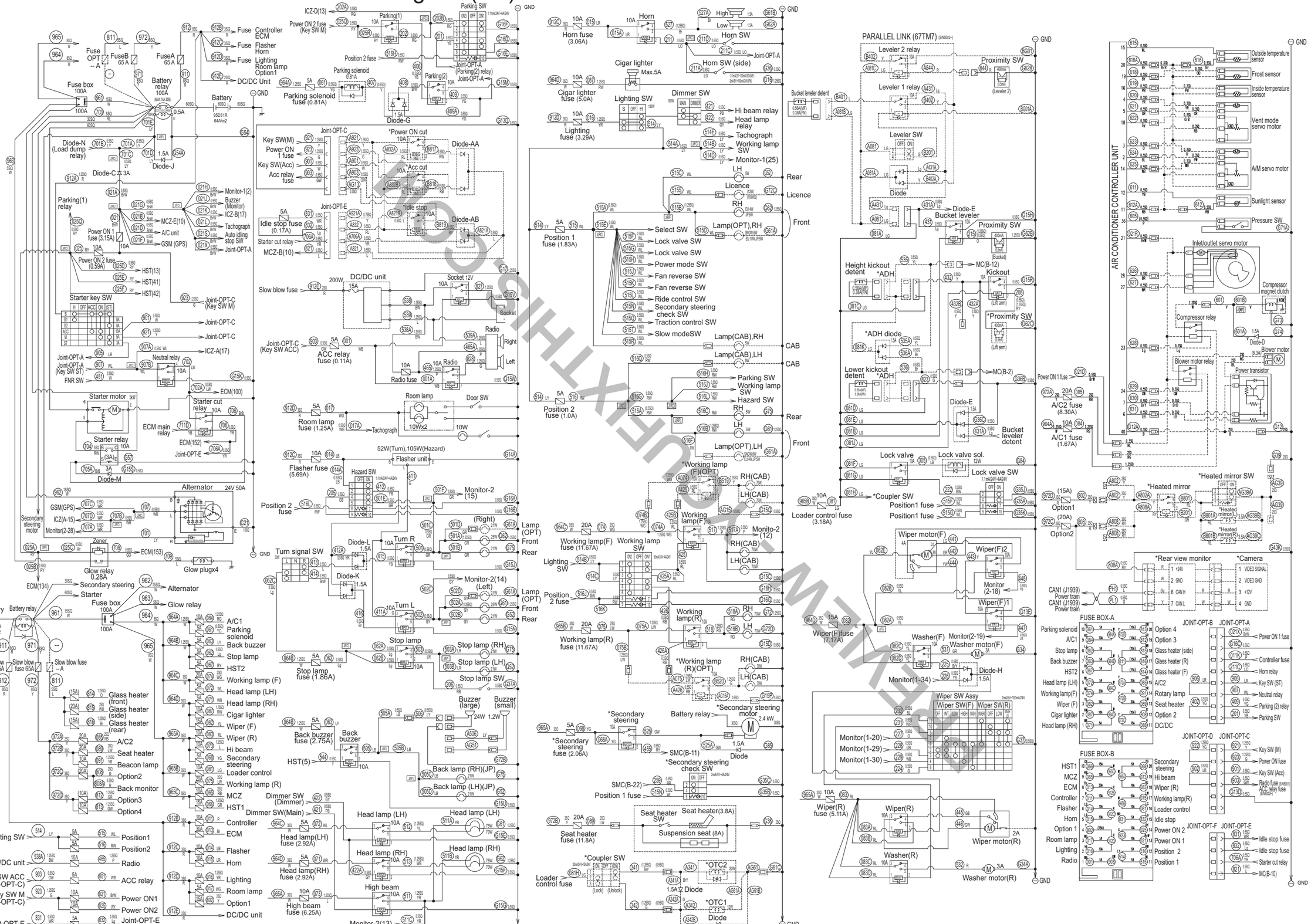
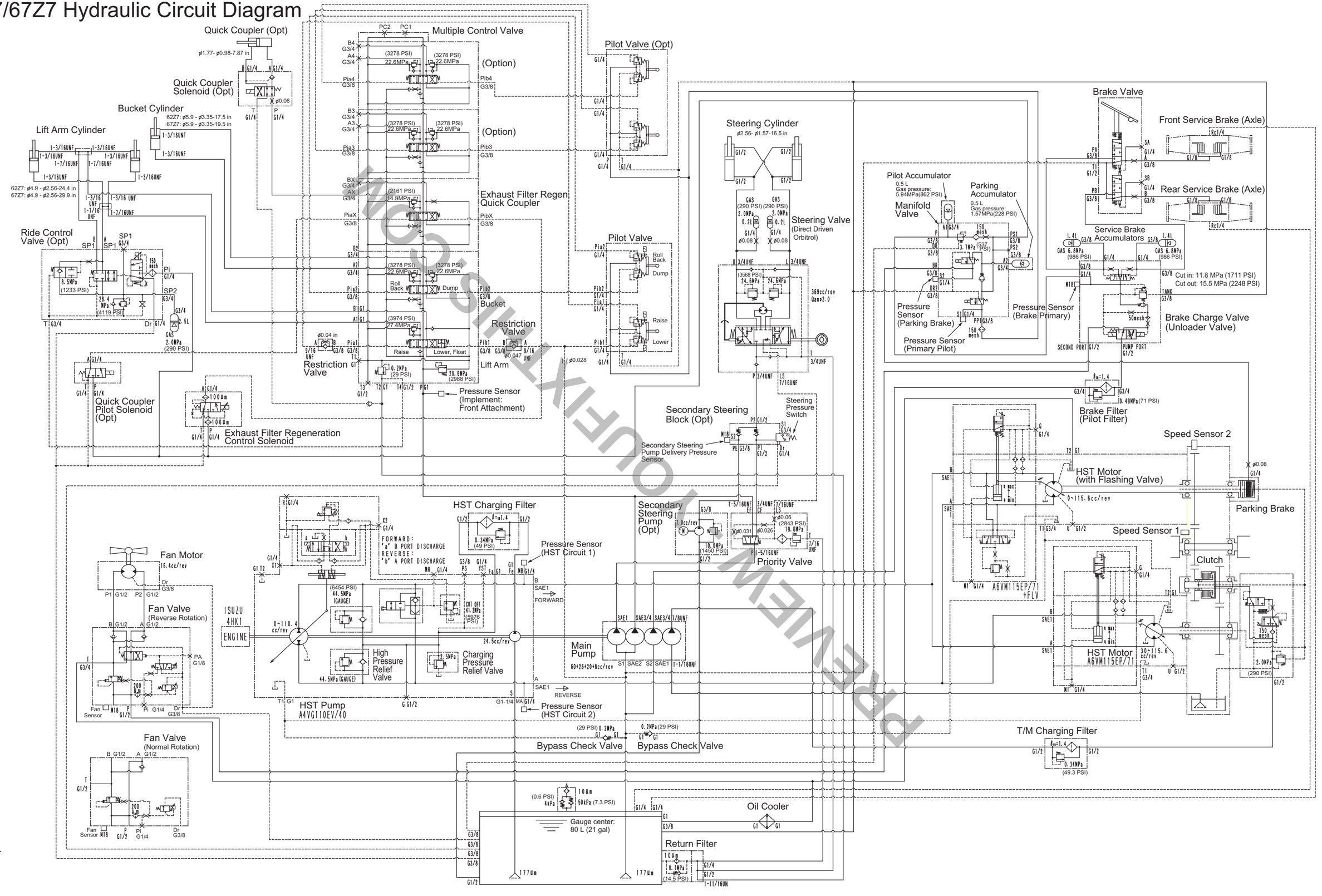
62Z7/67Z7/67TM7 Electrical Connection Diagram (1/2)



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62Z7/67Z7 Hydraulic Circuit Diagram



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SECTION 5 TROUBLESHOOTING

Group 1 Diagnosing Procedure

Introduction

Refer to the inspection and troubleshooting procedures after any machine trouble has occurred. The inspection and troubleshooting procedures are presented in an orderly fashion in this section to quickly find the cause of the machine trouble and solution.

The troubleshooting section in this manual consists of eight groups; Diagnosing Procedure, Monitor, e-Service, Component Layout, Troubleshooting A (base machine diagnosis by using fault codes), Troubleshooting B (base machine diagnosis starting with inspection of abnormal operational status), Troubleshooting C (monitor diagnosis), and air conditioner.

- Diagnosing Procedure
  This group explains procedures of troubleshooting and precautions and/or information for the electrical system inspection.

  Example: Fuse Inspection

- Monitor
  This group contains the display screen of monitor and the operating procedures of service menu.

- e-Service
  This group contains as follows. Download data from the monitor controller and Upload. Procedures when starting satellite communication, when installing the satellite communication controller and when replacing the monitor controller. Explanation for the satellite communication system.

- Component Layout

- Troubleshooting A (Base Machine Diagnosis By Using Fault Codes)
  Refer to these procedures if any fault codes are displayed when each controller is diagnosed by using MPDr. (or the the service menu of monitor).

  IMPORTANT: The monitor controller receives and retains a record of the electrical signal system malfunction of each controller in the form of fault codes by using the CAN communication. In addition, the self-diagnosing function records the electrical signal system malfunction in the form of fault codes

  Example: Fault Code 111000-2: Abnormal EEPROM

- Troubleshooting B (Machine Diagnosis by Using Troubleshooting Symptom)
  Refer to troubleshooting B for diagnosis by using trouble symptom.
  Refer to these procedures when no fault codes are displayed after diagnosing the machine by using MPDr. (or the service menu of monitor).

  Example: Even if accelerator pedal is operated, engine speed does not change.

- Troubleshooting C (monitor diagnosis)
  This procedure is used when there are malfunctions on components regarding monitor, such as gauges or indicators.

  Example: The fuel gauge is not operated.

- Air Conditioner
  This group contains system of the air conditioner, troubleshooting, and procedures for charging air conditioner with refrigerant.

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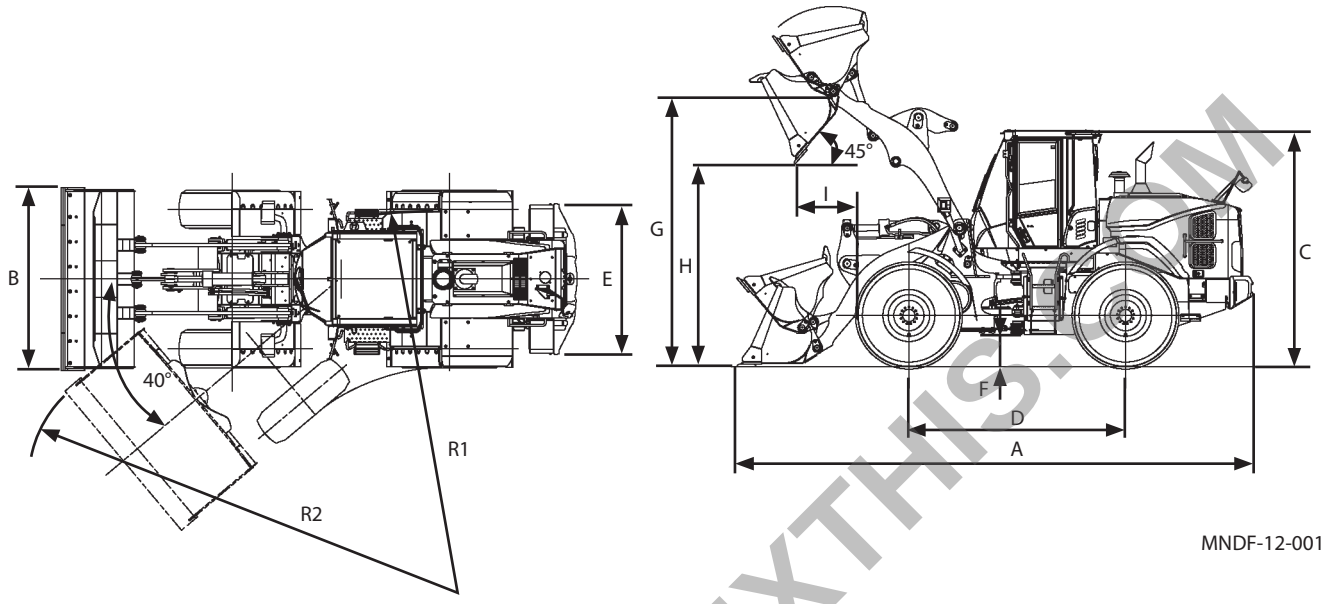
MPDr. Fault Code Reference Table

Fault Code	MPDr. Message	Category	Reference 1	Reference 2
111000-2	Abnormal EEPROM	MC	T5-5-9	T5-5-57
111001-2	Abnormal RAM	MC	T5-5-9	T5-5-57
111002-2	Abnormal A/D Converter	MC	T5-5-9	T5-5-57
111003-3	Abnormal Sensor Voltage	MC	T5-5-9	T5-5-58
111006-2	Engine Controller Communication Error	MC	T5-5-10	T5-5-61
111007-2	(CAN1) Information Controller Communication Error 1	MC	T5-5-10	T5-5-61
111008-2	(CAN2) Information Controller Communication Error 2	MC	T5-5-10	T5-5-69
111014-2	Air Conditioner Controller Communication Error (CAN2)	MC	T5-5-10	T5-5-69
111025-2	Column Monitor Controller Communication Error (CAN2)	MC	T5-5-10	T5-5-69
111027-2	MC Communication Error	HST	T5-5-19	T5-5-87
111028-2	ECM Communication Error	HST	T5-5-19	T5-5-87
111030-2	HST Controller Communication Error (CAN1)	MC	T5-5-10	T5-5-61
111103-3	Accelerator Pedal Sensor Circuit High Input	MC	T5-5-11	T5-5-73
111103-4	Accelerator Pedal Sensor Circuit Low Input	MC	T5-5-11	T5-5-73
111205-3	Lift Arm Angle Sensor Circuit High Input	MC	T5-5-17	T5-5-74
111205-4	Lift Arm Angle Sensor Circuit Low Input	MC	T5-5-17	T5-5-74
111206-3	Pressure Sensor (Fan Circuit Pressure) Circuit High Input	MC	T5-5-17	T5-5-76
111206-4	Pressure Sensor (Fan Circuit Pressure) Circuit Low Input	MC	T5-5-17	T5-5-76
111207-3	Refrigerant Pressure Sensor Circuit High Input	MC	T5-5-17	T5-5-74
111207-4	Refrigerant Pressure Sensor Circuit Low Input	MC	T5-5-17	T5-5-74
111208-3	Emergency Steering Pump Delivery Pressure Sensor Circuit High Input	MC	T5-5-12	T5-5-77
111208-4	Emergency Steering Pump Delivery Pressure Sensor Circuit Low Input	MC	T5-5-12	T5-5-77
111217-3	Primary Pilot Pressure Sensor Circuit High Input	MC	T5-5-13	T5-5-75
111217-4	Primary Pilot Pressure Sensor Circuit Low Input	MC	T5-5-13	T5-5-75

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Specifications (62Z7/67Z7)



MNDF-12-001

Model	-	62Z7	67Z7
Bucket Capacity: heaped	m^3 (Y^3)	*2.1 (2.75)	*2.4 (3.14)
Operating Weight	kg (lb)	11060 (24383)	11980 (26411)
Tipping Load (Full Turn)	kg (lb)	7900 (17417)	8880 (19577)
Engine		ISUZU 4HK1	ISUZU 4HK1
A: Overall Length	mm (in)	7135 (281)	7430 (292.5)
B: Overall Width (Bucket)	mm (in)	2560 (100.8)	2560 (100.8)
C: Overall Height	mm (in)	3265 (128.5)	3265 (128.5)
D: Wheel Base	mm (in)	3000 (118)	3000 (118)
E: Tread	mm (in)	1930 (76)	1930 (76)
F: Ground Clearance	mm (in)	430 (17)	430 (17)
G: Bucket Hinge Height	mm (in)	3805 (150)	3835 (151)
H: Dumping Clearance (45 °)	mm (in)	2810 (110.6)	2800 (110.2)
I: Dumping Reach (45 °)	mm (in)	840 (33.1)	960 (37.8)
R1: Minimum Rotation Radius	mm (in)	5085 (200)	5085 (200)
R2: Minimum Rotation Radius	mm (in)	5900 (232.3)	5950 (234.3)
Travel Speed Forward/Reverse	km/h (mph)	39 (24.2)/39 (24.2)	39 (24.2)/39 (24.2)
Transmission Speeds (F/R)	-	4/4	4/4
Articulation Angle (Left/Right) deg	(°)	40	40
Tire Size	-	20.5-25-12PR (L2)	20.5-25-12PR (L2)

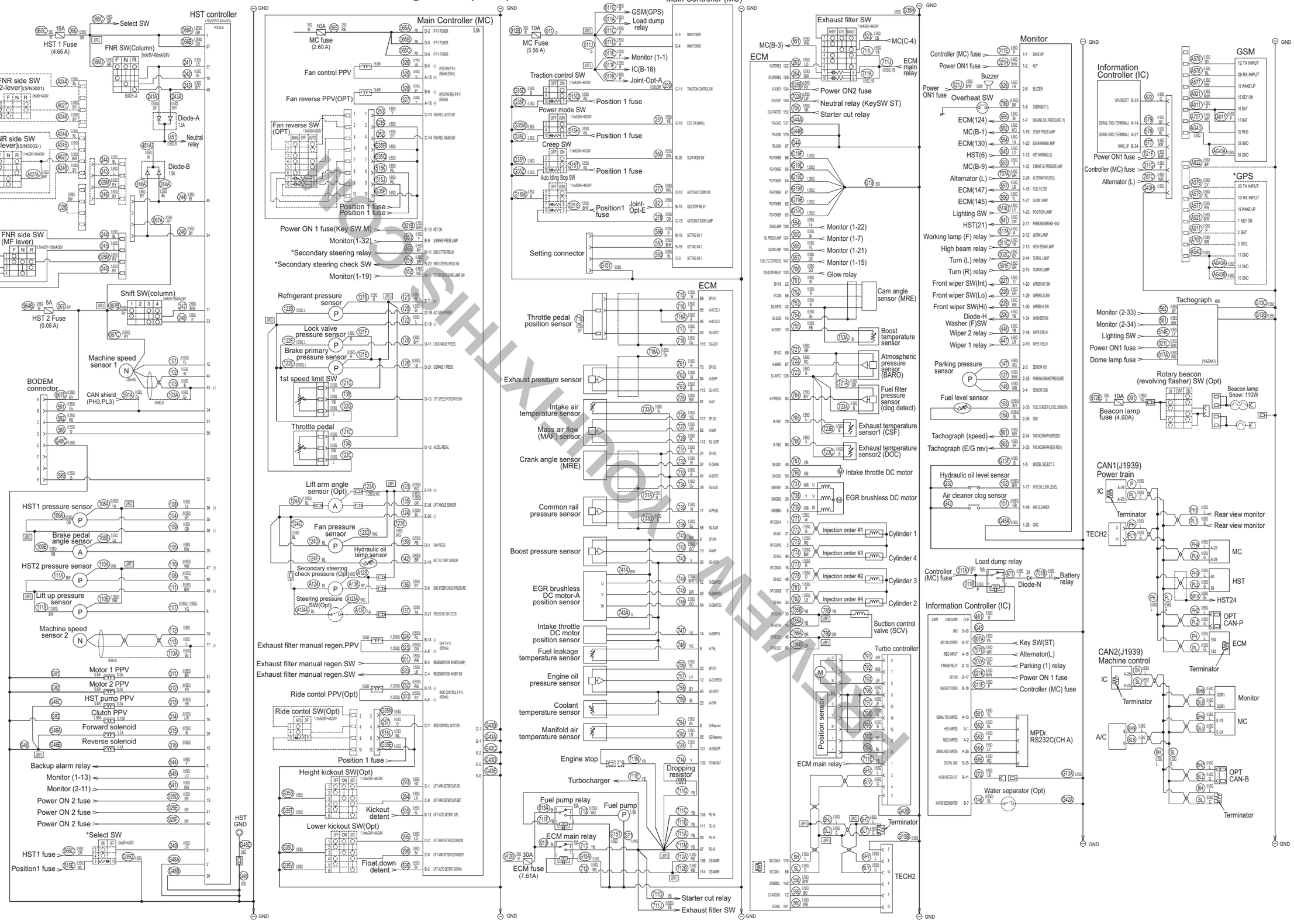
NOTE:

- ** BOC (Bolt-On Cutting Edge)*
- *These specifications are subject to change without notice.*

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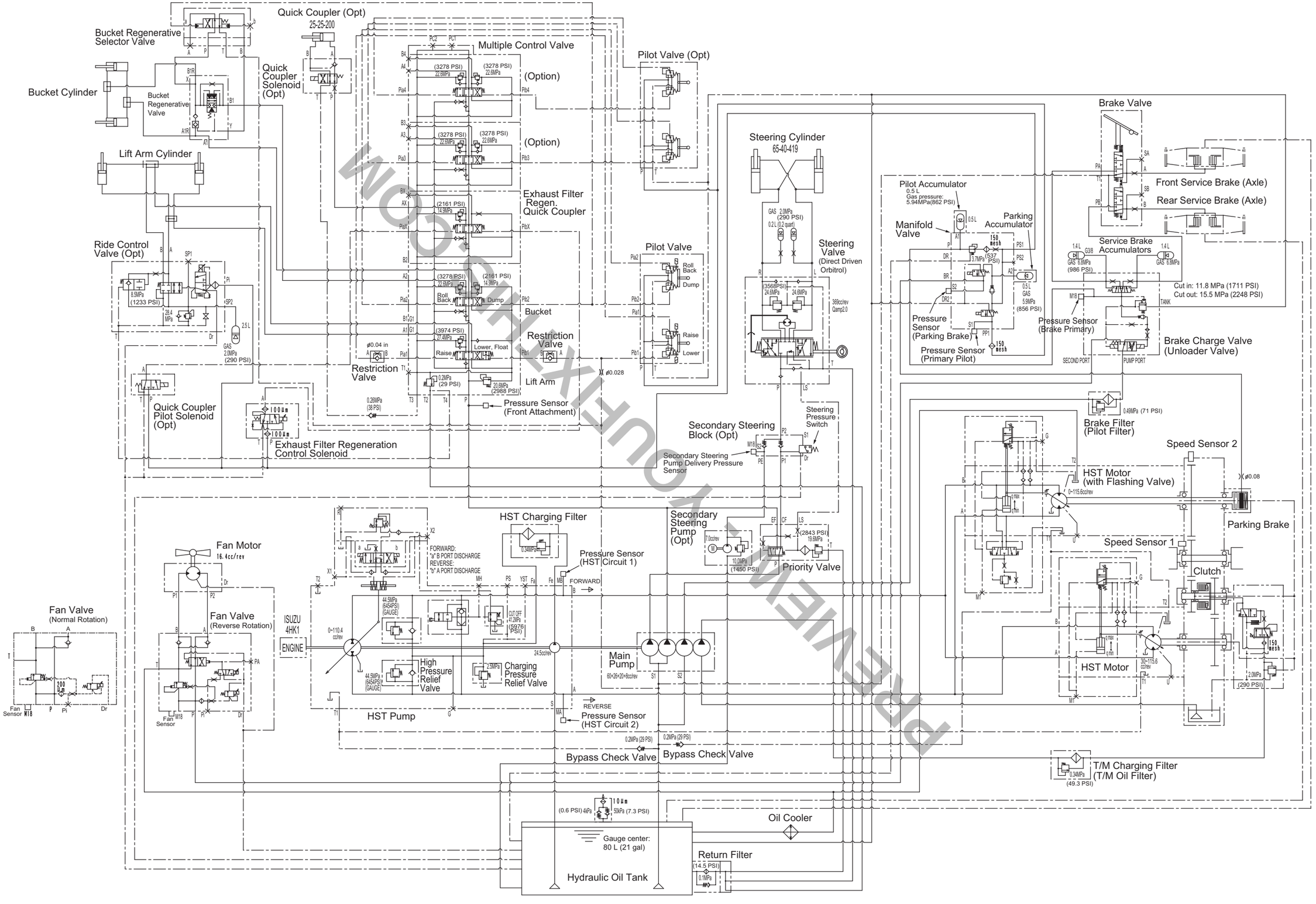
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62Z7/67Z7/67TM7 Electrical Connection Diagram (2/2)



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67TM7 Hydraulic Circuit Diagram



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Diagnosis Procedure

These six basic steps are essential for efficient troubleshooting:

1. Study the system

- Study the machine's technical manuals.
- Know the system and how it works, and what the construction, functions and specifications of the system components are. (Construction and functions)

2. Ask the operator

Before inspecting, get the full story of malfunctions from the operator below.

- Operating condition: How is the machine being used? (Find out if the machine is being operated correctly.)
- Trouble identification: When was the trouble noticed, and what types of work the machine doing at that time?
- Trouble symptom: What are the details of the trouble? Did the trouble slowly get worse, or did it appear suddenly for the first time?
- Trouble history: Did the machine have any other troubles previously? If so, which parts were repaired before?

3. Inspect the machine

Before starting the troubleshooting procedure, check the machine's daily maintenance points, as shown in the operator's manual.

Also, check the electrical system, including the batteries, as troubles in the electrical system such as low battery voltage, loose connections and blown fuses will result in malfunction of the controllers, causing total operational failure of the machine.

If troubleshooting is started without checking for blown fuses, a wrong diagnosis may result, wasting time. Check for blown fuses before troubleshooting. Even if a fuse looks normal by visual inspection, a fine crack is difficult to find.

Always use a circuit tester when checking the fuses.

4. Operate the machine yourself

Reproduce the trouble on the machine and make sure the actual phenomenon.

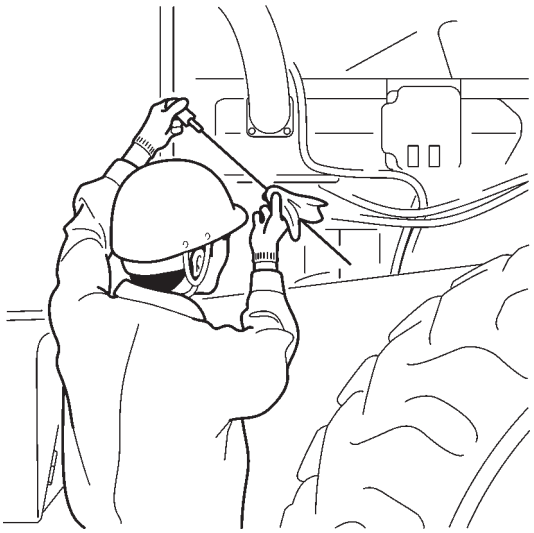
If the trouble cannot be confirmed, stop the engine and obtain further details of the malfunction from the operator. Also, check for any incomplete connections of the wire harnesses corresponding to the trouble.



T107-07-01-001



T4GB-05-01-002



T4GB-05-01-003

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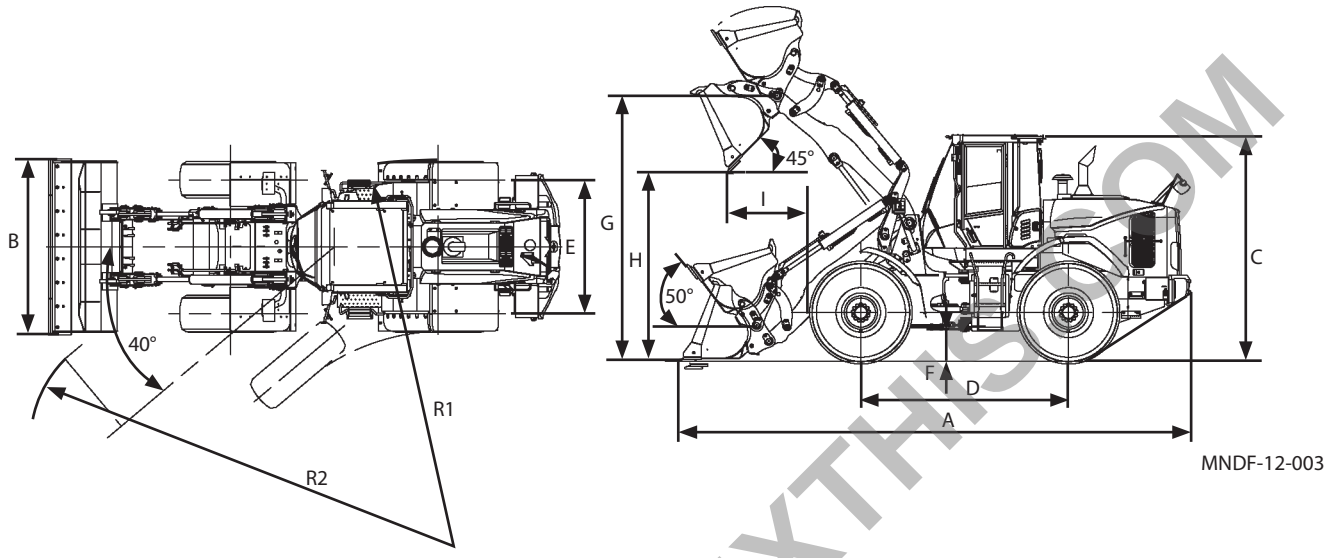
MPDr. Fault Code Reference Table (Continued)

Fault Code	MPDr. Message	Category	Reference 1	Reference 2
111311-3	Service Brake Primary Pressure Sensor Circuit High Input	MC	T5-5-13	T5-5-78
111311-4	Service Brake Primary Pressure Sensor Circuit Low Input	MC	T5-5-13	T5-5-78
111330-3	Pressure Sensor (Front Attachment Pressure) Circuit High Input	HST	T5-5-20	T5-5-89
111330-4	Pressure Sensor (Front Attachment Pressure) Circuit Low Input	HST	T5-5-20	T5-5-89
111331-3	HST Circuit Pressure 1 Sensor Circuit High Input	HST	T5-5-20	T5-5-89
111331-4	HST Circuit Pressure 1 Sensor Circuit Low Input	HST	T5-5-20	T5-5-89
111332-5	Enable Signal Disconnection Error	HST	T5-5-20	T5-5-88
111333-3	HST Circuit Pressure 2 Sensor Circuit High Input	HST	T5-5-20	T5-5-89
111333-4	HST Circuit Pressure 2 Sensor Circuit Low Input	HST	T5-5-20	T5-5-89
111334-3	Brake Angle Sensor Circuit High Input	HST	T5-5-20	T5-5-90
111334-4	Brake Angle Sensor Circuit Low Input	HST	T5-5-20	T5-5-90
111406-2	Muffler Filter Regeneration Control Solenoid Valve Abnormal FB	MC	T5-5-14	T5-5-79
111406-3	Muffler Filter Regeneration Control Solenoid Valve FB High Current	MC	T5-5-14	T5-5-79
111406-4	Muffler Filter Regeneration Control Solenoid Valve FB Low Current	MC	T5-5-14	T5-5-79
111411-2	Fan Reverse Rotation Control Solenoid Valve Abnormal FB	MC	T5-5-14	T5-5-80
111411-3	Fan Reverse Rotation Control Solenoid Valve FB High Current	MC	T5-5-14	T5-5-80
111411-4	Fan Reverse Rotation Control Solenoid Valve FB Low Current	MC	T5-5-14	T5-5-80
111412-2	Fan Speed Control Solenoid Valve Abnormal FB	MC	T5-5-14	T5-5-81
111412-3	Fan Speed Control Solenoid Valve FB High Current	MC	T5-5-14	T5-5-81
111412-4	Fan Speed Control Solenoid Valve FB Low Current	MC	T5-5-14	T5-5-81
111422-2	Ride control Solenoid Valve Abnormal FB	MC	T5-5-15	T5-5-82
111422-3	Ride control Solenoid Valve FB High Current	MC	T5-5-15	T5-5-82
111422-4	Ride control Solenoid Valve FB Low Current	MC	T5-5-15	T5-5-82

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Specifications (67TM7)



MNDF-12-003

Model		Quick Coupler	General Purpose (Stock Pile)
Bucket Capacity: heaped	m^3 (Y^3)	2.1 (2.8)	2.4 (3.1)
Operating Weight	kg (lb)	12730 (28065)	12470 (27495)
Tipping Load (Full Turn)	kg (lb)	7100 (15655)	7830 (17265)
Engine		ISUZU 4HK1	ISUZU 4HK1
A: Overall Length	mm (in)	7840 (309)	7680 (302)
B: Overall Width (Bucket)	mm (in)	2560 (101)	2560 (101)
C: Overall Height	mm (in)	3265 (128.5)	3265 (128.5)
D: Wheel Base	mm (in)	3000 (118)	3000 (118)
E: Tread	mm (in)	1930 (76)	1930 (76)
F: Ground Clearance	mm (in)	430 (17)	430 (17)
G: Bucket Hinge Height	mm (in)	3970 (156)	3970 (156)
H: Dumping Clearance (45°)	mm (in)	2705 (106.5)	2820 (111)
I: Dumping Reach (45°)	mm (in)	1350 (53)	1245 (49)
R1: Minimum Rotation Radius	mm (in)	5085 (200)	5085 (200)
R2: Minimum Rotation Radius	mm (in)	6020 (237)	5980 (235)
Travel Speed Forward/Reverse	km/h (mph)	39 (24.2)/39 (24.2)	39 (24.2)/39 (24.2)
Transmission Speeds (F/R)	-	4/4	4/4
Articulation Angle (Left/Right) deg	(°)	40	40
Tire Size	-	20.5-25-12PR (L2)	20.5-25-12PR (L2)

NOTE: • ** BOC (Bolt-On Cutting Edge)*

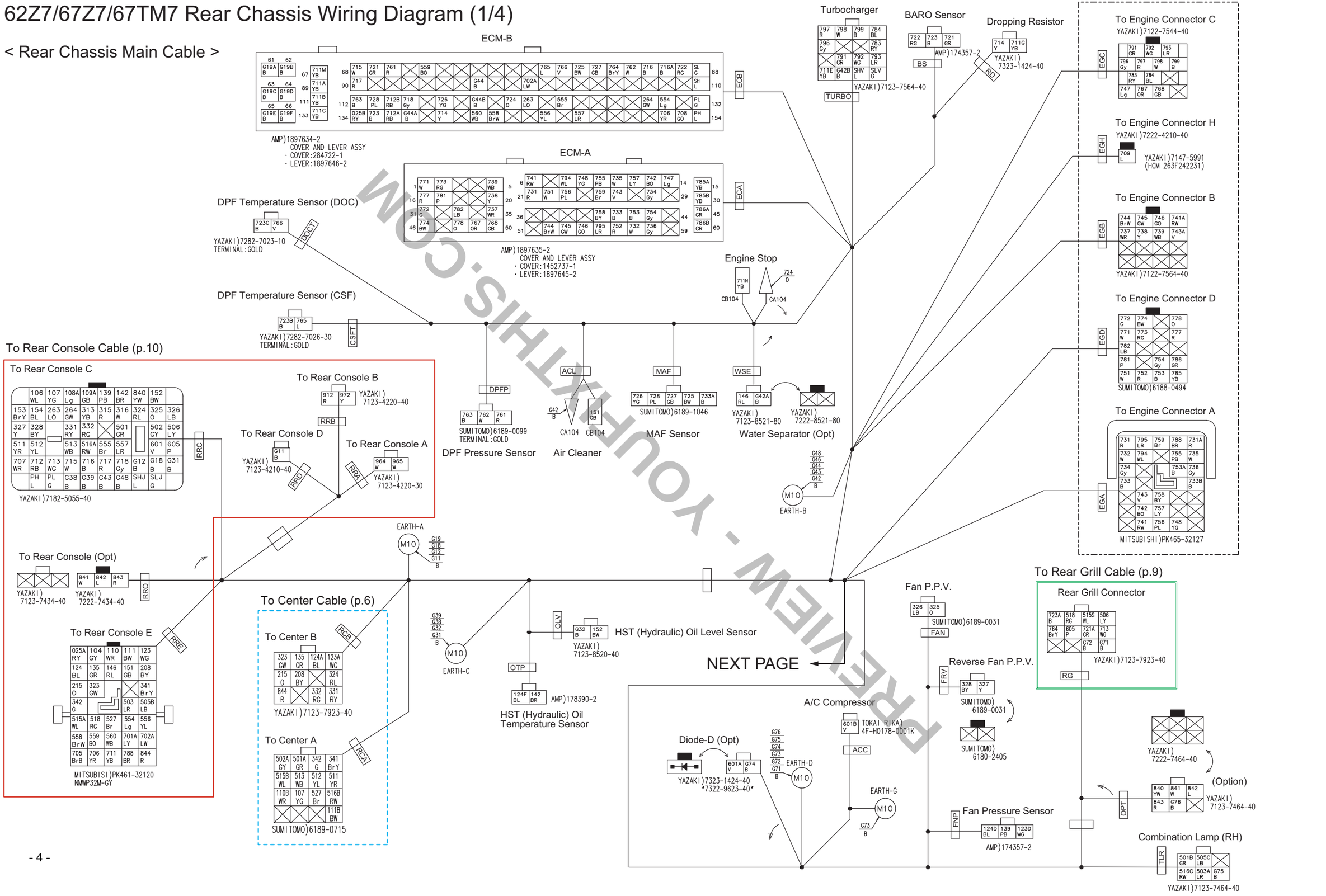
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62Z7/67Z7/67TM7 Rear Chassis Wiring Diagram (1/4)

< Rear Chassis Main Cable >



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May 2015

SHOP MANUAL (Function & Structure)

INTRODUCTION ..... IN-01~02

Symbol and Abbreviation ..... SY-1~2

SECTION 1 GENERAL

Group 1 Specifications T1-1-1
Group 2 Component Layout T1-2-1
Group 3 Component Specifications T1-3-1

SECTION 2 SYSTEM

Group 1 Controller T2-1-1
Group 2 Control System T2-2-1
Group 3 ECM System T2-3-1
Group 4 Hydraulic System T2-4-1
Group 5 Electrical System T2-5-1

SECTION 3 COMPONENT OPERATION

Group 1 Pump Device T3-1-1
Group 2 HST Motor T3-2-1
Group 3 Multiple Control Valve T3-3-1
Group 4 Fan Motor and Fan Valve T3-4-1
Group 5 Steering Valve T3-5-1
Group 6 Priority Valve T3-6-1
Group 7 Pilot Valve T3-7-1
Group 8 Brake Charge Valve T3-8-1
Group 9 Manifold Valve T3-9-1
Group 10 Transmission T3-10-1
Group 11 Axle T3-11-1
Group 12 Brake Valve T3-12-1
Group 13 Ride Control Valve T3-13-1
Group 14 Others T3-14-1

DIAGRAMS

Electrical Connection Diagram
Wiring Diagrams
Hydraulic Circuit Diagram

All information, illustrations and specifications in this manual are based on the latest product information available at the time of publication. The right is reserved to make changes at any time without notice.

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To The Reader

This manual is written for an experienced technician to provide technical information needed to maintain and repair this machine.

- Be sure to thoroughly read this manual for correct product information and service procedures.

Additional References

Please refer to the other materials (operation and maintenance manual, parts catalog, engine technical material, Kawasaki shop materials, etc.) in addition to this manual.

Manual Composition

Our shop manuals consist of the Technical Manual, the Workshop Manual and the Engine Manual.

- Information included in the Technical Manual: Technical information needed for machine pre-delivery and delivery, operation and activation of all devices and systems, operational performance tests, and troubleshooting procedures.

- Information included in the Workshop Manual: Technical information needed for maintenance and repair of the machine, tools and devices needed for maintenance and repair, maintenance standards, and removal / installation and assembly / disassembly procedures.

- Information included in the Engine Manual: Technical information needed for machine pre-delivery and delivery and maintenance and repair of the machine, operation and activation of all devices and systems, troubleshooting and assembly / disassembly procedures.

Page Number

Each page has a number, located on the center lower part of the page, and each number contains the following information:

Example:

- Technical Manual: T 1-3-5

T	Technical Manual
1	Section Number
3	Group Number
5	Consecutive Page Number for Each Group

- Workshop Manual: W 1-3-2-5

W	Workshop Manual (Disassembly & Reassembly)
1	Section Number
3	Group Number
2	Sub Group Number
5	Consecutive Page Number for Each Group

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Motor Displacement Angle Control

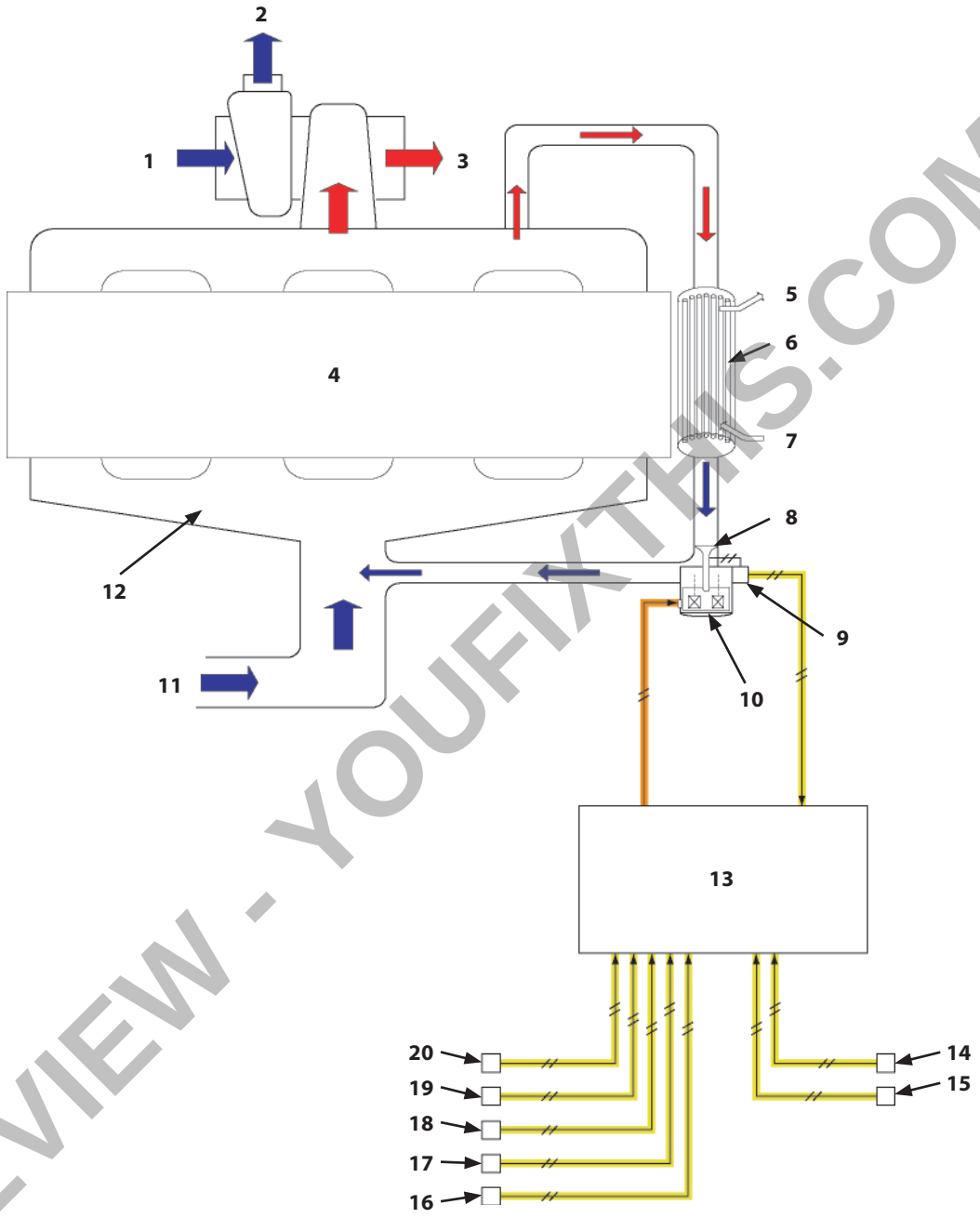
Purpose:
The motor displacement angle control changes the displacement angles of HST motor 1 (9) and HST motor 2 (8) in response to the engine speed changes, and controls the engine speed.

Operation:

1. Hydrostatic Transmission (HST) controller (7) receives the signals from machine speed 1 sensor (23), machine speed 2 sensor (24), HST circuit pressure 1 sensor (33), HST circuit pressure 2 sensor (34), and pressure sensor (front attachment pressure) (18).
2. Engine Control Module (ECM) (15) sends the actual engine speed signals from engine (14) to HST controller (7) by using Controller Area Network (CAN) communication (12).
3. HST controller (7) sends the signals to motor 1 displacement angle control solenoid valve (26) and motor 2 displacement angle control solenoid valve (25) according to the actual engine speed signal detected by CAN communication (12) from ECM (15), delivery pressure of HST pump (13), and the front attachment pressure.
4. Motor 1 displacement angle control solenoid valve (26) supplies pilot pressure oil according to the signal to the regulator of HST motor 1 (9) so that the displacement angle of motor 1 is changed.
5. At the same time, motor 2 displacement angle control solenoid valve (25) supplies pilot pressure oil according to the signal to the regulator of HST motor 2 (8) so that the displacement angle is changed.
6. Therefore, the rotation speed of HST motor 1 (9) and HST motor 2 (8) vary.

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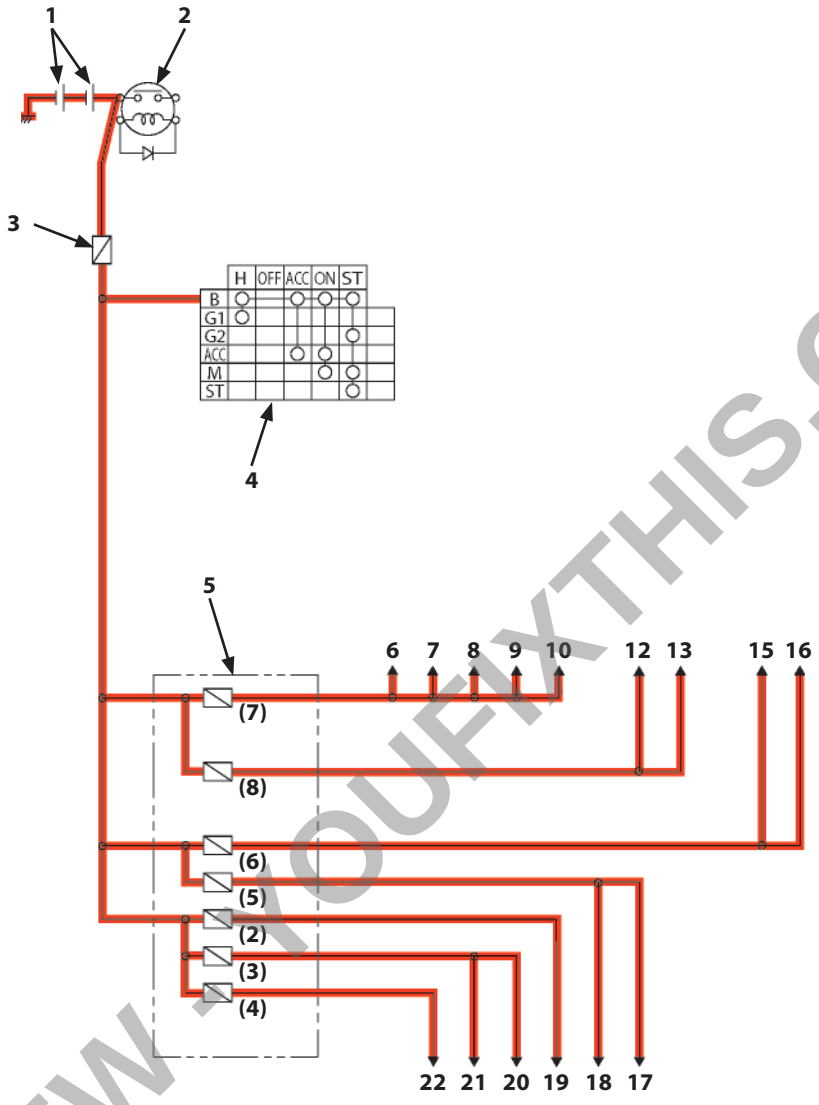


TDAA-02-03-020

1- From Air Cleaner
2- To Intercooler
3- Exhaust
4- Engine
5- Outlet of Coolant
6- Cooling System
7- Inlet of Coolant
8- EGR Valve
9- EGR Motor Position Sensor
10- EGR Motor
11- Intake-Air (From Suction Intercooler)
12- Intake Manifold
13- ECM
14- Atmospheric Pressure Sensor
15- MAF Sensor (Intake-Air Temperature Sensor)
16- Intake Manifold Temperature Sensor
17- Common Rail Pressure Sensor
18- Coolant Temperature Sensor
19- Cam Angle Sensor
20- Crank Revolution Sensor

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TNDF-02-05-001

1- Battery
2- Battery Relay
3- Fusible Link A (65A)
4- Key Switch
5- Fuse Box B
6- Load Dump Relay
7- Main Controller (MC) (Power)
8- Information Controller (Backup Power)
9- Column Display Controller (Backup power)
10- Communication Terminal (Power)
12- Engine Control Module (ECM) Main Relay
13- Fuel Pump Relay (Power)
15- Flasher Relay
16- Hazard Light Switch
17- Horn Relay
18- Horn Switch (Power)
19- Light Switch
20- Cab Light
21- Radio (Backup Power)
22- Auxiliary (Power)

NOTE: The number in parentheses indicates the fuse No.

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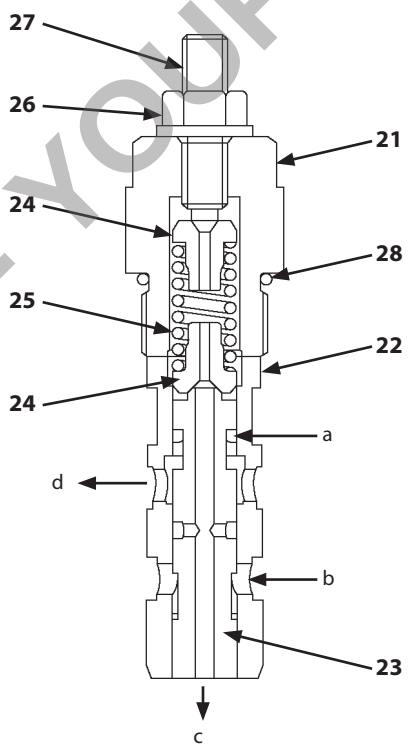
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Cutoff Valve

Cutoff valve (5) regulates the maximum circuit pressure and protects the circuit on the high-pressure side. High-pressure relief valve (6) functions as a safety valve and cutoff valve (5) regulates the circuit pressure on the high-pressure side. Therefore, the set pressure of cutoff valve (5) is lower than that of high-pressure relief valve (6).

Operation:

1. When the high-pressure side in the travel circuit reaches the specified circuit pressure, the control pressure which is routed to displacement angle control cylinder (4) through pump displacement angle control solenoid valve (2) is reduced.
2. When the control pressure of displacement angle control cylinder (4) is reduced, the pump displacement angle is controlled in order to deliver the pressurized oil flow rate corresponding to the pump specified pressure.



TNDF-03-01-018

a- From HST Charging Pump (Pilot Pressurized Oil)
b- From Shuttle Valve (HST Circuit Pressure)
c- Into Case
d- To Pump Displacement Angle Control Solenoid Valve

21- Lock Screw
22- Sleeve
23- Piston
24- Spring Seat
25- Spring
26- Hexagon Nut
27- Adjusting Screw
28- O-Ring

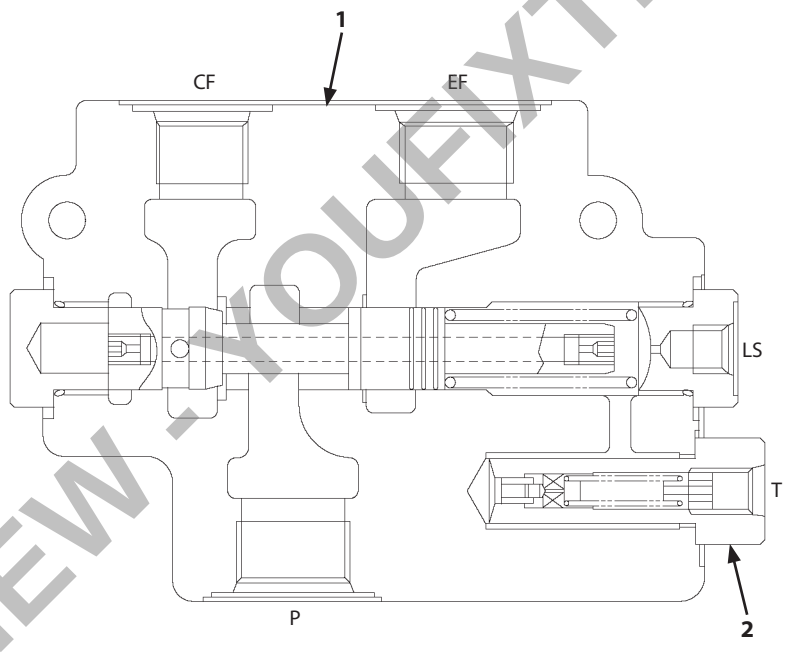
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Outline

Priority valve (1) supplies pressurized oil from the steering pump to the steering valve and the multiple control valve in response to the movement of the steering valve. (Refer to SYSTEM / Hydraulic System.)

Steering relief valve (2) prevents the pressure in the circuit (between priority valve and steering valve) from increasing over the set pressure while operating the steering wheel.



TNDF-03-06-001

P- From Steering Pump
CF- To Steering Valve
EF- To Multiple Control Valve
LS- To Steering Valve
T- To Hydraulic Oil Tank

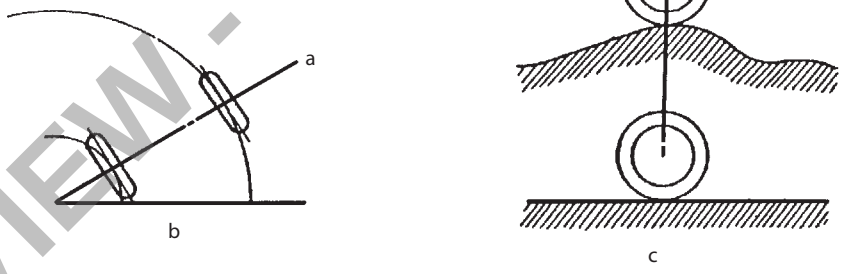
1- Priority Valve
2- Steering Relief Valve

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Purpose of Differential

1. When the machine is steered, the inner wheel turns with a smaller radius, so the outer wheel needs to rotate faster for smooth steering.
2. Suppose driving the rear wheel by directly installing the gear to the propeller shaft with a shaft having no differential.
3. In this case, the outer wheel and the inner wheel rotate at the same rate. Therefore, when the machine is steered, the outer wheel cannot rotate more than the inner wheel. Consequently, axle strain, tire scuffing and wear takes place. In addition, due to axle shaft torsional stress and unstable transmission of drive force take place.
4. On the other hand, with a differential installed, the inner and the outer wheels can rotate at different speeds, and the problem mentioned above is eliminated.



T202-03-05-005

a- Extension Line of Rear Wheel Centers b- While Turning the Machine c- Traveling on Rough Surfaces

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Measurement:

CAUTION: Do not perform measurement in reverse travel to avoid accident. (Forward/reverse lever: F)

1. Measure in high-speed mode.
2. Select the switches as follows.

Shift Switch	Parking Brake Switch	Accelerator Pedal	Power Mode Switch
Fourth Speed	OFF	Full Stroke	ON

3. Set the forward/reverse lever to the F (forward) position. Start traveling the machine in the acceleration zone with the accelerator pedal depressed to the stroke end and travel at 32 km/h (20 mph).
4. Release the accelerator pedal and step on the right service brake pedal at the brake starting point. Completely stop the machine.
5. Measure the distance from the brake starting point to the point where the front tire is contacting.
6. Repeat the measurement three times and calculate the mean values. Add traveling distance 0.97 m (3 ft 2 in) to the mean value. This is stopping distance.

Evaluation:

Stopping distance: 14 m (45 feet) or less

Remedy:

Refer to Troubleshooting B.

NOTE: Brake System Troubleshooting (p.T5-6-44)

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CAN Data Reception Failure

Fault Code	Trouble	Cause	Symptoms in Machine Operation When Trouble Occurs.	Remedy
111006-2	Engine Controller Communication Error	Faulty harness	Even if accelerator pedal is operated, engine speed does not change.	Check the harness.
111007-2	Information Controller Communication Error 1 (CAN 1)	Faulty information controller Faulty CAN1 harness	The information for e-Service cannot be collected.	Check the CAN1 harness. Replace the information controller.
111008-2	Information Controller Communication Error 2 (CAN 2)	Faulty information controller Faulty CAN2 harness	The information for e-Service cannot be collected.	Check the CAN2 harness. Replace the information controller.
111014-2	Air Conditioner Controller Communication Error (CAN2)	Faulty air conditioner controller Faulty CAN2 harness	The air conditioner is not effective.	Check the CAN2 harness. Replace the air conditioner controller.
111025-2	Column Display Controller Communication Error (CAN2)	Faulty column display controller Faulty CAN2 harness	The alarms and meters on column display cannot be displayed correctly.	Check the CAN2 harness. Replace the column display controller.
111030-2	HST Controller Communication Error (CAN1)	Faulty HST controller Faulty CAN1 harness	The machine can not travel.	Check the CAN1 harness. Replace the HST controller.

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MC Fault Codes 120003, 120004, 120014

Fault Code	Trouble	Inspection Method	Evaluation	Cause
120003-2	Emergency Steering Operation Alarm	Check the secondary steering operation check switch (OPT).	Correct	Faulty harness
			Incorrect	Faulty secondary steering operation check switch (OPT)
120004-2	Emergency Steering Operating Pressure Error	Disconnect a connector from the steering pressure switch (OPT). Retry by using MPDr.	Displayed fault code	Faulty MC or shorted circuit in harness.
			Un-displayed fault code	Faulty steering pressure switch (OPT)
120014-2	Overrun Alarm	Diagnose on fault codes of HST controller.	-	-

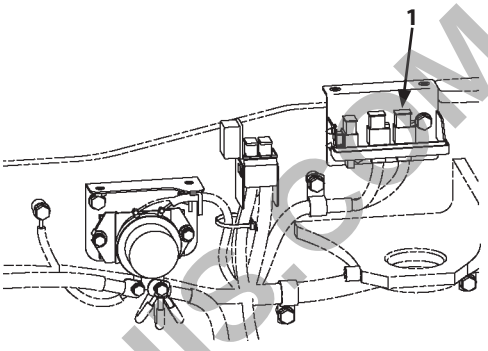
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E-5 Even if key switch is turned OFF, engine does not stop.

Preparation

- Remove fusible link (1) and stop the engine as emergency procedures first.
- In case other trouble symptoms occur, perform troubleshooting of these troubles first.
- If the fault code is not displayed, the key switch may be faulty.
- Refer to SYSTEM / Electrical System.
- Check the wiring connections first.



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Malfunction of Engine Oil Pressure Indicator

- Check the wiring connections first.

Even when engine oil pressure is insufficient, the indicator does not light.

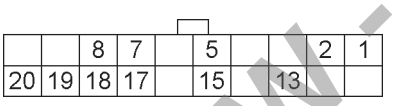
Procedure	Inspection Method	Condition	Evaluation	Cause
1	Connect terminal #7 of column display controller 1-A connector to the body.	Key Switch: ON	Indicator: ON	Open circuit in harness between ECM and column display controller
2	-	-	Normal in above check	Faulty column display controller

Even when the engine runs, the indicator is not turned off.

Procedure	Inspection Method	Condition	Evaluation	Cause
1	Disconnect ECM-2 connector.	Key Switch: ON Engine: Stopped	Indicator: OFF	Faulty ECM
2	Disconnect column display controller 1-A connector.	Key Switch: ON Connect only to terminal #2.	Indicator: OFF	Shorted circuit in harness between ECM and column display controller
3	-	-	Normal in above check	Faulty column display controller

Connector (Harness end)

- Column Display Controller 1-A Connector



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