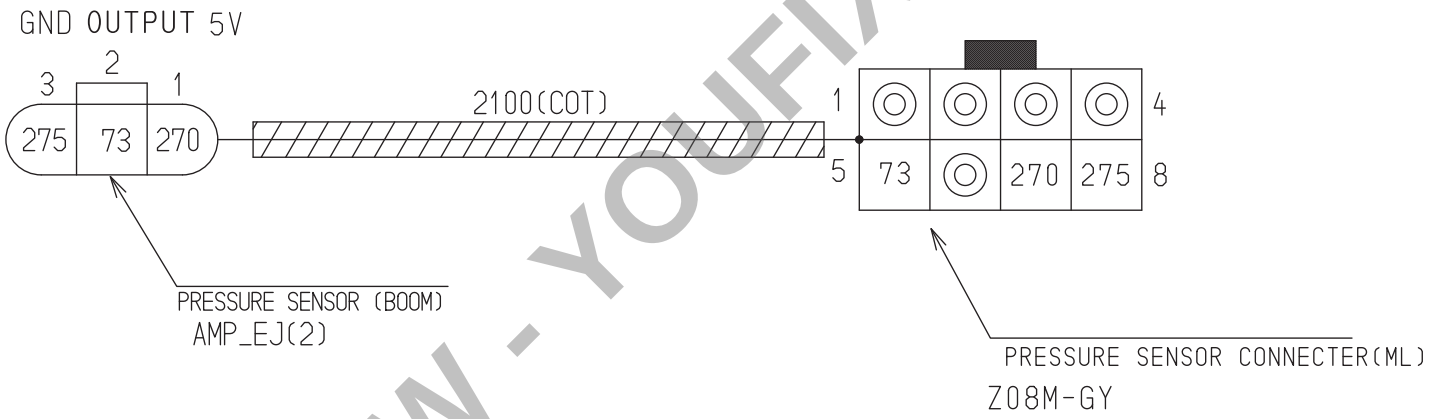
Attach to Vol. No.: TTCEB-E-00, TTCGB-E-00, TTCJB-E-00

ZAXIS140W-3/170W-3/190W-3/210W-3/220W-3
BOOM BOTTOM PRESSURE SENSOR HARNESS (OPTIONAL)



NO.	SIZE	COLOR	CIRCUIT	
			FROM	TO
73	0.3	W	PRESSURE SENCER CONNECTER(ML) "5"	PRESSURE SENCER(BOOM) "2"
270	0.3	WG	PRESSURE SENCER CONNECTER(ML) "7"	PRESSURE SENCER(BOOM) "1"
275	0.3	WB	PRESSURE SENCER CONNECTER(ML) "8"	PRESSURE SENCER(BOOM) "3"

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- Other Control
  - Forward/Reverse Shifting Restriction Control
    If the travel direction is changed to the opposite direction while traveling, adverse effects may occur in the travel circuit and components. In order to protect the circuit and components from being damaged, the opposite travel direction side pilot pressure is temporarily interrupted so that the opposite direction system is deactivated during travel operation.

  - Travel Pilot Pressure Cut Control
    Cuts off the forward or reverse travel pilot pressure when the FNR switch is in the N (neutral) position so that the machine cannot travel although the travel pilot valve is operated.

  - Travel Mode Selection Control
    Selects the transmission solenoid valve by shifting the travel speed mode switch and shifts high/low of the transmission. In addition, lights the indicator in steering column monitor.

  - Parking Brake Selection Control
    Applies or release the parking brake in transmission by shifting the brake switch.

  - Parking Brake Alarm Control
    Sounds the buzzer in order to protect the transmission when operating the front attachment while the parking brake is applied.

  - Brake Dragging Prevention Control
    Prevents the machine traveling operation while the parking brake and work brake are applied.

  - Rear Monitoring Display Selection Control
    Switches the screen of monitor unit into that of the back-screen.

  - Screen Forcible Transition Control
    Controls so that the monitor unit screen is displayed as the primary screen (speedometer) when the machine travels. In addition, makes the monitor unit operation disabled.

  - Work Mode Control
    The work mode control consists of digging and attachment 1 to 5.
    The mode can be selected by using the monitor unit.

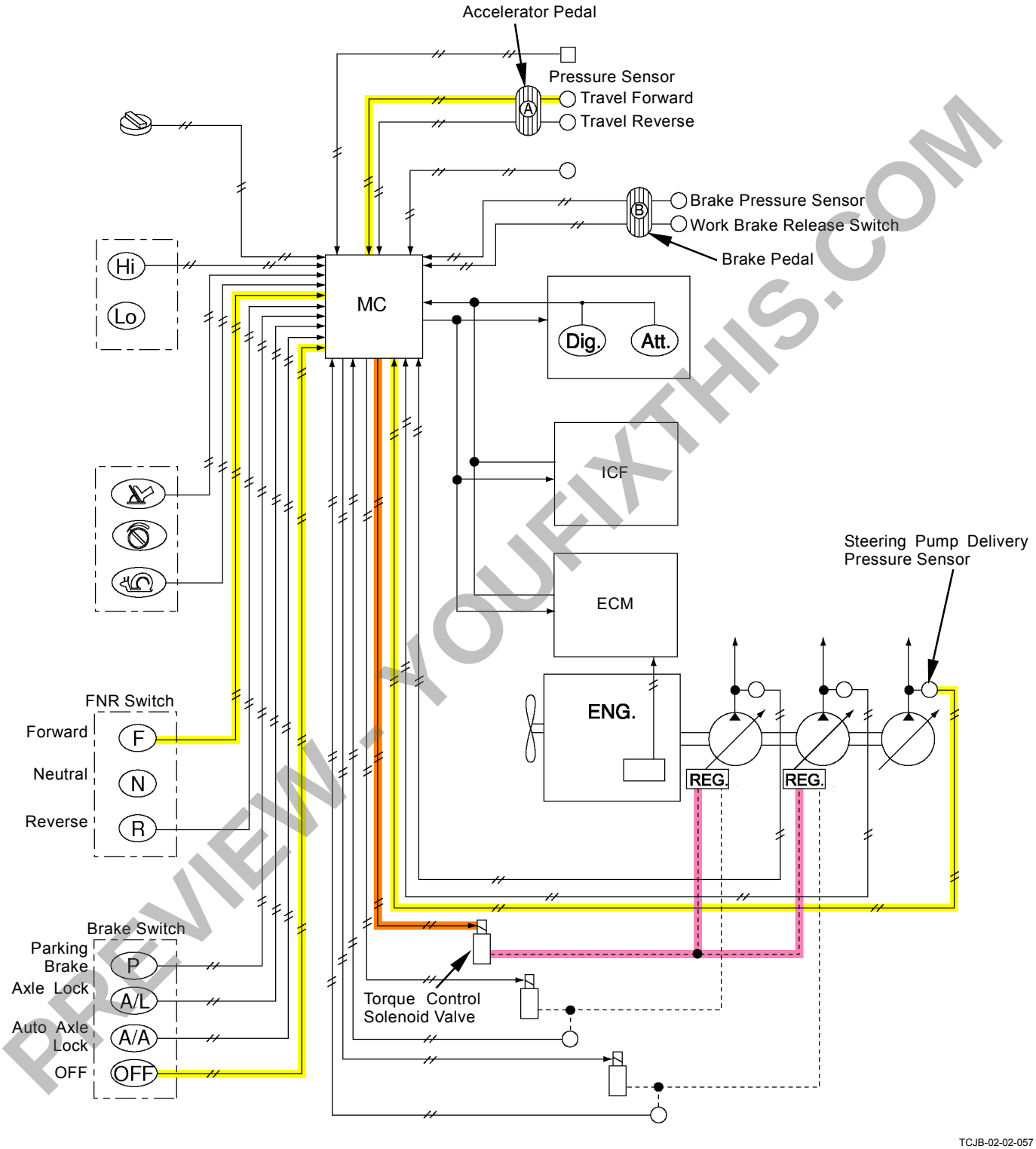
  - Swing Alarm Control (Optional)
    Sounds the buzzer (optional) and turns the beacon light during swing operation.

  - Travel Alarm Control (Optional)
    Sounds the buzzer (optional) while the machine travels.

  - Auto-Cruise Control (Optional)
    Secures the accelerator pedal in the stroke end during fast-forward travel operation and controls that the machine automatically can travel at fast although the accelerator pedal is released.

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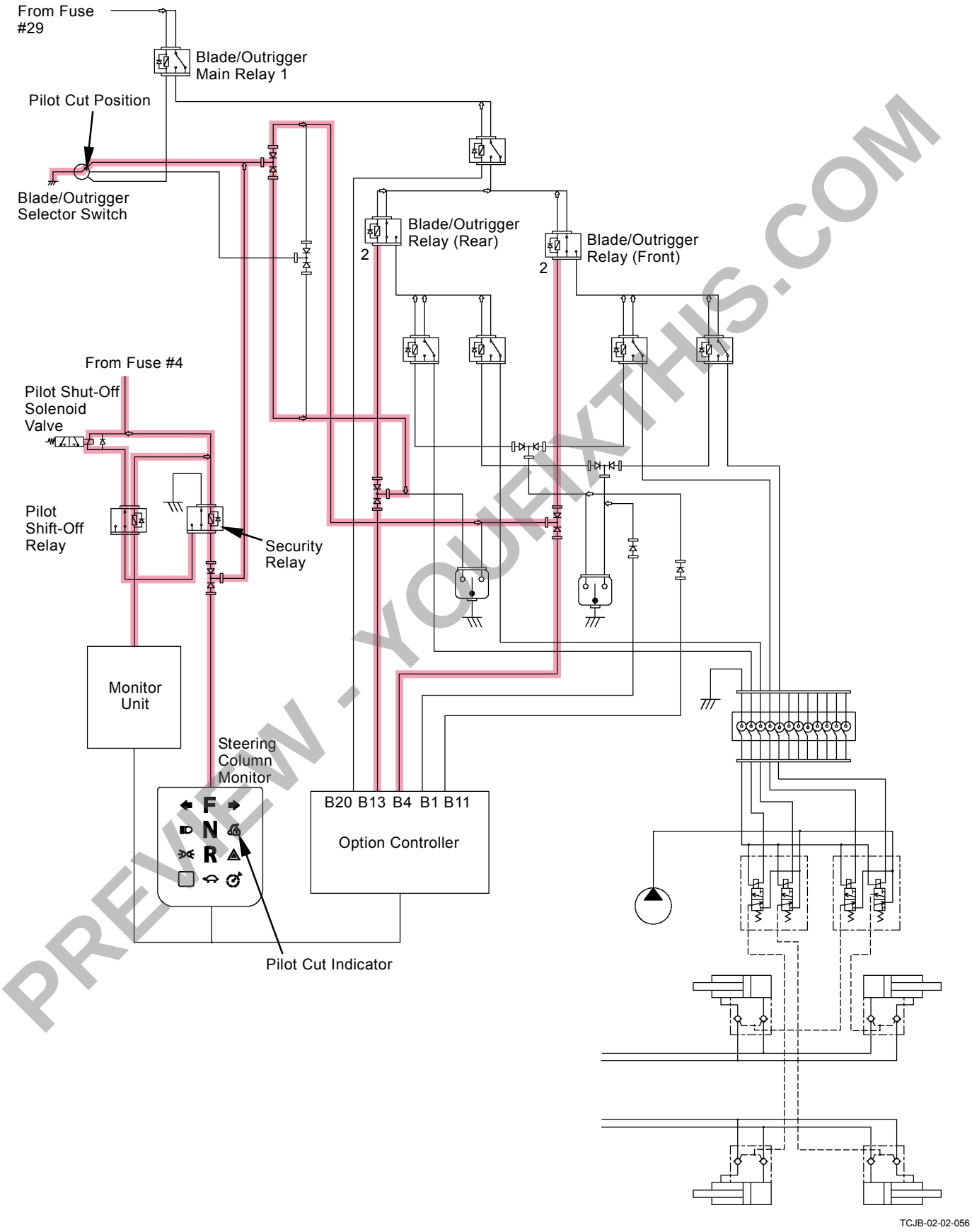
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TCJB-02-02-057

NOTE: The illustration shows the operation when the switches are in the following positions.
FNR Switch: F (Forward)
Brake Switch: OFF

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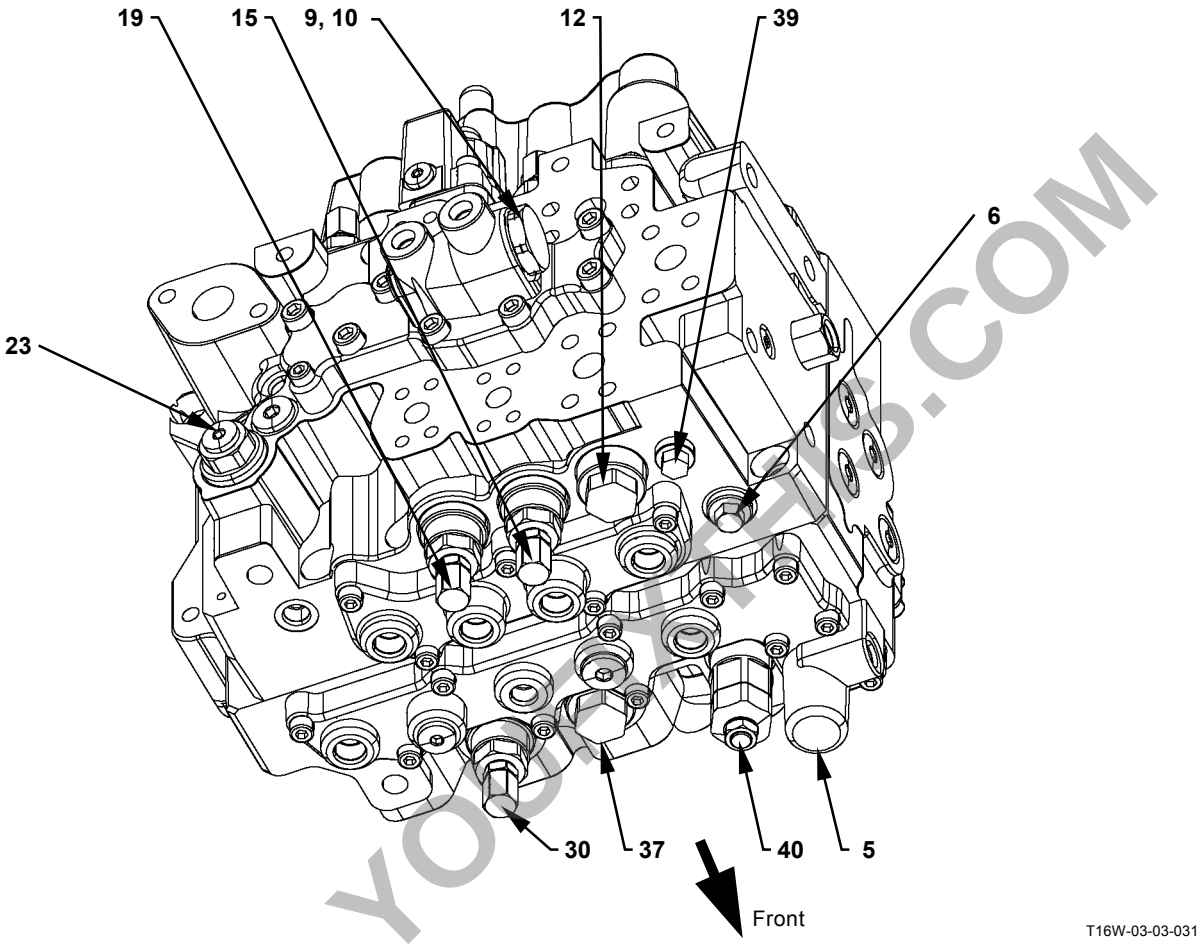
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ENGINE STOP CIRCUIT (KEY SWITCH: OFF)

1. When the key switch is turned from the ON position to the OFF position, the signal current indicating that the key switch is ON stops flowing from fuse #18 to ECM terminal #24.
2. ECM stops injection of injector and the engine stops.
3. When the engine stops, ECM turns the ECM main relay OFF.

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T16W-03-03-031

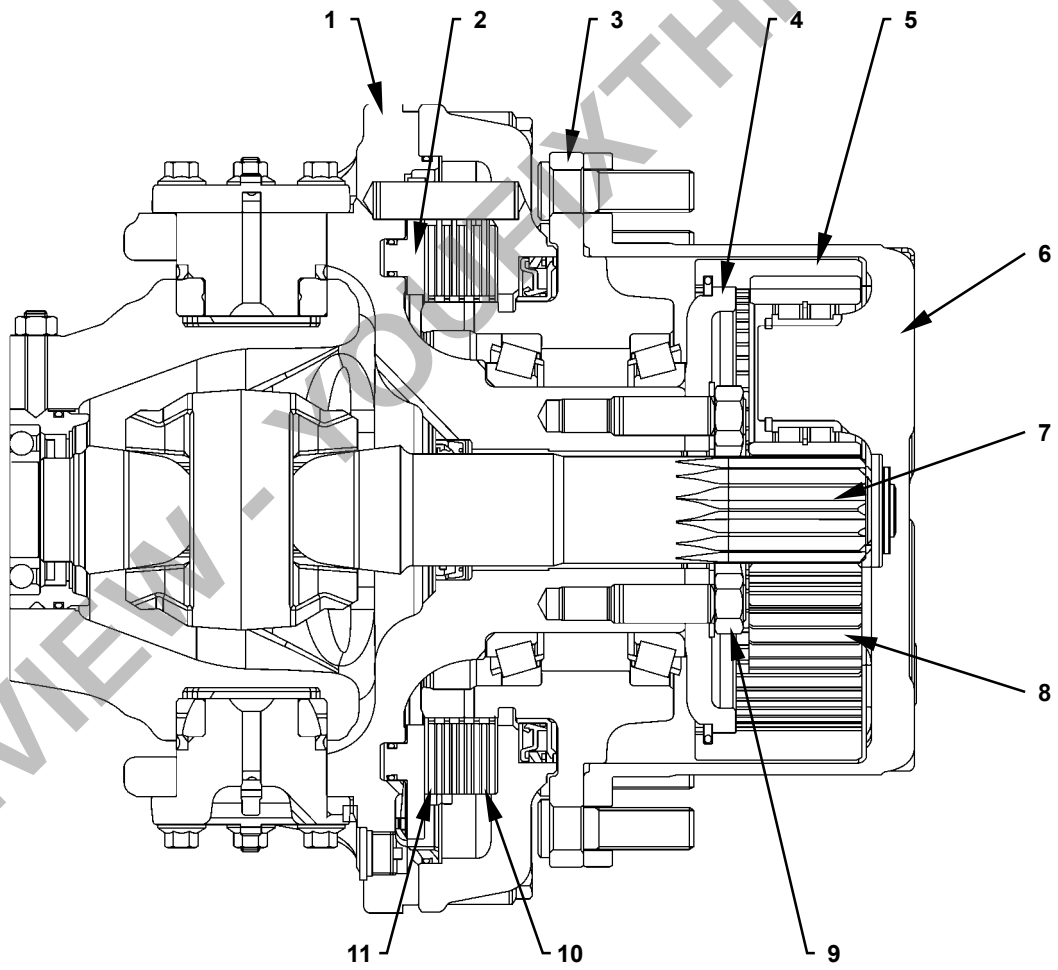
1 - Load Check Valve (Blade/Outrigger Tandem Circuit)
2 - Load Check Valve (Blade/Outrigger Parallel Circuit)
3 - Check Valve (Main Relief Circuit)
4 - Main Relief Valve
5 - Auxiliary Flow Combiner Valve
6 - Check Valve (Auxiliary Flow Combiner Circuit)
7 - Check Valve (Main Relief Circuit)
8 - Check Valve (Flow Combiner Circuit)
9 - Bucket Flow Rate Control Valve (Selector Valve)
10 - Bucket Flow Rate Control Valve (Poppet Valve)
11 - Make-Up Valve (Travel Reverse Side)
12 - Make-Up Valve (Travel Forward Side)
13 - Bucket Regenerative Circuit
14 - Overload Relief Valve (Bucket Rod Side)
15 - Overload Relief Valve (Bucket Bottom Side)
16 - Load Check Valve (Boom 1 Parallel Circuit)
17 - Boom Regenerative Circuit
18 - Overload Relief Valve (Boom Bottom Side)
19 - Overload Relief Valve (Boom Rod Side)
20 - Boom Anti-Drift Valve (Check Valve)
21 - Boom Anti-Drift Valve (Selector Valve)
22 - Load Check Valve (Arm 2 Tandem Circuit)
23 - Bypass Shut-Out Valve
24 - Check Valve (Orifice) (Arm 2 Parallel Circuit)
25 - Load Check Valve (Arm 1 Parallel Circuit)
26 - Load Check Valve (Arm 1 Tandem Circuit)
27 - Load Check Valve (Swing Circuit)
28 - Arm Regenerative Valve (Selector Valve)
29 - Arm Regenerative Circuit
30 - Overload Relief Valve (Arm Bottom Side)
31 - Overload Relief Valve (Arm Rod Side)
32 - Arm Anti-Drift Valve (Check Valve)
33 - Arm Anti-Drift Valve (Selector Valve)
34 - Load Check Valve (Boom 2 Parallel Circuit)
35 - Aux. Flow Rate Control Valve (Poppet Valve)
36 - Aux. Flow Rate Control Valve (Selector Valve)
37 - Overload Relief Valve (Auxiliary)
38 - Overload Relief Valve (Auxiliary)
39 - Load Check Valve (Bucket Parallel Circuit)
40 - Overload Relief Valve (Blade/Outrigger Rod Side)
41 - Overload Relief Valve (Blade/Outrigger Bottom Side)

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Brake Operation

1. When the brake pedal is depressed, pressure oil from the brake valve is routed into piston (2) through the inner passage in knuckle (1).
2. Pressure oil moves piston (2) to the right so that friction plate (10) and plate (11) are pushed.
3. Therefore, hub (3) ring gear (5) stop rotating.
4. Planetary gear (8) meshes with shaft (7) and ring gear (5). Thereby, as both ring gear (5) stop rotating, planetary gear (8) stops rotating.
5. Consequently, shaft (7) and planetary carrier (6) stop so that the brake is applied.

NOTE: When the machine travels normally, the disc brake is free as pressure oil to piston (2) flows to the hydraulic oil tank.



TCEB-03-06-002

1 - Knuckle
2 - Piston
3 - Hub
4 - Ring Gear Support
5 - Ring Gear
6 - Planetary Carrier
7 - Shaft
8 - Planetary Gear
9 - Nut
10 - Friction Plate
11 - Plate

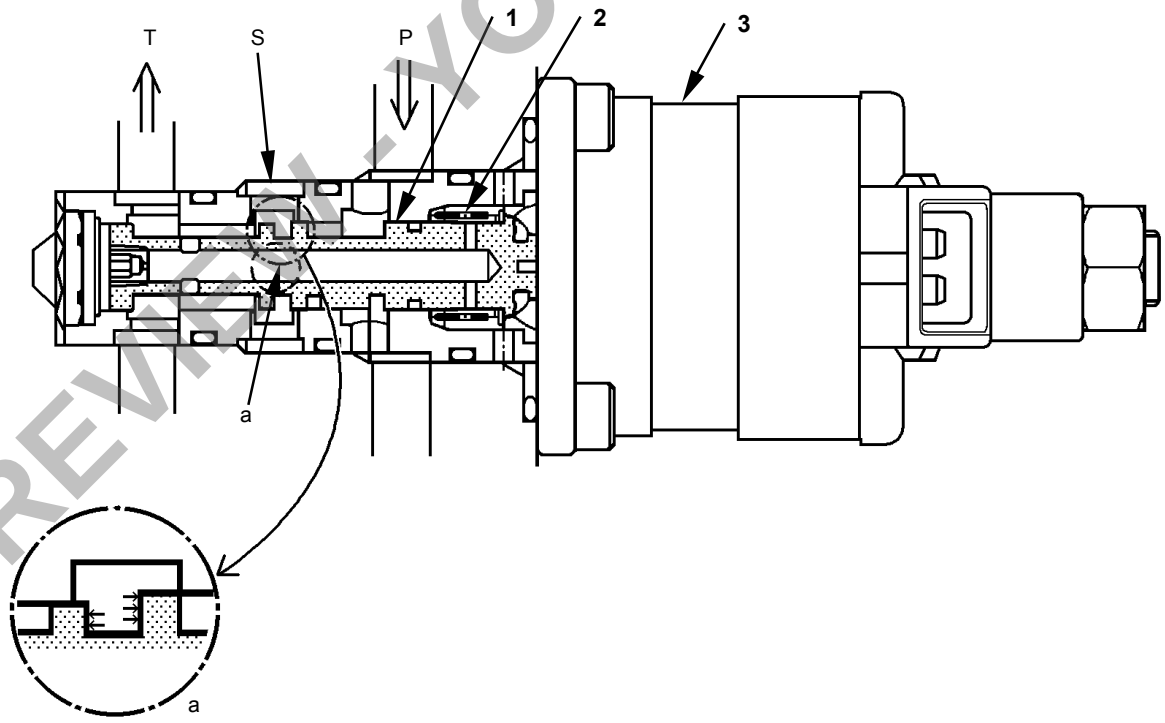
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Proportional Solenoid Valve

Controls by an electric current signal from MC and outputs pressure in proportional to degree of the electric current.

- When not energized (In neutral):
  1. Spring (2) pushes spool (1) to the right and output port S is connected to tank port T.

- When energized:
  1. Solenoid (3) pushes spool (1) to the left due to force in proportional to the electric current flowing through solenoid (3).
  2. Pilot pressure oil from port P flows into output port S and pressure at output port S increases.
  3. Pressure at output port S acts on step part a on spool (1).
     Because of difference in the pressure receiving area between step part a, spool (1) is pushed to the right.
  4. When pressure at output port S increases and the force to push spool (1) to the right overcomes the force to push spool (1) to the left by solenoid (3), spool (1) moves back to the right side and the passage between output port S and port P is closed. As a result, pressure at output port S stops increasing.



T107-02-07-005

1 - Spool
2 - Spring
3 - Solenoid

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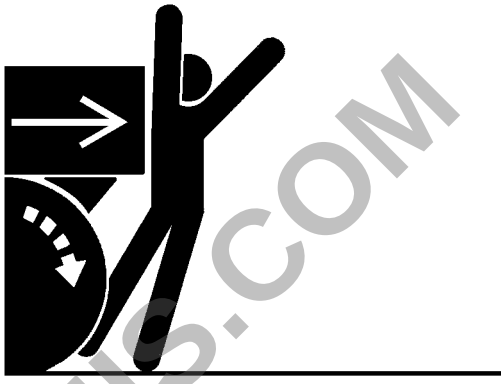
AVOID INJURY FROM BACK-OVER AND SWING ACCIDENTS

- If any person is present near the machine when backing or swinging the upperstructure, the machine may hit or run over that person, resulting in serious injury or death.

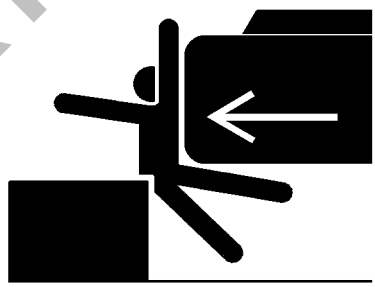
  To avoid back-over and swing accidents:
  - Always look around BEFORE YOU BACK UP AND SWING THE MACHINE. BE SURE THAT ALL BYSTANDERS ARE CLEAR.
  - Keep the travel alarm in working condition (if equipped).

    ALWAYS BE ALERT FOR BYSTANDERS MOVING INTO THE WORK AREA. USE THE HORN OR OTHER SIGNAL TO WARN BYSTANDERS BEFORE MOVING MACHINE.
  - USE A SIGNAL PERSON WHEN BACKING UP IF YOUR VIEW IS OBSTRUCTED. ALWAYS KEEP THE SIGNAL PERSON IN VIEW.

    Use hand signals, which conform to your local regulations, when work conditions require a signal person.
  - No machine motions shall be made unless signals are clearly understood by both signalman and operator.
  - Learn the meanings of all flags, signs, and markings used on the job and confirm who has the responsibility for signaling.
  - Keep windows, mirrors, and lights clean and in good condition.
  - Dust, heavy rain, fog, etc., can reduce visibility. As visibility decreases, reduce speed and use proper lighting.
  - Read and understand all operating instructions in the operator's manual.



SA-383



SA-384

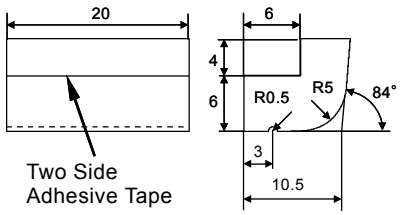
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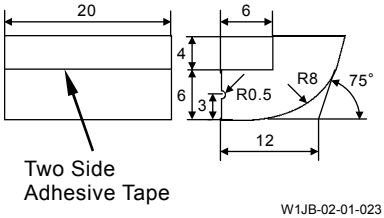
NOTE: Unit: mm
(1 mm=0.039 in)

Spacer A



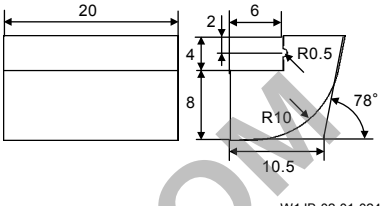
W1JB-02-01-022

Spacer B



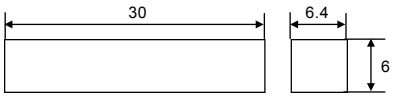
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Spacer C



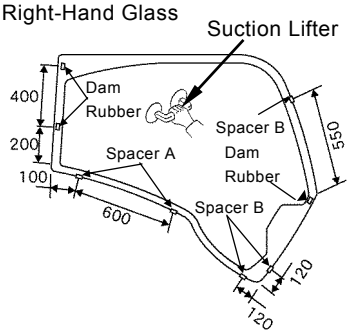
W1JB-02-01-024

Dam Rubber



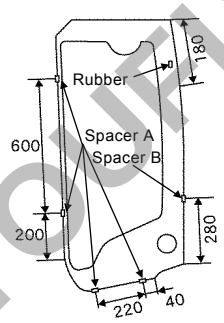
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Right-Hand Glass



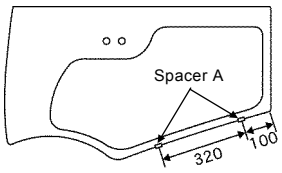
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Rear Left-Hand Glass



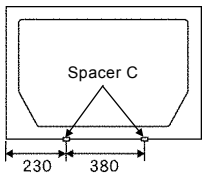
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Lower Door Grass

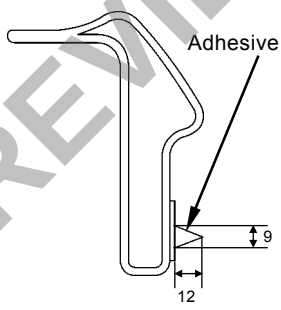


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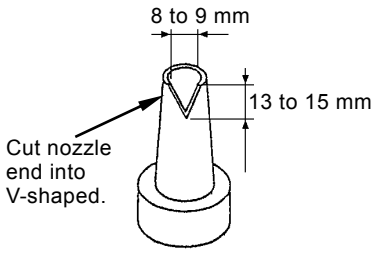
Rear Glass



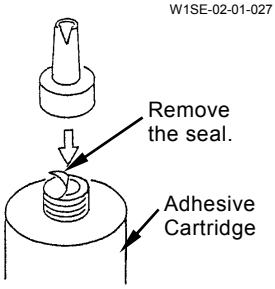
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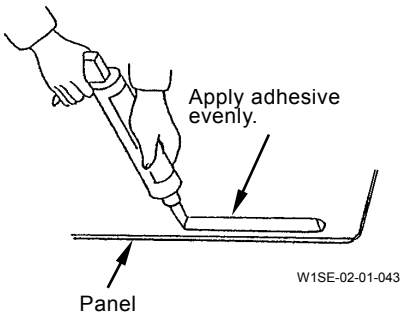
W1JB-02-01-031



W1SE-02-01-027



W1SE-02-01-028

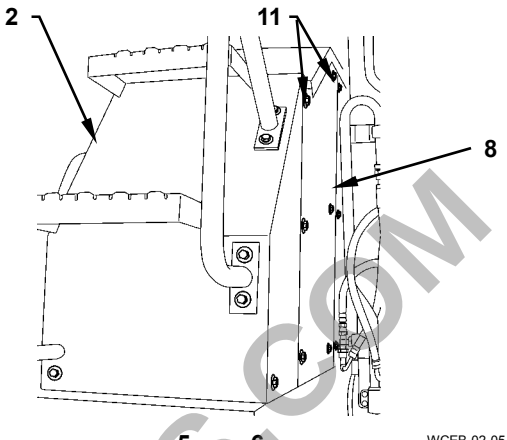


W1SE-02-01-043

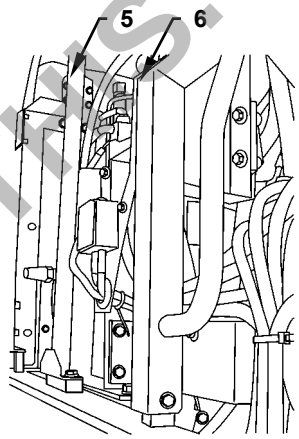
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19. Install covers (2, 8) to supports (5, 6) with sems bolts (11) (6 used).
    : 17 mm
    : 50 N·m (5 kgf·m, 37 lbf·ft)

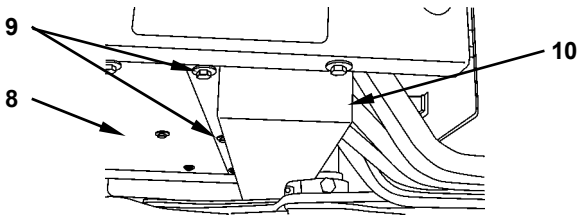


WCEB-02-05-006



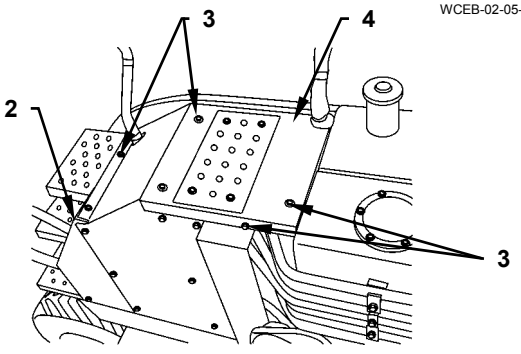
WCEB-02-05-003

20. Install cover (10) to support (5) with sems bolts (9) (3 used).
    : 17 mm
    : 50 N·m (5 kgf·m, 37 lbf·ft)

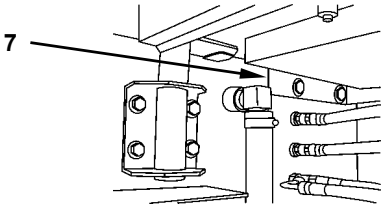


WCEB-02-05-008

21. Install covers (2, 4) to supports (5, 6) and bracket (7) with sems bolts (3) (6 used).
    : 17 mm
    : 50 N·m (5 kgf·m, 37 lbf·ft)



WCEB-02-05-001

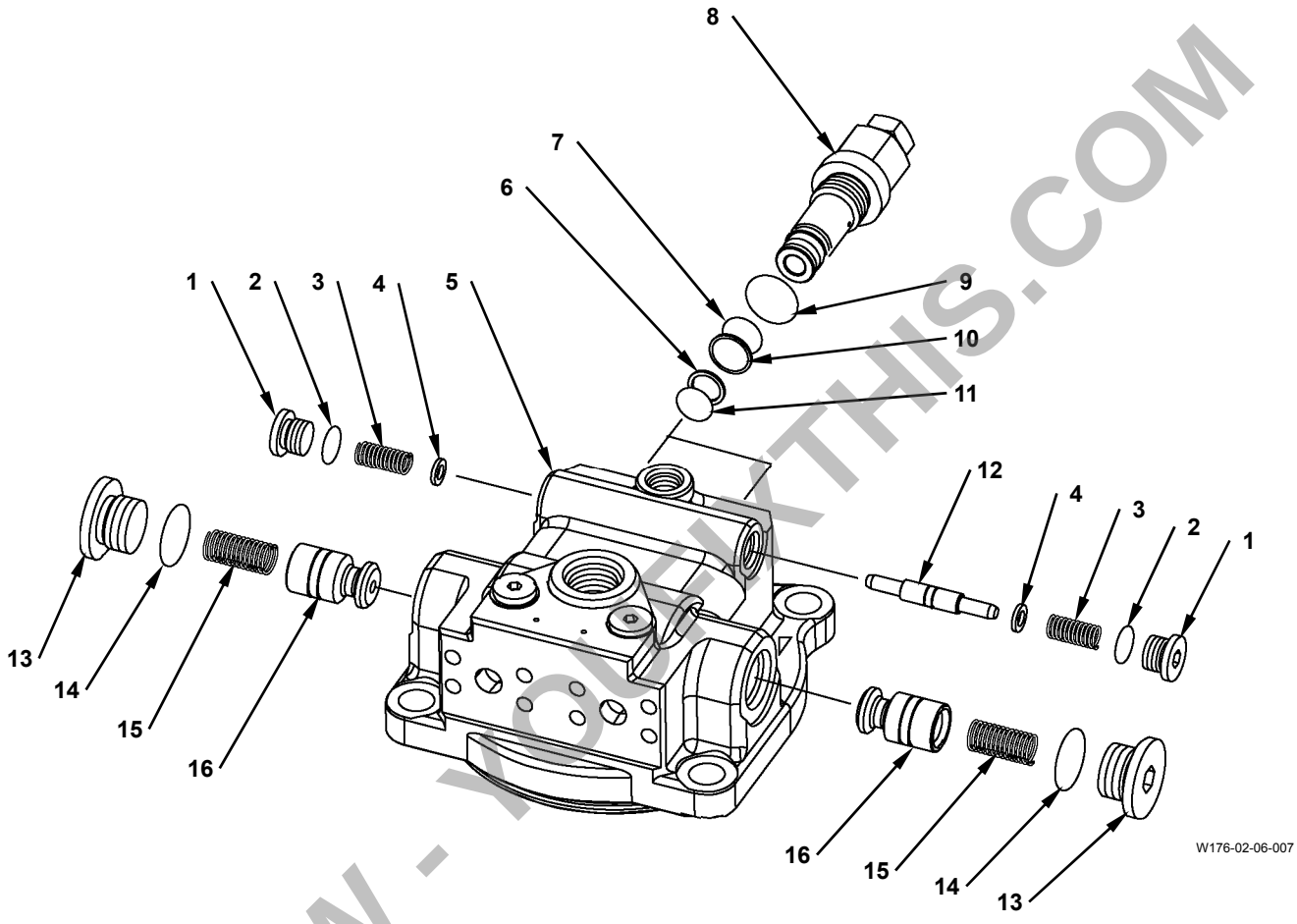


WCEB-02-05-004

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DISASSEMBLY OF VALVE UNIT



1 - Plug (2 Used)
2 - O-Ring (2 Used)
3 - Spring (2 Used)
4 - Spring Seat (2 Used)
5 - Valve Housing
6 - Backup Ring (2 Used)
7 - O-Ring (2 Used)
8 - Relief Valve (2 Used)
9 - O-Ring (2 Used)
10 - Backup Ring (2 Used)
11 - O-Ring (2 Used)
12 - Spool
13 - Plug (2 Used)
14 - O-Ring (2 Used)
15 - Spring (2 Used)
16 - Poppet (2 Used)

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Disassembly of 3-Spool Solenoid Valve Unit

IMPORTANT: Do not lose spring (7) in the hole of solenoid (6) when removing solenoid (6).
Do not disassemble pressure adjusting lock nut (2) and adjusting bolt (4).

1. Remove socket bolts (1) (2 used) from solenoid (6). Remove solenoid (6) and O-ring (8) from the housing.
   : 4 mm

IMPORTANT: Do not remove orifice (11) from spool (10).

2. Remove spool (10) from sleeve (17). Remove diaphragm (9), washer (12) and spring (13) from spool (10).

3. Remove sleeve (17) from the housing. Remove plate (18) and wave spring (19) from the housing by using a magnet.

4. Remove O-rings (14, 15, 16) from sleeve (17).

Assembly of 3-Spool Solenoid Valve Unit

1. Install wave spring (19) and plate (18) to the housing.

IMPORTANT: When inserting sleeve (17) into the housing, align the hole on sleeve (17) with that on the housing.

2. Install O-rings (14, 15, 16) to sleeve (17). Insert sleeve (17) into the housing.

IMPORTANT: When inserting spool (10) into sleeve (17), do not damage the edge on sleeve (17).
After inserting spool (10), try to push it about 3 to 5 mm (0.1 to 0.2 in) by fingers. Check if spool (10) moves smoothly.

3. Install diaphragm (9), washer (12) and spring (13) to spool (10). Insert spool (10) into sleeve (17).

IMPORTANT: When installing solenoid (6), prevent spring (7) from falling off.

4. Install spring (7) to solenoid (6). Install solenoid (6) to the housing with socket bolts (1) (2 used).
   : 4 mm
   : 5^{+2}_{-0} N·m ($0.5^{+0.2}_{-0}$ kgf·m, $4^{+1.5}_{-0}$ lbf·ft)

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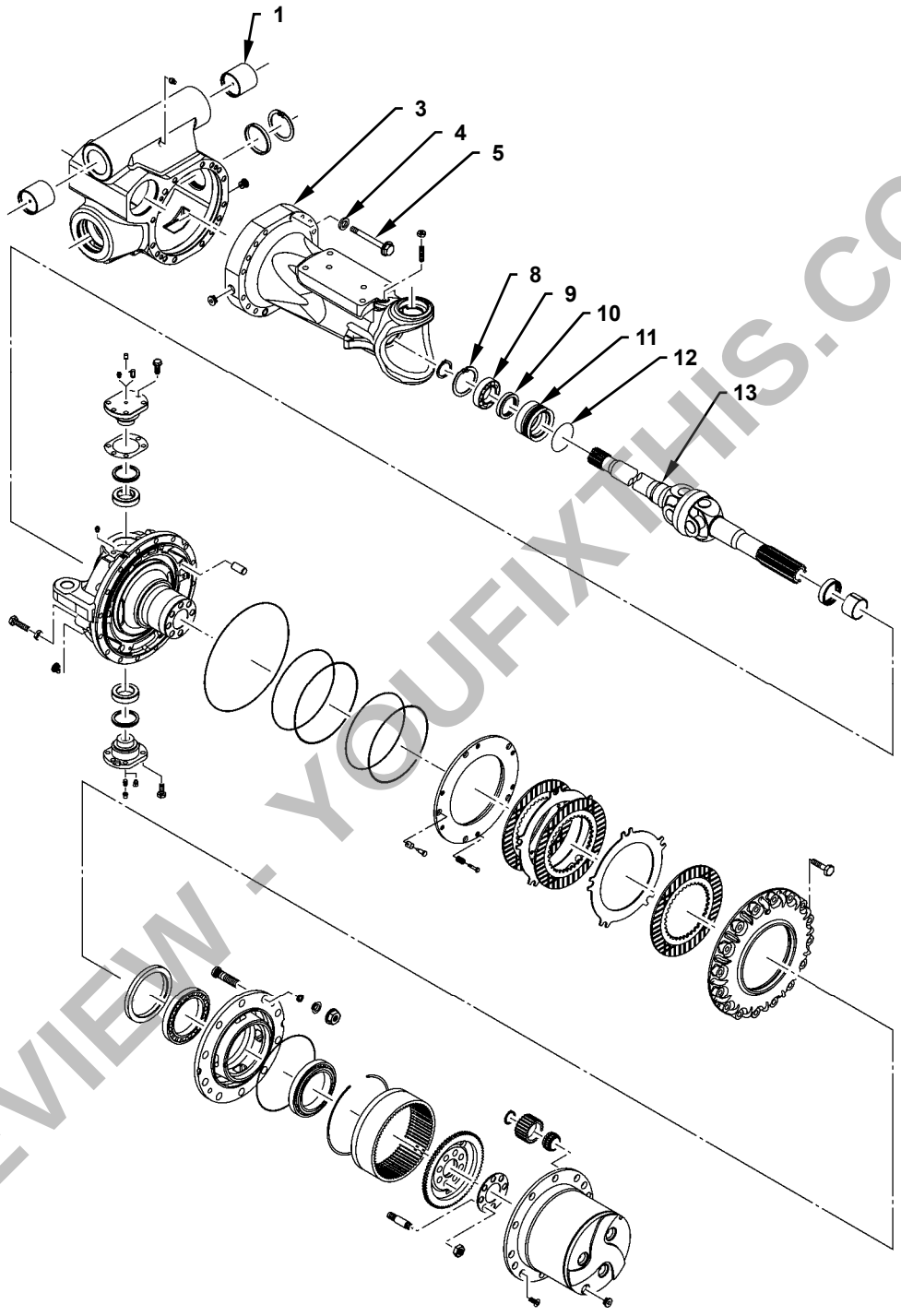
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23. Install relief valves (49) (2 used) and plugs (50) (2 used) to head cover (36).
    - : 27 mm
    - : 78 N·m (8 kgf·m, 58 lbf·ft)
    - : 32 mm
    - : 83±5 N·m (8.5±0.5 kgf·m, 61±4 lbf·ft)

24. Install brake valve (37) and O-rings (38) (2 used) to head cover (36) with socket bolts (48) (2 used).
    - : 5mm

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WCEB-03-05-001

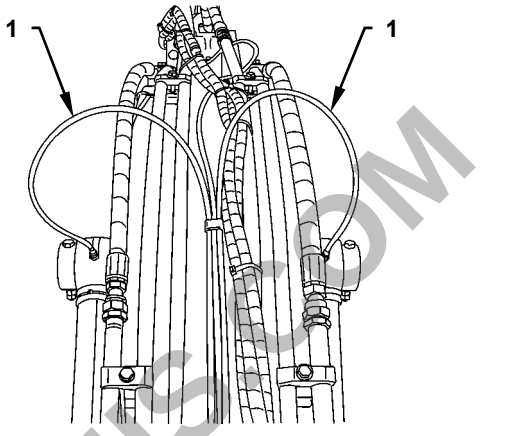
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REMOVAL AND INSTALLATION OF FRONT ATTACHMENT (2-PIECE BOOM)

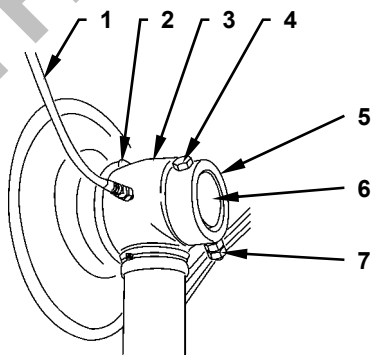
Removal

1. As for the lubrication hoses to the front attachment, disconnect hoses (1) (2 used) of to the boss at the boom cylinder (3) rod side from the adapter.
   : 17 mm



WCGB-04-01-001

2. Remove nuts (7) (4 used) from bolts (4) (2 used). Remove bolts (4) (2 used) and stoppers (5) (2 used) from pin (6).
   : 24 mm



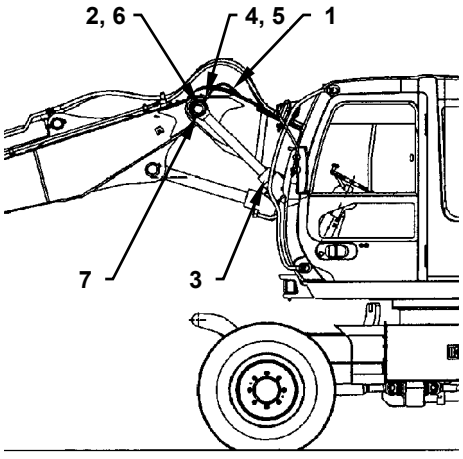
WCGB-04-01-002

CAUTION: Boom cylinder (3) weight: 130 kg (290 lb)

CAUTION: Metal fragments may fly off when a hammer is used. Wear necessary protection, such as goggles, hard hats, etc in order to prevent personal injury.

3. Attach a nylon sling onto the end of the boom cylinder (3) tube. Hoist and hold the boom cylinder (3) tube. By using a bar and a hammer, tap pin (6) into the position where thrust plate (2) can be removed. Remove thrust plate (2).

NOTE: When pin (6) can not be removed, start the engine and operate the boom lever. Adjust the rod pin hole on the boom cylinder.



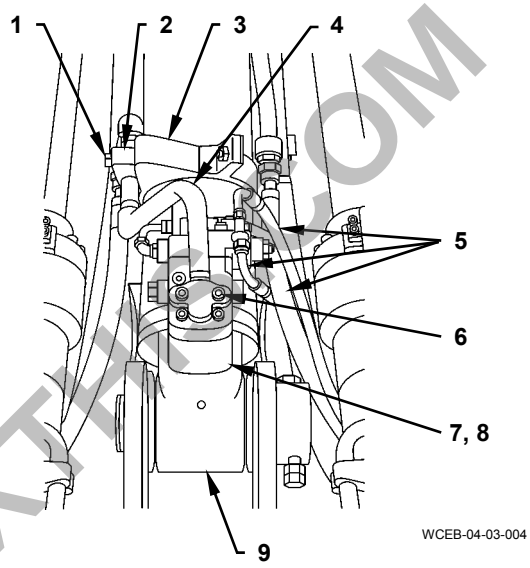
WCEB-04-01-004

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REMOVAL AND INSTALLATION OF HOSE RUPTURE VALVE FOR POSITIONING CYLINDER

CAUTION: Loosen the relief valve of hose rupture valve (7) slowly and release the pressure.



Removal

1. Remove bolts (1) (2 used) from clamp (2). Remove clamp (2) from bracket (3).
   : 22 mm

2. Disconnect hoses (5) (3 used) from hose rupture valve (7). Cap the open ends. Attach an identification tag onto the disconnected hoses for assembling.
   : 19 mm

3. Remove socket bolts (6) (4 used) from piping (4). Disconnect piping (4) from positioning cylinder (9). Remove hose rupture valve (7) and O-ring (8) from positioning cylinder (9). Cap the open ends.
   : 10 mm

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Measurement:

1. Measure the engine speeds in the "dial mode" and "pedal mode" positions for the engine speed control mode selection switch.
2. When measuring, set the switch and test condition as shown in the table below in response to the engine speed to be measured.

Evaluation:

Refer to OPERATIONAL PERFORMANCE TEST / Standard in Group T4-2.

Remedy:

Refer to Troubleshooting B in Group T5-7.

NOTE: ECO stands for the auto engine speed reduction system by 100 min^{-1}.

- Engine Speed Control Mode Selection Switch: Dial mode

Item	Engine Control Dial	Power Mode Switch	Auto-Idle Switch	Work Mode	Test Conditions
Slow Idle	Slow Idle	P	OFF	Digging mode	Lever in neutral.
Fast Idle (with ECO deactivated)	Fast Idle	P	OFF	Digging mode	Check in the Dr. ZX special functions with ECO deactivated. Measure engine speed with the lever in neutral.
Fast Idle (Heater control OFF)	Fast Idle	P	OFF	Digging mode	Move the pilot shut-off lever to the UNLOCK position. Measure engine speed with the lever in neutral.
Fast Idle (Relief operation)	Fast Idle	P	OFF	Digging mode	Measure engine speed while relieving the boom raise circuit.
Fast Idle (E mode)	Fast Idle	E mode	OFF	Digging mode	Lever in neutral.
Fast Idle (HP mode)	Fast Idle	HP mode	OFF	Digging mode	Measure engine speed while relieving the boom raise circuit.
Auto-Idle	Fast Idle	P	ON	Digging mode	Measure engine speed 4 seconds after returning all control levers to neutral.
Warming-Up	Slow Idle	P	OFF	Digging mode	Engine speed can be measured only when hydraulic oil temperature is 0 °C (32 °F) or less.

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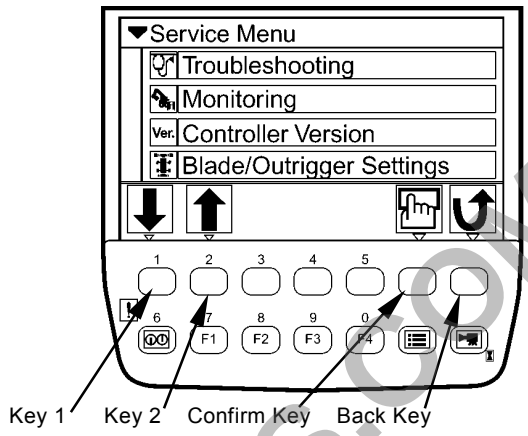
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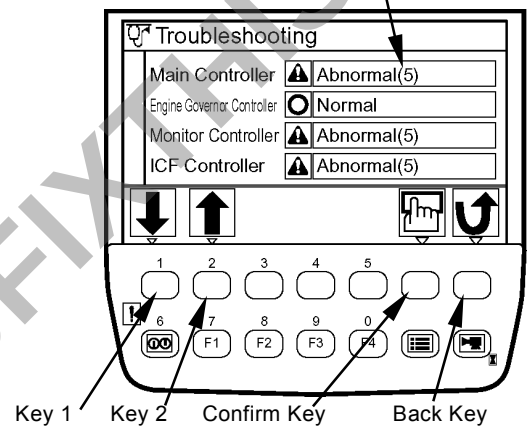
4. Select troubleshooting by using keys 1 and 2. Push the confirm key. Then, the troubleshooting screen appears.



TCHB-05-02-007

A figure enclosed in ( ) indicates the number of fault codes.

5. Results of trouble analyses for each controller are displayed on the screen.
   Displayed Controller:
   - Main Controller
   - Engine Governor Controller
   - Monitor Controller
   - ICF Controller
   - Steering Column Monitor
   - Option Controller

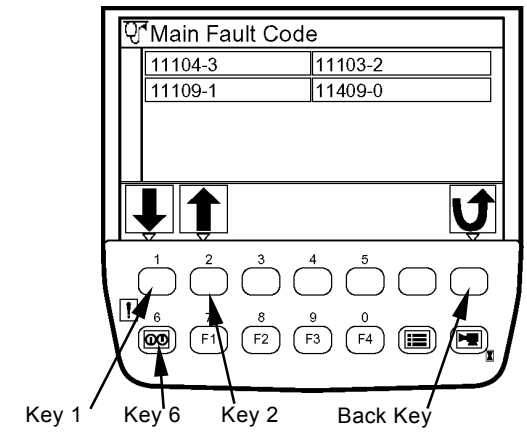


T1V5-05-01-085

6. Select Abnormal of a faulty controller by using keys 1 and 2. Push the confirm key. Then, fault code is displayed.
   As for details of trouble analyses, refer to "Troubleshooting A."

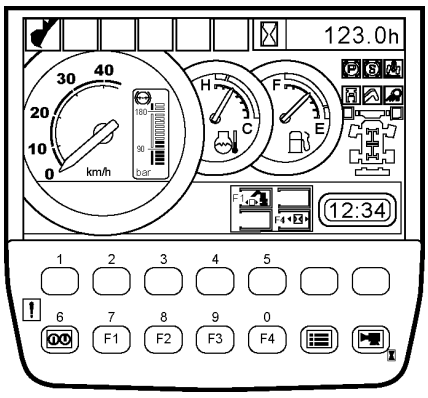
IMPORTANT: Up to twenty fault codes can be displayed. But, one screen can contain only ten fault codes maximum.
If the screen is fully filled with ten items, push key 1 and check other fault codes on the next page.
When returning to the previous page, push key 2.

NOTE: When pushing the back key, return to the previous screen.



T1V5-05-01-097

7. Push key 6, and the primary screen appears.

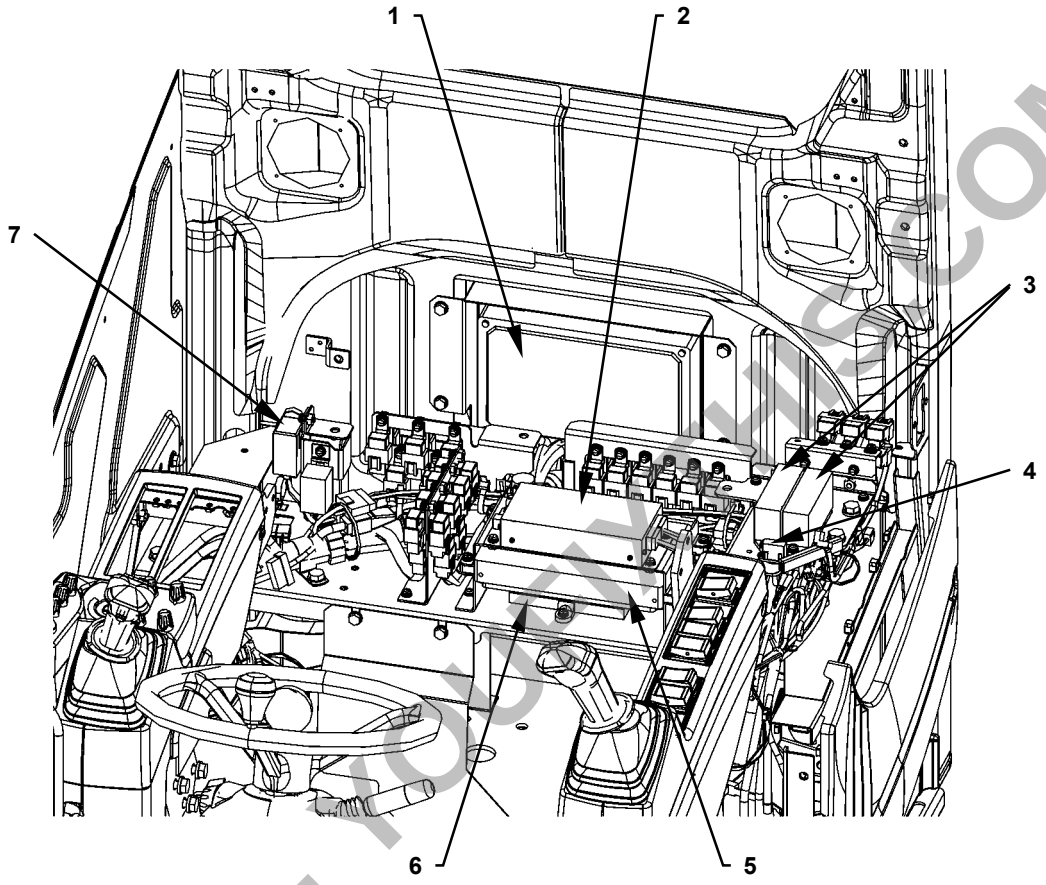


Primary Screen

TCJB-05-02-064

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ELECTRICAL COMPONENT LAYOUT (CONTROLLERS AND RELAYS)



TCJB-01-02-015

1 - MC (Main Controller)
2 - Satellite Communication Terminal (Optional)
3 - Fuse Box
4 - Dr.ZX Connector (Use as Download Connector)
5 - Option Controller
6 - ICF (Information Controller)
7 - Flasher

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ICF FAULT CODE LIST

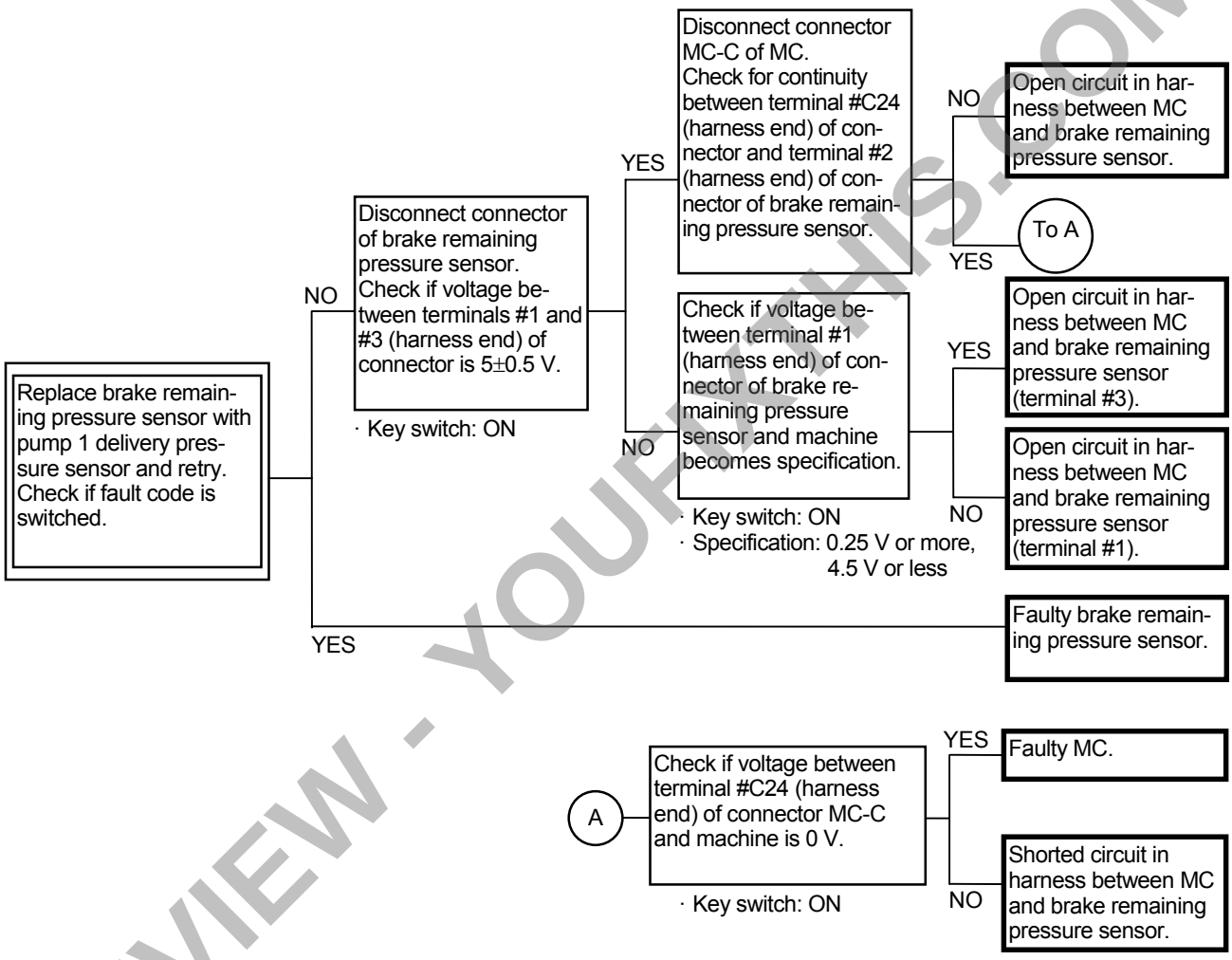
Fault Code	Trouble	Cause	Remedy
14000-2	Abnormal CAN Communication	Data cannot be received due to the noise on the CAN bus line.	Check for CAN communication bus line.
14001-2	Flash Memory: Read / Write Error	The internal memory is abnormal when the key is ON.	After initializing the information C/U by using Dr. ZX, retry in the troubleshooting. If the error code is displayed after retry, ICF may be broken. Replace ICF. *NOTE: When initializing the information C/U, all stored data is deleted.*
14002-2	External RAM: Read / Write Error	The internal memory is abnormal when the key is ON.	After initializing the information C/U by using Dr. ZX, retry in the troubleshooting. If the error code is displayed after retrial, ICF may be broken. Replace ICF. *NOTE: When initializing the information C/U, all stored data is deleted.*
14003-2	EEPROM: Sum Check Error	The internal memory is abnormal when the key is ON.	Retry in the troubleshooting by using Dr. ZX. If the error code is displayed after retrial, ICF may be broken. Replace ICF.
14006-2	Satellite Communication Terminal: Communication Error	Communication to the satellite terminal cannot be done over 30 seconds.	Check for the items below. 1. Check if the communication line is abnormal. 2. Check if the electrical power source of communication terminal is abnormal. • Electrical power source • Fuses 3. Check if the satellite terminal is broken.
14008-2	Abnormal Internal RAM	The internal memory is abnormal when the key is ON.	Retry in the troubleshooting by using Dr. ZX. If the error code is displayed after retrial, ICF may be broken. Replace ICF.

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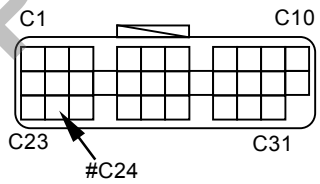
MC FAULT CODE 11311

Fault Code	Trouble	Cause
11311-3	Abnormal Brake Remaining Pressure Sensor High Voltage	Voltage: more than 4.75 V
11311-4	Abnormal Brake Remaining Pressure Sensor Low Voltage	Voltage: less than 0.25 V

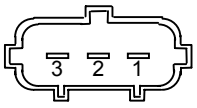


Connector (Harness end of connector viewed from the open end side)

MC Connector MC-C



Brake Remaining Pressure Sensor



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Secondary Pilot Relief Pressure Control Solenoid Valve (Optional)	Travel N Sensor	Hydraulic Oil Temperature Sensor	Travel Speed Mode Switch
• Activates when attachment "secondary pilot relief pressure ON" is selected and shifts secondary pilot relief pressure control valve spool.	• Detects travel motor speed and sends a signal to speed display meter. • Travel motor speed is detected to activate the super-fine travel speed, to prevent travel motor from excessive rotation, and/or to restrict forward/reverse shifting.	• Monitors hydraulic oil temperature in order to control auto-warming up and arm regenerative controls.	• Shifts fast/slow speed selection solenoid valve by shifting travel speed mode switch (Fast/Slow) in order to control travel speed mode selection control.
• If secondary pilot relief pressure control solenoid valve is not activated, pressure at output port becomes 0 MPa (0 kgf/cm^2) when attachment "secondary pilot relief pressure ON" is selected.	• Speed display meter does not operate. • Travel speed, travel motor excessive rotation, and/or the forward/reverse shifting restriction control is inoperable.	• If circuit breakage occurs, system operates as if hydraulic oil temperature is 120 °C (Dr. ZX or monitor will not indicate 120 °C in diagnosis operation).	• When open or shorted circuit occurs in switch, fast/slow speed selection solenoid valve is held in either fast or slow position.
• Relief set pressure in auxiliary circuit does not decrease.	• Speed display meter does not operate. • When descending a slope, engine speed is not reduced.	• Although oil temperature is lower than 0 °C, auto-warming up control does not operate so that engine runs at idle speed when engine is started. • When hydraulic oil temperature is lower than 10 °C, arm regenerative control is inoperable.	• Although travel speed mode switch is in fast position, travel speed dose not change into Fast. • Although travel speed mode switch is in slow position, travel speed dose not change into Slow.
-	-	11901	-
-	Monitor Item: Vehicle Speed (Possible to display by built-in diagnosing system)	Monitor Item: Hydraulic Oil Temperature (HOT) (Possible to display by built-in diagnosing system)	Monitor Item: Transmission H/L SW
-	-	-	-
-	-	-	-
-	-	• If temperature is extremely low (below -20°C), control system is in-operable.	-
T2-2	T2-2	T2-2	T2-2

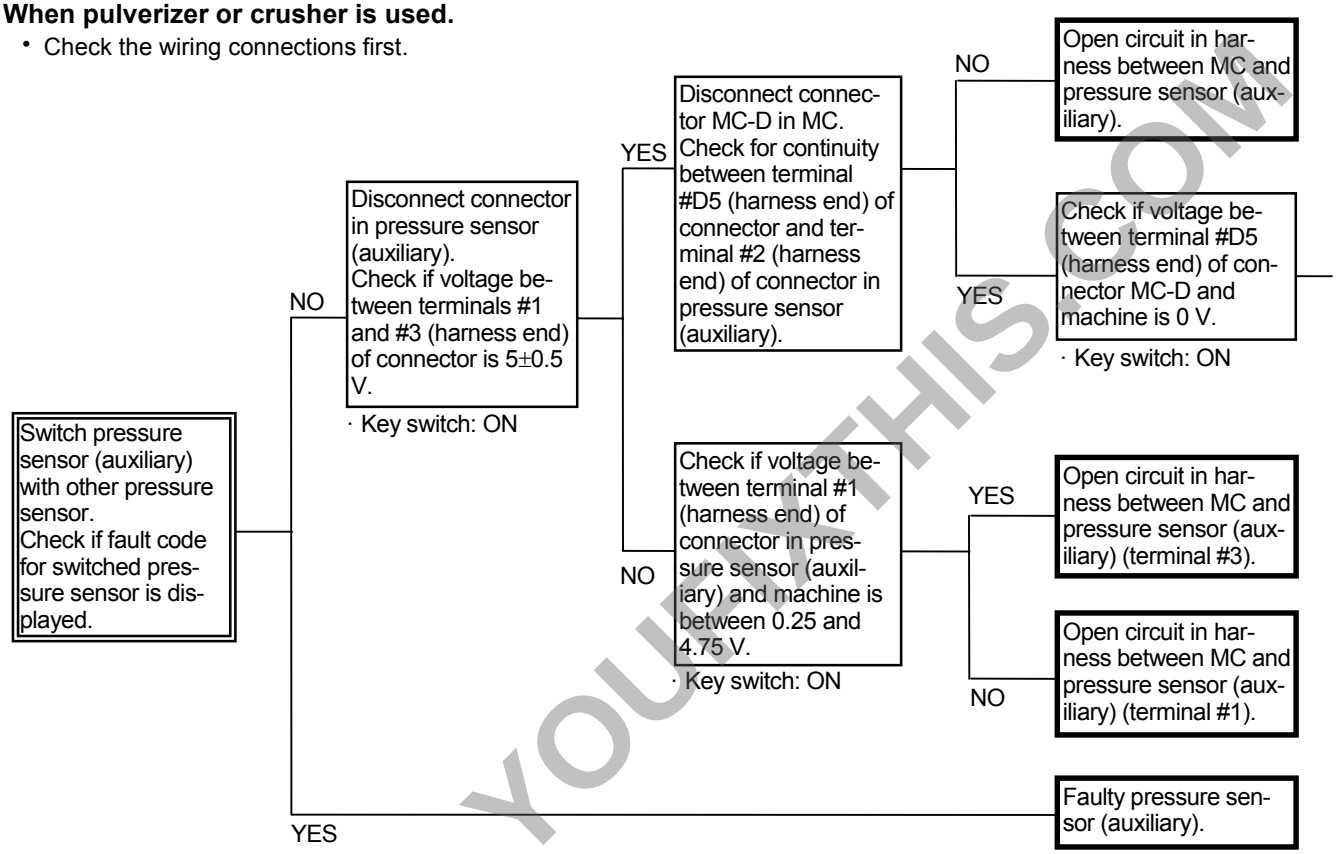
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F-9 Attachment speed is fast during combined operation of attachment (optional) and front attachment.

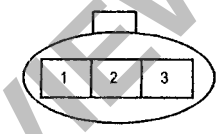
When pulverizer or crusher is used.

- Check the wiring connections first.



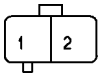
Connector (Harness end of connector viewed from the open end side)

Pilot Pressure Sensor (Auxiliary)
Pilot Pressure Sensor (Arm Roll-Out)



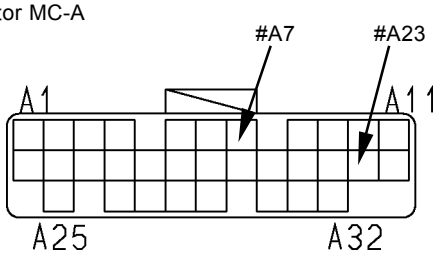
T1V1-05-07-102

Auxiliary Flow Rate Control Solenoid Valve



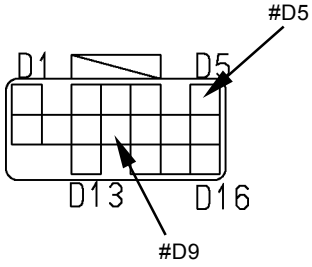
T1V1-05-04-003

MC
Connector MC-A



MC
Connector MC-D

T183-05-04-008



T183-05-04-009

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