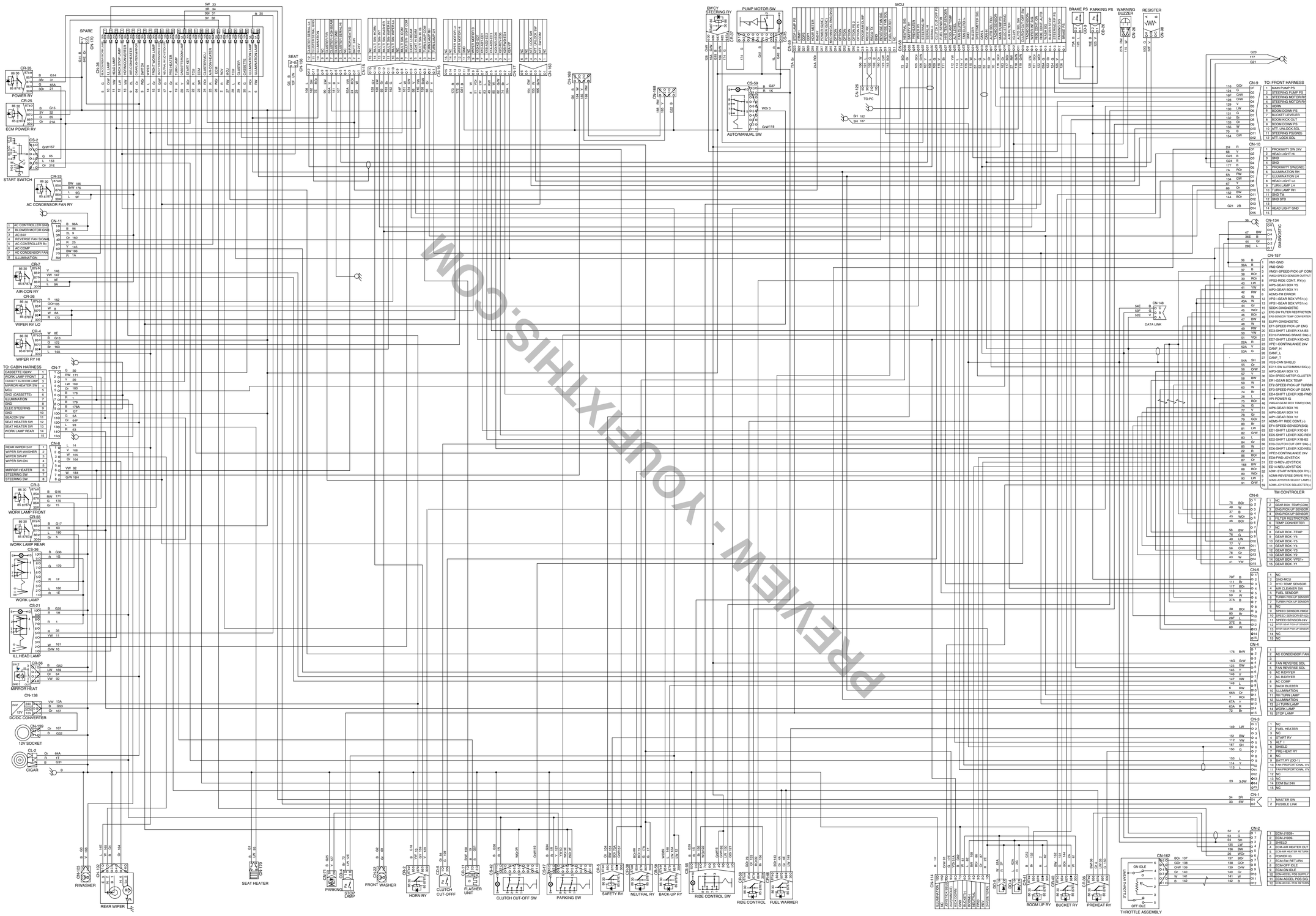
GROUP 2 ELECTRICAL CIRCUIT

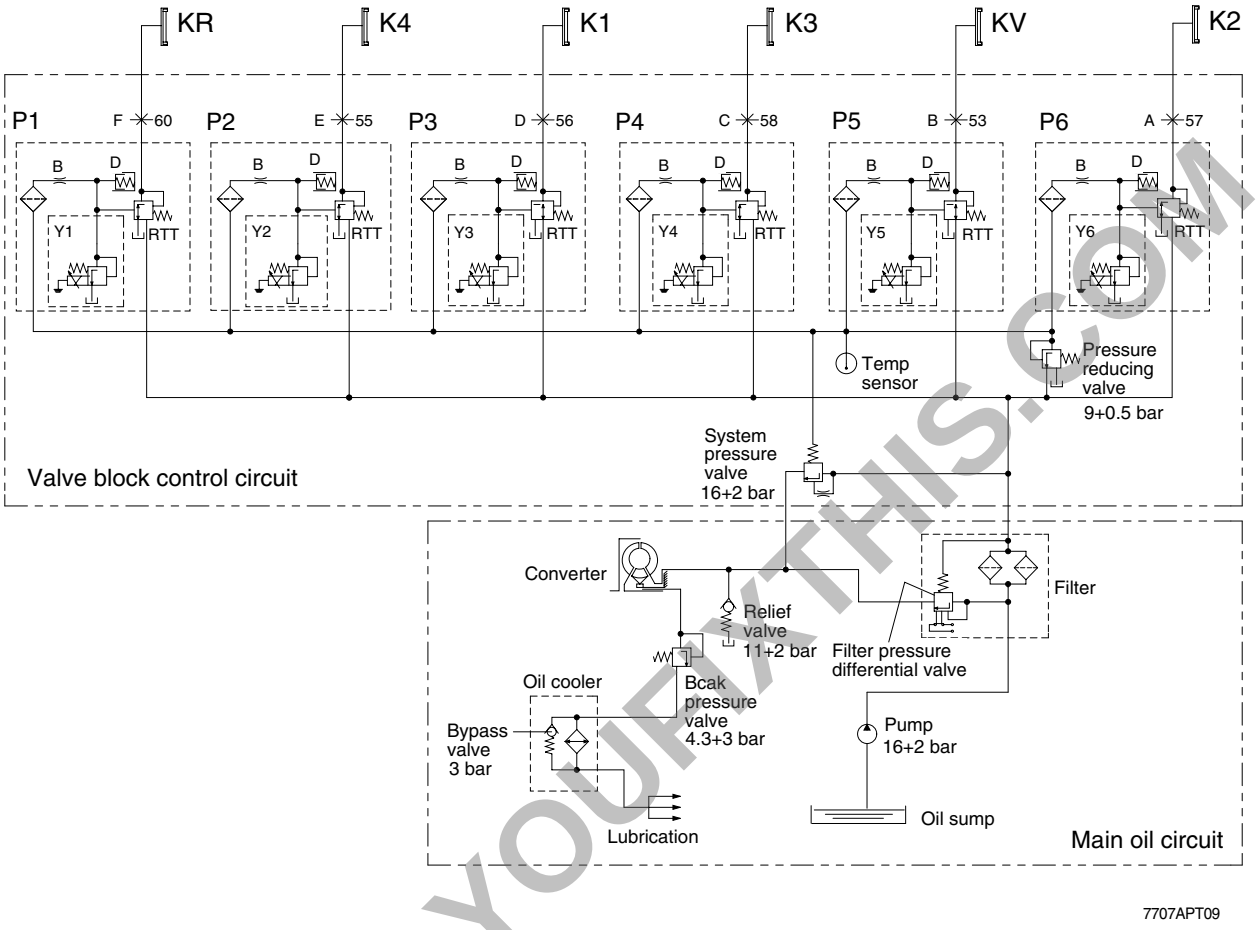


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7707AEL00

HYDRAULIC CIRCUIT



NFS	Follow-on slide	P3	Proportional valve clutch K1
D	Oscillation damper	P4	Proportional valve clutch K3
B	Orifice	P5	Proportional valve clutch KV
P1	Proportional valve clutch KR	P6	Proportional valve clutch K2
P2	Proportional valve clutch K4	Y1~Y6	Pressure regulator valve with filter

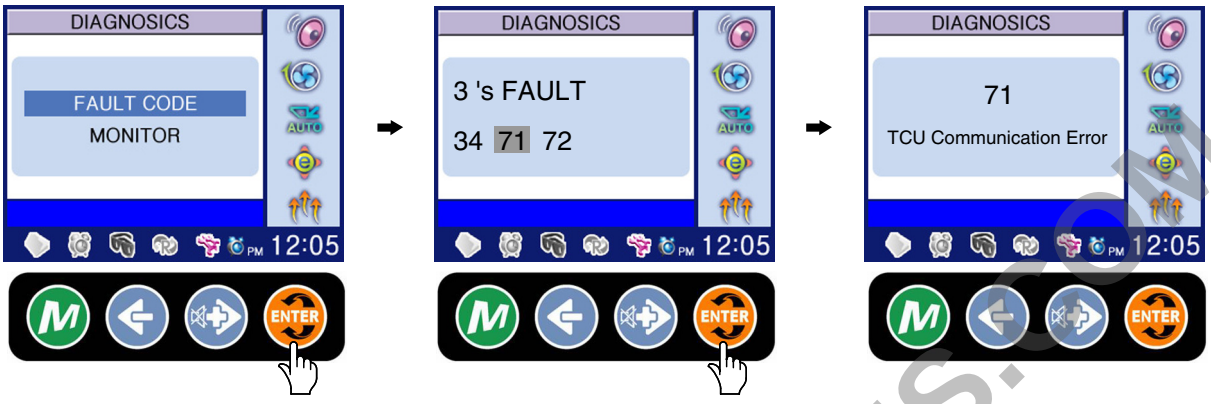
Speed	Forward				Reverse			Neutral	Engaged clutch	Positions on the valve block	Current No. of the measuring points
	1	2	3	4	1	2	3				
Y1					X	X	X		KR	F	55
Y2				X					K4	E	60
Y3	X				X				K1	D	56
Y4			X	X			X		K3	C	58
Y5	X	X	X						KV	B	53
Y6		X				X			K2	A	57
Engaged clutch	K1,KV	KV,K2	KV,K3	K4,K3	KR,K1	KR,K2	KR, K3		-	-	-

X : Pressure regulator under voltage

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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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1. CONTROL VALVE

1) DISASSEMBLY

(1) Loosen the cap screws and take off the gear shift housing.

※ Special tool
Socket spanner TX-27 5873 042 002

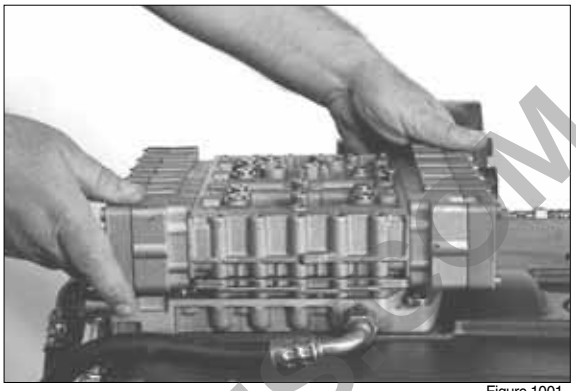


Figure 1001

(2) Separate the hose lines from the duct plate. Loosen the cap screws as well as the gasket from the transmission housing.

※ Special tool
Socket spanner TX-40 5873 042 004

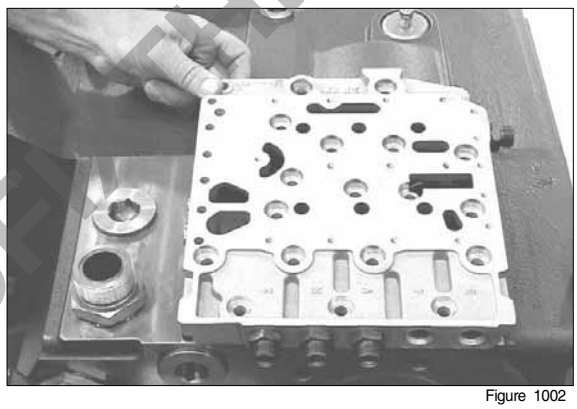


Figure 1002

(3) Mark the installation position of the wiring harness to the valve block.

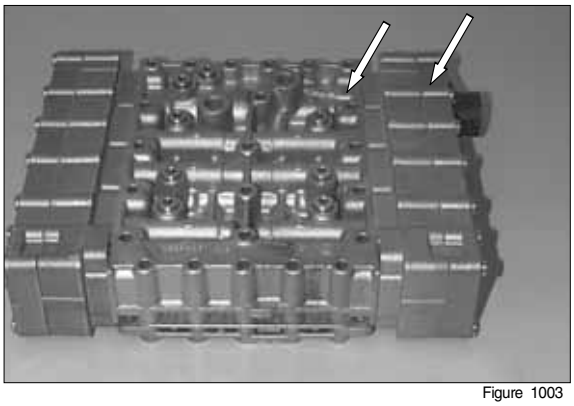


Figure 1003

(4) Loosen the cap screws.
Separate duct plate and intermediate plate from the valve block.

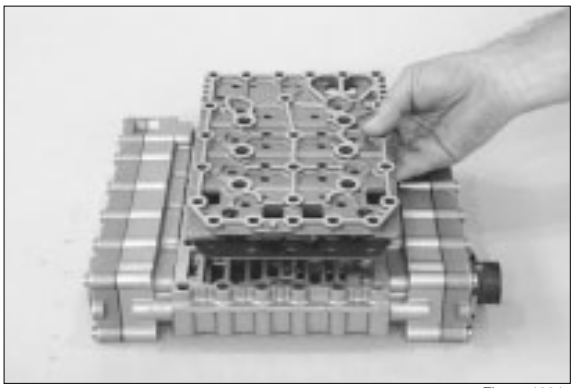


Figure 1004

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5. TIGHTENING TORQUE

The torques given are standard figures. Any figures specifically described in this manual has priority.

No.		Items	Size	kgf · m	lbf · ft
1	Engine	Engine mounting bolt, nut(Rubber, 2EA)	M24×3.0	100 ± 15	723± 108
2		Engine mounling bolt(Bracket, 8EA)	M12×1.75	10.7 ± 2.1	77.4± 15.2
3		Engine mounting bolt(Fly wheel housing,12EA)	7/16-14UNC	4.6 ± 0.7	33.3± 5.1
4		Radiator mounting bolt	M16×2.0	29.7± 4.5	215± 32.5
5		Fuel tank mounting bolt, nut	M16×2.0	29.7 ± 4.5	215± 32.5
6	Hydraulic system	Main pump housing mounting bolt	M16×2.0	29.7 ± 4.5	215± 32.5
7		Brake pump housing mounting bolt	M10×1.5	6.9 ± 1.4	49.9± 10.1
8		Main control valve mounting bolt	M12×1.75	12.8 ± 3.0	92.6± 21.7
9		Steering unit mounting bolt	M10×1.5	6.9 ± 1.4	49.9± 10.1
10		Flow amplifier mounting bolt	M10×1.5	6.9 ± 1.4	49.9± 10.1
11		Brake valve mounting bolt	M8×1.25	2.5 ± 0.5	18.1± 3.6
12		Cut-off valve mounting bolt	M12×1.75	12.3 ± 2	89.0± 14
13		Remote control lever mounting bolt	M6×1.0	1.1±0.2	8.0± 1.4
14		Pilot supply unit mounting bolt	M8×1.25	2.5 ± 0.5	18.1± 3.6
15		Safety valve	M8×1.25	2.5 ± 0.5	8.1± 3.6
16		Hydraulic oil tank mounting bolt	M20×2.5	69 ± 9.0	499 ± 65
17	Power train system	Transmission bolt, nut(Rubber, 4EA)	M24×3.0	100 ± 15	723 ± 108
18		Transmission bolt(Bracket, front side)	M16×2.0	19.4 ± 3.0	140± 21.7
19		Transmission bolt(Bracket, rear side)	M20×2.5	46.3 ± 7.0	335± 50.6
20		Front axle mounting bolt, nut	M30×2.0(VOLVO axle) M33×2.0(ZF axle)	199 ± 29.9	1439±216
21		Rear axle support mounting bolt, nut	M36×3.0	308 ± 46.2	2228±334
22		Tire mounting nut	M22×1.5	79 ± 2.5	571± 18
23		Drive shaft joint mounting bolt, nut	1/2-20UNF	15 ± 2.0	108± 14.5
24	Others	Counterweight mounting bolt	M30×3.5	199 ± 29.9	1439±216
25		Additional counterweight mounting bolt	M24×3.0	100 ± 15	723 ± 108
26		Operator's seat mounting bolt	M8×1.25	3.4 ± 0.8	24.6± 5
27		ROPS Cab mounting bolt(4EA)	M27×2.0	125 ± 15	904 ± 108

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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

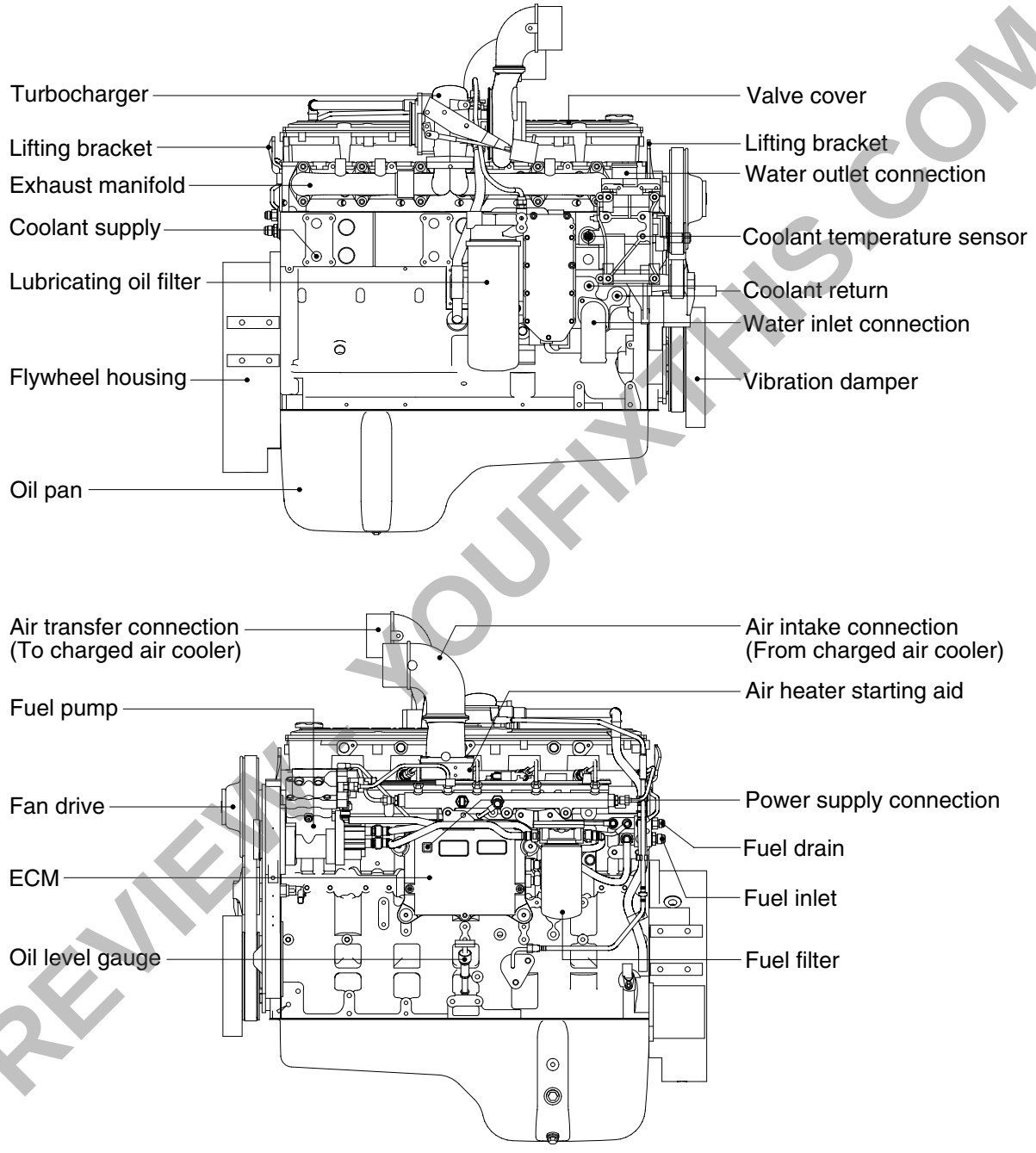
	0	1	2	3	4	5	6	7	8	9
0		2.20	4.41	6.61	8.82	11.02	13.23	15.43	17.64	19.84
10	22.05	24.25	26.46	28.66	30.86	33.07	35.27	37.48	39.68	41.89
20	44.09	46.30	48.50	50.71	51.91	55.12	57.32	59.5.	61.73	63.93
30	66.14	68.34	70.55	72.75	74.96	77.16	79.37	81.57	83.78	85.98
40	88.18	90.39	92.59	94.80	97.00	99.21	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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GROUP 1 STRUCTURE AND FUNCTION

1. STRUCTURE



7707AEG01

· Direct 4-stroke, 6-cylinders, water-cooling and charge air cooled diesel engine in installed, cylinder block and cylinder head are made of case iron and turbocharger is attached.

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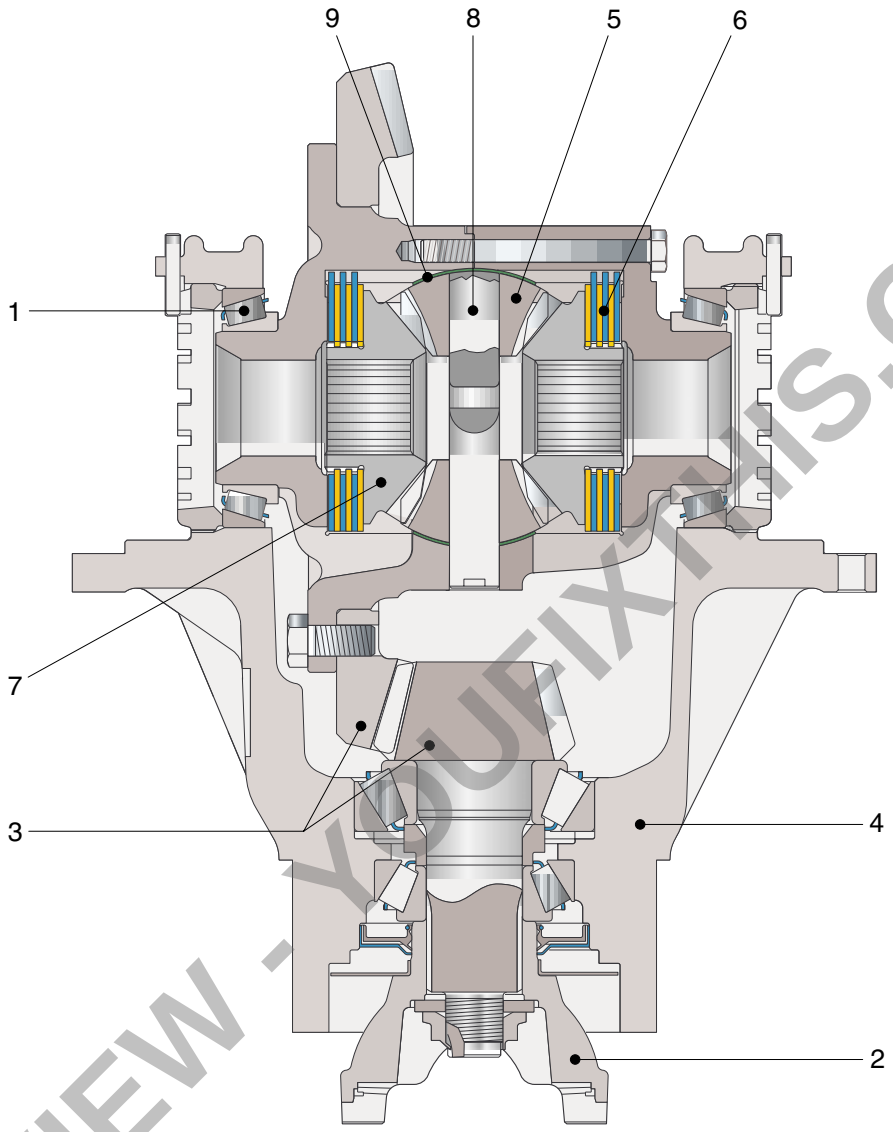
(8) Transmission fault codes

Fault code (Hex)	Meaning of the fault code possible reason for fault detection	Reaction of the TCU	Possible steps to repair	Remarks
11	**Logical error at gear range signal** TCU detected a wrong signal combination for the gear range Cable from shift lever to TCU is broken Cable is defective and is contacted to battery voltage or vehicle ground Shift lever is defective	TCU shifts transmission to neutral OP-mode : Transmission shutdown	Check the cables from TCU to shift lever Check signal combinations of shift lever positions for gear range	Failure cannot be detected in systems with DW2/DW3 shift lever Fault is taken back if TCU detects a valid signal for the position
12	**Logical error at direction select signal** TCU detected a wrong signal combination for the direction Cable from shift lever to TCU is broken Cable is defective and is contacted to battery voltage or vehicle ground Shift lever is defective	TCU shifts transmission to neutral OP-Mode : Transmission shutdown	Check the cables from TCU to shift lever Check signal combinations of shift lever positions F-N-R	Fault is taken back if TCU detects a valid signal for the direction at the shift lever
13	**Logical error at engine derating device** TCU detected no reaction of engine while derating device active	After selecting neutral, TCU change to OP mode limp home	Check engine derating device	This fault is reset after power up of TCU
15	**Logical error at direction select signal 2 shift lever** TCU detected a wrong signal combination for the direction Cable from shift lever 2 to TCU is broken Cable is defective and is contacted to battery voltage or vehicle ground Shift lever is defective	TCU shifts transmission to neutral if selector active OP mode : Transmission shutdown if selector active	Check the cables from TCU to shift lever 2 Check signal combinations of shift lever positions F-N-R	Fault is taken back if TCU detects a valid neutral signal for the direction at the shift lever
16	**Logical error at axle connection** Feedback axle connection measured by TCU and output signal axle connection don't fit Axle can't be connected or disconnected due to mechanical problem One of the cables from feedback axle connection switch to TCU is broken	OP mode : Normal	Check the cables from TCU to feedback axle connection switch Check signals of the feedback axle connection switch	

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3) REAR AXLE DIFFERENTIAL SECTION



7707PT15

1	Roller bearing	6	Clutch
2	Input flange	7	Planetary gear
3	Bevel gear set	8	Spider
4	Difterential housing	9	Bevel thrust washer of side gear
5	Side gear		

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(4) Press out the driver with ball bearing from the bearing bore.
Then separate the ball bearing from the driver.

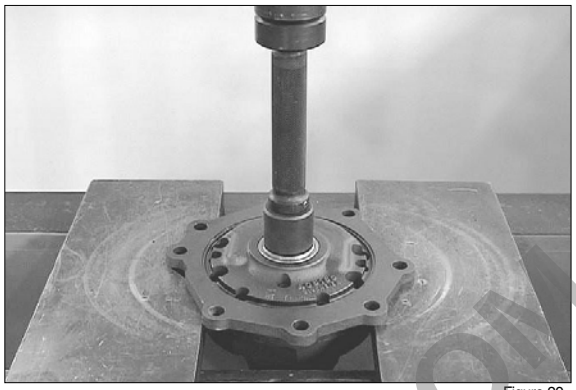


Figure 29

(5) Loosen the cap screws, take off the pump cover and remove the rotor set.

⚠ **If marks due to running-in are found on the pump housing or housing cover, the complete pump is to be replaced.**

Then assemble the rotor set with the chamfer on the tooth tip showing downwards and install the housing cover again.

- Torque limit(M8/8.8) : 2.35kgf · m(17.0lbf · ft)
- Torque limit(M6/8.8) : 0.97kgf · m(7.01lbf · ft)



Figure 30

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Check disc clearance K2=2.2~2.4mm (Figure 179~181)

※ In order to ensure a perfect measuring result, the disc set is first of all to be installed without oil.

(1) Install disc set according to sketch or table (Page 3-130).



Figure 179

(2) Install the end shim and fasten it by means of the snap ring.



Figure 180

(3) Press on end shim with approximately 100N(10kg) and set dial indicator to "Zero".
Then press end shim against snap ring(upwards) and read disc clearance on the dial indicator.

※ If the required disc clearance differs, it has to be corrected with the adequate inner clutch disc or/and snap ring, see table/position 7 and position 8.

Upon setting of disc clearance, remove the disc set, oil the clutch discs and reinstall them.

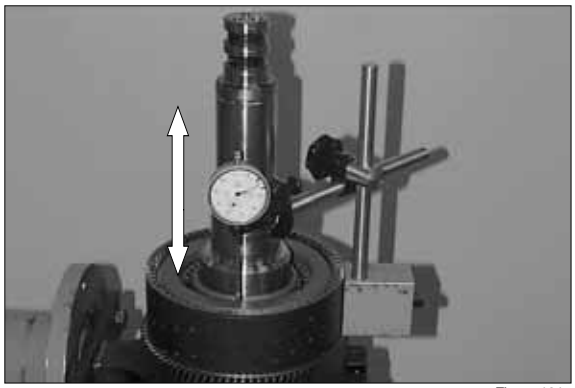


Figure 181

※ Special tool

Magnetic stand	5870 200 055
Dial indicator	5870 200 057

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Adjust gap size X = 0.3~0.8mm (Figure 289~292) :

X Gap size
1 Shim
2 O-ring.

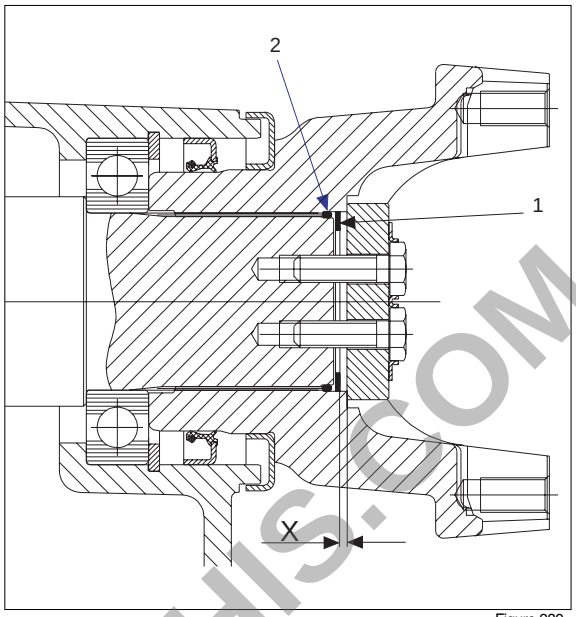


Figure 289

(1) Install the output flange until contact.

Measure Dimension I, from the plane face of the output flange to the end face of the output shaft.

Dimension I e.g ····· 37.00mm

※ Special tool
Digital depth gauge 5870 200 072

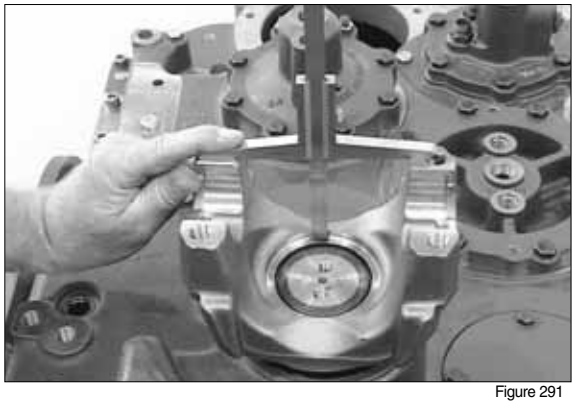

Figure 290

(2) Measure Dimension II, from the plane face to the collar of the output flange.

Dimension II e.g. ····· 36.00mm

Example :

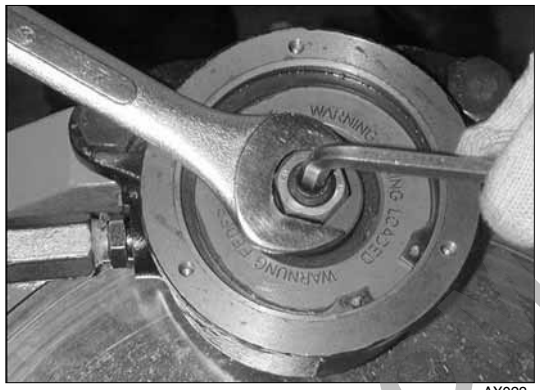
Dimension I ····· 37.00mm
Dimension II ····· - 36.00mm
Difference ····· = 1.00mm
Gap size X ····· e.g. - 0.50mm
(0.3~0.8mm)
Resulting shim ····· s = 0.50mm


Figure 291

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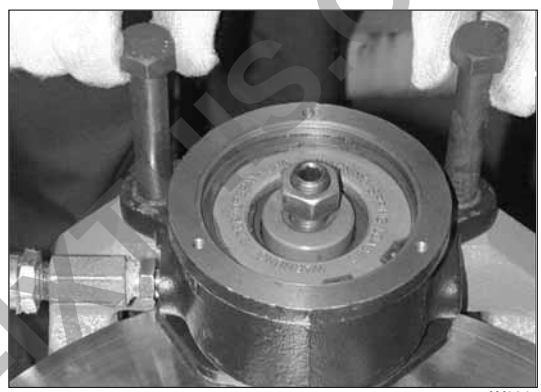
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② Release nut and screw.



AX023

③ Remove the split pin and nut of caliper brake. Remove the bolts.


AX024

④ Remove the caliper brake.


AX025

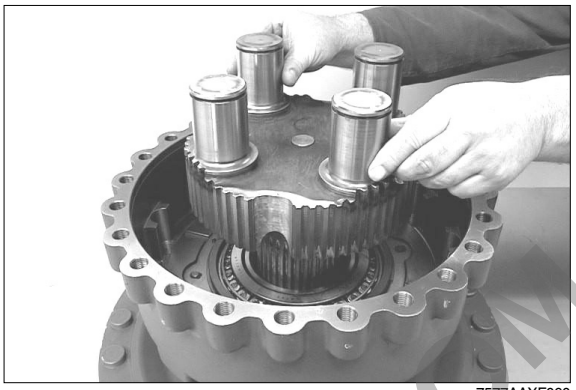
⑤ Remove the disc.


AX026

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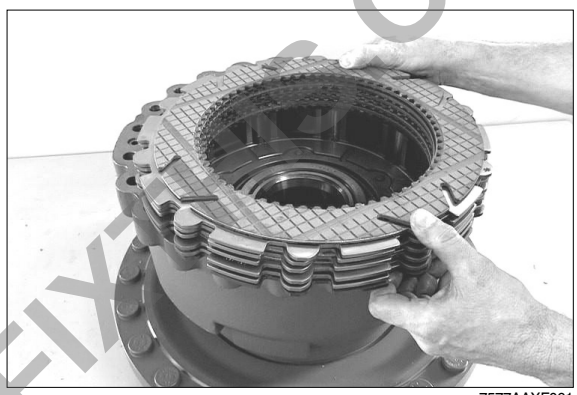
(20) Insert planet carrier into the spline of the output shaft until contact.



7577AAXF060

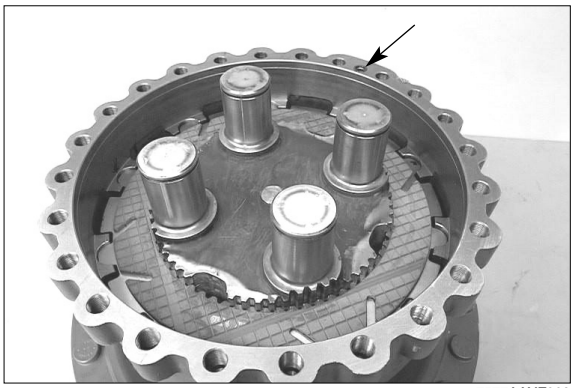
(21) Mount outer and inner disks (lining disks with paper or sinter lining).

※ Quantity and arrangement of the disks please take from the related parts list.



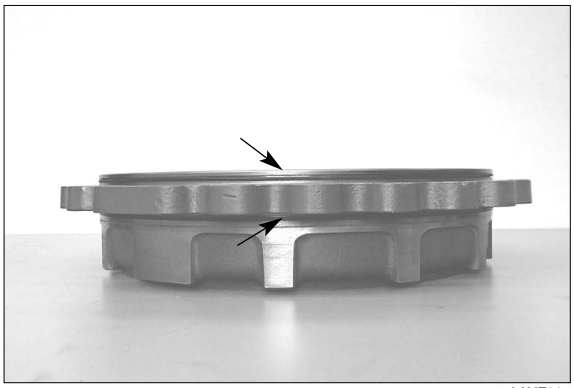
7577AAXF061

(22) Insert O-ring (see arrow) into the recess of the brake housing.



7577AAXF062

(23) Grease both O-rings (see arrows) and insert them into the annular grooves of the ring gear.



7577AAXF017

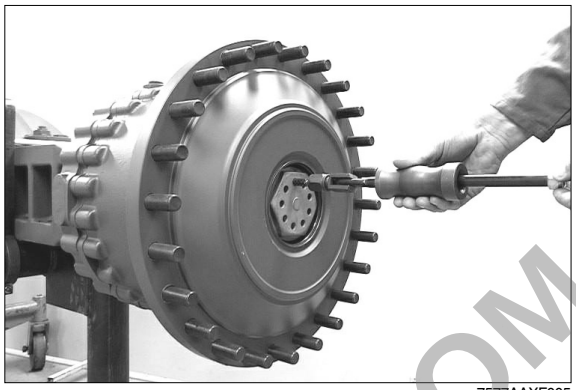
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(4) Pull slotted pin by means of the striker out of the bore in the slotted nut.

※ Special tool

Striker	5870 650 001

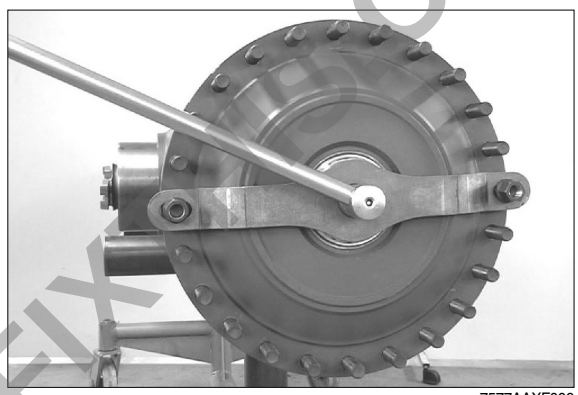


7577AAXF005

(5) Loosen slotted nut.

※ Special tool

Socket spanner	5870 656 078
Centering bracket	5870 912 028

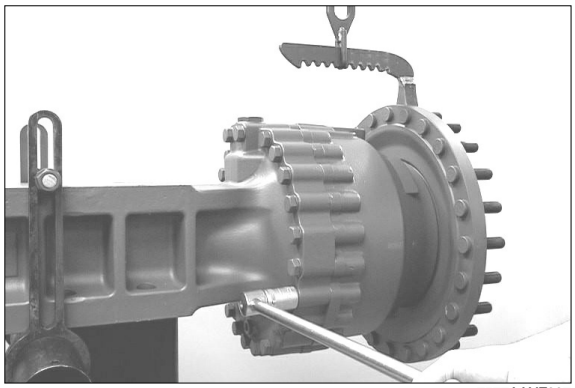


7577AAXF006

(6) Secure output by means of lifting tackle and loosen hexagon screws.

※ Special tool

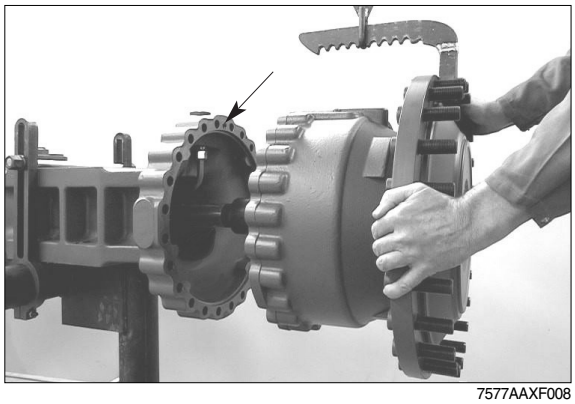
Lifting bracket	5870 281 043



7577AAXF007

(7) Separate complete output from the axle casing.

※ Pay attention to released O-ring (see arrow).



7577AAXF008

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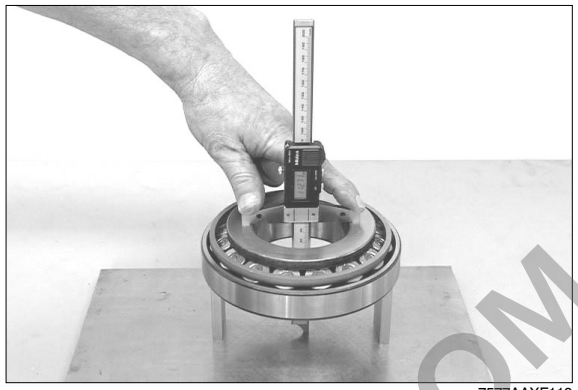
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③ Determine dimension **I** (bearing width).

Dimension **I** e.g 39.05mm

※ Special tool

Digital depth gauge	5870 200 072
Gauge blocks	5870 200 066



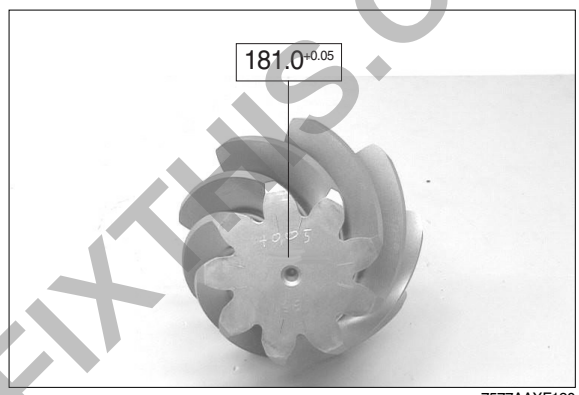
7577AAXF119

④ Read dimension **II** (dimension for pinion).

Dimension **II** e.g. 181.05mm

EXAMPLE **B** :

Dimension **I** 39.05mm
Dimension **II** . . . . . + 181.05mm
results in dimension Y = 220.10mm



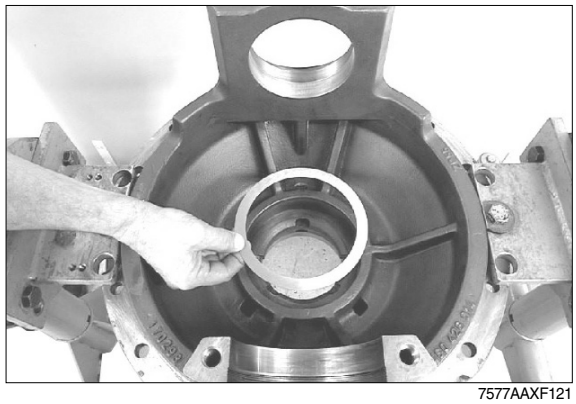
7577AAXF120

EXAMPLE **C** :

Dimension **X** 221.20mm
Dimension **Y** . . . . . - 220.10mm
Difference = shim e.g. s = 1.10mm

Install the drive pinion

⑤ Place determined shim e.g. s = 1.10mm into the bearing bore.



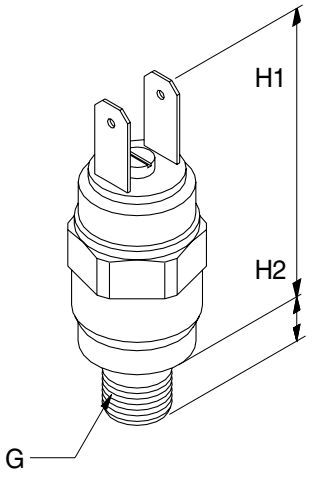
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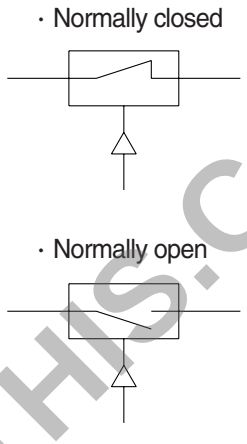
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7. PRESSURE SWITCHES

1) STRUCTURE





(770-3ATM) 4-25

· **Technical data**

Item	Type	Medium	G	H1 mm	H2 mm	Adjusting range kgf/cm²	Adjusting pressure kgf/cm²	Voltage V
Parking	NC	Oil	M12×1.5	55	9	50 ~ 150	100 ± 10	Max 42
Charging	NC	Oil	M12×1.5	55	9	50 ~ 150	100 ± 10	Max 42
Brake stop	NO	Oil	M12×1.5	55	9	1 ~ 10	5 ± 1	Max 42
Clutch cut-off	NO	Oil	PF 1/4"	55	9	20 ~ 50	24 ± 2	Max 42

NC : Normally closed NO : Normally open

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2) OPERATION

(1) Introduction

The flow amplifier contain a directional valve, an amplification stage, a priority valve, a pilot pressure relief valve and shock and suction valves.

The flow amplifier amplifies the oil flow from the steering unit cylinder ports L or R by an amplification factor of 8. The amplified oil flow is directed from the flow amplifier ports CL or CR to the steering cylinder. The amplified flow is proportional to the rate of the steering wheel rotation. If the oil flow from the pump fails, the flow amplifier cuts off the amplification.

(2) Priority valve

The priority valve is used in load sensing systems where the same pump supplies oil to both steering system and working hydraulics.

The steering system always has first priority.

The pressure on the LS connection is almost zero during measuring(Steering unit in neutral position).

(3) Shock valves

The shock valves protect the flow amplifier against shock from external forces on the steering cylinders. The shock valves in flow amplifier limit the maximum pressure drop from CL to HT and from CR to HT.

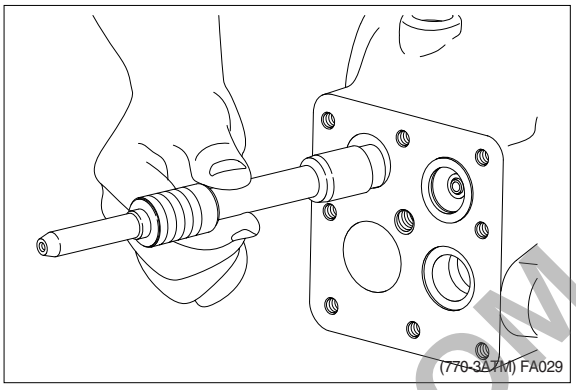
(4) HP-HT ports characteristic

The pilot pressure relief valve protects the steering unit against excess pressure. The pilot pressure relief valve together with the priority valve limit the maximum steering pressure HP-HT.

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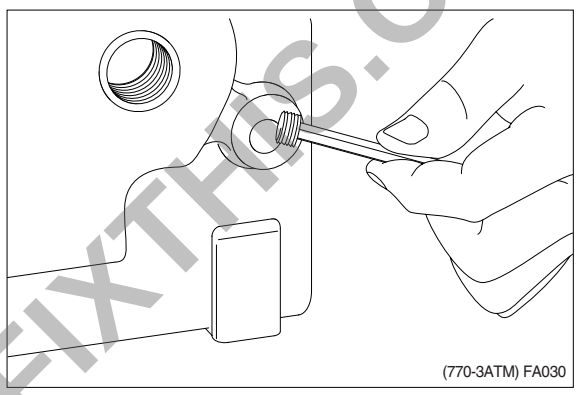
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③ Remove priority valve spool.

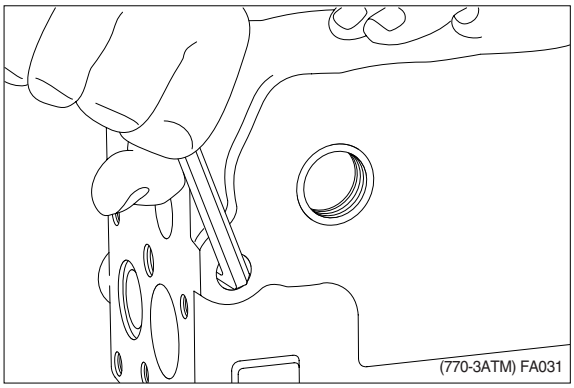


(7) Removing orifices and throttle check valve

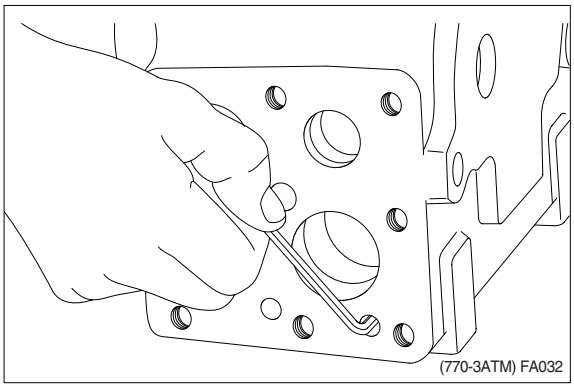
① Unscrew orifice in LS-connection with 6㎜ hexagon key.



② Unscrew throttle check valve in PP-connection with 6㎜ hexagon key.



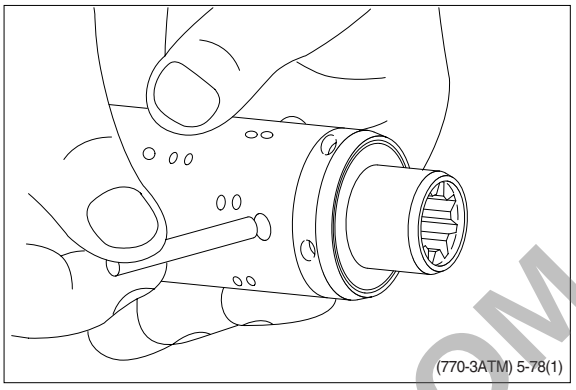
③ Unscrew orifice in housing with 4㎜ hexagon key.



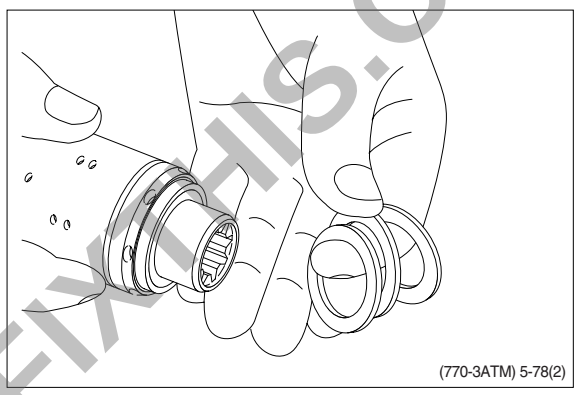
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(8) Fit the cross pin into the spool / sleeve.

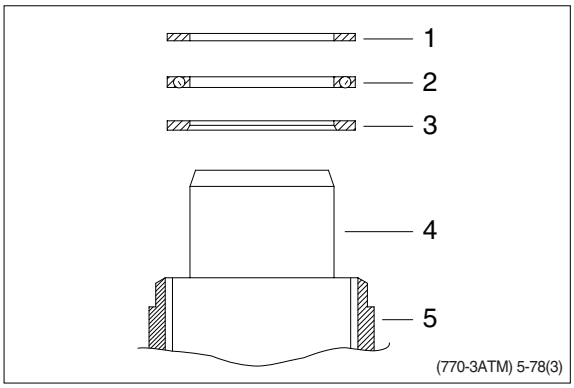

(770-3ATM) 5-78(1)

(9) Fit bearing races and needle bearing as shown on below drawing.


(770-3ATM) 5-78(2)

※ **Assembly pattern for standard bearings**

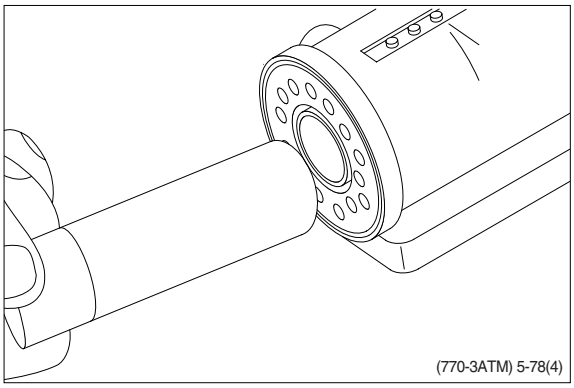
1 Outer bearing race
2 Needle bearing
3 Inner bearing race
4 Spool
5 Sleeve



(770-3ATM) 5-78(3)

Installation instruction for O-ring

(10) Turn the steering unit until the bore is horizontal. Guide the outer part of the assembly tool into the bore for the spool / sleeve.

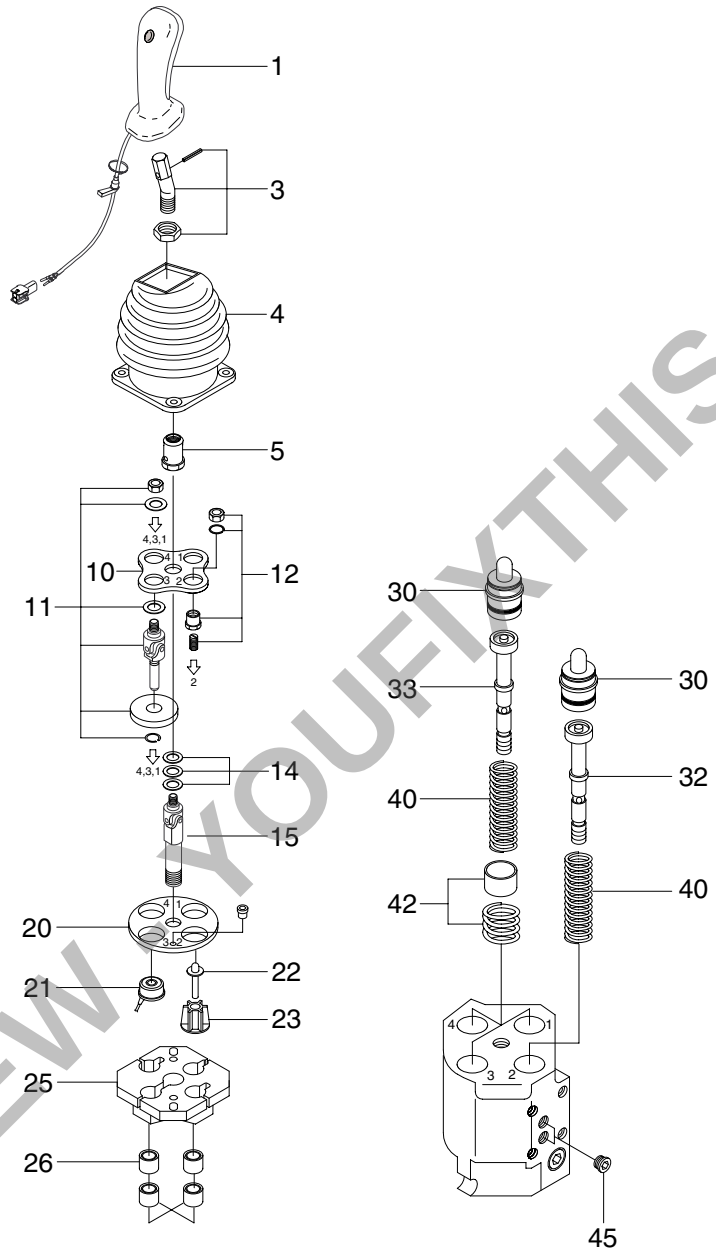

(770-3ATM) 5-78(4)

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4. REMOTE CONTROL VALVE

1) STRUCTURE



7707WE11

1	Handle	14	Shim set	26	Bushing kit
3	Lever kit	15	Joint	30	Plunger kit
4	Bellows	20	Flange	32	Regulating unit
5	Nut	21	Solenoid complete	33	Regulating unit
10	Bracket	22	Plunger kit	40	Spring set
11	Detent kit	23	Plunger guide	42	Prefeel point kit
12	Plunger kit	25	Electric bracket	45	Plug set

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6. LOADER SYSTEM AND PORT RELIEF VALVE PRESSURE TEST

· **SPECIFICATION**

Oil temperature (40~50℃)

Relief valve	Engine speed	Relief pressure
System(M)	High	210±5kgf/cm² (2987±70psi)
Boom raise(U)	Low	240±5kgf/cm² (3414±70psi)
Bucket rollback(R)	Low	240±5kgf/cm² (3414±70psi)
Bucket dump(D)	Low	240±5kgf/cm² (3414±70psi)

· **Gauge and tool**

Gauge 0~35MPa(0~350bar, 0~5000psi)

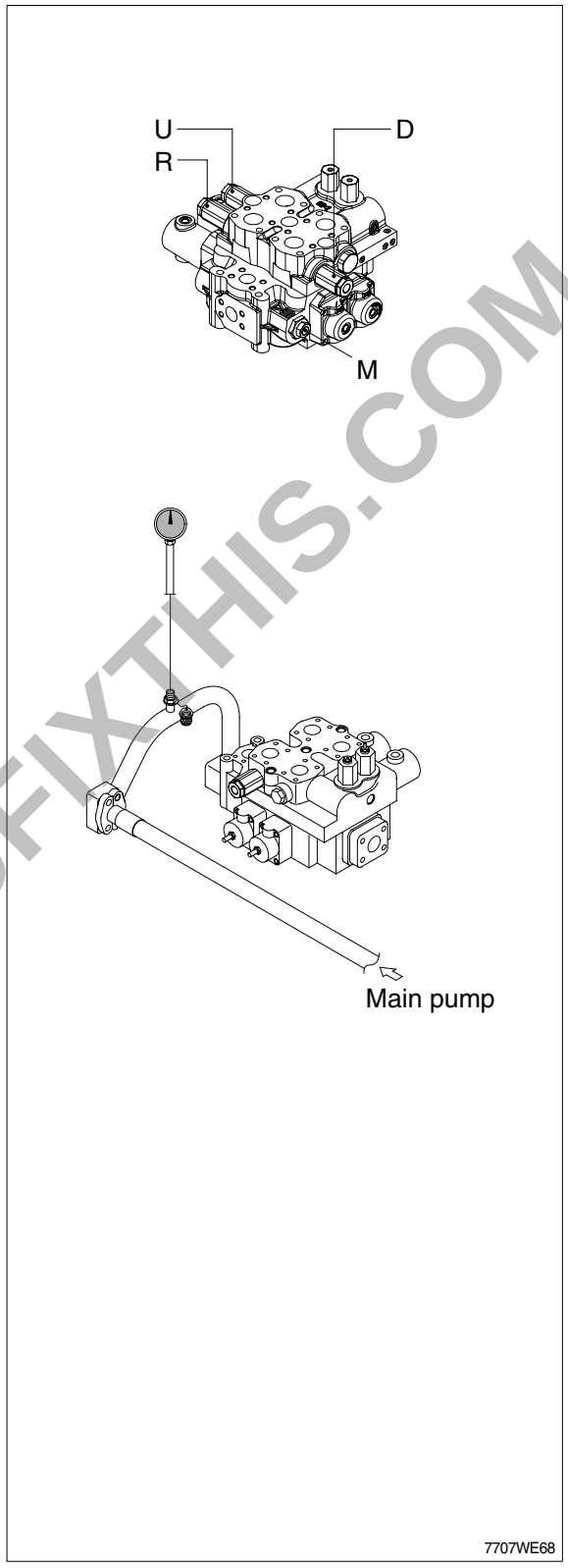
M : System(Main) relief valve

R : Bucket rollback relief

D : Bucket dump relief

U : Boom raise relief

1) Install fitting and pressure gauge to test port in pump delivery line.
2) Install temperature reader.
   (See temperature reader installation procedure in this group)
3) Heat hydraulic oil to specifications.
   (See hydraulic oil warm up procedure in this group)
4) To check the system relief(M), run engine at high idle. Lower boom to bottomed position.
   Slowly activate boom down function while watching pressure gauge. If pressure is not to specification, loosen lock nut on system relief valve(M) and adjust to specification.



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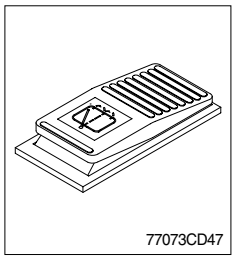
SECTION 7 ELECTRICAL SYSTEM

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Group 2 Electrical Circuit ····· 7-3
Group 3 Monitoring System ····· 7-21
Group 4 Electrical Component Specification ····· 7-38
Group 5 Connectors ····· 7-45
Group 6 Troubleshooting ····· 7-65

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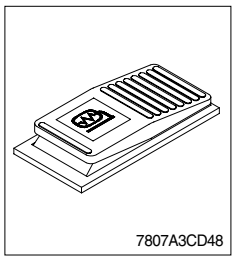
7) REAR WIPER AND WASHER SWITCH



(1) The switch use to operates the rear wiper and washer by two step.

- **First step** : The rear wiper operates.
- **Second step** : The washer liquid is sprayed and the rear wiper is operated only while pressing. If release the switch, return to the first step position.

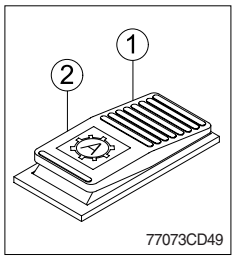
8) MIRROR DEFROST SWITCH(Option)



(1) If the mirror defrost switch is pressed in condition of key ON, it operates for 15 minutes. After 15 minutes, the defrost function stops automatically.

(2) One more pressing the switch in operation also stops defrost function.

9) AUTO SELECT SWITCH



(1) Manual mode(①)

Press the top of the switch for the manual mode of the autoshift function. The operator selects the desired speed and the desired direction in the manual mode with the gear selector lever.

(2) Automatic mode(②)

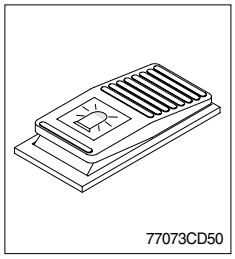
Press the bottom of the switch for the autoshift function in the automatic mode. Press the bottom of the switch prior to shifting the transmission into forward or reverse in order to activate the autoshift function.

※ **The operator can select two kinds of automatic modes. (1st ↔ 4th, 2nd ↔ 4th)**

※ **When the switch failure occurs, it will be able to operate a auto select function from LCD.**

※ **Refer to page 7-28.**

10) BEACON SWITCH (Option)



(1) This switch turns ON the rotary light on the cab.

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