WSM

WORKSHOP MANUAL
KUBOTA EXCAVATOR

KX91-3
KX101-3

Kubota

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Code No.97899-60520

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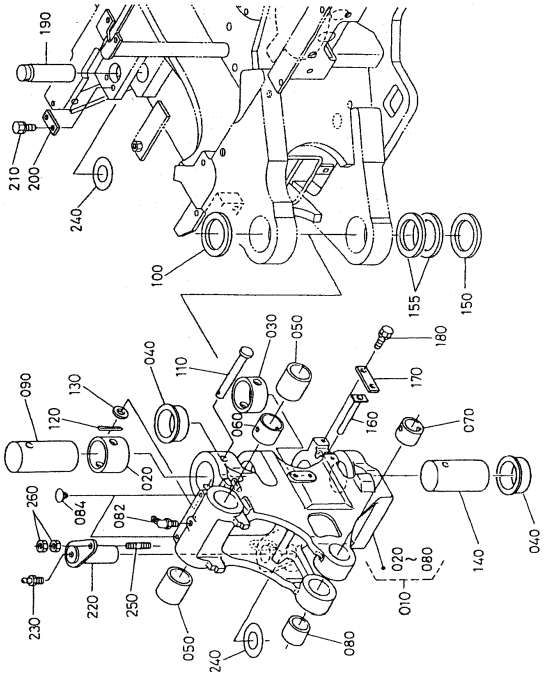
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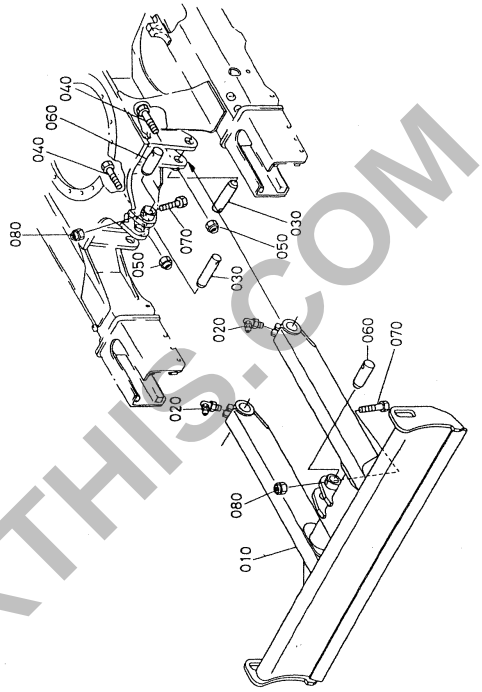
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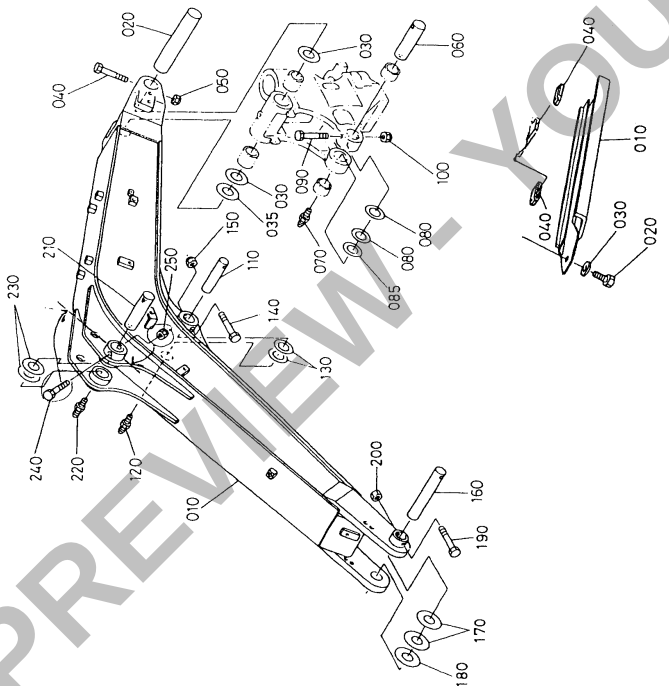
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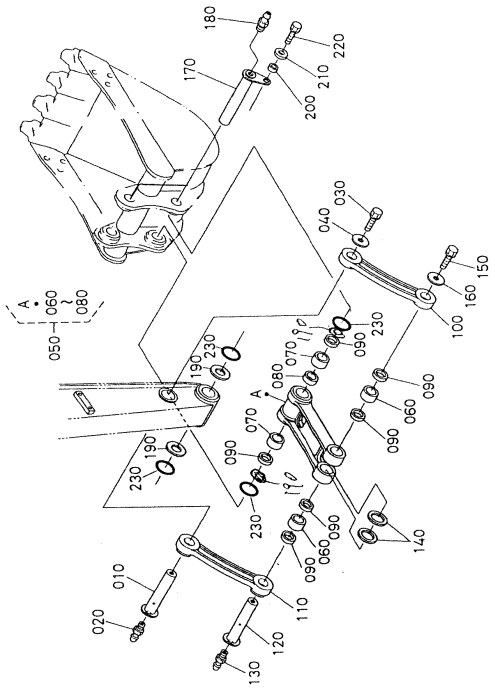
B.Front attachment

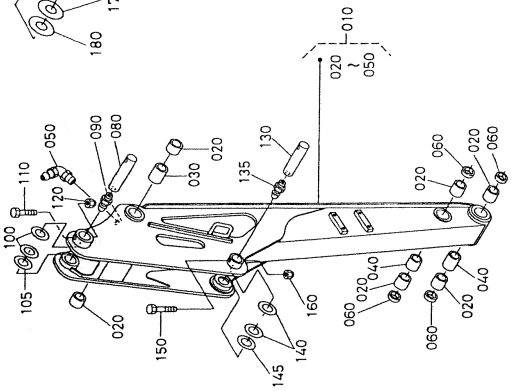
a. Parts designation











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b. Machine specifications

(1) KE, KDG, KUK version

		Unit	KX91-3	KX101-3	
Engine					
Type			Vertical, water-cooled 4 cycle, 3 cylinders diesel	Vertical, water-cooled 4 cycle, 3 cylinders diesel	
Model			Kubota D1503-M-EBH-1-EC	Kubota D1503-M-EBH-2-EC	
Output power (DIN70020)		kW PS	19.6 kW/2200rpm 26.6 PS/2200rpm	20.3 kW/2300rpm 27.5 PS/2300rpm	
Displacement		cc	1499	1499	
Dimensions					
Overall length		mm	4760	4920	
Overall width		mm	1550	1550	
Overall crawler width		mm	1550	1550	
Overall height	Canopy	mm	2440	2440	
	Cabin	mm	2440	2440	
Min. ground clearance		mm	289	289	
Max. digging depth	STD. Arm	mm	2900	3095	
	Long Arm	mm	3175	3295	
Max. digging height	STD. Arm	mm	4790	4975	
	Long Arm	mm	4920	5110	
Max. digging radius	STD. Arm	mm	4995	5205	
	Long Arm	mm	5235	5395	
Max. dumping height	STD. Arm	mm	3400	3580	
	Long Arm	mm	3540	3725	
Swing angle (left/right)		deg	80 / 50	80 / 50	
Travel speed	Low speed	km/h	3.0	3.0	
	High speed	km/h	4.6	4.6	
Swing speed		rpm	8.9	8.9	
Max. traction force	Low speed	kN kgf	26.0 2655	27.1 2765	
	High speed	kN kgf	14.6 1485	15.2 1546	
Performance					
Tumbler distance		mm	1560	1670	
Tread		mm	1250	1250	
Crawler width × No. of shoe × pitch		mm	300 × 80 × 53	300 × 84 × 53	Rubber crowler
Bucket					
Capacity CECE heaped		m3	0.078	0.093	
Width		mm	470	550	
Dozer					
Width × height		mm	1550 × 335	1550 × 335	
Lift above GL / below GL		mm	350/330	350/330	

Note:Kubota Japan Bucket

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(8) Quantity Water and Oil

	Unit	KX91-3	KX101-3		Remarks
Radiator	L gal	5.6 1.48	←		L.L.C
Reserve tank	L gal	1.6 0.42	←		
Engine Crank case	L gal	5.3 1.40	←		SAE10W30(CD)
Hydraulic oil Full	L gal	55.0 14.53	←		ISO 46
Hydraulic oil Tank	L gal	36.0 9.51	←		ISO 46
Wheel motor	L gal	0.5 0.13	←		SAE90 (API GL-4)
Track roller	cc gal	70 0.018	←		SAE30(CD)
Upper roller	cc gal	60 0.02	←		SAE30(CD)
Front idler	cc gal	80 0.02	←		SAE30(CD)
Fuel tank	L gal	46.5 12.30	←		

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[3] TIGHTENING TORQUES

Screws, bolts and nuts must be tightened to the specified torque using a torque wrench, several screws, bolts and nuts such as those used on the cylinder head must be tightened in proper sequence and the proper torque.

(1) Tightening Torques for Special Use Screws, Bolts and Nuts

■ **NOTE**

- **For "*" marked screws, bolts and nuts on the table, apply engine oil to their threads and seats before tightening.**
- **The letter "M" in Size x Pitch means that the screw, bolt or nut dimension stands for metric. The size is the nominal outside diameter in mm of the threads. The pitch is the nominal distance in mm between two threads.**

Item	Size x Pitch	N·m	kgf·m	ft-lbs
Cylinder head cover screw	M6 × 1.0	6.9 to 11.3	0.7 to 1.15	5.1 to 8.32
* Cylinder head screw	M11 × 1.25	93.1 to 98.0	9.5 to 10.0	68.7 to 72.3
* Main bearing case screw 1	M9 × 1.25	46.1 to 50.9	4.7 to 5.2	34.0 to 37.6
* Main bearing case screw 2	M10 × 1.25	68.6 to 73.5	7.0 to 7.5	50.6 to 54.2
* Flywheel screw	M12 × 1.25	98.0 to 107.8	10.0 to 11.0	72.3 to 79.5
* Connecting rod screw	M8 × 1.0	44.1 to 49.0	4.5 to 5.0	32.5 to 36.2
* Rocker arm bracket screw	M8 × 1.25	23.5 to 27.5	2.4 to 2.8	17.4 to 20.3
* Idle gear shaft screw	M8 × 1.25	23.5 to 27.5	2.4 to 2.8	17.4 to 20.3
Fan drive pulley mounting nut	–	137.3 to 156.9	14.0 to 16.0	101.3 to 115.7
* Bearing case cover screw	M8 × 1.25	23.5 to 27.5	2.4 to 2.8	17.4 to 20.3
Glow plug	M10 × 1.25	19.6 to 24.5	2.0 to 2.5	14.5 to 18.1
Nozzle holder assembly	M20 × 1.5	49.0 to 68.6	5.0 to 7.0	36.2 to 50.6
Oil Switch taper screw	PT 1/8	14.7 to 19.6	1.5 to 2.0	10.8 to 14.5
Injection pipe retaining nut	M12 × 1.5	24.5 to 34.3	2.5 to 3.5	18.1 to 25.3
Overflow pipe assembly retaining nut	–	19.6 to 24.5	2.0 to 2.5	14.5 to 18.1
Camshaft set screw	M8 × 1.25	23.5 to 27.5	2.4 to 2.8	17.4 to 20.3
Hi-idling body	–	44.1 to 49.0	4.5 to 5.0	32.6 to 36.3

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(2) Tightening Torques for General Use Screws, Bolts and Nuts

Grade / Nominal Diameter / Unit	Standard Screw and Bolt 〈4〉			Special Screw and Bolt 〈7〉		
	N·m	kgf·m	ft-lbs	N·m	kgf·m	ft-lbs
M6	7.9 to 9.3	0.80 to 0.95	5.8 to 6.9	9.8 to 11.3	1.00 to 1.15	7.23 to 8.32
M8	17.7 to 20.6	1.8 to 2.1	13.0 to 15.2	23.5 to 27.5	2.4 to 2.8	17.4 to 20.3
M10	39.2 to 45.1	4.0 to 4.6	28.9 to 33.3	48.1 to 55.9	4.9 to 5.7	35.4 to 41.2
M12	62.8 to 72.6	6.4 to 7.4	46.3 to 53.5	77.5 to 90.2	7.9 to 9.2	57.1 to 66.5

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Screw and bolt material grades are shown by numbers punched on the screw and bolt heads. Prior to tightening, be sure to check out the numbers as shown below.

Punched number	Screw and bolt material grade
None or 4	Standard screw and bolt SS400, S20C
7	Special screw and bolt S43C, S48C (Refined)

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[6] MAINTENANCE CHECK LIST

To maintain long-lasting and safe engine performance, make it a rule to carry out regular inspections by following the table below.

The lubricating oil change intervals listed in the table below are for Classes CF, CE and CD lubricating oils of API classification with a low-sulfur fuel in use. If the CF-4 or CG-4 lubricating oil is used with a high-sulfur fuel, change the lubricating oil at shorter intervals than recommended in the table below depending on the operating condition.

Item		Service Interval													Reference page
		50 hrs	100 hrs	150 hrs	200 hrs	300 hrs	400 hrs	500 hrs	1 or 2 months	1 year	800 hrs	1500 hrs	3000 hrs	2 years	
Checking fuel pipes and clamp bands		☆													S-19
* Changing Engine oil (depending on the oil pan)	(1) Oil pan depth (90 mm 3.54 in.)			☆											S-21, 22
	(2) Oil pan depth (124 mm 4.88 in.)				☆										S-22
Cleaning air cleaner element			☆												S-20
Cleaning fuel filter (Normal type)			☆												S-20
Checking battery electrolyte level			☆												S-20
Check fan belt tension and damage			☆												S-21
Checking radiator hoses and clamp bands					☆										S-23
* Replacing oil filter cartridge	(1) Oil pan depth (90 mm 3.54 in.)					☆									S-23, 24
	(2) Oil pan depth (124 mm 4.88 in.)						☆								S-24
Checking intake air line					☆										S-23
Replacing fuel filter cartridge							☆								S-24
Cleaning fuel tank inside								☆							S-25
Cleaning water jacket and radiator interior								☆							S-25
Replacing fan belt								☆							S-27
Recharging battery									☆						S-28
Replacing air cleaner element										☆					S-20
Checking valve clearance											☆				S-30
**Checking injection nozzle pressure												☆			S-31
Checking injection pump													☆		S-82
Replacing inteke air line														☆	S-23
Replacing battery														☆	–
Replacing radiator hoses and clamp bands														☆	S-23
Replacing fuel pipes and clamp bands														☆	S-19
Changing radiator coolant (L.L.C.)														☆	S-25

* Change engine oil and oil filter cartridge after the first 50 hours of operation.

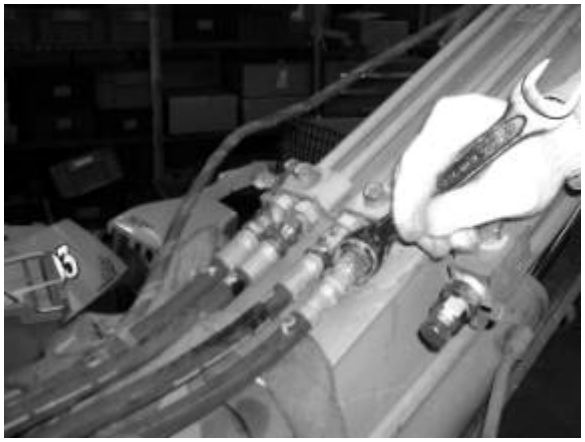
** Maintenance interval as per EPA instructions.

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e-3.Replacing the swing bracket support bush



1. Put numbers on the two boom cylinder hoses and the six boom hoses. Put also paint markings on the hose clamps at the swing bracket. (This is not to confuse the hose connections when reconnecting.)



2. Disconnect the two boom cylinder hoses and the six boom hoses. Attach plugs to the pipe ends and hose ends. (Use four 1/4 plugs and four 3/8 plugs.)
   * Have waste cloth and oil pan at hand. Oil may flow out when disconnecting the hoses.
   Tools used: 22 mm and 19 mm wrenches



3. Remove the boom cylinder rod pin lock bolt.
   Tools used: 14 mm wrench and 14 mm ratchet



4. Pull out the boom cylinder rod pin.
   Tools used: Hammer and puller

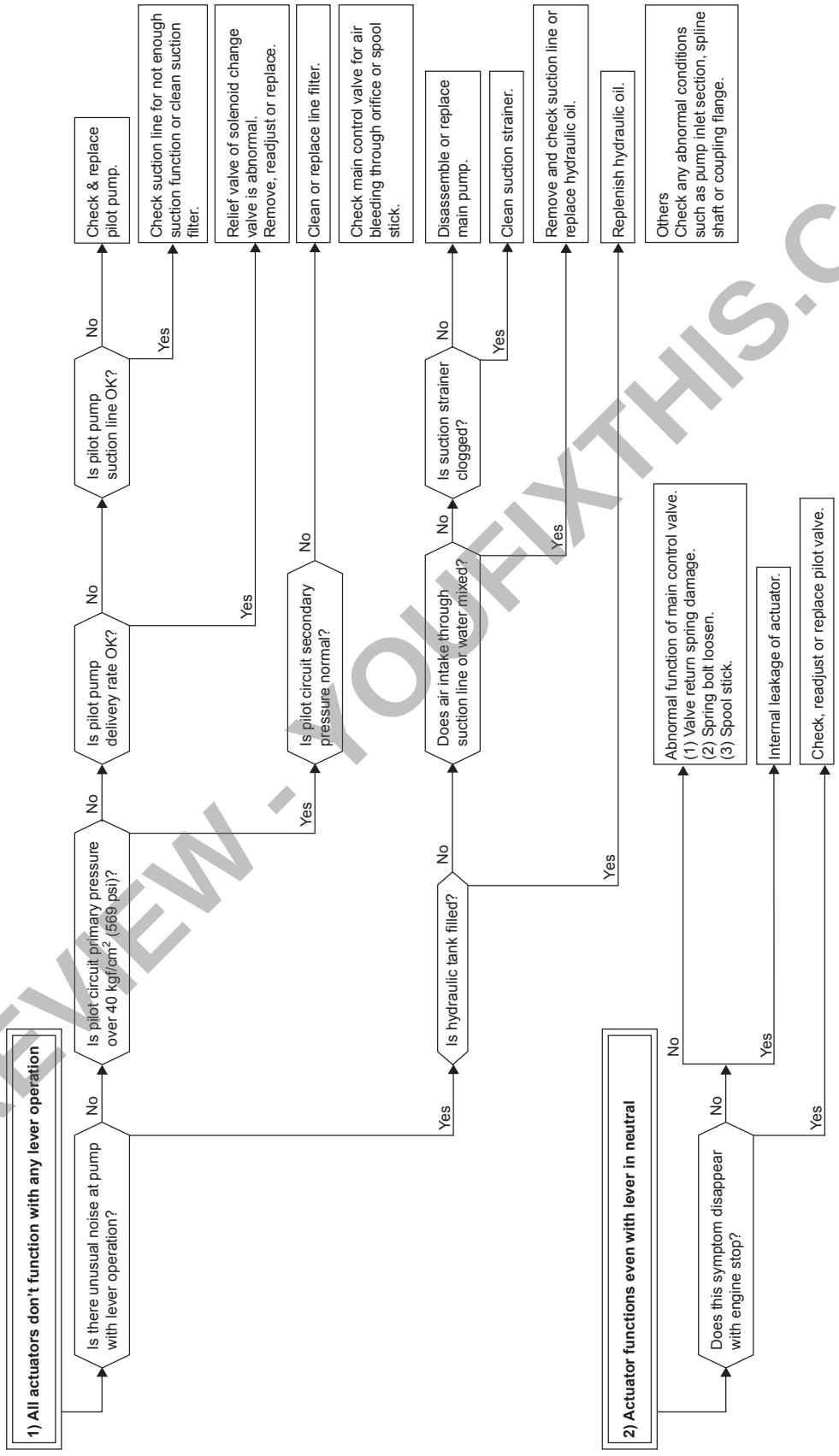
5. Remove the boom cylinder bottom pin lock bolt. Then take out the bottom pin and the boom cylinder assembly.
   Tools used: 14 mm ratchet

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A.Troubleshooting

a. Common Circuit

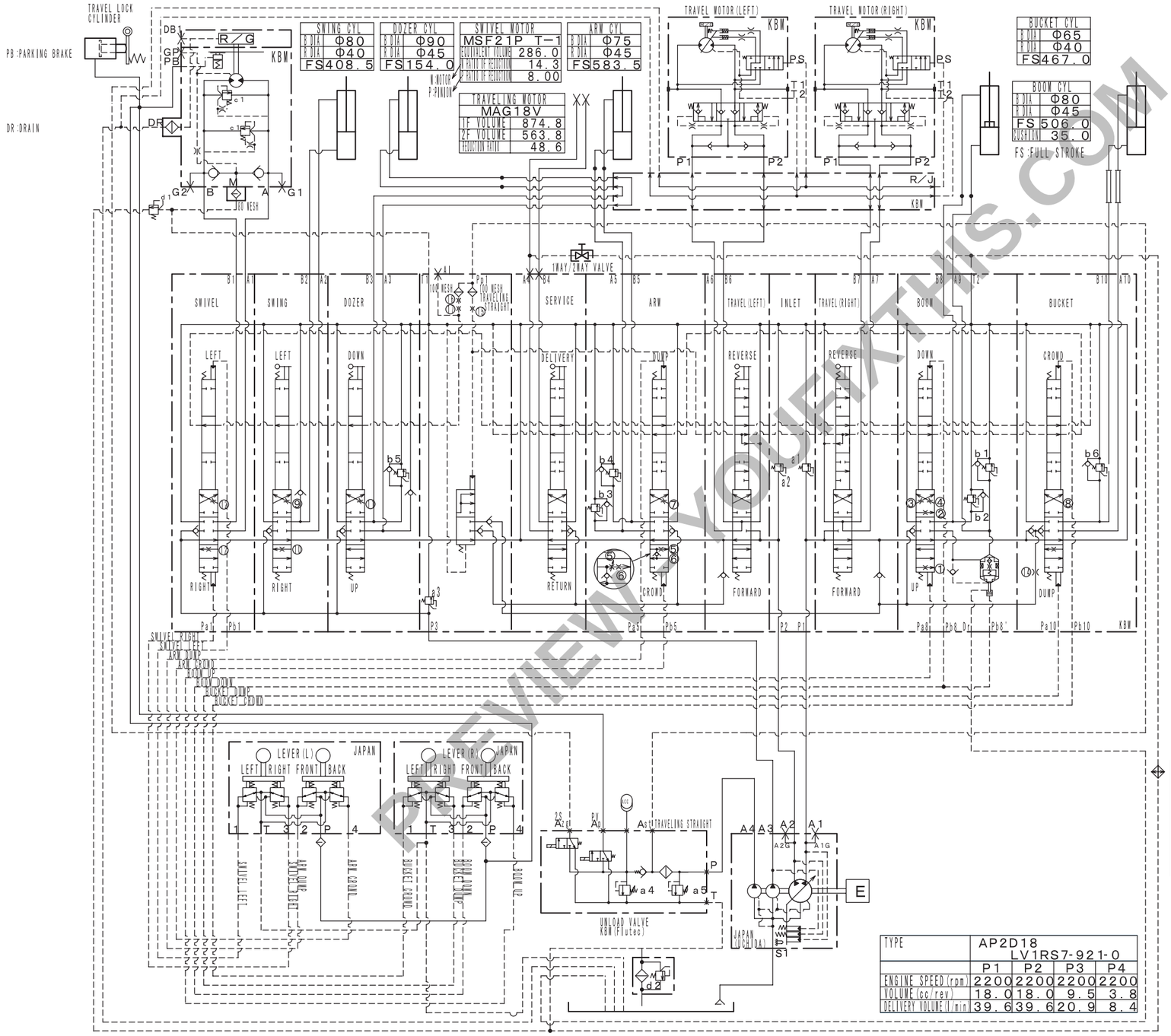


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J. Hydraulic circuit diagram

a. KX91-3 European - version



SIZE OF NOTCHES AND ORIFICES

LIST OF ORIFICE DIA.	REMARKS	
① Φ0.8 EQUIV.	BOOM UP	P→T
② Φ1.1 EQUIV.	BOOM DOWN	P→T
③ Φ1.9 EQUIV.		P→C
④ Φ3.1 EQUIV.		C→T
⑤ Φ4.3 EQUIV.	ARM CROWD	C→T
⑥ Φ2.0 EQUIV.	ARM CROWD	FIX-TYPE
⑦ Φ4.0 EQUIV.	ARM DUMP	C→T
⑧ Φ3.6 EQUIV.	BUCKET CROWD	C→T
⑨ Φ2.3 EQUIV.	SWING LEFT	C→T
⑩ Φ2.1 EQUIV.	SWING RIGHT	C→T
⑪ Φ1.3 EQUIV.	DOZER DOWN	C→T
⑫ Φ2.9 EQUIV.	SWIVEL	C→T
⑬ Φ0.5 EQUIV.	AIR BLEEDING AFTER 6mm stroke	
⑭ Φ1.6 EQUIV.	BOOM PRIORITY ORIFICE	
⑮ Φ0.3 EQUIV.	TRAVEL STRAIGHT SENSING ORIFICE	
⑯ Φ0.37 EQUIV.	AI SIGNAL ORIFICE	
⑰ Φ0.3 EQUIV.	AI SIGNAL ORIFICE	

BENCH SET PRESSURE VALUE

RELIEF PRESSURE (kgf/cm2)	
a1 240.0	P1
a2 240.0	P2
a3 200.0	P3
a4 40.0	P4
a5 70.0	FILLTER
b1 275.0	BOOM (BOTTOM)
b2 275.0	BOOM (ROD)
b3 280.0	ARM (BOTTOM)
b4 280.0	ARM (ROD)
b5 245.0	DOZER (BOTTOM)
b6 280.0	BUCKET (BOTTOM)
c1 170.0	SWIVEL MOTOR
d1 2.0	CHECK VALVE
d2 1.0	RETURN FILTTER

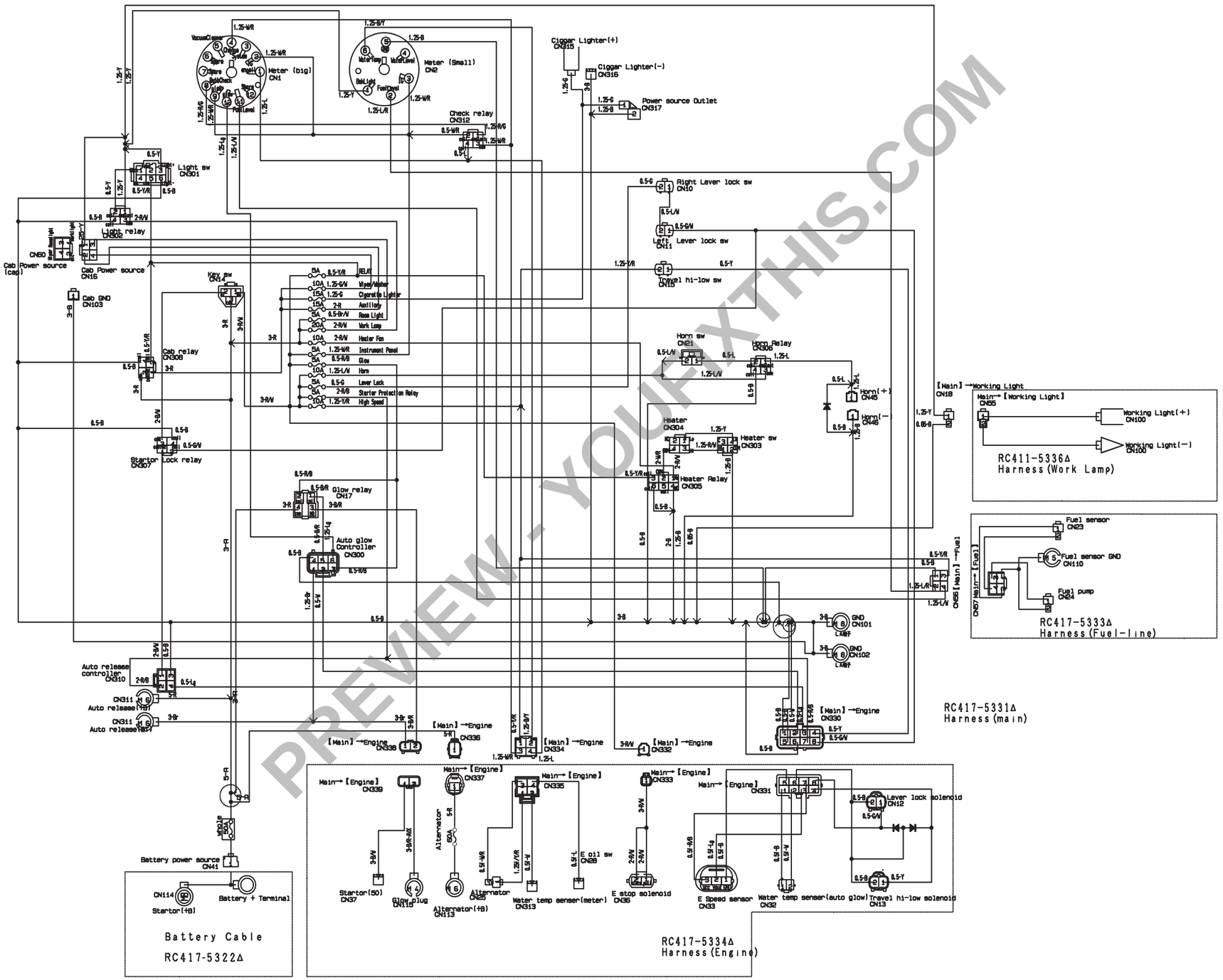
SPECIFICATION OF OIL COOLER	
AMOUNT OF HEAT REJECTION	8900 kcal/h
	V = 15 l/min
	Δt= 75 ℃
	tol=110 ℃
CORE TYPE	CORRUGATE TYPE WITH LOUVER
CORE SIZE	300×225.6×32
CORE TIER	15 TIERS
FIN PITCH	fp=4.0/2

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F. Circuit diagram

a. Electric Circuit Diagram: KX91-3, 101-3 (Standard-version)



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(2) Display and identification of errors in operating mode

If any of the AI control devices gets in trouble during the machine run, the AI control lamp (red) starts blinking and indicates the type of error as listed in Table 1.

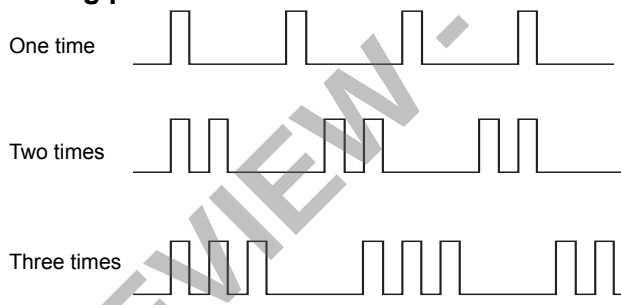
Table 1 Trouble indicator lamp blinks in operating mode

Fail No.	Fail symptom	Trouble indicator lamp blinking times in operating mode
(1)	Water temperature sensor line break	-
(2)	Acceleration sensor line break	2
(3)	Governor sensor line break	3
(4)	AI motor drive line break	4
(5)	Self-holding relay circuit malfunction	5
(6)	AI motor drive line short-circuit	6
(7)	AI motor restrict malfunction	-
(8)	Engine speed sensor line break	-
(9)	Starter motor auto release	-
(10)	Battery voltage abnormal	10
(11)	Controller system malfunction	11

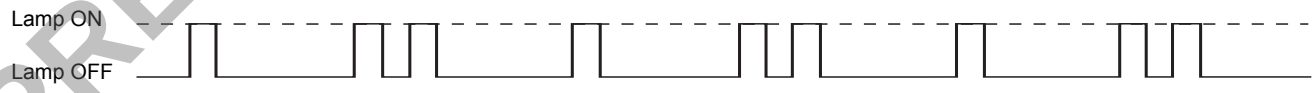
Remarks:

1. The lamp keeps blinking for a predetermined time. The microcomputer has been programmed to recognize these errors as machine troubles.
2. If the detection voltage of the acceleration sensor or governor sensor drops and stays below 0.2 V for 150 msec or so, for example, the microcomputer judges this as a breakdown and gives a signal to make the lamp blink.
3. If two or more failures occur at a time – governor sensor line break and AI motor drive line break at once, for example, the lamp starts blinking twice and 3 times soon after. This cycle is repeated.

Blinking pattern



In case No.1 and No. 2 fails exist, lamp blinking pattern should be as follows.



Fail contents only in the operating mode are recorded in the AI controller.

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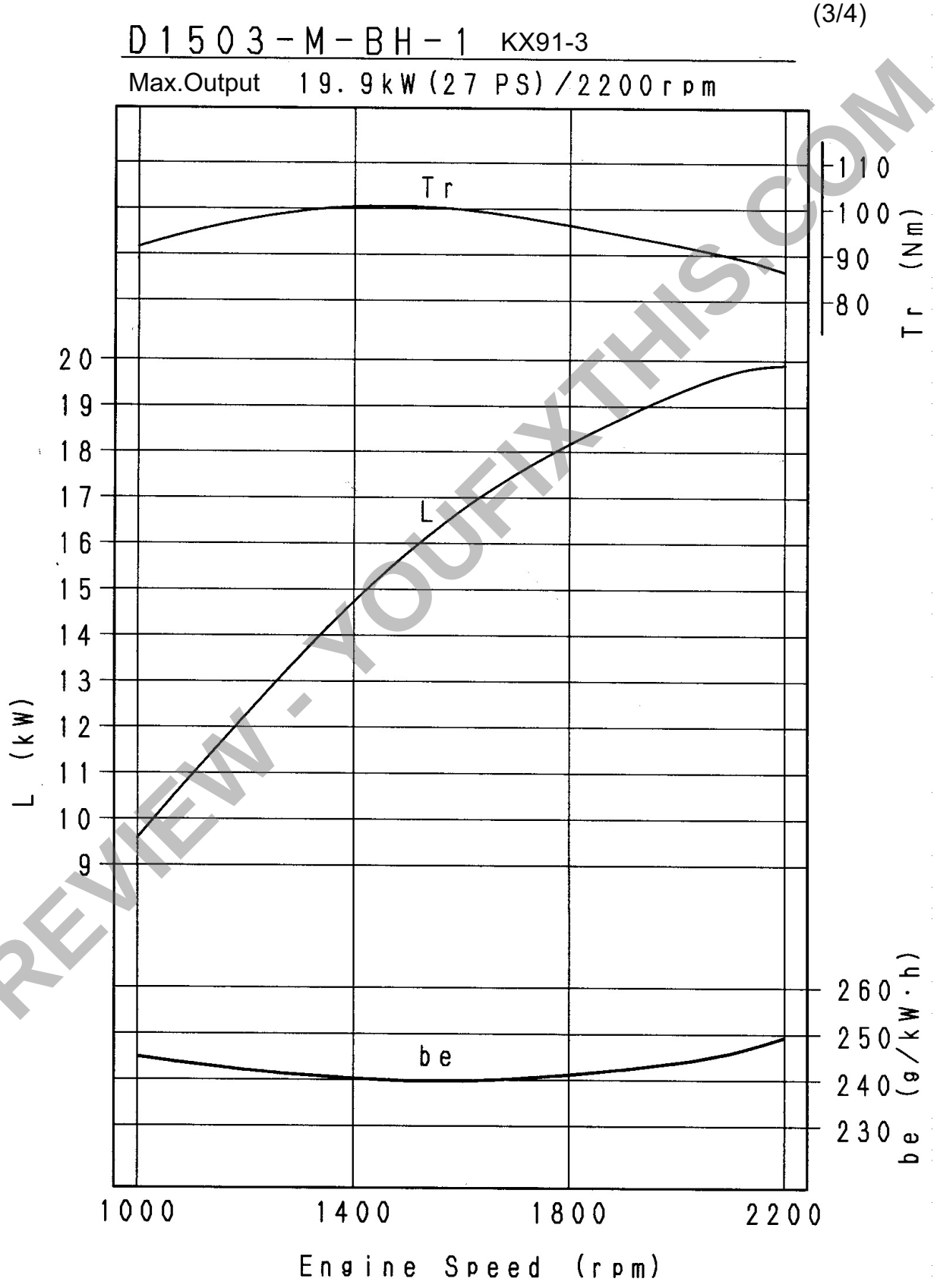
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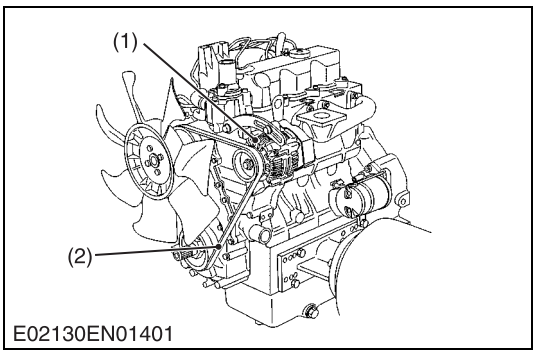
F. Performance Curve

(3/4)

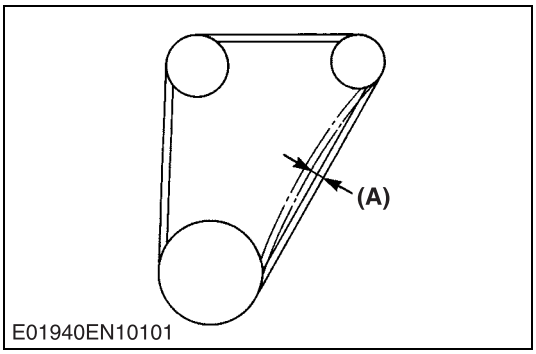


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E02130EN01401



E01940EN10101

Replacing Fan Belt

1. Remove the alternator (1).
2. Remove the fan belt (2).
3. Replace new fan belt.
4. Install the alternator.
5. Check the fan belt tension.

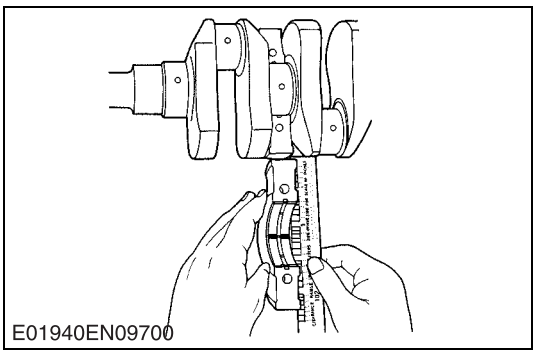
Deflection **(A)**	Factory spec.	7.0 to 9.0 mm / 98 N or 10 kgf 0.28 to 0.35 in. / 98 N or 22 lbs.

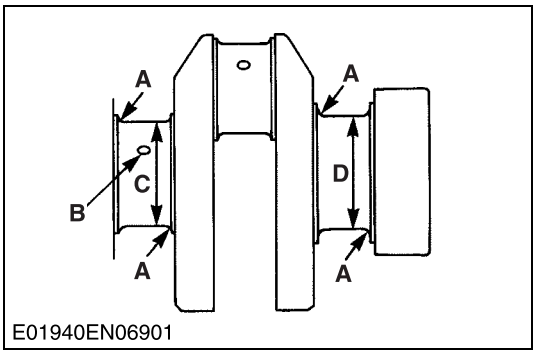
(1) Alternator (2) Fan Belt

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Oil Clearance between Crankshaft Journal and Crankshaft Bearing 2 (Continued)

(Reference)

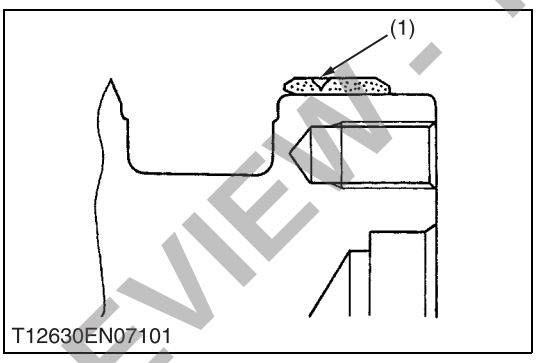
- Undersize crankshaft bearing 2

Oversize	Bearing		Code Number	Marking
0.2 mm 0.008 in.	Crankshaft bearing 2	D1503-M V1703-M V2203-M	17311-23930	020 US
		D1803-M V2403-M	1A091-23931	
0.4 mm 0.016 in.	Crankshaft bearing 2	D1503-M V1703-M V2203-M	17311-23940	040 US
		D1803-M V2403-M	1A091-23941	

- Undersize dimensions of crankshaft journal

Dimension \ Undersize		0.2 mm 0.008 in.	0.4 mm 0.016 in.
A		2.8 to 3.2 mm radius 0.1102 to 0.1260 in. radius	2.8 to 3.2 mm radius 0.1102 to 0.1260 in. radius
B		1.0 to 1.5 mm radius 0.0394 to 0.0591 in. radius	1.0 to 1.5 mm radius 0.0394 to 0.0591 in. radius
C, D	D1503-M V1703-M V2203-M	51.721 to 51.740 mm 2.0363 to 2.0370 in.	51.521 to 51.540 mm 2.0284 to 2.0291 in.
	D1803-M V2403-M	59.721 to 59.740 mm 2.35122 to 2.35197 in.	59.521 to 59.540 mm 2.34335 to 2.34409 in.
The crankshaft journal must be fine-finished to higher than ∇∇∇∇			(0.8-S)

W1034075



T12630EN07101

Crankshaft Sleeve Wear

1. Check the wear on the crankshaft sleeve (1).
2. If the wear exceeds the allowable limit or when the engine oil leaks, replace the crankshaft sleeve.

Wear of sleeve	Allowable limit	0.1 mm 0.0004 in.

(1) Crankshaft Sleeve

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i. Straight travel circuit

(1) Feature

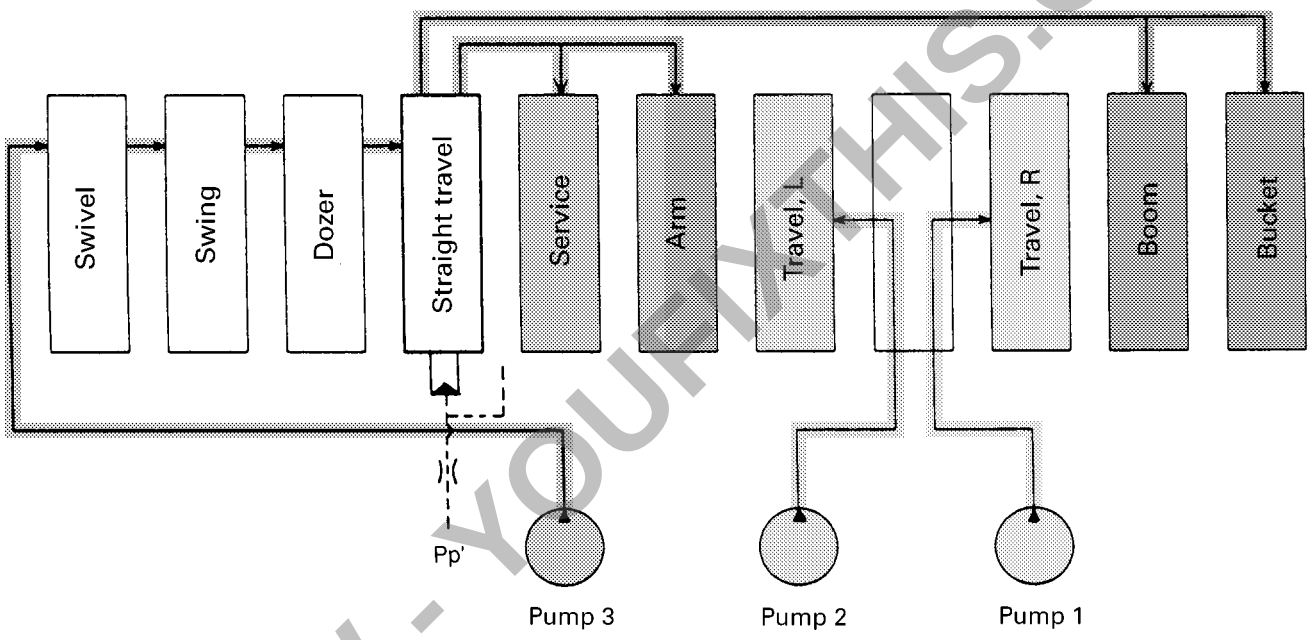
The following points are ensured even when a front attachment (boom, arm, bucket, etc.) is operated while traveling.

1) The machine keeps running straight.
2) The machine keeps running at the same speed.

(2) Working effect

1) When loading and unloading the machine on and off a truck, the front attachments can be moved up and 1)own for safe, efficient work.
2) Before lifting pipes, the front attachment can be positioned exactly to the pipes while the machine is traveling.

(3) Operating



When the boom, arm, bucket or service port is used while traveling, the signal line of the related spool is activated to shut off the passage leading to the tank. The Pp' port then gets under pressure, which switches the spool of the straight travel section.
So the oil that is supplied from the pump 3 flows to the boom, arm, bucket or service port. In this design, the machine can keep running straight.

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Main relief valve (at the measurement port on the machine) KTC, KCL, KTA version

No.	Valve location	Operating work	Unit	**KX91-3**	U35 U35-3		Remarks
1	P1 Control valve	Travel right, Boom, Bucket	Mpa kgf/cm^2 psi	24.0 ± 0.5 245 ± 5 3485 ± 270	25.0 ± 0.5 255 ± 5 3627 ± 70		
2	P2 Control valve	Travel left, Arm, Auxiliary	Mpa kgf/cm^2 psi	24.0 ± 0.5 245 ± 5 3485 ± 70	25.5 ± 0.5 255 ± 5 3627 ± 70		
3	P3 Control valve	Dozer, Swing, Swivel	Mpa kgf/cm^2 psi	20.6 ± 0.5 210 ± 5 2987 ± 70	20.3 ± 0.5 207 ± 5 2944 ± 70		
4	P4 Change valve	Control valve spool	Mpa kgf/cm^2 psi	$3.9^{+0.2}_{-0}$ 40^{+2}_{-0} 569^{+28}_{-0}	$3.9^{+0.2}_{-0}$ 40^{+2}_{-0} 569^{+28}_{-0}		

Overload relief valve (At the measurement port on the machine.) All-version.

No.	Valve location	Operating work	Unit	**KX91-3**	**KX101-3**	U35 U35-3	Remarks
5	Control valve	Boom up Boom down	Mpa kgf/cm^2 psi	27.0< 275< 3911<	27.5< 280< 3983<	29.4< 300< 4267<	
6	Control valve	Bucket crowd	Mpa kgf/cm^2 psi	27.5< 280< 3983<	27.9< 285< 4054<	29.9< 305< 4338<	
7	Control valve	Arm dump Arm crowd	Mpa kgf/cm^2 psi	27.5< 280< 3983<	27.9< 285< 4054<	29.9< 305< 4338<	
8	Control valve	Dozer down	Mpa kgf/cm^2 psi	24.0< 245< 3485<	←	27.0< 275< 3911<	
9	Swivel motor	Swivel, R &L	Mpa kgf/cm^2 psi	16.7< 170< 2418<	201< 205< 2916<	20.6< 210< 2987<	
10	Travel motor	Travel, R & L, F & R	Mpa kgf/cm^2 psi	24.5< *1 250< 3556<	-	28.4< *1 290< 4125<	

*1 Overload relief pressure should be inspected at engine 1500 rpm.

*2 Main relief valve pressure should be raised up by 10 kgf/cm^2 (0.98 MPs, 140 psi) over the expected overload relief pressure.

*3 Above data in the shows machine-set pressure value and sign < means allowable minimum pressure value at the measurement port on the machine.

*4 *1 indecates only for KTC, KCL, KTA-version. EU version doesn't have overload relief valve.

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5. Apply grease on the O-ring and put is in place.

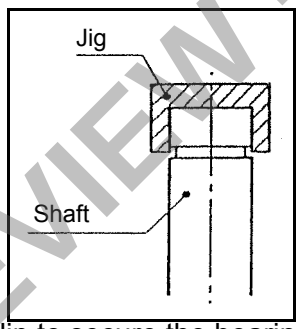


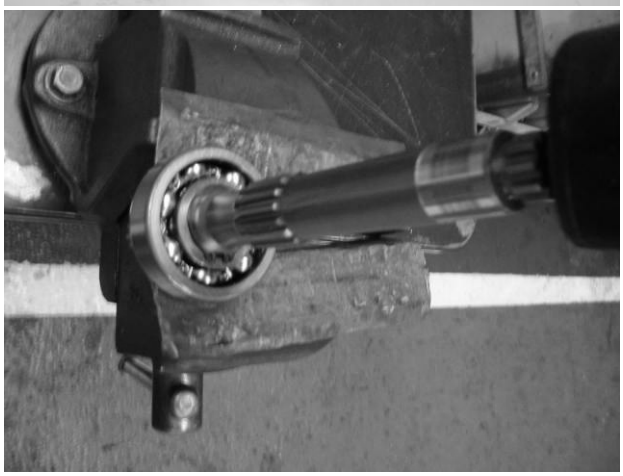
6. Using the 4 hex socket bolts (M16x16), fix the plate.

Hex wrench (across flats: 5)
Tightening torque: 12 ~ 15N·m
1.2 ~ 1.5 kgf·m
8.85 ~ 11.1 ft·lbf

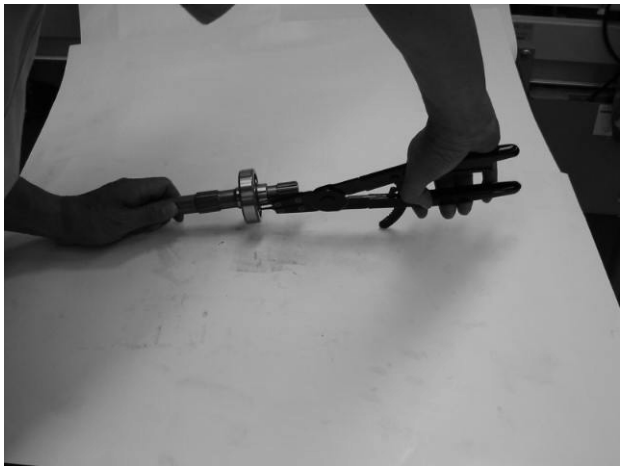


7. Reassembling the shaft
Using the specified jig, press-fit the bearing onto the shaft. If a press is not available, use the specified jig and the plastic hammer to tap on the bearing into position.



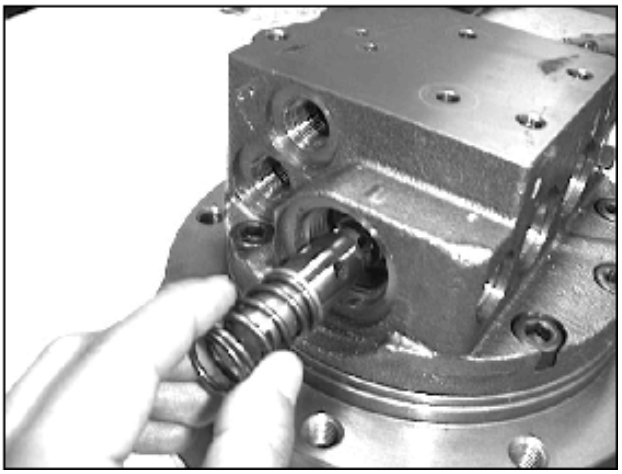


8. Install the circlip to secure the bearing.

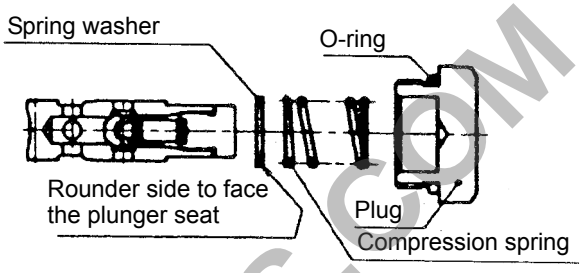


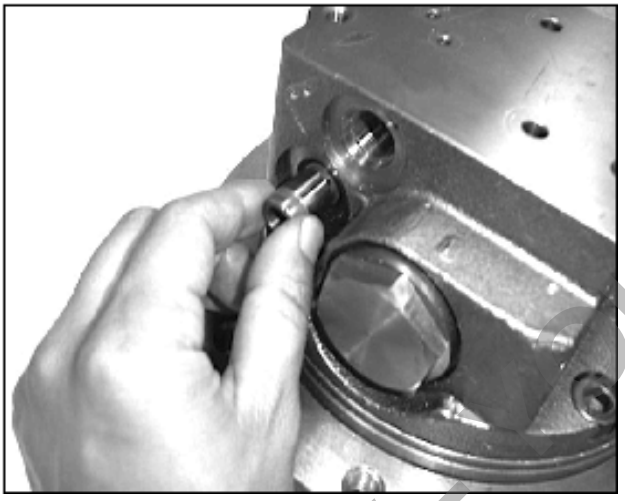
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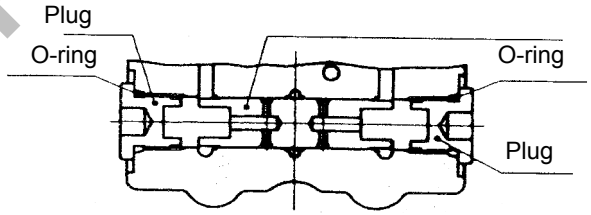


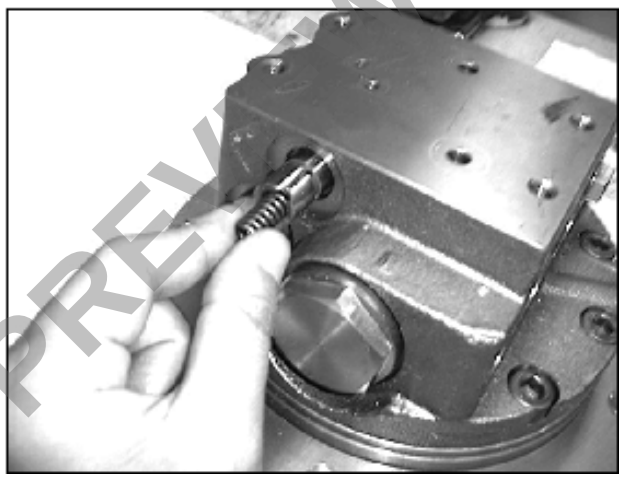
3) Counterbalance valve
*Tightening torque
235.0 ~ 245.0 N·m
24.0 ~ 25.0 kg·m
173.3~ 180.7 ft·lbf





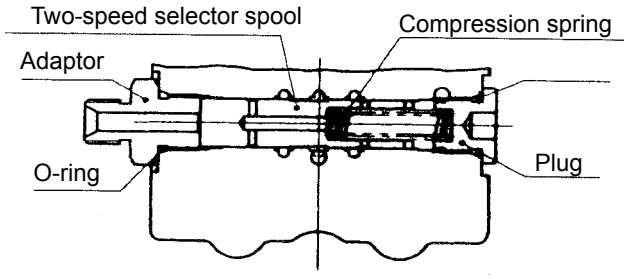
4) High-pressure selector spool
*Plug tightening torque
49.0 ~ 59.0 N·m
5.0 ~ 6.0 kg·m
36.1~ 43.5 ft·lbf





5) Two-speed selector spool
*Plug Tightening torque
49.0 ~ 59.0 N·m
5.0 ~ 6.0 kg·m
36.1~ 43.5 ft·lbf

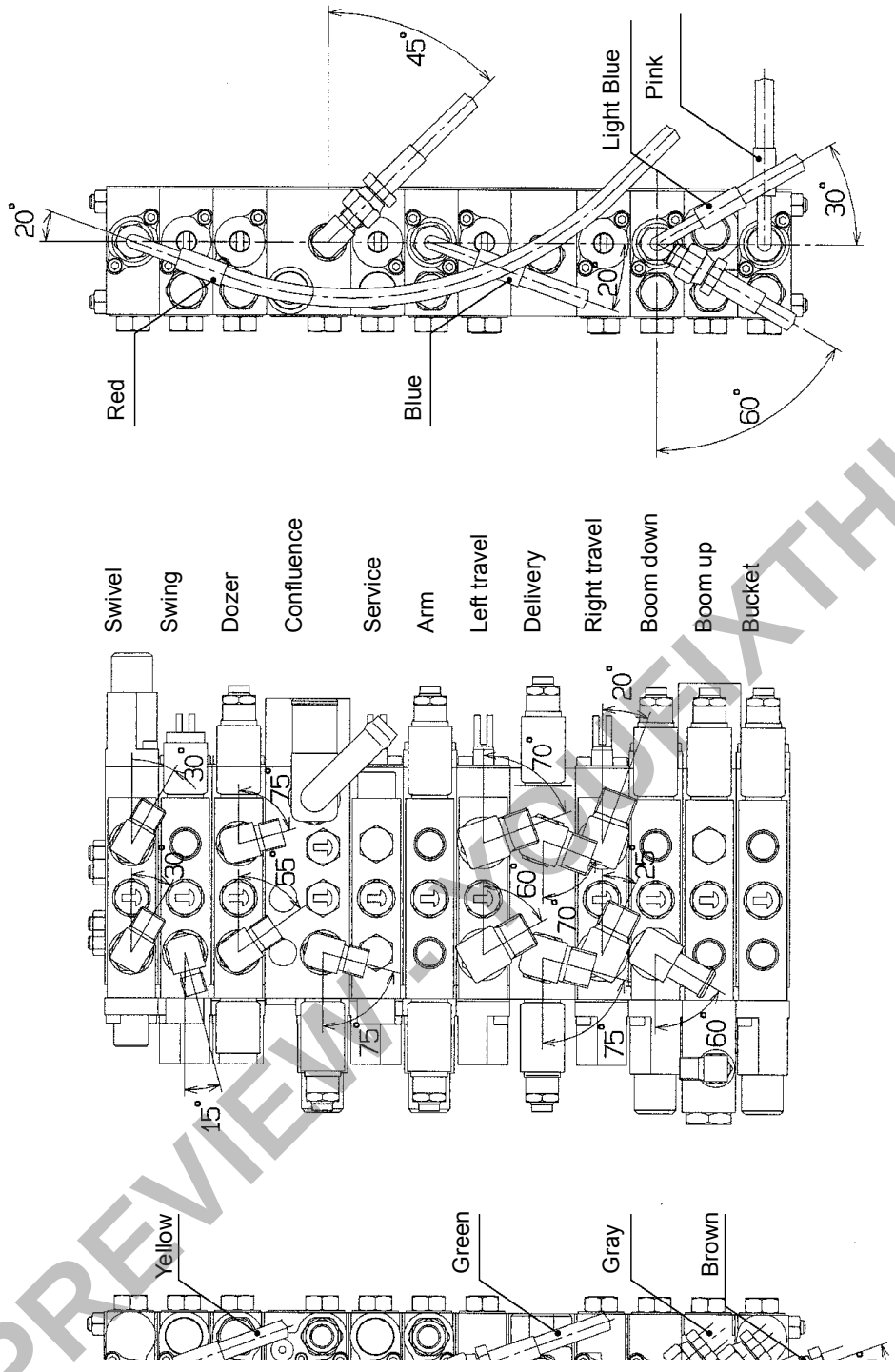
Pay attention to the positions and directions of the parts.



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2) Pilot hose connection angle (KTC, KCL, KTA version)

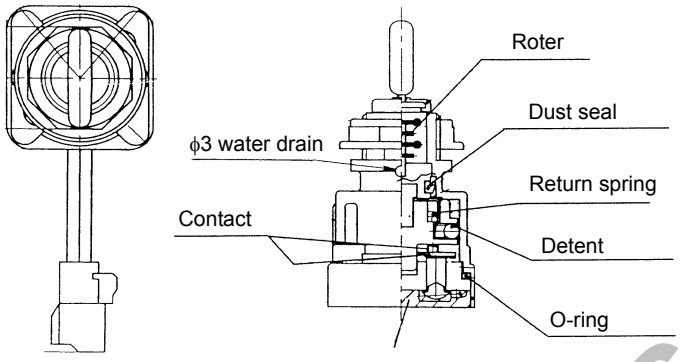


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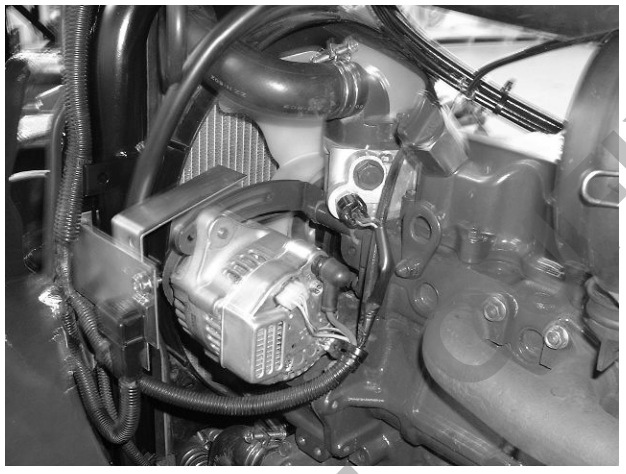
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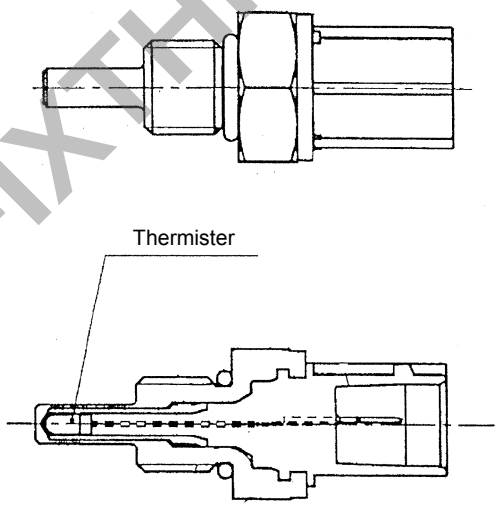
E.Structure and function of main components

a. Key switch (Engine starter switch)



b. Water temp. sensor



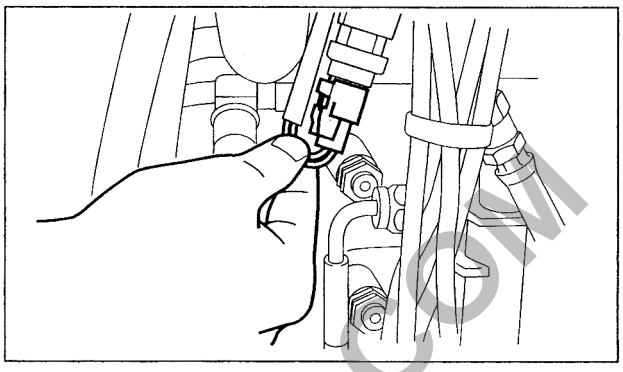


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(2) AI pressure switch test method

1) Pull the harness to see if the AI pressure switch coupler is not out of position. Be sure that the coupler harness is tightly connected. (Pull by a 3 kg or less force.)
   • If out of position, attach the coupler tightly and check the performance again.



2) Disconnect the AI pressure switch coupler and start the engine. Apply the circuit tester to the switch terminal to check continuity.
   For continuity or no continuity while in normal condition and in trouble, see the table below.

(continuity : Yes or No)

Control lever position	Normal	Trouble case (1)	Trouble case (2)
Neutral	Yes	Yes	No
Shifting	No	Yes	No

Trouble case (1): AI sensing pressure is low.
AI pressure switch malfunction.
Trouble case (2): AI pressure switch malfunction.
AI pressure switch is NC (Normal close) type.

3) Check battery voltage at (+) terminal of wireharness coupler.
   If no battery voltage, check the fuse and continuity of wireharness.

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b) Exchanging the canopy

- Loosen the bolts and remove the ROPS canopy. Reuse bolts Ⓐ and Ⓑ. (Fig.2)
- Install the ROPS canopy stuck the labels at a). Use new bolts ⑧⑩ and washers ⑨⑪⑫.

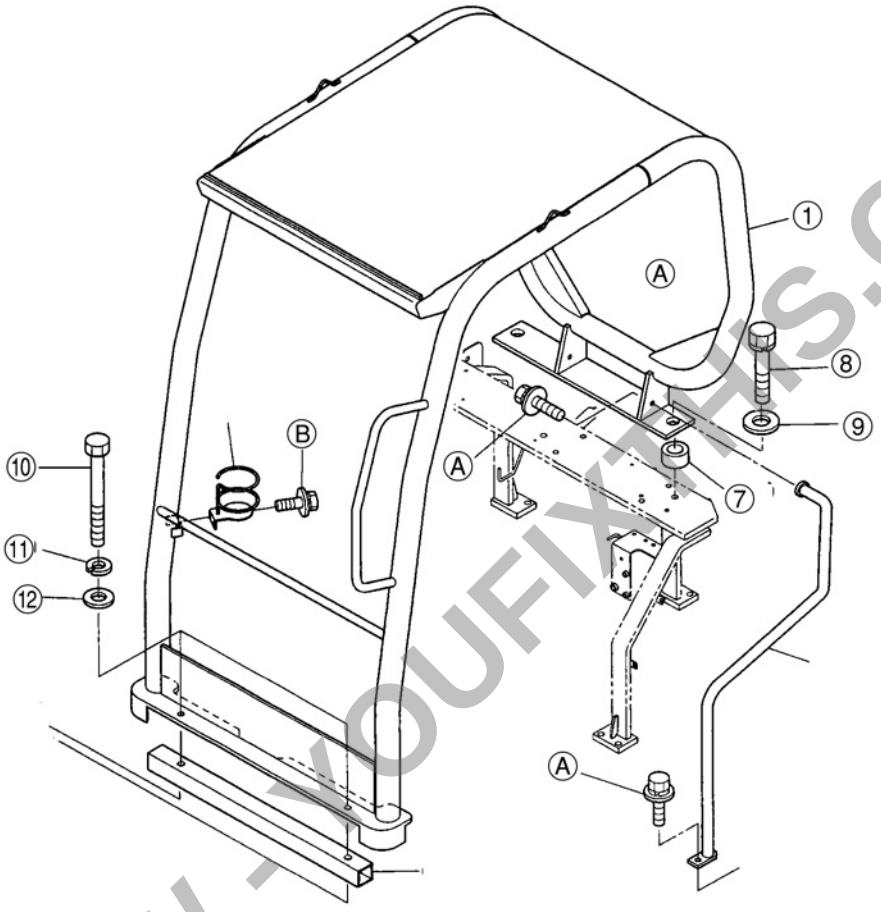


Fig.2

- Tightening Torque -

Bolt	Torque
Ⓐ (M10 size) [7T]	35.4 ~ 41.2 ft•lbs.(48.1 ~ 55.9 N•m)
Ⓑ (M8 size) [7T]	17.3 ~ 20.3 ft•lbs.(23.5 ~ 27.5 N•m)
⑧ (M16 size) [9T]	191.8 ~ 224.4 ft•lbs.(259.9 ~ 304.0 N•m)
⑩ (M14 size) [7T]	91.2 ~ 108.6 ft•lbs.(123.6 ~ 147.1 N•m)

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