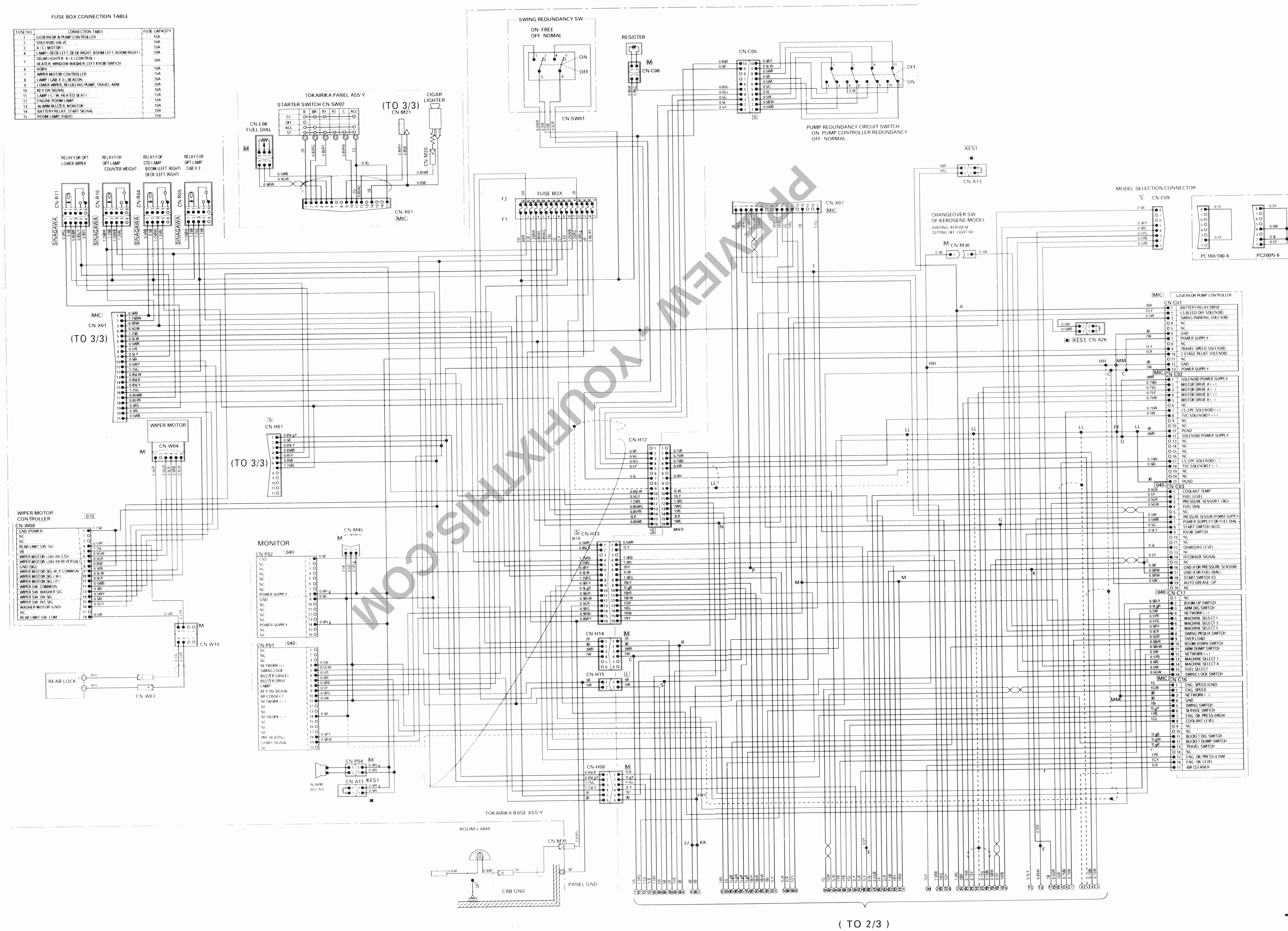
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ELECTRICAL WIRING DIAGRAM 1/3

PC150-6K
PC150LC-6K

FUSE BOX CONNECTION TABLE

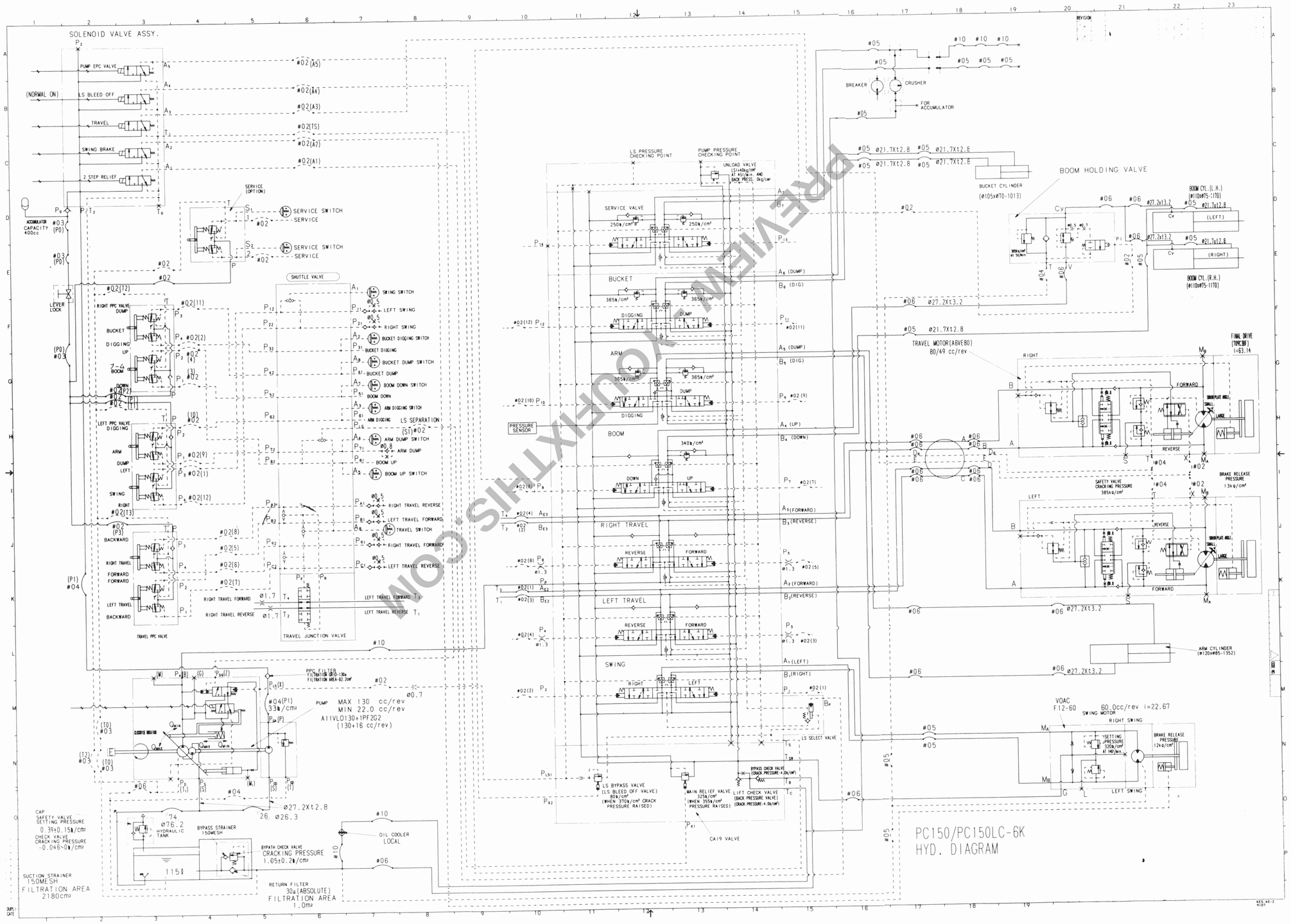
FUSE NO.	CONNECTION TABLE	FUSE CAPACITY
1	GOVERNOR & PUMP CONTROLLER	10A
2	SOLENOID VALVE	10A
3	A/C (MOTOR)	20A
4	LAMP (DECK LEFT, DECK RIGHT, BOOM LEFT, BOOM RIGHT)	20A
5	CIGAR LIGHTER, A/C (CONTROL) HEATER, WINDOW WASHER, LEFT KNOB SWITCH	20A
6	HORN	10A
7	WIPER MOTOR CONTROLLER	15A
8	LAMP (CAB X 3), BEACON	20A
9	LOWER WIPER, REFUELING PUMP, TRAVEL ARM	20A
10	KEY ON SIGNAL	10A
11	LAMP (C/W, HEATED SEAT)	15A
12	ENGINE ROOM LAMP	10A
13	ALARM BUZZER, MONITOR	10A
14	BATTERY RELAY, START SIGNAL	20A
15	ROOM LAMP, RADIO	10A



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HYDRAULIC CIRCUIT DIAGRAM
PC150-6K
PC150LC-6K



POINTS TO REMEMBER WHEN TROUBLESHOOTING

⚠ Stop the maichine in a level place, and check that the safety pin, blocks, and parking brake are securely fitted.

⚠ When carrying out the operation with two or more workers, keep strictly to the agreed signal, and do not allow any unauthorized person to come near.

⚠ If the radiator cap is removed when the engine is hot, hot water may spurt out and cause burns, so wait for the engine to cool down before starting troubleshooting.

⚠ Be extremely careful not to touch any hot parts or to get caught in any rotating parts.

⚠ When disconnecting wiring, always disconnect the negative (-) teminal of the battery first.

⚠ When removing the plug or cap from a location which is under pressure from oil, water, or air, always release the internal pressure first. When installing measuring equipment, be sure to connect it properly.

The aim of troubleshooting is to pinpoint the basic cause of the failure, to carry out repairs swiftly, and to prevent reoccurrence of the failure.
When carrying out troubleshooting, an important point is of course to understand the structure and function. However, a short cut to effective troubleshooting is to ask the operator various questions to form some idea of possible causes of the faillure thaat would produce the reported symptoms.

1. When carrying out troubleshooting, do not hurry to disassemble the components.
   If components are disassembled immediately any failure occurs:
   - Parts that have no connection with the failure or other unnecessary parts will be disassembled.
   - It will become impossible to find the cause of the failure.

   It will also cause a waste of manhours, parts, or oil or grease, and at the same time, will also lose the confidence of the user or operator.
   For this reason, when carrying out troubleshooting, it is necessary to carry out thorough priorinvestigation and to carry out troubleshooting in accordance with the fixed procedure.
2. Points to ask user or operator
   1) Have any other problems occurred apart from the problem that has been reported?
   2) Was there anything strange about the machine before the failure occurred?
   3) Did the failure occur suddenly, or were there problems with the machine condition before this?
   4) Under what conditions did the failure occur?
   5) Had any repairs been carried out before the failure?
      When were these repairs carried out?
   6) Has the same kind of failure occurred before?
3. Check before troubleshooting
   1) Check the oil level
   2) Check for any external leakage of oil from the piping or hydraulic equipment.
   3) Check the travel of the control levers.
   4) Check the stroke of the control valve spool.
   5) Other maintenance items can be checked externally, so check any item that is considered to be necessary.
4. Confirming failure
   - Confirm the extent of the failure yourself, and judge whether to handle it as a real failure or as a problem with the method of operation, etc.
     ★ When operating the machine to reenact the troubleshooting symptoms, do not carry out any investigation or measurement that may make the problem worse.
5. Troubleshooting
   - Use the results of the investigation and inspection in items 2-4 to narrow down the causes of failure, then use the troubleshooting flowchart to locate the position of the failure exactly.

   ★ The basic procedure for troubleshooting is as follows.
   1) Start from the simple points.
   2) Start form the most likely points.
   3) Investigate other related parts or information.
6. Measures to remove root cause of failure
   - Even if the failure is repaired, if the root cause of the failure is not repaired, the same failure will occur again.
     To prevent this, always investigate why the problem occured. Then, remove the root cause.

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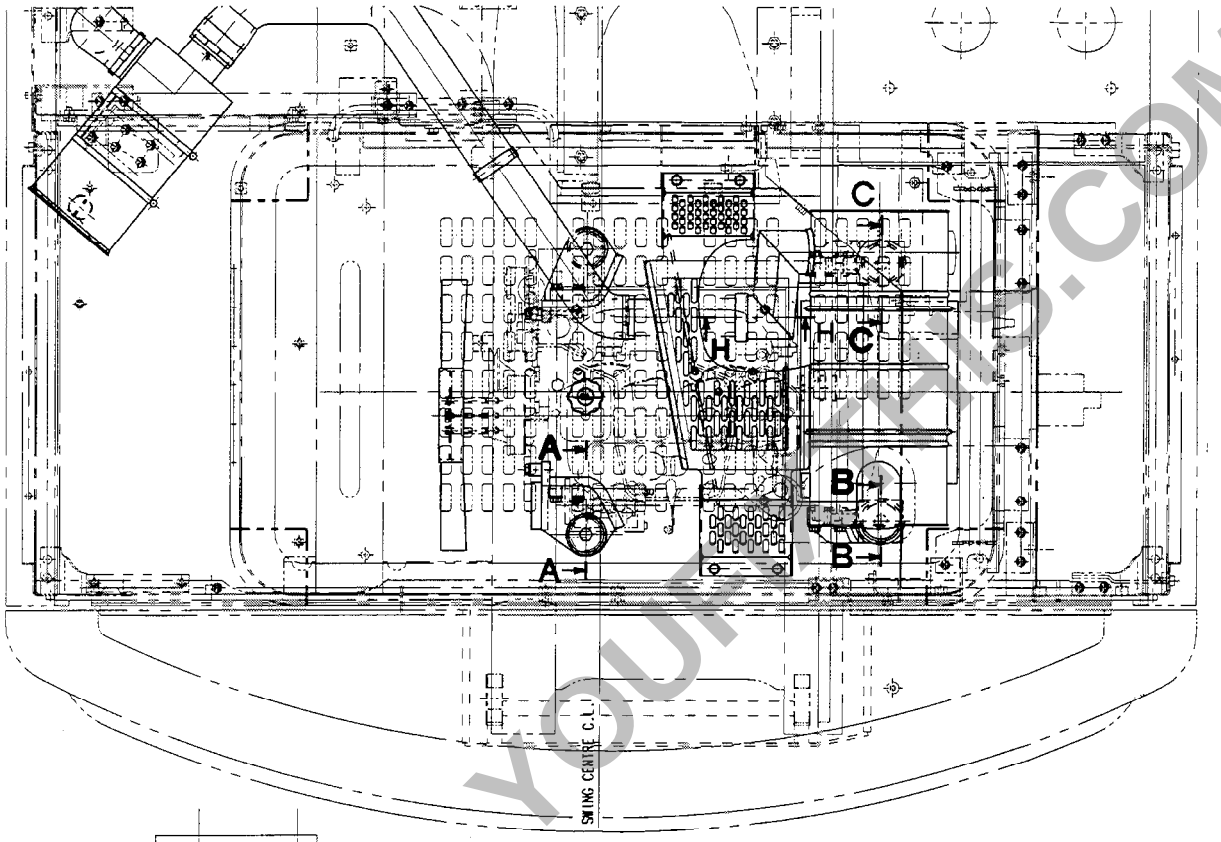
SPECIFICATIONS

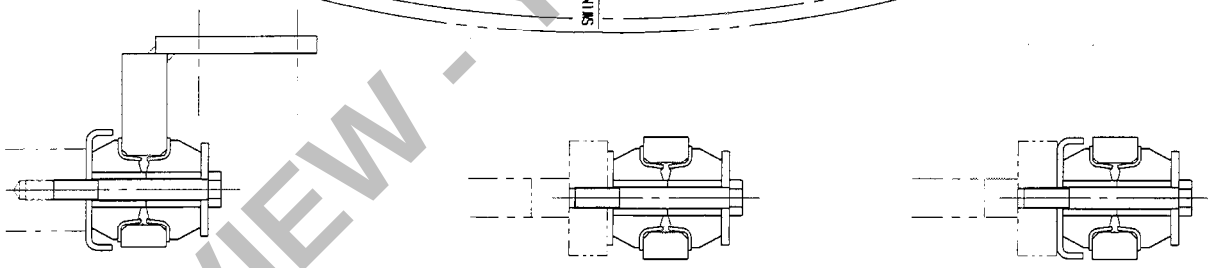
				PC150LC-6k	PC150-6k
		Machine model			
		Serial Number		and up	and up
		Bucket capacity	(SAE) (m^2)	0.67	0.58
		Operating weight	(kg)	17200 (with 2.25 m ARM)	16300 (with 2.25 m ARM)
Performance	Working range	Max. digging depth	(mm)	5610	5645
		Max. digging depth of cut for 8 level	(mm)	5375	5415
		Max. digging reach	(mm)	8675	8675
		Max. reach at ground level	(mm)	8510	8515
		Max. digging height	(mm)	8840	8800
		Max. dumping height	(mm)	6230	6190
		Max. digging force (using power max. function)	(kN(kg))	115 (11700)	115 (11700)
		Swing speed	(rpm)	12	12
		Swing max. slope angle	(deg.)	20	20
		Travel speed	(km/h)	Lo: 2.7 Mi: 4 Hi: 5,5	Lo: 2.7 Mi: 4 Hi: 5.5
		Gradeability	(deg.)	35	35
		Gound pressure [standard triple grouser shoe width]	(MPa(kg/cm^2)	0.039 (0.40) [600 mm]	0.051 (0.52) [500 mm]
Dimensions		Overall length (for transport)	(mm)	8560	8565
		Overall width	(mm)	2780	2490
		Overall width of track	(mm)	2780	2490
		Overall height (for transport)	(mm)	2960	2945
		Overall height to top of cab	(mm)	2930	2890
		Ground clearance of counterweight	(mm)	1030	990
		Min. ground clearance	(mm)	440	440
		Tail swing radius	(mm)	2435	2435
		Min. swing radius of work equipment	(mm)	3060	3060
		Height of work equipment at min. swing radius	(mm)	7140	7100
		Length of track on ground	(mm)	3260	2880
		Track gauge	(mm)	2180	1990
		Height of machine cab	(mm)	2010	1970

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ENGINE MOUNT





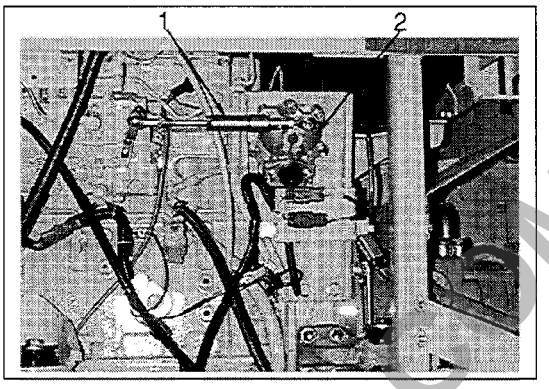
A-A B-B C-C

Unit:mm

No.	Check item	Criteria		Remedy
1	Free height of front mount rubber A	Standard size	Repair limit	Replace
		84	-	
2	Free height of rear mount rubber B & C	84	-	

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REMOVAL OF GOVERNOR MOTOR ASSEMBLY



⚠ Disconnect the cable from the negative (-) terminal of the battery.

1. Open engine hood and disconnect governor motor connector.
2. Remove motor rod (1).
3. Remove governor motor assembly (2). ※ 1
   ★ Rotate the shaft of the governor motor and do not stop it suddenly.

INSTALLATION OF GOVERNOR MOTOR ASSEMBLY

- Carry out installation in the reverse order to removal.

※ 1
★ Adjust the rod. For details, see TESTING AND ADJUSTING, Testing and adjusting of governor motor lever stroke.

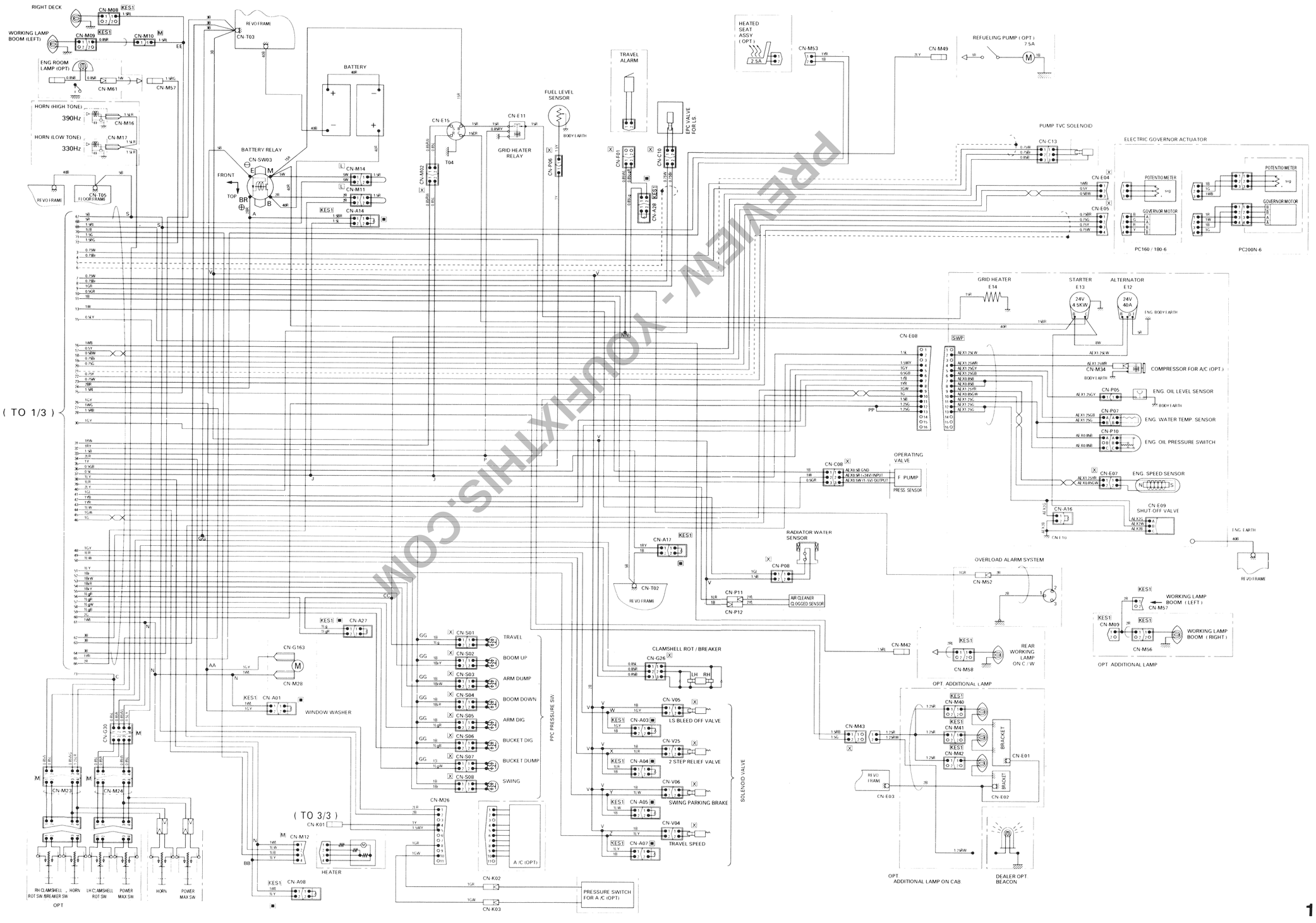
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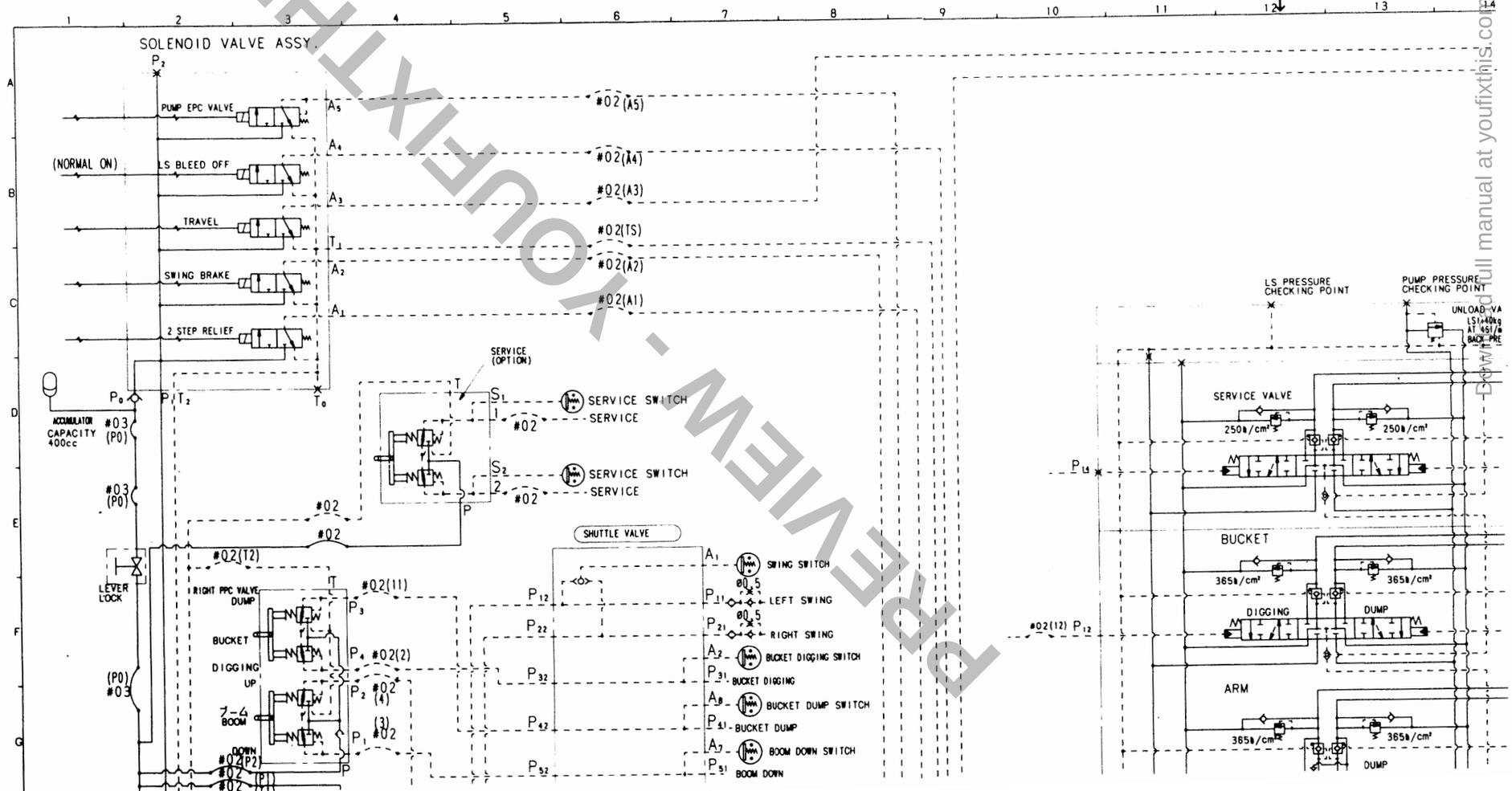
ELECTRICAL WIRING DIAGRAM 2/3

PC150-6K
PC150LC-6K



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HYDRAULIC CIRCUIT DIAGRAM
PC150-6K
PC150LC-6K



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SEQUENCE OF EVENTS IN TROUBLESHOOTING

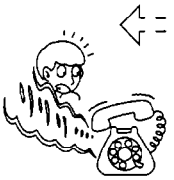
Office, shop



TEW00180

Step 1
Examination, confirmation of symptoms

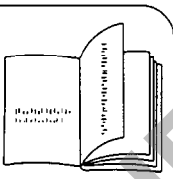
1) When a request for repairs is received, first ask the following points.
   - Name of customer
   - Type, serial numer of machine
   - Details of jobsite, etc.
2) Ask questions to gain an outline of the problem.
   - Condition of failure
   - Work being carried out at the time of the failure
   - Operating environment
   - Past history, details of maintenance, etc.



TEW00182

Step 2
Determining probable location of cause

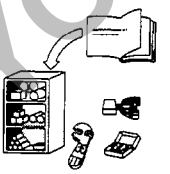
1) Look at the troubleshooting section of the shop manual to find locations of possible causes.



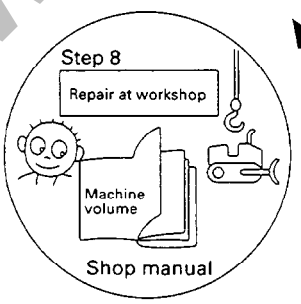
TEW00184

Step 3
Preparation of troubleshooting tools

1) Look at the table of troubleshooting tools in the shop manual and prepare the necessary tools.
   - T - adapter
   - Hydraulic pressure gauge kit. etc.
2) Look in the parts book and prepare the necessary replacement parts.

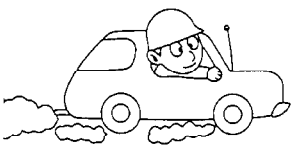


TEW00186



TEW00188

Step 4
Go to jobsite



TEW00189

Jobsite

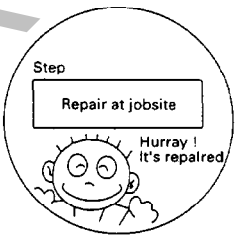


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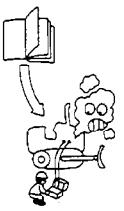
TEW00183



TEW00185

Step 7
- Pinpoint locations of failure (carry out troubleshooting)
- Decide action to take

1) Before starting troubleshooting, locate and repair simple failures.
   - Check before starting items
   - Other check items
2) See the Troubleshooting Section of the shop manual, select a troubleshooting flowchart that matches the symptoms, and carry out troubleshooting.



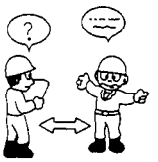
TEW00187

Step 6
Re-enacting failure

- Drive and operate the machine to confirm the condition and judge if there is really a failure.

Step 5
Ask operator questions to confirm details of failure

- Was there anything strange about the machine before the failure occurred?
- Did the failure occur suddenly?
- Had any repairs been carried out before the failure?



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				PC150LC-6k	PC150-6k
	Machine model				
	Serial Number			and up	and up
Engine	Model			KOMATSU SA4D102E	
	Type			4-cycle, water-cooled, in-line, vertical, direct injection, with turbocharger	
	No. of cylinders - bore x stroke		(mm)	4 - 102X120	
	Piston displacement		(cc)	3920	
	Performance	Flywheel horsepower	(kW(PS)/rpm)	78 (106)	
		Max torque	(Nm(kgm)/rmp)	422 (43)/1400	
		Max. speed at no load	(rpm)	2450	
		Min. speed at no load	(rpm)	950	
		Min. fuel consumption	(g/kW.h(g/PS.h))	210 (155)	
	Starting motor			24V 4.5 KW	
	Alternator			24V 55A	
	Battery			12V 95 AhX2	
	Radiator core type			CWX-4	
Undercarriage	Carrier roller			2 on each side	1 on each side
	Track roller			7 on each side	6 on each side
	Track shoe			Assembly-type triple grouser	Assembly-type triple grouser
Hydraulic system	Hydraulic pump	Type X No.		Variable displacement piston type X gear type X 1	
		Delivery	(ℓ/min.)	Piston type: 276 X 1, gear type: 34	
		Set pressure	(MPa(kg/cm²)	Piston type 34.81(355) 31.87(325) gear type: 32.36 (33)	
	Control valve	Type X No.		6-spool + 1-spool type X 1	
		Control method		Hydraulic	
	Hydraulic motor	Travel motor		Piston type (with brake valve,)X2	
		Swing motor		Piston type (with safety valve,): X1	
	Hydraulic cylinder			Double-acting piston	
	Hydraulic tank			Box-shaped, sealed	
	Hydraulic filter			Tank return side	
	Hydraulic cooler			Air cooled	

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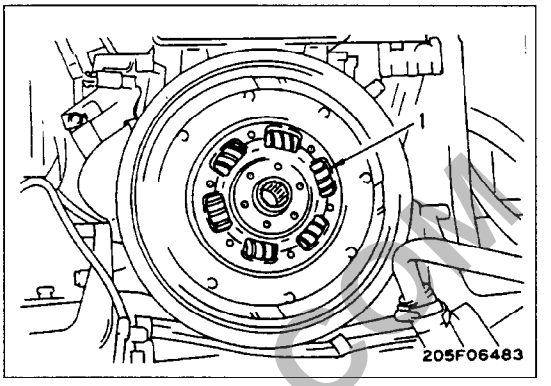
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Pos.	Check item	Standard clearance (mm)	Clearance limit (mm)	Component	Check measurement standard (mm)	Check measurement limit (mm)
1	Backlash between motor shaft and brake shaft	0,064- 0,155	0,33	Motor Shaft:	Measurement over pin ø4mm 34,144 -0,054 -0,120	Measurement over pin ø4mm 33,90
				Brake shaft:	Measurement over pin ø3,5mm 22,484 +0,171 +0,063	Measurement over pin ø3,5mm 22,85
2	Backlash between brake shaft and 1st stage sun gear	0,020 - 0,098	0,27	Brake shaft:	Measurement over pin ø3,5mm 32,611 +0,101 +0,001	Measurement over pin ø3,5mm 32,89
				Sun gear:	Measurement over pin ø3,5mm 43,311 -0,030 -0,076	Measurement over pin ø3,5mm 43,10
3	Backlash between 1st stage sun gear and 1st stage planet gear	0,093 - 0,165	0,43	Sun gear:	Span measurement over 4 teeth 27,729 -0,037 -0,080	Span measurement over 4 teeth 27,52
				Planet gear:	Span measurement over 4 teeth 27,531 -0,050 -0,075	Span measurement over 4 teeth 27,33
4	Backlash between 1st stage planet gear and toothed ring	0,133 - 0,213	0,48	Planet gear:	Span measurement over 4 teeth 27,531 -0,050 -0,075	Span measurement over 4 teeth 27,33
				Toothed ring:	Measurement over pin ø4mm 192,072 +0,350 +0,210	Measurement over pin ø4mm 192,77
5	Backlash between 1st stage planet carrier and 2nd stage sun gear	0,020 - 0,098	0,27	Planet carrier:	Measurement over pin ø3,5mm 49,879 +0,088 +0,002	Measurement over pin ø3,5mm 50,12
				Sun gear:	Measurement over pin ø3,5mm 59,847 -0,029 -0,075	Measurement over pin ø3,5mm 59,64
6	Backlash between 2nd stage sun gear and 2nd stage planet gear	0,112 - 0,192	0,51	Sun gear:	Span measurement over 4 teeth 33,511 -0,045 -0,090	Span measurement over 4 teeth 33,27
				Planet gear:	Span measurement over 4 teeth 32,911 -0,060 -0,090	Span measurement over 4 teeth 32,67
7	Backlash between 2nd stage planet gear and toothed ring	0,160 - 0,255	0,58	Planet gear:	Span measurement over 4 teeth 32,911 -0,060 -0,090	Span measurement over 4 teeth 32,67
				Toothed ring:	Measurement over pin ø5mm 299,720 +0,426 +0,256	Measurement over pin ø5mm 230,57
8	Backlash between 2nd stage planet carrier and swing pinion	0,020 - 0,098	0,27	Planet carrier:	Measurement over pin ø4mm 60,579 +0,094 -0,002	Measurement over pin ø4mm 60,84
				Pinion shaft:	Measurement over pin ø4mm 73,232 -0,034 -0,082	Measurement over pin ø4mm 73,01
9	Backlash between swing pinion and swing circle	0,018 - 1,235	2,30	Pinion shaft:	Span measurement over 3 teeth 78,90 -0,050 -0,200	Span measurement over 3 teeth 78,20
				Swing circle:	Measurement over pin ø15mm 924,3 +2,260 +0,470	Measurement over pin ø15mm 927,98
10	Wear of swing pinion oil seal contact surface					ø84,5

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REMOVAL OF DAMPER ASSEMBLY



1. Remove main pump assembly. For details, see REMOVAL OF MAIN PUMP ASSEMBLY.
2. Remove damper assembly (1). ※ 1

INSTALLATION OF DAMPER ASSEMBLY

- Carry out installation in the reverse order to removal.

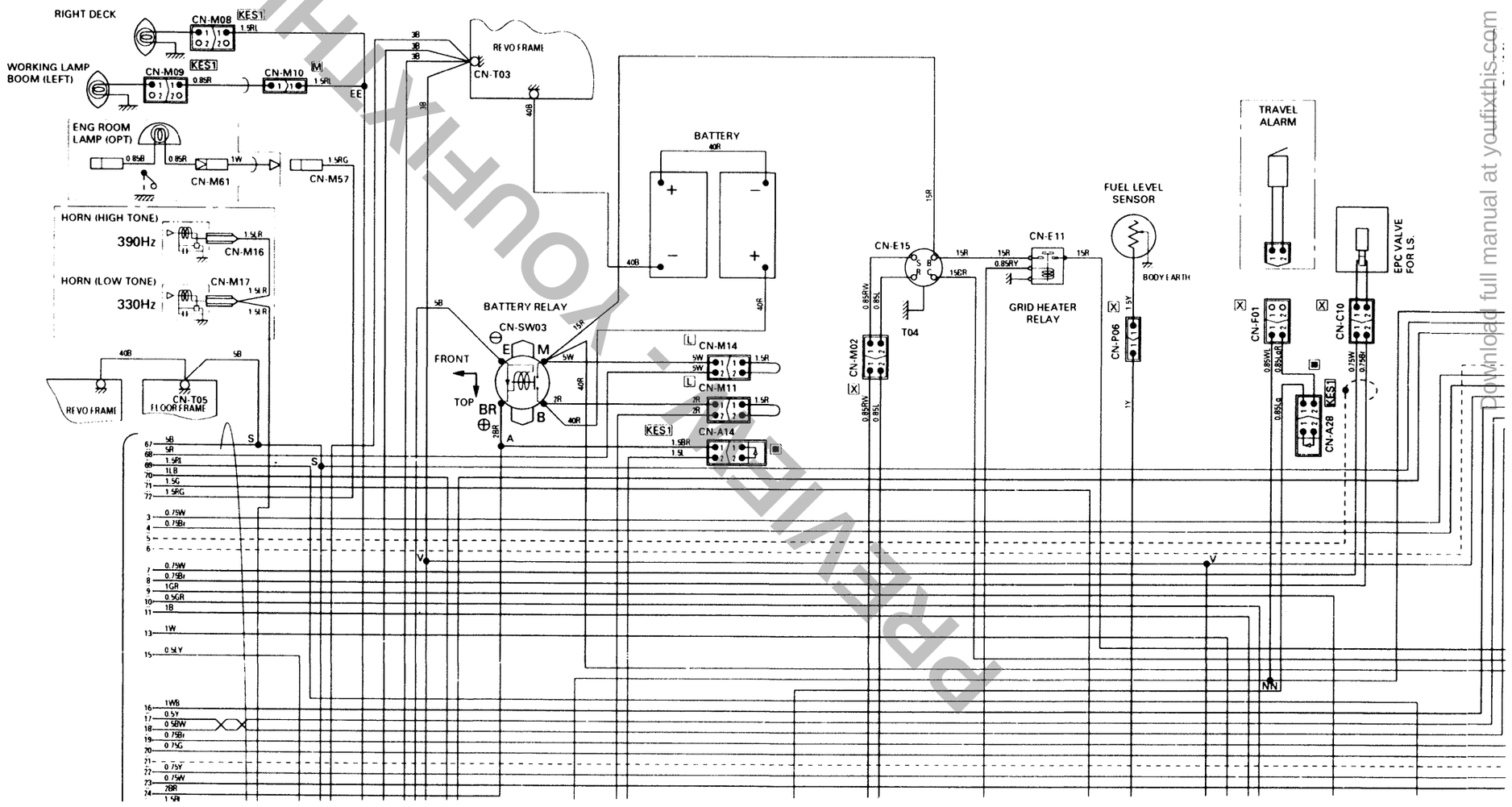
※ 1
kgm Damper mounting bolt;
171.05 ± 7.35 Nm (7.25 ± 0.75 kgm)
Thread of Damper mounting bolt;
Thread tightener (LT-2)

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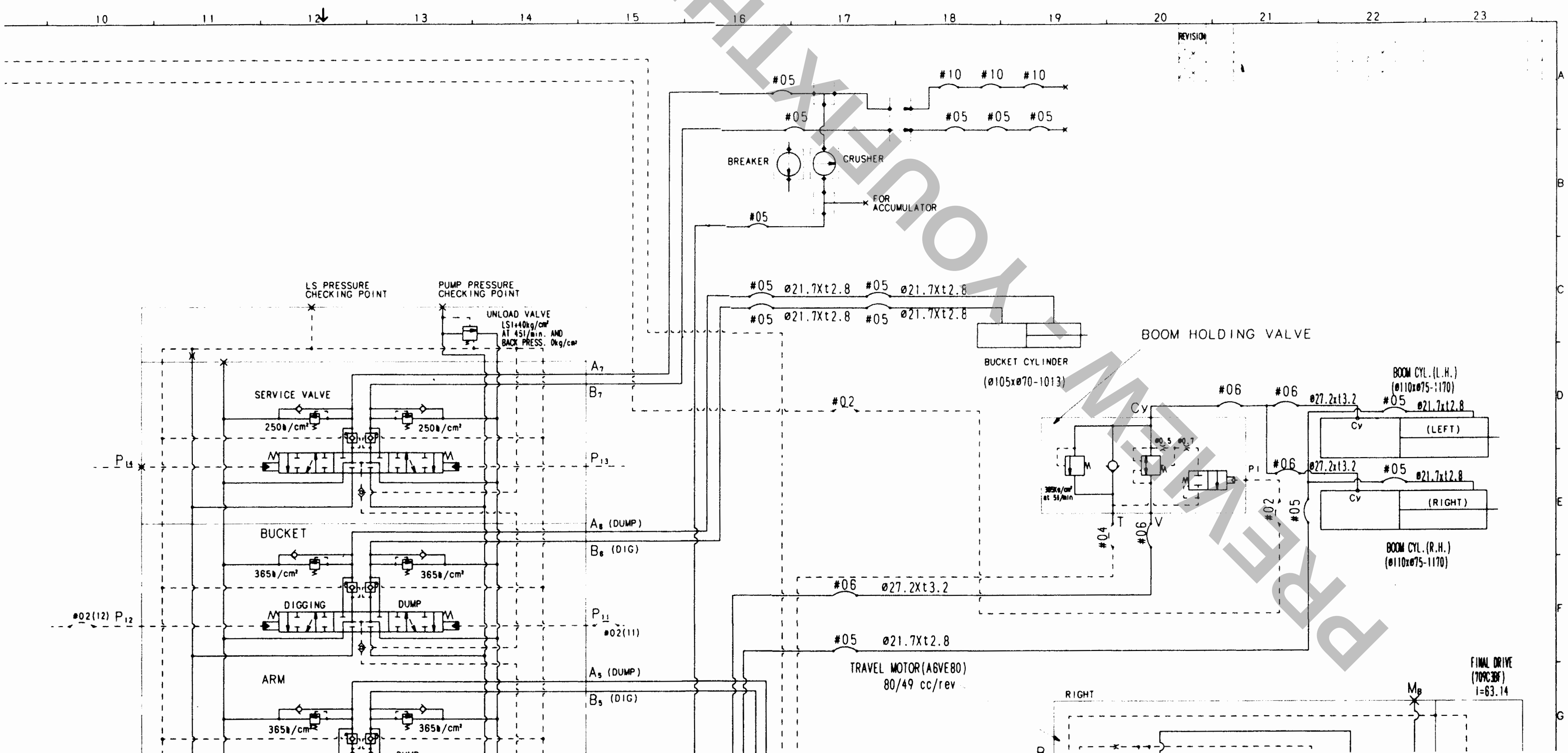
ELECTRICAL WIRING DIAGRAM 2/3

PC150-6K
PC150LC-6K



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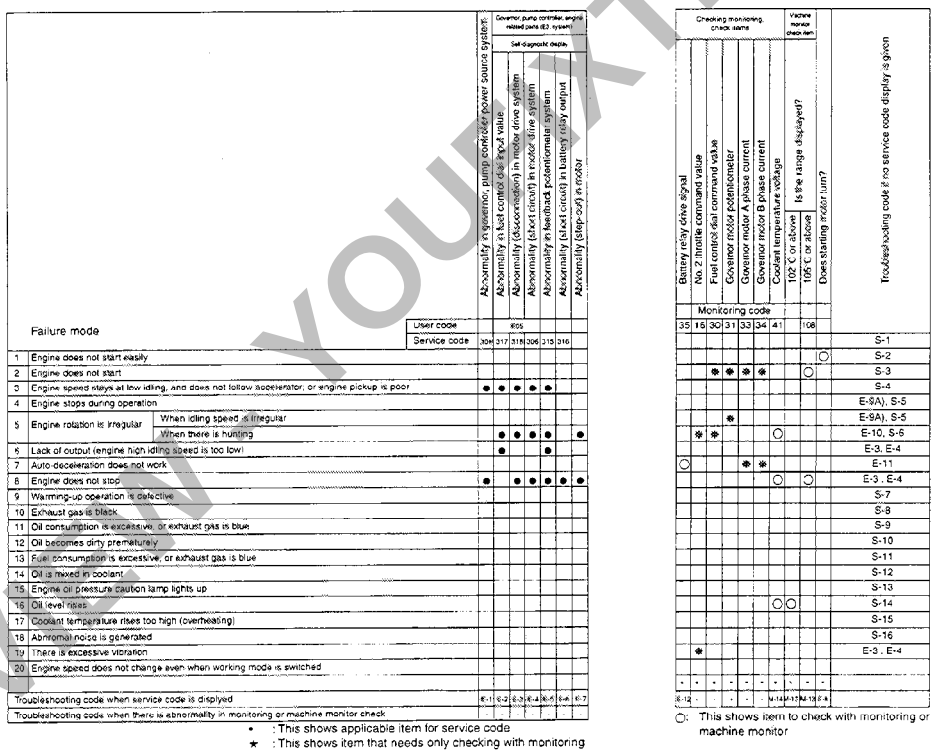
METHOD OF USING JUDGEMENT TABLE

This judgement table is a tool to determine if the problem with the machine is caused by an abnormality in the electrical system or by an abnormality in the hydraulic or mechanical system. The symptoms are then used to decide which troubleshooting table (E-○○ , S-○○, C-○○, F-○○, H-○○, M-○○) matches the symptoms. The judgement table is designed so that it is easy to determine form the user code and service code which troubleshooting table to go to.

★ The abnormality display (warning) given by the monitor panel leads directly to troubleshooting of the machine monitor (M-○○). (See troubleshooting of the machine monitor system)

1. When using judgement table for governor, pump controller (governor control system) and engine related parts

- If a service code is displayed on the monitor panel, go to the troubleshooting code at the bottom of the judgement table (E-○○).
  (A ● Mark is put at the places where the failure mode and service code match.)
- If a problem has appeared but no service code is displayed on the monitor panel, go to the point where the failure mode matches the troubleshooting code on he right of the judgement table (E- or S-).
  <Example> Failure mode "Engine does not start".
  Procudure: Check if the service code is being displayed on the monitor panel.



• : This shows applicable item for service code
★ : This shows item that needs only checking with monitoring

○: This shows item to check with monitoring or machine monitor

[Judgement]

1) If a service code is being displayed on the monitor panel…go to troubleshooting [E3:○○] for the governor, pump controller (governor control system).
2) If no service code is displayed on the monitor panel, and the engine does not start:

- Check that starting motor rotates
  - Starting motor rotates ..... Go to troubleshooting S-2 of mechanical system
  - Starting motor does not rotate ..... Go to troubleshooting E-8 of electical system

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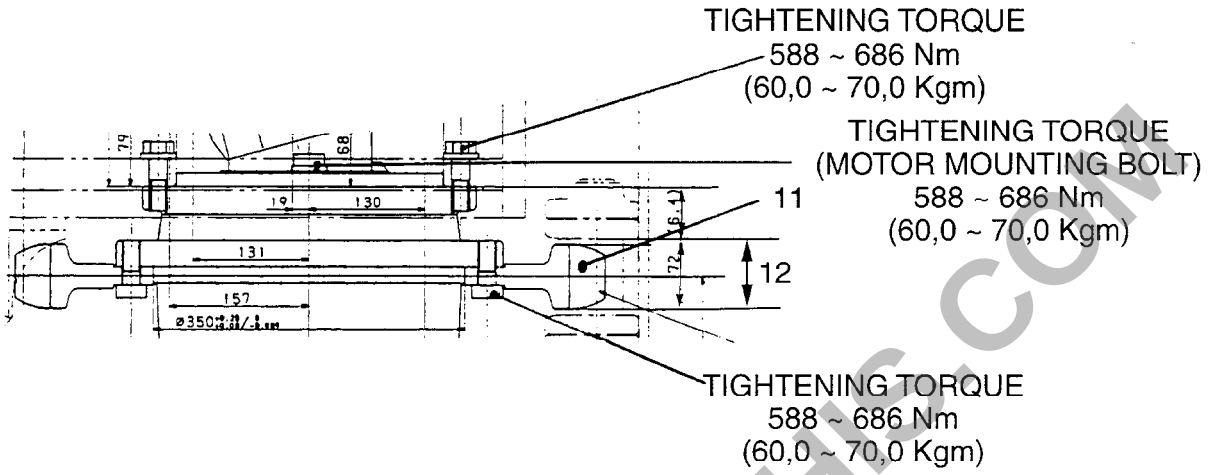
TABLE OF JUDGEMENT STANDARD VALUE

• FOR ENGINE

Machine model			PC150LC-6K / PC150-6K	
Engine			SA4DI02E	
Item	Measurement conditions	Unit	Standard value	Permissible value
Engine speed	High idling	rpm	2450 $^{+60}_{-100}$	2450 $^{+60}_{-100}$
	Low idling	rpm	950 ±5 0	950 ± 50
	Rated speed	rpm	2100	2100 ± 100

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Unit: mm

Pos.	Check item	Standard clearance (mm)	Clearance limit (mm)	Component	Check measurement standard (mm)	Check measurement limit (mm)
1	Backlash between motor shaft and brake shaft	0,064- 0,154	0,33	Motor Shaft:	Measurement over pin ø4,5mm 45,137 -0,050 -0,111	Measurement over pin ø4,5mm 44,91
				Brake shaft:	Measurement over pin ø3,5mm 32,739 +0,121 +0,044	Measurement over pin ø3,5mm 33,01
2	Backlash between brake shaft and 1st stage sun gear	0,064- 0,155	0,33	Brake shaft:	Measurement over pin ø3,5mm 22,484 +0,171 +0,063	Measurement over pin ø3,5mm 22,85
				Sun gear:	Measurement over pin ø4mm 34,144 -0,054 -0,120	Measurement over pin ø4mm 33,90
3	Backlash between 1st stage sun gear and 1st stage planet gear	0,096 - 0,165	0,43	Sun gear:	Span measurement over 4 teeth 27,93 -0,040 -0,080	Span measurement over 4 teeth 27,73
				Planet gear:	Span measurement over 4 teeth 27,425 -0,050 -0,075	Span measurement over 4 teeth 27,23
4	Backlash between 1st stage planet gear and toothed ring	0,133 - 0,213	0,48	Planet gear:	Span measurement over 4 teeth 27,531 -0,050 -0,075	Span measurement over 4 teeth 27,23
				Toothed ring:	Measurement over pin ø4mm 192,072 +0,350 +0,210	Measurement over pin ø4mm 192,77
5	Backlash between 1st stage planet carrier and 2nd stage sun gear	0,020 - 0,098	0,27	Planet carrier:	Measurement over pin ø3,5mm 49,879 +0,088 +0,002	Measurement over pin ø3,5mm 50,12
				Sun gear:	Measurement over pin ø3,5mm 59,847 -0,029 -0,075	Measurement over pin ø3,5mm 59,64
6	Backlash between 2nd stage sun gear and 2nd stage planet gear	0,149 - 0,255	0,68	Sun gear:	Span measurement over 4 teeth 43,996 -0,060 -0,120	Span measurement over 4 teeth 43,68
				Planet gear:	Span measurement over 4 teeth 43,996 -0,060 -0,120	Span measurement over 4 teeth 43,52
7	Backlash between 2nd stage planet gear and toothed ring	0,213 - 0,399	0,83	Planet gear:	Span measurement over 4 teeth 43,996 -0,060 -0,120	Span measurement over 4 teeth 43,52
				Toothed ring:	Measurement over pin ø6,5mm 266,50 +0,720 +0,340	Measurement over pin ø6,5mm 267,78
8	Backlash between 2nd stage planet carrier and 3rd stage sun gear	0,020 - 0,098	0,27	Planet carrier:	Measurement over pin ø4mm 60,579 +0,094 -0,002	Measurement over pin ø4mm 60,84
				Sun gear:	Measurement over pin ø4mm 73,232 -0,034 -0,082	Measurement over pin ø4mm 73,01
9	Backlash between 3rd stage sun gear and 3rd stage planet gear	0,149 - 0,255	0,68	Sun gear:	Span measurement over 3 teeth 32,08 -0,060 -0,120	Span measurement over 3 teeth 31,76
				Planet gear:	Span measurement over 4 teeth 43,90 -0,080 -0,120	Span measurement over 4 teeth 43,58
10	Backlash between 3rd stage planet gear and toothed ring	0,213 - 0,399	0,83	Planet gear:	Span measurement over 4 teeth 43,90 -0,080 -0,120	Span measurement over 4 teeth 43,52
				Toothed ring:	Measurement over pin ø4mm 266,50 +0,720 +0,340	Measurement over pin ø6,5mm 267,78
11	Wear of sprocket teeth	Repair limit: 6				
12	Sprocket tooth width	Standard size	Repair limit	Rebuild or replace		
		72	68			

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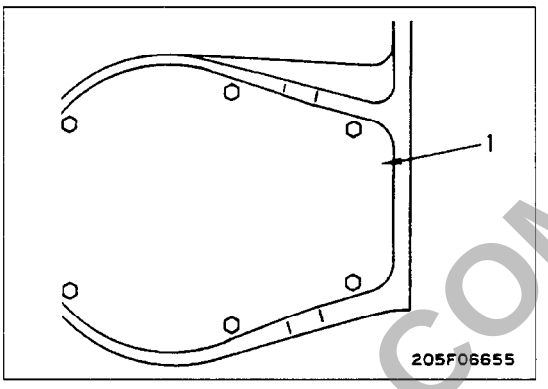
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REMOVAL OF TRAVEL MOTOR ASSEMBLY

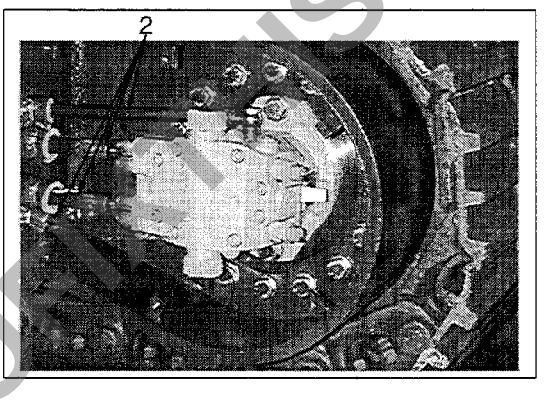
1. Remove sprocket. For details, see REMOVAL OF SPROCKET.

⚠ Lower the work equipment completely to the ground and stop the engine. Then loosen the oil filler cap slowly to release the pressure inside the hydraulic tank.

2. Remove cover (1).



3. Disconnect 4 travel motor hoses (2),a nd lift off final drive assembly (3). ※ 1
   ★ Be extremely careful not to damage the nipple tool surface of the hose mount.



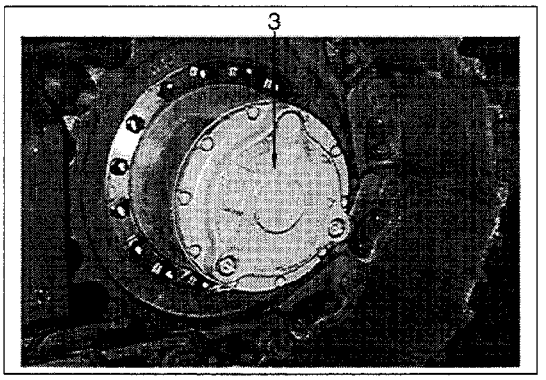
kg Travel motor: 95 kg

INSTALLATION OF TRAVEL MOTOR ASSEMBLY

- Carry out installation in the reverse order to removal.

※ 1

kgm Travel motor mounting bolt:
549 ± 59 Nm (56 ± 6 kgm)



- Bleeding air
  ★ Bleed the air from the travel motor. For details, see TESTING AND ADJUSTING, Bleeding air.

- Refilling with oil (hydraulic tank)
  ★ Add oil through the oil filler to the specified level. Run the engine to circulate the oil through the system. Then check the oil level again.

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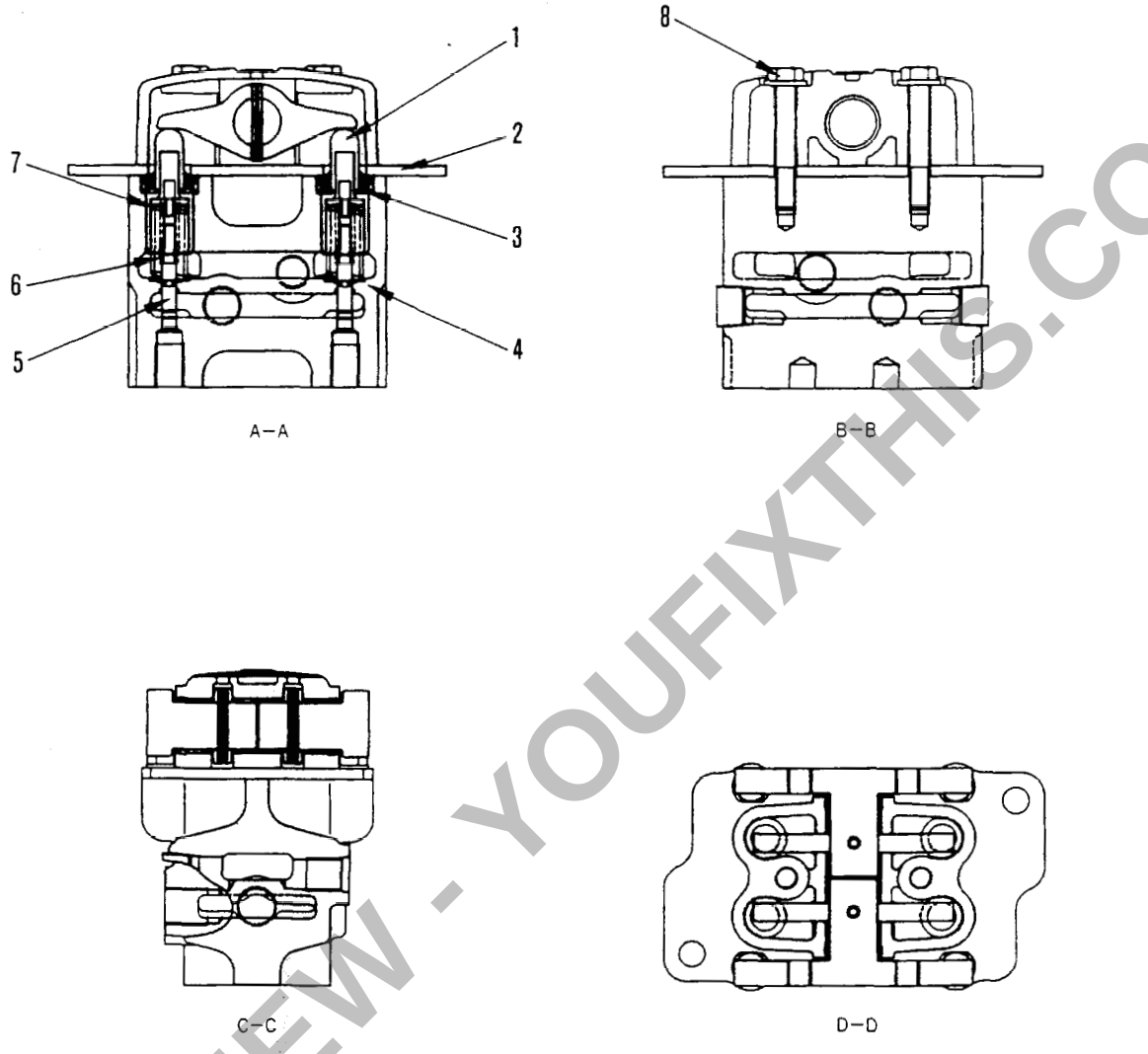
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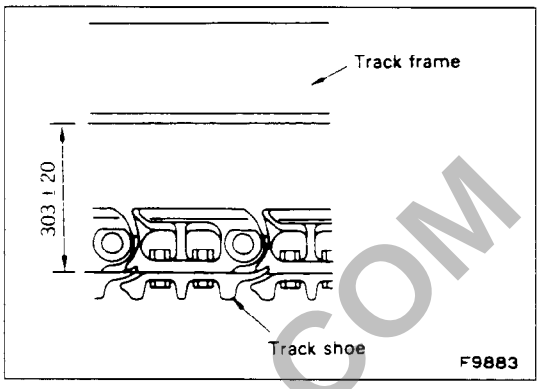


1. Piston
2. Plate
3. Collar
4. Body
5. Valve
6. Metering spring
7. Centering spring
8. Bolt

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TESTING AND ADJUSTING TRACK SHOE TENSION



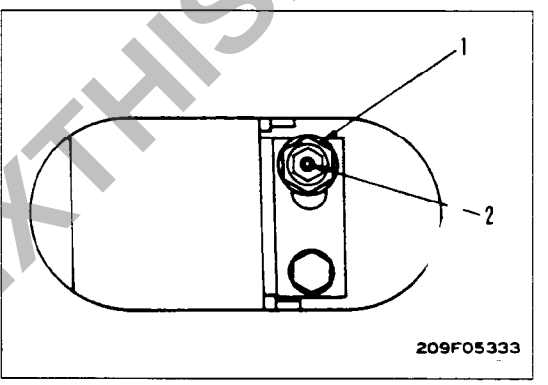
TESTING

1. Raise the track frame using the arm and boom, and measure the clearance between the bottom of the track frame and the top of the track shoe.
   - Clearance: 303 ± 20 mm
     Measurement position
     PC/180LC: 4th track roller from the sprocket.

ADJUSTING

★ If the shoe tension is not within the standard value, adjust as follows.

1. When the tension is too high:
   Loosen plug (1) gradually, and release the grease.
   ⚠ There is danger that the plug may fly out under the high internal pressure of the grease, so never loosen plug (1) more than 1 turn.
   ★ If the grease does not come out easily, move the machine backwards or forwards slowly.



2. If track is too loose:
   Pump in grease through grease fitting (2).
   ★ If the grease cannot be pumped in easily, move the machine backwards and forwards slowly.

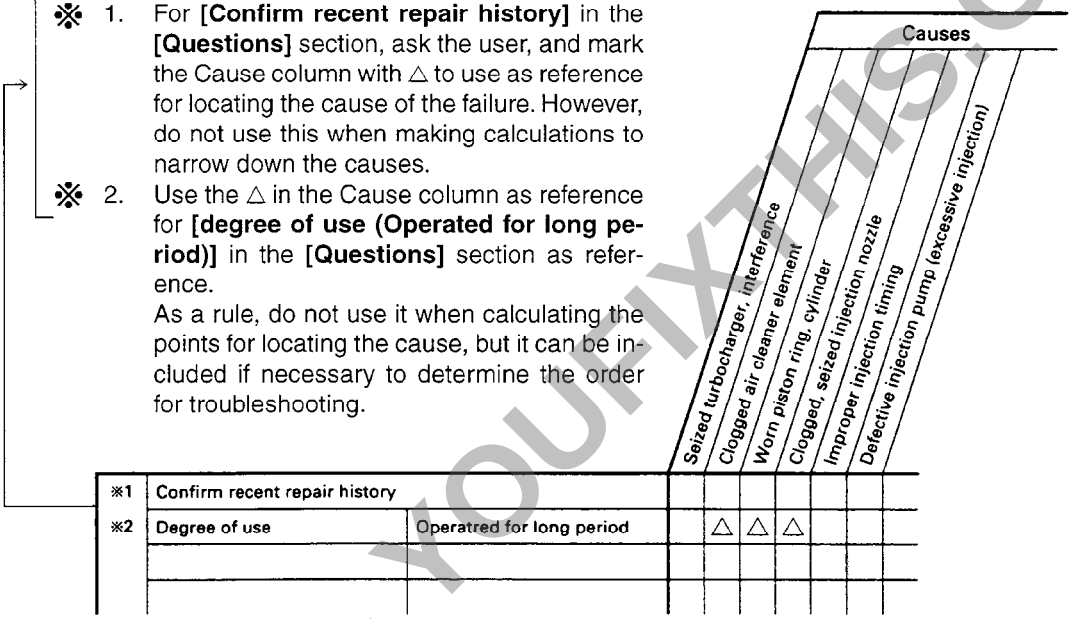
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The basic method of using the troubleshooting chart is as follows.
Items listed for **[questions]** and **[check items]** that have a relationship with the Cause items are marked with ○, and of these, causes that thave a high probability are marked with ◎.
check each of the **[Questions]** and **[Check items]** in turn, and marked the ○ or ◎ in the chart for items where the problem appeared. The vertical column (Causes) that has the highest number of points is the most probable cause, so start troubleshooting for that item to make final confirmation of the cause.

※ 1. For **[Confirm recent repair history]** in the **[Questions]** section, ask the user, and mark the Cause column with △ to use as reference for locating the cause of the failure. However, do not use this when making calculations to narrow down the causes.

※ 2. Use the △ in the Cause column as reference for **[degree of use (Operated for long period)]** in the **[Questions]** section as reference.
As a rule, do not use it when calculating the points for locating the cause, but it can be included if necessary to determine the order for troubleshooting.



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TROUBLESHOOTING OF MACHINE MONITOR SYSTEM (M MODE)

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Electrical circuit diagram for monitor system 20-246
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[E102] Error in clock data is displayed 20-248
M- 2 [E103] Short circuit in buzzer output or contact of 24V wiring harness with buzzer drive harness is displayed 20-249
M- 3 [E104] Air cleaner clogging detected is displayed 20-250
M- 4 [E106] Drop in engine oil pressure Hi detected is displayed 20-250
M- 5 [E108] Engine water temperature 105°C detected is displayed 20-251
M- 6 When starting switch is turned ON, none of lamps on monitor panel light up for 3 seconds ... 20-252
M- 7 When starting switch is turned ON, monitor panel lamps all stay lighted up and do not go out 20-254
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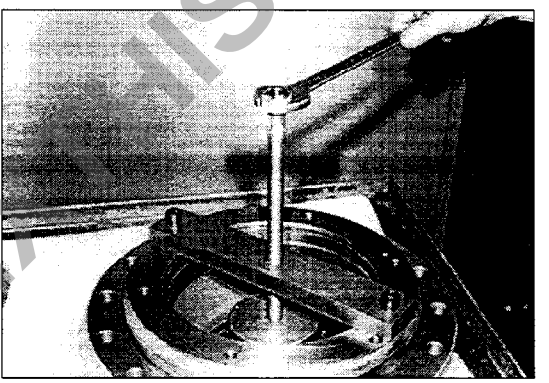
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3. DISASSEMBLING

Initial inspection of the gears and the hydraulic motor, can be made without dismantiling the track and the track drive from the machine.

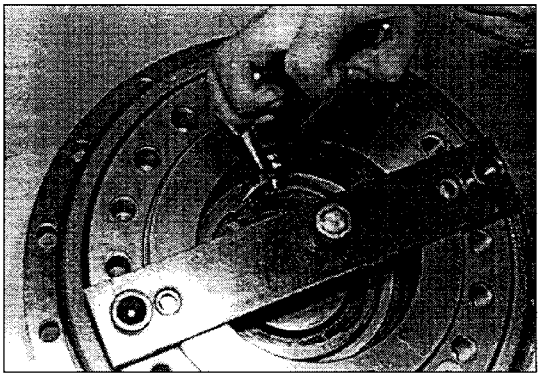
STEP 1

Fix the equipment AT709C15 on the flanged hub (pos. 18), by screwing the threaded bar, push the disc on the discs retainer (pos. 21), thus removing the force of the springs (pos. 22) on the circlip (pos. 20) and allowing its disassembling.



STEP 2

Using pliers remove the circlip (pos. 20) from its grove in the the flanged hub (pos. 18).



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