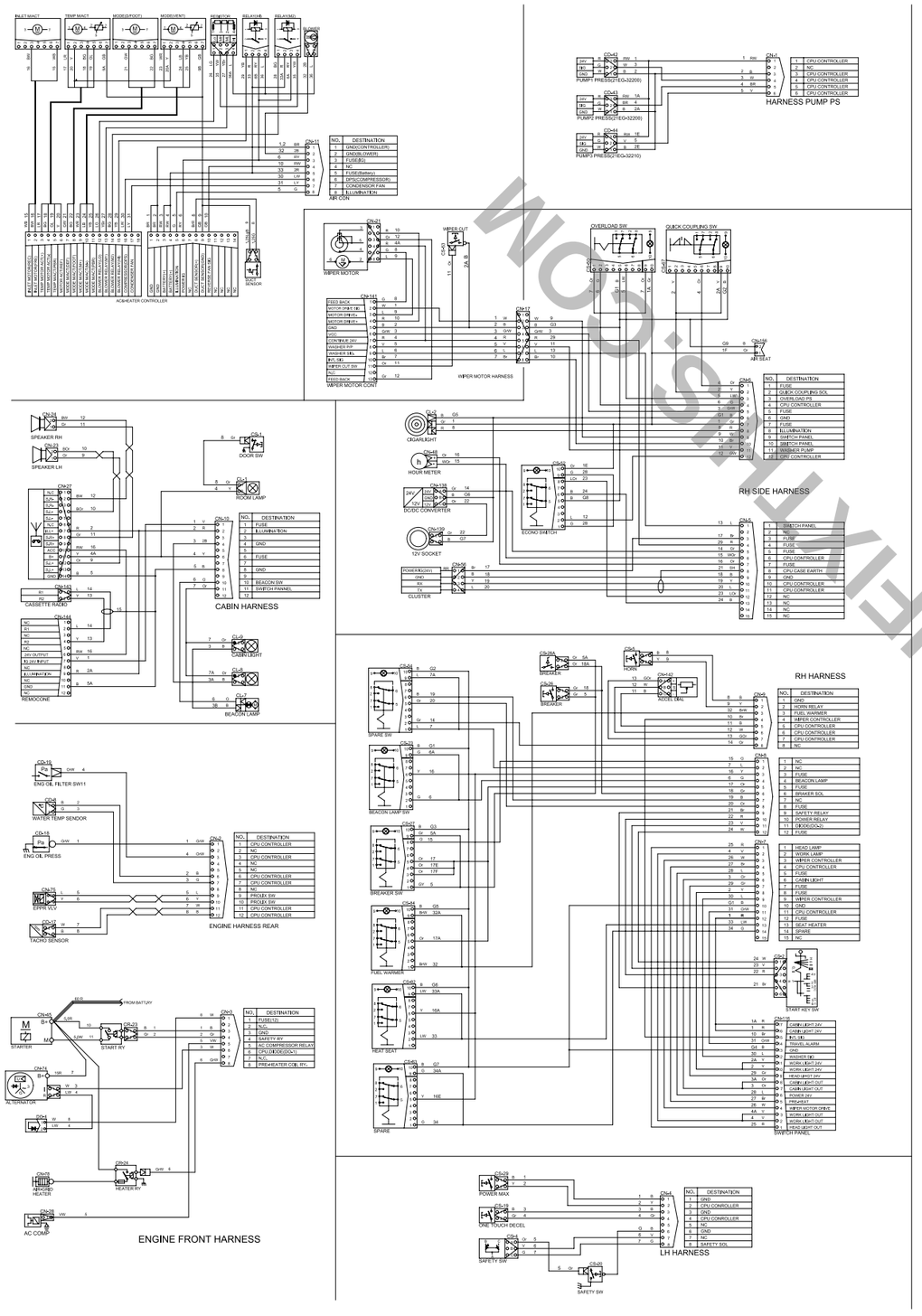
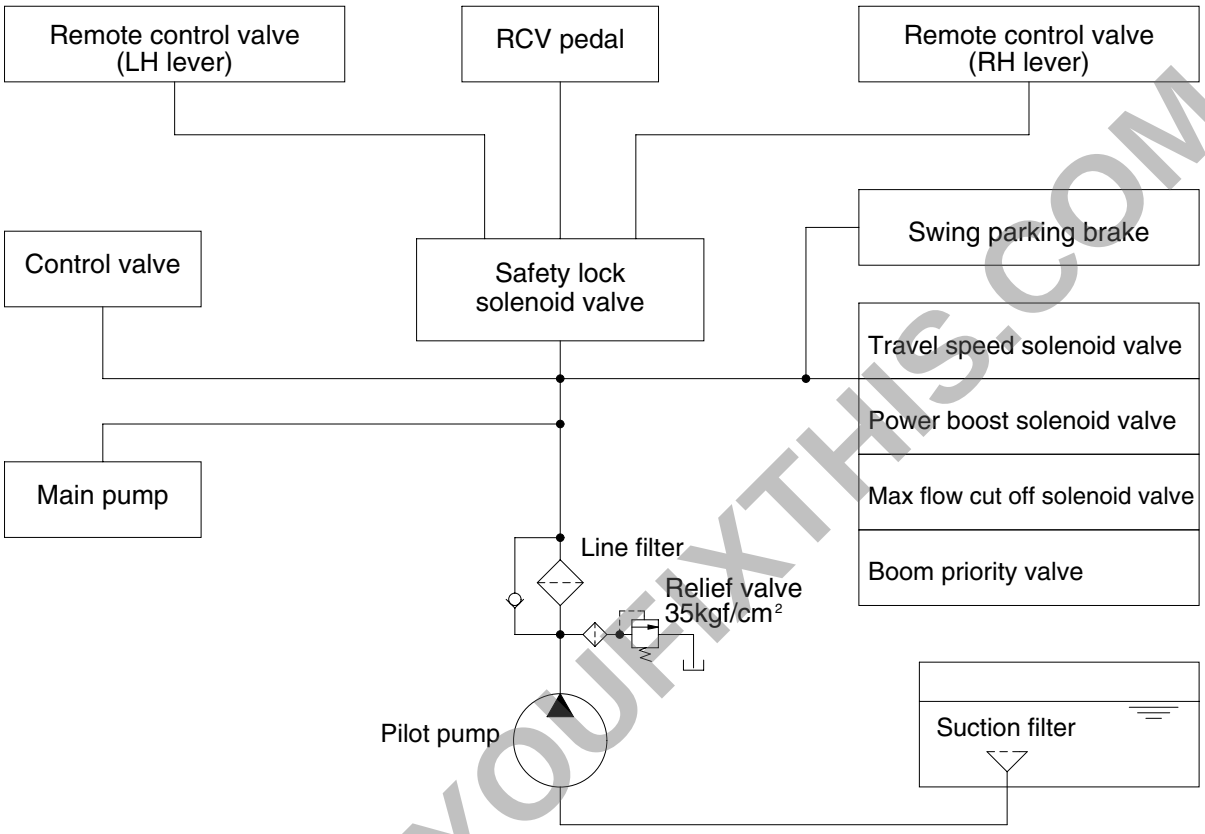


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37007A4EL03A

GROUP 3 PILOT CIRCUIT



The pilot circuit consists of suction circuit, delivery circuit and return circuit.

The pilot pump is provided with relief valve, receives the oil from the hydraulic tank through the suction filter.

The discharged oil from the pilot pump flows to the remote control valve through line filter, EPPR valve, solenoid valve assemblies, swing parking brake, main control valve and safety lock solenoid valve.

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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).

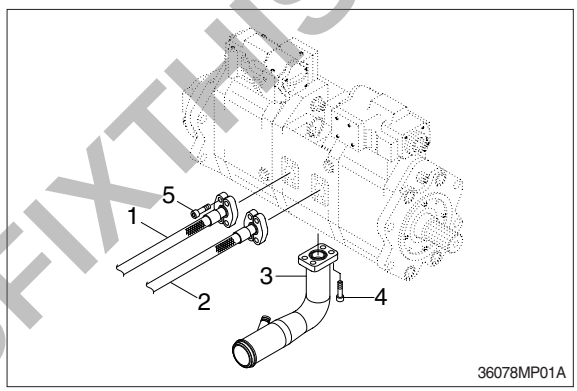
※ When pump suction tube is disconnected, the oil inside the piping will flow out, so catch it in oil pan.

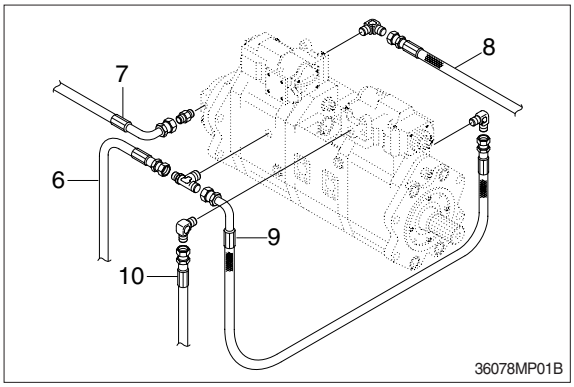
(8) Sling the pump assembly and remove the pump mounting bolts.

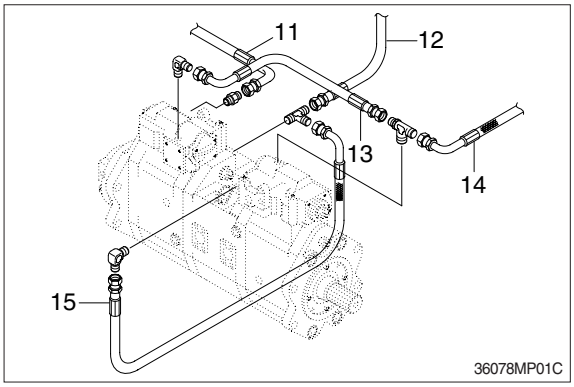
· Weight : 190kg(420lb)

※ 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	M22×2.5	48±2.0	347±14.5
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	4.8±0.3	35±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	57±3.0	412±21.7
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	M24×3.0	140±14	1013±101
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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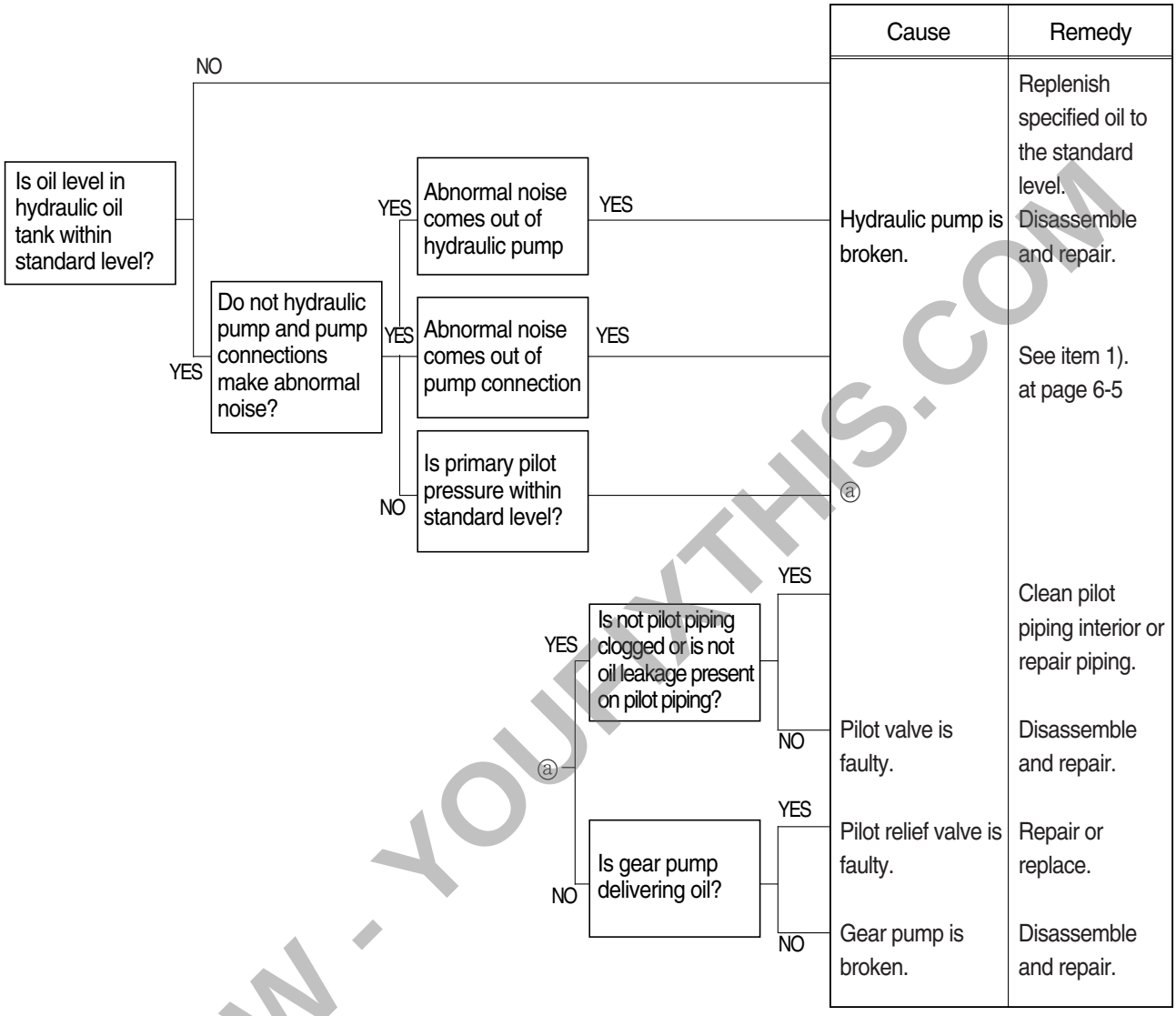
3. ERROR CODES TABLE

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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2) ENGINE STARTS BUT MACHINE DOES NOT OPERATE AT ALL

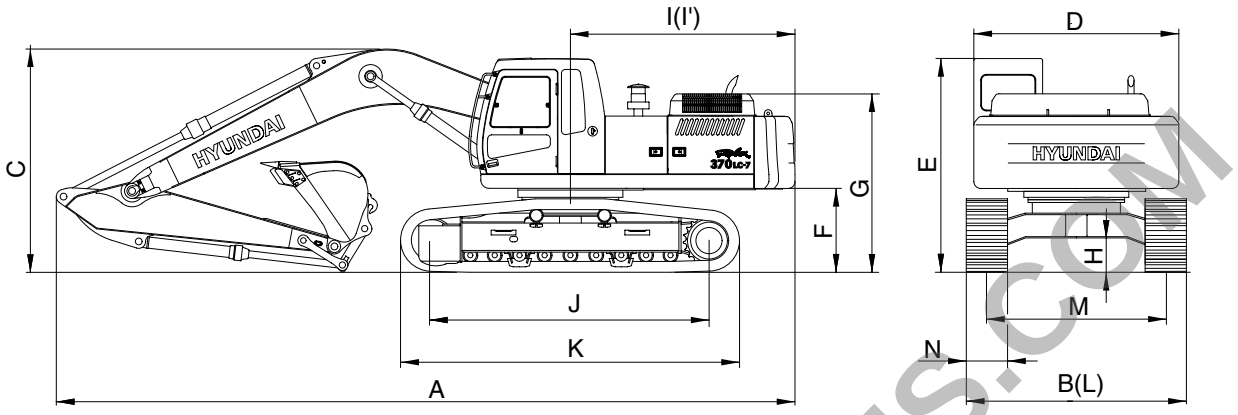


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2. SPECIFICATIONS

1) 6.5m(21' 4") BOOM, 2.50m(8' 2") ARM



37072SP01

Description		Unit	Specification
Operating weight		kg(lb)	36900(81350)
Bucket capacity(SAE heaped), rock bucket		$m^3(yd^3)$	1.62(2.12)
Overall length	A	mm(ft-in)	11290(37' 0")
Overall width, with 600mm shoe	B		3340(10' 11")
Overall height	C		3700(12' 2")
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'		3400(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)	3.2/5.0(2.0/3.1)
Swing speed		rpm	9.7
Gradeability		Degree(%)	35(70)
Ground pressure(600mm shoe)		$kgf/cm^2(psi)$	0.66(9.39)

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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

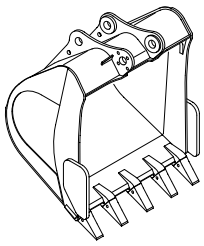
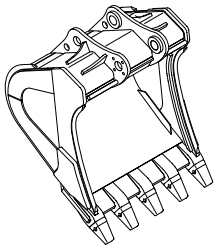
1kg = 2.2046lb

	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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2) ROCK AND HEAVY DUTY BUCKET

	
◈1.62m³ SAE heaped bucket	⊙1.44m³ SAE ※ ⊙1.62m³ SAE ⊙1.86m³ SAE heaped bucket

Capacity		Width		Weight	Recommendation				6.15m (20' 2") boom
					6.5m (21' 4") boom				
SAE heaped	CECE heaped	Without side cutter	With side cutter		2.5m arm (8' 2")	3.2m arm (10' 6")	3.9m arm (12' 10")	4.3m arm (14' 1")	2.5m arm (8' 2")
◈1.62m³ (2.12yd³)	1.40m³ (1.8yd³)	1540mm (60.6")	-	1570kg (3460lb)					
⊙1.44m³ (1.88yd³)	1.27m³ (1.66yd³)	1280mm (50.4")	-	1565kg (3450lb)					
※⊙1.62m³ (2.12yd³)	1.40m³ (1.8yd³)	1545mm (60.8")	-	1610kg (3550lb)					
⊙1.86m³ (2.43yd³)	1.60m³ (2.1yd³)	1725mm (67.9")	-	1710kg (3770lb)					

※ : Standard bucket

◈ : Heavy duty bucket

⊙ : Rock bucket

Applicable for materials with density of 2000kgf/m³ (3370lbf/yd³) or less

Applicable for materials with density of 1600kgf/m³ (2700lbf/yd³) or less

Applicable for materials with density of 1100kgf/m³ (1850lbf/yd³) or less

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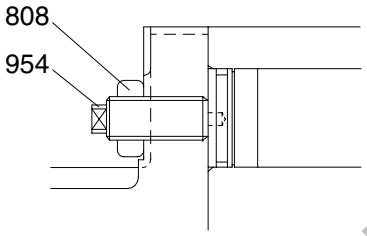
(4) Adjustment of maximum and minimum flows

① Adjustment of maximum flow

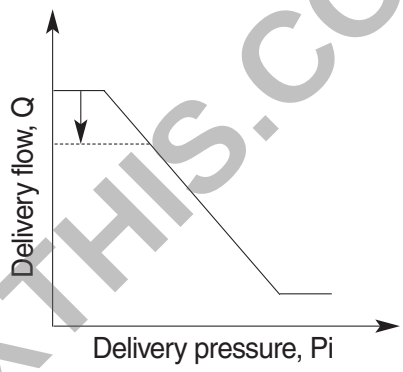
Adjust it by loosening the hexagon nut(808) and by tightening(or loosening) the set screw(954).

The maximum flow only is adjusted without changing other control characteristics.

Speed	Adjustment of max flow spring	
	Tightening amount of adjusting screw (954)	Flow change amount
(min $^{-1}$)	(Turn)	(ℓ /min)
1700	+1/4	-6.7



R290RE08(5)

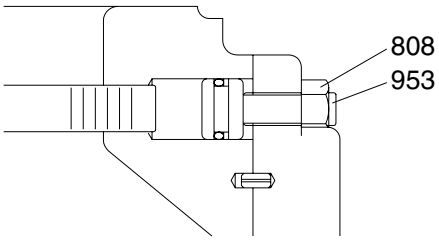


② Adjustment of minimum flow

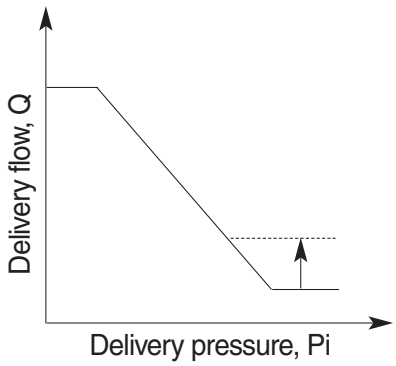
Adjust it by loosening the hexagon nut(808) and by tightening(or loosening) the hexagonal socket head set screw (953). Similarly to the adjustment of the maximum flow, other characteristics are not changed.

However, remember that, if tightened too much, the required horsepower during the maximum delivery pressure(or during relieving) may increase.

Speed	Adjustment of min flow spring	
	Tightening amount of adjusting screw (953)	Flow change amount
(min $^{-1}$)	(Turn)	(ℓ /min)
1700	+1/4	+6.7



3607A2MP02

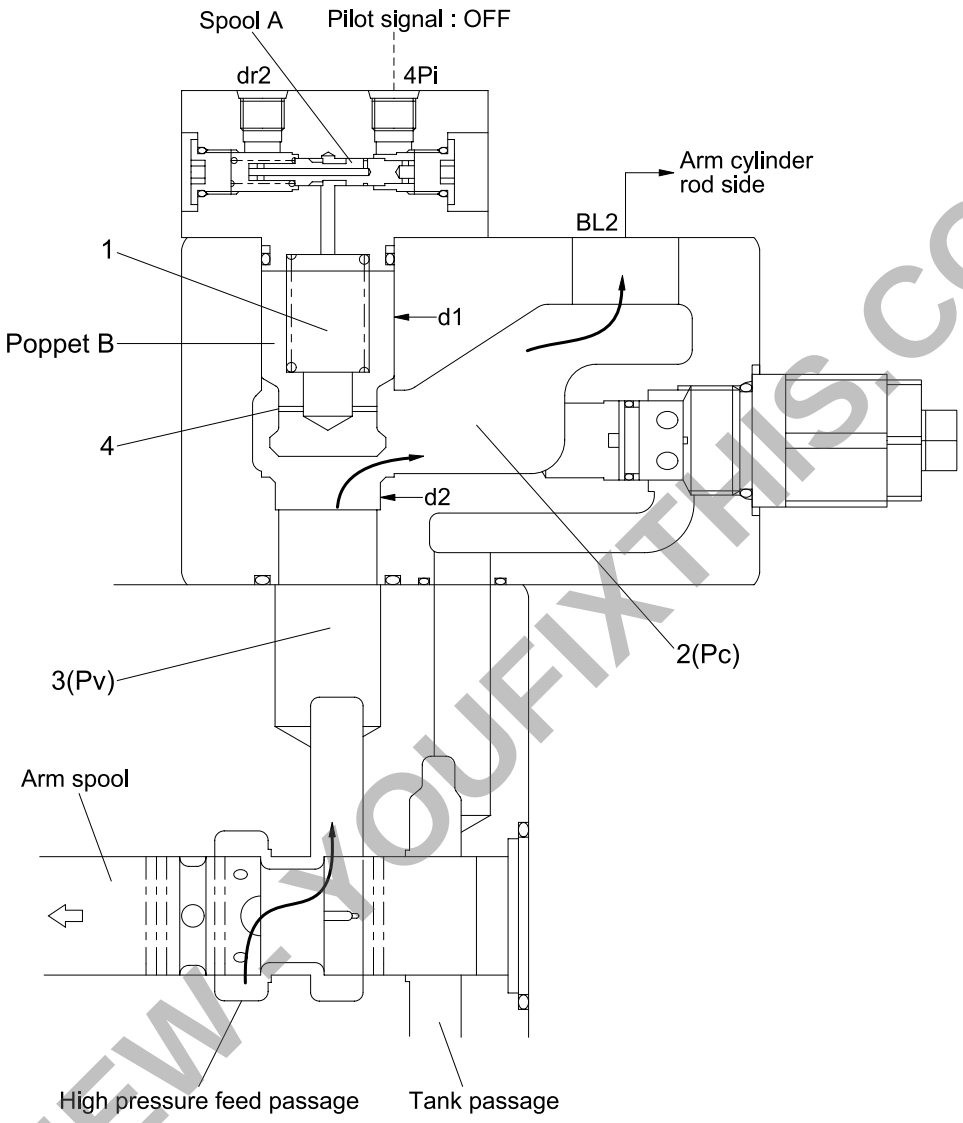


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② **When the plunger is operated**

A. When PC is lower than PV (in the case of Arm out, 4Pi pilot signal : OFF)



36072MC22

The pressure of the chamber(1) is same to the pressure of Arm cylinder(rod); (equals to Pc), as it is connected with the core(2) through the orifice(4).

The main poppet(B) is pushed up and oil from the high pressure feed line flows into the Arm cylinder port.

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2. FUNCTIONS

1) FUNDAMENTAL FUNCTIONS

The pilot valve is a valve that controls the spool stroke, direction, etc of a main control valve. This function is carried out by providing the spring at one end of the main control valve spool and applying the output pressure(Secondary pressure) of the pilot valve to the other end.

For this function to be carried out satisfactorily, the pilot valve is composed of the following elements.

(1) Inlet port(P) where oil is supplied from hydraulic pump.

(2) Output ports(1, 2, 3 & 4) to apply pressure supplied from inlet port to ends of control valve spools.

(3) Tank port(T) necessary to control the above output pressure.

(4) Spool to connect output port to inlet port or tank port.

(5) Mechanical means to control output pressure, including springs that work on the above spools.

2) FUNCTIONS OF MAJOR SECTIONS

The functions of the spool(5) are to receive the supply oil pressure from the hydraulic pump at its port P, and to change over oil paths to determine whether the pressure oil of port P is led to output ports 1, 2, 3 & 4 or the output port pressure oil to tank port T.

The spring(7) works on this spool to determine the output pressure.

The change the deflection of this spring, the push rod(14) is inserted and can slide in the plug(11).

For the purpose of changing the displacement of the push rod through the switch plate(19) and adjusting nut(20) are provided the handle(27) that can be tilted in any direction around the fulcrum of the universal joint(18) center.

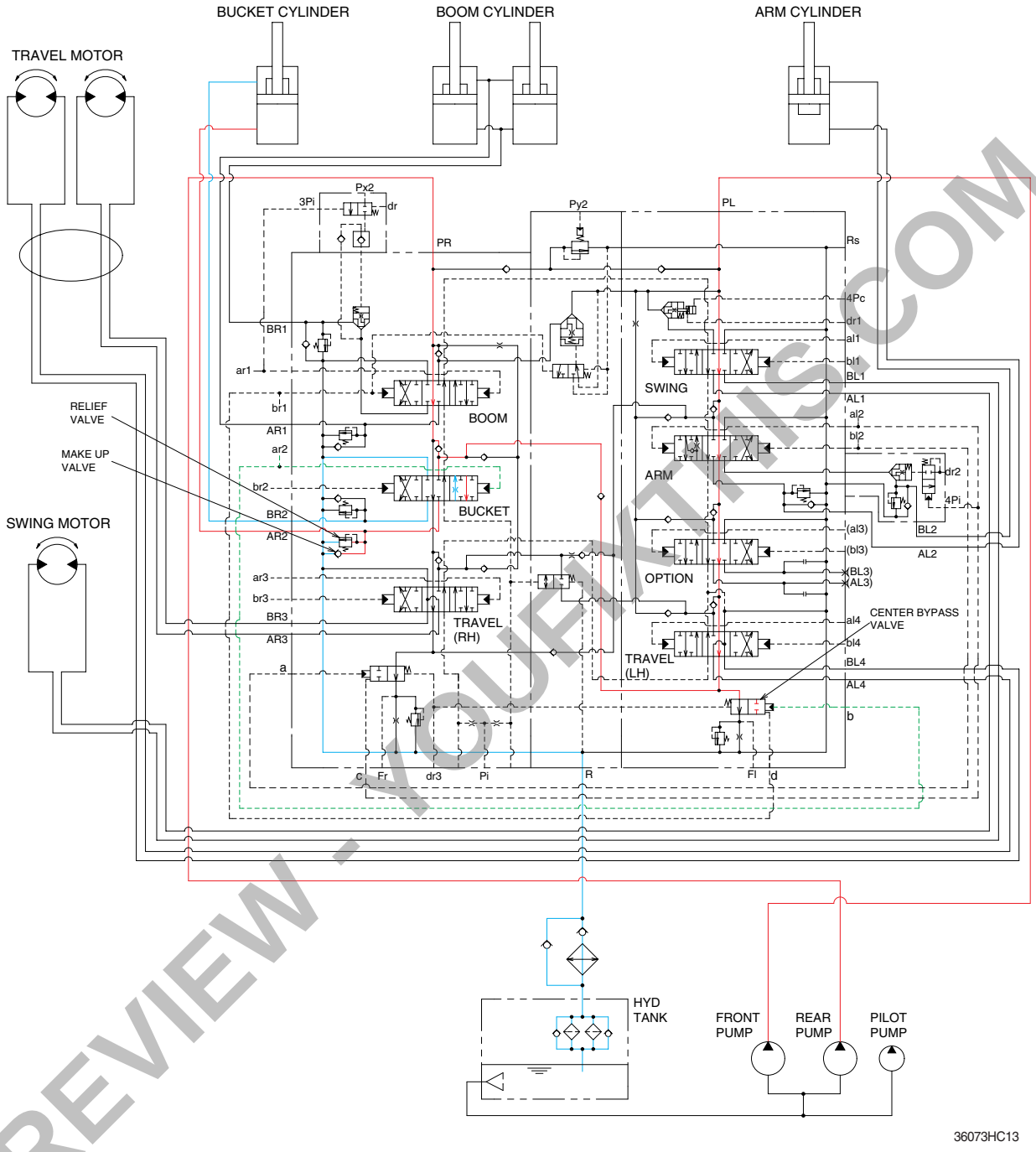
The spring(10) works on the case(1) and spring seat(8) and tries to return the push rod(14) to the zero-displacement position irrespective of the output pressure, securing its resetting to the center position.

This also has the effect of a reaction spring to give appropriate control feeling to the operator.

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5. BUCKET ROLL IN OPERATION



When the RH control lever is pulled left, the bucket spool in the main control valve is moved to the roll in position by the pilot oil pressure from the remote control valve.

The center bypass valve is blocked by pilot pressure(b) and then the oil from front pump is joint to flow of the rear pump via confluence passage.

The oil from the front and rear pump flows into the main control valve and then goes to the large chamber of bucket cylinder. At the same time, the oil from the small chamber of bucket cylinder returns to the hydraulic oil tank through the bucket spool in the main control valve. When this happens, the bucket roll in. The cavitation which will happen to the bottom of the bucket cylinder is prevented by the make up valve, on other hand. The excessive pressure is also prevented by an overload relief valve in the main control valve.

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5. BEACON LAMP AND CAB LIGHT CIRCUIT

1) OPERATING FLOW

Fuse box (No.17) → I/conn [CN-8(3)] → Beacon lamp switch [CN-23(6)]
Fuse box (No.16) → I/conn [CN-7(12)] → Switch panel [CN-116(16, 17)]

(1) Beacon lamp switch ON

Beacon lamp switch ON [CS-23(2)] → Switch Indicator lamp ON [CS-23(9)]
→ I/conn [CN-8(4)] → I/conn [CN-10(10)]
→ Beacon lamp ON [CL-7]

(2) Cab light switch ON

Cab light switch ON [CN-116(7, 8)] → I/conn [CN-7(6)] → I/conn [CN-10(11)]
→ Cab light ON [CL-8(2), CL-9(2)]

2) CHECK POINT

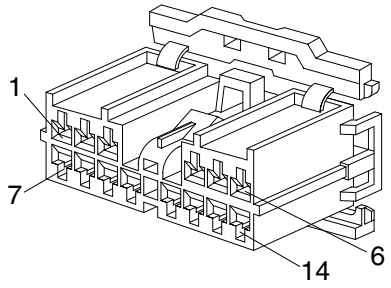
Engine	Start switch	Check point	Voltage
STOP	ON	① - GND(Fuse box) ② - GND(Switch power input) ③ - GND(Switch power output) ④ - GND(Beacon lamp)	20~25V
STOP	ON	⑤ - GND(Fuse box) ⑥ - GND(Switch power input) ⑦ - GND(Switch power output) ⑧ - GND(Cab light)	20~25V

※ GND : Ground

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13) KET SDL CONNECTOR

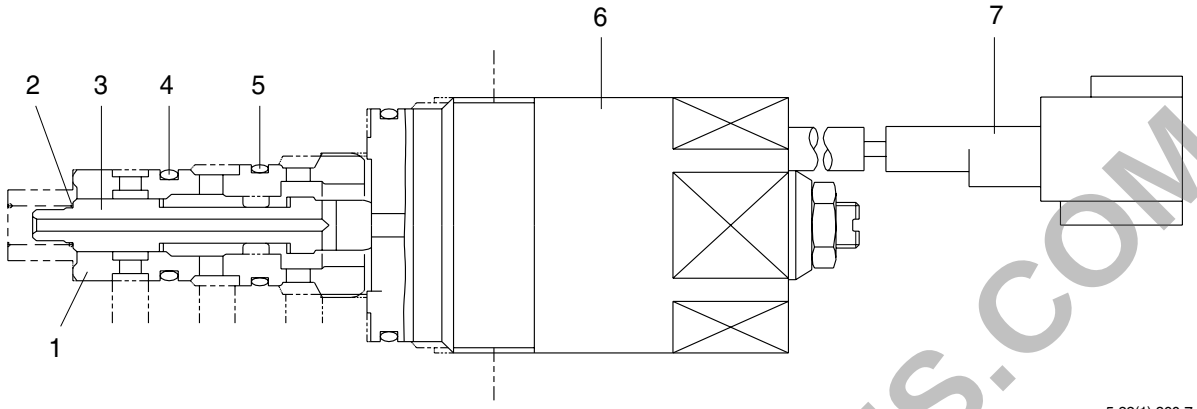
No. of pin	Connector(Female)	Connector(Male)
14	 MG610406	

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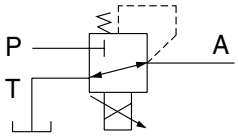
2. OPERATING PRINCIPLE

1) STRUCTURE



5-22(1) 360-7

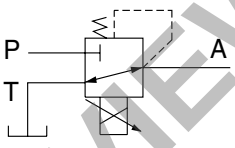
1	Sleeve	4	O-ring	6	Solenoid valve
2	Spring	5	O-ring	7	Connector
3	Spool				

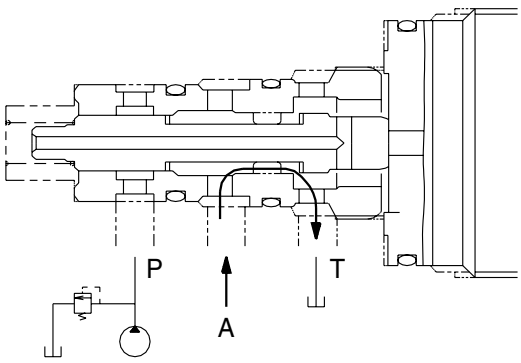


P	Pilot oil supply line(Pilot pressure)
T	Return to tank
A	Secondary pressure to flow regulator at hydraulic pump

2) AT H MODE

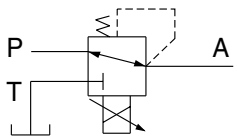
Pressure line is blocked and A oil returns to tank.

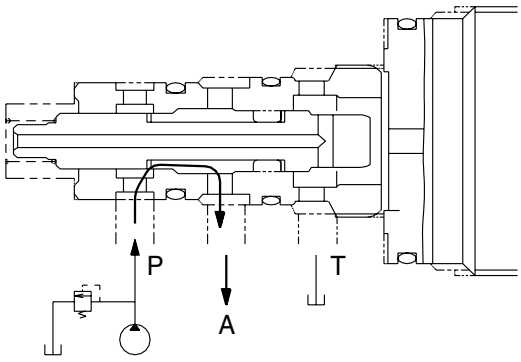




3) AT S MODE

Secondary pressure enters into A.



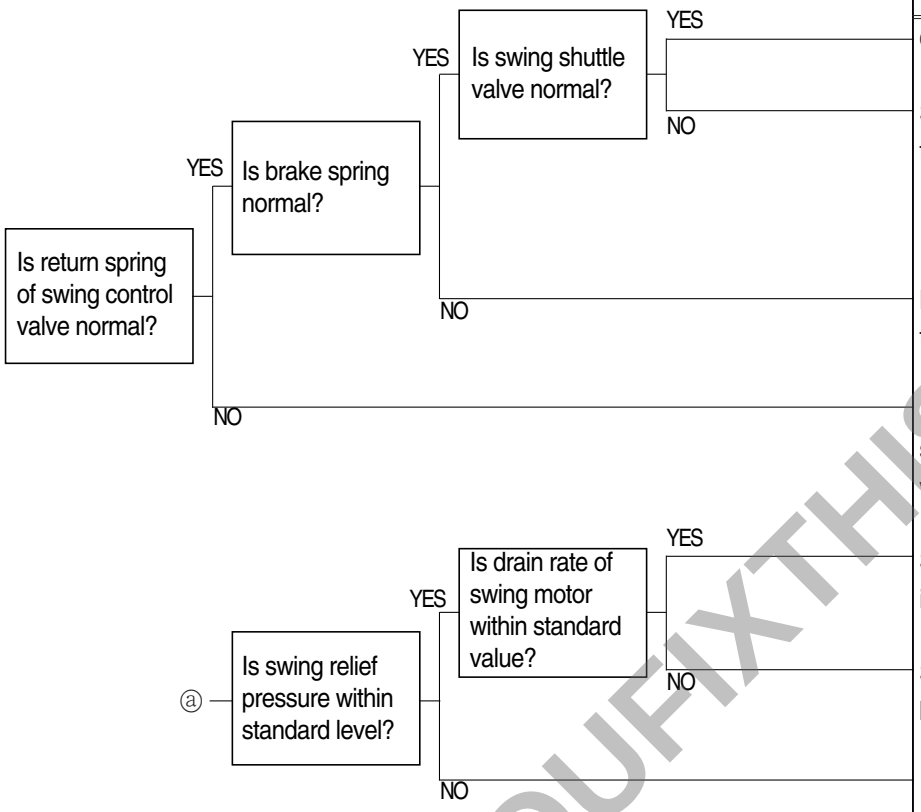


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5) THE SWING UNIT DRIFTS WHEN THE MACHINE IS AT REST ON A SLOPE



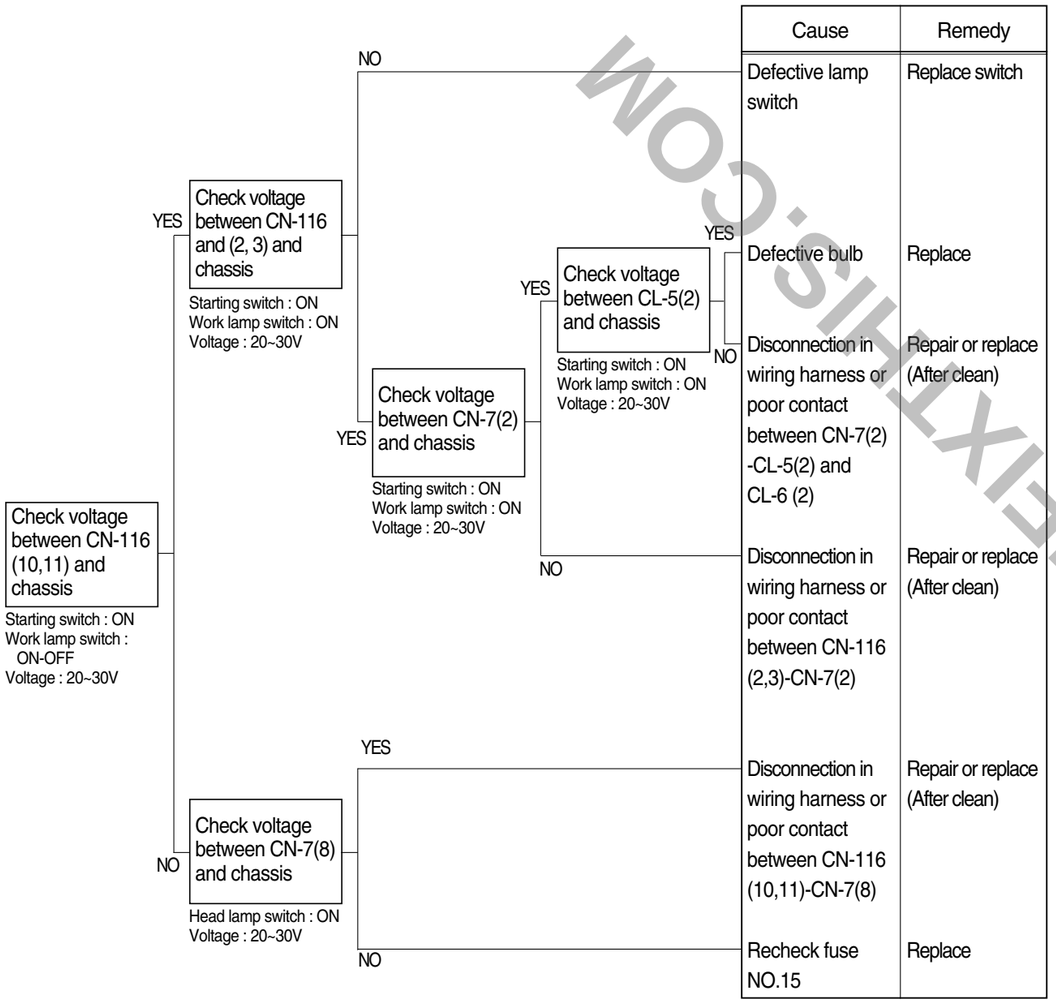
Cause	Remedy
ⓐ Shuttle valve is faulty.	Disassemble and replace.
Brake spring is faulty.	Disassemble and replace.
Return spring of swing control valve is faulty.	Disassemble and replace.
Swing relief valve is faulty.	Disassemble and repair or replace.
Swing motor is broken.	Disassemble and repair.
	Adjust swing relief valve pressure or replace swing relief valve.

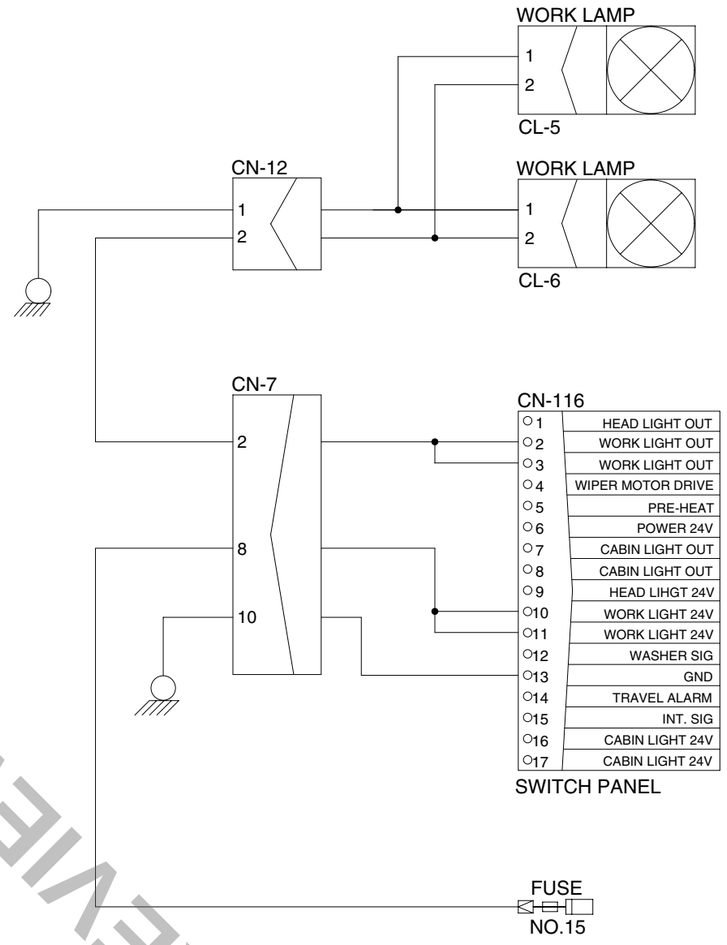
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16. WHEN STARTING SWITCH IS TURNED ON, WORK LAMP DOES NOT LIGHTS UP

- Before disconnecting the connector, always turn the starting switch OFF.
- Before carrying out below procedure, check all the related connectors are properly inserted and short of fuse No.15.
- After checking, insert the disconnected connectors again immediately unless otherwise specified.





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9) HYDRAULIC CYLINDER CYCLE TIME

(1) Measure the cycle time of the boom, standard arm, and standard bucket cylinders.

(2) Preparation

① To measure the cycle time of the boom cylinders:
With the arm rolled out and the empty bucket rolled out, lower the bucket to the ground, as shown.

② To measure the cycle time of the arm cylinder.
With the empty bucket rolled in, position the arm so that it is vertical to the ground. Lower the boom until the bucket is 0.5m above the ground.

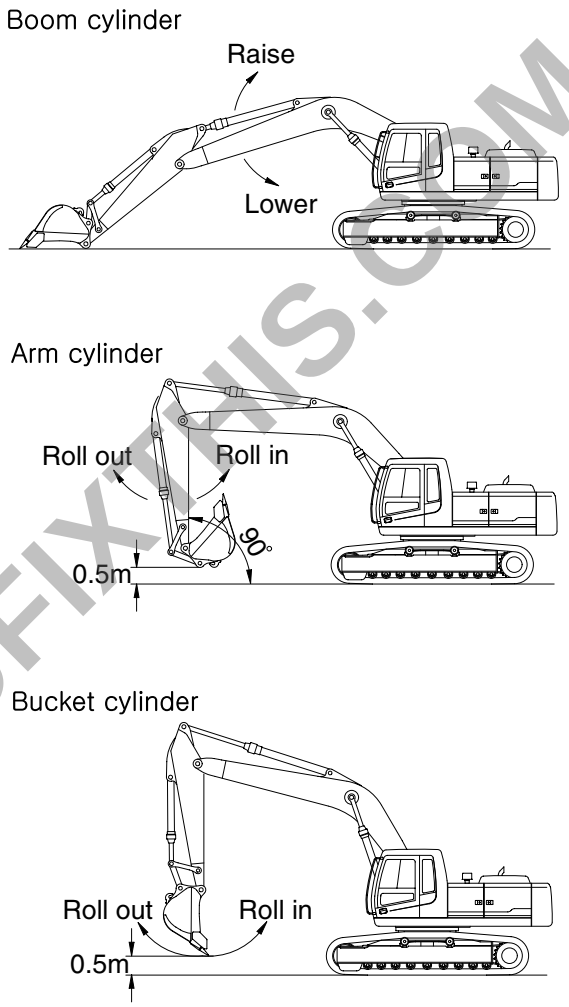
③ To measure the cycle time of the bucket cylinder.
The empty bucket should be positioned at midstroke between roll-in and roll-out, so that the sideplate edges are vertical to the ground.

④ Keep the hydraulic oil temperature at 50 ±5℃.

(3) Measurement

① Select the following switch positions.
- Mode selector : M mode

② To measure cylinder cycle times.
- Boom cylinders.
Measure the time it takes to raise the boom, and the time it takes to lower the boom. To do so, position the boom at one stroke end then move the control lever to the other stroke end as quickly as possible.
- Arm cylinder.
Measure the time it takes to roll in the arm, and the time it takes to roll out the arm. To do so, position the bucket at one stroke end, then move the control lever to the other stroke end as quickly as possible.



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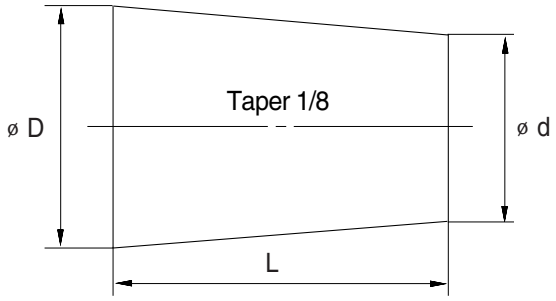
SECTION 8 DISASSEMBLY AND ASSEMBLY

GROUP 1 PRECAUTIONS

1. REMOVAL WORK

1) Lower the work equipment completely to the ground.
   If the coolant contains antifreeze, dispose of it correctly.
2) After disconnecting hoses or tubes, cover them or fit blind plugs to prevent dirt or dust from entering.
3) When draining oil, prepare a container of adequate size to catch the oil.
4) Confirm the match marks showing the installation position, and make match marks in the necessary places before removal to prevent any mistake when assembling.
5) To prevent any excessive force from being applied to the wiring, always hold the connectors when disconnecting the connectors.
6) Fit wires and hoses with tags to show their installation position to prevent any mistake when installing.
7) Check the number and thickness of the shims, and keep in a safe place.
8) When raising components, be sure to use lifting equipment of ample strength.
9) When using forcing screws to remove any components, tighten the forcing screws alternately.
10) Before removing any unit, clean the surrounding area and fit a cover to prevent any dust or dirt from entering after removal.
11) When removing hydraulic equipment, first release the remaining pressure inside the hydraulic tank and the hydraulic piping.
12) If the part is not under hydraulic pressure, the following corks can be used.

Nominal number	Dimensions		
	D	d	L
06	6	5	8
08	8	6.5	11
10	10	8.5	12
12	12	10	15
14	14	11.5	18
16	16	13.5	20
18	18	15	22
20	20	17	25
22	22	18.5	28
24	24	20	30
27	27	22.5	34



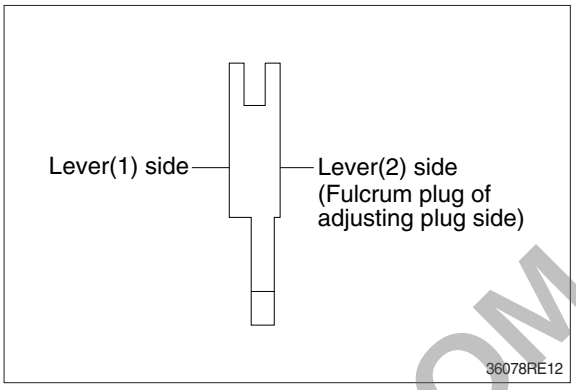
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(5) Fit feedback lever(611), matching its pin hole with pin hole in spool.
Then insert pin(874).

※ Insert pin in feedback lever a little to ease operation.

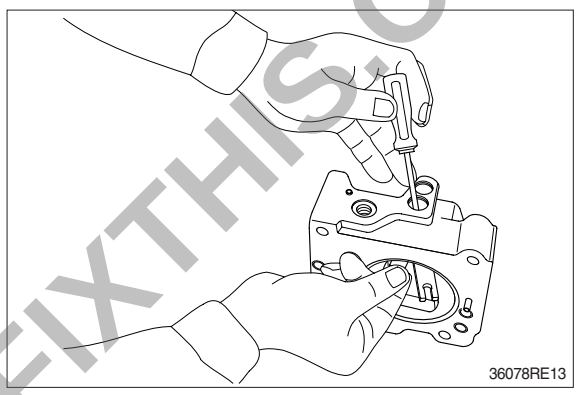
※ Take care not to mistake direction of feedback lever.



(6) Put pilot piston(643) into pilot hole of casing.

※ Confirm that pilot piston slides smoothly without binding.

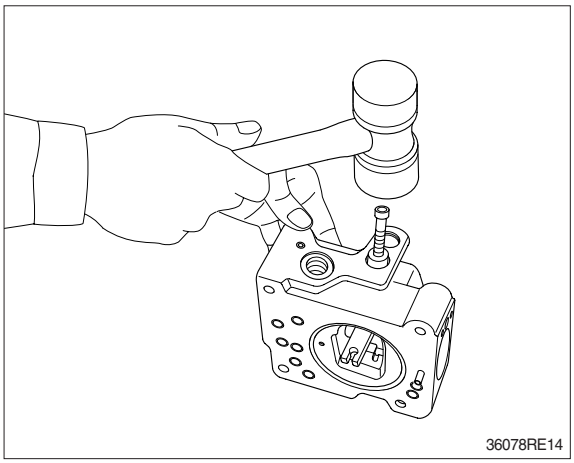
(7) Put pin force-fitted in lever2(613) into groove of pilot piston.
Then fix lever2.



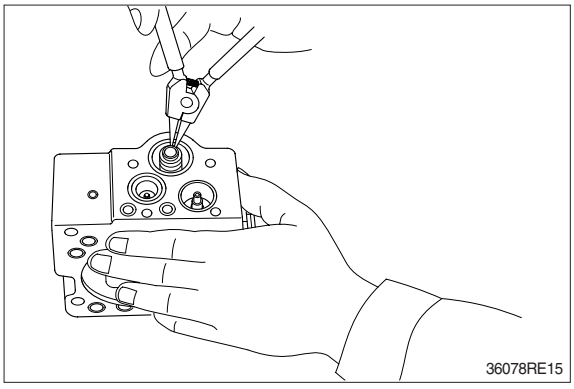
(8) Fit fulcrum plug(614) so that pin force-fitted in fulcrum plug(614) can be put into pin hole of lever2.
Then fix locking ring(858).

(9) Insert adjusting plug(615) and fit locking ring.

※ Take care not to mistake inserting holes for fulcrum plug and adjusting plug.
At this point in time move feedback lever to confirm that it has no large play and is free from binding.



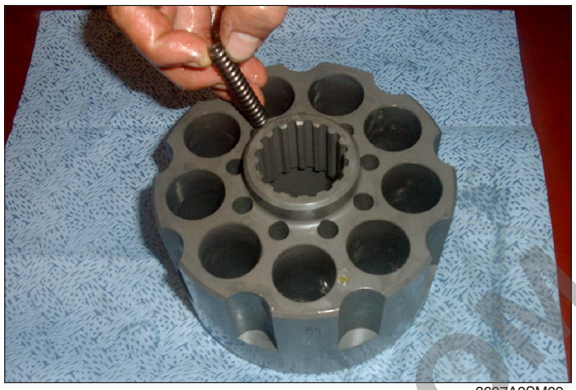
(10) Fit return spring(654) and spring seat (653) into spool hole and attach snap ring (814).



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③ Disassemble spring(10) from cylinder block(9).



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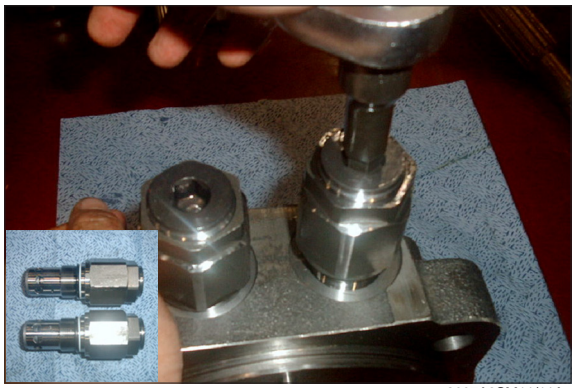
(3) Disassemble rear cover assy sub

① Disassemble pin(6, 21) and valve plate (20) from rear cover(23).



3607A8SM10/10A

② Using a torque wrench, disassemble relief valve assy(30) 2 set from rear cover(23).



3607A8SM11/11A

③ Disassemble make up check valve assy with a torque wrench from rear cover(23).

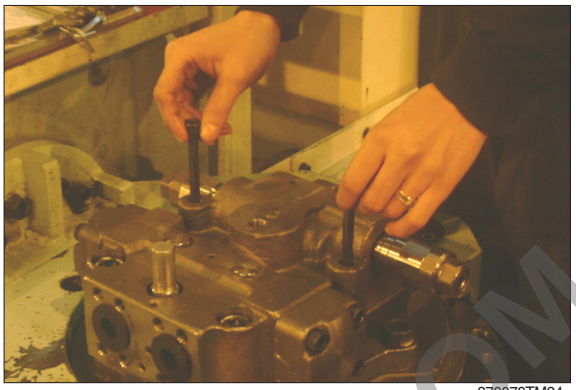


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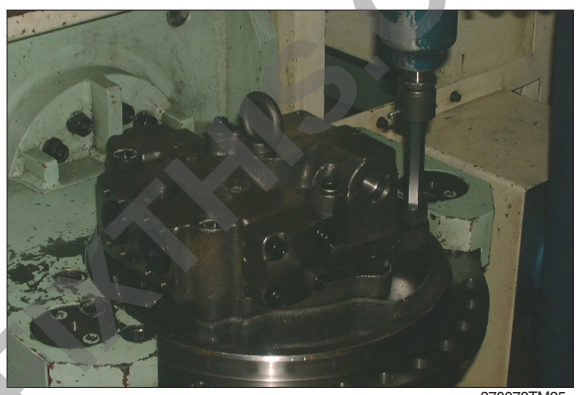
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③ Remove plug(564) from valve casing (303). And then screw two M10×135 bolts on the holes of compelent brake release. Sub assembly(valve casing & brake piston)



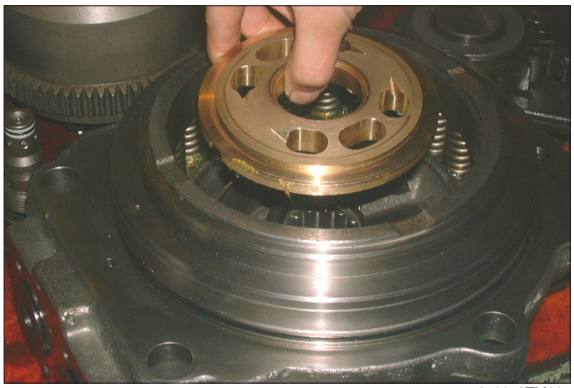
370078TM24

④ Remove socket bolts(401, 402) that assemble valve casing(303).



370078TM25

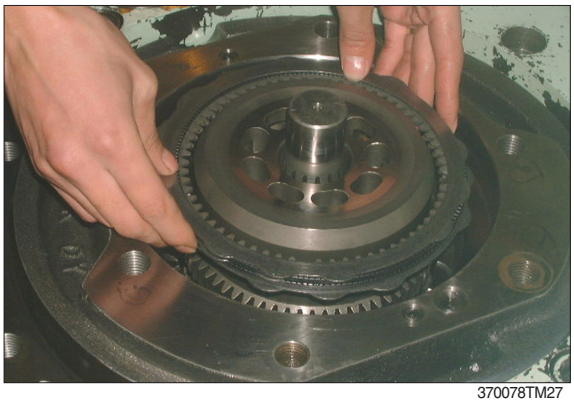
⑤ Remove the above socket bolt, and then separate valve casing sub-assembly and remove valve plate(131).



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⑥ Pull out friction plate(742) and separation plate(741) from cylinder block(111).

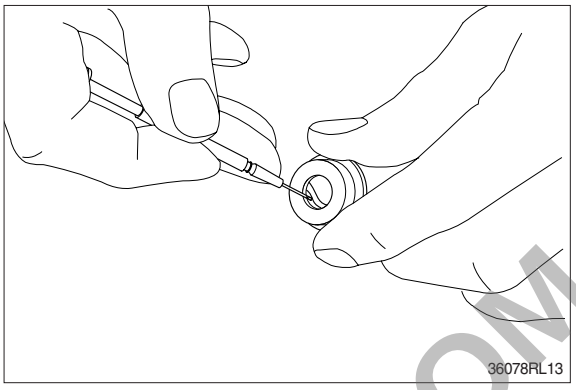
※ In this case, motor should be located in horizontally.



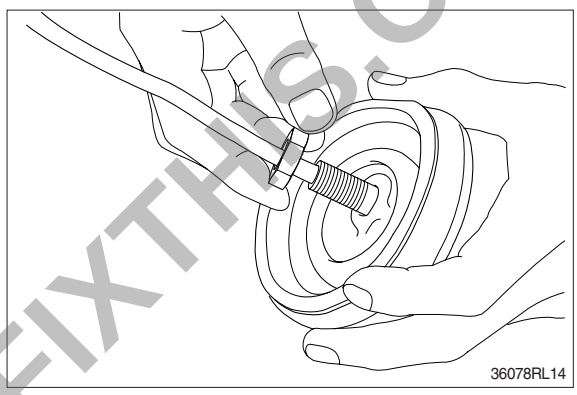
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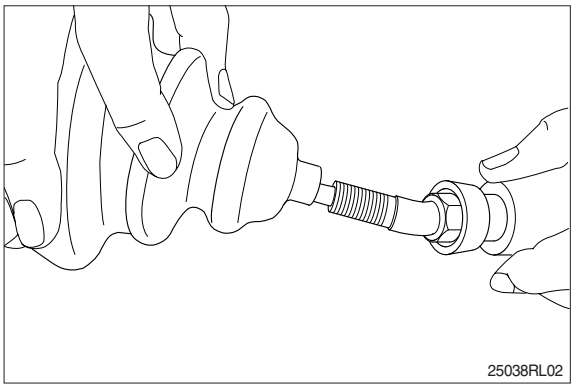
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(16) Remove lock nut(20) and then boot(25).





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(4) Overall assemble

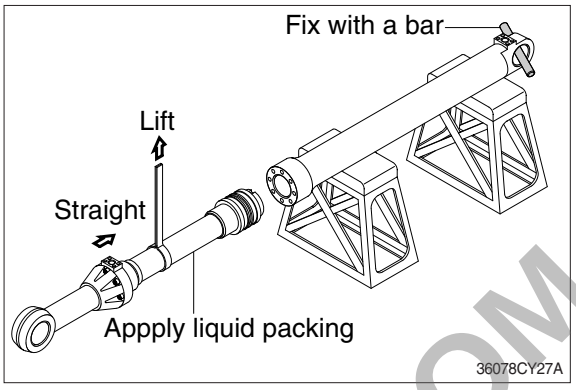
① Place a V-block on a rigid work bench. Mount the tube assembly(1) on it and fix the assembly by passing a bar through the clevis pin hole to lock the assembly.

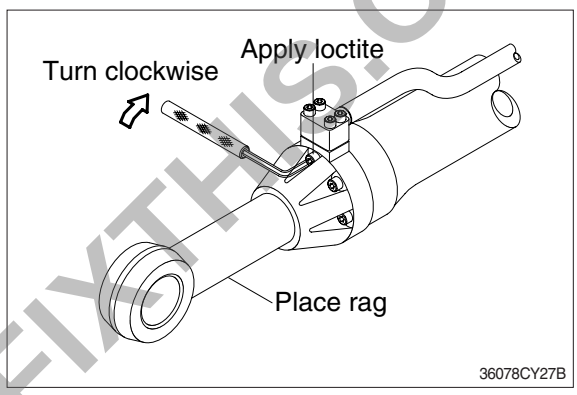
② Insert the rod assembly in to the tube assembly, while lifting and moving the rod assembly with a crane.

※ 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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