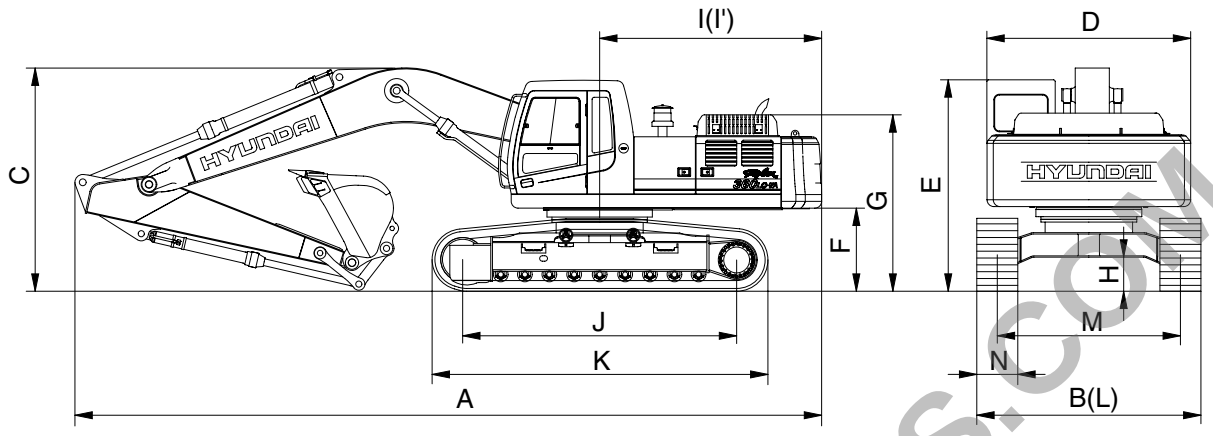
2. SPECIFICATIONS



36072ASP01

Description		Unit	Specification
Operating weight		kg(lb)	36100(79590)
Bucket capacity(SAE heaped), standard		$m^3(yd^3)$	1.62(2.12)
Overall length	A	mm(ft-in)	11120(36' 6")
Overall width, with 600mm shoe	B		3340(10' 11")
Overall height	C		3440(11' 3")
Superstructure width	D		2980(9' 9")
Overall height of cab	E		3175(10' 5")
Ground clearance of counterweight	F		1290(4' 3")
Engine cover height	G		3190(10' 6")
Minimum ground clearance	H		550(1' 10")
Rear-end distance	I		3350(11' 1")
Rear-end swing radius	I'		3415(11' 2")
Distance between tumblers	J		4340(14' 3")
Undercarriage length	K		5280(17' 4")
Undercarriage width	L		3340(11' 0")
Track gauge	M		2740(9' 0")
Track shoe width, standard	N		600(24")
Travel speed(Low/high)		km/hr(mph)	3.2/4.5(2.0/2.8)
Swing speed		rpm	9.0
Gradeability		Degree(%)	35(70)
Ground pressure(600mm shoe)		$kgf/cm^2(psi)$	0.64(9.10)

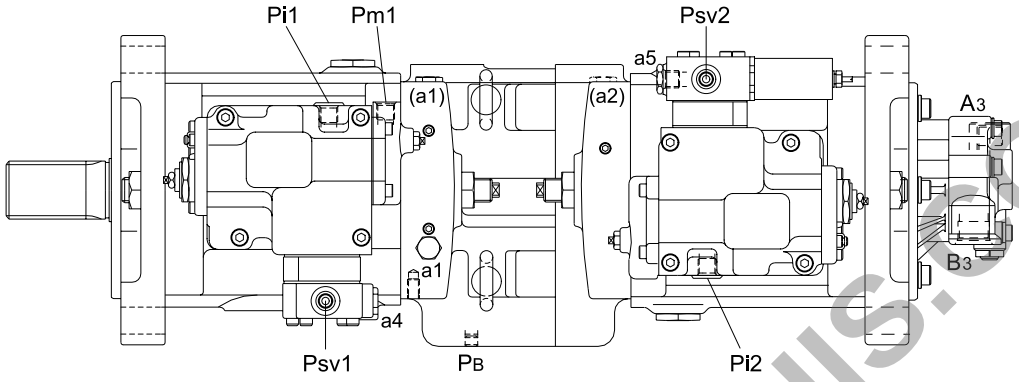
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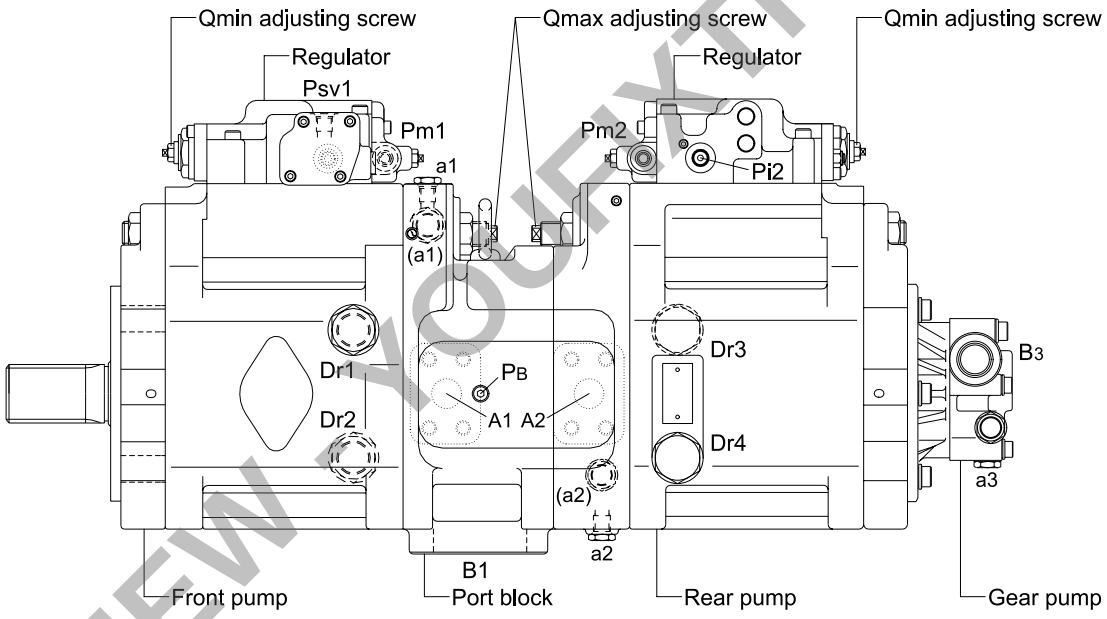
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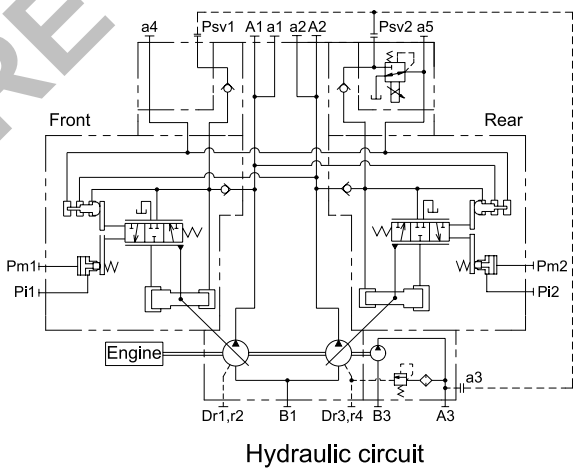
GROUP 1 PUMP DEVICE

1. STRUCTURE

The pump device consists of main pump, regulator and gear pump.







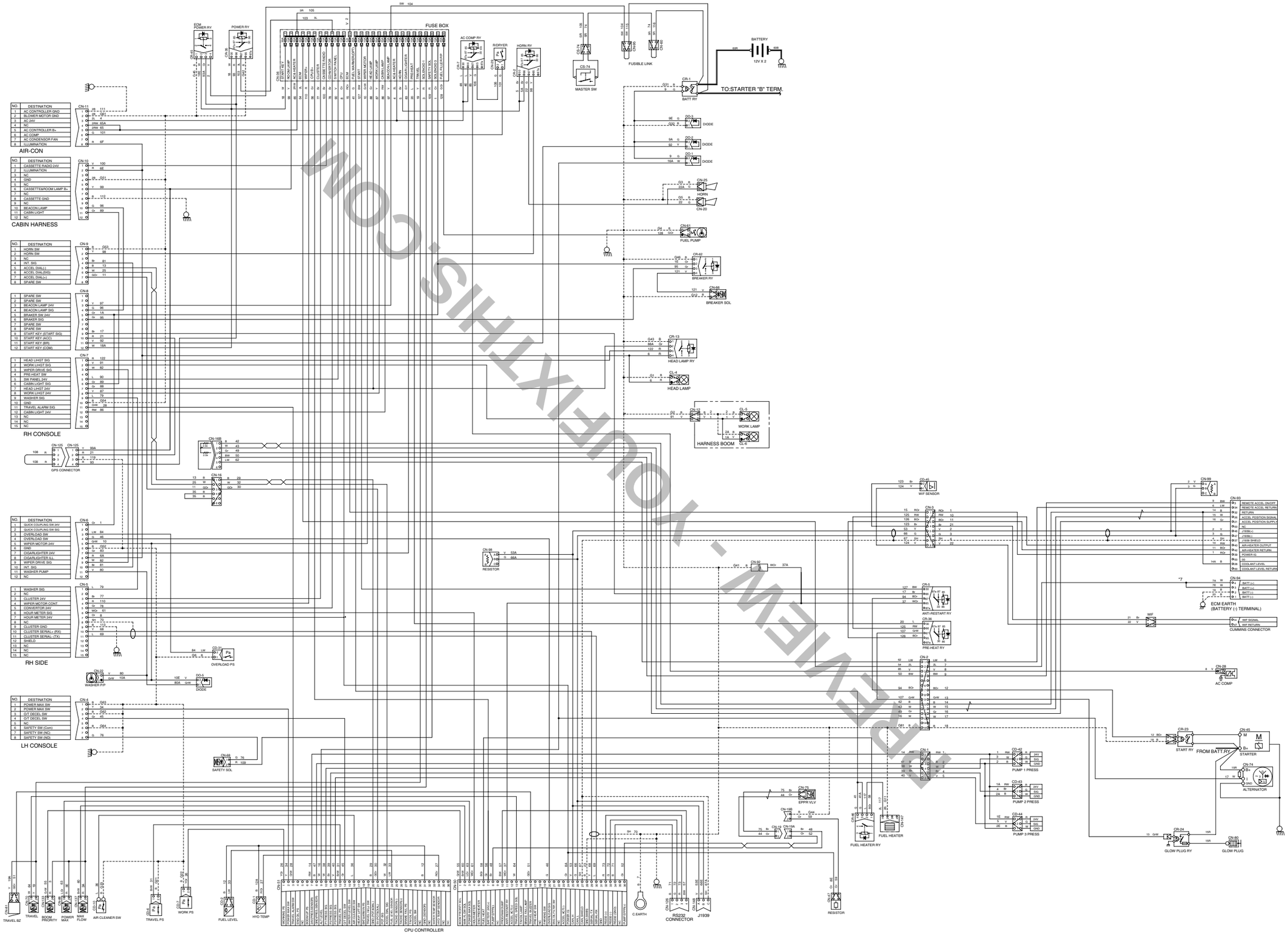
Hydraulic circuit

Port	Port name	Port size
A1,2	Delivery port	SAE6000psi 1"
B1	Suction port	SAE2500psi 3"
Dr	Drain port	PF 3/4 - 23
Pi1,i2	Pilot port	PF 1/4 - 15
Pm1,m2	Qmax cut port	PF 1/4 - 15
Psv1,sv2	Servo assist port	PF 1/4 - 15
a1,2,3,4,5	Gauge port	PF 1/4 - 15
A3	Gear pump delivery port	PF 1/2 - 19
B3	Gear pump suction port	PF 3/4 - 20.5
PB	Gauge port	PT1/8

36072MP01

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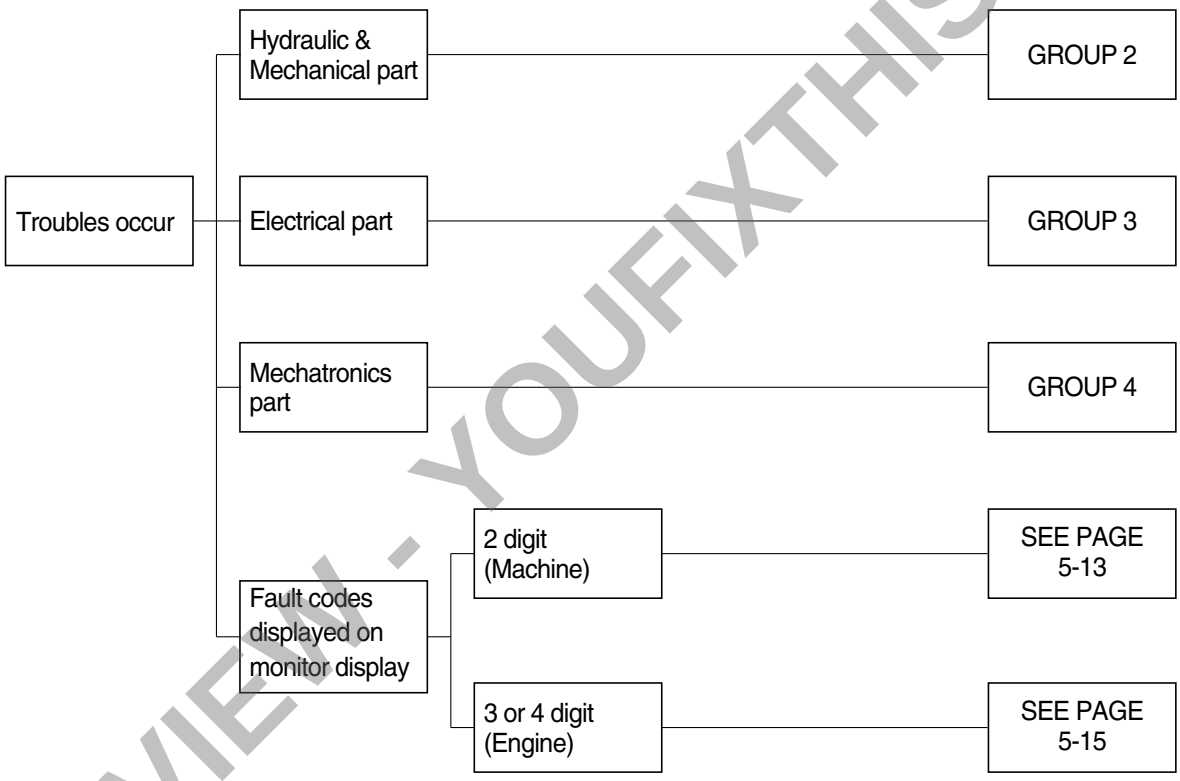
SECTION 6 TROUBLESHOOTING

GROUP 1 BEFORE TROUBLESHOOTING

1. INTRODUCTION

When a trouble is occurred in the machine, this section will help an operator to maintain the machine with easy.

The trouble of machine is parted Hydraulic & Mechanical system, Electrical system and Mechatronics system. At each system part, an operator can check the machine according to the troubleshooting process diagram.



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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 : 230 ℓ

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

(6) Disconnect pilot line hoses(6, 7, 8, 9, 10, 11, 12, 13, 14, 15).

(7) Remove socket bolts(4) and disconnect pump suction tube(3).

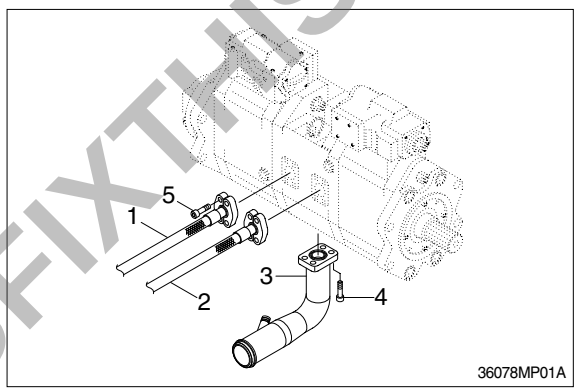
※ When pump suction tube is disconnected, the oil inside the piping will flow out, so catch it in oil pan.

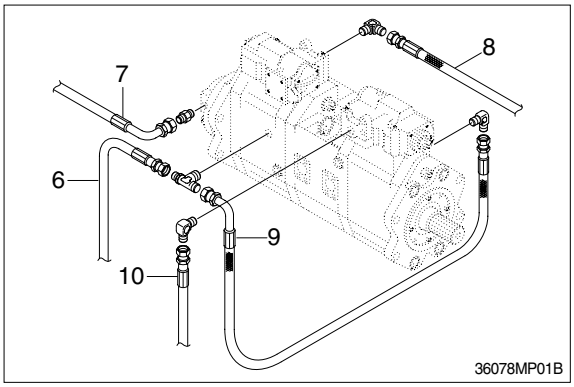
(8) Sling the pump assembly and remove the pump mounting bolts.

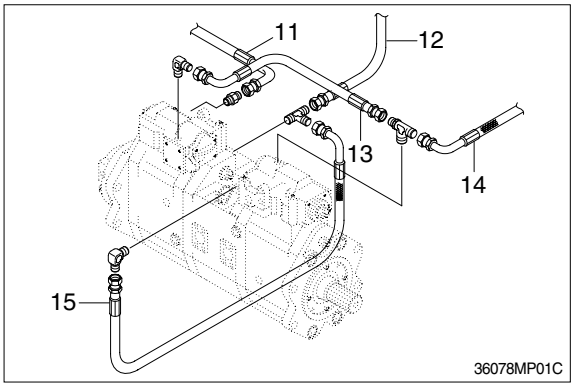
· Weight : 190kg(420lb)

※ 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, nut	M24 × 3.0	90 ± 7.0	651 ± 51
2		Radiator mounting bolt	M16 × 2.0	22 ± 1.0	159 ± 7.2
3		Coupling mounting socket bolt	M20 × 2.5	46.5 ± 2.5	336 ± 18.1
4		Main pump housing mounting bolt	M10 × 1.5	2.81 ± 0.3	20.3 ± 2.2
5	Hydraulic system	Main pump mounting socket bolt	M20 × 2.5	42 ± 4.5	304 ± 32.5
6		Main control valve mounting bolt	M16 × 2.0	19.5 ± 1.3	141 ± 9.4
7		Fuel tank mounting bolt	M20 × 2.5	46 ± 5.0	333 ± 36
8		Hydraulic oil tank mounting bolt	M20 × 2.5	46 ± 5.0	333 ± 36
9		Turning joint mounting bolt, nut	M12× 1.75	12.3 ± 1.3	88.9 ± 9.4
10	Power train system	Swing motor mounting bolt	M24 × 3.0	100 ± 15	723 ± 108
11		Swing bearing upper part mounting bolt	M24 × 3.0	97.8 ± 10	707 ± 72.3
12		Swing bearing lower part mounting bolt	M24 × 3.0	97.8 ± 10	707 ± 72.3
13		Travel motor mounting bolt	M20 × 2.5	43.8 ± 4.0	317 ± 29
14		Sprocket mounting bolt	M20 × 2.5	51 ± 4.0	369 ± 28.9
15	Under carriage	Carrier roller mounting bolt, nut	M16 × 2.0	29.7 ± 4.0	215 ± 28.9
16		Track roller mounting bolt	M22 × 2.5	77.4 ± 11	560 ± 79.6
17		Track tension cylinder mounting bolt	M16 × 2.0	29.6 ± 3.2	214 ± 23.1
18		Track shoe mounting bolt, nut	M22 × 1.5	105 ± 5.0	755 ± 36.2
19		Track guard mounting bolt	M22 × 2.5	77.4 ± 11	560 ± 79.6
20	Others	Counterweight mounting bolt	M36 × 3.0	308 ± 46	2228 ± 333
21		Cab mounting bolt	M12 × 1.75	12.8 ± 3.0	92.6 ± 21.7
22		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 each component disassembly and assembly.

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6. ERROR CODES TABLE

Error code No.	Description
1	Short circuit in accel actuator system
2	Potentiometer circuit is shorted to Vcc(5V) or battery +
3	Short circuit in pump EPPR valve system
4	Short circuit in boom down EPPR valve system
5	Short circuit in travel speed solenoid system
6	Short circuit in power boost solenoid system
7	Short circuit in max flow solenoid system
10	Short circuit in hour-meter system
11	Accel dial circuit is shorted to Vcc(5V) or battery +
12	P1 pressure sensor circuit is shorted to power supply(24V) line
13	P2 pressure sensor circuit is shorted to power supply(24V) line
14	P3 pressure sensor circuit is shorted to power supply(24) line
15	Boom down pressure circuit is shorted to power supply(24V) line
16	Accel actuator circuit is open or shorted to ground
17	Potentiometer circuit is open or shorted to ground
18	Pump EPPR valve circuit is open or shorted to ground
19	Boom down EPPR valve circuit is open or shorted to ground
20	Travel speed solenoid circuit is open or shorted to ground
21	Power boost solenoid circuit is open or shorted to ground
22	Max flow solenoid circuit is open or shorted to ground
25	Hour-meter circuit is open or shorted to ground
26	Accel dial circuit is open or shorted to ground
27	P1 pressure sensor circuit is open or shorted to ground
28	P2 pressure sensor circuit is open or shorted to ground
29	P3 pressure sensor circuit is open or shorted to ground
30	Boom down pressure sensor circuit is open or shorted to ground
31	Engine preheater circuit is open or shorted to ground
32	Travel alarm buzzer circuit is open or shorted to ground
33	Alternator circuit is open or shorted to ground
34	Controller input voltage is below 18V

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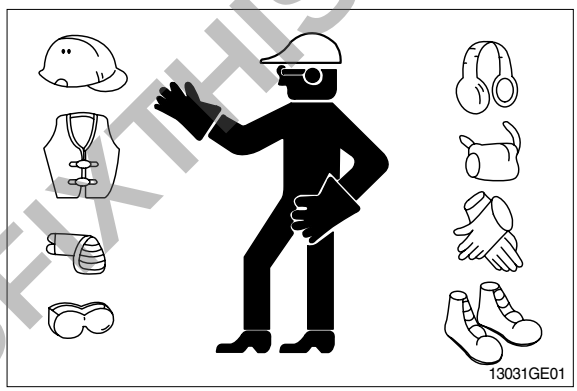
GROUP 1 SAFETY

FOLLOW SAFE PROCEDURE

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

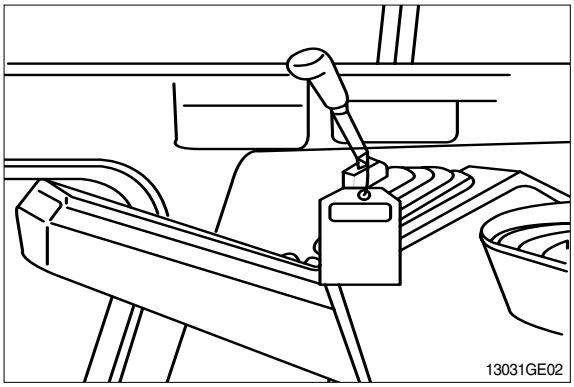
WEAR PROTECTIVE CLOTHING

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



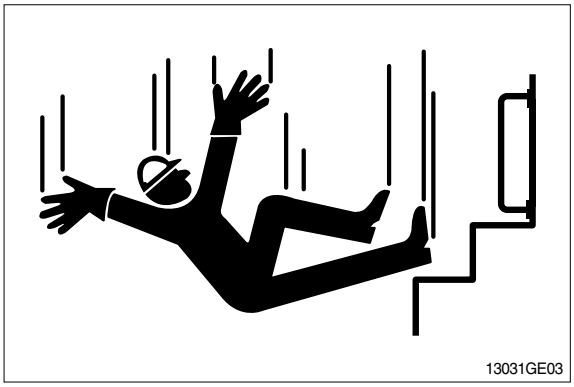
WARN OTHERS OF SERVICE WORK

Unexpected machine movement can cause serious injury.
Before performing any work on the excavator, attach a 「**Do Not Operate**」 tag on the right side control lever.



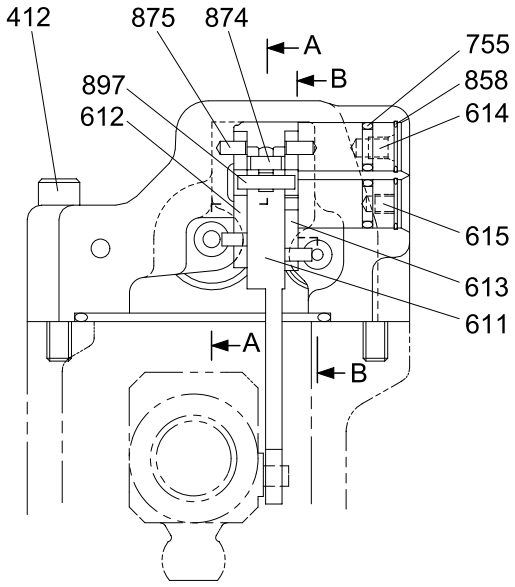
USE HANDHOLDS AND STEPS

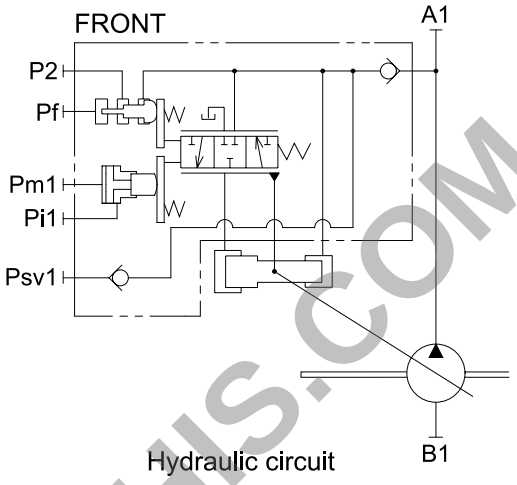
Falling is one of the major causes of personal injury.
When you get on and off the machine, always maintain a three point contact with the steps and handrails and face the machine. Do not use any controls as handholds.
Never jump on or off the machine. Never mount or dismount a moving machine.
Be careful of slippery conditions on platforms, steps, and handrails when leaving the machine.



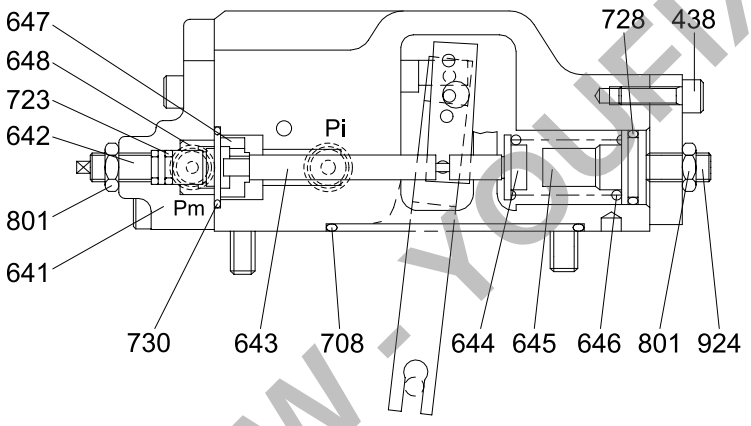
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2) FRONT REGULATOR(1/2)

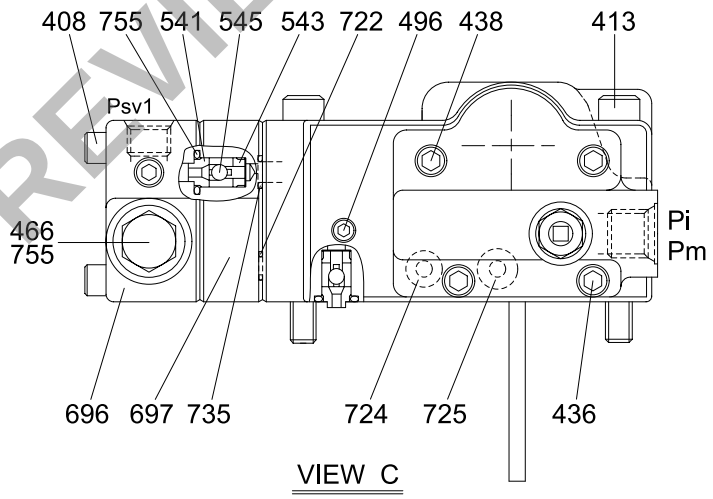




Hydraulic circuit



SECTION B-B



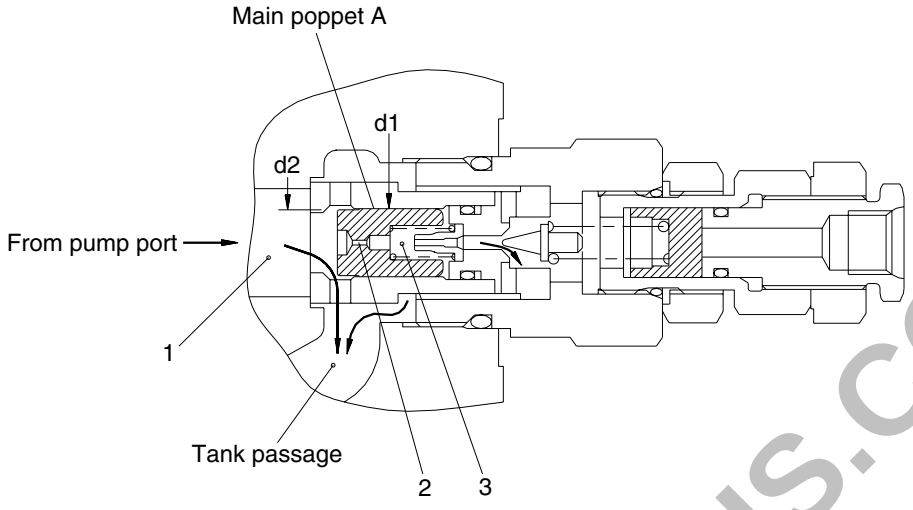
VIEW C

Port	Port name	Port size
Pi1,Pi2	Pilot port	PF 1/4-15
Psv1,Psv2	Servo assist port	Psv1,Psv2

36072RE01

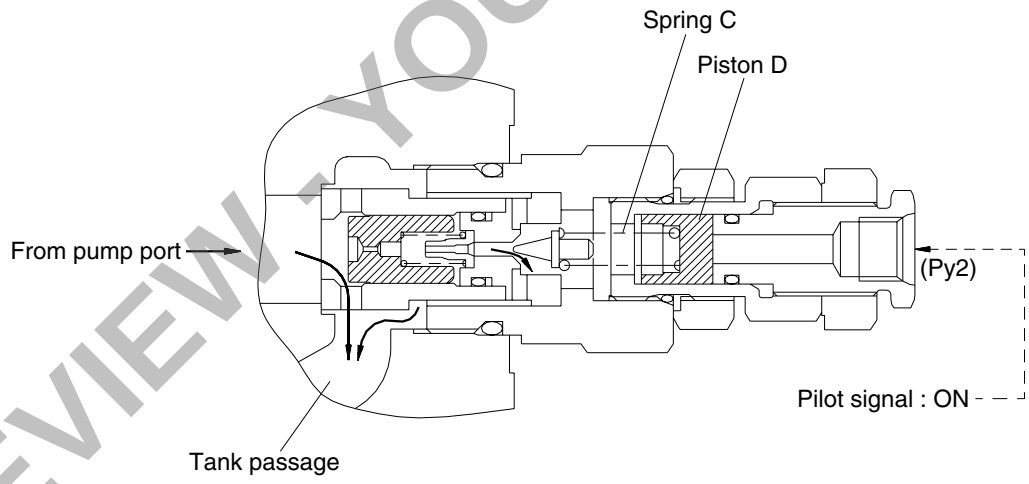
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360SMCV13(1)

When the above oil flow is formed, pressure drops before and behind orifice (2); when pressure of chamber (1) x area d_2 is larger than pressure of chamber (3) x area d_1, main poppet (A) is lifted and hydraulic oil flows into the tank passage.



360SMCV13(2)

② High pressure setting pilot signal : ON

Piston (D) moves to left; set pressure of spring (C) rises, making high pressure setting.

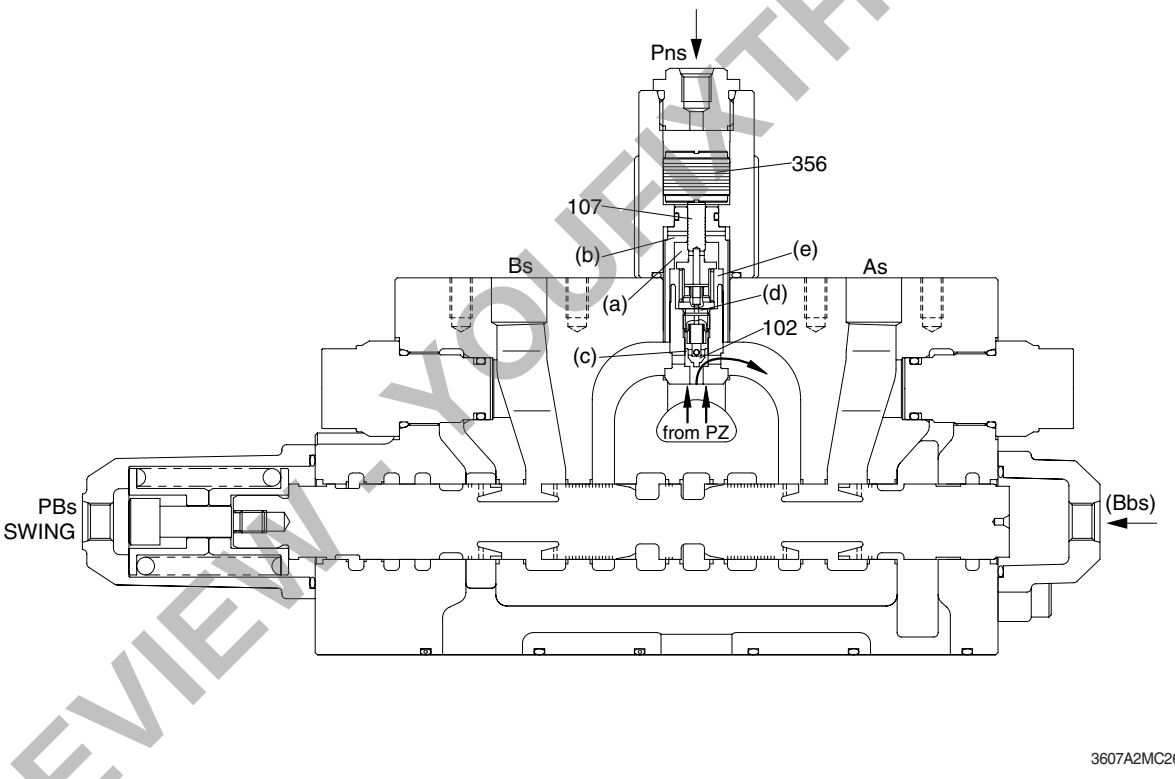
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(9) Function of boom priority valve

During both the swing operation and the boom hoisting operation, the pilot pressure enters through ports PAs(or PBs), PBb and Pns. The pressure Pns transfers the piston (356) and the spool (107) to the down direction, and the path from (a) to (b) is closed. Hereby, the pressurized oil pushes open the poppet (102), passes in the path (c) and (d), enters into the chamber (e), and the poppet (101) is pushed to the casing seat. Therefore, the most of pressurized oil entering through port P2 flows to the boom priority spool (393) than the swing spool (305) to make the boom hoisting operation most preferential.

On the other hand, in the independent swing operation, the pilot pressure does not enter through ports Pns, and the path from (a) to (b) is not closed, and oil of chamber (e) flows to the path (a) and (b). The pressurized oil entering through port P2 pushes open the poppet (101) and flows to the swing spool (305).



3607A2MC26

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CROSS SECTION

The construction of the pilot valve is shown in the attached cross section drawing. The casing has vertical holes in which reducing valves are assembled.

The pressure reducing section is composed of the spool(5), spring(7) for setting secondary pressure, return spring(10), stopper(9), spring seat(8) and shim(6). The spring for setting the secondary pressure has been generally so preset that the secondary pressure is 5 to 20.5kgf/cm^2(Depending on the type). The spool is pushed against the push rod(14) by the return spring.

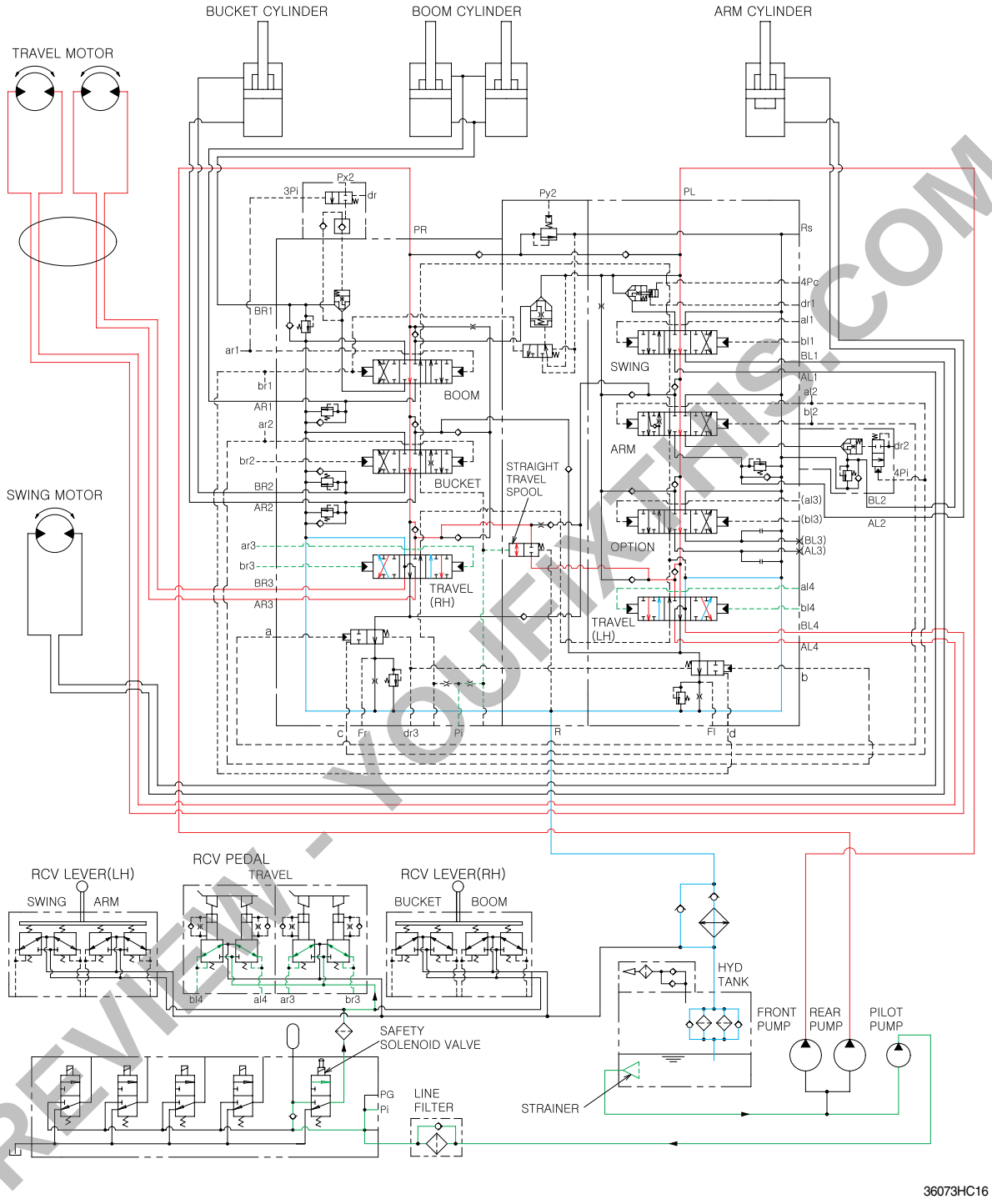
When the push rod is pushed down by tilting the handle, the spring seat comes down simultaneously and changes setting of the secondary pressure spring.

1	Case	12	Rod seal	23	Nut
2	Plug	13	O-ring	24	Insert
3	Plug	14	Push rod	25	Boot
4	O-ring	15	Plate	26	Handle
5	Spool	16	Bushing	27	Switch assembly
6	Shim	17	Joint assembly	28	Screw
7	Spring	18	Swash plate	29	Switch assembly
8	Spring seat	19	Adjusting nut	30	Switch cover
9	Stopper	20	Lock nut	40	Boot
10	Spring	21	O-ring		
11	Plug	22	Handle connector		

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8. TRAVEL FORWARD AND REVERSE OPERATION



36073HC16

When the travel levers are pushed forward or reverse position, the travel spools in the main control valve are moved to the forward or reverse travel position by the pilot oil pressure from the remote control valve.

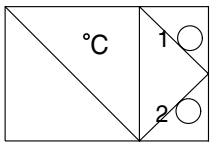
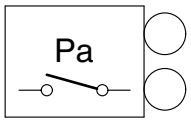
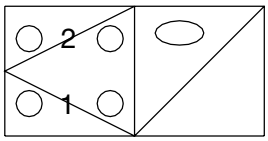
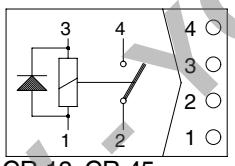
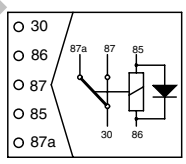
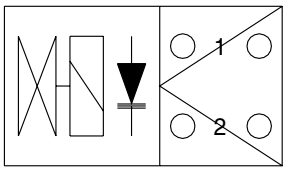
The oil from the both pumps flow into the main control valve and then go to the both travel motors through the turning joint.

The return oil from both travel motors returns to the hydraulic oil tank through the turning joint and the travel(RH, LH) spools in the main control valve.

When this happens, the machine moves to the forward or reverse.

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Part name	Symbol	Specifications	Check
Temperature sensor (Hydraulic)	 CD-1	-	※ Check resistance 50°C : 804 Ω 80°C : 310 Ω 100°C : 180 Ω
Air cleaner pressure switch	 CD-10	-	※ Check contact High level : ∞ Ω Low level : 0 Ω
Fuel sender	 CD-2	-	※ Check resistance Full : 50 Ω 6/12 : 350 Ω 11/12 : 100 Ω 5/12 : 400 Ω 10/12 : 150 Ω 4/12 : 450 Ω 9/12 : 200 Ω 3/12 : 500 Ω 8/12 : 250 Ω 2/12 : 550 Ω 7/12 : 300 Ω 1/12 : 600 Ω Empty warning : 700 Ω
Relay	 CR-13, CR-45 CR-46, CR-62	24V 20A	※ Check resistance Normal : About 200 Ω (For terminal 1-3) 0 Ω (For terminal 2-4)
Relay	 CR-2 CR-5 CR-7 CR-35 CR-36	24V 16A	※ Check resistance Normal : About 160 Ω (For terminal 85-86) 0 Ω (For terminal 30-87a) ∞ Ω (For terminal 30-87)
Solenoid valve	 CN-66 CN-68 CN-70 CN-88 CN-133 CN-137	24V 1A	※ Check resistance Normal : 15~25 Ω (For terminal 1-2)

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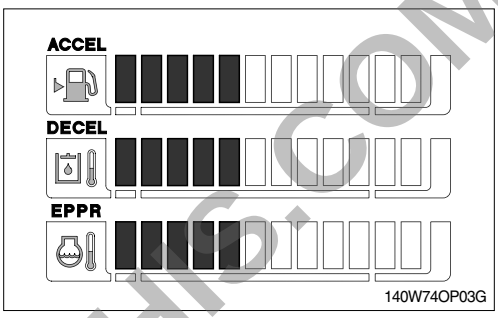
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3. USER MODE SELECTION SYSTEM

Through 2 memory sets of MI and MII, an operator can change the engine and pump power and memorize it for his preference.

Mode	Operation
U	High idle rpm, auto decel rpm EPPR pressure can be modulated and memorized separately

HOW TO MODULATE THE MEMORY SET

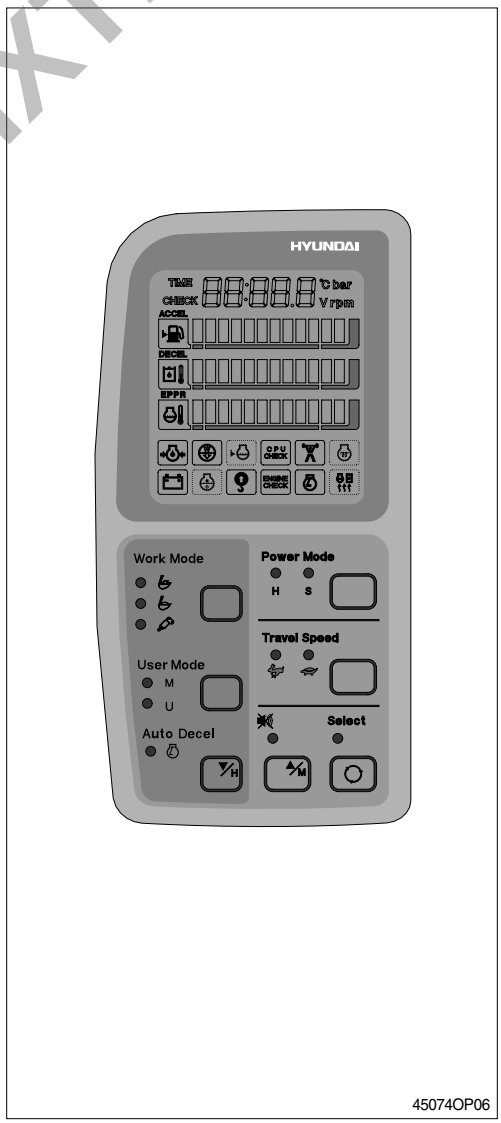


1) Each memory mode has a initial set which are mid-range of max engine speed, auto decel rpm, and EPPR valve input current. When you select "U", cluster LCD displays.

2) To change the engine high idle speed, press the USER mode switch and SELECT switch at the same time and then ACCEL blinks at 0.5 seconds interval.
   - By pressing ▲ or ▼ switch, ▮ will increase or decrease.

3) To change DECEL rpm, press the USER mode switch and SELECT switch once more and then DECEL blinks at 0.5 seconds interval.
   - By pressing ▲ or ▼ switch, ▮ will increase or decrease.

4) To change EPPR current, press the USER mode switch and SELECT switch one more and then EPPR blinks at 0.5 seconds interval.
   - By pressing ▲ or ▼ switch, ▮ will increase or decrease.



· LCD segment vs parameter setting

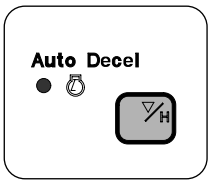
Segment (▮)	ACCEL (rpm)	DECEL (rpm)	EPPR (mA)
1	1400	Low idle(700)	150
2	1450	750	200
3	1500	800	250
4	1550	850	300
5	1600	900	350
6	1650	950	400
7	1700	1000	450
8	1750	1050	500
9	1800	Decel rpm(1100)	550
10	1850	1150	600

5) To memorize the final setting, press the USER mode switch and SELECT switch one more time.

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20) Auto deceleration switch

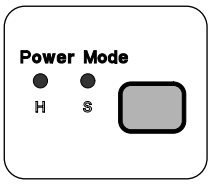


21073CD22

(1) This switch is used to actuate or cancel the auto deceleration function. When actuated the engine speed is lowered automatically when all control levers and pedals are at neutral position to save the fuel.
- Light ON : Auto deceleration function is selected.
- Light OFF : Auto deceleration function is cancelled so that the engine speed increased to previous setting value.

(2) Operating the auto deceleration function makes the decel indicating lamp on the LCD panel ON.

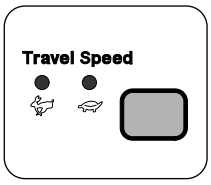
21) Power mode switch



21073CD23

(1) The lamp of selected mode is turned ON by pressing the switch( ).
- H : This is used for high power work.
- S : This is used for standard power work.

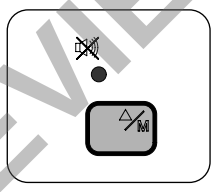
22) Travel speed control switch



21073CD24

(1) This switch is to control the travel speed which is changed to high speed(Rabbit mark) by pressing the switch and low speed(Turtle mark) by pressing it again.

23) Buzzer stop switch



21073CD25

(1) When the starting switch is turned ON first, normally the alarm buzzer sounds for 2 seconds during lamp check operation.

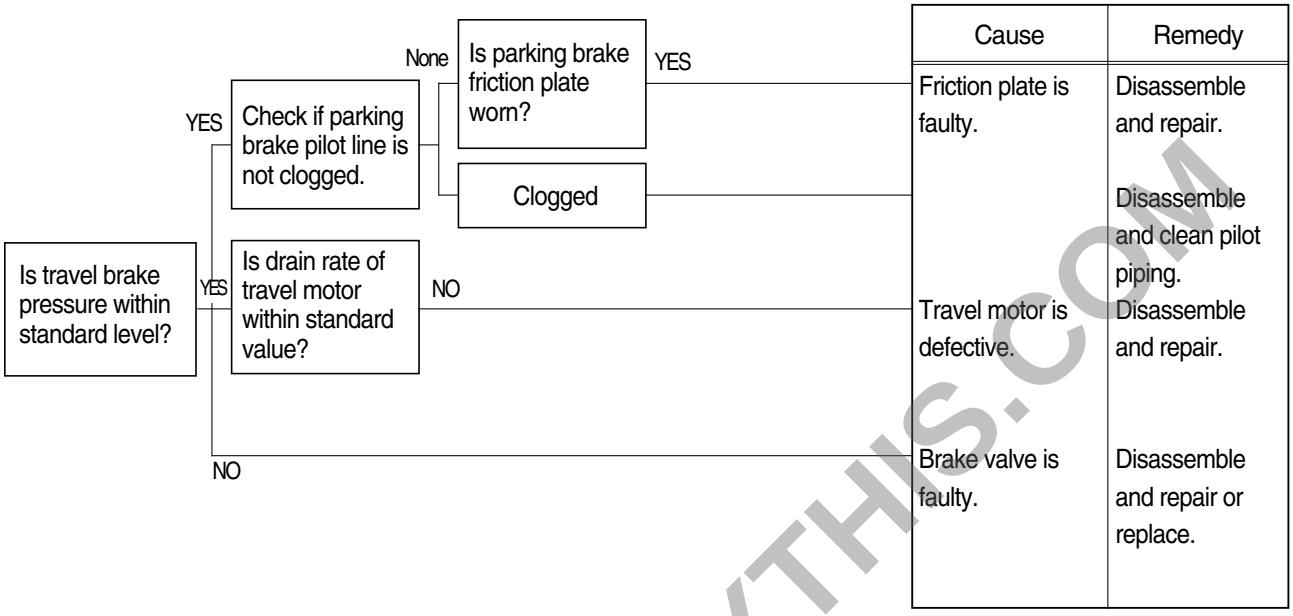
(2) The red lamp lights ON and the buzzer sounds when the machine has a problem.
In this case, press this switch and buzzer stops, but the red lamp lights until the problem is cleared.

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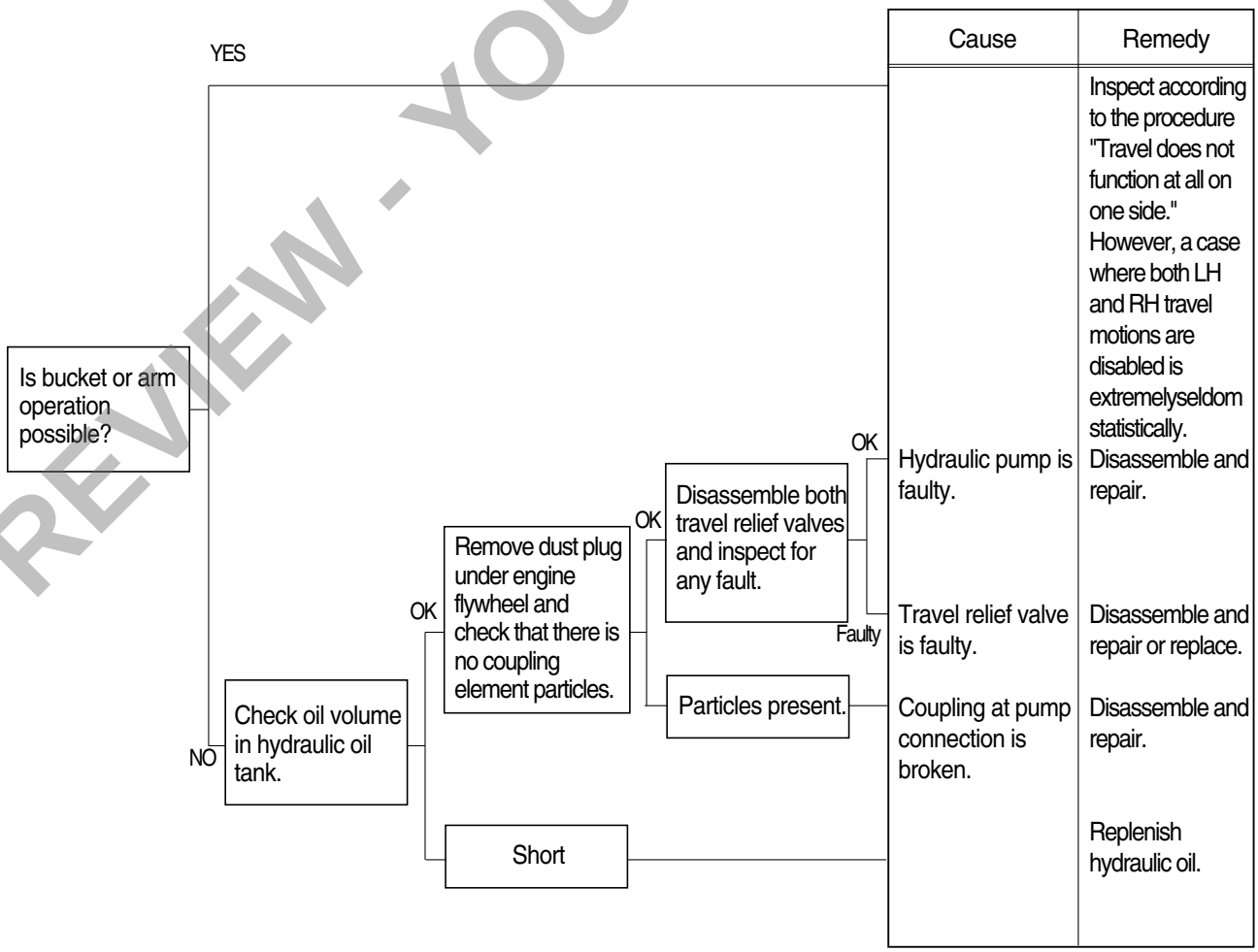
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3) MACHINE DOES NOT STOP ON A SLOPE

Machine is pulled forward as sprocket rotates during digging operation.



4) LH AND RH TRAVEL MOTIONS ARE IMPOSSIBLE



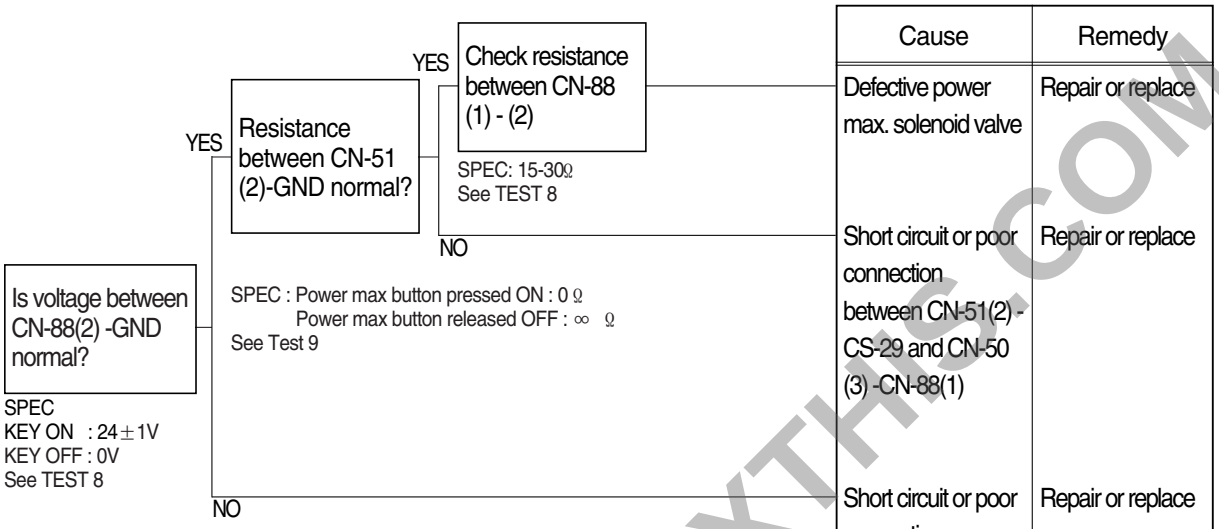
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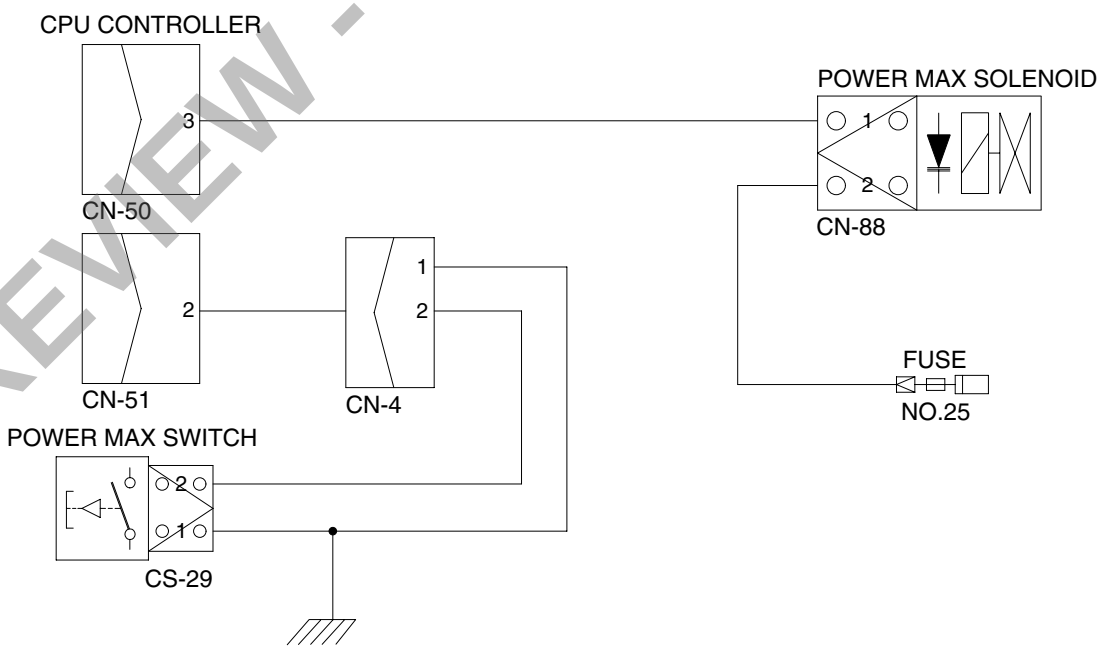
6. MALFUNCTION OF POWER MAX

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

1) INSPECTION PROCEDURE



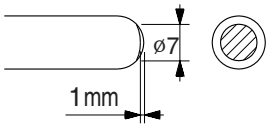
Wiring diagram



3607A6MS04

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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 : 30kgf/cm^2 Oil viscosity : 23cSt
Spool	This is to be replaced when the sliding surface has worn more than 10μm, 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 1mm.	
Play at operating section	The pin, shaft, and joint of the operating section are to be replaced when their plays become more than 2mm 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) DISASSEMBLY

Since the regulator consists of small precision finished parts, disassembly and assembly are rather complicated.

For this reason, replacement of a regulator assembly is recommended, unless there is a special reason, but in case disassembly is necessary for an unavoidable reason, read through this manual to the end before starting disassembly.

(1) Choose a place for disassembly.

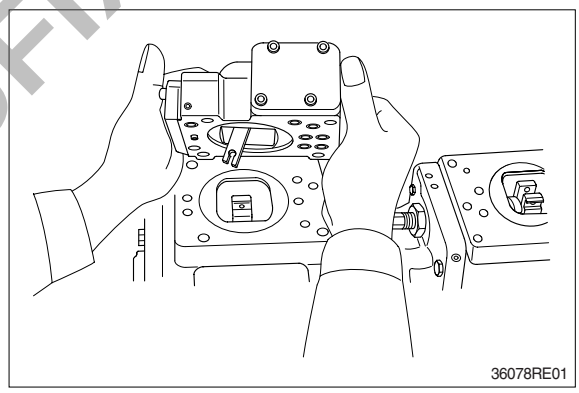
※ Choose a clean place.

※ Spread rubber sheet, cloth, or so on on top of work-bench to prevent parts from being damaged.

(2) Remove dust, rust, etc. from surfaces of regulator with clean oil.

(3) Remove hexagon socket head screw (412, 413) and remove regulator main body from pump main body.

※ Take care not to lose O-ring.

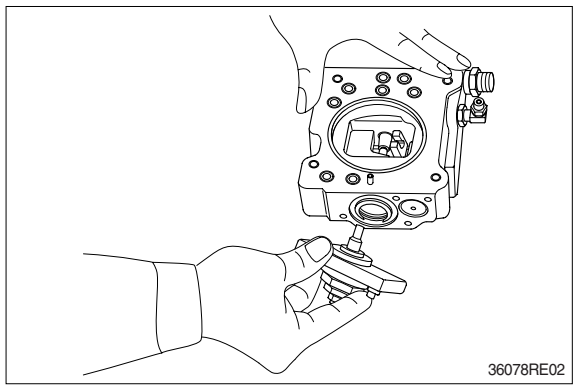


(4) Remove hexagon socket head screw (438) and remove cover(C,629)

※ Cover(C) is fitted with adjusting screw (C,QI) (628, 925), adjusting stem(C, 627), lock nut(630), hexagon nut(801) and set screw(924).

Do not loosen these screws and nuts.

If they are loosened, adjusted pressure-flow setting will vary.



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3) DISASSEMBLING

(1) Place control valve on working bench.

※ Disassemble it in clean place and pay attention not to damage flange face.

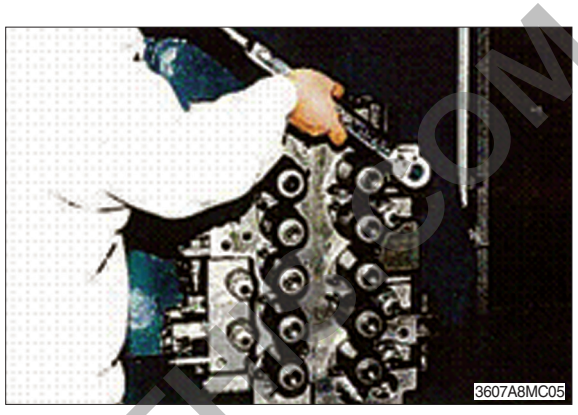
(2) Disassembling of main spool (travel, bucket, swing, option, arm 2, boom 2, swing priority):

① Loosen hexagon socket head bolts (273) and remove spring cover (201), (206).

· Hexagon key wrench : 8 mm

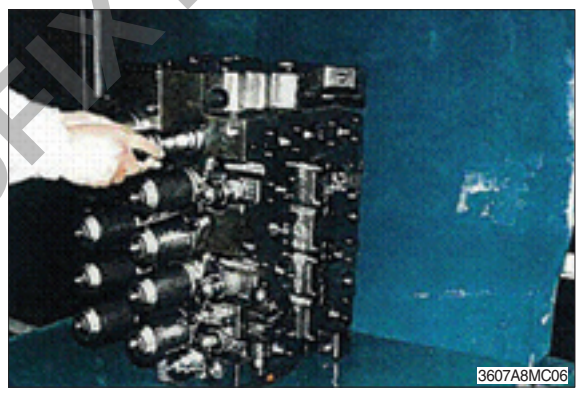
In removing bucket spring cover (206), at first remove plug (558) and piston (356).

· Hexagon key wrench : 17 mm



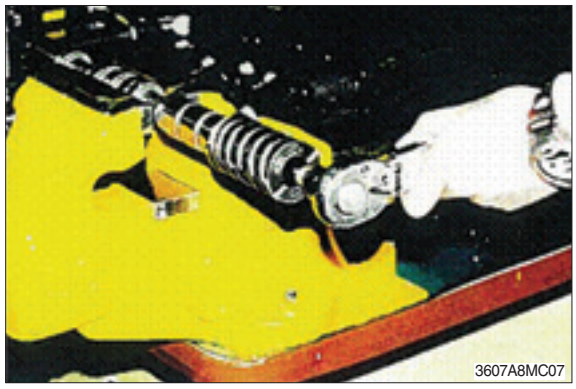
② Remove spool, spring, spring seats (shim) and spacer bolt in spool assembly condition from casing.

※ When pulling out spool assembly from casing, pay attention not to damage casing.



③ Hold spool in mouthpiece-attached vise. Remove spacer bolt (336) and disassemble spring (, shim) and spring seats.

· Hexagon key wrench : 12 mm

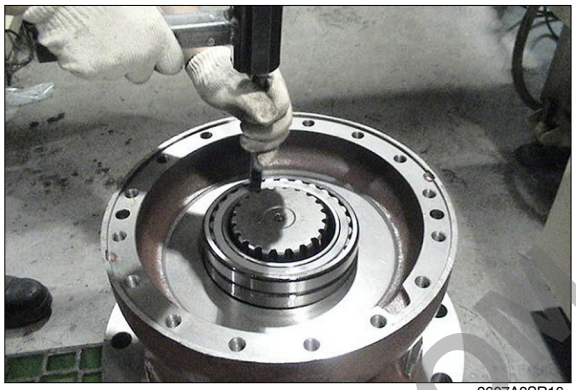


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(4) Install of roller bearing

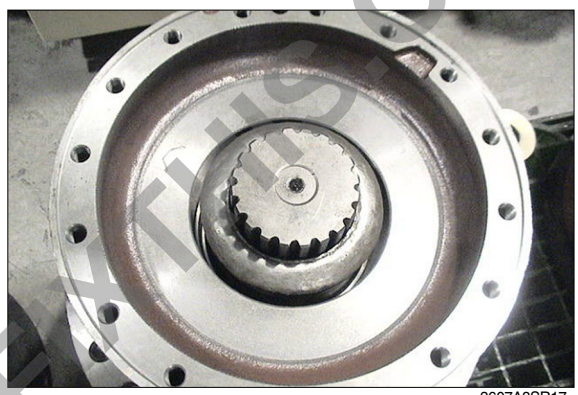
Put gear casing under output shaft and heat roller bearing(7) up to 50°C plus surrounding temperature and then assemble it to the shaft.



3607A8SR16

(5) Assembly of ring gear

① Remove oil from mating faces between gear casing(1) and ring gear(22), and knock pin(23). Assemble collar of gear casing and apply fluid packing(three bond of grey color).



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② Assemble ring gear(22).

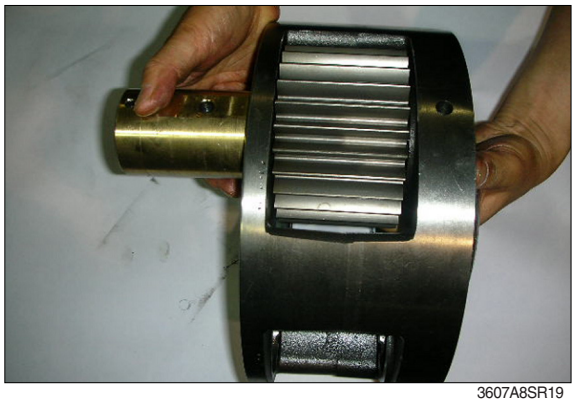


36078SR18

(6) Assembly of carrier 2 assembly

① Assemble planetary gear 2(10) to carrier 2(8) with thrust washer(14) and insert pin assy 2(11).

※ Lubricate gear oil to inside of gear and outside of shaft.

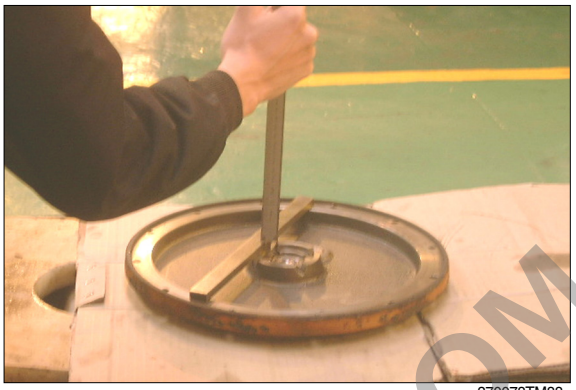


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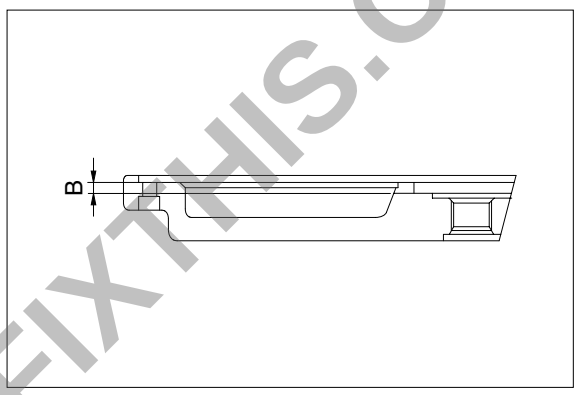
(19) Measure height "B" from side cover(4) mating face to center hold bottom with straight edge and depth gage.



370078TM88

(20) Obtain optimum thickness with the following formula.
1.5~2.0 = (B+A)
- (Thickness of thrust ring + thickness of washer)

※ Keep axial clearance between sun gear and washer 1.5~2.0mm.



370078TM89

(21) Place washer(53) of above-selected thickness and thrust ring(26) to center of side cover(4).

※ Pay attention to not assembling thrust ring (26) the other way around and punch it (Oil groove is located upside)



370078TM90

(22) Assemble O-ring(81) into ring gear.
And degrease and dry mating faces of side cover & ring gear. Then lift side cover(4) up, and place it on ring gear.
And tighten socket bolt(30) to specified torque to fix side cover.
· Tightening torque : 3.5kgf · m(25.3lbf · ft)



370078TM91

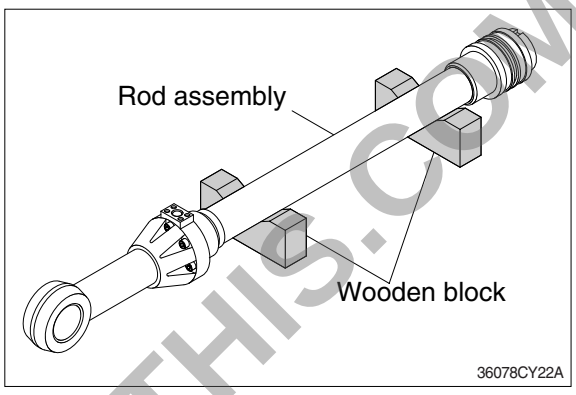
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Note that the plated surface of rod assembly(2) is to be lifted. For this reason, do not use a wire sling and others that may damage it, but use a strong cloth belt or a rope.

⑤ Place the removed rod assembly on a wooden V-block that is set level.

※ Cover a V-block with soft rag.

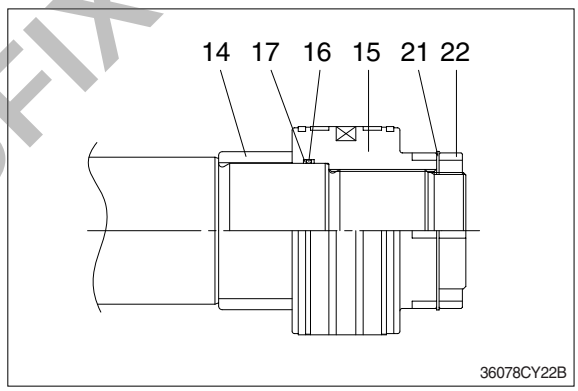


(2) Remove piston and cylinder head

① Remove lock nut(22).

※ Since lock nut(22) and lock washer(21) is tightened to a high torque, use a hydraulic and power wrench that utilizers a hydraulic cylinder, to remove the lock nut(22) and lock washer (21).

② Remove piston assembly(15), back up ring(17), O-ring(16) and cushion ring(14).

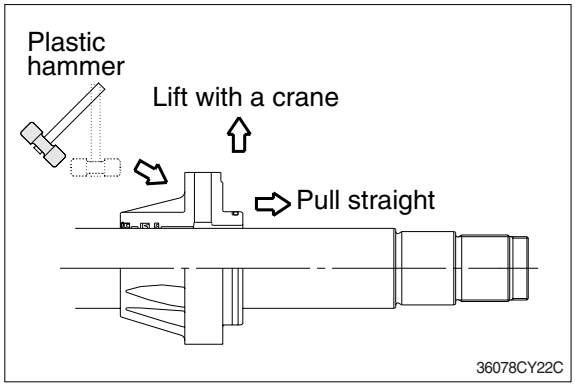


③ Remove the cylinder head assembly from rod assembly(2).

※ If it is too heavy to move, move it by striking the flanged part of cylinder head with a plastic hammer.

※ Pull it straight with cylinder head assembly lifted with a crane.

Exercise care so as not to damage the lip of rod bushing(4) and packing (6,7,8,9) by the threads of rod assembly(2).



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