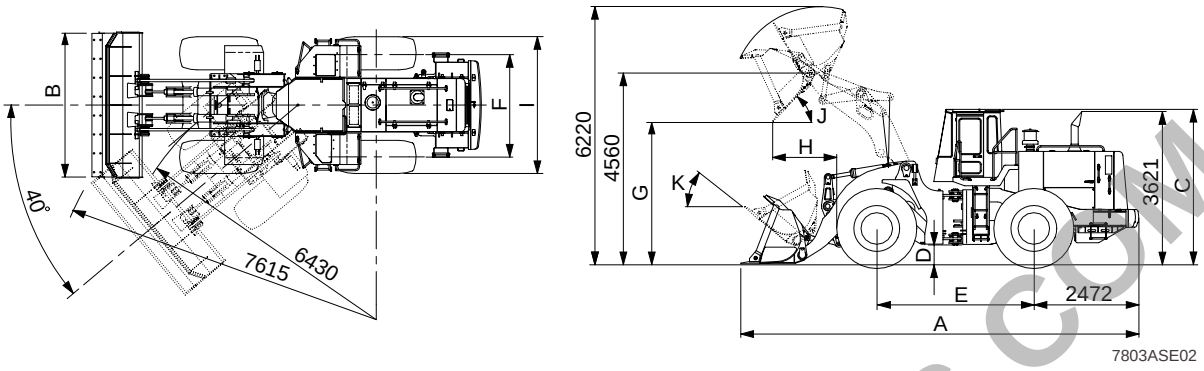
2. SPECIFICATIONS

1) WITHOUT TOOTH AND CUTTING EDGE TYPE BUCKET



Description			Unit	Specification
Operating weight			kg(lb)	28880(63670)
Bucket capacity		Struck	$m^3(yd^3)$	4.1(5.4)
		Heaped		4.8(6.3)
Overall length		A	mm(ft-in)	9280(30' 5")
Overall width		B		3450(11' 4")
Overall height		C		3750(12' 4")
Ground clearance		D		475(1' 7")
Wheelbase		E		3700(12' 2")
Tread		F		2440(8' 0")
Dump clearance at 45°		G		3434(11' 3")
Dump reach at 45°		H		1407(4' 7")
Width over tires		I		3220(10' 7")
Dump angle		J	Degree (°)	47
Roll back angle(Carry position)		K		48
Cycle time		Lift(With load)	sec	6.3
		Dump(With load)		1.3
		Lower(Empty)		3.5
Maximum travel speed			km/hr(mph)	34.7(21.6)
Braking distance			m(ft-in)	12(39' 4")
Minimum turning radius(Center of outside tire)				6.43(21' 1")
Gradability			Degree (°)	30
Travel speed	Forward	First gear	km/hr(mph)	7.1(4.4)
		Second gear		12.5(7.8)
		Third gear		19.7(12.3)
		Fourth gear		34.7(21.6)
	Reverse	First gear		7.1(4.4)
		Second gear		12.5(7.8)
		Third gear		23.3(14.5)

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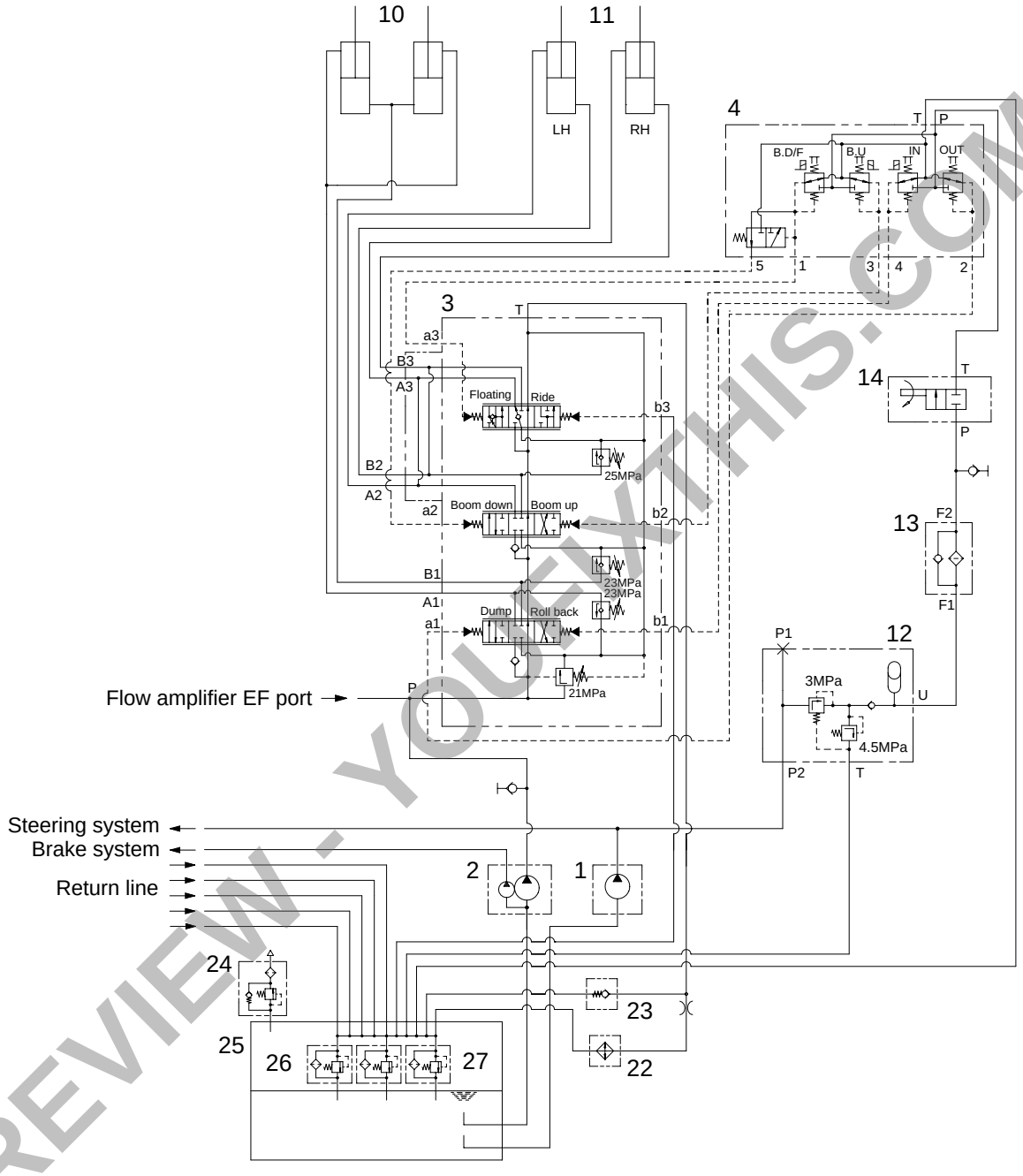
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Fault code No.	Reason	Effect(only when fault code is active)
211	Additional machine diagnostic codes have been logged. Check other ECM's for diagnostic codes.	None on engine performance.
212	High voltage detected at the oil temperature circuit.	No engine protection for oil temperature.
213	Low voltage detected at the oil temperature circuit.	No engine protection for oil temperature.
214	Oil temperature signal indicates oil temperate above 123.9°C(225°F).	Progressive power derate with increasing time after alert. If engine protection shutdown feature is enabled, engine will shut down 30sec after the red lamp starts flashing.
219	Low oil level was detected in the Centinel™ makeup oil tank.	None on performance. Centinel™ deactivated.
221	High voltage detected at the ambient air pressure circuit.	Derate in power output of the engine.
222	Low voltage detected at the ambient air pressure circuit.	Derate in power output of the engine.
223	Incorrect voltage detected at the Centinal™ actuator circuit by the ECM.	None on performance. Centinel™ deactivated.
227	High voltage detected on the ECM voltage supply line to some sensors(VSEN2 supply).	Engine will run derated. No engine protection for oil pressure and coolant level.
234	Engine speed signal indicates engine speed is greater than 2730 rpm.	Fuel shutoff valve closes until engine speed falls to 2184 rpm.
235	Coolant level signal indicates coolant level is below the normal range.	Progressive power derate with increasing time after alert. If engine protection shutdown feature is enabled, engine will shut down 30 seconds after red lamp starts flashing.
237	Duty cycle of the throttle input signal to the primary or secondary engine for multiple unit synchronization is less than 3 percent or more than 97 percent.	All engines(primary and secondary) are shut down with increasing time after alert if hard-coupled. Only secondary engines are shut down with increasing time after alert if soft-coupled.
241	The ECM lost the vehicle speed signal.	Engine speed limited to maximum engine speed without vehicle speed sensor parameter value Cruise Control. Gear-Down Protection and Road Speed Governor will not work (automotive only).
242	Invalid or inappropriate vehicle speed signal detected. Signal indicates an intermittent connection or VSS tampering.	Engine speed limited to maximum engine speed without vehicle speed sensor parameter value Cruise Control. Gear-Down Protection and Road Speed Governor will not work (automotive only).
245	Less than 6 VDC detected at fan clutch circuit when on. Indicates an excessive current draw from the ECM or faulty ECM output circuit.	The fan may stay on at all times.
254	Less than 6 VDC detected at FSO circuit when on. Indicates an excessive current draw from the ECM or a faulty ECM output circuit.	The ECM turns off the FSO supply voltage. The engine will shut down.
255	Externally supplied voltage detected going to the fuel shutoff solenoid supply circuit.	None on performance. Fuel shutoff valve stays open.
285	The ECM expected information from a multiplexed device but did not receive it soon enough or did not receive it at all.	At least one multiplexed device will not operate properly.
286	The ECM expected info from a multiplexed device but only received a portion of the necessary information.	At least on multiplexed device will not operate properly.
287	The machine vehicle electronic control unit (VECU) detected a fault with its throttle pedal.	The engine will only idle.

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3. WORK EQUIPMENT HYDRAULIC CIRCUIT



1	Steering pump	11	Boom cylinder	23	Check valve
2	Main pump	12	Pilot supply unit	24	Air breather
3	Main control valve	13	Line filter	25	Hydraulic tank
4	Remote control valve	14	Safety valve	26	Return filter
10	Bucket cylinder	22	Oil cooler	27	Check valve

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1. ELECTRO-HYDRAULIC CONTROL UNIT

1) DISASSEMBLY

(1) Loosen socket head screws and remove selector housing.

※ Special tool
Box spanner TX-27 5873 042 002

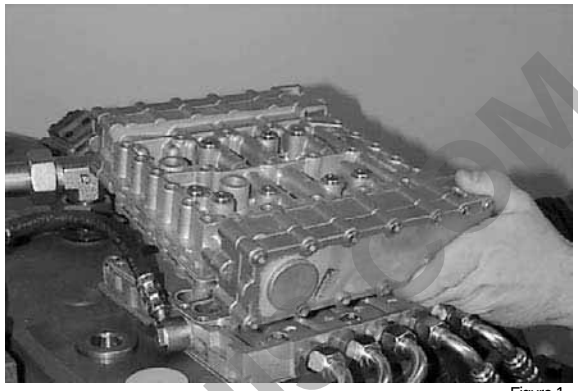


Figure 1

(2) Separate hose lines from the intermediate plate. Loosen socket head screws and separate intermediate plate as well as gaskets and intermediate sheet from gearbox housing.

※ Special tool
Box spanner TX-40 5873 042 004

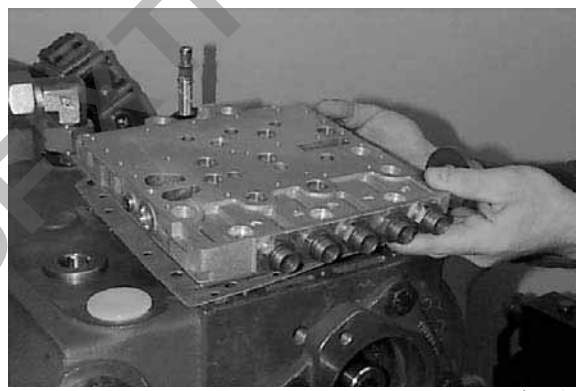


Figure 2

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

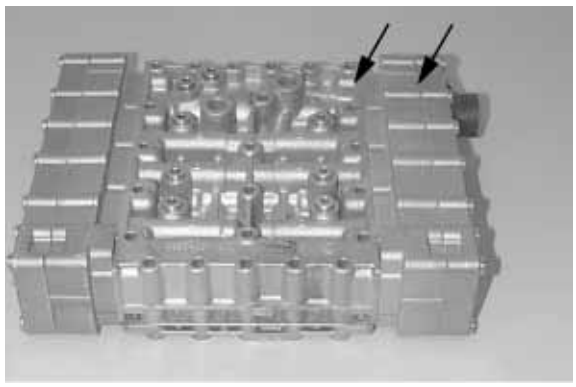
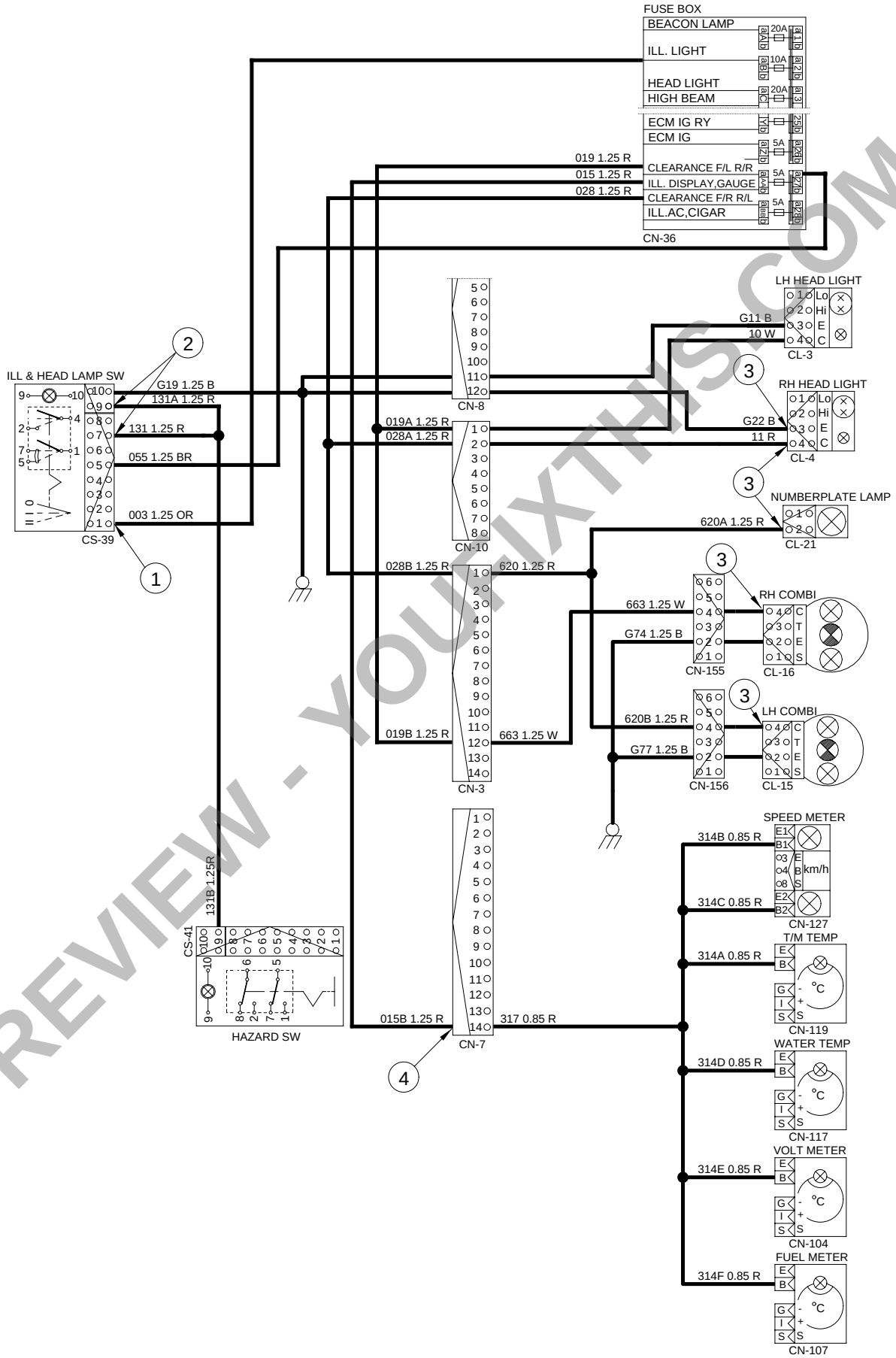


Figure 3

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ILLUMINATION CIRCUIT

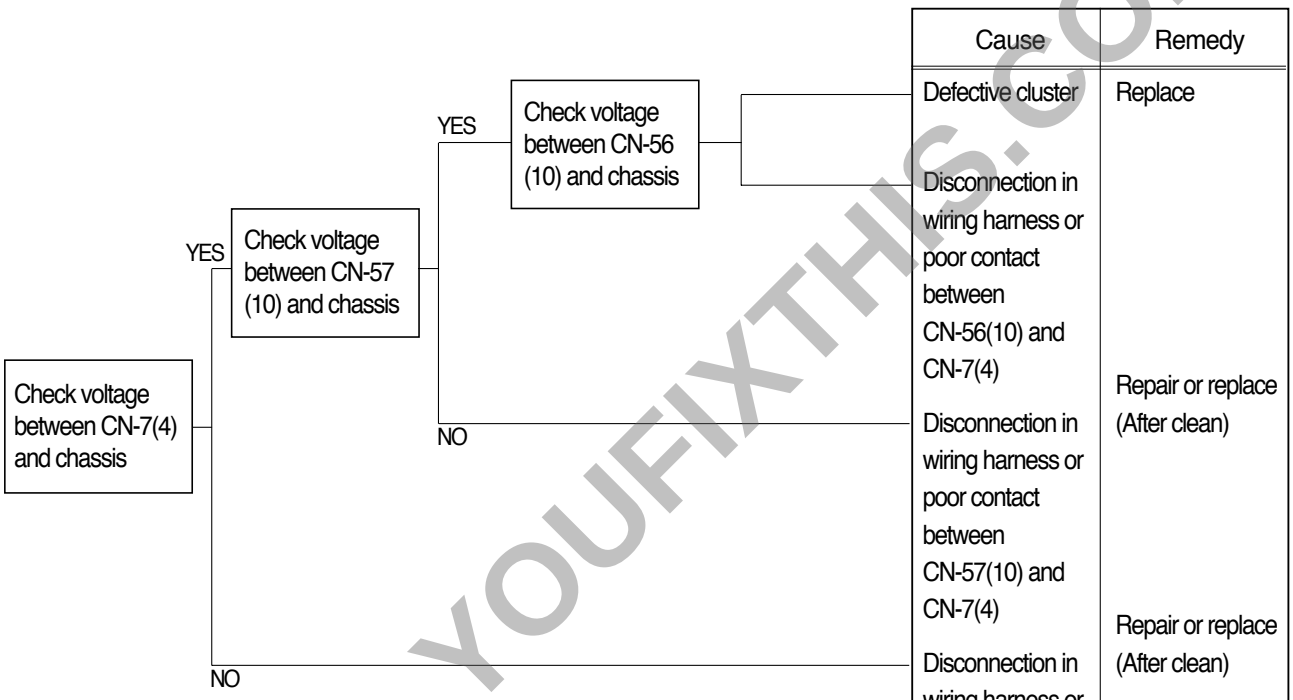


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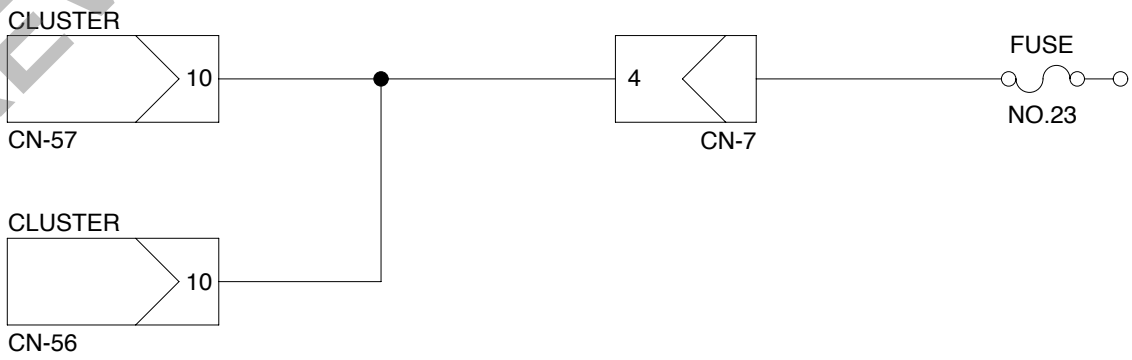
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1. WHEN STARTING SWITCH IS TURNED ON, CLUSTER LAMP DOES NOT LIGHT UP

· Before carrying out below procedure, check all the related connectors are properly inserted and the fuse No.23 is not blown out and ON/OFF of bulb.
· After checking, connect the disconnected connectors again immediately unless otherwise specified.



Cause	Remedy
Defective cluster	Replace
Disconnection in wiring harness or poor contact between CN-56(10) and CN-7(4)	Repair or replace (After clean)
Disconnection in wiring harness or poor contact between CN-57(10) and CN-7(4)	Repair or replace (After clean)
Disconnection in wiring harness or poor contact between CN-7(4) and fuse No.23	



Check voltage

YES	20 ~ 30V
NO	0V

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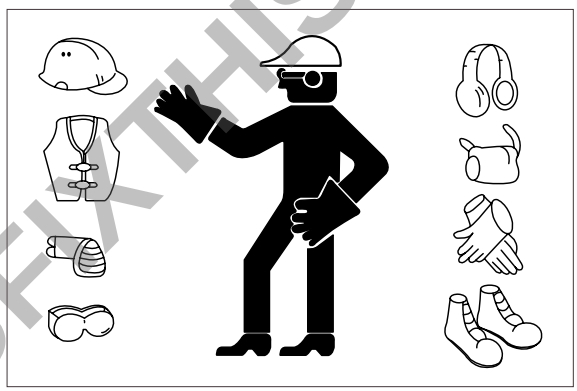
GROUP 1 SAFETY HINTS

FOLLOW SAFE PROCEDURE

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

WEAR PROTECTIVE CLOTHING

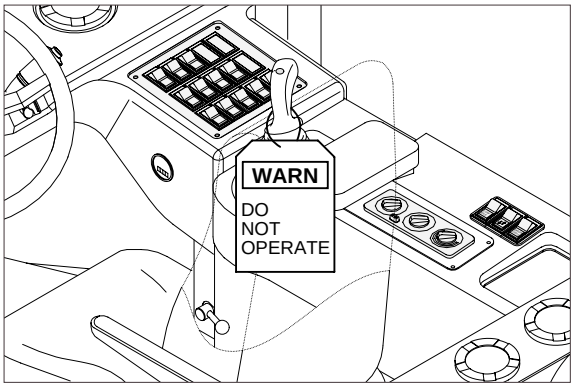
Wear close fitting clothing and safety equipment appropriate to the job.



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.



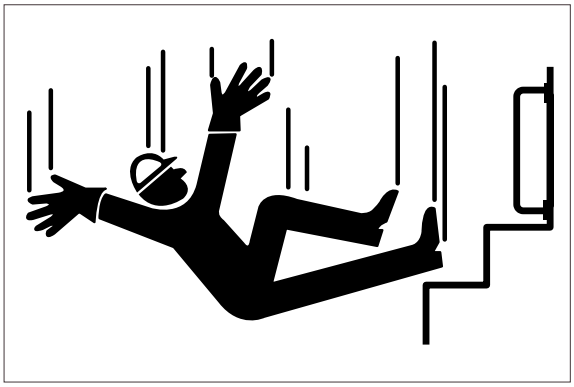
USE HANDHOLDS AND STEPS

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 = 0.03937 in

	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

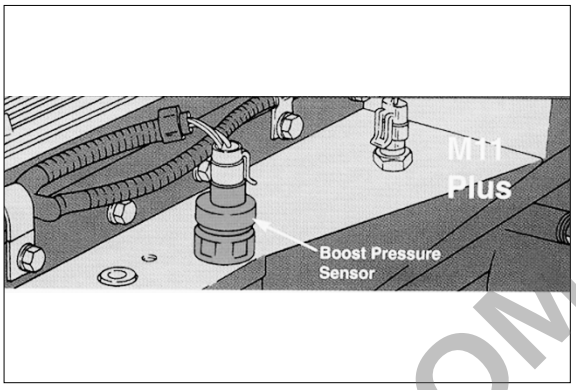
1kg = 2.2046lb

	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

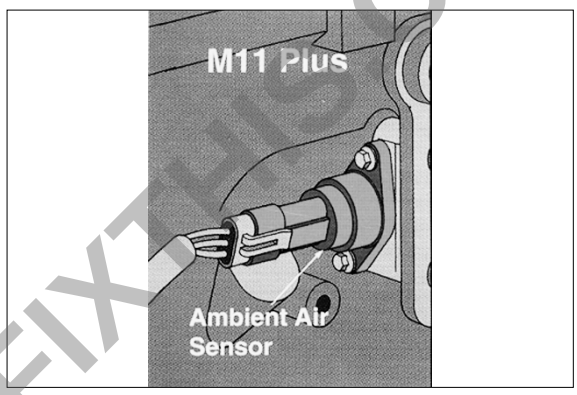
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9) The Boost Pressure Sensor is mounted next to the intake manifold temperature sensor. Its input is crucial to the precise electronic control of fuel metering.

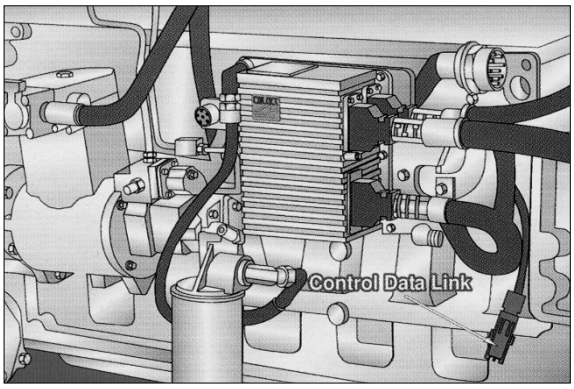


10) An Ambient Air Pressure sensor provides altitude input information to the ECM for altitude derate purposes.



11) The vehicle Control Data Link Connector provides a means of connecting the QSM system with other onboard microprocessor-based systems, such as an anti-skid braking system.

This connector, however, is not designed to be used with a diagnostic tool such as INSITE. INSITE and other diagnostic tools should only be connected to the Service Data Links located on the OEM Harness or the Service Data Link mounted on the engine next to the ECM.



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Fault code (Hex)	Int. code (Dec)	Meaning of the fault code possible reason for fault detection	Reaction of the TCU	Possible steps to repair	Remarks
25	33	**S.C. to battery voltage or O.C. at transmission sump temperature sensor input** The measured voltage is too high: • Cable is defective and is contacted to battery voltage • Cable has no connection to TCU • Temperature sensor has an internal defect • Connector pin is contacted to battery voltage or is broken	No reaction, TCU use default temperature OP mode : Normal	• Check the cable from TCU to the sensor • Check the connectors • Check the temperature sensor	
26	30	**S.C. to battery voltage or O.C. at transmission sump temperature sensor input** The measured voltage is too low: • Cable is defective and is contacted to vehicle ground • Temperature sensor has an internal defect • Connector pin is contacted to vehicle ground	No reaction, TCU uses default temperature OP mode : Normal	• Check the cable from TCU to the sensor • Check the connectors • Check the temperature sensor	
27	76	**S.C. to battery voltage or O.C. at retarder temperature sensor input** The measured voltage is too high: • Cable is defective and is contacted to battery voltage • Cable has no connection to TCU • Temperature sensor has an internal defect • Connector pin is contacted to battery voltage or is broken	No reaction, TCU uses default temperature OP mode : Normal	• Check the cable from TCU to the sensor • Check the connectors • Check the temperature sensor	
28	74	**S.C. to ground at retarder temperature sensor input** The measured voltage is too low: • Cable is defective and is contacted to vehicle ground • Temperature sensor has an internal defect • Connector pin is contacted to vehicle ground	No reaction, TCU uses default temperature OP mode : Normal	• Check the cable from TCU to the sensor • Check the connectors • Check the temperature sensor	

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GROUP 2 OPERATIONAL CHECKS AND TROUBLESHOOTING

1. POWER TRAIN OPERATIONAL CHECKS

This procedure is designed so that the mechanic can make a quick check of the system using a minimum amount of diagnostic equipment. If you need additional information, read **Structure and function**, 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 the 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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(27) Insert O-ring(Arrow) into the annular groove of the converter bell.



Figure 99

(28) Place the complete retarder on the converter bell until contact is obtained, using lifting device, and fasten it by means of hexagon head screws.

¡ Pay attention to the radial installation position of the retarder.

· Torque limit(M12/8.8): 8.06kgf¡/m
(58.3lbf¡/ft)

¡ Special tool
Set of eye bolts 5870 204 002



Figure 100

(29) Fasten rotor and flange shaft on the converter, using hexagon head screws.

¡ Tighten hexagon head screws uniformly (180°displaced) as well as secure them with Loctite(Type No. 243).

· Torque limit(M10/8.8): 4.69kgf¡/m
(33.9lbf¡/ft)

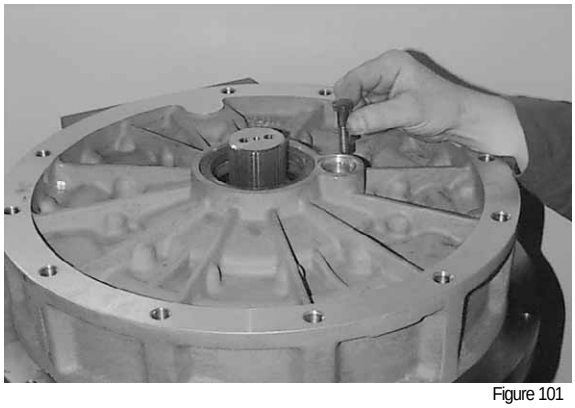


Figure 101

(30) Equip screw plug with new O-ring and install it.

· Torque limit (M30 × 1.5): 9.18kgf¡/m
(66.4lbf¡/ft)



Figure 102

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Check plate clearance K3 = 2.6 ~ 2.8mm (Figure 260 ~ 262) :

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

(1) Install the plate pack according to the Draft, respective the chart.

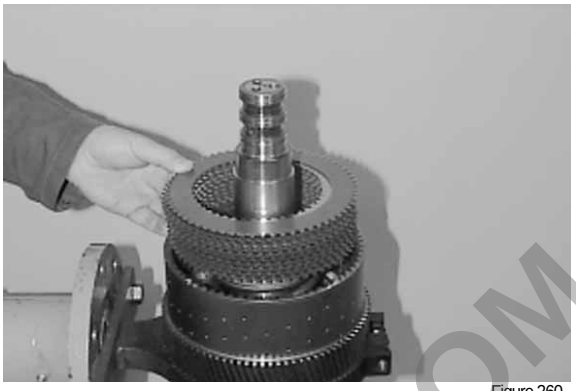


Figure 260

(2) Introduce the end shim and fix it by means of snap ring.

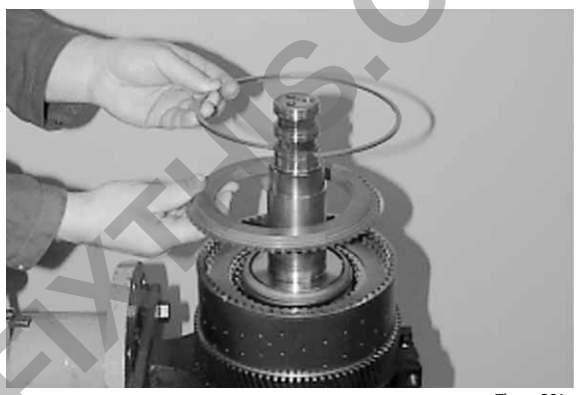


Figure 261

(3) Press the end shim on with about 10kg and set the dial indicator "Zero" (Figure 262). Now, press the end shim against the snap ring(upward), and read the plate clearance on the dial indicator.

※ In case of deviations from the required plate clearance = 2.6~2.8mm, correct with corresponding inner plate Item 7(optional s = 2.5~4.0mm) or and snap ring item 8 (optional).

After the performed adjustment of the plate clearance, disassemble the plate pack, oil plates and install them again.

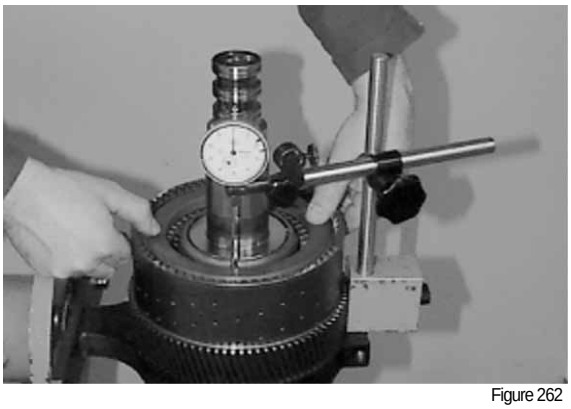


Figure 262

※ Special tool

Magnetic stand	5870 200 055
Dial indicator	5870 200 057

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(17) Line up the bush(Arrow).

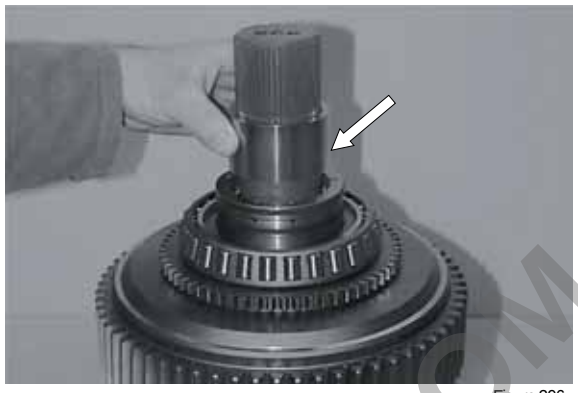


Figure 396

(18) Heat bearing inner race and position it against shoulder.

¡ Use protective gloves.



Figure 397

(19) Insert plate.



Figure 398

(20) Lift the differential into the housing, using lifting device.

¡ Special tool
Set of eye bolts 5870 204 002



Figure 399

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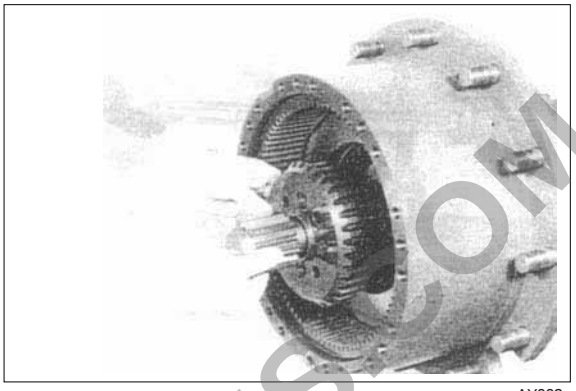
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3. AXLE

1) FINAL DRIVE

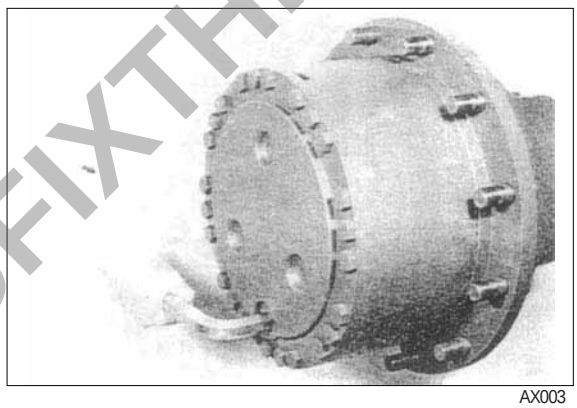
(1) DISASSEMBLY

¤ Loosen oil drain plug and drain oil.



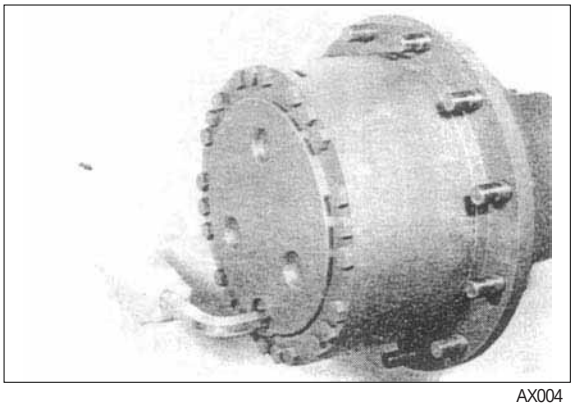
AX002

¤£ Loosen hexagon head screws and lift off the planetary carrier.



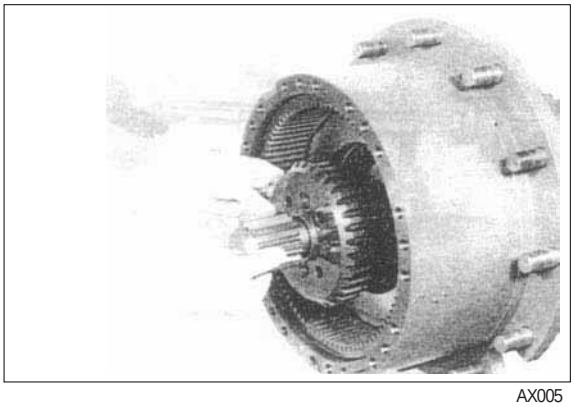
AX003

¤Ø Squeeze out circlip and pull off the planetary gears.
Remove thrust washer.



AX004

¤Œ Pull sun gear along with inner plate carrier from the stub shaft, respectively out of the plate pack.



AX005

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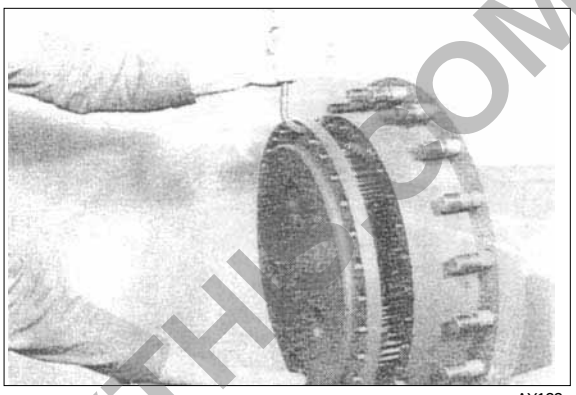
3) DIFFERENTIAL CARRIER

(Version with cast-on bearing caps)

(1) DISASSEMBLY

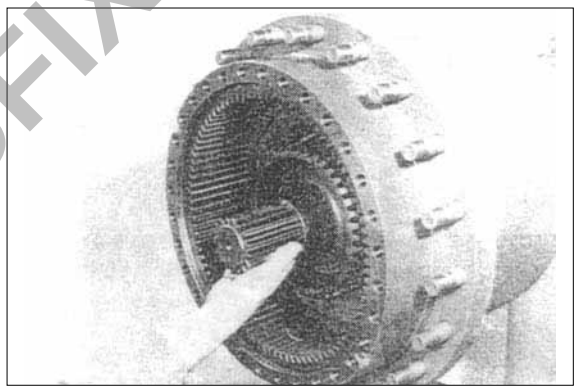
¡ Remove the two stub shafts prior to separate the differential carrier from the axle housing, see figure¤ ~¤Œ

¤ Drain oil from the final drive and the axle housing. Loosen hexagon head screws and separate planetary carrier from the hub, using eye bolt.



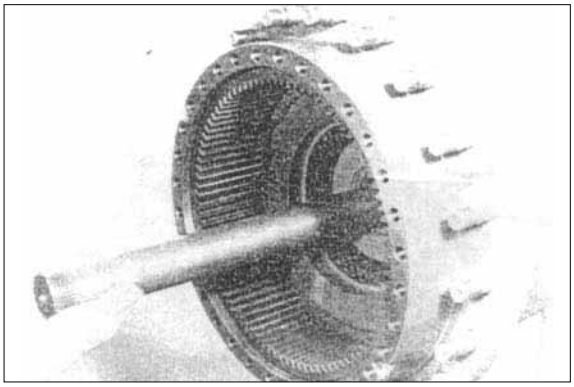
AX133

¤Ł Pull inner plate carrier(Along with sun gear) from the stub shaft.



AX134

¤Ø Pull stub shaft out of the axle housing.

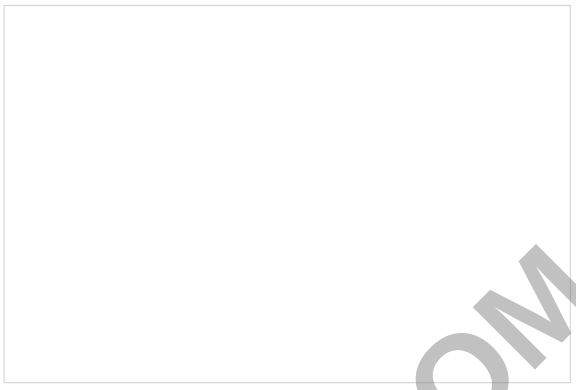


AX135

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¡ Now, install stub shafts again and complete the final drive.
Before the axle is put into service, pay attention to the lubrication instructions, page, page 3-282.

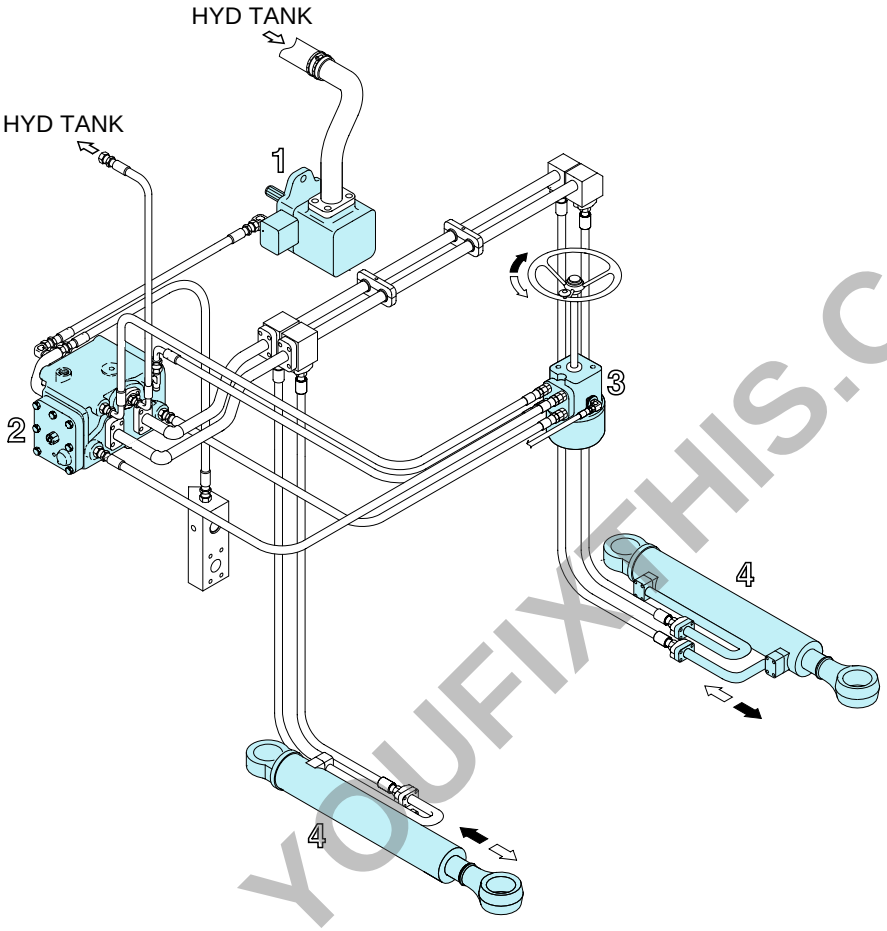


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GROUP 1 STRUCTURE AND FUNCTION

1. OUTLINE



The steering system of this machine is a dynamic load sensing steering system.
This system offers faster response from the priority valve of flow amplifier(2) and the pump. Also if offers advantages in connection with cold start up and improvements in system stability.
The components of the steering system are :

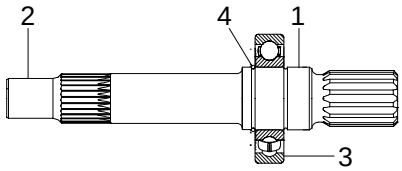
- Steering pump(1)
- Flow amplifier(2)
- Steering unit(3)
- Steering cylinders(4)

The flow amplifier(2) contain a directional valve, an amplification stage, a priority valve, a pilot pressure relief valve and shock and suction valve.
The steering pump(1), draws hydraulic oil from the hydraulic oil tank.
Outlet flow from the steering pump(1) flows to the priority valve of flow amplifier(2). The priority valve of flow amplifier preferentially supplies flow, on demand, to the steering unit(3). When the machine is steered, the steering unit routes flow to the steering cylinders(4) to articulate the machine.

When the machine is not being steered, or if pump flow is greater than steering flow, the priority valve supplies flow to the loader system.

That is, output flow from the steering pump enters into the main pump for the operation of the attachment.

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· Ball bearing(3) should turn freely and snap ring(4) should be in place. Some shaft assemblies have 2 snap rings, before and after the ball bearing.

※ **Never insert a snap ring from shaft seal side, to avoid scratching the sealing surface.**

※ Use protective cone to install shaft assembly. If not available, make sure not to damaged the shaft seal lips.

(3) Pre start check and priming.

① Before operating the pump again, the following points are to be checked :

· Pump rotation is as per electric motor or engine.
· All fittings are properly connected and tight. No oil-leak and/or air intake being allowed.
· If any, valve on suction line is to be fully opened.

② When electric motor or engine is started up, the pump should prime immediately. However, depending on installation and amount of air in the discharge lines, priming may take a few seconds.

③ In case priming does not occur within 15 seconds, equipment should be switched off at once. Then :

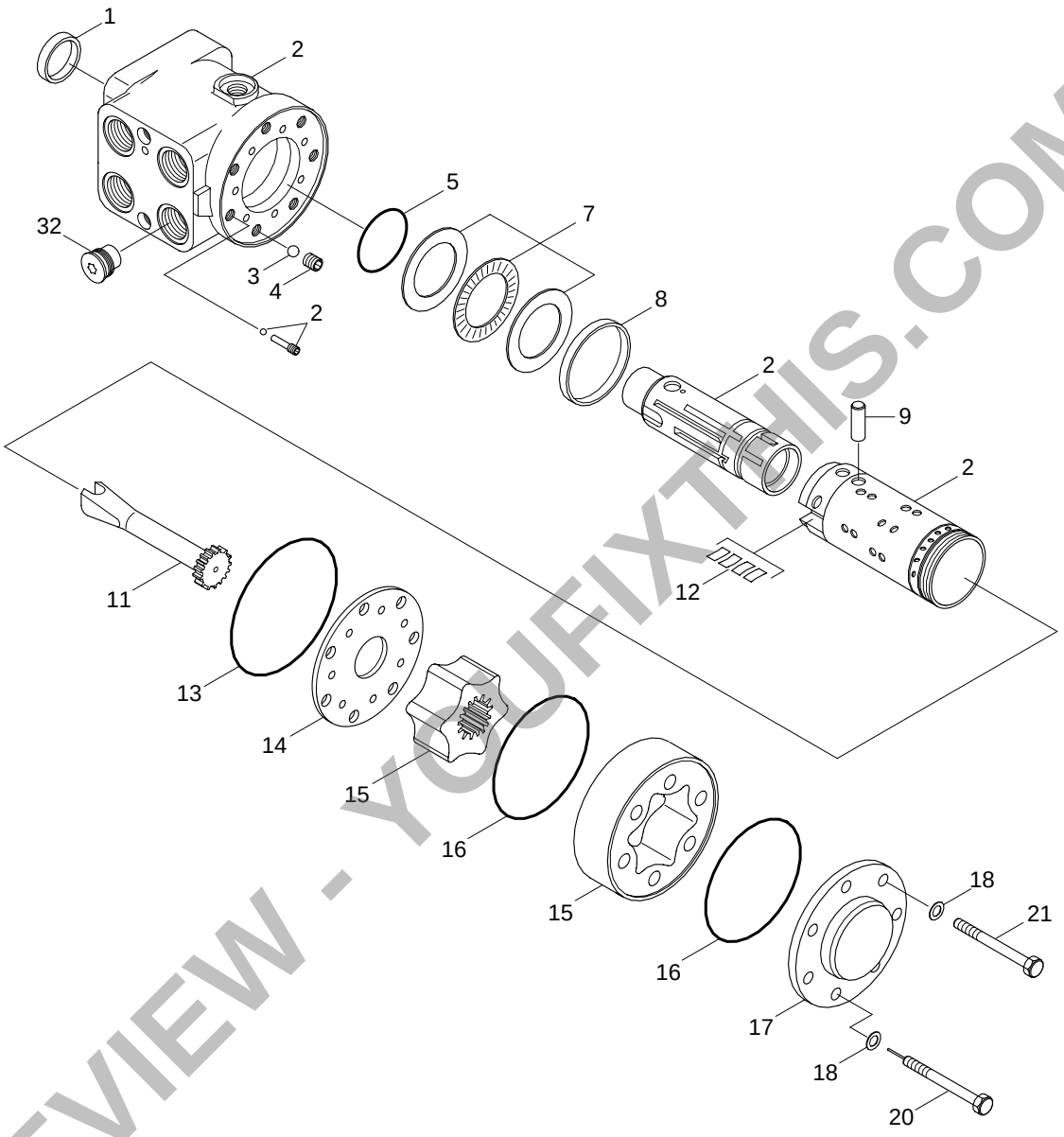
· Manually fill the pump housing with fluid.
· Bleed off air that may be trapped in the pump.
· Check air bleed-off valves.
· Start rotation in a jogging manner until a prime is picked up.

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3. STEERING UNIT

1) STRUCTURE

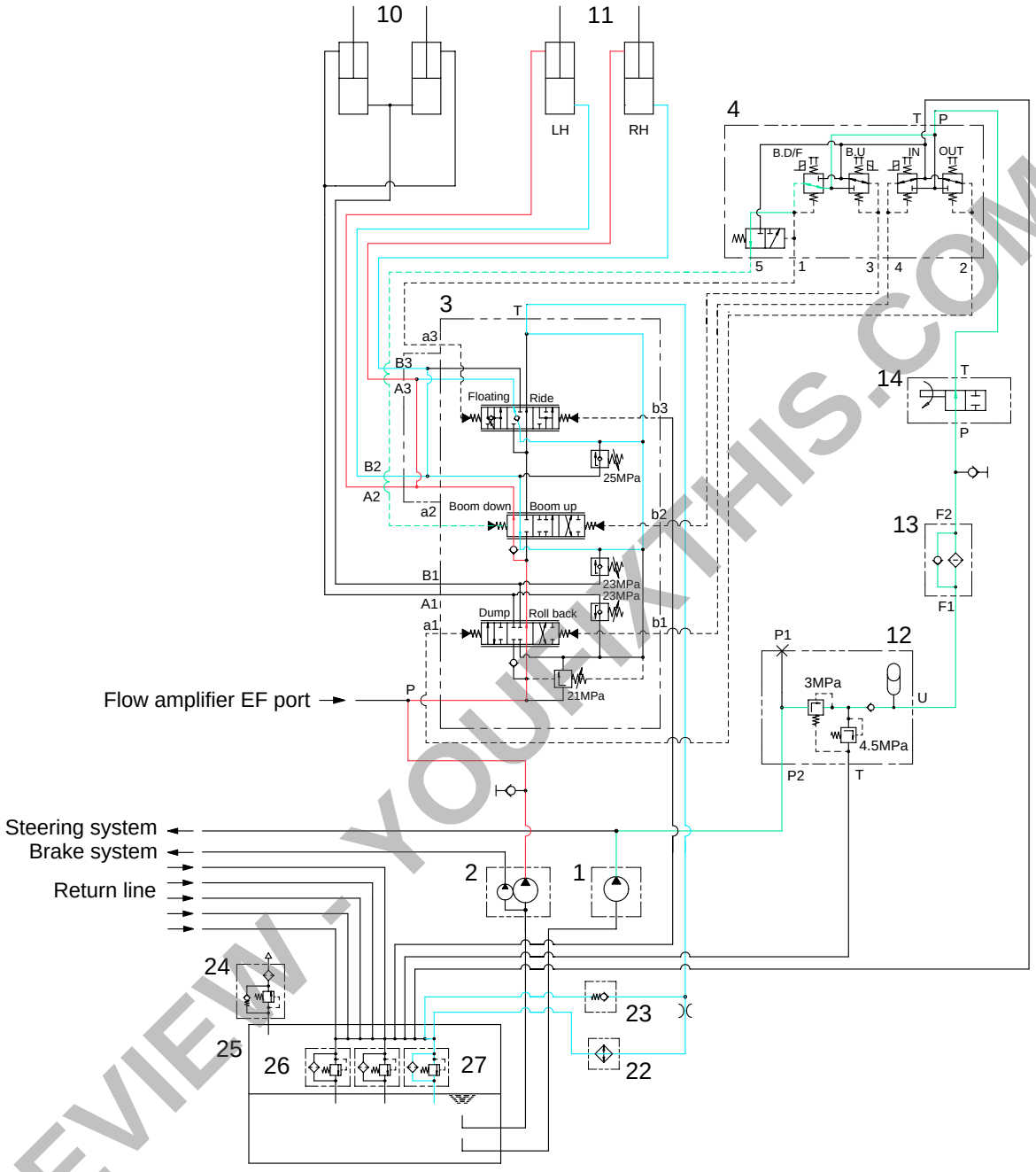


1	Dust seal ring	9	Cross pin	17	End cover
2	Housing, Spool, Sleeve	11	Shaft	18	Washer
3	Ball	12	Spring set	20	Pin screw
4	Bushing	13	O-ring	21	Screw
5	O-ring/Roto glyd ring	14	Distributor plate	32	Check valve
7	Bearing assy	15	Gearwheel set		
8	Ring	16	O-ring		

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2) WHEN THE RCV LEVER IS IN THE LOWER POSITION



- When the RCV lever(4) is pushed forward, the boom spool on the second block is moved to lower position by pilot pressure from port 5 of RCV.
- The oil from main pump(2) flows into main control valve and then goes to small 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 returned from large chamber of boom cylinder(11) returns to hydraulic tank(25) through the boom spool at the same time.
- When the lowering speed of boom is faster, the return oil from the large chamber of boom cylinder combines with the oil from the pump through the boom float spool on the third block, and flows into the small chamber of the cylinder.
  This prevents cylinder cavitation by the negative pressure when the pump flow cannot match the boom down speed.

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Problem	Cause	Remedy
Hydraulic oil foams	Low oil level. Wrong oil. Water in oil. Loose or faulty suction lines (Air leak in system).	Add recommended oil. Change to recommended oil. Change oil. Tighten or install new lines.
Remote control valve (RCV) **leaking**	Leaking plunger seals.	Remove, inspect and replace plunger seals.

※ **Followings are general precautions for the hydraulic system and equipment.**

1) Every structure has its limit of strength and durability. The relief valve is installed to limit the pressure on the hydraulic equipment and protect various parts of the wheel loader from possible damage. Therefore, never change the preset pressure of the relief valve unless absolutely necessary.

2) Since the hydraulic equipment is built with precision, the presence of only the slightest amount of dust and/or other particles in the hydraulic circuit might cause wear and/or damage, resulting in unstable functions and/or damage, resulting in unstable functions and/or unexpected accidents. Therefore, always keep hydraulic oil clean. Periodically, check the filter in the return circuit and replace the element as necessary.

3) Extract about 200cc of hydraulic oil from the tank as a sample every 6 months. If possible, have it analyzed by a specialist to confirm that the oil can still be used. Never extract the oil for sampling until the oil temperature has become the normal operating temperature. Since the replacement period varies depending on operating conditions, refer to **Operator's Manual** and change oil.

4) Should the equipment get damaged due to the presence of metal particles and/or foreign matter in the circuit drain out the hydraulic oil and carry out flushing. Also, replace the filter element and clean the hydraulic tank. Change the hydraulic oil entirely.

5) When checking the filter, if found metal particles in the element, drain out the hydraulic oil entirely, flush the whole circuit, and then fill with new oil. The presence of metal particles may indicate internal damage to the equipment. In such a case, check carefully before flushing, and repair or replace as required.

6) To add and/or change the hydraulic oil, always use recommended oil.(Refer to the list of recommended oils and lubricants at page 1-21, **Recommended lubricants**.) Never mix oil of different makes of kinds.

7) To change the hydraulic oil, use a clean vessel and funnel for pouring it into the tank. Never use cloth because it might cause the presence of lint in the circuit.

8) When removing the hydraulic equipment, be sure to put plugs or caps on hoses, tube lines and ports. Also, enter mating marks for later identification.

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(4) Overall assemble

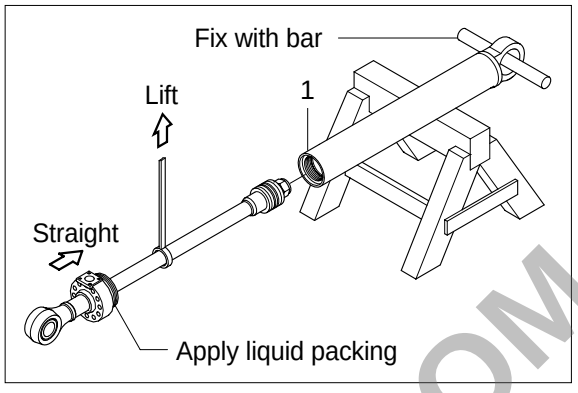
① Place a V-block on a rigid work bench. Mount the cylinder tube assembly(1) on it and fix the assembly by passing a bar through the clevis hole to lock the assembly.

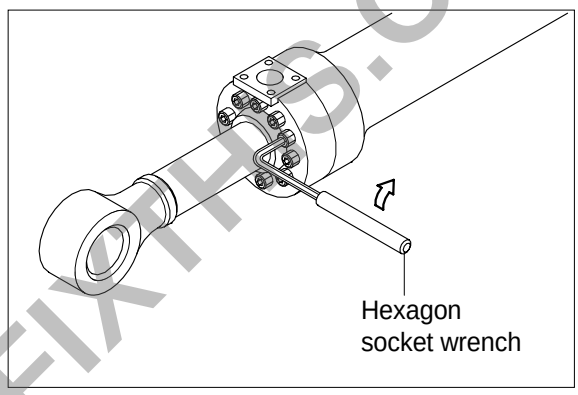
② Insert the piston rod assembly in to the cylinder tube assembly, while lifting and moving the piston rod assembly with a crane.

※ Be careful not to damage piston seal by thread of cylinder tube.

③ Match the bolts holes in the cylinder head flange to the tapped holes in the cylinder tube assembly and tighten socket bolts to a specified torque.

※ Refer to the table of tightening torque.

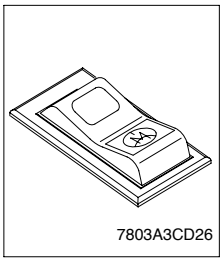




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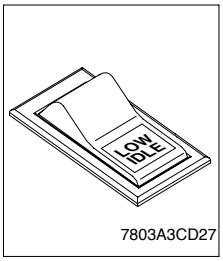
13) PUMP MOTORSWITCH (option)



(1) The emergency steering system can be manually tested.
Push the pump motor switch in order to determine if the emergency steering and the emergency steering lamp are functional.

(2) When the switch is pushed, the emergency steering pump motor will run.
The emergency steering lamp will light. If the emergency steering lamp does not light, do not operate the machine.

14) LOW IDLE SWITCH



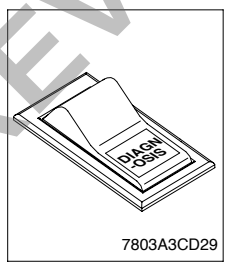
(1) This switch allows the operator to switch the low idle speed between 2 value, "Normal idle and Alternate idle(1200RPM)" depending on low idle switch position.
There is no adjusting the alternate idle speed through the use of Incre/decrement switch. This feature can be configured to require a normal idle to alternate idle switch transition to go to alternate idle at start up and to warm the cab quickly up.

15) INCRE/DECREMENT SWITCH



(1) Use this switch to adjust the engine low idle speed increments of 25rpm. Each time the switch is briefly pushed down, the idle speed is decreased by 25rpm. When the switch is briefly pushed up, the idle speed is increased by 25rpm.

16) DIAGNOSTICS SWITCH



(1) Use this switch to check for engine electronic fuel system and engine protection system fault codes.

※ **Refer to dignostic fault codes, page 7-29.**

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