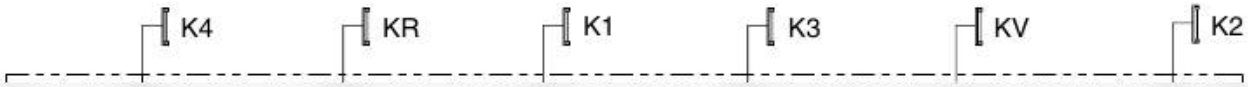
HYDRAULIC CIRCUIT



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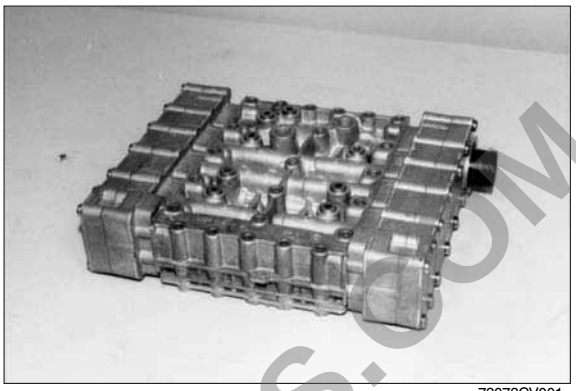
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1. CONTROL VALVE

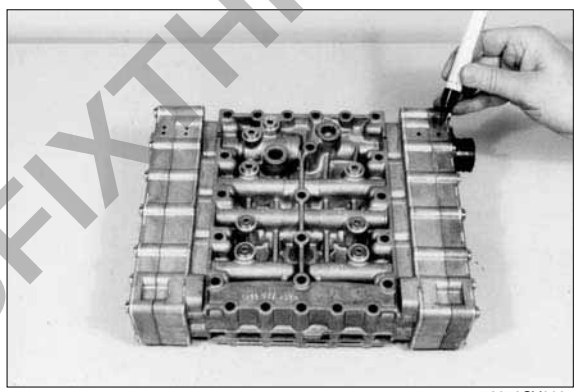
1) DISASSEMBLY

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



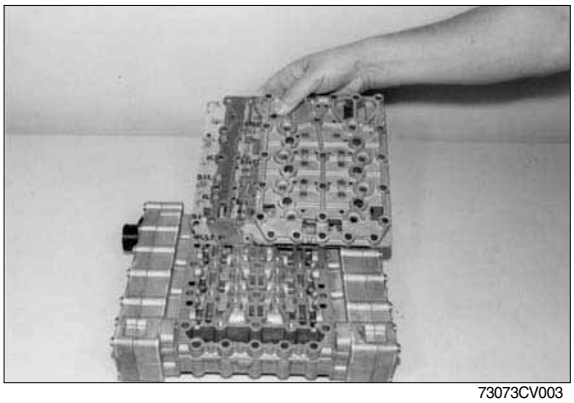
73073CV001

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



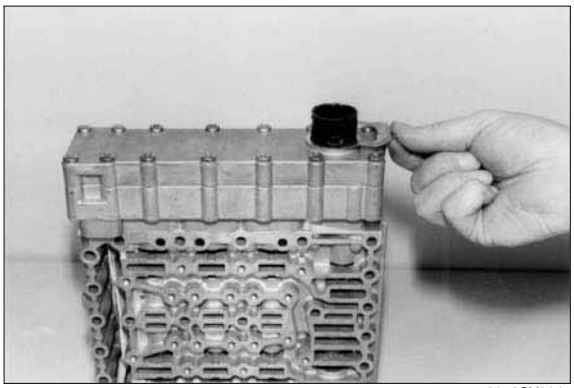
73073CV002

(3) Loosen socket head screws.
Separate duct plate, 1st gasket, intermediate plate and 2nd gasket from the valve housing.
Box spanner 5873 042 002



73073CV003

(4) Remove retaining clip.



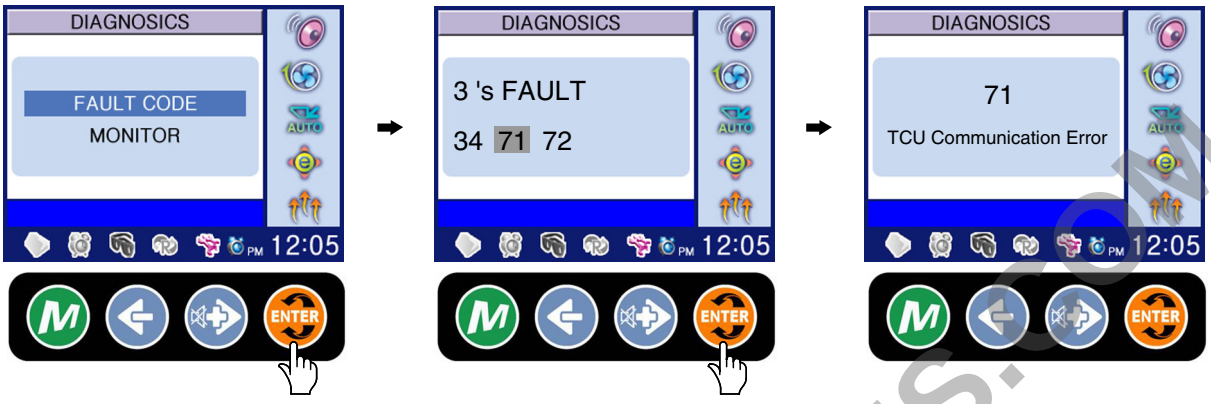
73073CV004

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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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5. TIGHTENING TORQUE OF MAJOR COMPONENT

No.	Items	Size	kgf · m	lbf · ft
1	Engine mounting bolt, nut(Rubber, 2EA)	M20×2.5	57.9 ± 8.7	419± 62.9
2	Engine mounting bolt(Bracket, 8EA)	M12×1.75	10.7 ± 1.6	77.4± 11.6

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2. HYDRAULIC CIRCUIT



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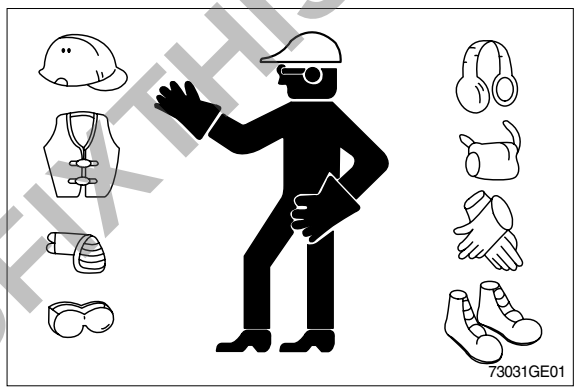
GROUP 1 SAFETY HINTS

FOLLOW SAFE PROCEDURE

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

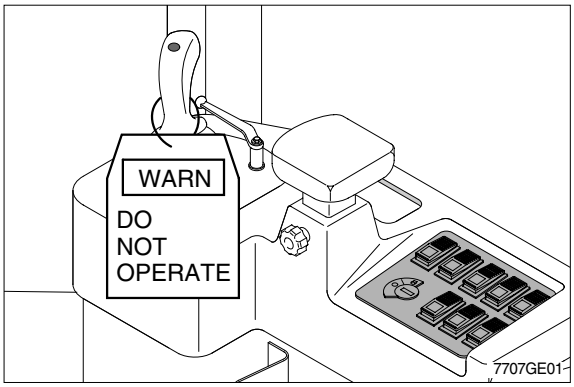
WEAR PROTECTIVE CLOTHING

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



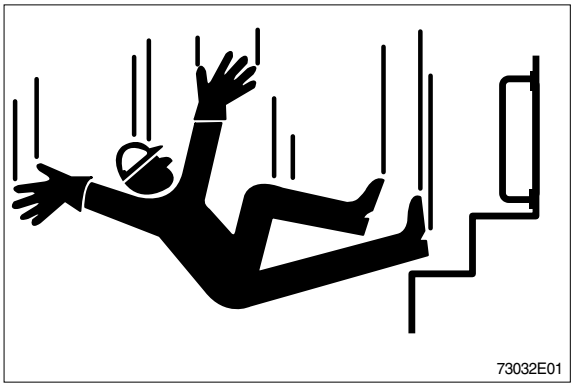
WARN OTHERS OF SERVICE WORK

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.



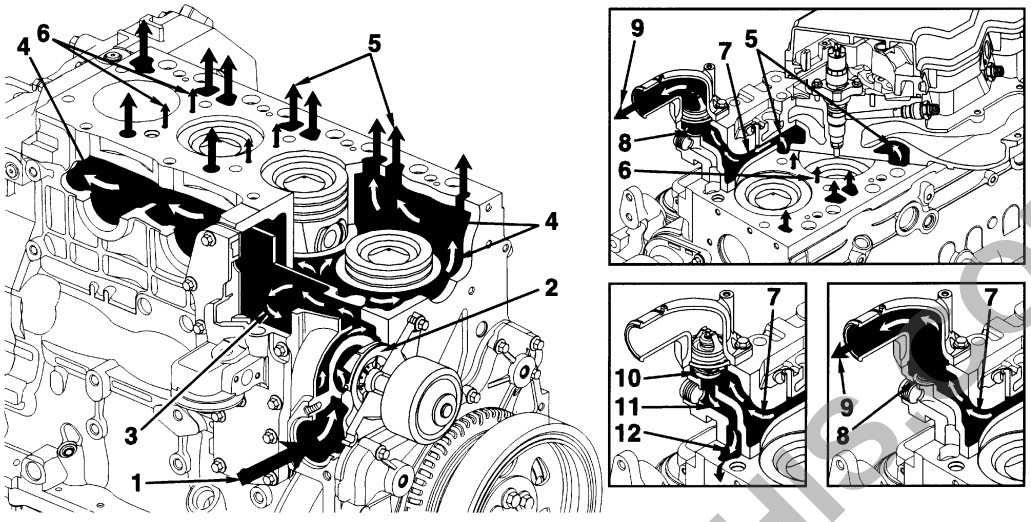
USE HANDHOLDS AND STEPS

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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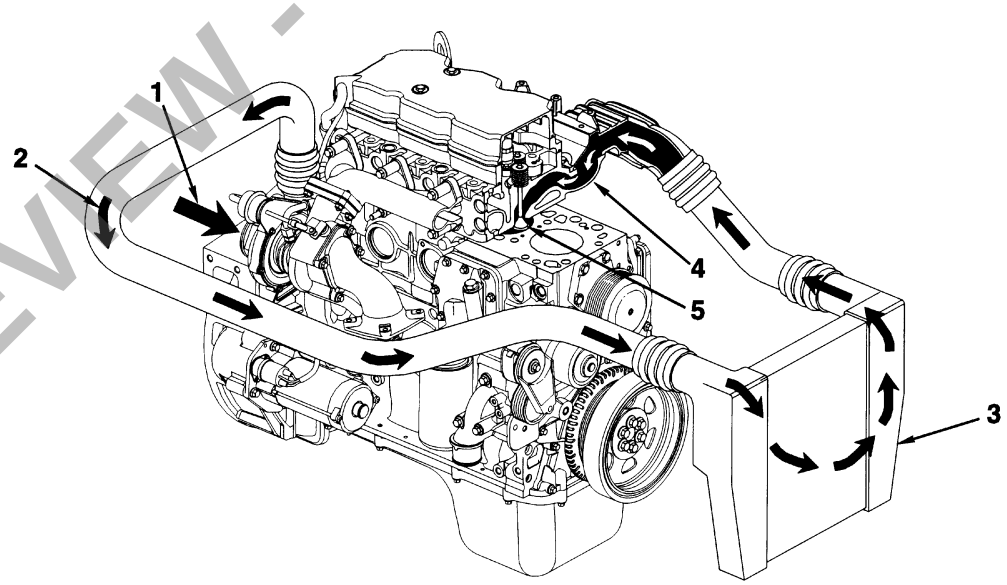
3) COOLING SYSTEM



7607AEG07

1 Coolant inlet
2 Pump Impeller
3 Coolant flow past lubricating oil cooler
4 Coolant flow past cylinders
5 Coolant flow from cylinder block to cylinder head
6 Coolant flow between cylinders
7 Coolant flow to thermostat housing
8 Coolant bypass passage
9 Coolant flow back to radiator
10 Bypass closed
11 Coolant bypass in cylinder head
12 Coolant flow to water pump inlet

4) AIR INTAKE SYSTEM



7707AEG08

1 Intake air inlet to turbocharger
2 Turbocharger air to charge air cooler
3 Charge air cooler
4 Intake manifold (Integral part of cylinder head)
5 Intake valve

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Fault code No.	Reason	Effect (only when fault code is active)
585	Starter relay driver circuit - Voltage below normal, or shorted to low source. Low voltage detected at starter lockout circuit.	Engine power derate. The ECM uses an estimated turbocharger speed.
595	Turbocharger 1 speed - Data valid but above normal operational range - Moderately severe level. High turbocharger speed has been detected.	Amber lamp will light until high battery voltage condition is corrected.
599	Auxiliary commanded dual output shutdown - Special instructions.	None or possible engine noise associated with higher injection pressures (especially at idle or light load). Engine power is reduced.
687	Turbocharger 1 speed - Data valid but below normal operational range - Moderately severe level. Low turbocharger speed detected by the ECM.	Engine can run rough. Possibly poor starting capability. Engine runs using backup speed sensor. Engine power is reduced.
689	Engine crankshaft speed/position - Data erratic, intermittent, or incorrect. Loss of signal from crankshaft sensor.	Engine power derate.
691	Turbocharger 1 compressor inlet temperature circuit - Voltage above normal, or shorted to high source. High signal voltage detected at turbocharger compressor inlet air temperature circuit.	Engine power derate.
692	Turbocharger 1 compressor inlet temperature circuit - Voltage below normal, or shorted to low source. Low signal voltage detected at turbocharger compressor inlet air tempera	Engine will run derated. Excessive black smoke, hard start, and rough idle possible.
731	Engine speed / position camshaft and crankshaft misalignment - Mechanical system not responding properly or out of adjustment. mechanical misalignment between the crankshaft and camshaft engine speed sensors.	Possible no noticeable performance effects, engine dying, or hard starting.
757	Electronic control module data lost - Condition exists. Severe loss of data from the ECM.	Possible poor starting. Engine power derate.
778	Engine camshaft speed / position sensor - Data erratic, intermittent, or incorrect. The ECM has detected an error in the camshaft position sensor signal.	Possible engine power derate.
779	Auxiliary equipment sensor input 3 - Root cause not known.	Possible no noticeable performance effects or engine dying or hard starting. Fault information, trip information, and maintenance monitor data may be inaccurate.
1117	Power supply lost with ignition on - Data erratic, intermittent, or incorrect. Supply voltage to the ECM fell below 6.2 volts momentarily, or the ECM was not allowed to power down correctly (retain battery voltage for 30 seconds after key OFF).	Engine will shut down.
1633	OEM datalink cannot transmit - Data erratic, intermittent, or incorrect. Communications within the OEM datalink network is intermittent.	Engine will only idle.
2185	Sensor supply 4 circuit - Voltage sbove normal, or shorted to high source. High voltage detected at +5 volt sensor supply circuit to the accelerator pedal position sensor.	Engine will only idle.

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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	Remarks
F1	**General EEPROM fault** TCU can't read non volatile memory • TCU is defective	No reaction OP mode : Normal	• Replace TCU	Often shown together with fault code F2
F2	**Configuration lost** TCU has lost the correct configuration and can't control the transmission • Interference during saving data on non volatile memory • TCU is brand new or from another vehicle	Transmission stay neutral OP mode : TCU shutdown	• Reprogram the correct configuration for the vehicle (e.g. with cluster controller,...)	
F3	**Application error** Something of this application is wrong	Transmission stay neutral OP mode : TCU shutdown	• Replace TCU	This fault occurs only if an test engineer did something wrong in the application of the vehicle
F5	**Clutch failure** AEB was not able to adjust clutch filling parameters • One of the AEB-Values is out of limit	Transmission stay neutral OP mode : TCU shutdown	• Check clutch	TCU shows also the affected clutch on the display
F6	**Clutch adjustment data lost** TCU was not able to read correct clutch adjustment parameters • Interference during saving data on non volatile memory • TCU is brand new	No reaction, Default values : 0 for AEB Offsets used OP mode : Normal	• Execute AEB	

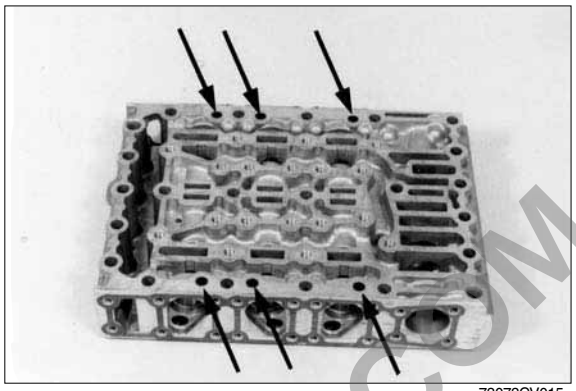
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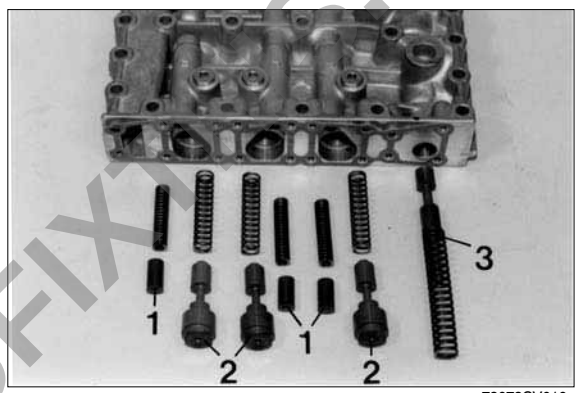
2) ASSEMBLY

※ Check all components for damage and renew if necessary.
Prior to the installation, check free travel of all moving parts in the housing.
Spools can be exchanged individually.
Oil the components prior to the assembly.
Insert diaphragms with the concave side showing upward until contact is obtained.

※ Installation position, see arrows.


73073CV015

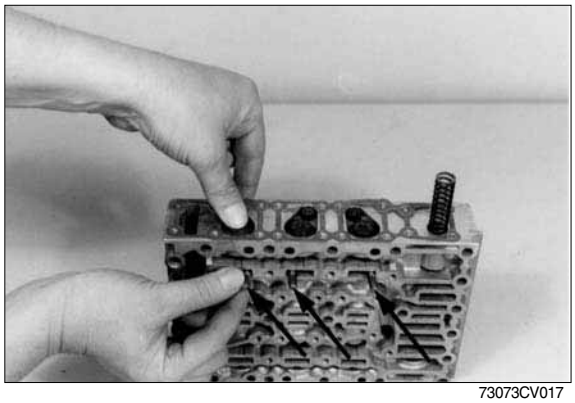
(1) Illustration on the right shows the following components.
1 Vibration damper
2 Follow-on slide
3 Pressure reducing valve



73073CV016

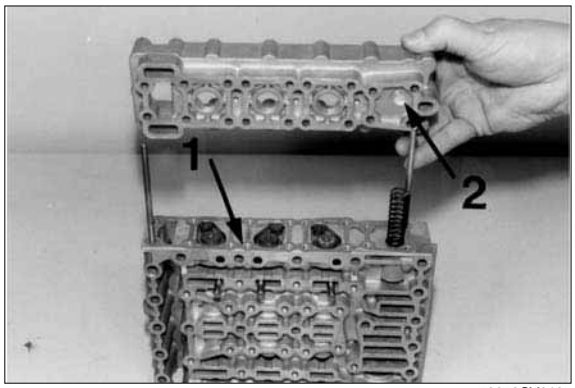
(2) Install components according to figure (1).

※ Preload compression spring of the follow-on slides and locate spool provisionally by means of cylindrical pins ø 5.0mm (Assembly aid), see arrows.


73073CV017

(3) Install two adjusting screws.
Assemble gasket(Arrow 1) and housing cover. Now, position the housing cover uniformly, using adjusting screws, until contact is obtained and remove cylindrical pins(Assembly aid) again(See the next figure).

※ Pay attention to the different housing covers.
Install recess ø 15mm (Arrow 2), facing the spring of the pressure reducing valve.
Adjusting screws 5870 204 036



73073CV018

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Adjust plate clearance

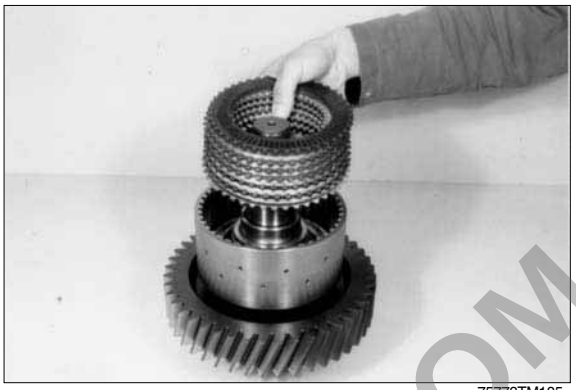
Plate clearance clutch K1 $2.4^{+0.2}$mm

Plate clearance clutch K2 and K3 $1.8^{+0.2}$mm

※ For the adjustment of the plate clearance are snap rings with different thickness available.

To ensure a faultless measuring result, install the plates for the moment without oil.

Introduce plate pack according to drafts / page 3-118.



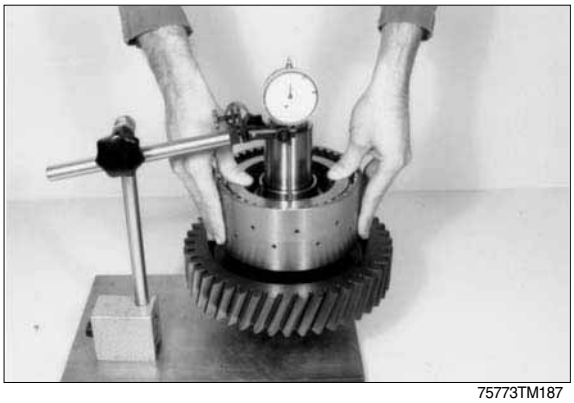
75773TM185

⑧ Lay on the end shim and squeeze circlip in(e.g. s=3.1mm).



75773TM186

⑨ Press on the end shim with about 100N (10kg), apply dial indicator and set it at zero.

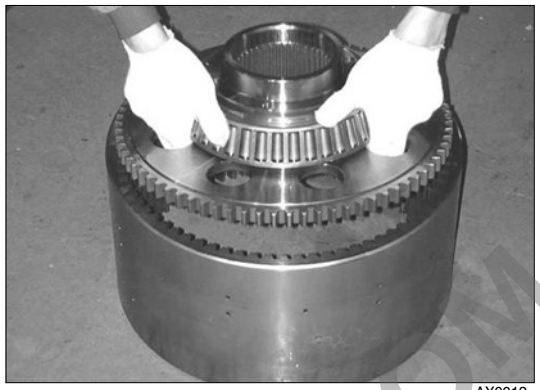


75773TM187

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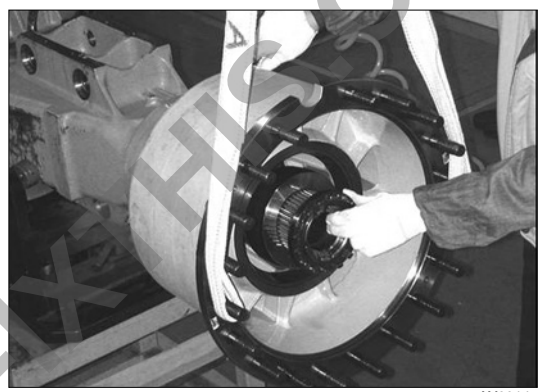
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⑬ Pry off lock ring from ring gear by a screw driver and remove ring gear support.



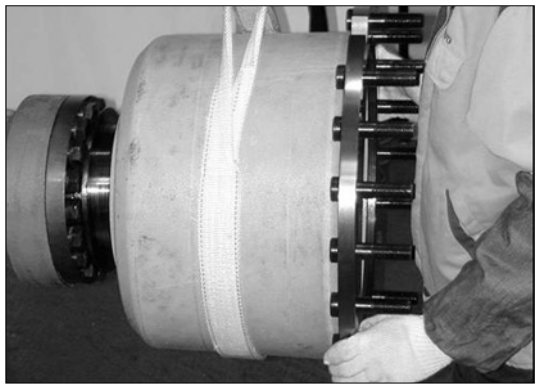
AX0013

⑭ Remove piston, it's easier by blowing compressed air in brake oil delivery ducting.



AX0014

⑮ Remove wheel hub assembly.



AX0015

⑯ Pry off wheel hub seal and remove inner race with roller cage of wheel inside bearing. By using a punch remove from wheel hub outer races of inner and outer bearings.



AX0016

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4. ZF AXLE (Machine serial No. ; #0294~)

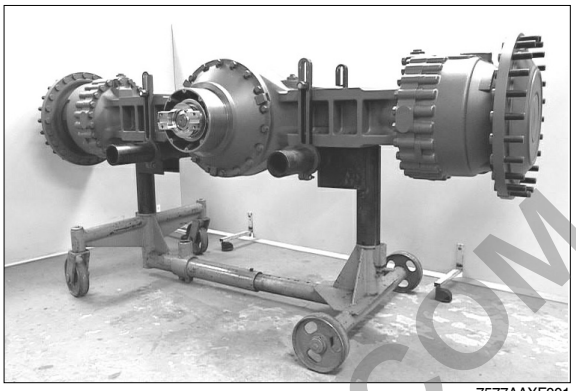
- FRONT AXLE

1) DISASSEMBLY OF OUTPUT AND BRAKE

(1) Fasten axle on assembly truck.

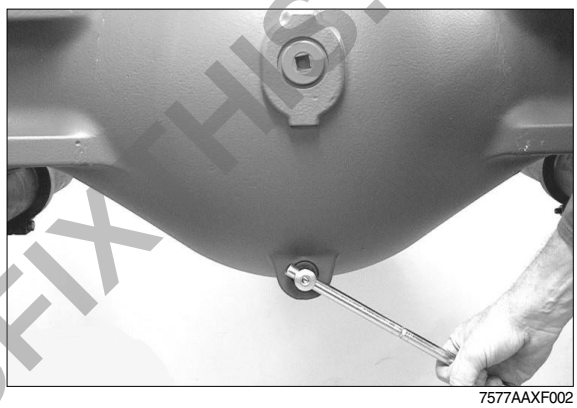
※ Special tool

Assembly truck	5870 350 000
Holding fixtures	5870 350 077
Clamps	5870 350 075

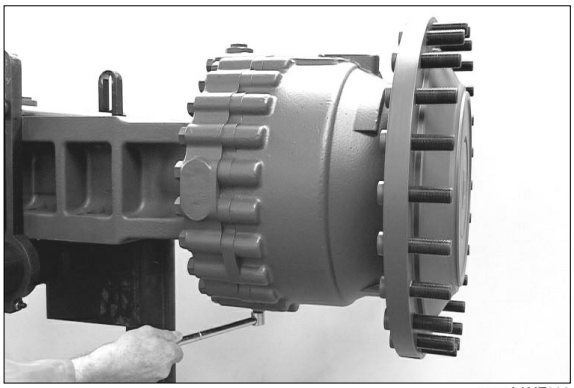


7577AAXF001

(2) Loosen screw plugs (3EA, see Figure 7577AAXF002 and 003) and drain oil from axle casing.



7577AAXF002

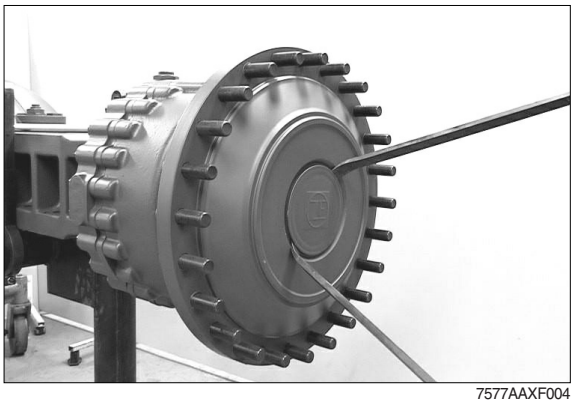


7577AAXF003

(3) Press off cover from the output shaft.

※ Special tool

Pry bar set	5870 345 065

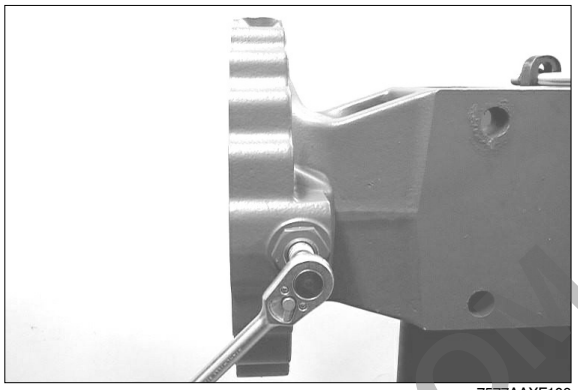


7577AAXF004

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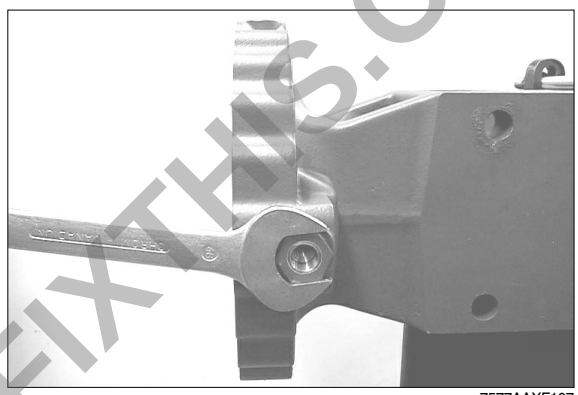
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⑤ Remove vent valve from the connection part.



7577AAXF106

⑥ Loosen connection part and remove it from the axle casing.

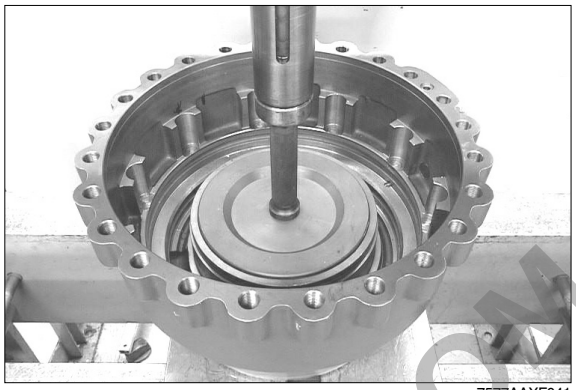


7577AAXF107

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(5) Press both bearing outer rings into the brake housing until contact.



7577AAXF041

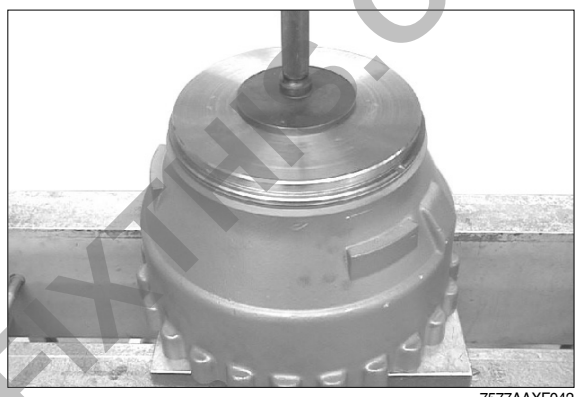
(6) Install shaft seal with the sealing lip showing to the oil chamber (see below sketch).

※ Special tool

Driver	5870 051 052

※ The exact installation position of the shaft seal will be obtained by using the specified driver.

⚠ **Just before the installation wet the outer diameter of the shaft seal with spirit.**

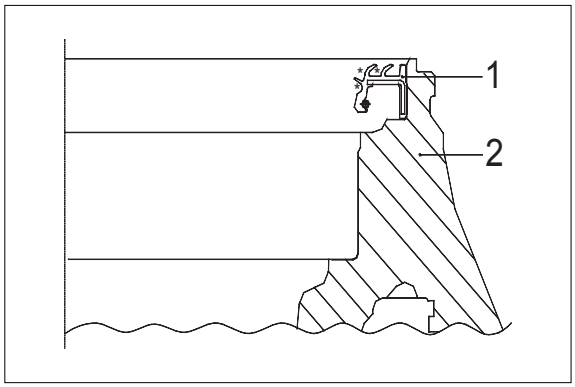


7577AAXF042

To the sketch :

1 Brake housing
2 Shaft seal
* Grease filling

※ Fill the space between sealing and dust lips with grease.

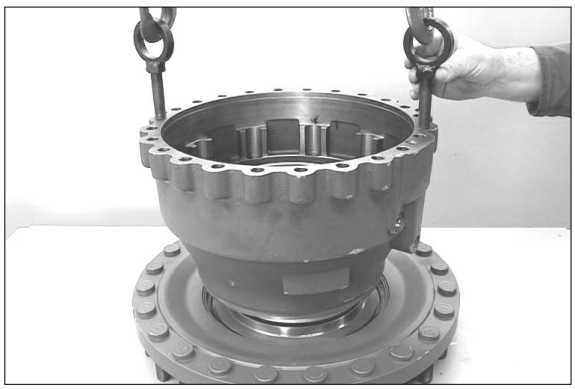


7577AAXF043

(7) Install the preassembled brake housing by means of the lifting tackle over the output shaft until contact.

※ Special tool

Lifting chain	5870 281 047
Eye bolts	5870 204 071



7577AAXF044

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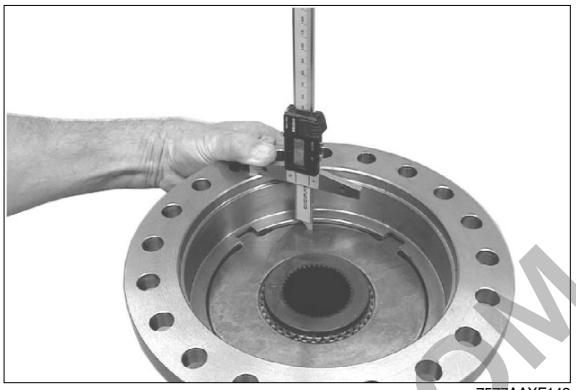
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Determine disc clearance 0.2~0.8mm

㉖ Determine dimension **I**, from mounting face of the differential housing to plane face of the outer clutch disc.

Dimension **I** e.g 38.05mm

※ Special tool
Digital depth gauge 5870 200 072

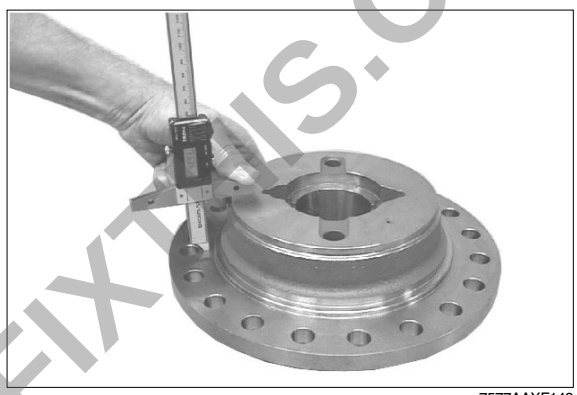


7577AAXF142

㉗ Determine dimension **II**, from contact surface of the outer clutch disc to the mounting face of the housing cover.

Dimension **II** e.g 37.75mm

EXAMPLE **D** :
Dimension **I** 38.05mm
Dimension **II** . . . . . - 37.75mm
Difference = Disc clearance = 0.30mm



7577AAXF143

※ If the required disc clearance is not obtained, correct it with the adequate outer clutch discs (s = 2.9, s = 3.0, or s = 3.3 mm), taking care that the difference in thickness between the left and the right disc pack must only be 0.01 at a maximum.

㉘ Fix both thrust washers with grease into the recess of the housing cover.



7577AAXF144

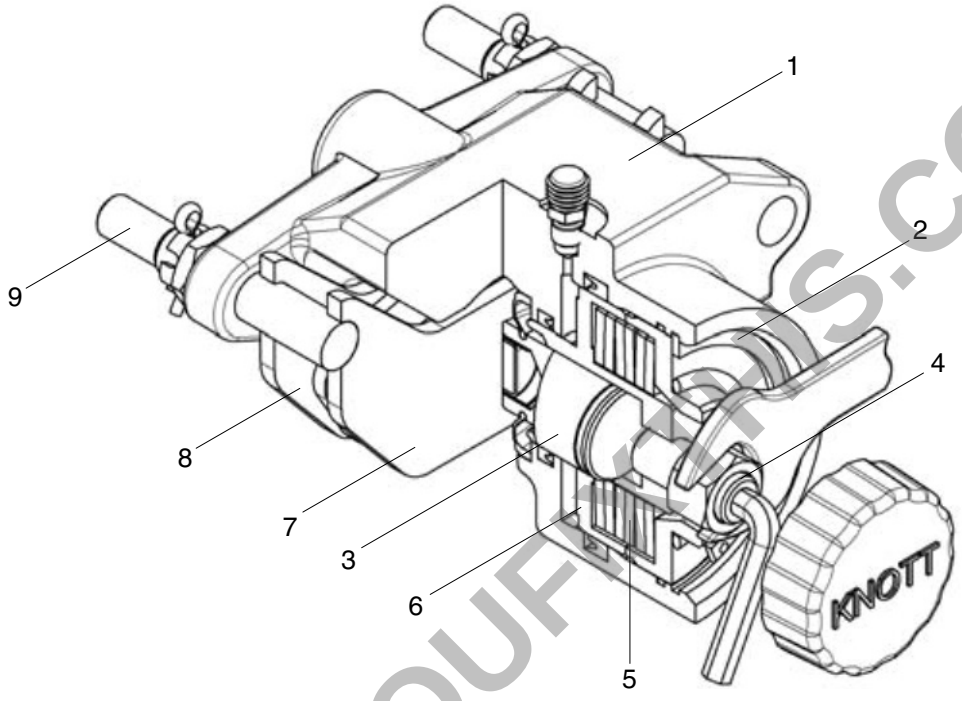
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PARKING BRAKE SYSTEM (ZF AXLE)

· Machine serial No. ; #0294~

1) STRUCTURE



100D7BS111

1	Housing	4	Adjust screw	7	Lining pad
2	Pressure ring	5	Bank of cup springs	8	Lining pad
3	Thrust bolt	6	Piston	9	Gliding bolt

2) OPERATION

The two identical brake pads and slide freely on the guide bolt, which is fastened in the housing. The guide bolts are guided in an additional brake anchor plate which in turn is screwed onto the vehicle, i.e. its axle.

On actuation, the brake generates a clamping force at the brake lining pads, which cause a tangential force/braking moment to be generated at the brake disk, the extent of which depends on the coefficients of friction generated by the linings.

The clamping force is generated by the bank of cup springs, during which the piston is moved together with the adjusting screw, the thrust bolt and the brake pad towards the brake disk.

When the brake pad comes into contact with the brake disk, the reaction force shifts the housing onto the guide bolts until the brake pad is also pressed against the brake disk.

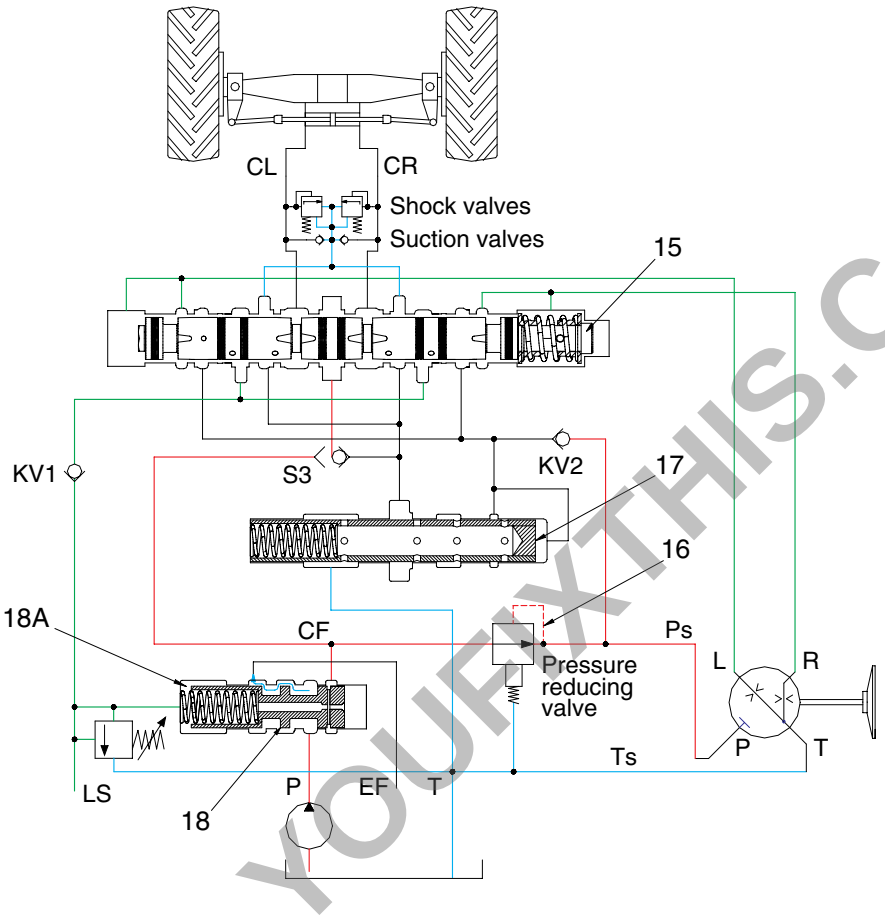
The brake is released by complete pre-tensioning of the bank of cup springs. Du-ring this process, through application of the necessary release pressure after overcoming the cup spring force, the piston must move back until it comes to rest against the pressure ring.

The clamping force diminishes with wear of the brake lining and brake disk. The brake must be adjusted at the latest at the times indicated by the adjusting specification followings.

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2) OPERATION

(1) Neutral

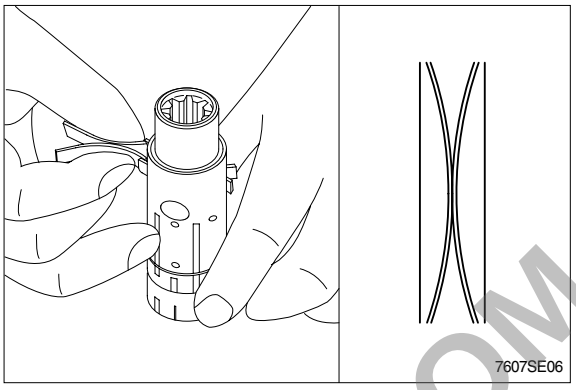


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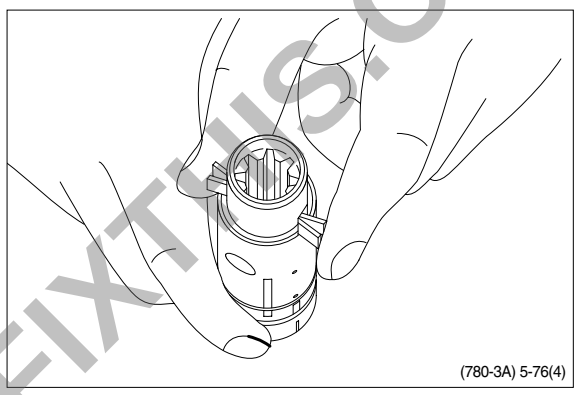
- In neutral position, the oil will pass from the pump across the integrated priority valve(18) in the steering valve for discharge through the EF port. When the steering unit is in neutral, flow through it is blocked and all flow through the priority valve(18) in steering valve is directed out the EF port and passed to the main control valve.
- When the engine is turned off, the priority valve spool(18) is pushed to the right by the spring. The passage to the EF port is blocked while the passage to the CF port is open.
- When the machine is started, EF port of the steering valve may be connected to the working hydraulic. Maximum pressure on the EF port = 210bar.
- The operating pressure in the loader system has not effected on the operation of the priority valve(18) of steering valve. Independently of operation of the loader actuated in relief, the priority valve(18) will not shift until the machine is steered.
- A part of flow through the priority valve spool(18) will flow to P port of steering unit through pressure reducing valve. Also flow as pilot signal of steering through the priority valve spool(18) passes from the P port through the dynamic orifice and into the LS line. It flows to the tank through the LS orifice in main spool.
- In neutral position, the main spool will be in its center position. This means that knocks and impacts from the cylinder are not transmitted to the steering unit. The steering valve is thus of the non-reaction type.

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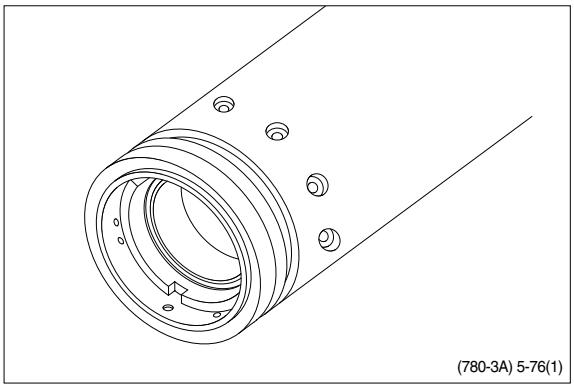
(1) Place the two flat neutral position springs in the slot.
Place the curved springs between the flat ones and press them into place.



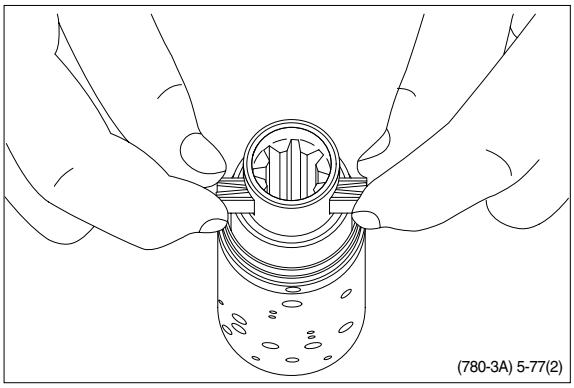
(2) Line up the spring set.



(3) Assemble the spool/sleeve and make sure the marks on spool and sleeve are opposite each other(see drawing page 5-36).



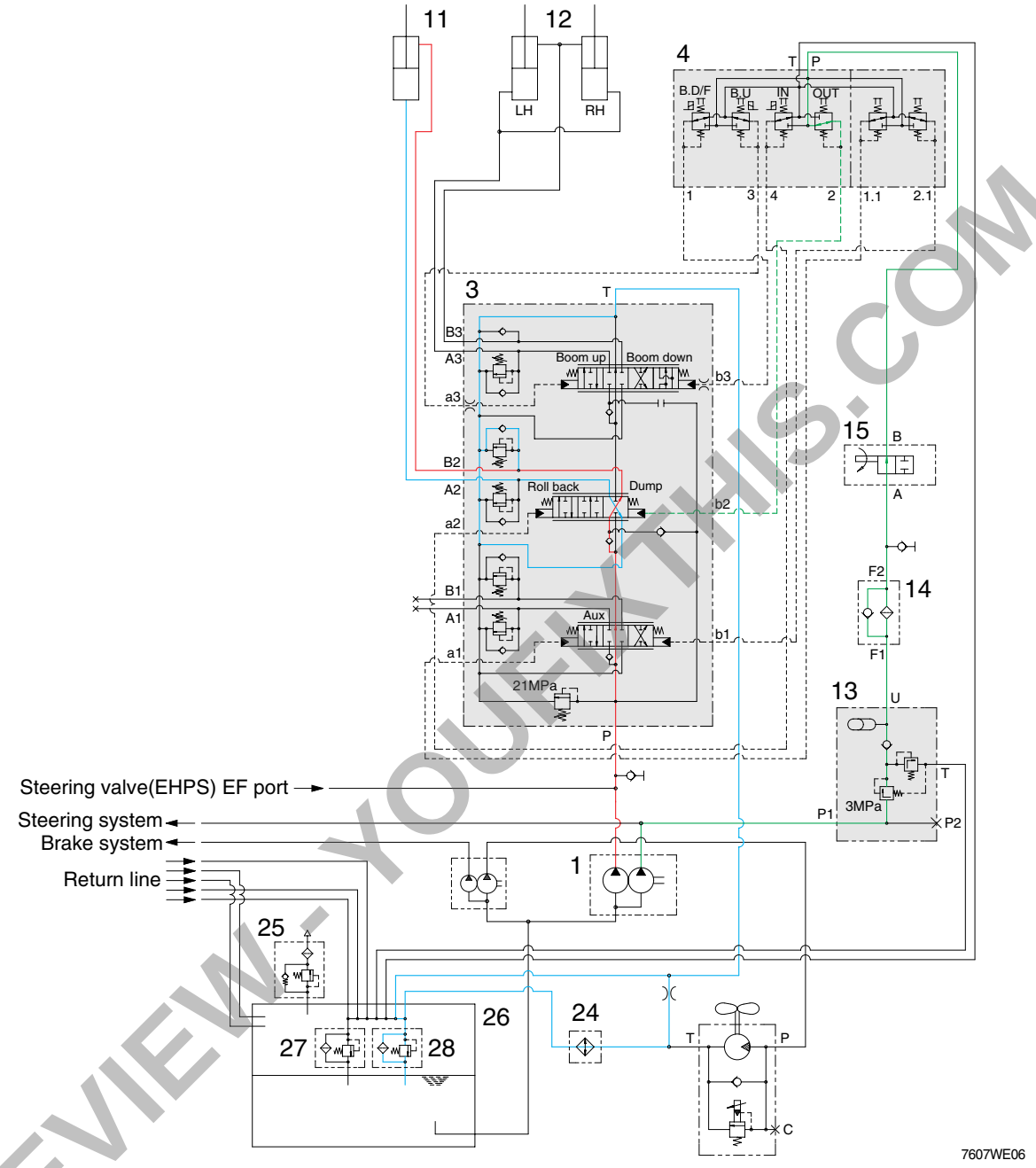
(4) Press the springs together and push the neutral position springs into place in the sleeve.



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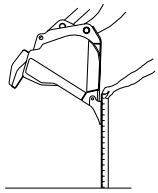
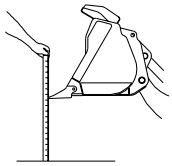
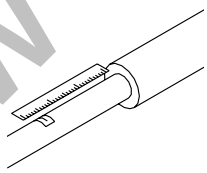
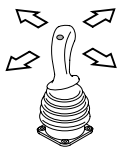
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4) WHEN THE RCV LEVER IS IN THE DUMP POSITION



- If the RCV lever(4) is pushed right, the bucket spool is moved to dump position by pilot oil pressure from port 2 of RCV.
- The oil from main pump(1) flows into main control valve(3) and then goes to the small chamber of bucket cylinder(11) by pushing the load check valve of the bucket spool.
- The oil at the large chamber of bucket cylinder(11) returns to hydraulic tank(26) through the bucket spool.
- When this happens, the bucket is dumped.
- When the dumping speed of bucket is faster, the oil returned from the large chamber of bucket cylinder combines with the oil from the pump, and flows into the small chamber of the cylinder.
  This prevents cylinder cavitation by the negative pressure when the pump flow cannot match the bucket dump speed.

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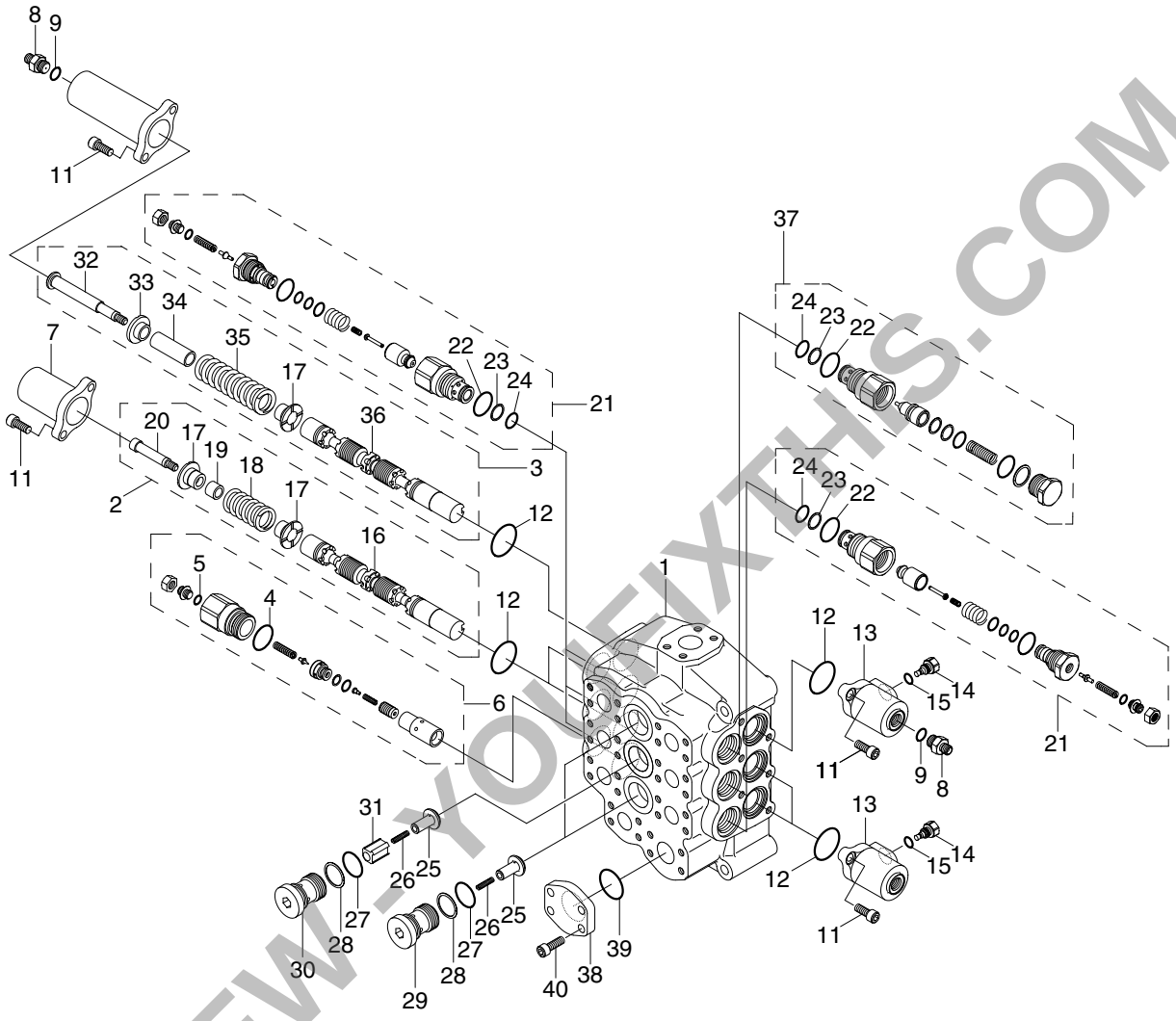
Item	Description	Service action
Boom cylinder leakage check Heat hydraulic oil to operating temperature.	 Dump bucket until teeth or cutting edge is perpendicular to the ground. Raise boom until cutting edge is about 1m(3ft) above ground. Stop engine. Measure drift from tooth or cutting edge to ground for 1 minute. Wait 10 minutes. Measure drift from tooth or cutting edge to ground for 1 minute. **LOOK :** Compare the drift rate between the first measurement and the second measurement.	**OK** Drift is approximately the same between first and second measurement. Repair loader control valve or circuit relief valve. **NOT OK** If drift is considerably less on second measurement, repair cylinder.
Bucket cylinder leakage check Heat hydraulic oil to operating temperature.	 Raise bucket about 1m(3ft) off ground with bucket level. Stop engine. Place a support under boom. Measure drift from tooth or cutting edge to ground for 1 minute. Wait 10 minutes. Measure drift from tooth or cutting edge to ground for 1 minute. **LOOK :** Compare the drift rates between the first measurement and the second measurement.	**OK** Drift is approximately the same between first and second measurement. Repair loader control valve or circuit relief valve at page 6-52. **NOT OK** Drift is considerably less on second measurement. Repair cylinder.
Check valve of safety valve leakage check Heat hydraulic oil to operating temperature.	 Put bucket level and position about 1.2m(4ft) above ground. Place a piece of tape on cylinder rod at least 51mm(2in) from rod guide. Run engine at low idle in safety-release position. **LOOK :** Bucket must not drift up.	**OK** Check complete. **NOT OK** Check or replace safety valve.
Pilot control valve (RCV lever) check	 Stop engine. Turn key switch to OFF position. Move control lever to all positions and then release. **LOOK :** Lever must return to neutral when released from all positions.	**OK** Check completed. **NOT OK** Repair pilot control valve.

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2. MAIN CONTROL VALVE

1) STRUCTURE



7607WE35

1	Housing assembly	15	O-ring	28	Back up ring
2	Plunger assembly	16	Plunger	29	Cap
3	Plunger assembly	17	Guide	30	Cap
4	O-ring	18	Spring	31	Check
5	O-ring	19	Spacer	32	Cap
6	Main relief assembly	20	Nipple	33	Guide
7	Cover	21	Port relief assembly	34	Spacer
8	Nipple	22	O-ring	35	Spring
9	O-ring	23	Back up ring	36	Plunger
10	Cover	24	O-ring	37	Make up assembly
11	Socket bolt	25	Check	38	Cover
12	O-ring	26	Spring	39	O-ring
13	Cover	27	O-ring	40	Bolt
14	Plug				

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6. ELECTRIC PARKING, DECLUTCH CIRCUIT

1) OPERATING FLOW

(1) Parking OFF

Fuse box (No.8) → Parking switch OFF [CS-17(6)→(8)] → Parking solenoid ON (Activated) → Parking brake released (By hydraulic pressure)

(2) Parking ON

Fuse box (No.8) → Parking switch ON → Parking solenoid [CN-71] OFF → Parking brake applied [By spring force]

Parking switch ON → [CS-17(5)→(7)] → T/M control unit [CN-157(21)] → T/M declutch

(3) Declutch ON

Fuse box (No.8) → Clutch cut-off switch ON → Clutch cut-off switch [CS-42(5)→(1)] → MCU [CN-58(10)→(29)] → Service brake applied → Service brake pressure switch ON [CD-5] → T/M control unit [CN-157(66)] → Declutch

2) CHECK POINT

Engine	Key switch	Check point	Voltage
Running	ON	① - GND (Parking switch input) ② - GND (Parking switch output) ③ - GND (Parking switch input) ④ - GND (Parking switch output) ⑤ - GND (Parking solenoid) ⑥ - GND (Pressure switch clutch cut-off)	20~25V

※ GND : Ground

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Connector number	Type	No. of pin	Destination	Connector part No.	
				Female	Male
CS-17	SWF	10	Parking switch	593757	-
CS-21	SWF	10	Main light switch	593757	-
CS-23	SWF	10	Beacon switch	593757	-
CS-35	SWF	10	Rear wiper	593757	-
CS-36	SWF	10	Work lamp switch	593757	-
CS-41	SWF	10	Hazard switch	593757	-
CS-42	SWF	10	Clutch cut off switch	593757	-
CS-55	SWF	10	Ride control switch	593757	-
CS-59	SWF	10	Auto/manual switch	593757	-
CS-74	Ring term	1	Master switch	S820-210002	-
CS-75	SWF	10	Steering pump switch	593757	-
CS-76	SWF	10	Mirror heater	593757	-
CS-82	SWF	10	Seat heater	593757	-
Light					
CL-2	250	3	Cigar lighter	S810-003202	-
CL-3	DEUTSCH	4	Head light	DT04-4P-E005	-
CL-4	DEUTSCH	4	Head light	DT04-4P-E005	-
CL-5	DEUTSCH	2	Work light(LH)	-	DT04-2P-E005
CL-6	DEUTSCH	2	Work light(RH)	-	DT04-2P-E005
CL-7	AMP	2	Beacon lamp	S822-014004	S822-114004
CL-15	SWP	4	Combi lamp(RR, LH)	S814-004000	-
CL-16	SWP	4	Combi lamp(RR, RH)	S814-004000	-
CL-21	SWP	2	Numberplate lamp	S814-002000	-
CL-22	DEUTSCH	2	Work light(LH)	-	DT04-2P-E005
CL-23	DEUTSCH	2	Work light(RH)	-	DT04-2P-E005
CL-24	SWP	2	Turn lamp(LH)	S814-002000	-
CL-25	SWP	2	Turn lamp(RH)	S814-002000	-
CL-30	KET	2	Room lamp	MG610392	-
CL-32	DEUTSCH	2	Rear work light(RH)	-	DT04-2P-E005
CL-33	DEUTSCH	2	Rear work light(LH)	-	DT04-2P-E005
Sensor, sender					
CD-1	AMP	2	Hyduaulic oil temo sendor	85202-1	-
CD-2	SWP	2	Fuel sendor	S814-002000	-
CD-3	Rubber cap	-	Brake fail pressure switch	21EA-003100	-
CD-4	Rubber cap	-	Stop lamp pressure switch	21EA-003100	-
CD-5	Rubber cap	-	Clutch cut off pressure switch	21EA-003100	-
CD-10	Ring term	2	Air cleaner switch	S820-105000	-

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