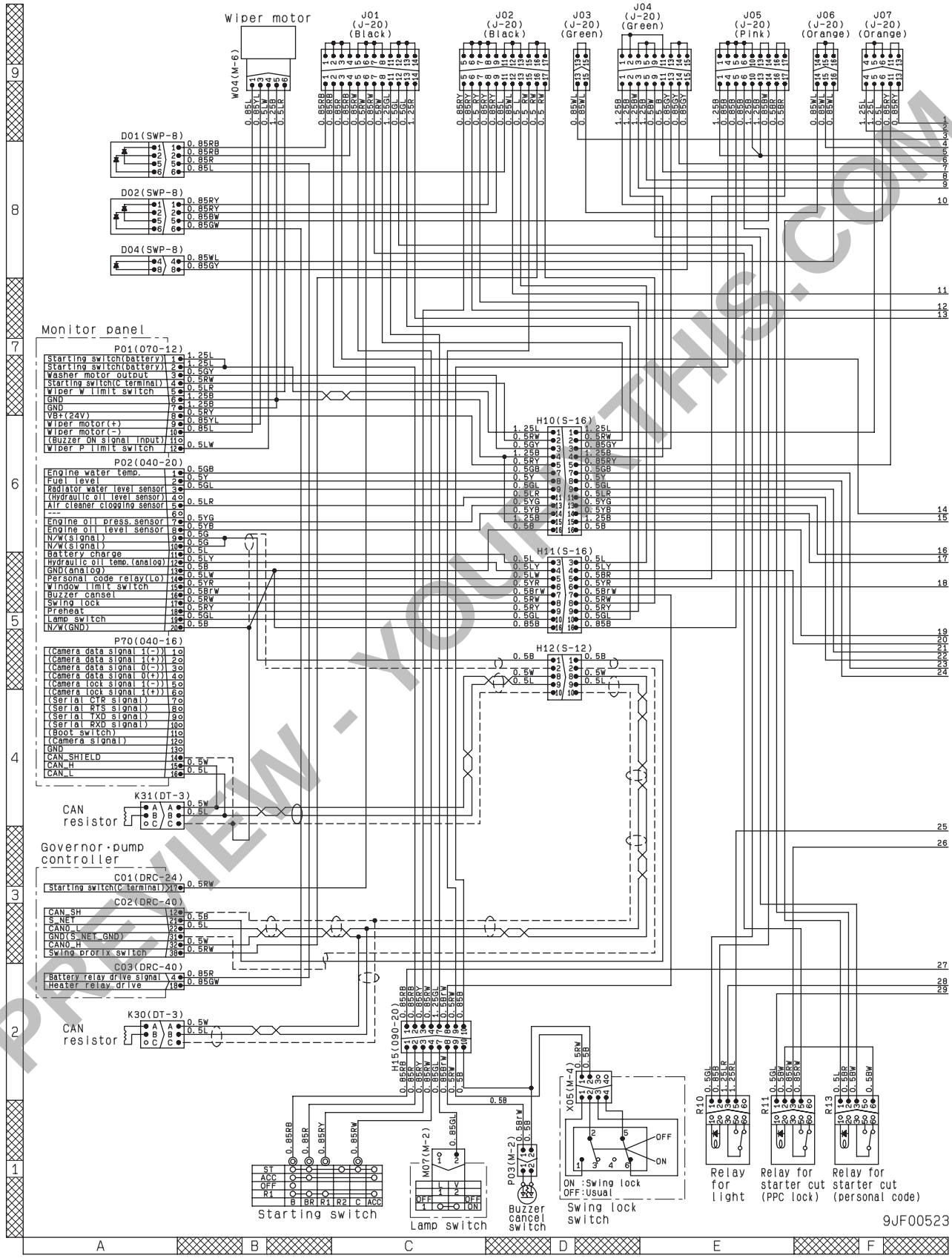
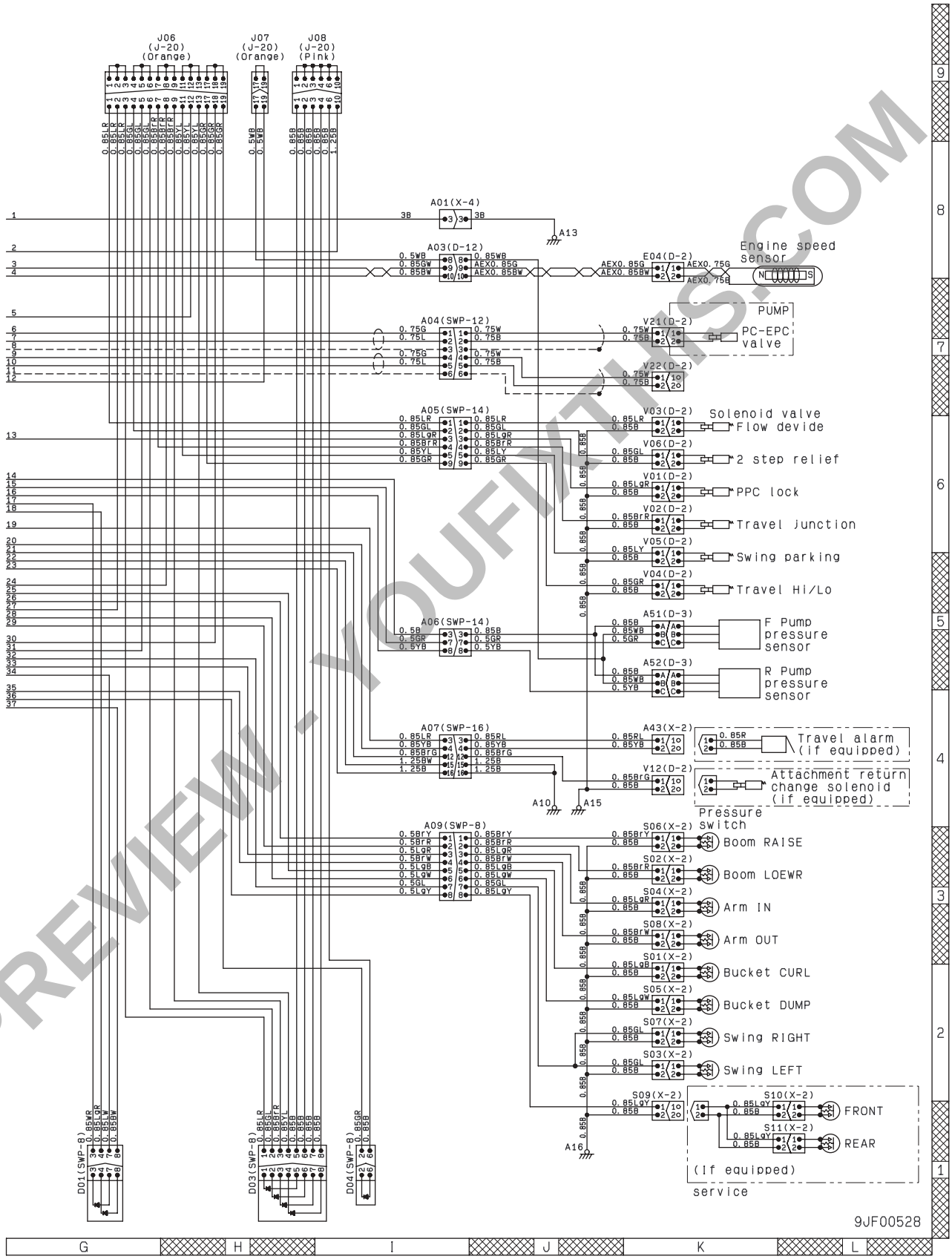
Monitor Panel System Circuit Diagram (M Circuit)



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★ This circuit diagram has been compiled by extracting the governor•pump controller system (pump control), PPC lock system and backup alarm system from the overall electrical circuit diagram.



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Error Code in Electrical System E101 (Abnormal data in error history)

User Code	Error Code	Failure Code	Failure phenomenon	Abnormal data in error history (in Monitor Panel system)
—	**E101**	**DAF0KT**		
Failure content	• The voltage in the firm power source circuit for Monitor Panel (battery) has dropped below 12 V or exceeded 36 V.			
Response from Monitor Panel	• None in particular			
Phenomenon occurring on machine	• A display for information on the failure history (in the electrical system) cannot be called.			

Presumed cause and standard value in normalcy		Cause	Standard value in normalcy and references for troubleshooting		
	1	Fuse No. 17 defective	If the fuse No. 17 is blown, there is a big possibility that the circuit has a grounding fault. (cause 4 reference)		
	2	Fusible link No. A35 defective	If the fusible link No. A35 is blown, there is a big possibility that the circuit has a grounding fault. (cause 4 reference)		
	3	Disconnection of wiring harness (Disconnection or connector contact fault)	★Turn the engine starting switch OFF for the preparations, and hold it in the OFF position for the troubleshooting.		
			Between wiring harness from P01 (female) (8) to J07 to FB1-17 outlet	Resistance value	Below 1 Ω
			Wiring harness between FB1-17 inlet and A35 (male) (2)	Resistance value	Below 1 Ω
			Wiring harness between A35 (male) (1) and A23 (B terminal)	Resistance value	Below 1 Ω
	4	Grounding fault of wiring harness (Contact with grounding circuit)	★Turn the engine starting switch OFF for the preparations, and hold it in the OFF position for the troubleshooting.		
			Between wiring harness between P01 (female) (8) to J07 and FB1-17 outlet and grounding	Resistance value	Above 1 MΩ
			Between wiring harness between FB1-17 inlet and A35 (male) (2) and grounding	Resistance value	Above 1 MΩ
			Between wiring harness between A35 (male) (1) and A23 (B terminal) and grounding	Resistance value	Above 1 MΩ
	5	Monitor Panel defective	★Turn the engine starting switch OFF for the preparations, and hold it in the OFF position for the troubleshooting.		
			P01	Voltage	
			Between (8) and (6) (7)	20 – 30 V	

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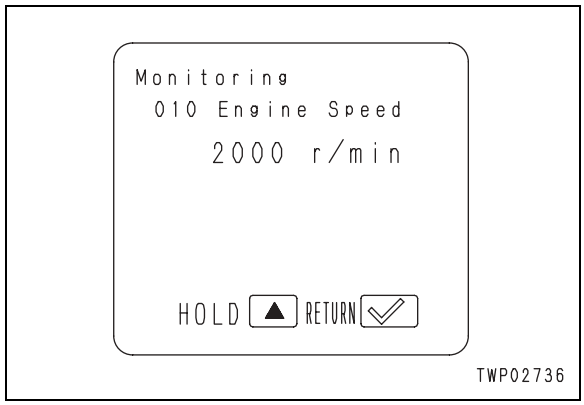
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INSPECTION AND ADJUSTMENT OF ENGINE RPM

★ Engine inspection and maintenance tools

Mark		Part No.	Part Name
A	1	799-203-8001	Multi-tachometer
	2	795-790-2500	Adapter

★ Engine RPM may be detected using a monitoring function in the monitor panel (special function furnished to the monitor panel).

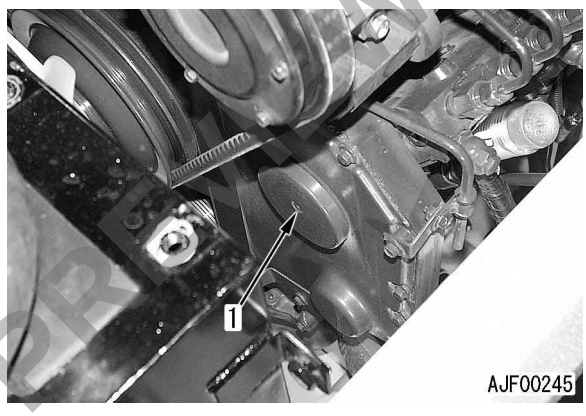


⚠ Be careful not to touch the strongly heated portion of the engine by accident while installing a measurement equipment.

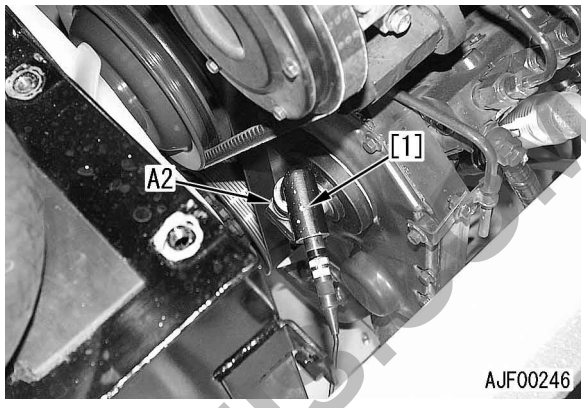
Inspection

1. Open the engine hood and remove the guard of the air conditioner compressor belt.

2. Remove cover (1).
★ Use a filter wrench to take off the cover.



3. Fit adapter **A2**, and connect pickup set [1] and meter [2] of multi-tachometer **A1**.



4. Measure the engine RPM after setting each measurement condition.
1) RPM at low idling:
   i) Set the fuel dial at low idling (MIN).
   ii) Move all the control levers of work equipment, swing and travel to the NEUTRAL position.
2) RPM at high idling:
   i) Turn the auto-decelerator OFF.
   ii) Set the fuel dial at high idling (MAX).
   iii) Move all the control levers of work equipment, swing and travel to the NEUTRAL position.
3) RPM at fuel pump relief
   i) Set the fuel dial at high idling (MAX)
   ii) Put the arm in the OUT relief position.
4) RPM when pump relief and one-touch power max. switch are set (near rated RPM)
   i) Set the fuel dial at high idling (MAX).
   ii) Put the arm in OUT relief position and keep the one-touch max. power switch depressed.
   ★ The one-touch power max. function is automatically released in 8.5 seconds, even if the knob switch is kept depressed. Take measurement during the period.
5) RPM when auto-decelerator is set
   i) Turn the auto-decelerator ON.
   ii) Set the fuel dial at high idling (MAX).
   iii) Move all the control levers of work equipment, swing and travel to the NEUTRAL position.
   ★ Approx. 5 seconds after all the control levers are moved to the NEUTRAL position, the rpm falls automatically. That is when the rpm with the auto-decelerator in motion should be measured.

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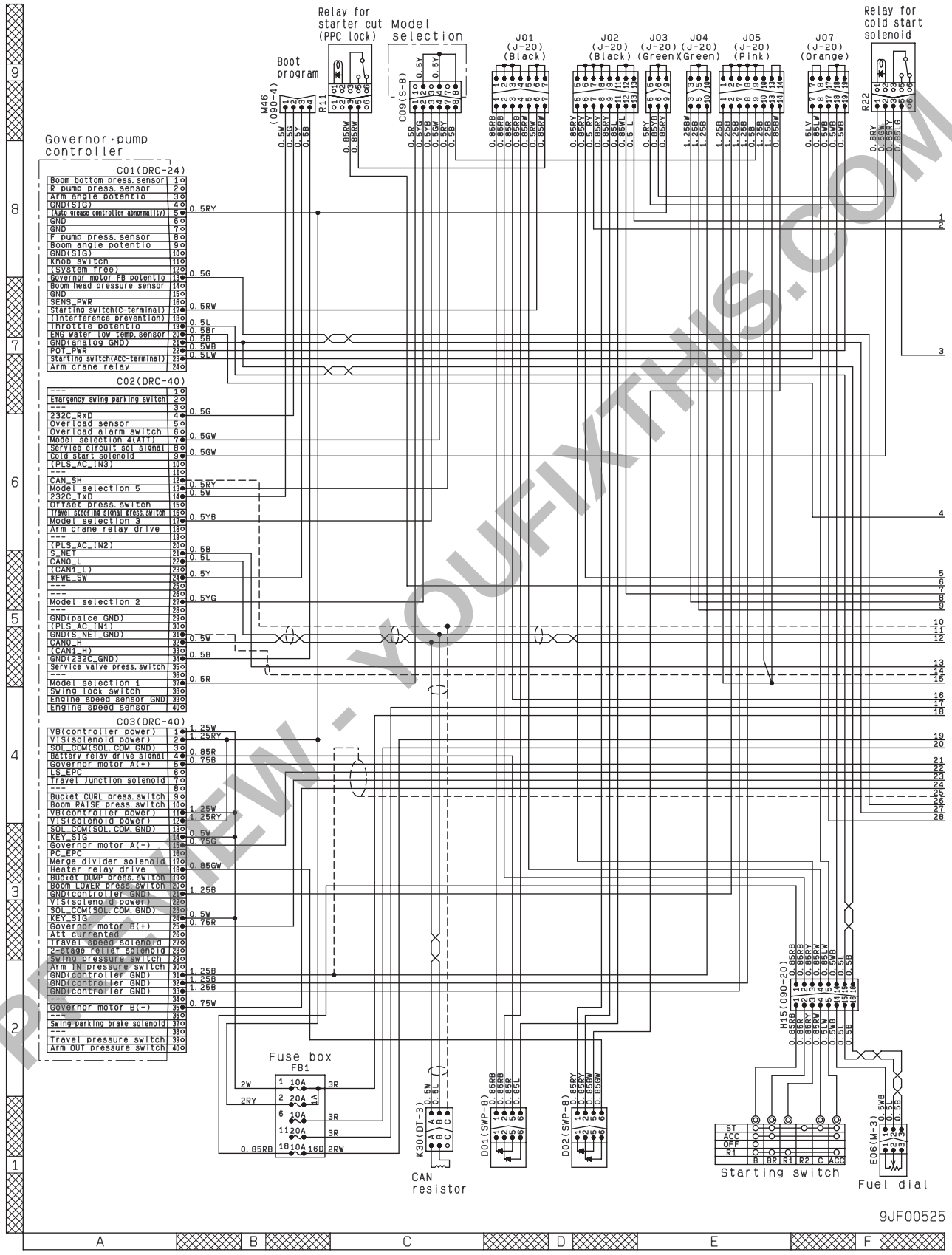
STANDARD VALUE TABLE FOR ENGINE RELATED PARTS

Applicable model			PC160LC-7	
Engine			SAA4D102E-2	
Item	Measurement condition	Unit	Standard value for new machine	Service limit value
Engine speed	High idling	rpm	2,350 ± 70	2,350 ± 70
	Low idling		1,030 ± 50	1,030 ± 50
	Rated speed		2,200	2,200
Exhaust gas color	At sudden acceleration	Bosch index	Max. 1.0	Max. 2.0
	At high idling		Max. 0.5	Max. 1.5
Valve clearance (Normal temperature)	Intake valve	mm	0.25	—
	Exhaust valve		0.51	—
Compression pressure	Oil temperature: 40 – 60ºC Engine speed: 250rpm	MPa {kg/cm^2}	Min. 2.4 {Min. 24.6}	Difference between cyinders Min. 1.0 {Min. 10.3}
Blow-by pressure	(Water temperature: operating range) At rated output	kPa {mmH_2O}	Max. 1.2 {Max. 123}	5.1 {520}
Oil pressure (SAE15W-40)	(Water temperature: operating range) At high idling At low idling	MPa {kg/cm^2}	0.39 – 0.64 {4.0 – 6.5} Min. 0.15 {Min. 1.5}	0.25 {2.6} 0.09 {0.9}
Oil temperature	Whole speed range (inside oil pan)	ºC	80 – 110	120
Fuel injection timing	Before Top Dead Center	°(degree)	11 ± 1	11 ± 1
Fan belt tension	Deflection when pressed with finger force of approx. 58.8 N{6 kg}	mm	8	Min. 6, Max. 10
Air conditioner compressor belt tension		mm	5 – 8	5 – 8

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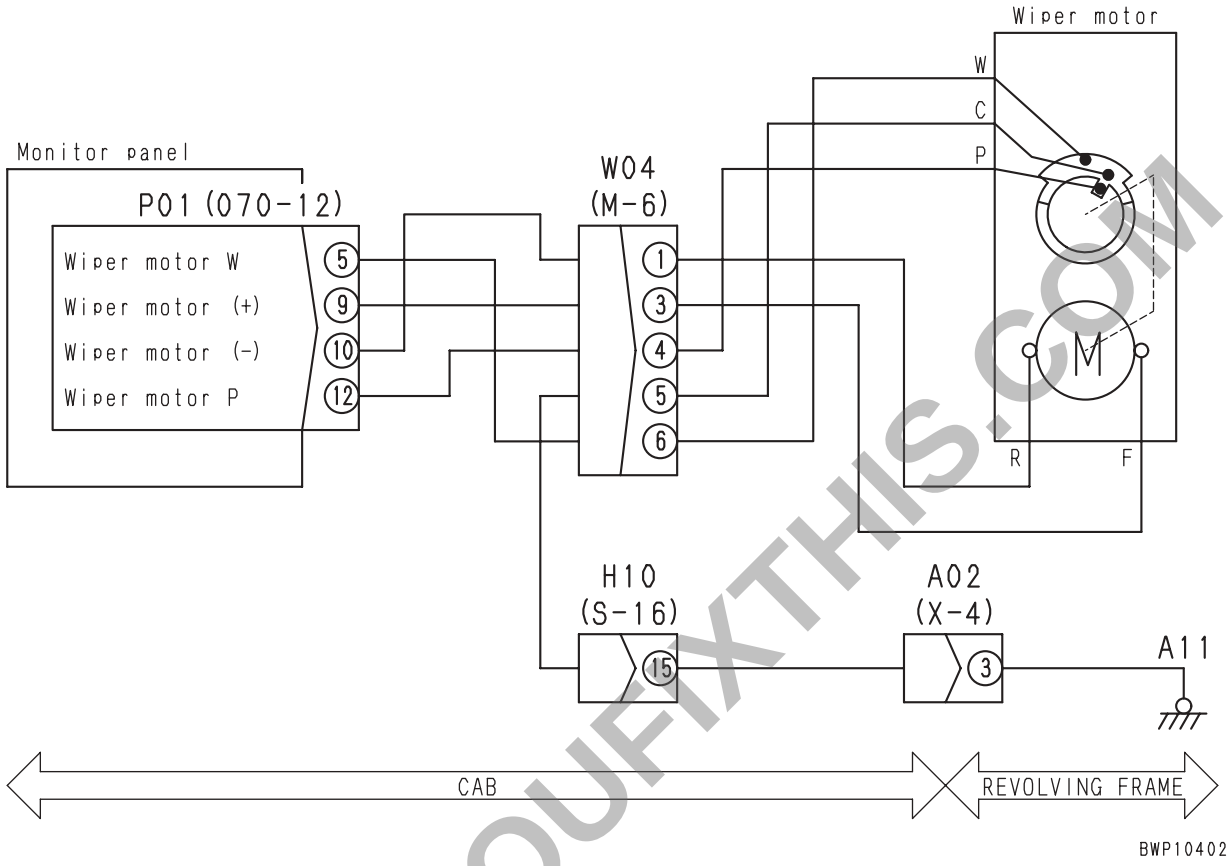
Governor Control System Circuit Diagram (G Circuit) of Governor•Pump Controlle



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Related circuit diagram



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Error Code in Electrical System E112
(Short-circuiting in normal rotation system of windshield wiper motor drive)

User Code	Error Code	Failure Code	Failure phenomenon	Short-circuiting in normal rotation system of windshield wiper motor drive (in monitor panel system)
—	**E112**	**DY2DKB**		
Failure content	• Abnormal current flew to the windshield wiper motor normal rotation circuit, when power is provided.			
Response from Monitor Panel	• Power supply to the windshield wiper motor normal rotation circuit is turned OFF.			
Phenomenon occurring on machine	• The windshield wiper stops moving.			

Presumed cause and standard value in normalcy		Cause	Standard value in normalcy and references for troubleshooting			
	1	Windshield wiper motor defective (Internal short-circuiting or grounding fault)	★Turn the engine starting switch OFF for the preparations, and hold it in the OFF position for the troubleshooting.			
			W04 (female)	Continuity and resistance value		
			Between (3) and (1)	Continued		
			Between (3) and grounding	Above 1 MΩ		
	2	Grounding fault of wiring harness (Contact with grounding circuit)	★Turn the engine starting switch OFF for the preparations, and hold it in the OFF position for the troubleshooting.			
			Between wiring harness between P01 (female) (9) and W04 (male) (3) and grounding		Resistance value	Above 1 MΩ
	3	Monitor panel defective	★Turn the engine starting switch OFF for the preparations, and hold it in the ON position for the troubleshooting.			
			P01	Windshield wiper switch	Voltage	
			Between (9) and grounding	OFF	Below 3 V	
				ON	Below 3 V⇔20 – 30 V (at constant cycle)	

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MEASUREMENT OF EXHAUST GAS COLOR

★ Exhaust gas color measurement tool

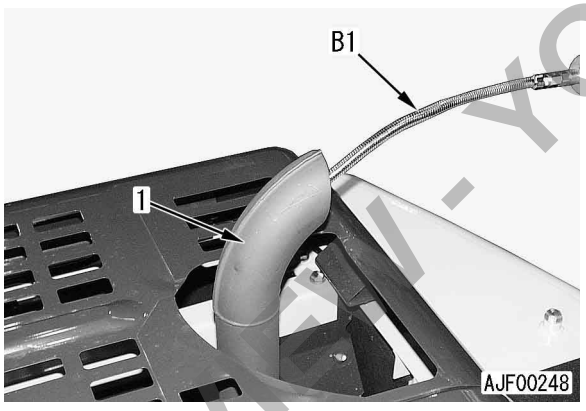
Mark		Part No.	Part Name
B	1	799-201-9000	Handy Smoke Checker
	2	Commercial product	Smoke Meter

⚠ Be careful not to touch the highly heated parts, while fitting and detaching a measurement tool.

★ If no compressed air or power is not available in the field, use Handy Smoke Checker **B1**. For recording official data, use Smoke Meter **B2**.

1. Measurement with Handy Smoke Checker B1

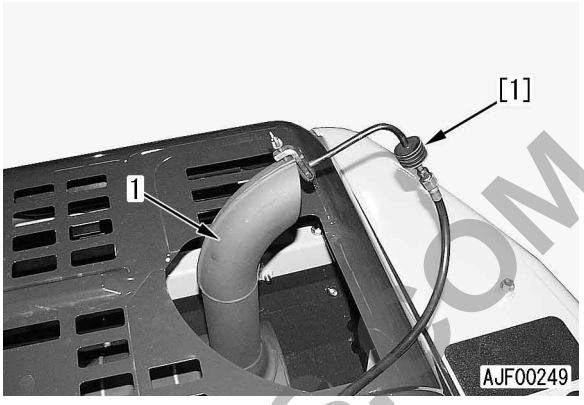
1) Fit a filtering paper to Handy Smoke Checker **B1**.
2) Insert the exhaust gas intake pipe into the exhaust pipe (1).
3) Start the engine and keep it running until the engine cooling water temperature comes within the operating range.
4) Let the exhaust gas stay on the filtering paper by operating a handle of Handy Smoke Checker **B1**, when the engine speed is suddenly accelerated or kept at high idling.



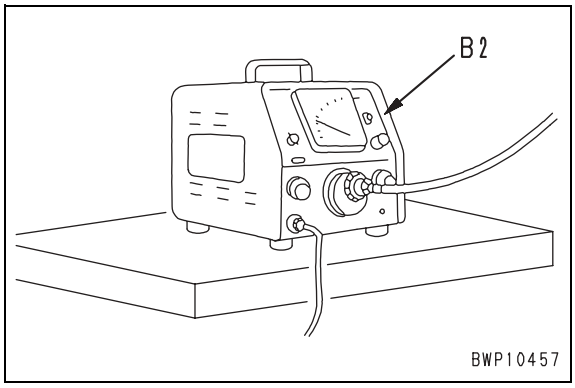
5) Take out the filtering paper and compare it with the attached scale for judgement.
6) Detach the measurement tool after the measurement, and make sure the machine is back to normal condition.

2. Measurement with Smoke Meter B2

1) Insert probe [1] of the Smoke Meter **B2** into the exhaust gas pipe outlet, and fasten it to the outlet with a clip.



2) Connect the probe hose, accelerator switch outlet and air hose to the Smoke Meter **B2**.
   ★ Keep the pressure of the supplied compressed air below 1.5 MPa {15 kg/cm^2}.
3) Connect the power cable to an outlet of AC100V.
   ★ Confirm that the Smoke Meter power switch is in the OFF position, before connecting the power cable to an outlet.
4) Fit a filtering paper by loosening the suction pump cap nut.
   ★ Fit the filtering paper securely so that air may not leak.
5) Move the Smoke Meter **B2** power switch to the ON position.



6) Start the engine and keep it running until the engine water temperature rises to the operating range.
7) Let the exhaust gas stay on the filtering paper by depressing the accelerator pedal of Smoke Meter **B2**, when the engine speed is suddenly accelerated or kept at high idling.
8) Put the polluted filtering paper on non-polluted filtering paper (more than 10 sheets) in the filtering paper holder, and read the indicated value.
9) Detach the measurement tool after the measurement, and make sure that the machine is back to normal condition.

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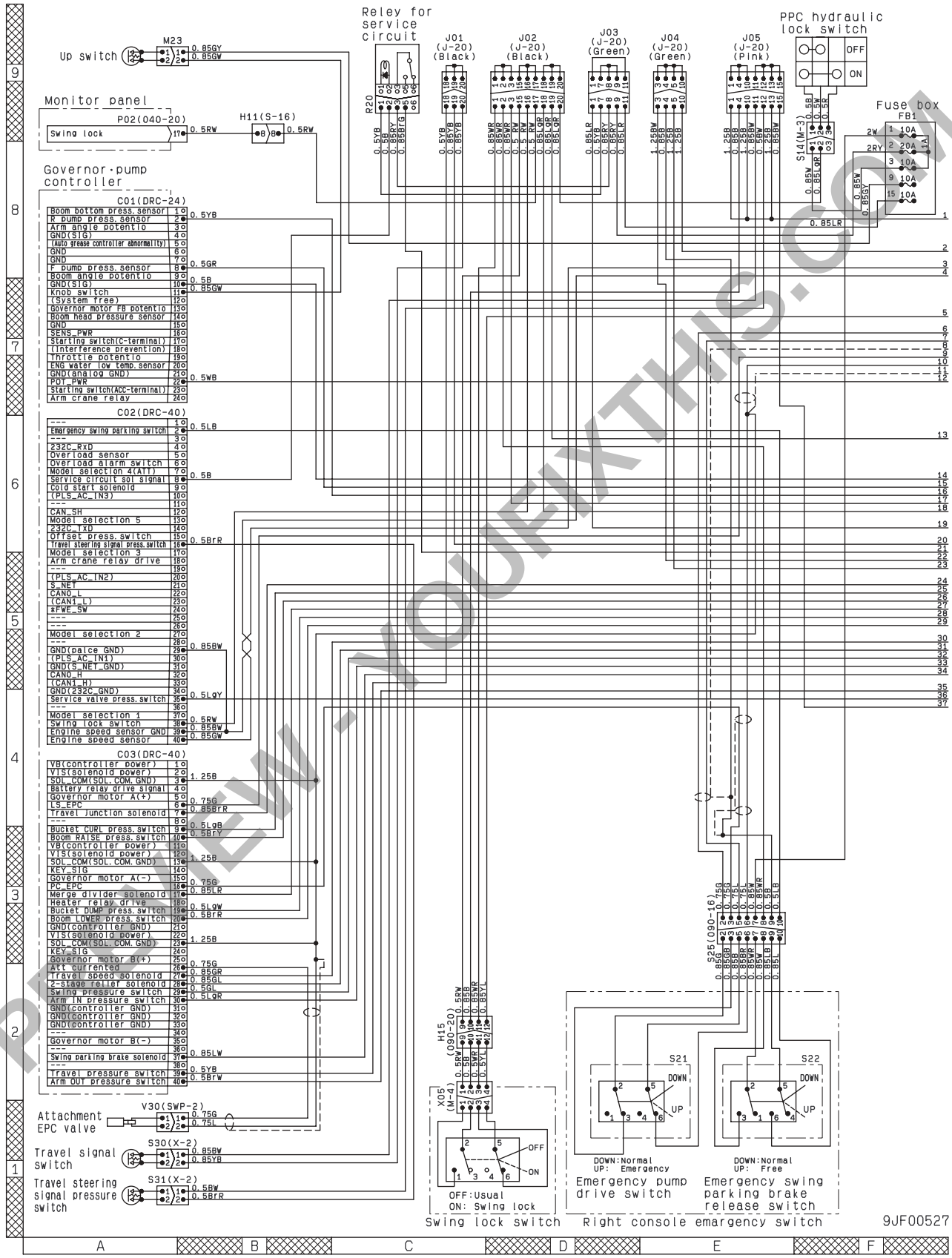
STANDARD VALUE TABLE FOR CHASSIS RELATED PARTS

Applicable model					PC160LC-7	
Cate-gory	Item		Measurement Condition	Unit	Standard value	Permissible value
Engine speed	Pump at relief		• Engine water temperature: Within operation range • Hydraulic oil temperature: Within operation range • Engine at high idling • Arm OUT relief condition	rpm	2,145 ± 100	2,145 ±1 00
	At pump relief + one touch power up		• Engine water temperature: Within operation range • Hydraulic oil temperature: Within operation range • Engine at high idling • Arm OUT relief + One-touch power max. switch in ON condition		2,055 ± 100	2,055 ± 100
	Speed when auto-deceleration is operated		• Engine at high idling • Auto-deceleration switch in ON condition • All control levers in NEUTRAL condition		1,400 ± 100	1,400 ± 100
Control valve Spool stroke	Boom control valve		• Engine stopped	RAISE	8.0 ± 0.5	8.0 ± 0.5
				LOWER	9.5 ± 0.5	9.5 ± 0.5
	Arm control valve			IN	9.5 ± 0.5	9.5 ± 0.5
				OUT	8.0 ± 0.5	8.0 ± 0.5
	Bucket control valve		• Engine stopped	mm	8.0 ± 0.5	8.0 ± 0.5
	Swing control valve				7.5 ± 0.5	7.5 ± 0.5
	Travel control valve				7.5 ± 0.5	7.5 ± 0.5
Travel of control levers	Boom control lever		• Engine stopped • At center of control lever grip • Max. reading up to stroke end (excepting lever play in NEUTRAL position)	mm	85 ± 10	85 ± 10
	Arm control lever				85 ± 10	85 ± 10
	Bucket control lever				85 ± 10	85 ± 10
	Swing control lever				85 ± 10	85 ± 10
	Travel control lever				115 ± 12	115 ± 12
	Play of control lever				Max. 10	Max. 15
Operating force of control levers	Boom control lever		• Hydraulic oil temperature: Within operation range • Engine at high idling • At center of control lever grip • At tip in case of pedal • Max. reading up to stroke end	N{kg}	15.7 ± 3.9 {1.6 ± 0.4}	Max. 24.5 {Max. 2.5}
	Arm control lever				15.7 ± 3.9 {1.6 ± 0.4}	Max. 24.5 {Max. 2.5}
	Bucket control lever				12.7 ± 2.9 {1.3 ± 0.3}	Max. 21.6 {Max. 2.2}
	Swing control lever				12.7 ± 2.9 {1.3 ± 0.3}	Max. 21.6 {Max. 2.2}
	Travel control lever	Lever			26.5 ± 6.6 {2.7 ± 0.7}	Min. 43.1 {Min. 4.4}
		Papel			80.4 ± 20.1 {8.2 ± 2.0}	Max. 117.6 {Max. 12}

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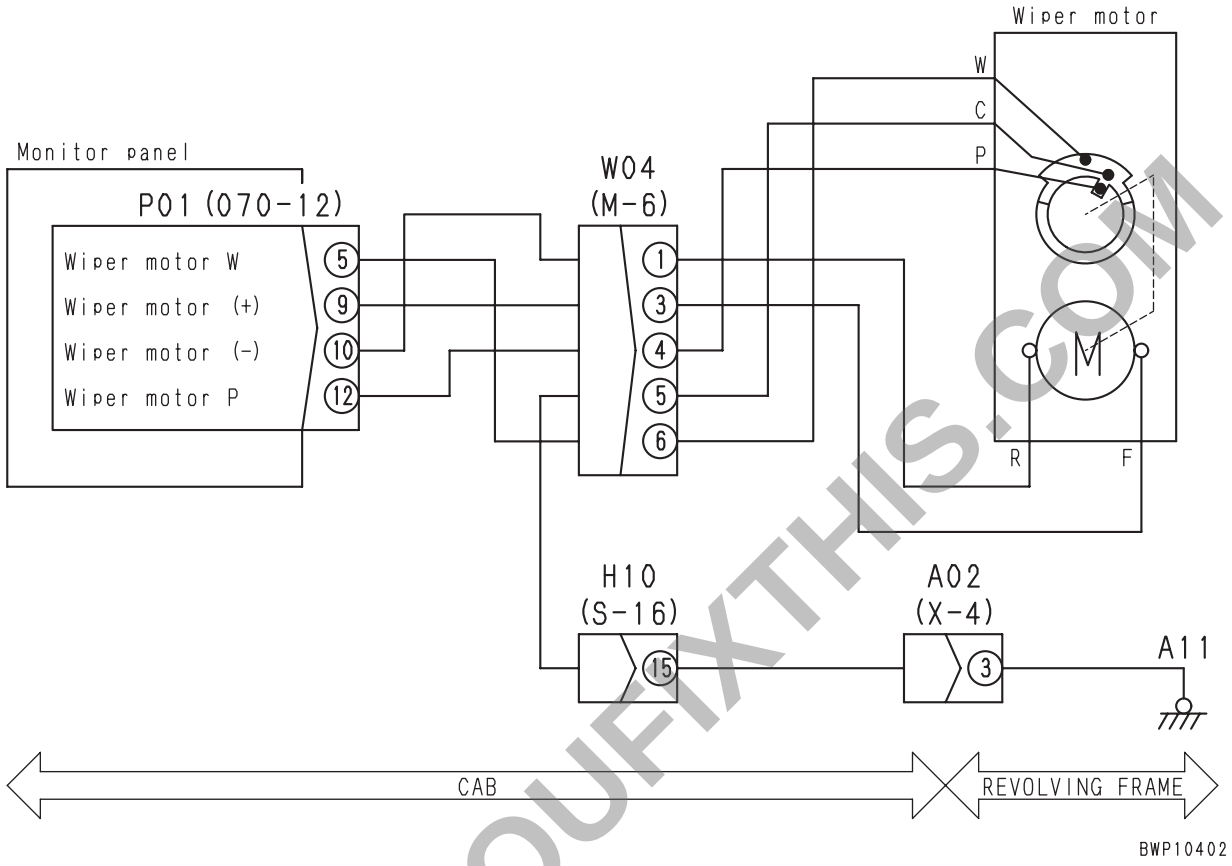
Pump Control System Circuit Diagram (P Circuit) of Governor•Pump Controller



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Related circuit diagram



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Error Code in Electrical System E113
(Short-circuiting in reverse rotation system of windshield wiper motor drive)

User Code	Error Code	Failure Code	Failure phenomenon	Short-circuiting in reverse rotation system of windshield wiper motor drive (in Monitor Panel system)
—	**E113**	**DY2EKB**		
Failure content	• Abnormal current flew to the reverse rotation circuit of the windshield wiper motor drive, when the windshield wiper was set in motion.			
Response from Monitor Panel	• Power supply to the reverse rotation circuit of the windshield wiper motor drive was switched OFF.			
Phenomenon occurring on machine	• The windshield wiper stopped moving.			

Presumed cause and standard value in normalcy		Cause	Standard value in normalcy and references for troubleshooting			
	1	Windshield wiper motor defective (Internal short-circuiting or grounding fault)	★Turn the engine starting switch OFF for the preparations, and hold it in the OFF position for the troubleshooting.			
			W04 (female)	Continuity and resistance value		
			Between (1) and (3)	Continued		
			Between (1) and grounding	Above 1 MΩ		
	2	Grounding fault of wiring harness (Contact with grounding circuit)	★Turn the engine starting switch OFF for the preparations, and hold it in the OFF position for the troubleshooting.			
			Between wiring harness between P01 (female) (10) and W04 (male) (1) and grounding	Resistance value	Above 1 MΩ	
	3	Monitor panel defective	★Turn the engine starting switch OFF for the preparations, and hold it in the ON position for the troubleshooting.			
			P01	Windshield wiper switch	Voltage	
			Between (10) and grounding	OFF	Below 3 V	
				ON	Below 3 V⇔20 – 30 V (at constant cycle)	

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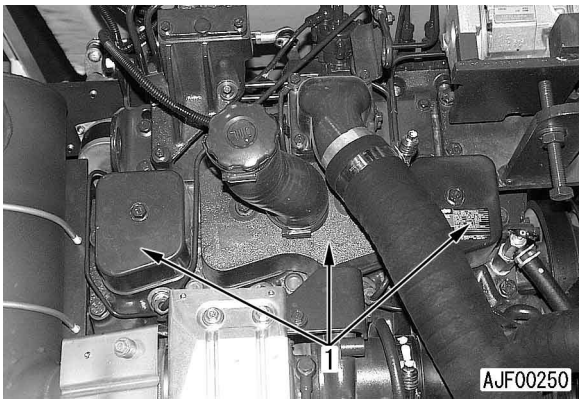
ADJUSTMENT OF VALVE CLEARANCE

★ Valve clearance adjustment tools

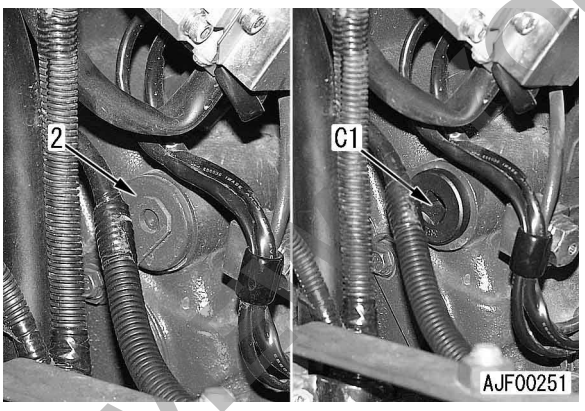
Mark		Part No.	Part Name
C	1	795-799-1131	Gear
	2	Commercial product	Thickness Gauge

1. Open the engine hood and remove the guard of the air conditioner compressor belt.

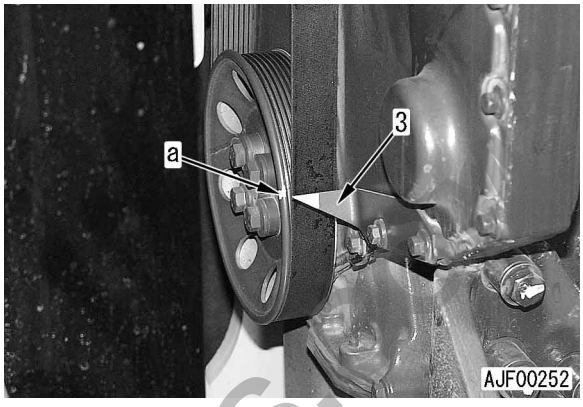
2. Remove all cylinder head covers (1).



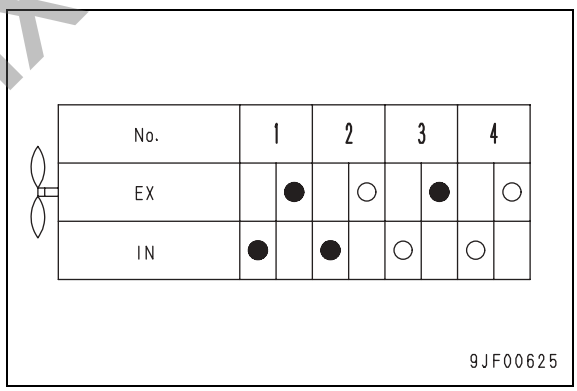
3. Take off cap (2) and fit gear **C1**.



4. Rotate the crankshaft forward with gear **C1** and match yellow paint (a) of the crank pulley to the tip of pointer (3) to set No. 1 cylinder to the compression top dead center.
★ When No. 1 cylinder is at the top dead center, its rocker arm can be manually moved as much as the valve clearance. If it cannot be moved, that means that No. 1 cylinder is not yet at the top dead center. In that case, rotate it by one more turn.



5. While No. 1 cylinder is at the compression top dead center, adjust the valve clearances marked with ● in the valve arrangement diagram according to the following procedure.
★ Valve arrangement diagram



1) Insert thickness gauge **C2** in clearance (b) between rocker arm (4) and valve stem (5) and adjust the valve clearance with adjusting screw (6).
★ For the adjustment, turn the adjusting screw with filler gauge **C2** inserted to the extent that filler gauge **C2** can be lightly moved.
2) Fix adjusting screw (6) and then tighten lock nut (7).
Lock nut: **24±4 Nm{2.45±0.41kgm}**
★ Check the valve clearance again after tightening lock nut (7).
★ Proceed to the next step once all the adjustments of valve clearance indicated with a black bullet mark (●) have been completed.

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Applicable model					PC160LC-7	
Category	Item	Measurement Condition		Unit	Standard value	Permissible value
Oil pressure	Unload pressure	• Hydraulic oil temperature: Within operating range • Engine: High idling • Working mode: A • Measure pump outlet pressure when all control levers are in neutral.	When hydraulic oil temperature is about 50°C	MPa {kg/cm^2}	Max. 5.9 {Max. 60}	Max. 5.9 {Max. 60}
			When hydraulic oil temperature is about 80°C		Max. 7.4 {Max. 75}	Max. 7.4 {Max. 75}
	Boom relief pressure	• Hydraulic oil temperature: Within operating range • Engine: High idling • Working mode: A • Measure pump outlet pressure when circuit to be measured is relieved.	At normal relief		34.8 ± 1.0 {355 ± 10}	33.3 – 36.8 {340 – 375}
			At power-up relief		37.3 ± 1.0 {380 ± 10}	36.3 – 39.2 {370 – 400}
	Arm relief pressure		At normal relief		35.1 ± 1.0 {358 ± 10}	33.6 – 37.0 {343 – 378}
			At power-up relief		37.3 ± 1.0 {380 ± 10}	36.3 – 39.2 {370 – 400}
	Bucket relief pressure		At normal relief		34.8 ± 1.0 {355 ± 10}	33.3 – 36.8 {340 – 375}
			At power-up relief		37.3 ± 1.0 {380 ± 10}	36.3 – 39.2 {370 – 400}
	Swing relief pressure	• Hydraulic oil temperature: Within operating range • Engine: High idling • Working mode: A • Measure pump outlet pressure when circuit to be measured is relieved.			30.9 ± 1.5 {315 ± 15}	28.9 – 32.9 {295 – 335}
	Travel relief pressure				37.3 ± 1.0 {380 ± 10}	36.3 – 39.2 {370 – 400}
	Control circuit basic pressure	• Hydraulic oil temperature: Within operating range • Engine: High idling • Measure outlet pressure of self-pressure reducing valve when all control levers are in neutral.			3.23 ± 0.2 {33 ± 2}	2.84 – 3.43 {29 – 35}
	LS differential pressure	• Hydraulic oil temperature: Within operating range • Engine: High idling • Working mode: A • Measure difference between pump pressure and LS pressure.	When all levers are in neutral		4.5 ± 1.0 {46 ± 10}	4.5 ± 1.0 {46 ± 10}
			While bucket is digging (Full)		2.2 ± 0.1 {22.5 ± 1}	2.2 ± 0.1 {22.5 ± 1}
Swing	Overrun of swing	• Hydraulic oil temperature: Within operating range • Engine: High idling • Working mode: A • Measure deviation of swing circle when upper structure stops swinging after one turn. • For measuring posture, see SWING 1.		deg (mm)	Max. 100 (–)	Max. 130 (–)
	Time taken to start swinging	• Hydraulic oil temperature: Within operating range • Engine: High idling • Working mode: A • Measure time taken to pass 90 degrees and 180 degrees after starting point. • For measuring posture, see SWING 1.	90 deg	sec	3.0 ± 0.3	Max. 3.7
			180 deg		4.2 ± 0.4	Max. 5.5
	Time taken to swing	• Hydraulic oil temperature: Within operating range • Engine: High idling • Working mode: A • Measure time taken to swing 5 turns after swinging 1 turn. • For measuring posture, see SWING 1.			25 ± 2.5	Max. 30

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10 STRUCTURE, FUNCTION AND MAINTENANCE STANDARD 10-1

20 TESTING AND ADJUSTING 20-1

30 DISASSEMBLY AND ASSEMBLY ..... To be issured next time

90 OTHERS 90-1

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Mark	Page	Revision number	Mark	Page	Revision number	Mark	Page	Revision number	Mark	Page	Revision number	Mark	Page	Revision number
	10-177		○	20-124	(1)	○	20-202	(1)	○	20-255	(1)	○	20-348	(1)
	10-178		○	20-125	(1)	○	20-203	(1)	○	20-256	(1)	○	20-349	(1)
	10-179		○	20-126	(1)	○	20-204	(1)	○	20-257	(1)	○	20-350	(1)
	10-180		○	20-127	(1)	○	20-205	(1)	○	20-258	(1)	○	20-351	(1)
	10-181		○	20-128	(1)	○	20-206	(1)	○	20-259	(1)	○	20-352	(1)
	10-182		○	20-129	(1)	○	20-207	(1)	○	20-260	(1)	○	20-353	(1)
	10-183		○	20-130	(1)	○	20-208	(1)	○	20-301	(1)	○	20-354	(1)
	10-184		○	20-131	(1)	○	20-209	(1)	○	20-302	(1)	○	20-355	(1)
	10-185		○	20-132	(1)	○	20-210	(1)	○	20-304	(1)	○	20-356	(1)
	10-186		○	20-133	(1)	○	20-211	(1)	○	20-305	(1)	○	20-357	(1)
	10-187		○	20-134	(1)	○	20-212	(1)	○	20-306	(1)	○	20-358	(1)
	10-188		○	20-135	(1)	○	20-213	(1)	○	20-307	(1)	○	20-359	(1)
	10-189		○	20-136	(1)	○	20-214	(1)	○	20-308	(1)	○	20-360	(1)
	10-190		○	20-137	(1)	○	20-215	(1)	○	20-310	(1)	○	20-361	(1)
	10-191		○	20-138	(1)	○	20-216	(1)	○	20-311	(1)	○	20-362	(1)
	10-192		○	20-139	(1)	○	20-218	(1)	○	20-312	(1)	○	20-363	(1)
			○	20-140	(1)	○	20-219	(1)	○	20-313	(1)	○	20-364	(1)
○	20-1	(1)	○	20-141	(1)	○	20-220	(1)	○	20-314	(1)	○	20-365	(1)
○	20-2	(1)	○	20-142	(1)	○	20-221	(1)	○	20-315	(1)	○	20-366	(1)
○	20-3	(1)	○	20-143	(1)	○	20-222	(1)	○	20-316	(1)	○	20-367	(1)
○	20-4	(1)	○	20-144	(1)	○	20-223	(1)	○	20-317	(1)	○	20-368	(1)
○	20-5	(1)	○	20-145	(1)	○	20-224	(1)	○	20-318	(1)	○	20-369	(1)
○	20-6	(1)	○	20-146	(1)	○	20-225	(1)	○	20-319	(1)	○	20-370	(1)
○	20-7	(1)	○	20-147	(1)	○	20-226	(1)	○	20-320	(1)	○	20-371	(1)
○	20-8	(1)	○	20-148	(1)	○	20-227	(1)	○	20-321	(1)	○	20-372	(1)
○	20-9	(1)	○	20-149	(1)	○	20-228	(1)	○	20-322	(1)	○	20-373	(1)
○	20-10	(1)	○	20-150	(1)	○	20-230	(1)	○	20-323	(1)	○	20-374	(1)
○	20-11	(1)	○	20-151	(1)	○	20-231	(1)	○	20-324	(1)	○	20-375	(1)
○	20-101	(1)	○	20-152	(1)	○	20-232	(1)	○	20-325	(1)	○	20-376	(1)
○	20-102	(1)	○	20-153	(1)	○	20-233	(1)	○	20-326	(1)	○	20-377	(1)
○	20-103	(1)	○	20-154	(1)	○	20-234	(1)	○	20-327	(1)	○	20-378	(1)
○	20-104	(1)	○	20-155	(1)	○	20-235	(1)	○	20-328	(1)	○	20-380	(1)
○	20-105	(1)	○	20-156	(1)	○	20-236	(1)	○	20-329	(1)	○	20-381	(1)
○	20-106	(1)	○	20-157	(1)	○	20-237	(1)	○	20-330	(1)	○	20-382	(1)
○	20-107	(1)	○	20-158	(1)	○	20-238	(1)	○	20-331	(1)	○	20-383	(1)
○	20-108	(1)	○	20-159	(1)	○	20-239	(1)	○	20-332	(1)	○	20-384	(1)
○	20-109	(1)	○	20-160	(1)	○	20-240	(1)	○	20-333	(1)	○	20-385	(1)
○	20-110	(1)	○	20-161	(1)	○	20-241	(1)	○	20-334	(1)	○	20-386	(1)
○	20-111	(1)	○	20-162	(1)	○	20-242	(1)	○	20-335	(1)	○	20-387	(1)
○	20-112	(1)	○	20-163	(1)	○	20-243	(1)	○	20-336	(1)	○	20-388	(1)
○	20-113	(1)	○	20-164	(1)	○	20-244	(1)	○	20-337	(1)	○	20-389	(1)
○	20-114	(1)	○	20-165	(1)	○	20-245	(1)	○	20-338	(1)	○	20-390	(1)
○	20-115	(1)	○	20-166	(1)	○	20-246	(1)	○	20-339	(1)	○	20-401	(1)
○	20-116	(1)	○	20-167	(1)	○	20-247	(1)	○	20-340	(1)	○	20-402	(1)
○	20-117	(1)	○	20-168	(1)	○	20-248	(1)	○	20-341	(1)	○	20-403	(1)
○	20-118	(1)	○	20-169	(1)	○	20-249	(1)	○	20-342	(1)	○	20-404	(1)
○	20-119	(1)	○	20-170	(1)	○	20-250	(1)	○	20-343	(1)	○	20-405	(1)
○	20-120	(1)	○	20-171	(1)	○	20-251	(1)	○	20-344	(1)	○	20-406	(1)
○	20-121	(1)	○	20-172	(1)	○	20-252	(1)	○	20-345	(1)	○	20-407	(1)
○	20-122	(1)	○	20-173	(1)	○	20-253	(1)	○	20-346	(1)	○	20-408	(1)
○	20-123	(1)	○	20-201	(1)	○	20-254	(1)	○	20-347	(1)	○	20-409	(1)

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Relative Electrical Circuit Diagram

This is part of the electrical circuit diagram which shows the portion where the failure occurred.

- Connector No.: Indicates (Type - numbers of a pin) (color)
- Arrow: Roughly indicates the location in the machine where it is installed.

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