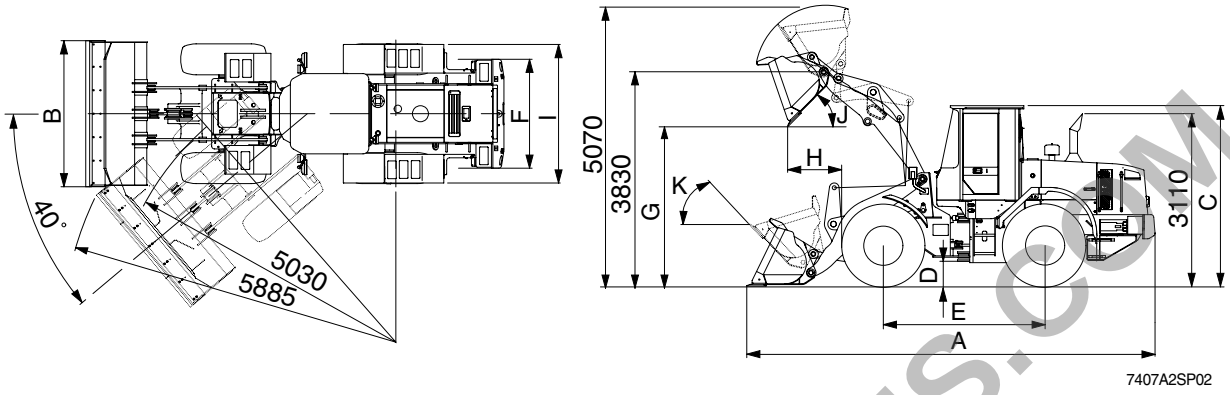
2. SPECIFICATIONS

1) WITH BOLT-ON CUTTING EDGE TYPE BUCKET(HL740-7A)



Description			Unit	Specification
Operating weight			kg(lb)	11550(2550)
Bucket capacity		Struck	$m^3(yd^3)$	1.78(2.3)
		Heaped		2.1(2.7)
Overall length		A	mm(ft-in)	7270(23' 7")
Overall width		B		2550(8' 4")
Overall height		C		3260(10' 8")
Ground clearance		D		417(1' 4")
Wheelbase		E		2900(9' 6")
Tread		F		1900(6' 3")
Dump clearance at 45°		G		2850(9' 4")
Dump reach(Full lift)		H		970(3' 2")
Width over tires		I		2430(8' 0")
Dump angle		J	Degree (°)	48
Roll back angle(Carry position)		K		47
Cycle time		Lift(With load)	sec	5.5
		Dump(With load)		1.2
		Lower(Empty)		2.8
Maximum travel speed			km/hr(mph)	36.3(22.7)
Braking distance			m(ft-in)	12(39' 4")
Minimum turning radius(Center of outside tire)				5.03(16' 6")
Gradability			Degree (°)	30
Travel speed	Forward	First gear	km/hr(mph)	6.4(4.0)
		Second gear		11.7(7.3)
		Third gear		22.3(13.9)
		Fourth gear		36.3(22.7)
	Reverse	First gear		6.8(4.2)
		Second gear		12.4(7.7)
		Third gear		23.4(14.6)

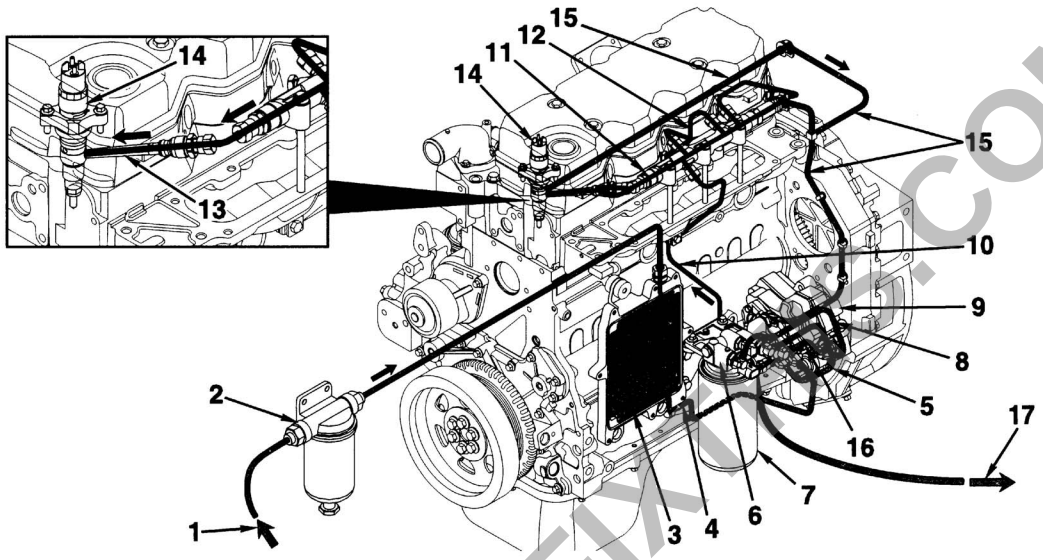
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2. SYSTEM DIAGRAMS

The following drawings show the flow through the engine systems.

1) FUEL SYSTEM



7607AEG02

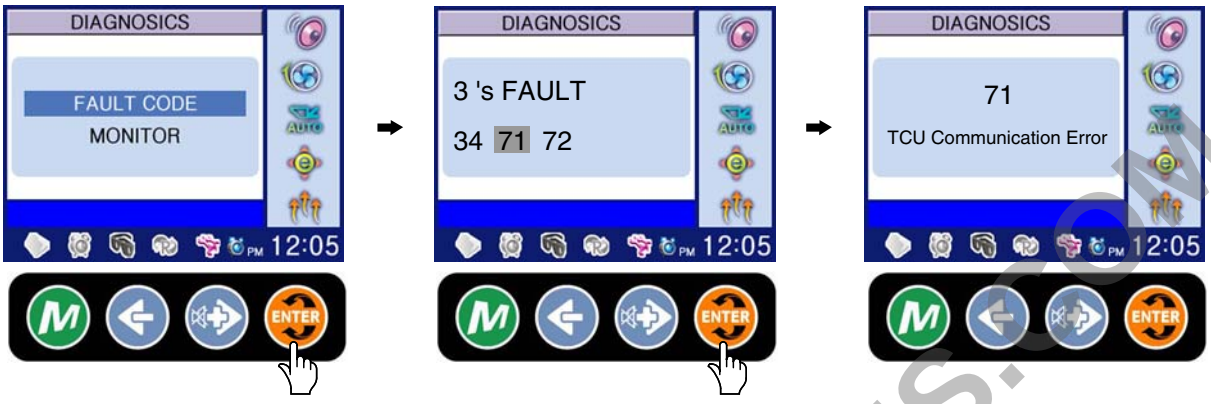
1 From fuel tank
2 Water/fuel separator(**not** mounted on engine)
3 ECM cooling plate
4 To fuel gear pump
5 To fuel filter
6 Fuel filter head
7 Fuel filter
8 To high-pressure pump
9 High-pressure pump
10 To fuel rail
11 Fuel rail
12 To injectors
13 High-pressure connector
14 Injector
15 Fuel return from injectors and fuel rail to fuel filter head
16 Fuel return from high-pressure pump to fuel filter head
17 To fuel tank

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(3) Machine fault code

When selecting the fault code menu, it shows all of the fault codes which mean abnormal conditions of present time.



7707A3CD36

※ To go out from fault explanation window, press ← button.
(Press ENTER , M to go out to main.)

※ **No error** will be indicated in case that there's no fault.

Description	Code	Meaning	Remark
Electrical system	010	Power input voltage low	Below 18V
	011	Power input voltage high	Above 38V
	012	Alternator voltage low	Below 5V
	013	Alternator voltage high	Above 36V
	014	Buzzer circuit open or short to ground	
	015	Buzzer circuit short to power	
Hydraulic system	020	Hydraulic oil temperature sensor open or short to power	
	021	Hydraulic oil temperature sensor short to ground	
Engine system	030	Fuel level sensor open or short to power	
	031	Fuel level sensor short to ground	
	034	Cooling fan driving valve open or short to ground	
	035	Cooling fan driving valve short to power	
T/M system	050	Auto select switch supply power open or short to power	
	051	Auto select switch supply power short to ground	
	052	Clutch cutoff supply power open or short to power	
	053	Clutch cutoff supply power short to ground	
Steering system	060	Emergency steering relay open or short to ground	Option
	061	Emergency steering relay short to power	Option
Communication	070	MCU communication error	
	071	TCU communication error	
	072	ECM communication error	

MCU : Machine control unit TCU : Transmission control unit ECM : Engine control module

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2. TROUBLESHOOTING

1) TRANSMISSION

※ **Diagnose malfunction charts are arranged from most probable and simplest to verify, to least likely, more difficult to verify. Remember the following steps when troubleshooting a problem :**

Step 1. Operational check out procedure(See group 3 in section 1.)
Step 2. Operational checks(In this group.)
Step 3. Troubleshooting
Step 4. Tests and/or adjustments(See group 3.)

Problem	Cause	Remedy
Transmission slippage	Low oil level.	Add oil.
	Wrong oil grade.	Change oil.
	Restricted transmission pump suction screen.	Remove and clean screen.
	Leak in transmission control valve or gasket.	Remove valve and inspect gaskets.
	Low transmission pump flow due to worn pump.	Do transmission pump flow test.
	Weak or broken pressure regulating valve spring.	Do transmission system pressure test.
Error code on display	Something wrong in transmission.	Go to transmission error code group at page 3-32~3-51.

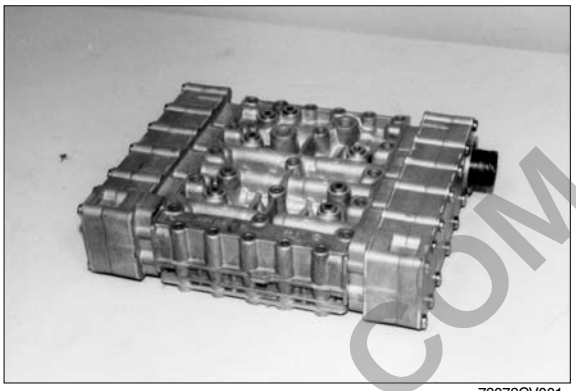
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1. CONTROL VALVE

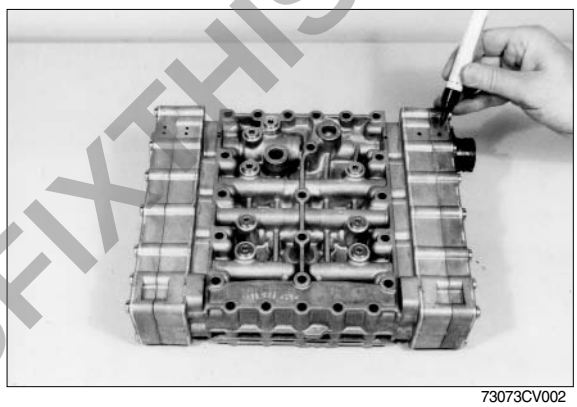
1) DISASSEMBLY

(1) Illustration on the right shows the complete control unit.



73073CV001

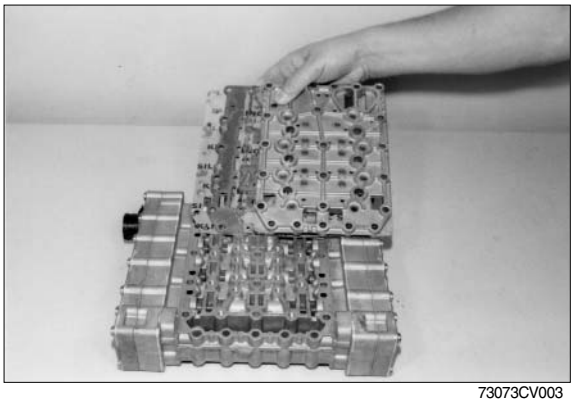
(2) Mark the installation position of the different covers, the housing and cable harness with the valve housing.



73073CV002

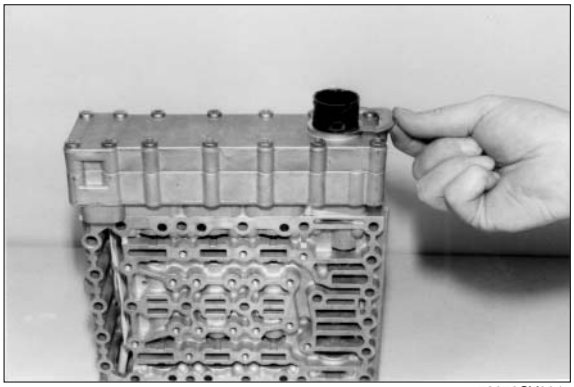
(3) Loosen socket head screws.
Separate duct plate, 1st gasket, intermediate plate and 2nd gasket from the valve housing.

※ Special tool
Box spanner 5873 042 002



73073CV003

(4) Remove retaining clip.

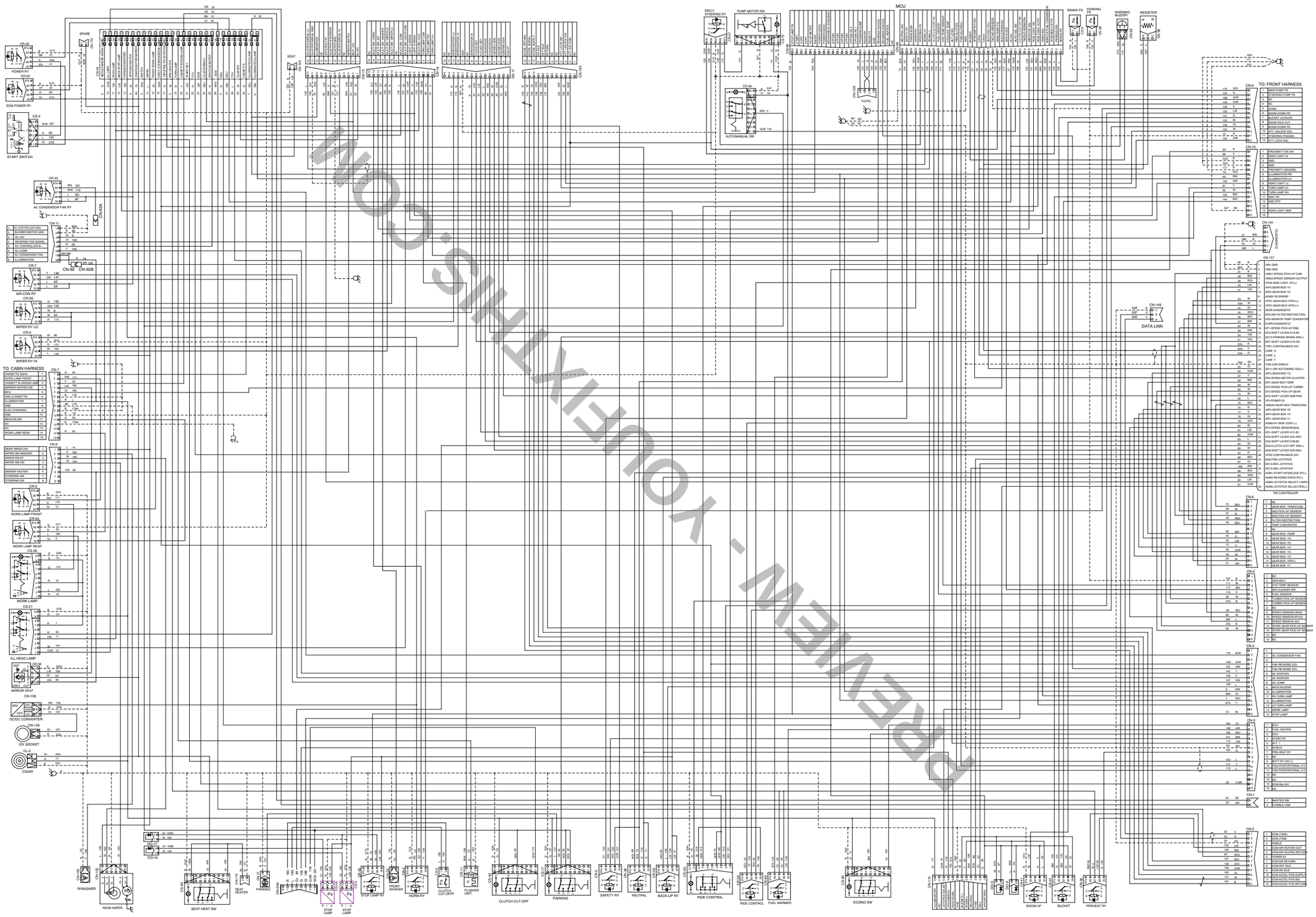


73073CV004

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GROUP 2 ELECTRICAL CIRCUIT (1/2)

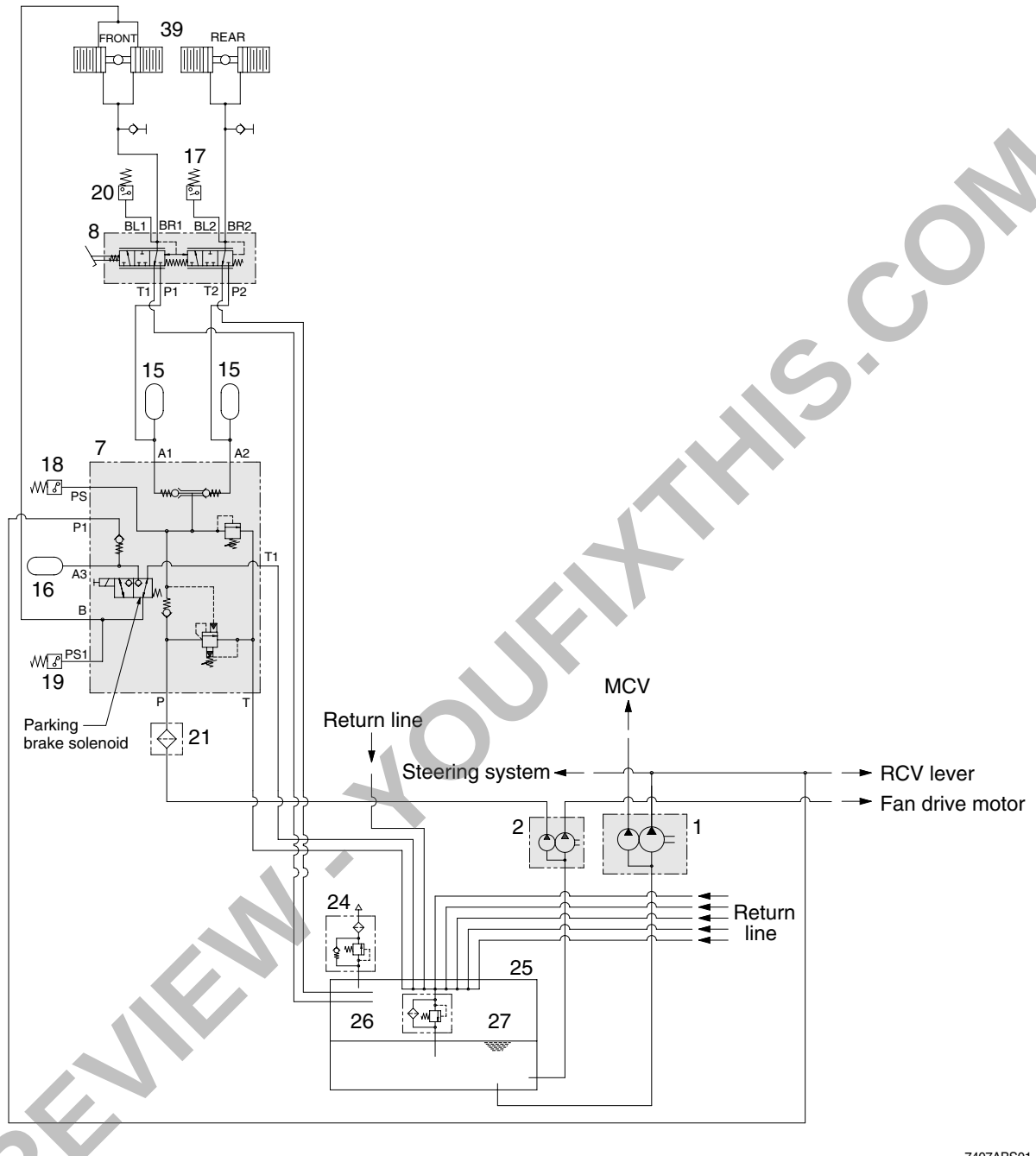


WORKSHOP MANUAL - EROX

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HL7407 1WIRG1

2. HYDRAULIC CIRCUIT



1	Main pump	17	Pressure switch	24	Air breather
2	Brake & fan pump	18	Pressure switch	25	Hydraulic tank
7	Cut off valve	19	Pressure switch	26	Return filter
8	Brake valve	20	Pressure switch	27	Bypass valve
15	Accumulator	21	Line filter	39	Axle
16	Accumulator				

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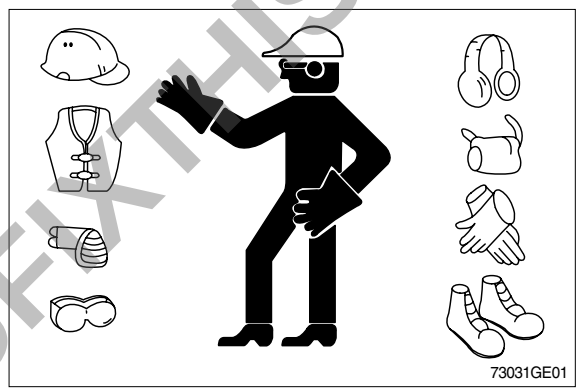
GROUP 1 SAFETY HINTS

FOLLOW SAFE PROCEDURE

Unsafe work practices are dangerous. Understand service procedure before doing work; Do not attempt shortcuts.

WEAR PROTECTIVE CLOTHING

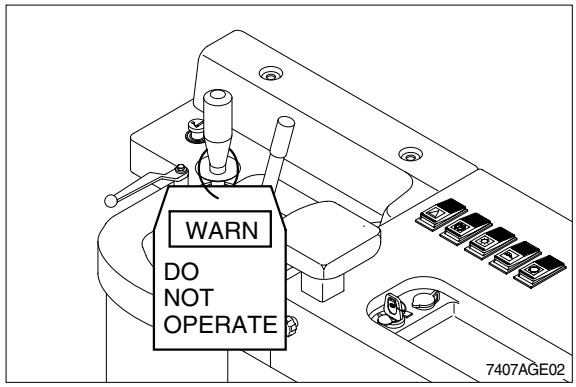
Wear close fitting clothing and safety equipment appropriate to the job.



WARN OTHERS OF SERVICE WORK

Unexpected machine movement can cause serious injury.

Before performing any work on the wheel loader, attach a 「**Do Not Operate**」 tag on the right side controller lever.



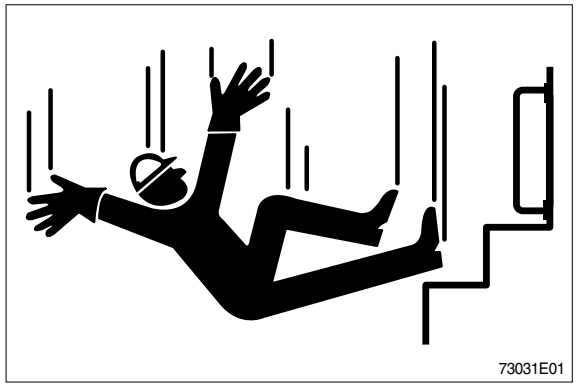
USE HANDHOLDS AND STEPS

Falling is one of the major causes of personal injury.

When you get on and off the machine, always maintain a three point contact with the steps and handrails and face the machine. Do not use any controls as handholds.

Never jump on or off the machine. Never mount or dismount a moving machine.

Be careful of slippery conditions on platforms, steps, and handrails when leaving the machine.



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Millimeters to Inches

1mm = 0.03937in

	0	1	2	3	4	5	6	7	8	9
0		0.039	0.079	0.118	0.157	0.197	0.236	0.276	0.315	0.354
10	0.394	0.433	0.472	0.512	0.551	0.591	0.630	0.669	0.709	0.748
20	0.787	0.827	0.866	0.906	0.945	0.984	1.024	1.063	1.102	1.142
30	1.181	1.220	1.260	1.299	1.339	1.378	1.417	1.457	1.496	1.536
40	1.575	1.614	1.654	1.693	1.732	1.772	1.811	1.850	1.890	1.929
50	1.969	2.008	2.047	2.087	2.126	2.165	2.205	2.244	2.283	2.323
60	2.362	2.402	2.441	2.480	2.520	2.559	2.598	2.638	2.677	2.717
70	2.756	2.795	2.835	2.874	2.913	2.953	2.992	3.032	3.071	3.110
80	3.150	3.189	3.228	3.268	3.307	3.346	3.386	3.425	3.465	3.504
90	3.543	3.583	3.622	3.661	3.701	3.740	3.780	3.819	3.858	3.898

Kilogram to Pound

1kg = 2.2046lb

	0	1	2	3	4	5	6	7	8	9
0		2.20	4.41	6.61	8.82	11.02	13.23	15.43	17.64	19.84
10	22.05	24.25	26.46	28.66	30.86	33.07	35.27	37.48	39.68	41.89
20	44.09	46.30	48.50	50.71	51.91	55.12	57.32	59.5.	61.73	63.93
30	66.14	68.34	70.55	72.75	74.96	77.16	79.37	81.57	83.78	85.98
40	88.18	90.39	92.59	94.80	97.00	99.21	101.41	103.62	105.82	108.03
50	110.23	112.44	114.64	116.85	119.05	121.25	123.46	125.66	127.87	130.07
60	132.28	134.48	136.69	138.89	141.10	143.30	145.51	147.71	149.91	152.12
70	154.32	156.53	158.73	160.94	163.14	165.35	167.55	169.76	171.96	174.17
80	176.37	178.57	180.78	182.98	185.19	187.39	189.60	191.80	194.01	196.21
90	198.42	200.62	202.83	205.03	207.24	209.44	211.64	213.85	216.05	218.26

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2) PIPE AND HOSE(FLARE TYPE)

Thread size	Width across flat(mm)	kgf · m	lbf · ft
1/4"	19	4	28.9
3/8"	22	5	36.2
1/2"	27	9.5	68.7
3/4"	36	18	130
1"	41	21	152
1-1/4"	50	35	253

3) PIPE AND HOSE(ORFS TYPE)

Thread size	Width across flat(mm)	kgf · m	lbf · ft
9/16-18	19	4	28.9
11/16-16	22	5	36.2
13/16-16	27	9.5	68.7
1-3/16-12	36	18	130
1-7/16-12	41	21	152
1-11/16-12	50	35	253

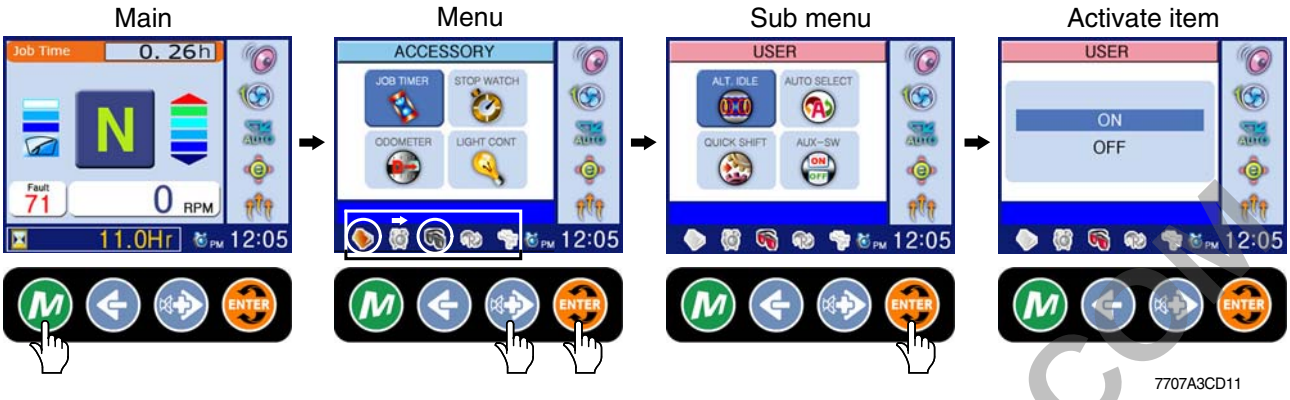
4) FITTING

Thread size	Width across flat(mm)	kgf · m	lbf · ft
1/4"	19	4	28.9
3/8"	22	5	36.2
1/2"	27	9.5	68.7
3/4"	36	18	130
1"	41	21	152
1-1/4"	50	35	253

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(2) Display map



7707A3CD11

Main group	Sub group		Meaning	Display on LCD
Accessory	Job timer		· Measure the various job time. · Press ENTER : Display ON, OFF or RESET	Job Time 1.26h
	Stop watch		· Measures time in seconds. · Press ENTER : Start. Press ENTER again : Stop.	-
	Odometer	Latest	· Distance until recent times.	Latest 20.5 Km
		Total	· Total distance.	Total 30.5 Km
	Light control		· Control of LCD display luminosity. · Brightness control : ◀▶ .	-
Clock	Time set		· When 12H or 24H is selected, the current hour appears. · ◀▶ : input, ENTER : setting.	PM 22:05
	Clock ON/OFF		· ENTER : Clock display ON or OFF.	
	Alarm	1 2 3	· Alarm setting. It is possible to set 3 alarms. · Stop alarming : ◀▶	
User	Alternate idle	ON OFF	· Raise the idle rpm to 1200rpm automatically to warm up the engine.	-
	Auto select	Mode 1 (1st-4th)	· Automatic travelling speed is applied from 1st to 4th gear.	-
		Mode 2 (2nd-4th)	· Automatic travelling speed is applied from 2nd to 4th gear.	-
	Quick shift	Mode 1 (Down/Up)	· Press button once : Shift down, press button again ; shift up.	-
		Mode 2 (Down only)	· Press button every time : Shift to lower gear respectively.	-
	Aux-sw	Auto select	· ON : Transmission auto condition. · OFF : Transmission semi-auto condition.	
		Clutch cut-off	· ON : Clutch cut-off is activated. · OFF : Clutch cut-off is cancelled.	-
	Fan control	Forward	· Forward active	
		Reverse	· Reverse active★	

★Reverse mode cleans out quickly dirt and dust on radiator and cooler by reverse rotation of cooling fan.

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Fault code (Hex)	Meaning of the fault code possible reason for fault detection	Reaction of the TCU	Possible steps to repair
C3	**Overtemp converter output** TCU measured a oil temperature at the converter output that is the allowed threshold	No reaction OP mode : Normal	· Cool down machine · Check oil level · Check temperature sensor
C4	**S.C. to ground at joystick status indicator** TCU detected a wrong voltage at the output pin, that looks like a S.C. to vehicle ground · Cable is defective and is contacted to vehicle ground · Joystick status indicator has an internal defect · Connector pin is contacted to vehicle ground	No reaction OP mode : Normal	· Check the cable from TCU to joystick status indicator · Check the connectors from joystick status indicator to TCU · Check the resistance* of joystick status indicator * See page 3-52
C5	**S.C. to battery voltage at joystick status indicator** TCU detected a wrong voltage at the output pin, that looks like a S.C. to battery voltage · Cable is defective and is contacted to battery voltage · Joystick status indicator has an internal defect · Connector pin is contacted to battery voltage	No reaction OP mode : Normal	· Check the cable from TCU to joystick status indicator · Check the connectors from joystick status indicator to TCU · Check the resistance* of joystick status indicator * See page 3-52
C6	**O.C. at joystick status indicator** TCU detected a wrong voltage at the output pin, that looks like a O.C. for this output pin · Cable is defective and has no connection to TCU · Joystick status indicator has an internal defect · Connector pin has no connection to TCU	No reaction OP mode : Normal	· Check the cable from TCU to joystick status indicator · Check the connectors from joystick status indicator to TCU · Check the resistance* of joystick status indicator * See page 3-52

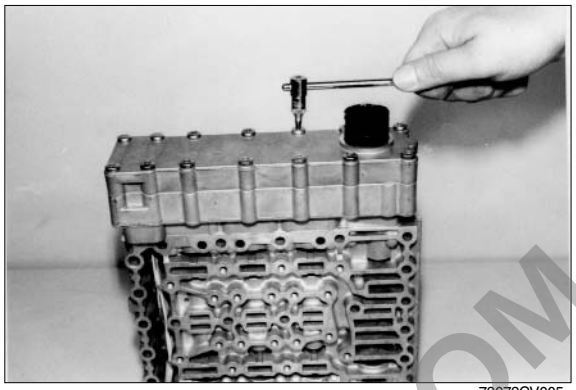
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(5) Loosen socket head screws.
Separate cover from housing and cable harness.

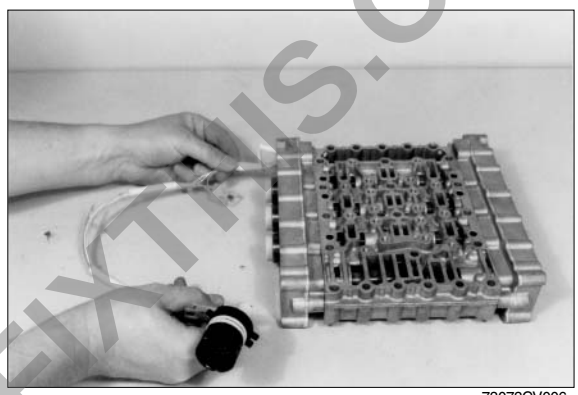
※ Special tool

Box spanner	5873 042 002



73073CV005

(6) Disassemble opposite cover.
Disconnect pressure regulator and remove cable harness.



73073CV006

(7) Loosen socket head screws, remove fixing plate and pressure regulators(3EA).

※ Special tool

Box spanner	5873 042 002

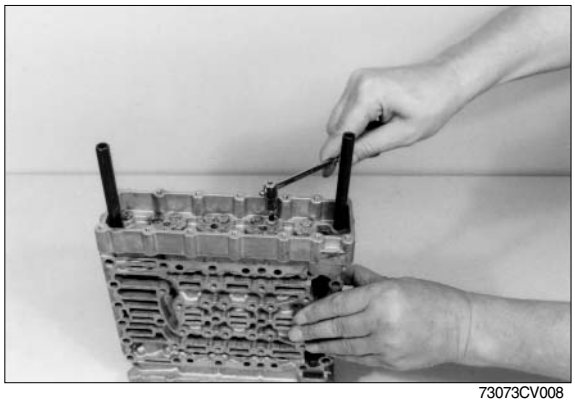


73073CV007

(8) Loosen two socket head screws and locate housing provisionally, using adjusting screws(Housing is under spring preload).
Now, loosen remaining socket head screws.

※ Special tool

Box spanner	5873 042 002
Adjusting screws	5870 204 036



73073CV008

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⑯ Mount end shim and squeeze snap ring(e.g. s = 3.0㎜) in.



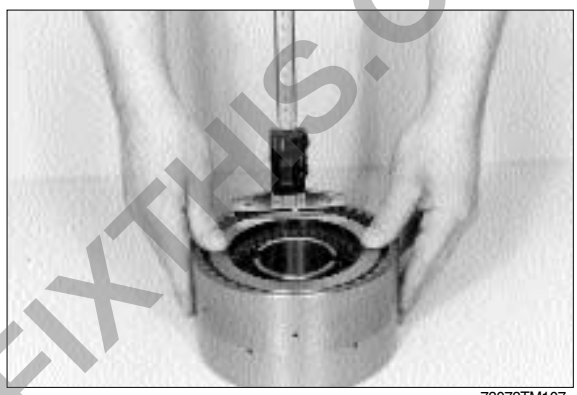
73073TM106

⑰ Press end shim on with about 10㎏ and measure Dimension Ⅰ from the end face/plate carrier to the end shim.

Dimension Ⅰ e.g. 7.25㎜

※ Special tool

Digital-Depth gauge 5870 200 072



73073TM107

⑱ Press end shim against snap ring (Upward) until contact is obtained and determine Dimension Ⅱ.

Dimension Ⅱ e.g. 4.75㎜

※ Special tool

Digital-Depth gauge 5870 200 072



73073TM108

EXAMPLE

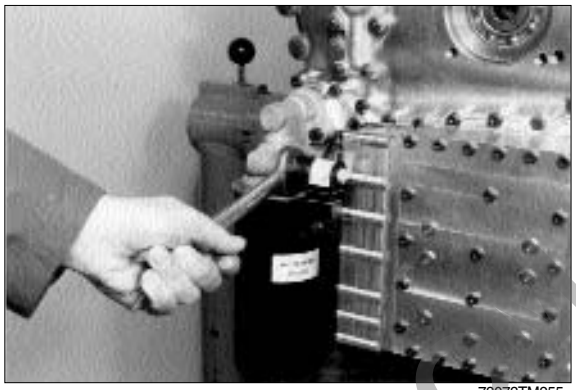
Dimension Ⅰ	7.25㎜
Dimension Ⅱ	- 4.75㎜
Difference = Plate clearance	= 2.50㎜

※ In case of deviations from the required plate clearance, correct by means of corresponding snap ring(s = 2.1~4.2㎜). Now, remove plate pack, oil and install it again.

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④ If necessary, install warning switch (According to the version).



73073TM255

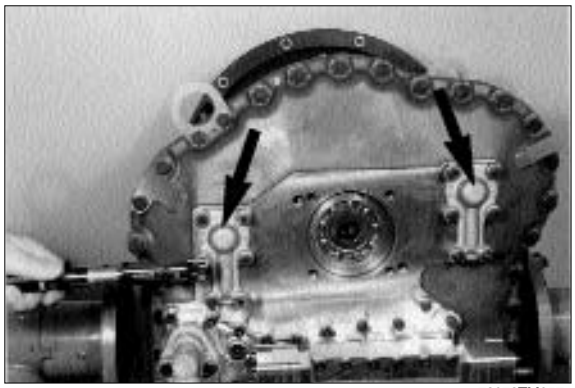
⑤ Insert O-ring(Arrow) into the annular groove of the oil feed covers.



73073TM256

⑥ Fasten the two covers(Arrows) by means of hexagon nuts(Mount flat washers) on the housing.

· Torque limit : 2.55kgf · m(18.4lbf · ft)



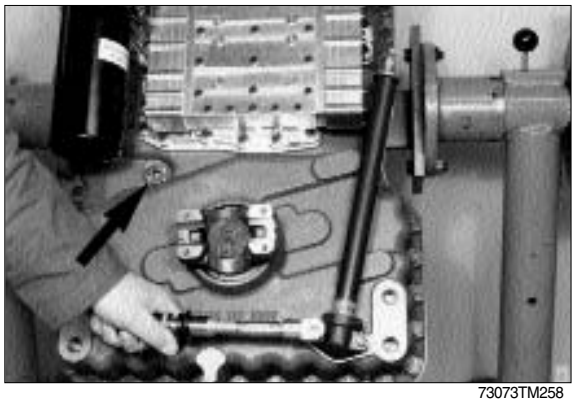
73073TM257

⑦ Mount oil level tube.
Install screw plug(Arrow).

※ Install new gaskets.

· Torque limit : 2.35kgf · m(17.0lbf · ft)

· Torque limit(Screw plug M26 × 1.5) : 8.16kgf · m(59.0lbf · ft)

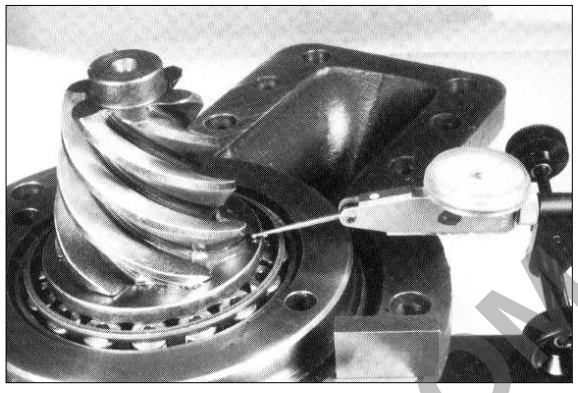


73073TM258

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(6) Check the final center distance and stamp it on the cover.



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2) OPERATION

(1) Purpose

The pressure switches are used to visually or audibly warn the driver of the pressure within the system.

(2) Make contact / circuit closer

The pressure switch can be fitted in the braking system or directly on one of its components.
The system pressure acts on an absorption area within the switch, making an electrical contact as the pressure on that area is increased. The resulting current is used to activate a warning facility, for instance.

(3) Break contact / circuit breaker

The pressure switch can be fitted in the braking system or directly on one of its components.
The system pressure acts on a absorption area within the switch, breaking an electrical contact as the pressure on that area is increased. The current is now broken, e.g. to deactivate a warning facility.

(4) Installation requirements

No special measures need to be taken.

(5) Maintenance of the pressure switch

No special maintenance beyond the legal requirements is necessary.
When using high-pressure cleaners on the vehicle, please make sure that the water jet is not directed at the pressure switch(Corrosion of contacts).

(6) Repair work

△ **When working on the braking system, always make sure that there is absolutely no pressure in the system. Even when the engine is switched off there will be some residual pressure in the system.**

※ **When doing repair work, make sure your environment is very clean.**
Immediately close all open ports on the components and on pipes using plugs.

※ **For safety reasons the pressure switch needs to be replaced as a whole if damaged.**

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GROUP 2 OPERATIONAL CHECKS AND TROUBLESHOOTING

1. OPERATIONAL CHECKS

This procedure is designed so the service man can make a quick check of the steering system using a minimum amount of diagnostic equipment. If you need additional information, prefer to structure and function in group 1.

A location will be required which is level and has adequate space to complete the checks.

The engine and all other major components must be at operating temperature for some checks.

Locate system check in the left column and read completely, following this sequence from left to right. Read each check completely before performing.

At the end of each check, if no problem is found(OK), that check is complete or an additional check is needed. If problem is indicated(NOT OK), you will be given repair required and group location.

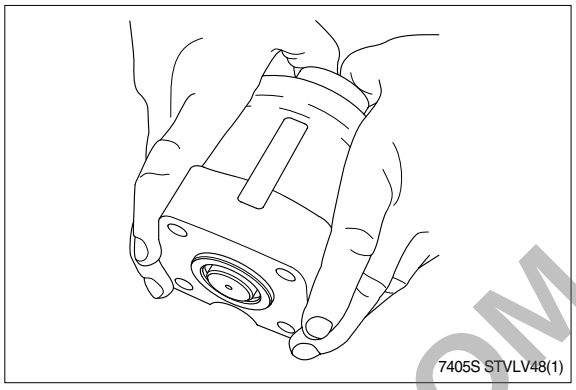
If verification is needed, you will be given next best source of information :

Chapter 2 : Troubleshooting
Group 3 : Tests and adjustments

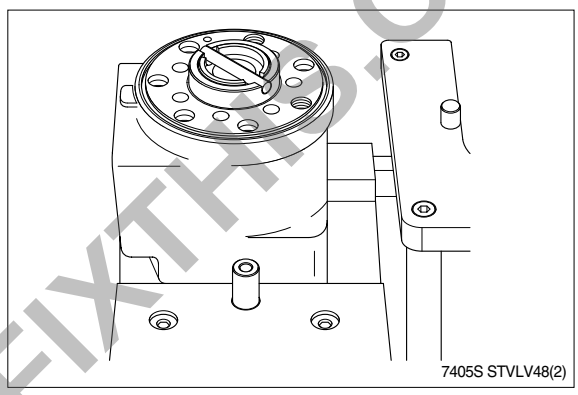
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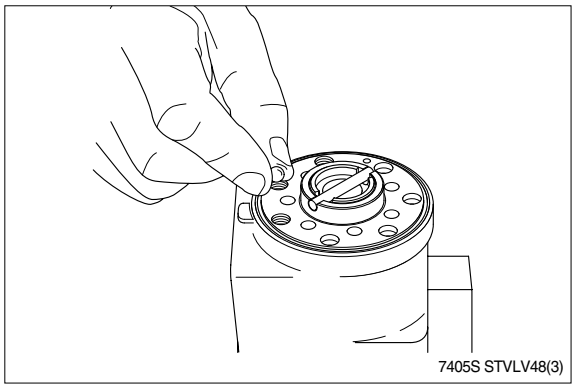
(15) The spool set will push out the assembly tool guide. The O-ring is now in position.


7405S STVLV48(1)

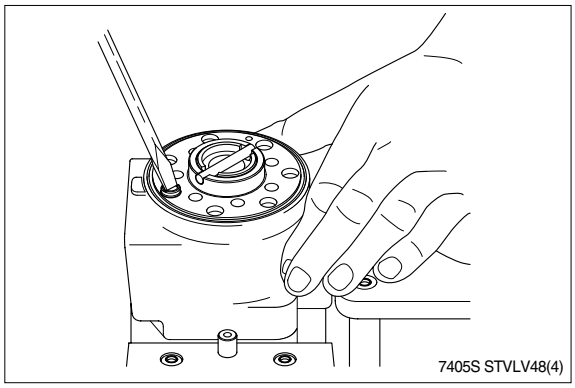
(16) Put the steering unit back into the holding tool keeping the bore vertical. Place the cross pin in the spool/sleeve so that it is parallel to the port flange.


7405S STVLV48(2)

(17) Put the ball into the hole indicated by the arrow.


7405S STVLV48(3)

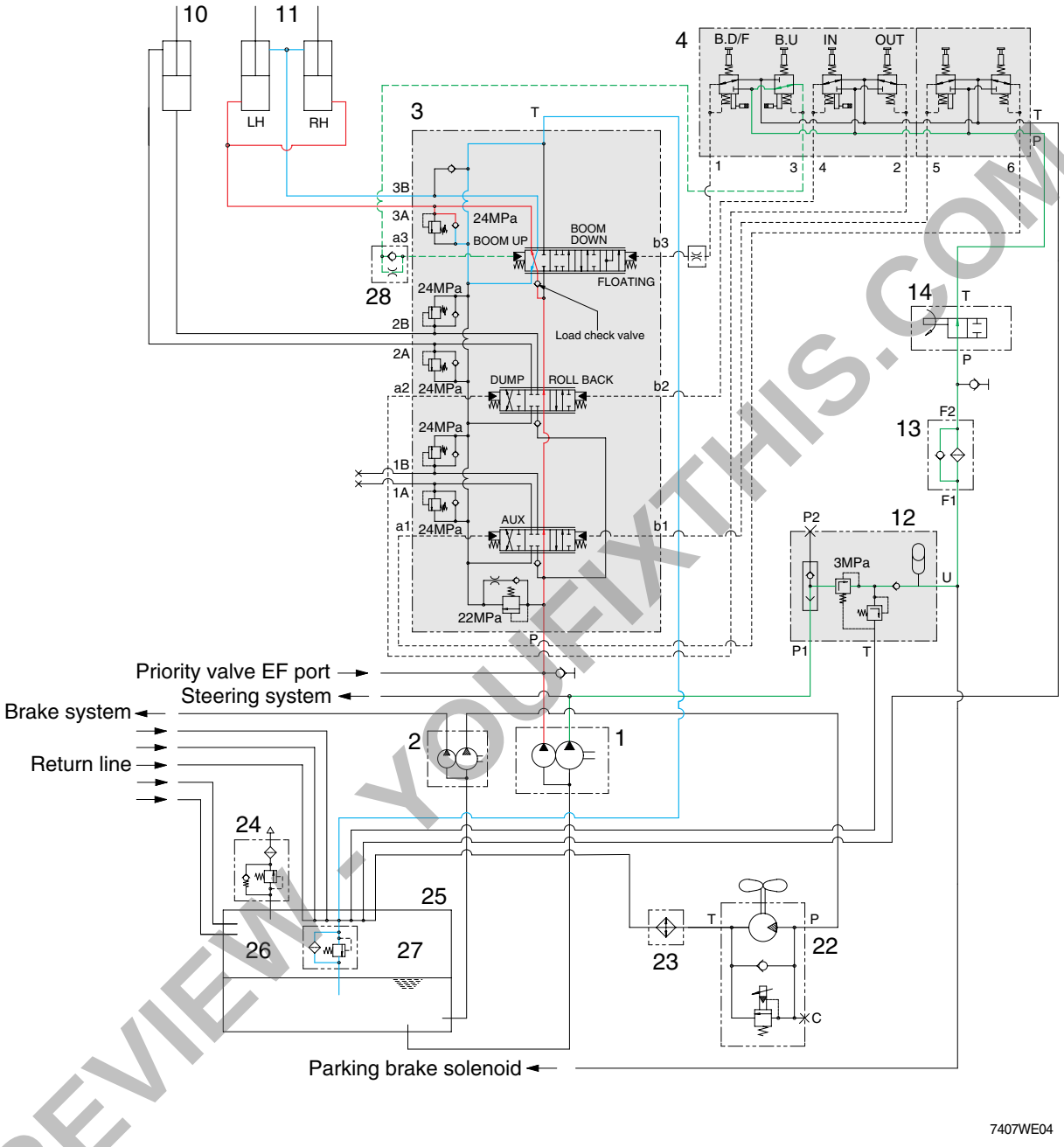
(18) Screw the threaded bushing lightly into the bore. The top of the bushing must lie just below the surface of the housing.


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1) WHEN THE RCV LEVER IS IN THE RAISE POSITION



When the RCV lever(4) is pulled back, the boom spool is moved to raise position by pilot oil pressure from port 3 of RCV through shockless valve(28).

The oil from main pump(1) flows into main control valve(3) and then goes to the large chamber of boom cylinder (11) by pushing the load check valve of the boom spool through center bypass circuit of the bucket spool.

The oil from the small chamber of boom cylinder(11) returns to hydraulic oil tank(25) through the boom spool at the same time.

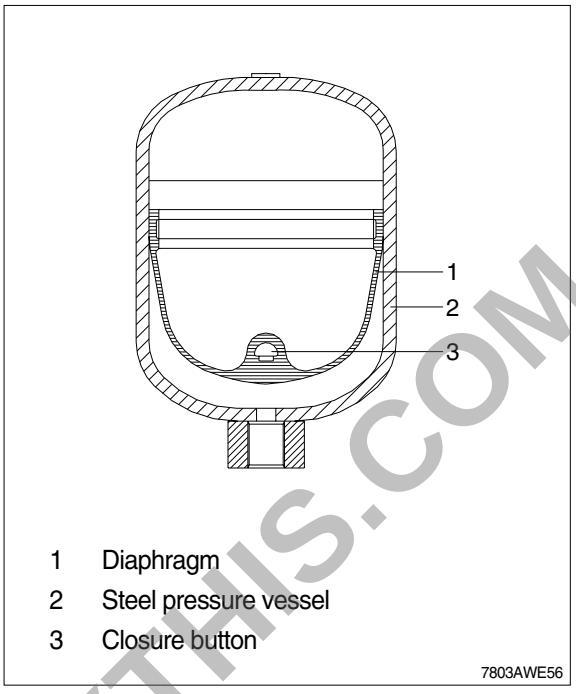
When this happens, the boom goes up.

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10. ACCUMULATOR

The accumulator is installed at the pilot oil supply unit. When the boom is left the raised position, and the control levers are operated with the engine stopped the pressure of the compressed nitrogen gas inside the accumulator sends pilot pressure to the control valve to actuate it and allow the boom and bucket to come down under their own weight.

Type of gas	Nitrogen gas(N_2)
Volume of gas	0.75 ℓ (0.2 U.S.gal)
Charging pressure of gas	16kg/cm²(228psi)
Max actuating pressure	30kg/cm²(427psi)



1 Diaphragm
2 Steel pressure vessel
3 Closure button

7803AWE56

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3) MANDATORY REPLACEMENT PARTS

Discard all seals including interface seals, shaft seals, wear plate seals and back up seals. Fit new seals on reassembly. Wearplates should also be replaced with new items from seal kit.

4) HANDLING/STORAGE

While disassembling pump, ensure no surfaces are scored or marked in any way. A rubber surfaced table will be beneficial. All components must be placed in a clean, dry and safe area. Leakage will be created by scratches on components. If parts are to be left for any period ensure they are not exposed to dirt, dust and corrosion. Keep gears separate from each other in protective boxes.

5) INSPECTION OF PARTS

Wash all parts in a solvent and dry.

(1) Adaptor housing and cover

The pump must be replaced if the damage listed is present.

Feature	Damage
Surfaces	Corrosion, nicks or burrs(slight burrs can be removed using and india stone)
Machined sealing Interfaces	Scores, cracks or corrosion
Bearing	Loose

(2) Gears

The pump must be replaced if the damage listed is present.

Feature	Damage
Surfaces	Corrosion, nicks or burrs(slight burrs can be removed using an Indian stone). Wear due to seal(s)
Journals	Pitting, wear, sufficient wear to change outside diameter
Tooth	Cracks or heavy scoring or chipped
Splines/keyways	Distortion of wear
End faces	Wear, cracks

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3. WORK LIGHT SWITCH

1) OPERATING FLOW

※ Illumination switch : ON position(1st step)

(1) Work lamp switch ON (1st step)

ILL & head lamp switch [CS-21(7)] → Work lamp switch indicate lamp ON
→ Work lamp switch [CS-36(1)→(7)] →
Front work lamp relay[CR-3(30)→(87)] → I/conn [CN-7(2)]
→ RH Front work lamp ON [CL-5(2)]
→ LH Front work lamp ON [CL-6(2)]

(2) Work lamp switch (2nd step)

Work lamp switch [CS-36(4)→(2)] → Rear work lamp relay [CR-55(30)→(87)] →
I/conn [CN-7(14)] → LH Rear work lamp ON [CL-22(2)]
→ RH Rear work lamp ON [CL-23(2)]

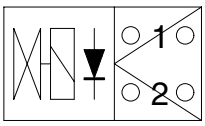
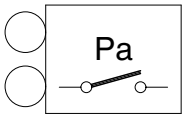
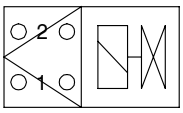
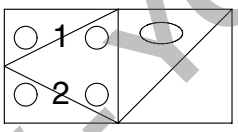
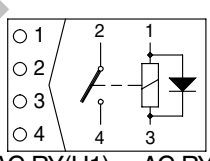
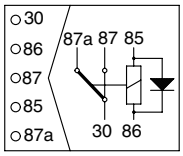
2) CHECK POINT

Engine	Key switch	Check point	Voltage
OFF	ON	① - GND (Work lamp power input) ② - GND (Work lamp power output) ③ - GND (Front work lamp) ④ - GND (Rear work lamp)	20~25V

※ GND : Ground

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Part name	Symbol	Specifications	Check item
Parking brake/ Attach lock, unlock solenoid	 CN-177 CN-178 CN-71	24V 1A	Resistance normal : 15~25 Ω
Air cleaner pressure switch	 CD-10	635mmH2O (N.O type)	Resistance ∞ Ω : normal (open)
Ride control valve / Fan solenoid	 CN-136 CN-154 CN-155	24V 1.2A	※ Check LED lamp ※ Check resistance about 24 Ω
Fuel sender	 CD-2	-	Resistance at fuel levels full level : 50 Ω 9/12 level : 200 Ω 6/12 level : 350 Ω 3/12 level : 500 Ω empty : 700 Ω
Relay (4pin)	 AC RY(H1) AC RY(M2)	24V 20A	Resistance at normal position about 200 Ω between pin 1-3 ∞ Ω between pin 2-4
Relay (5pin)	 CR-2 CR-3 CR-4 CR-5 CR-7 CR-25 CR-26 CR-33 CR-35 CR-36 CR-37 CR-38 CR-40 CR-41 CR-46 CR-55 CR-58 CR-59	24V 20A	Resistance normal : about 160 Ω (for pin 85~86) 0 Ω (for pin 30~87) ∞ Ω (for pin 30~87)

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