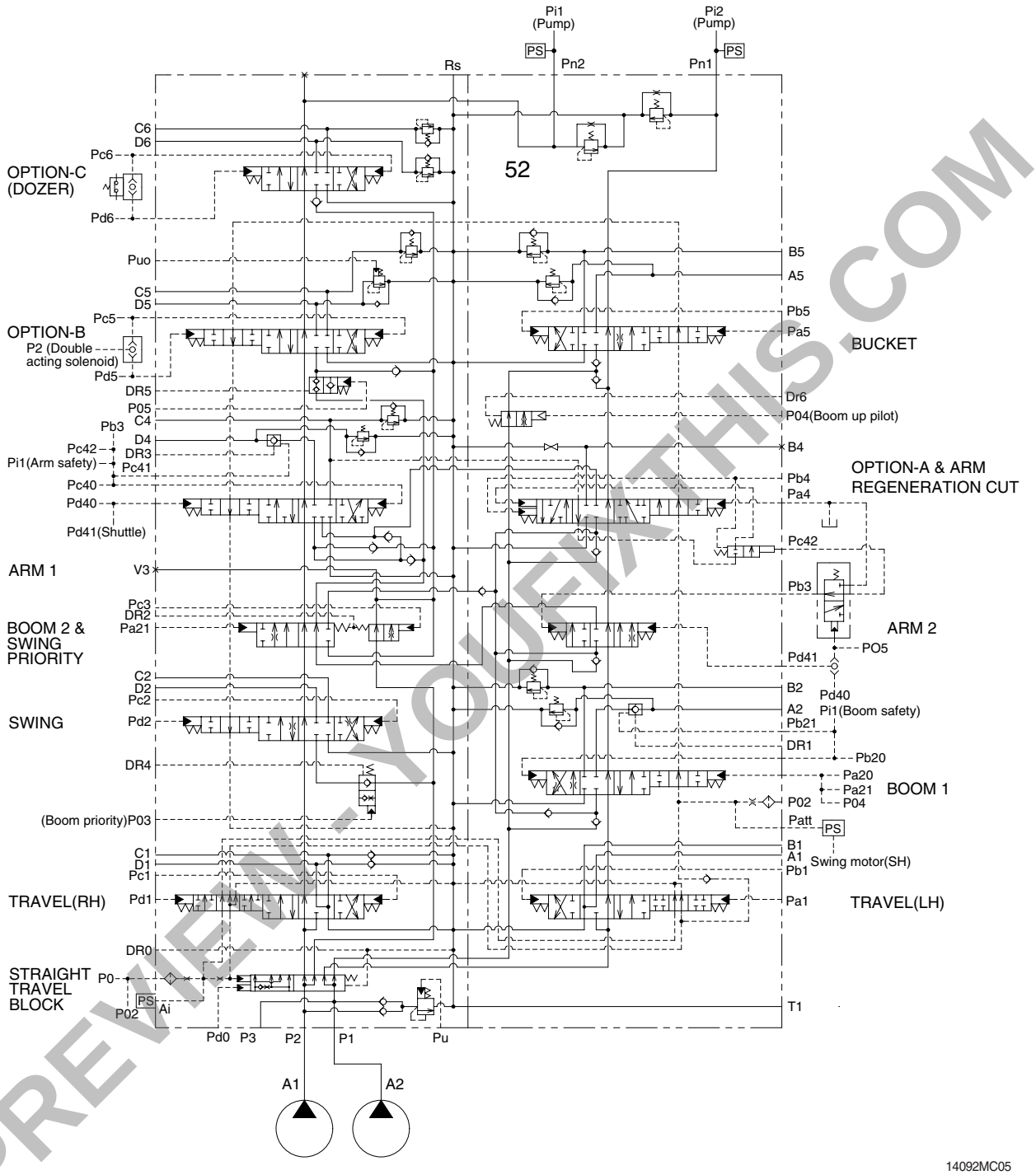
2. HYDRAULIC CIRCUIT



14092MC05

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1. REMOVAL AND INSTALL

1) REMOVAL

(1) Lower the work equipment to the ground and stop the engine.

(2) Operate the control levers and pedals several times to release the remaining pressure in the hydraulic piping

(3) Loosen the breather slowly to release the pressure inside the hydraulic tank.

⚠ Escaping fluid under pressure can penetrate the skin causing serious injury.

(4) Loosen the drain plug under the hydraulic tank and drain the oil from the hydraulic tank.

· Hydraulic tank quantity : 124 ℓ (32.8 U.S. gal)

(5) Remove socket bolts (11) and disconnect hoses (1,2).

(6) Disconnect pilot line hoses (5, 6, 7, 8, 9, 10).

(7) Remove socket bolts (12) and disconnect pump suction pipe (4).

※ When pump suction tube is disconnected, the oil inside the piping will flow out, so catch it in oil pan.

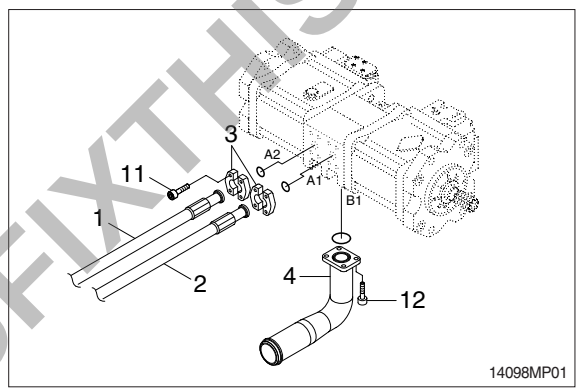
(8) Sling the pump assembly and remove the pump mounting bolts.

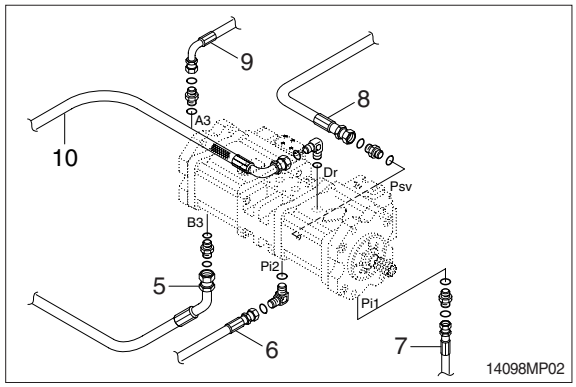
· Weight : 100 kg (220 lb)

※ Pull out the pump assembly from housing.

When removing the pump assembly, check that all the hoses have been disconnected.







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GROUP 2 TIGHTENING TORQUE

1. MAJOR COMPONENTS

No.	Descriptions		Bolt size	Torque	
				kgf · m	lbf · ft
1	Engine	Engine mounting bolt (engine-bracket)	M12 × 1.75	10 ± 1.0	72.3 ± 7.2
2		Engine mounting bolt (bracket-frame, FR)	M20 × 2.5	55 ± 3.5	398 ± 25.3
3		Engine mounting bolt (bracket-frame, RR)	M20 × 2.5	55 ± 3.5	398 ± 25.3
4		Radiator mounting bolt	M16 × 2.0	29.7 ± 4.5	215 ± 32.5
5		Coupling mounting socket bolt	M16 × 2.0	22 ± 1	159 ± 7.2
6		Main pump housing mounting bolt	M10 × 1.5	6.0 ± 0.3	43.4 ± 2.2
7	Hydraulic system	Main pump mounting socket bolt	M16 × 2.0	22.5 ± 0.5	163 ± 3.6
8		Main control valve mounting bolt	M12 × 1.75	12.2 ± 1.3	88.2 ± 9.4
9		Fuel tank mounting bolt	M20 × 2.5	46 ± 5.1	333 ± 36.9
10		Hydraulic oil tank mounting bolt	M20 × 2.5	46 ± 5.1	333 ± 36.9
11		Turning joint mounting bolt, nut	M12 × 1.75	12.3 ± 1.3	88.9 ± 9.4
12	Power train system	Swing motor mounting bolt	M16 × 2.0	29.6 ± 3.2	214 ± 23.1
13		Swing bearing upper part mounting bolt	M18 × 2.5	41.3 ± 4.5	299 ± 32.5
14		Swing bearing lower part mounting bolt	M16 × 1.5	31.3 ± 3.2	226 ± 23.1
15		Travel motor mounting bolt	M16 × 2.0	25.7 ± 4.0	186 ± 28.9
16		Sprocket mounting bolt	M16 × 2.0	23 ± 2.5	166 ± 18.1
17	Under carriage	Carrier roller mounting bolt, nut	M16 × 2.0	29.7 ± 4.4	215 ± 31.8
18		Track roller mounting bolt	M16 × 2.0	29.6 ± 3.2	214 ± 23.1
19		Track roller mounting bolt (R140LCM-9)	M 20× 2.5	41.3 ± 5.0	299 ± 36.2
20		Track tension cylinder mounting bolt	M16 × 2.0	21.9 ± 3.3	158 ± 23.9
21		Track shoe mounting bolt, nut	5/8 - 18UNF	42 ± 4	304± 28.9
22		Track guard mounting bolt	M16 × 2.0	29.6 ± 3.2	214± 23.1
23	Others	Counterweight mounting bolt	M27 × 3.0	140 ± 15	1013 ± 108
24		Cab mounting bolt	M12 × 1.75	12.8 ± 3.0	92.6 ± 21.7
25		Operator's seat mounting bolt	M 8 × 1.25	4.05 ± 0.8	29.3 ± 5.8

※ **For tightening torque of engine and hydraulic components, see engine maintenance guide and service manual.**

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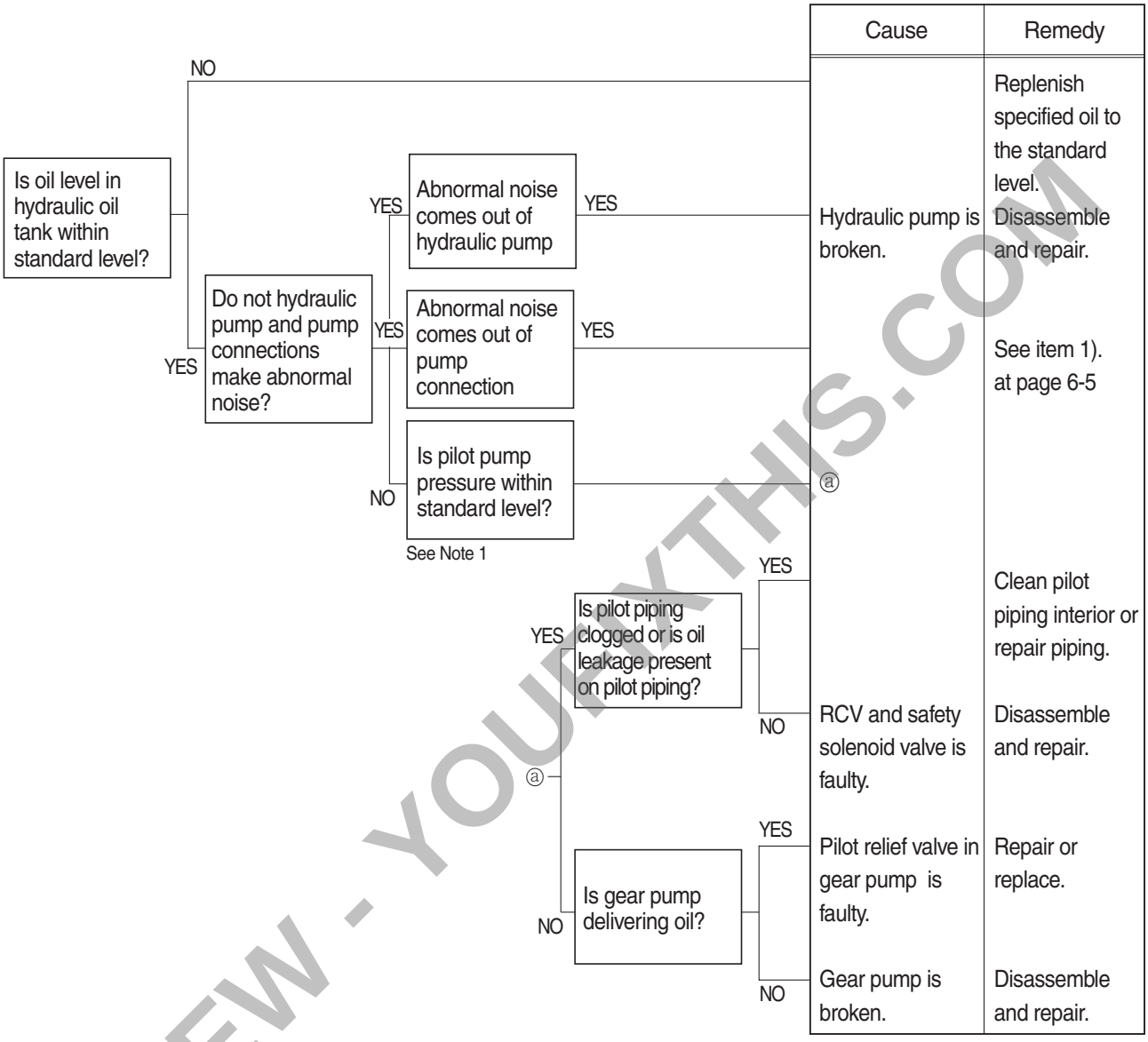
3. MACHINE ERROR CODES TABLE

Error code		Description
HCESPN	FMI	
101	3	Hydraulic oil temperature sensor circuit - Voltage above normal, or shorted to high source.
	4	Hydraulic oil temperature circuit - Voltage below normal, or shorted to low source.
105	0	Working pressure sensor data above normal range.
	1	Working pressure sensor data below normal range.
	2	Working pressure sensor data error.
	4	Working pressure sensor circuit - Voltage below normal, or shorted to Low source.
108	0	Travel oil pressure sensor data above normal range.
	1	Travel oil pressure sensor data below normal range.
	2	Travel oil pressure sensor data error.
	4	Travel oil pressure sensor circuit - Voltage below normal, or shorted to low source.
120	0	Main pump 1 (P1) pressure sensor data above normal range.
	1	Main pump 1 (P1) pressure sensor data below normal range.
	2	Main pump 1 (P1) pressure sensor data error.
	4	Main pump 1 (P1) pressure sensor circuit - Voltage below normal, or shorted to low source.
121	0	Main pump 2 (P2) pressure sensor data above normal range.
	1	Main pump 2 (P2) pressure sensor data below normal range.
	2	Main pump 2 (P2) pressure sensor data error.
	4	Main pump 2 (P2) pressure sensor circuit - Voltage below normal, or shorted to low source.
122	0	Overload pressure sensor data above normal range.
	1	Overload pressure sensor data below normal range.
	2	Overload pressure sensor data error.
	4	Overload pressure sensor circuit - Voltage below normal, or shorted to low source.
123	0	Negative 1 pressure sensor data above normal range.
	1	Negative 1 pressure sensor data below normal range.
	2	Negative 1 pressure sensor data error.
	4	Negative 1 pressure sensor circuit - Voltage below normal, or shorted to low source.
124	0	Negative 2 Pressure sensor data above normal range.
	1	Negative 2 Pressure sensor data below normal range.
	2	Negative 2 Pressure sensor data error.
	4	Negative 2 Pressure sensor circuit - Voltage below normal, or shorted to low source.
125	0	Pilot pump (P3) pressure sensor data above normal range.
	1	Pilot pump (P3) pressure sensor data below normal range.
	2	Pilot pump (P3) pressure sensor data error.
	4	Pilot pump (P3) pressure sensor circuit - Voltage below normal, or shorted to low source.
127	0	Boom up pilot pressure sensor data above normal range.
	1	Boom up pilot pressure sensor data below normal range.
	2	Boom up pilot pressure sensor data error.
	4	Boom up pilot pressure sensor circuit - Voltage below normal, or shorted to low source.
133	0	Arm in/out & bucket in pilot pressure sensor data above normal range.
	1	Arm in/out & bucket in pilot pressure sensor data below normal range.
	2	Arm in/out & bucket in pilot pressure sensor data error.
	4	Arm in/out & bucket in pilot pressure sensor circuit - Voltage below normal, or shorted to low source.

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2) ENGINE STARTS BUT MACHINE DOES NOT OPERATE AT ALL



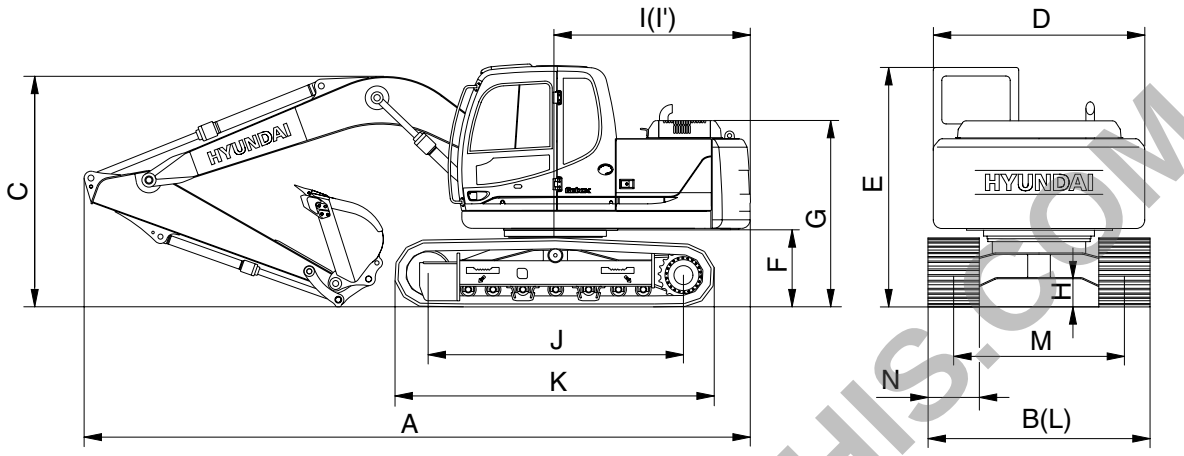
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2. SPECIFICATIONS

1) R140LC-9

· 4.60 m (15' 1") BOOM and 2.50 m (8' 2") ARM



14092SP02

Description		Unit	Specification
Operating weight		kg (lb)	13980 (30820)
Bucket capacity (SAE heaped), standard		m^3 (yd^3)	0.58 (0.76)
Overall length	A	mm (ft-in)	7820 (25' 7")
Overall width, with 600 mm shoe	B		2600 (8' 6")
Overall height	C		2780 (9' 1")
Superstructure width	D		2500 (8' 2")
Overall height of cab	E		2860 (9' 4")
Ground clearance of counterweight	F		940 (3' 1")
Engine cover height	G		2050 (6' 7")
Minimum ground clearance	H		440 (1' 5")
Rear-end distance	I		2330 (7' 7")
Rear-end swing radius	I'		2330 (7' 7")
Distance between tumblers	J		3000 (9'10")
Undercarriage length	K		3750 (12' 4")
Undercarriage width	L		2600 (8' 6")
Track gauge	M		2000 (6' 7")
Track shoe width, standard	N		600 (24")
Travel speed (low/high)		km/hr (mph)	3.2/5.5 (2.0/3.4)
Swing speed		rpm	12.0
Gradeability		Degree (%)	35 (70)
Ground pressure (600 mm shoe)		kgf/cm^2(psi)	0.36 (5.12)
Max traction force		kg (lb)	13300 (29320)

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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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4. WEIGHT

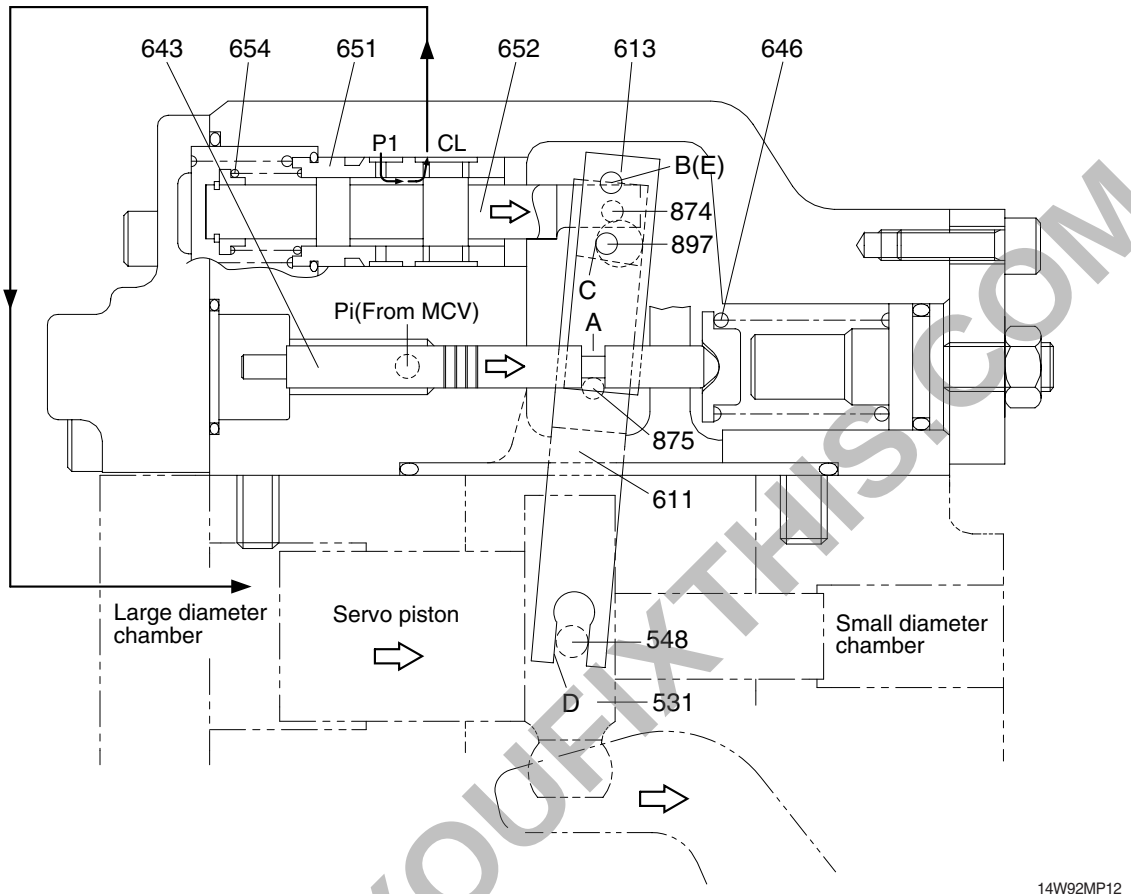
1) R140LC-9, R140LCD-9

Item	R140LC-9		R140LCD-9	
	kg	lb	kg	lb
Upper structure assembly	5630	12420	←	
Main frame weld assembly	1160	2560	←	
Engine assembly	420	930	←	
Main pump assembly	100	220	←	
Main control valve assembly	140	310	←	
Swing motor assembly	120	260	←	
Hydraulic oil tank assembly	160	350	←	
Fuel tank assembly	130	290	←	
Counterweight	2000	4410	←	
Cab assembly	500	1100	←	
Lower chassis assembly	5340	11760	6160	13580
Track frame weld assembly	1590	3510	1840	4060
Swing bearing	190	410	←	
Travel motor assembly	480	1060	←	
Turning joint	50	110	←	
Track recoil spring	210	460	←	
Idler	250	550	←	
Carrier roller	40	90	←	
Track roller	490	1080	←	
Track-chain assembly (600 mm standard triple grouser shoe)	1010	2230	←	
Dozer blade assembly	-		550	1220
Front attachment assembly (4.6 m boom, 2.5 m arm, 0.58 m^3 SAE heaped bucket)	2420	5330	←	
4.6 m boom assembly	830	1830	←	
2.5 m arm assembly	435	960	←	
0.58 m^3 SAE heaped bucket	480	1060	←	
Boom cylinder assembly	130	290	←	
Arm cylinder assembly	160	350	←	
Bucket cylinder assembly	100	220	←	
Bucket control rod assembly	90	200	←	
Dozer blade cylinder assembly	-		55	120

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① Flow reducing function



As the pilot pressure Pi rises, the pilot piston (643) moves to the right to a position where the force of the pilot spring (646) balances with the hydraulic force.

The groove (A) in the pilot piston is fitted with the pin (875) that is fixed to lever 2 (613). Therefore, when the pilot piston moves, lever 2 rotates around the fulcrum of point B [fixed by the fulcrum plug (614) and pin (875)]. Since the large hole section (C) of lever 2 contains a protruding pin (897) fixed to the feedback lever (611), the pin (897) moves to the right as lever 2 rotates. Since the opposing-flat section (D) of the feedback lever is fitted with the pin (548) fixed by the tilting pin (531) that swings the swash plate, the feedback lever rotates around the fulcrum of point D, as the pin (897) moves.

Since the feedback lever is connected with the spool (652) via the pin (874), the spool moves to the right.

The movement of the spool causes the delivery pressure P1 to connect to port CL through the spool and to be admitted to the large diameter section of the servo piston. The delivery pressure P1 that is constantly admitted to the small diameter section of the servo piston moves the servo piston to the right due to the area difference, resulting in decrease of the tilting angle.

When the servo piston moves to the right, point D also moves to the right. The spool is fitted with the return spring (654) and is tensioned to the left at all times, and so the pin (897) is pressed against the large hole section (C) of lever 2.

Therefore, as point D moves, the feedback lever rotates around the fulcrum of point C, and the spool is shifted to the left. This causes the opening between the sleeve (651) and spool (652) to close slowly, and the servo piston comes to a complete stop when it closes completely.

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(2) ARM OUT OPERATION

During arm out operation, the pilot secondary pressure from RCV is supplied to the port Pd40 of spring side and shifts arm 1 spool in the left direction.

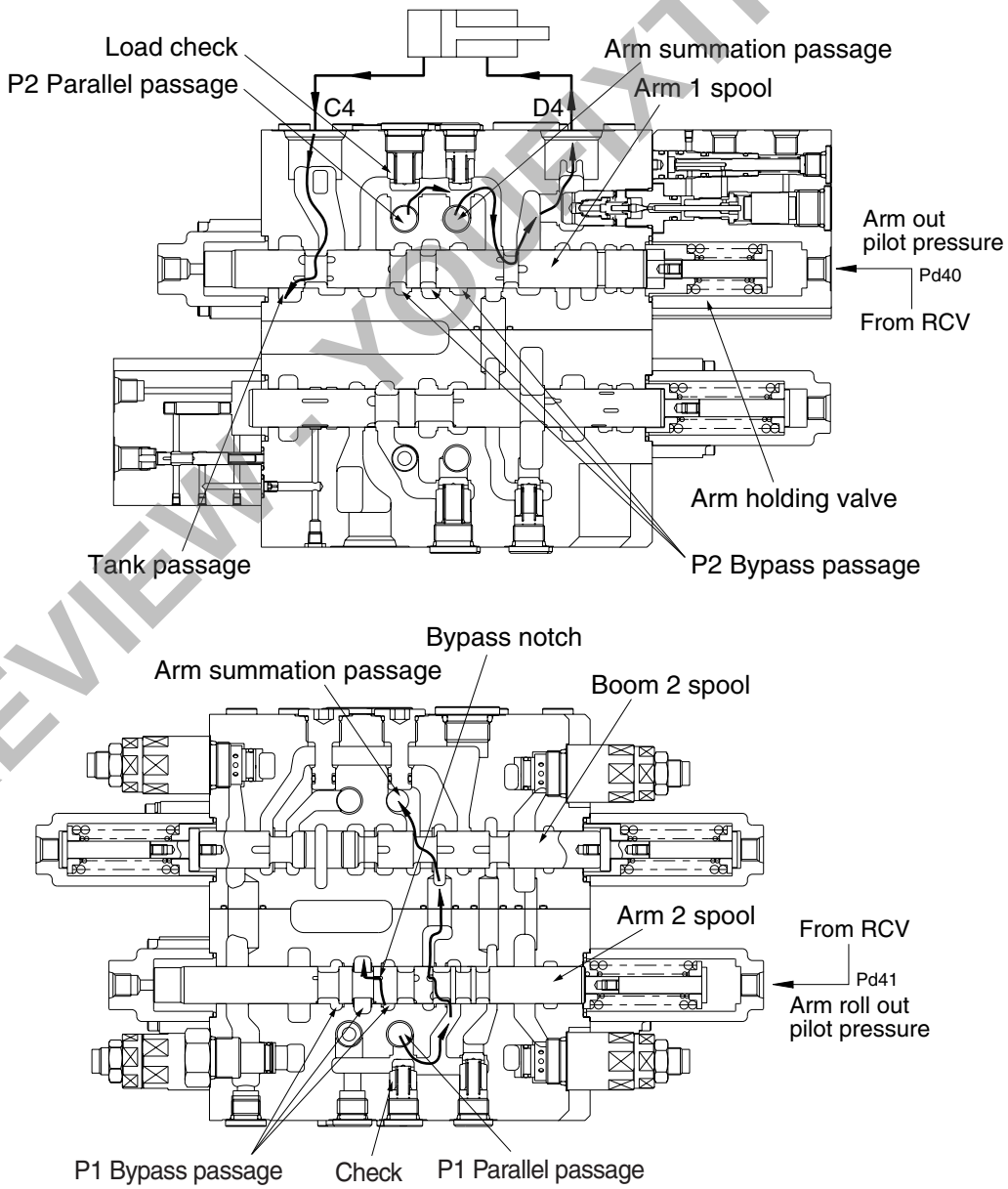
The bypass passage is shut off by the movement of the arm 1 spool and the hydraulic fluid from pump A1 flows into arm 1 spool through the P2 parallel passage. Then it enters into the arm cylinder rod side through the load check, bridge passage, arm holding valve and the port D4.

Also, the pilot secondary pressure from RCV is supplied to the port Pd41 of spring side and shifts arm 2 spool in the left direction.

The bypass passage is shut off by the movement of the arm 2 spool and some of the hydraulic fluid from pump A2 bypassed through bypass notch. The rest of hydraulic fluid from pump A2 flows into the arm summation passage through P1 parallel passage, the check valve, arm 2 spool and boom 2 spool.

Then it enters into the arm cylinder rod side with the fluid from the arm 1 spool.

The return flow from the arm cylinder head side returns to the hydraulic tank through the port C4, the arm 1 spool and tank passage.

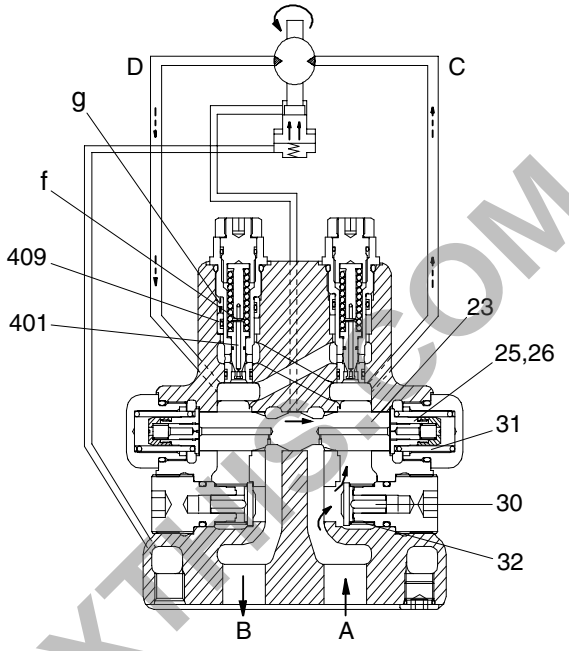


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② **Stopping and stalling** (brake applied)

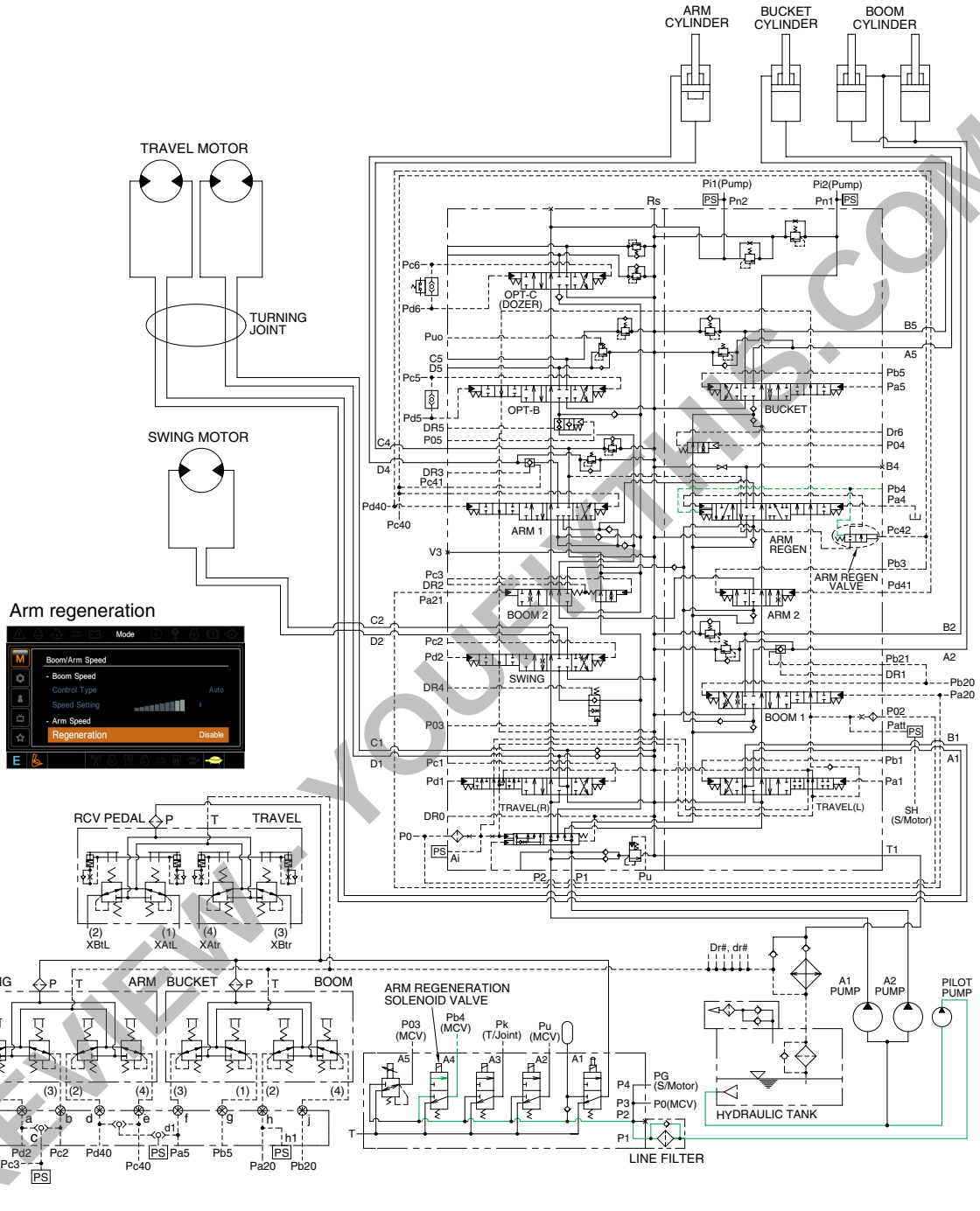
When the pressurized oil supplied from port (A) is stopped during traveling, no hydraulic pressure is applied and spool (23) which has slid to the left will return on the right (neutral) via stopper (25, 26) by the force of spring (31). At the same time, the hydraulic motor will rotate by the inertia even if the pressurized oil stopped, so the port (D) of the motor will become high pressure. This pressurized oil goes from chamber (f) to chamber (g) through the left-hand valve (401). When the oil enters chamber (g), the piston (409) slides to the right so as not to rise the pressure, as shown in the figure. Meanwhile, the left-hand valve (401) is pushed open by the pressurized oil in port (D). Therefore, the pressurized oil in port (D) flows to port (C) at a relatively low pressure, controlling the pressure in port (D) and preventing cavitation in port (C). When the piston (409) reaches the stroke end, the pressure in chamber (g) and (f) increase and the left-hand valve (401) closes again, allowing the oil pressure in port (D) to increase further. Then, the right-hand valve opens port (C) with pressure higher than that machine relief set pressure. In this way, by controlling the pressure in port (D) in two steps, the hydraulic motor is smoothly braked and to a stop.



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6. ARM REGENERATION CUT SYSTEM



When the arm regeneration is selected to disable on the cluster, the arm regeneration solenoid valve is activated. The pilot oil from pilot pump flows into **Pb4** port in main control valve through solenoid valve and the arm regeneration spool is shifted to left.

Then, the oil from arm regeneration passage returns to tank and the arm regeneration function is deactivated.

When the arm regeneration is selected to enable on the cluster, the arm regeneration function is activated and arm in operation speed is increased.

Refer to page 2-36 for the arm regeneration function.

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MEMORANDUM

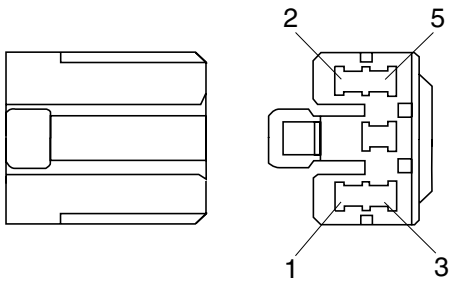
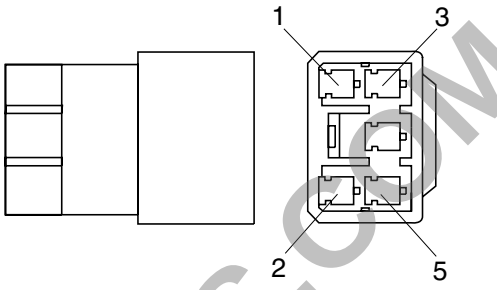
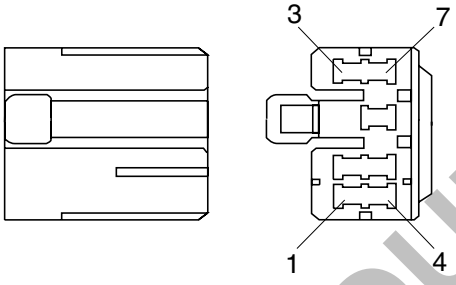
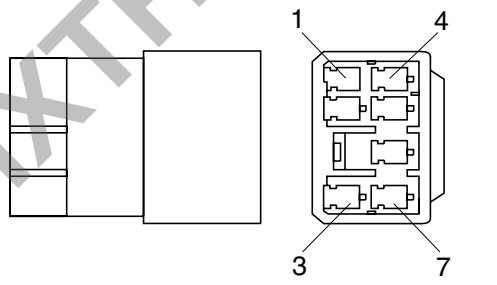
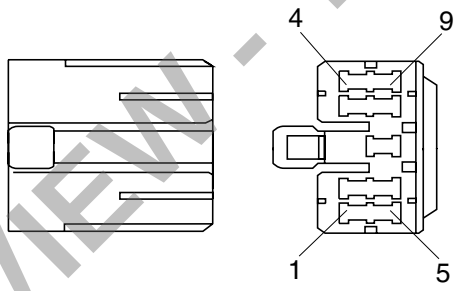
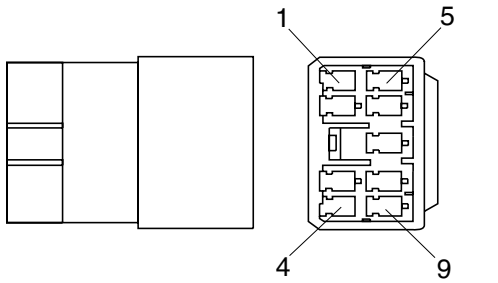
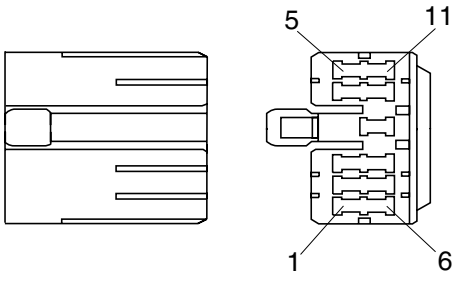
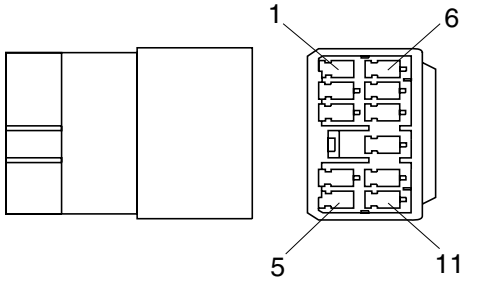
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2. CONNECTION TABLE FOR CONNECTORS

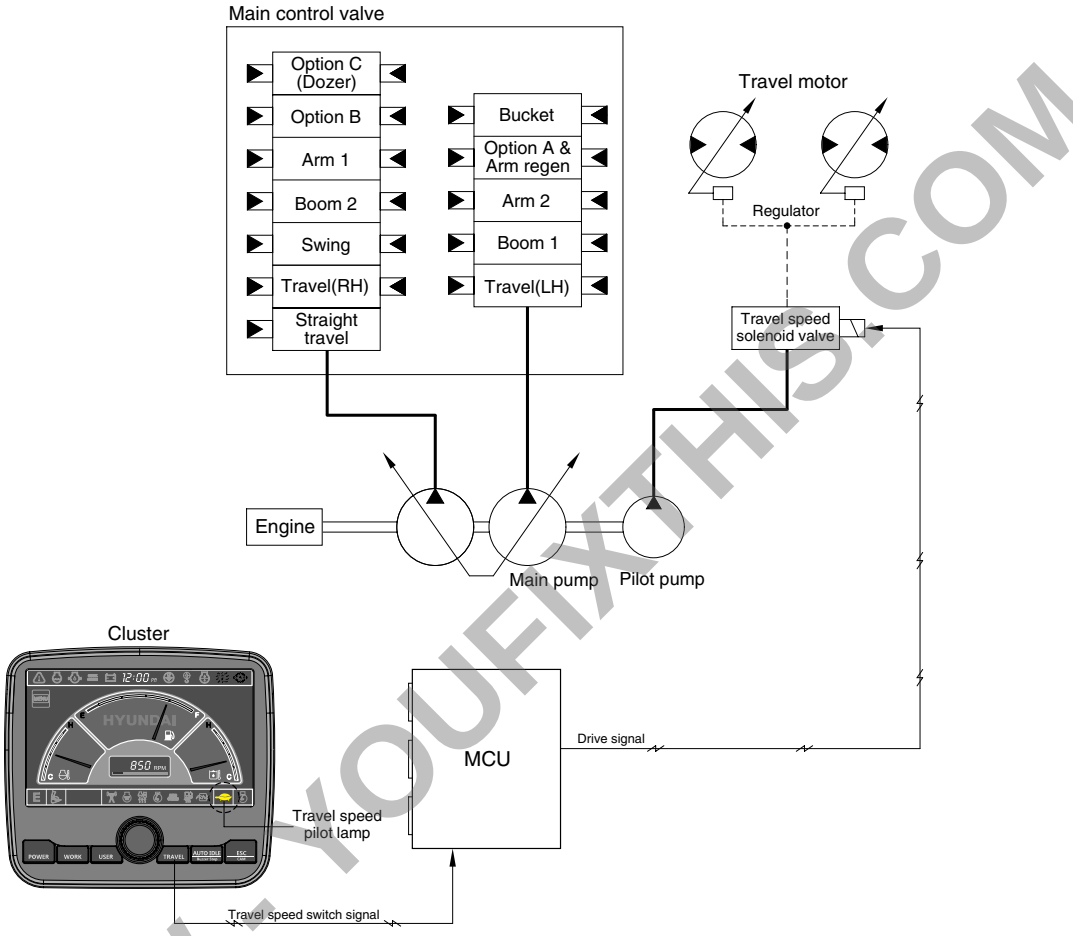
1) PA TYPE CONNECTOR

No. of pin	Receptacle connector (female)	Plug connector (male)
5	 S811-005002	 S811-105002
7	 S811-007002	 S811-107002
9	 S811-009002	 3S811-109002
11	 S811-011002	 S811-111002

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GROUP 5 TRAVEL SPEED CONTROL SYSTEM



Travel speed can be switched manually by pressing the travel speed switch on the cluster.

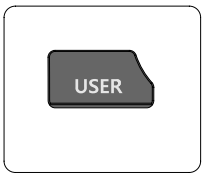
Speed	Travel speed solenoid valve	Lamp on cluster	Operation
Low	OFF	Turtle	Low speed, high driving torque in the travel motor
High	ON	Rabbit	High speed, low driving torque in the travel motor

※ Default : Turtle (Low)

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(3) User mode switch

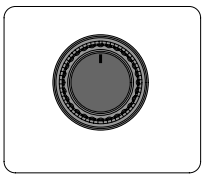


21093CD45D

① This switch is used to memorize the current machine operating status in the MCU and activate the memorized user mode.
- Memory : Push more than 2 seconds.
- Action : Push within 2 seconds.
- Cancel : Push this switch once more within 2 seconds.

② Refer to the page 5-38 for another set of user mode.

(4) Select switch



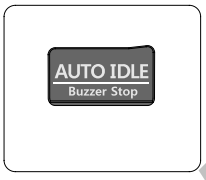
21093CD45E

① This switch is used to select or change the menu and input value.

② Knob push
- Long (over 2 sec) : Return to the operation screen
- Medium (0.5~2 sec) : Return to the previous screen
- Short (below 0.5 sec) : Select menu

③ Knob rotation
This knob changes menu and input value.
- Right turning : Down direction / Increase input value
- Left turning : Up direction / Decreased input value

(5) Auto idle/ buzzer stop switch

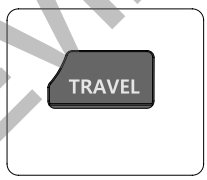


21093CD45F

① This switch is used to activate or cancel the auto idle function.
- Pilot lamp ON : Auto idle function is activated.
- Pilot lamp OFF : Auto idle function is cancelled.

② The buzzer sounds when the machine has a problem.
In this case, push this switch and buzzer stops, but the warning lamp blinks until the problem is cleared.

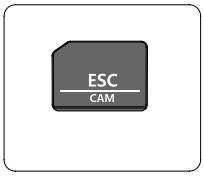
(6) Travel speed control switch



21093CD45G

① This switch is used to select the travel speed alternatively.
- : High speed
- : Low speed

(7) Escape/Camera switch



21093CD45H

① This switch is used to return to the previous menu or parent menu.

② In the operation screen, pushing this switch will display the view of the camera on the machine (if equipped).
Please refer to page 5-48 for the camera.

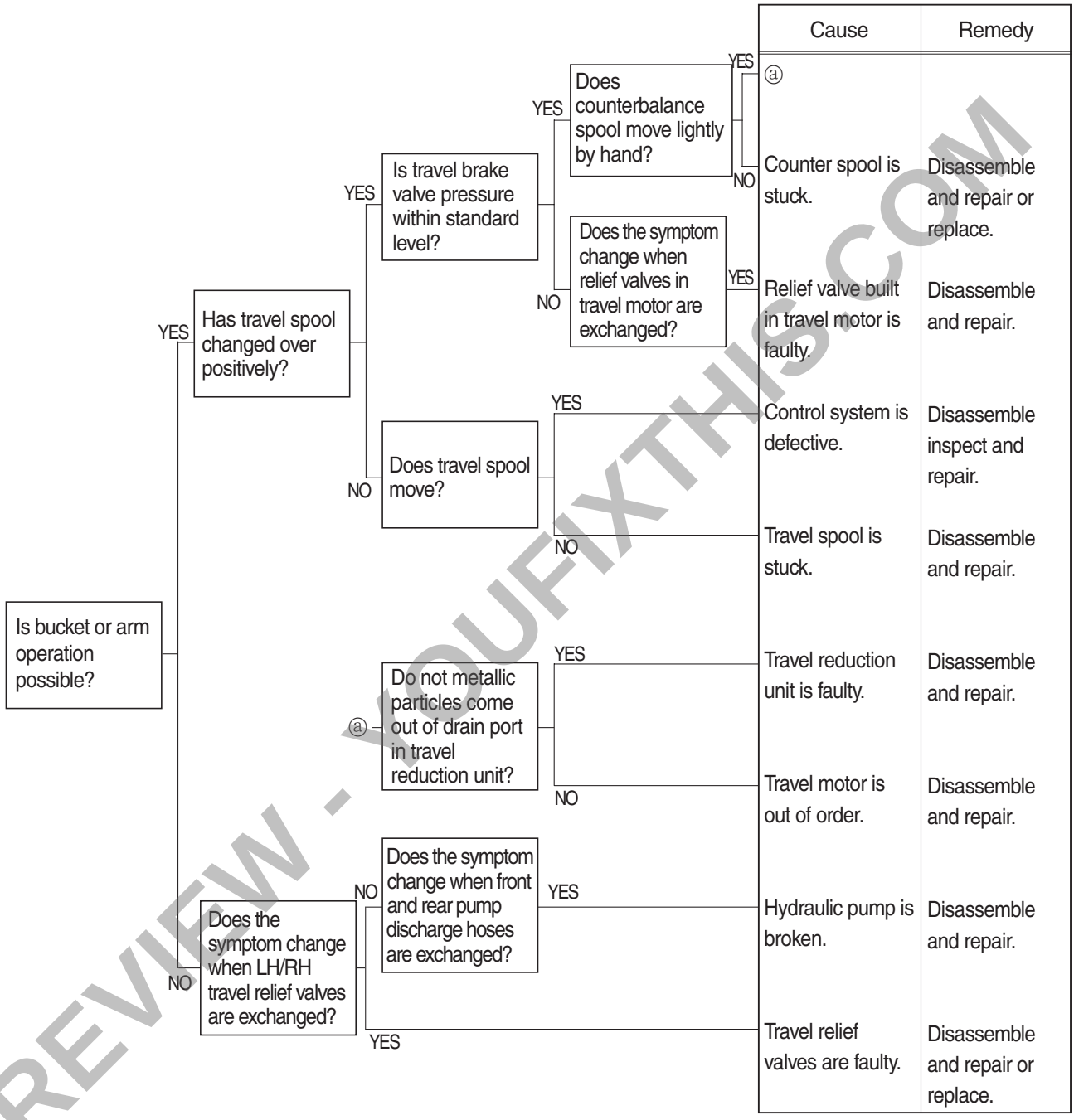
③ If the camera is not installed, this switch is used only ESC function.

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5. TRAVEL SYSTEM

1) TRAVEL DOES NOT FUNCTION AT ALL ON ONE SIDE



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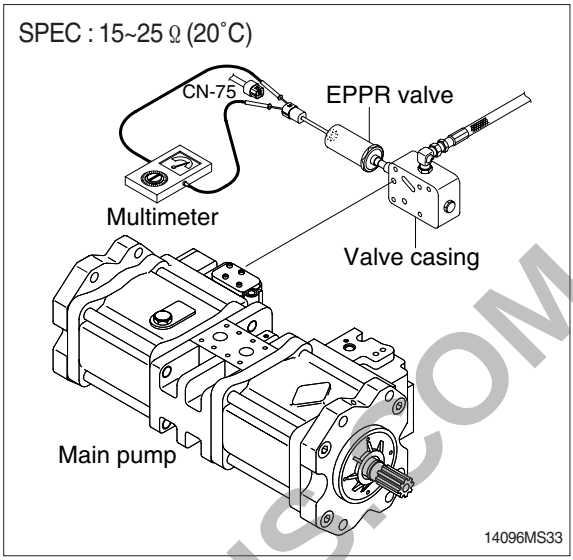
2) TEST PROCEDURE

(1) Test 1 : Check resistance at connector CN-75.

① Starting key OFF.

② Disconnect connector CN-75 from EPPR valve at main hydraulic pump.

③ Check resistance between 2 lines as figure.



(2) Test 2 : Check electric current at EPPR valve.

① Disconnect connector CN-75 from EPPR valve.

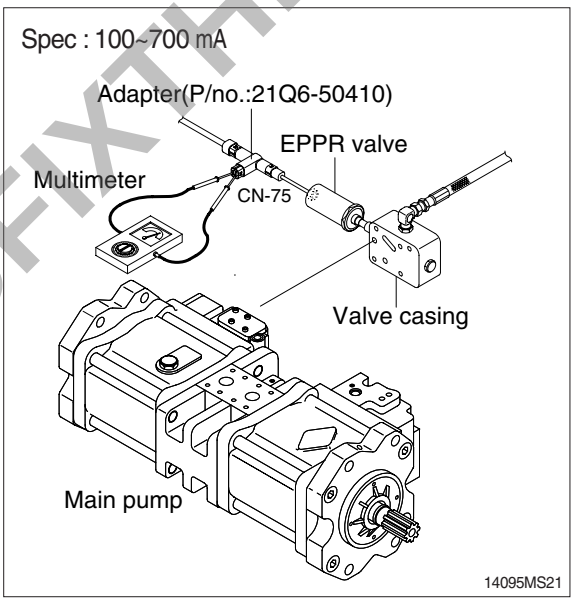
② Insert the adapter to CN-75 and install multimeter as figure.

③ Start engine.

④ Set S-mode and cancel auto decel mode.

⑤ Position the accel dial at 10.

⑥ If rpm display approx 1800±50 rpm check electric current at bucket circuit relief position.



(3) Test 3 : Check pressure at EPPR valve.

① Remove plug and connect pressure gauge as figure.

· Gauge capacity : 0 to 50 kgf/cm² (0 to 710 psi)

② Start engine.

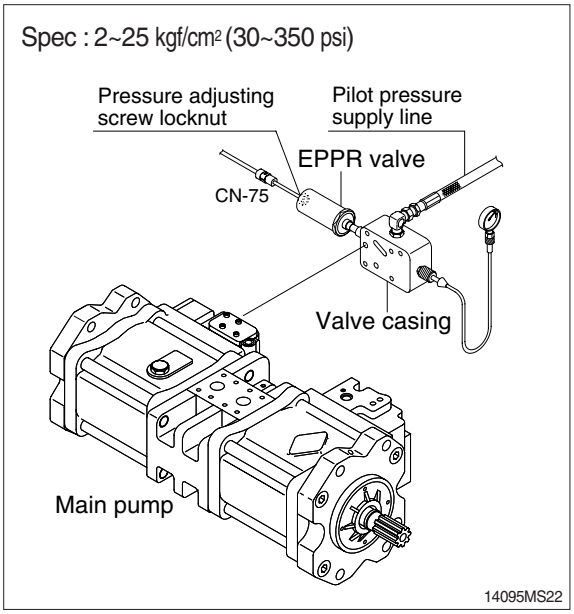
③ Set S-mode and cancel auto decel mode.

④ Position the accel dial at 10.

⑤ If rpm display approx 1800±50 rpm check pressure at relief position of bucket circuit by operating bucket control lever.

⑥ If pressure is not correct, adjust it.

⑦ After adjust, test the machine.



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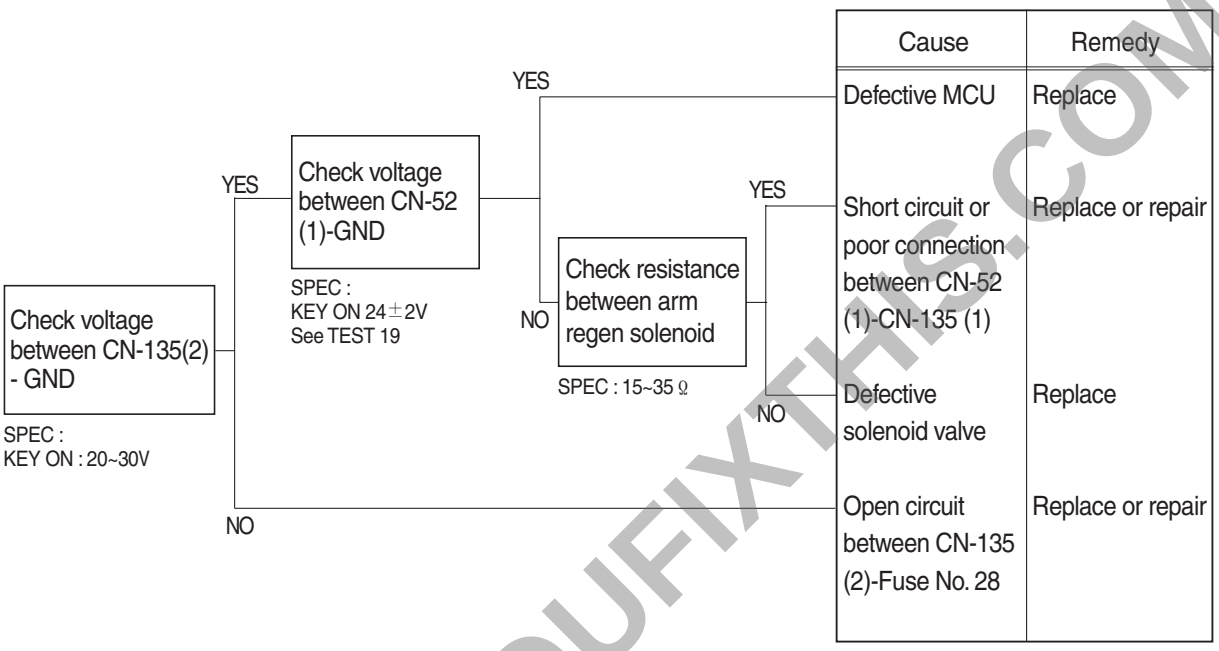
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16. MALFUNCTION OF ARM REGENERATION SOLENOID

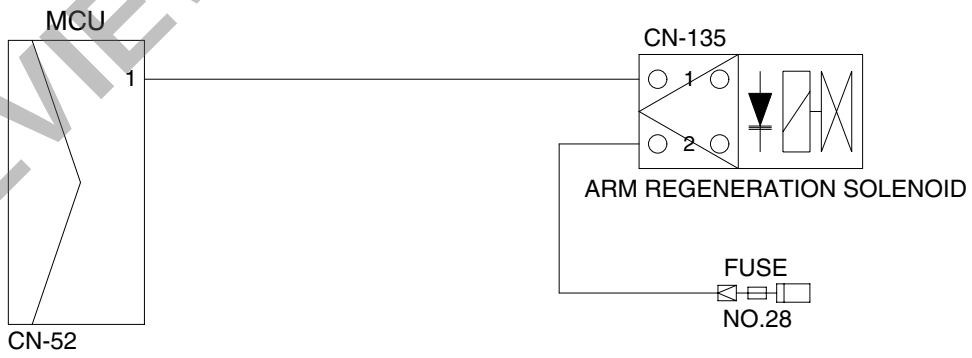
· Fault code : HCESPN 170, FMI 5 or 6

※ Before carrying out below procedure, check all the related connectors are properly inserted.

1) INSPECTION PROCEDURE



Wiring diagram

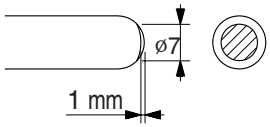


21096MS16

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6. RCV PEDAL

Maintenance check item	Criteria	Remark
Leakage	The valve is to be replaced when the leakage effect to the system. For example, the primary pressure drop.	Conditions : Primary pressure : 40 kgf/cm^2 Oil viscosity : 23 cSt
Spool	This is to be replaced when the sliding surface has worn more than 10μ m, compared with the non-sliding surface.	The leakage at the left condition is estimated to be nearly equal to the above leakage.
Push rod	 This is to be replaced when the top end has worn more than 1 mm.	
Play at operating section	The pin, shaft, and joint of the operating section are to be replaced when their plays become more than 2 mm due to wears or so on.	When a play is due to looseness of a tightened section, adjust it.
Operation stability	When abnormal noises, hunting, primary pressure drop, etc. are generated during operation, and these cannot be remedied, referring to section 6. Troubleshooting, replace the related parts.	

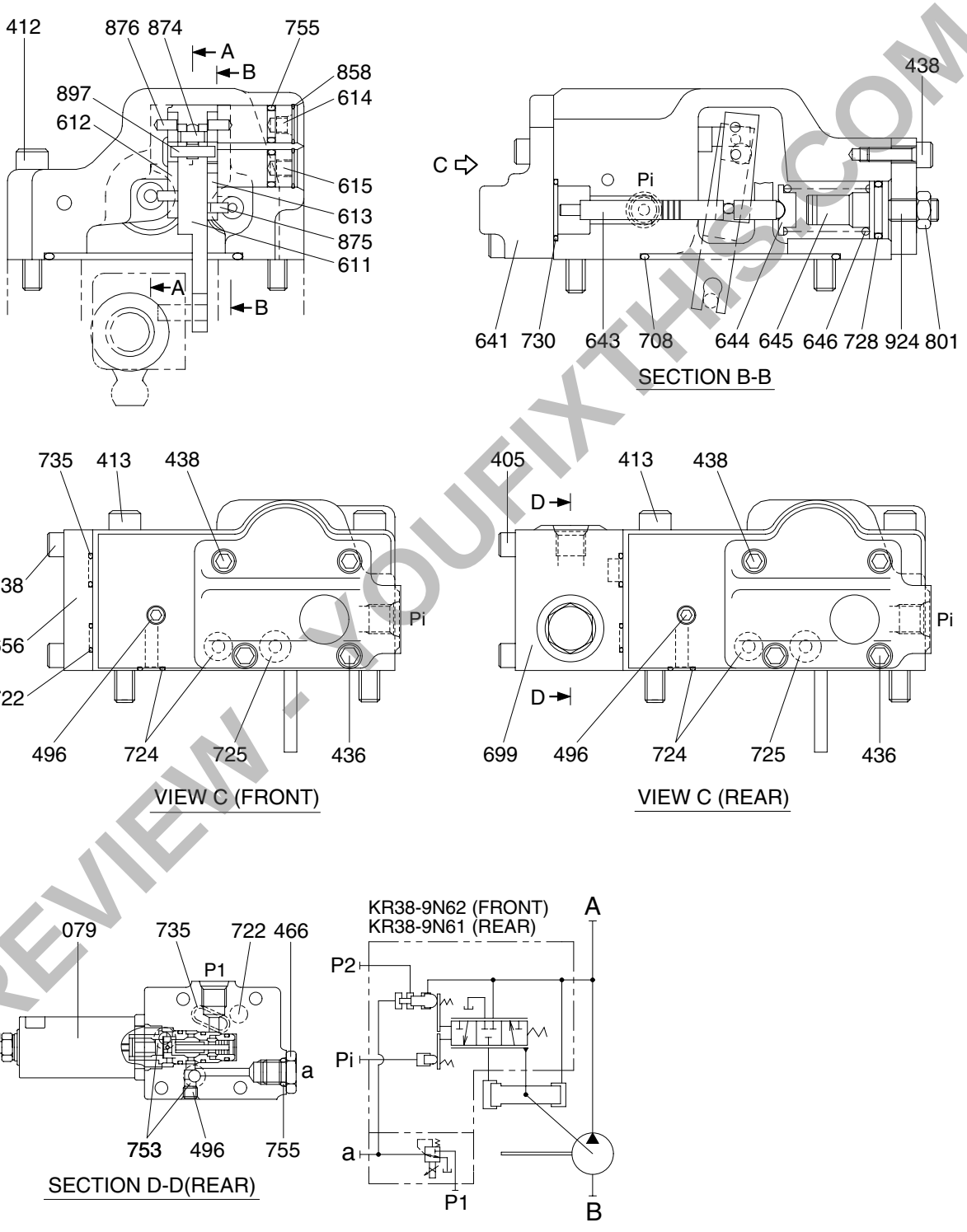
Notes 1. It is desirable to replace seal materials, such as O-rings, every disassembling. However, they may be reused, after being confirmed to be free of damage.

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3. REGULATOR

1) STRUCTURE (1/2)

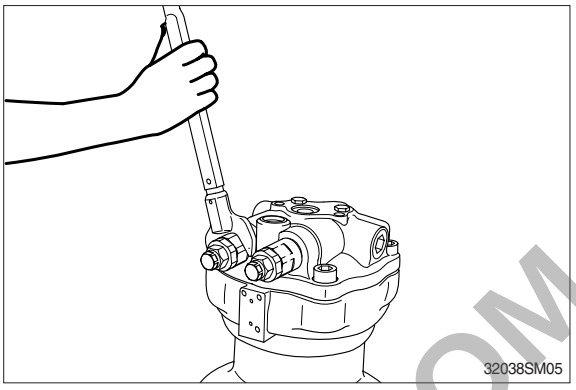


14092MP04

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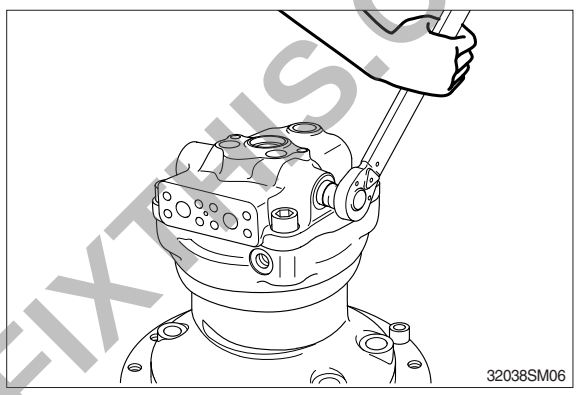
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(5) Remove the relief valve (30) from rear cover (20).

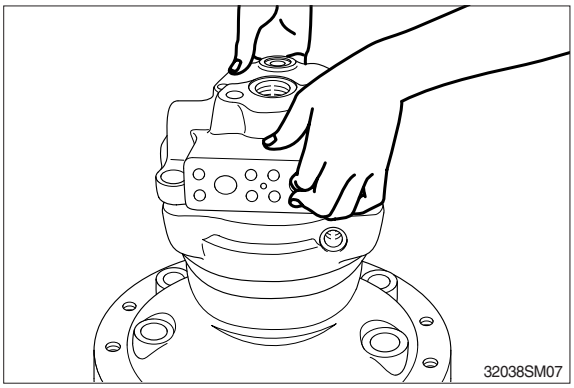


(6) Remove plug (25) from rear cover (20) and spring (28), check (29).

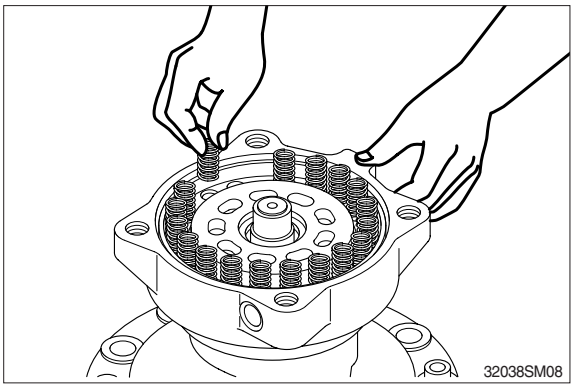
※ Be careful not to damage the check seat assembly.



(7) Remove rear cover (20) from body (1). Then, remove the valve plate (23) from rear cover (20) with care.



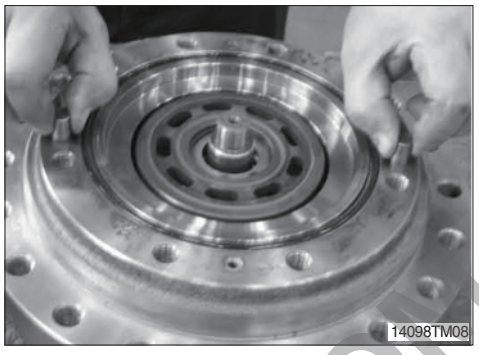
(8) Remove the brake spring (19) from brake piston (16).



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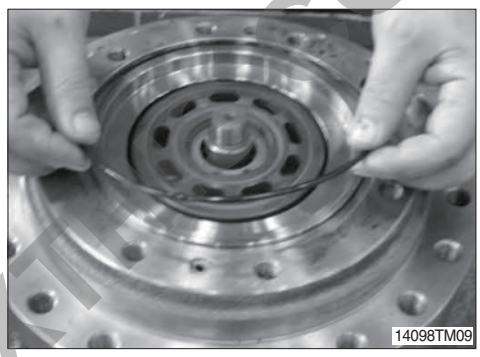
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(5) Remove the parallel pin (42) from the spindle (101).



(6) Remove the O-ring (126) from the spindle (101).

※ Do not reuse the O-ring (126).



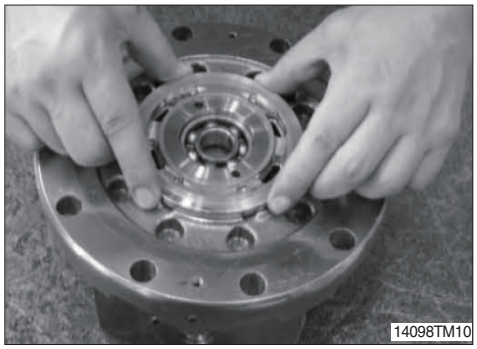
(7) Disassembling the rear flange (1) part

① Place the rear flange with the contact surface of the spindle upward.

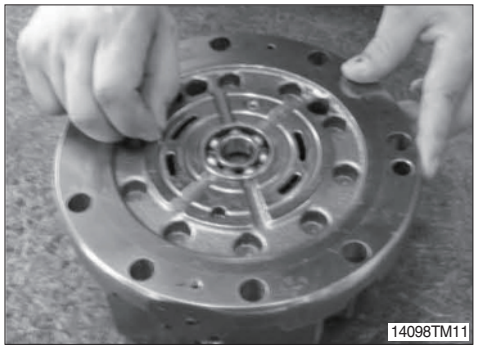
② Remove the timing plate (9) from the rear flange (1).

※ When removing the timing plate, user can have difficulty of the removal due to the close adhesion of rear flange (1) and oil. Remove it after fitting a rod through the hole which is used when a casting is detached.

※ Be careful of the leakage due to both surface scratch if using a sharp tool.



③ Remove the paralell pin (41) from the rear flange (1).



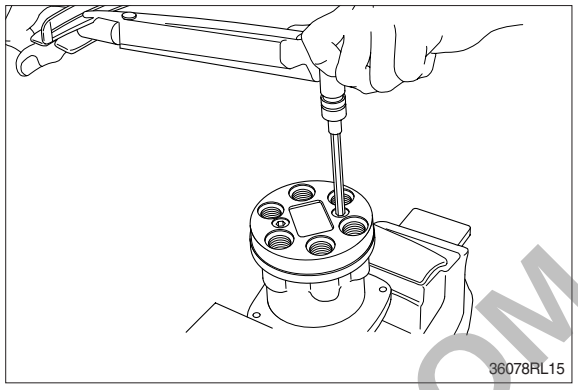
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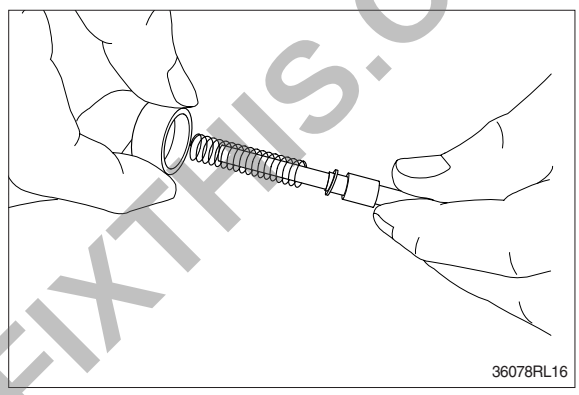
4) ASSEMBLY

(1) Tighten hexagon socket head plug (2) to the specified torque.

※ Tighten two bolts alternately and slowly.

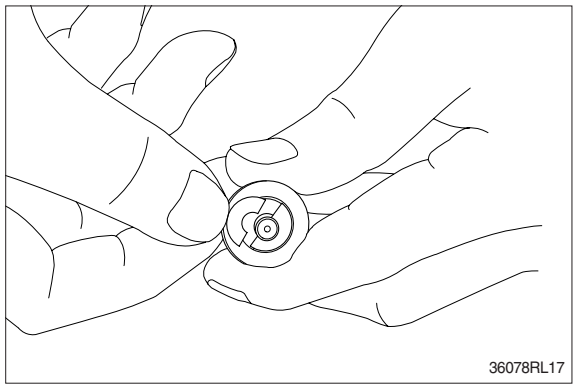


(2) Put shim (5), springs (6) and spring seat (7) onto spool (4) in this order.



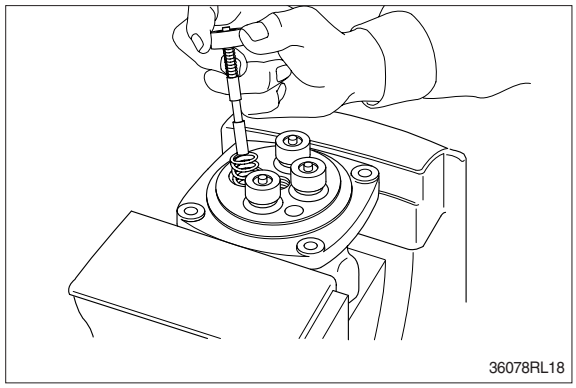
(3) Stand spool vertically with its bottom placed on flat workbench, and with spring seat pushed down, put two pieces of semicircular stopper (8) on spring seat without piling them on.

※ Assemble stopper (8) so that its sharp edge side will be caught by head of spool. Do not push down spring seat more than 6mm.



(4) Assemble spring (10) into casing (1). Assemble reducing valve subassembly into casing.

※ Assemble them to their original positions.



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(3) Overall assemble

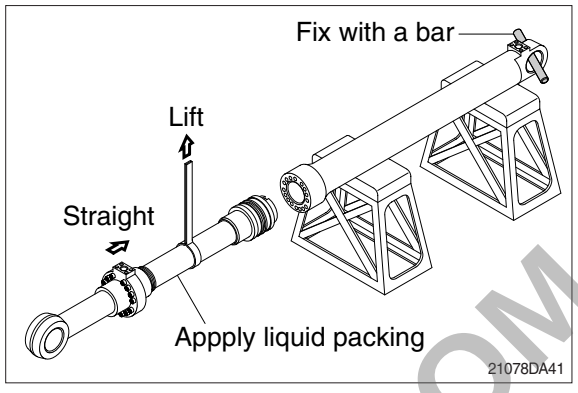
① Place a V-block on a rigid work bench. Mount the tube assembly (1) on it and fix the assembly by passing a bar through the clevis pin hole to lock the assembly.

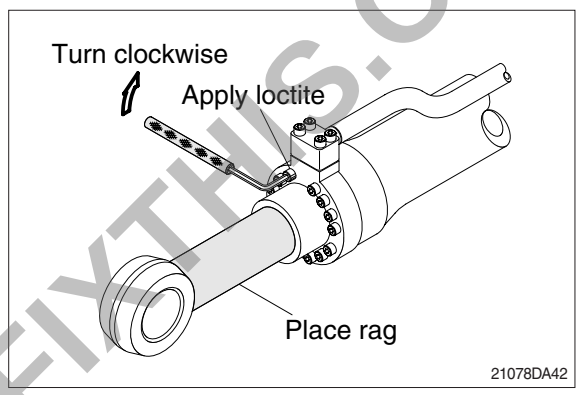
② Insert the rod assembly in to the tube assembly, while lifting and moving the rod assembly with a crane.

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

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

※ Refer to the table of tightening torque.





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