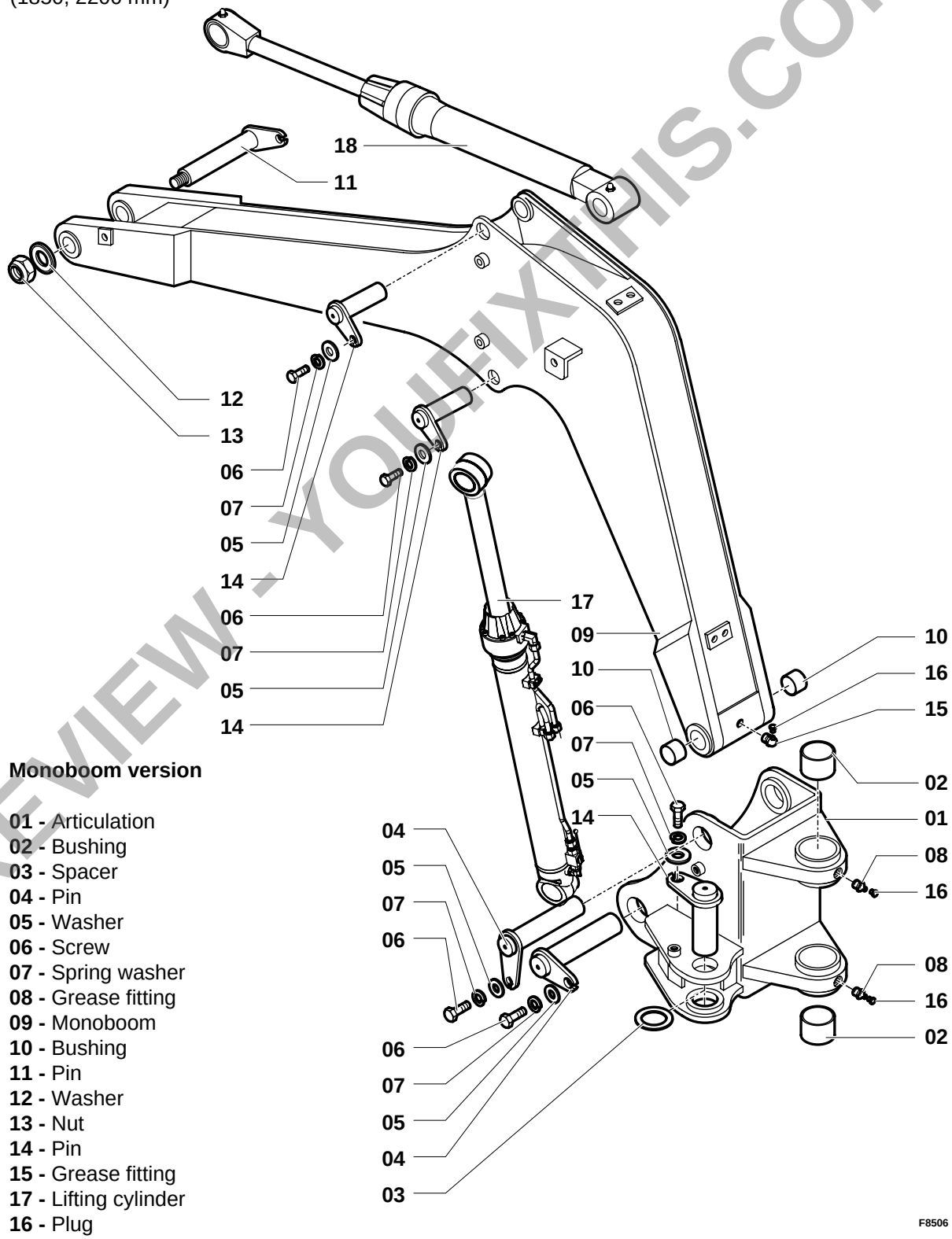
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1. FRONT-END ATTACHMENT

1.1 MONOBOOM ASSEMBLY

1.1.1 CONSTRUCTION

The assembly consists of monoboom, articulation joint with bushings, hinge pins and cylinders.
At the end is fitted a penetration arm unit, with different arm lengths.
(1850, 2200 mm)



Monoboom version

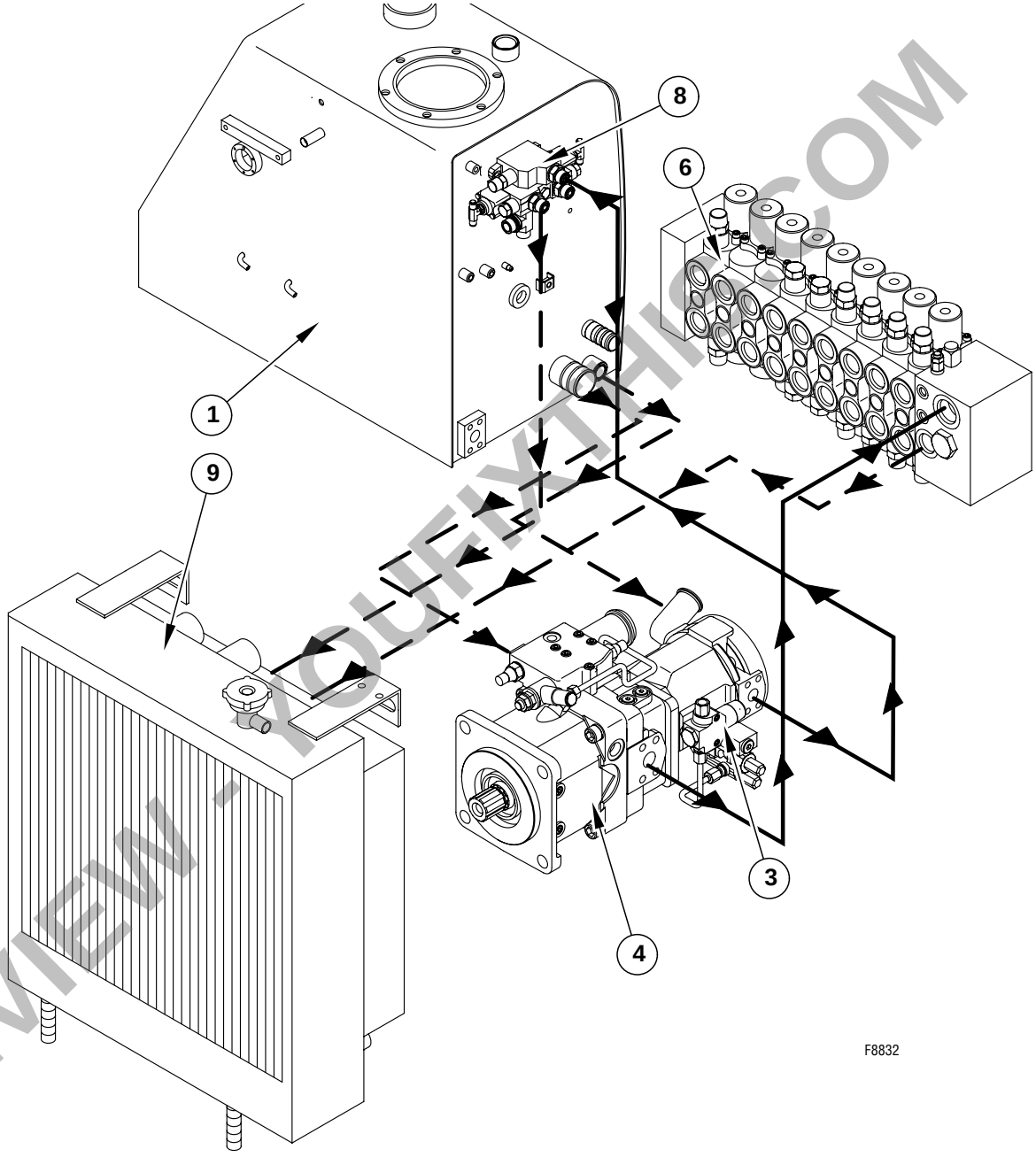
01 - Articulation
02 - Bushing
03 - Spacer
04 - Pin
05 - Washer
06 - Screw
07 - Spring washer
08 - Grease fitting
09 - Monoboom
10 - Bushing
11 - Pin
12 - Washer
13 - Nut
14 - Pin
15 - Grease fitting
17 - Lifting cylinder
16 - Plug
18 - Penetration cylinder

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MAIN HYDRAULIC SYSTEM



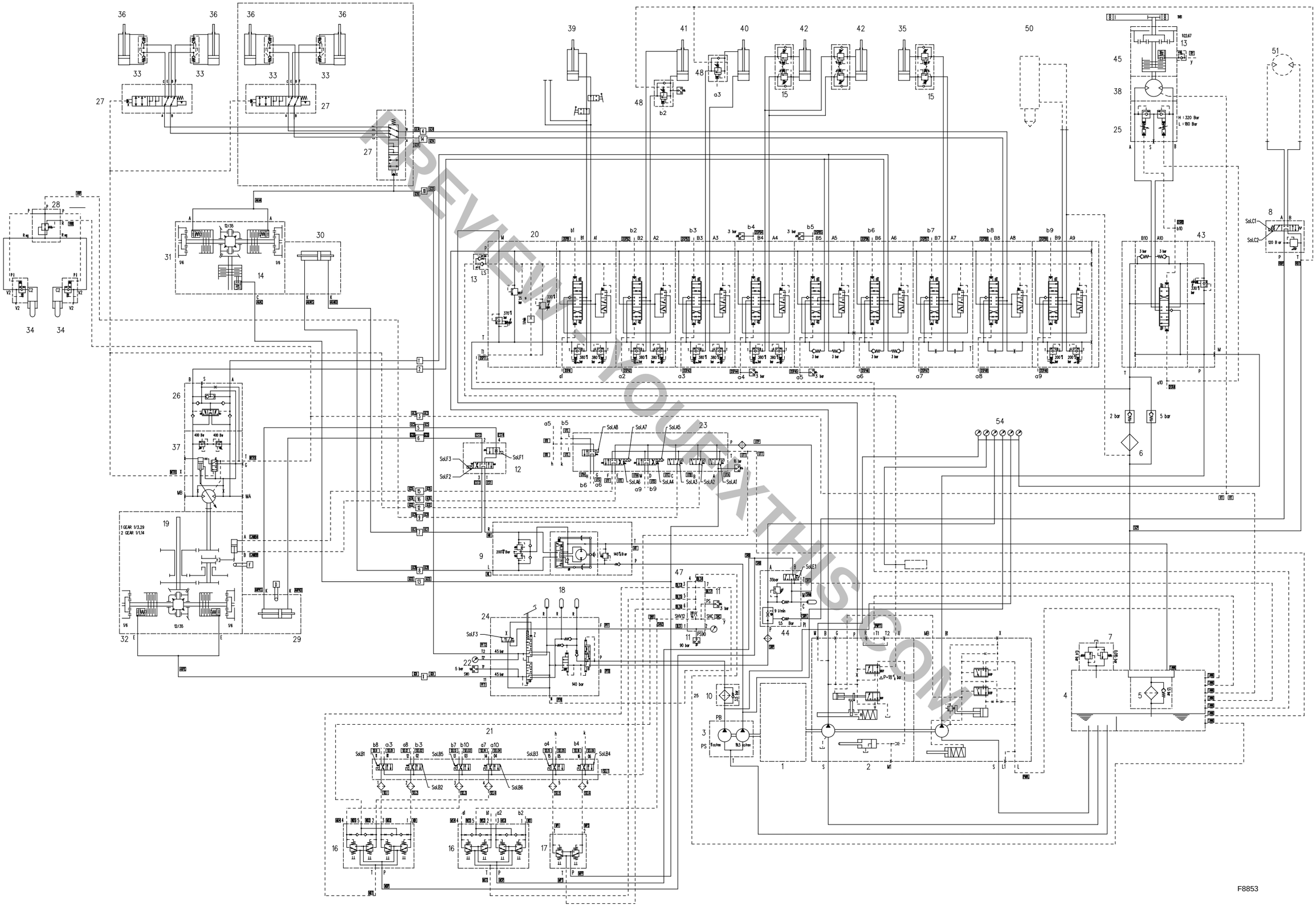
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1 - Reservoir
3 - Secondary pump
4 - Main pump
6 - Main control valve
8 - Rotation control valve
9 - Oil radiator

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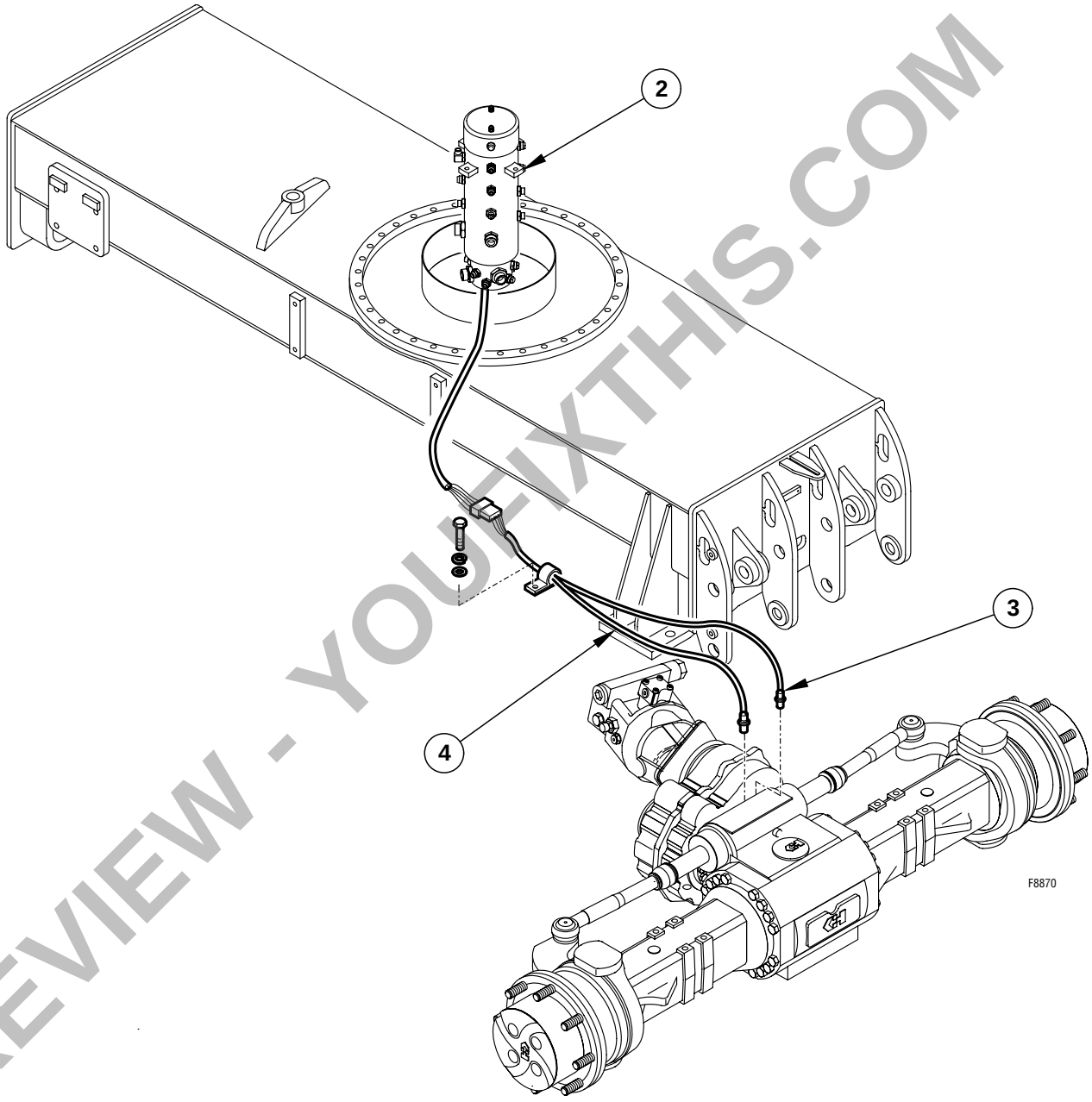
HYDRAULIC SYSTEM DIAGRAM



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3.2.2 ELECTRICAL COMPONENTS ON TRANSMISSION

Fig. 2



2 - Electrical/hydraulic joint
3 - Wheel alignment sensor
4 - Speed sensor

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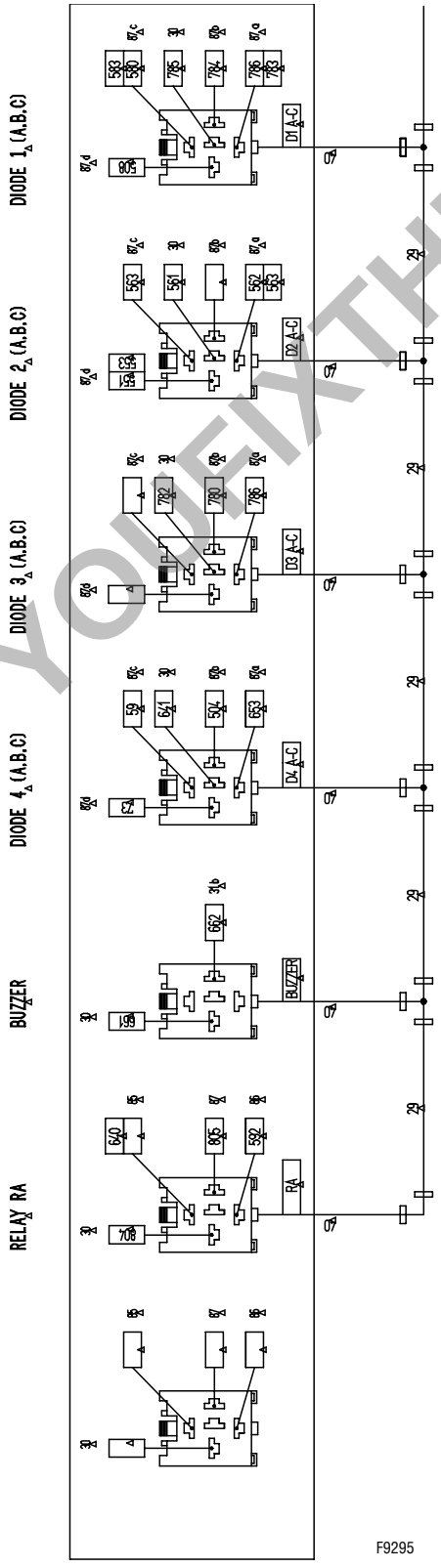
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5. ELECTRICAL SYSTEM GENERALITIES

5.1 CONNECTIONS WITH DIODES

The systems of this group identify the connections coming and leaving the groups for an esier troubleshooting. They also identify all the wire as numbered on the machines.



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SECTION 9 TROUBLESHOOTING

INDEX

Group 1 - INTRODUCTION TS9-1-1

1.1 General information

Group 2 - HYDRAULIC SYSTEM TROUBLESHOOTING TS9-2-2

2.1 Generalities
2.2 Front attachment
2.3 Swing
2.4 Travel
2.5 Brake system
2.6 Steering system
2.7 Drive axles
2.8 Transmission

Group 3 - ELECTRICAL SYSTEM TROUBLESHOOTING TS9-3-1

3.1 Electrical system components
3.2 Relays and fuses
3.3 Checks on electrical components
3.4 Pilot electronical circuit checks
3.5 Brake system electrical circuit checks
3.6 Travel control electrical circuits checks
3.7 Stabilizers control electrical circuits checks
3.8 Blade control electrical circuit checks
3.9 Positioning control electrical circuit checks
3.10 Hammer control electrical circuit checks
3.11 Axle lock electrical circuit checks
3.12 Throttle control electrical circuit checks
3.13 Diesel engine failed start-up
3.14 Monitor failed to operate with start-up key in "ON" position
3.15 Steering control
3.16 Test harnesses

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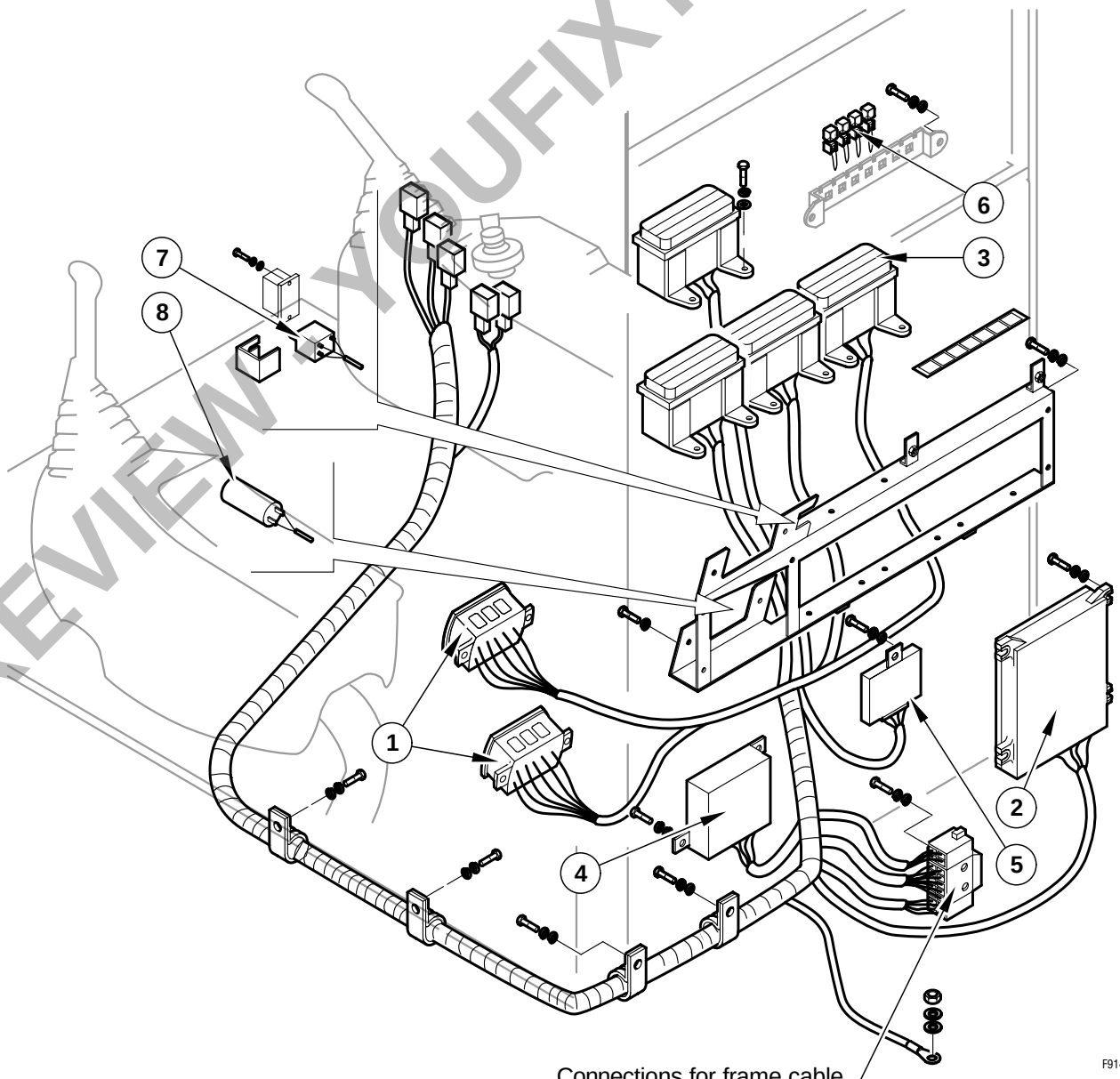
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3 . ELECTRICAL SYSTEM TROUBLESHOOTING

3.1 ELECTRICAL SYSTEM COMPONENTS

3.1.1 CONTROL UNITS

1 - Fuse boxes
2 - Control unit SMC
3 - Relay boxes
4 - Controller BOX
5 - Transmission control unit
6 - Diodes
7 - Programmation switch
8 - Additional power intake 24 Volt



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4. EXCAVATOR PEFORMANCE TEST

4.1 ENGINE PERFORMANCE (DIESEL ENGINE SPEEDS)

Preparation:

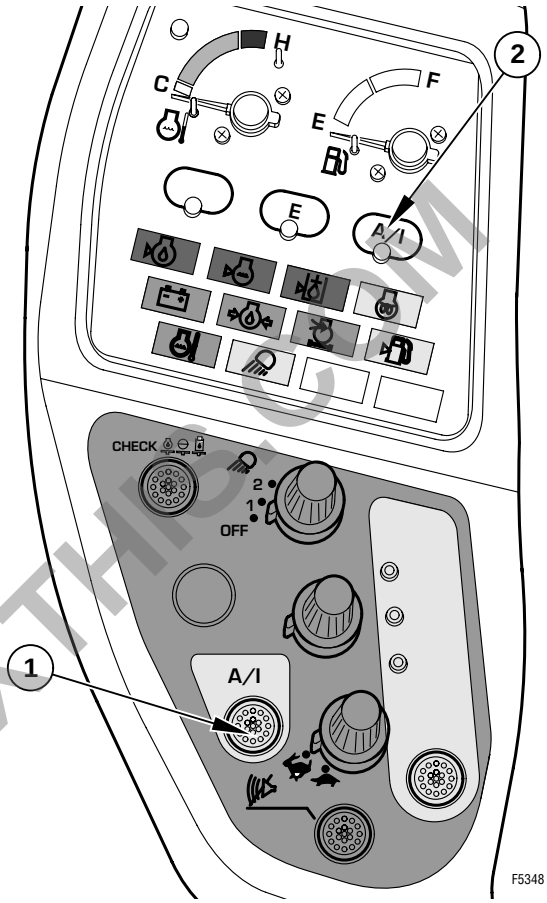
(1) Install a Diesel engine revolution sensor.

(2) - Hydraulic oil at about 50°.

(3) - Diesel engine at the correct temperature.

4.1.1 ENGINE SPEED A/I CONTROL BUTTON

With the key-start switch on the **ON** position (engine on) and throttle control in maximum position, press the **A/I** control button (**1**) to bring the engine speed to automatic preset idle.
This speed is attained in approximately 4 seconds, provided that all controls are in the neutral position, with consequent fuel savings.



Measurement:

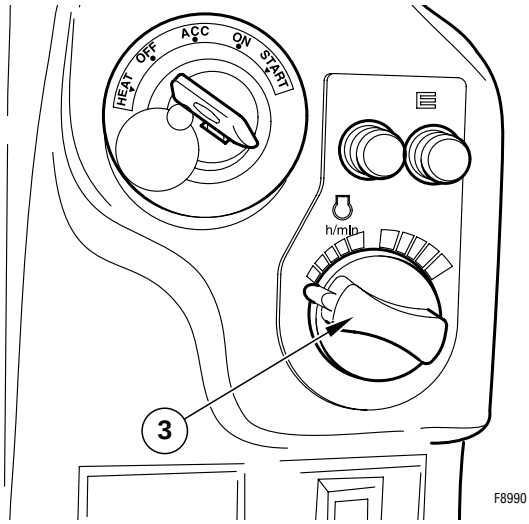
(1) The sensor shows the diesel engine revolution number in idle position.

(2) Press button **A/I** (**1**) and warning light (yellow) (**2**) lights up on the control panel.
Press the button again to disable the function.
At the same time the relative warning light (**2**) lights off.

4.1.2 I.MODE - IDLE ENGINE REVOLUTIONS

Preparation:

(1) With the key-start switch on the **ON** position (engine on), **A/I** control button disconnected, yellow warning light off, turn the throttle control (**3**) to idle position.



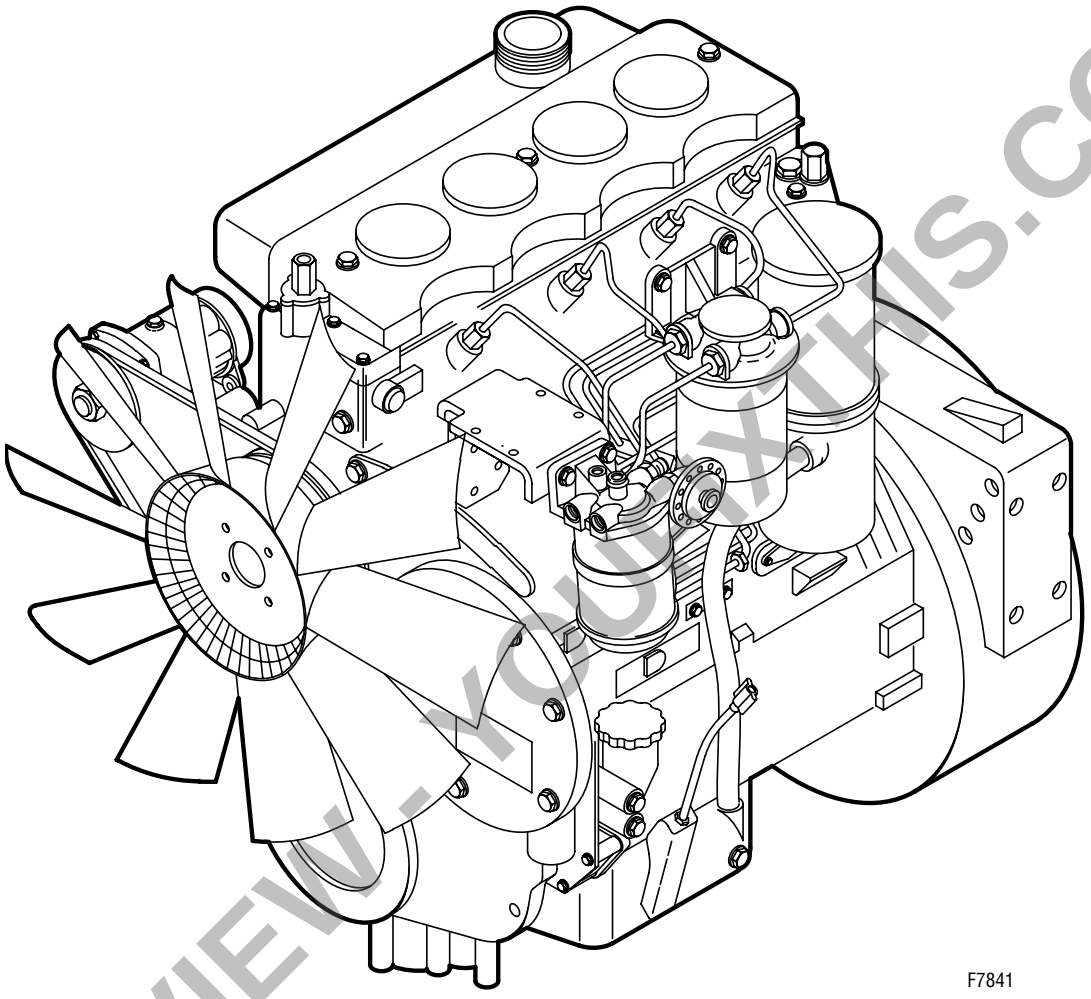
Measurement:

(1) The sensor shows the minimum diesel engine revolutions.

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10.2 ENGINE VIEW



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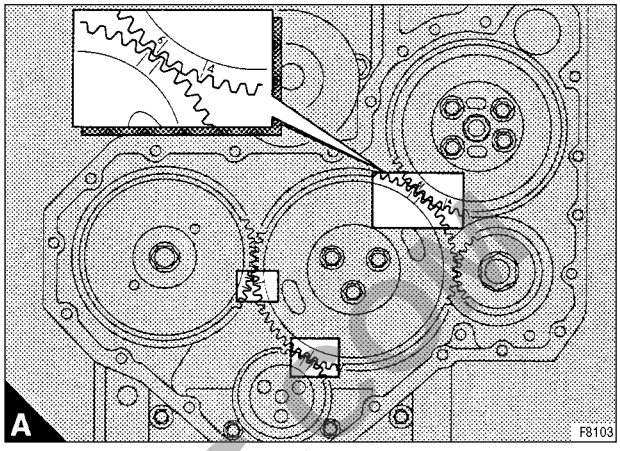
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17. ENGINE TIMING

17.1 GENERAL DESCRIPTION

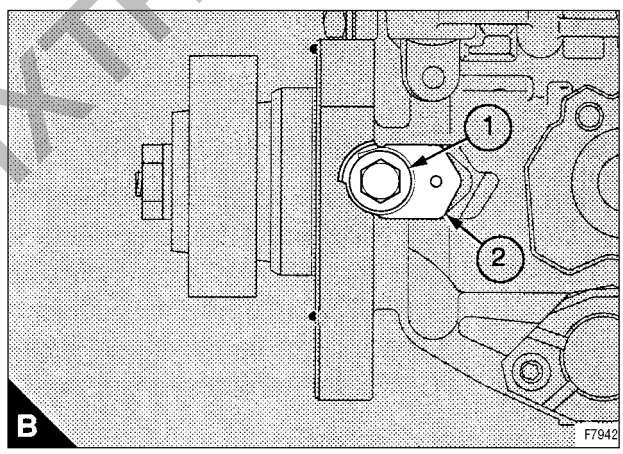
To reach the accurate fuel injection needed for engines to conform to emissions legislation, the latest fuel injection pumps operate at a static timing very close to TDC.

The timing gears are stamped with timing marks to ensure that they are assembled correctly (**A**). The marked teeth of the crankshaft, the camshaft and the fuel pump gears will be in mesh with the idier gear when number 1 piston is close to top dead centre (TDC) on the compression stroke. The marked teeth of the idler gear may not necessarily be in mesh in this position, because of the different speeds at which the gears rotate.



The fuel injection pump is timed at TDC on the compression stroke of number 1 cylinder. It is important that fuel injection timing is accurate to conform to emissions legislation. Always use operations, 17A-01A or B to obtain TDC on the compression stroke of number 1 cylinder accurately.

CAUTION: The fuel injection pump has a lock screw (**B1**) which locks the shaft. **It is important that the lock screw is released and the pump shaft is free to turn.** The drive shaft of the pump must not be rotated without the spacer (**B2**) in position under the locking screw. If the drive shaft is rotated with the locking screw tightened on to the shaft, the drive shaft will be damaged.



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AVOID ACCIDENTS

Most accidents, whether they occur in industry, on the farm, at home or on the highway, are caused by the failure of some individuals to follow simple and fundamental safety rules or precautions. For this reason MOST ACCIDENTS CAN BE PREVENTED by recognising the real cause and doing something about it before the accident occurs.
Regardless of the care used in the design and construction of any type of equipment there are conditions that cannot be completely safeguarded against without interfering with reasonable accessibility and efficient operation.
Carefully read indications, cautions and safety warning quoted in the “SAFETY RULES” section.
A careful operator is the best insurance against an accident.
The complete observance of one simple rule would prevent many thousand serious injuries each year.
That rule is:
Never attempt to clean, oil or adjust a machine while it is in motion.

ATTENTION

On machines having hydraulically, mechanically and/or cable controlled equipment (such as showels, loaders, dozers, scrapers etc.) be certain the equipment is lowered to the ground before servicing, adjusting and/or repairing. If it is necessary to have the equipment partially or fully raised to gain access to certain items, be sure the equipment is suitably supported by means other than the hydraulic lift cylinders, cable and/or mechanical device used for controlling the equipment.

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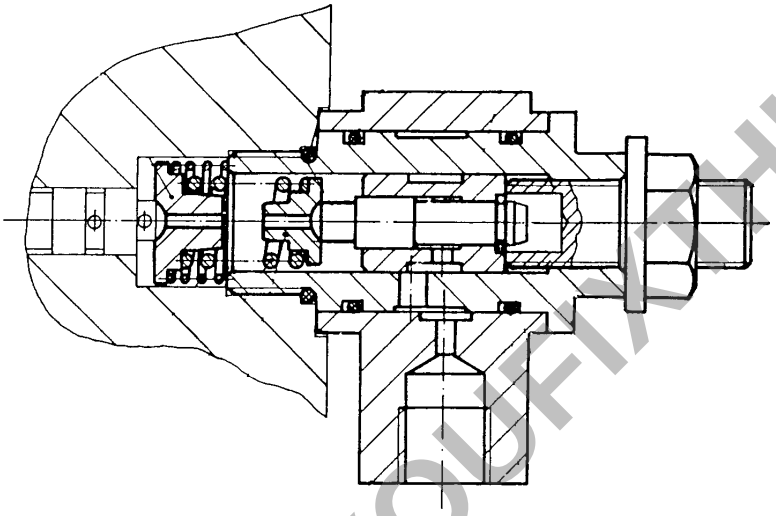
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Power regulation circuit related to secondary pump load (cross sensing)

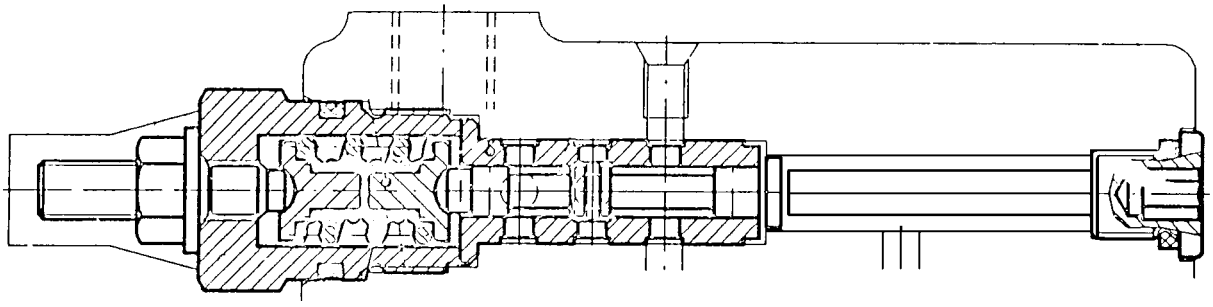
The power regulation circuit related to the secondary pump load is a system designed to maintain constant the addition of all the powers absorbed by the main and secondary pump driven by the same shaft. The cross sensing power regulation is actuated by the operating pressure of the secondary pump.
If the main pump is operating, and there is a load demand on the secondary pump, the cross sensing circuit monitors the pressure variation coming from the circuit supplied by the secondary pump, altering the setting of the power absorbed by the main pump in a proportional manner.



The intervention of the signal coming from the secondary pump applied to the cross sensing valve (**7**) acts in contrast with the power regulation valve setting spring (**11**), changing the equilibrium point of the swinging arm at a lower point.
In practice, each power demand on the secondary pump is compensated by deducting power from the main pump.

Load sensing regulation circuit

The circuit includes the load sensing valve (**6**) located in the regulator and has the function of regulating the output delivered by the main pump as a function of the variation required by the actuators, so that the displacement of the main pump is best adapted in all the various operating conditions.



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BRAKE PEDAL VALVE

Description of brake pump disassembly - assembly

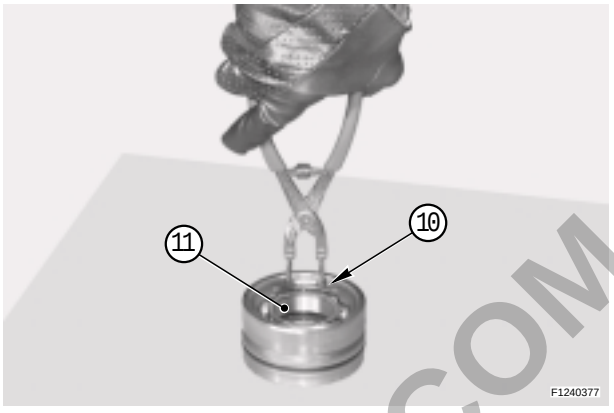
1 - Blind nut M10
2 - Nut M4
3 - Flat washer
4 - Adjustment nut
5 - Dowel M4x50
6 - Spring seat
7 - Screw for spring compression
8 - Needle valve seat
9 - O-ring
10 - Piston for single direction valve holder
11 - Seal needle
12 - O-ring
13 - O-ring
14 - Valve spring
15 - O-ring
16 - Bushing for single direction valve holder
17 - O-ring
18 - O-ring
19 - O-ring
20 - Pressure switch plug
21 - O-ring
22 - Plug for single direction valve
23 - Spring for single direction valve
24 - Head-shaped valve body
25 - Head-shaped seat for single direction valve
26 - Accumulator charge valve body
27 - Seeger
28 - Seeger
29 - Adjusting washer
30 - Piston for priority valve
31 - Cone-shaped filter
32 - Spring for filter retaining
33 - O-ring
34 - O-ring
35 - Spring for priority valve
36 - Charge valve cover
37 - Pin for single direction valve opening
38 - Spring for single direction valve opening
39 - Brake control spring
40 - Screw for double adjustment
41 - Flexible washer
42 - Brake pedal
43 - Nut M8x1,25
44 - Dowel M8x40
45 - Protection
46 - Support
47 - Work brake sleeve
48 - Seeger
49 - Cylinder-shaped pin Ø 12x40
50 - O-ring
51 - Link rod
52 - Piston for brake control
53 - Upper spring guide
54 - Approach spring
55 - Pressure spring
56 - Seal
57 - Return spring
58 - Lower spring guide
59 - Seeger
60 - Control valve piston
61 - O-ring
62 - Control valve body
63 - O-ring
64 - Control valve body
65 - Centering bushing
66 - Solenoid valve assy
67 - Spring for control valve piston
68 - Screw TC M8x1,25x150

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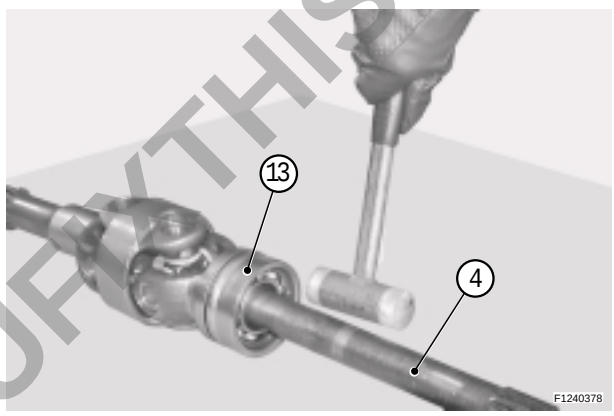
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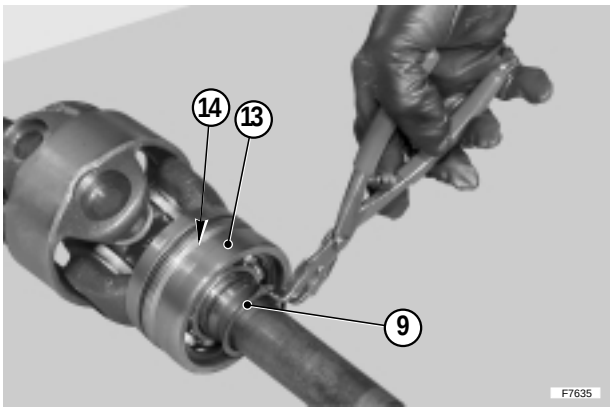
5 Fit the snap ring (**10**) on the bearing (**11**).



6 Heat the bearing in oil at an approx. temperature of 100° C and fit the entire bush (**13**) on the u-joint (**4**).

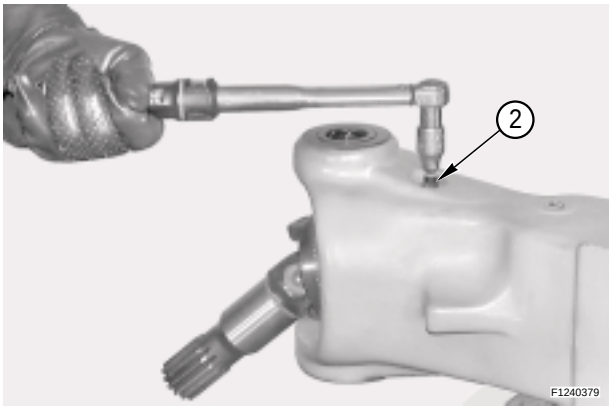


7 Fit the check ring (**9**) on the bushing unit (**13**); also put the O-ring (**14**) into position.



8 Insert the u-joint and tighten the top and bottom dowels (**2**).
Torque wrench setting: Max. 15 Nm.

NOTE. For u-joint coming with a bush, centre the point of the check dowels in the slot.



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3. PILOT/BRAKES SYSTEM

3.1 GENERALITIES

The pilot/brakes hydraulic circuit includes a gear pump, a priority valve, a pressure relief valve set at 45 bar, a service solenoid valve group allowing the feeding to the pilot valves, pedal pilot valves and various circuits.

The hydraulic oil feeds the following circuits:

a) The front and rear axle brakes system through a brakes valve.

b) The manual and pedal pilot valves actuating the various control valve spools.

c) The functions of the service solenoid valve group.

d) The rotary bucket control.

e) The functions of the selection solenoid valve group.

3.2 SUCTION CYLINDER

The pilot hydraulic pump (**2**), tandem mounted with the power steering pump, is fitted into the special diesel engine power take-off.
The pump sucks the oil directly from the reservoir (**1**) and sends it to the braking system (**2**), after passing through the delivery filter (**3**).
The priority valve at braking system inlet charges the braking system accumulator and then sends the hydraulic oil to the power control valve. This valve included a block containing a priority flow divider (supplied by clamshell bucket rotation), a pressure relief valve (45 bar), an accumulator keeping the pressure even if the diesel engine is stopped, a solenoid valve cutting pressure line off.
From the power control valve, the oil reaches the pilot valves and service/selection solenoid valves.
The exceeding oil of the priority valve supplies the clamshell bucket rotation valve.

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ELECTRICAL SYSTEM DESCRIPTION

1. Batteries
2. Battery isolator relay
3. Stater motor
4. Starter relay
5. Fuse 4 (BOX B) (opt)
6. Key-start switch
7. Diode 1
8. Diode 6
9. Cold start aid
10. Engine stop solenoid
11. Horn button
12. Horn relay R7
13. Windscreen washer electrical pump relay R5
14. Horn
15. Fuse 1 (BOX A) 40 Amp
16. Step-by-step motor
17. Left-hand control lever
18. Alternator relay R1
19. Right-hand control lever
20. Windscreen wiper
21. Windscreen washer electrical pump
22. Cab light
23. Fuse box
24. Compressor relay (opt)
25. Radio
26. Cigar lighter
27. Safety relay R20
28. Conditioned air thermostat
29. Boom light
30. Preheating
31. Light relay on arm R6
32. Alternator
33. Swing solenoid valve B5
34. Fuse 3 (BOX B) 80A
35. Swing solenoid valve B6
36. Engine stop coil relay R17
37. Diode 5
38. Diode 7
39. Air filter restriction sensor
40. High engine coolant temperature sensor
41. Hydraulic oil level sensor
42. Engine coolant level sensor
43. Engine oil level sensor
44. Fuel level sensor
45. Engine coolant temperature sender
46. Low engine oil pressure sensor P7
47. Relay R12
48. Relay R13
49. Relay R26
50. Relay R15
51. Diagnostic tool connection (Dr. EX)
52. Engine speed hand control
53. (SMC) main controller unit
54. E button (Economy)
55. Relay R14
56. Engine speed control unit
57. Anti-load dump relay R3
58. Safety relay R2
59. Relay R16
60. Electrical fuel lift pump
61. Engine speed control unit panel light
62. Optional equipment connector
63. Engine speed pedal enabling connector
64. Air conditioner pressure switch
65. Hour-counter
66. Engine coolant temperature gauge
67. Fuel level gauge
68. Instrument panel lighting
69. Engine oil level warning light
70. Engine coolant level warning light
71. Hydraulic oil level warning light
72. Battery charge malfunction warning light
73. Low engine oil pressure warning light
74. High engine coolant temperature warning light
75. Buzzer
76. Travel speed sensor
77. Air filter restriction warning light
78. Low fuel level warning light
80. Angle (EC) sensor
81. Auto/idle indicator (led) connected
82. E mode engaged light (led)
83. Stabilizer solenoid valve A2 - 1st travel speed
84. Programming switch connector
85. Level check button (CHECK)
86. Buzzer stop button
87. Windscreen washer control button
88. Windscreen wiper control button
89. Lights control button
90. Blade/stabilizer solenoid valve B1
91. Blade/stabilizer solenoid valve B2
92. Solenoid valve for left bucket swingC1
93. Solenoid valve for right bucket swing C2
94. Grass-cutter/hammer solenoid valve A5
95. Grass-cutter solenoid valve A4
96. Swing solenoid valve B3
97. Swing solenoid valve B4
98. Controller box
99. Air conditioner control panel
100. Air conditioning system (opt)
101. Auto/idle control button
102. Steering mode switch
103. Relay R25
104. Hydraulic transmission solenoid valve A8
105. Rear steering lock solenoid valve F1
106. Crab steering solenoid valve F2
107. Rear steering lock solenoid valve F4
108. Sensor for rear axle aligned wheels
109. 2nd speed solenoid valve A7
110. 1st speed solenoid valveA6
111. Unused warning light
112. Pressure switches
113. Parking brake pressure switch
114. Air conditioning compressor engage control (opt)
115. Mechanical transmission control
116. 3rd speed relay R10
117. Brake oil pressure sensor
118. Relay R11
119. Preheating relay
120. Control check relay R28
121. Diode 4
122. Relay R18
123. Work lamp warning light
124. Relay R19
125. Fuse 2 (BOX A) 40A
126. Relay R8
127. TBG horn (opt)
128. Relay R21 (opt)
129. TBG pressure switch (opt)
130. Safety switch
131. Relay R23
132. Auto/Idle relay R27
133. Relay R22
134. Relay R4
135. Steering column
136. Brake failure pressure switch
137. Low pressure brake pressure switch
138. Work brake solenoid valve D1
139. Front floodlight
140. Front side direction indicators
141. Rear lights
142. Number plate light
143. Loud-speakers
144. Aerial
145. Diode box 1
146. Diode box 2
147. Diode box 3
148. Diode box 4
149. Complete control module
150. Travel speed selector
151. Diode 9
152. Connector (normally open) (opt)
153. Rotating beacon
154. Parking brake solenoid valve A1
155. Control check solenoid valve E1
156. Axle lock solenoid valve A3
157. Diode 8
158. Check panel diode
159. Working light switch
160. Emergency lights switch
161. Direction indicator control
162. 1st, 2nd, 3rd speed switch
163. Preheating warning light
164. Resistance
165. Immobiliser (antitheft device)
166. Rod steering solenoid valve F3

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Special torques for setscrews and nuts

Description	Thread size	Torque	
		Nm	kgf m
Flywheel and housing			
Setscrews, flywheel to crankshaft	1/2 UNF	105	10.7
Setscrews, cast iron flywheel housing to cylinder block	M10	44	4.5
- Head stamped 8.8	M12	75	7.6
- Head stamped 10.9	M 10	63	6.4
- Head stamped 10.9	M 12	115	11.7
Setscrews, aluminium flywheel housing to cylinder block	M10	70	7.1
Setscrews, flywheel housing to cylinder block (paper joint)	M10	70	7.1
Aspiration system			
Nuts, turbocharger to manifold	M10	44	4.5
Electrical equipment			
Nut, alternator pulley:			
- CAV AC5RA and AC5RS	5/8 UNF	55	5.6
- Thin nut A127, and motorola pulley, 22 mm A/F	M17	60	6.1
- Thick nut A127, and motorola pulley, 24 mm A/F	M17	80	8.2
- Bosch 55A	M14	45	4.5
- Bosch 55A	M16	50	5.1
- Butec 5524	5/8 UNF	78	8.0
Fuelled start aid to induction manifold	7/8 UNF	31	3.1
Port heater to induction manifold	M22	60	6.1
Nut/screw, starter motor	3/8 UNF	30	3.0
Auxiliary equipment			
Nut, compressor drive gear to compressor crankshaft	5/8 UNF	120	12.0
Nut, (30 A/F) Compressor gears	M20	130	13.0
Cap screw, bracket to idler hub	M10	60	6.0
Cap screw, bracket to timing case	M8	35	3.5

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