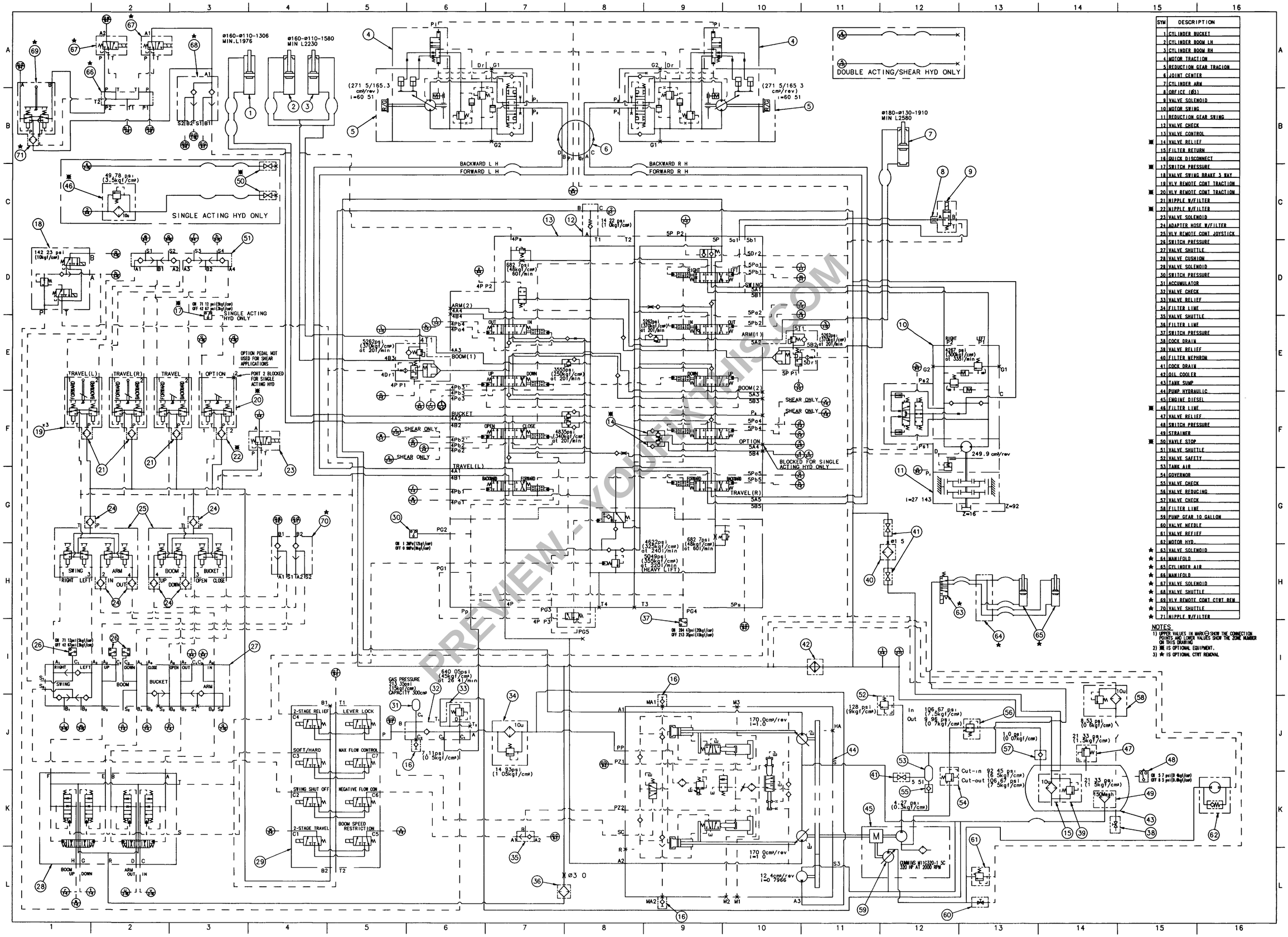
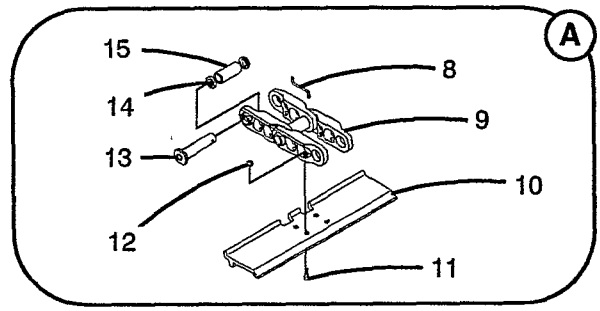
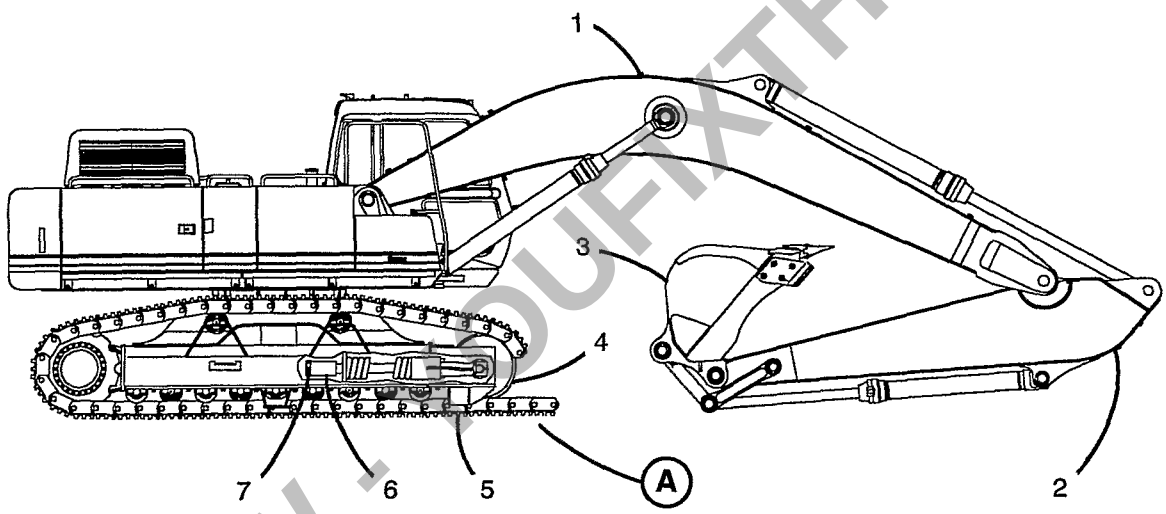


SYM	DESCRIPTION
	1 CYLINDER BUCKET
	2 CYLINDER BOOM LH
	3 CYLINDER BOOM RH
	4 MOTOR TRACTION
	5 REDUCTION GEAR TRACION
	6 JOINT CENTER
	7 CYLINDER ARM
	8 ORFICE (ø1)
	9 VALVE SOLENOID
	10 MOTOR SWING
	11 REDUCTION GEAR SWING
	12 VALVE CHECK
	13 VALVE CONTROL
✱	14 VALVE RELIEF
	15 FILTER RETURN
	16 QUICK DISCONNECT
✱	17 SWITCH PRESSURE
	18 VALVE SWING BRAKE 3 WAY
	19 VLV REMOTE CONT TRACTION
✱	20 VLV REMOTE CONT TRACTION
	21 NIPPLE W/FILTER
✱	22 NIPPLE W/FILTER
	23 VALVE SOLENOID
	24 ADAPTER HOSE W/FILTER
	25 VLV REMOTE CONT JOYSTICK
	26 SWITCH PRESSURE
	27 VALVE SHUTTLE
	28 VALVE CUSHION
	29 VALVE SOLENOID
	30 SWITCH PRESSURE
	31 ACCUMULATOR
	32 VALVE CHECK
	33 VALVE RELIEF
	34 FILTER LINE
	35 VALVE SHUTTLE
	36 FILTER LINE
	37 SWITCH PRESSURE
	38 COCK DRAIN
	39 VALVE RELIEF
	40 FILTER NEPHRON
	41 COCK DRAIN
	42 OIL COOLER
	43 TANK SUMP
	44 PUMP HYDRAULIC
	45 ENGINE DIESEL
✱	46 FILTER LINE
	47 VALVE RELIEF
	48 SWITCH PRESSURE
	49 STRAINER
✱	50 VAVLE STOP
	51 VALVE SHUTTLE
	52 VALVE SAFETY
	53 TANK AIR
	54 GOVERNOR
	55 VALVE CHECK
	56 VALVE REDUCING
	57 VALVE CHECK
	58 FILTER LINE
	59 PUMP GEAR 10 GALLON
	60 VALVE NEEDLE
	61 VALVE REFIEF
	62 MOTOR HYD.
★	63 VALVE SOLENOID
★	64 MANIFOLD
★	65 CYLINDER AIR
★	66 MANIFOLD
★	67 VALVE SOLENOID
★	68 VALVE SHUTTLE
★	69 VLV REMOTE CONT CTWT REM
★	70 VALVE SHUTTLE
★	71 NIPPLE W/FILTER

NOTES
1) UPPER VALUES IN MARK ⊖ SHOW THE CONNECTION POINTS AND LOWER VALUES SHOW THE ZONE NUMBER ON THIS DRAWING
2) ✱ IS OPTIONAL EQUIPMENT.
3) ★ IS OPTIONAL CTWT REMOVAL

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1. Boom
2. Arm
3. Bucket
4. Take–Up Roller
5. Track
6. Track Adjustment Cylinder
7. Check Valve
8. Retainer
9. Track Link
10. Track Shoes
11. Capscrews
12. Nuts
13. Master Pin
14. Spacers
15. Sleeve

Figure 1
Track Assembly

CD01818–C, BD00248–B

Travel Motor And Reduction Gears, R & I

This procedure covers the removal and installation of the travel motor and reduction gears. For travel motor troubleshooting and recondition procedures, see SM Area 95–2. For reduction gears recondition procedure, see SM Area 95–3.

Track Removal

Refer to Figure 1.

1. Park the machine on a firm and level surface. Rotate the upper so that the cab is over the track (5) on the travel motor and reduction gears to be removed.

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Capscrew Torques

Proper tightening of capscrews, studs and nuts is very important when assembling or installing components on the machine. The charts included in this service manual section list torque values for popular SAE sizes of grade 2, 5, 8 and alloy steel as well as metric classes 8.8, 10.9 and 12.9 capscrews, studs and nuts.

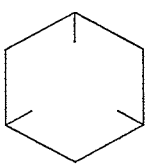
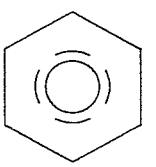
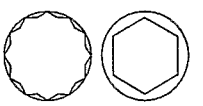
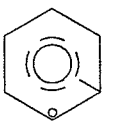
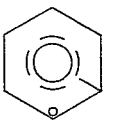
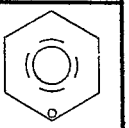
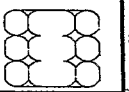
These torque values are applicable in all cases except where special tightening instructions are given in the operator's and/or service manual. Two columns of torque values are given: "Dry and Lube".

The dry torque column should be used for fasteners as they come from the package, with no lubrication applied to threads.

Note: The dry torque column should be used when tightening a fastener with Loctite® thread locking compound applied.

The lube torque column should be used when fasteners are lubricated with oil, white lead, anti–seize, graphite, etc.

Grade 2 (Zinc Plated)					Alloy Steel Fasteners			
Basic Dia. (in.)	Dry Torque		Lube Torque		Dry Torque		Lube Torque	
	ft–lb	Nm	ft–lb	Nm	ft–lb	Nm	ft–lb	Nm
1/4	8 5–9 6	11.5–13	6 8–7.5	9 2–10 2	15.8–17 3	21.4–23 5	11 8–13	16–17 6
5/16	18–20	24–27	14–16	19–22	30–35	41–47	20–25	27–34
3/8	31–35	42–47	25–28	34–38	55–60	75–81	40–45	54–61
7/16	50–55	68–75	40–44	54–60	90–100	122–136	65–70	88–95
1/2	77–84	104–114	61–68	83–92	140–155	190–210	105–115	142–156
9/16	110–122	149–165	88–98	119–133	200–220	271–298	150–165	203–224
5/8	152–168	206–228	122–134	165–182	280–310	380–420	210–235	285–319
3/4	270–298	366–404	216–238	293–323	495–545	671–739	370–410	502–556
7/8					800–880	1085–1193	600–660	814–895
1					1200–1320	1627–1790	900–990	1220–1342
1–1/8					1700–1870	2305–2536	1270–1400	1722–1898
1–1/4					2410–2655	3268–3600	1800–1980	2441–2685
1–3/8					3140–3455	4258–4685	2350–2585	3187–3505
1–1/2					4180–4600	5668–6238	3130–3445	4244–4671
1–3/4					6590–7250	8936–9831	4940–5435	6699–7370
2					9920–10915	13452–14801	7430–8175	10075–11085
2–1/4					14490–15940	19648–21615	10870–11960	14740–16218
2–1/2					19830–21815	26889–29581	14880–16370	20177–22198
2–3/4					26890–29580	36463–40110	20160–22180	27337–30076
3					35350–38885	47935–52728	26510–29165	35948–39548

Identification		Identification			
Capscrew Head	Nut	Capscrew Head	Nut		
			Style A	Style B	Style C
 No Markings	 No Markings	 12 Pt. Hex Socket	 Round or Rect. Dot	 Raised or Depressed Markings	 

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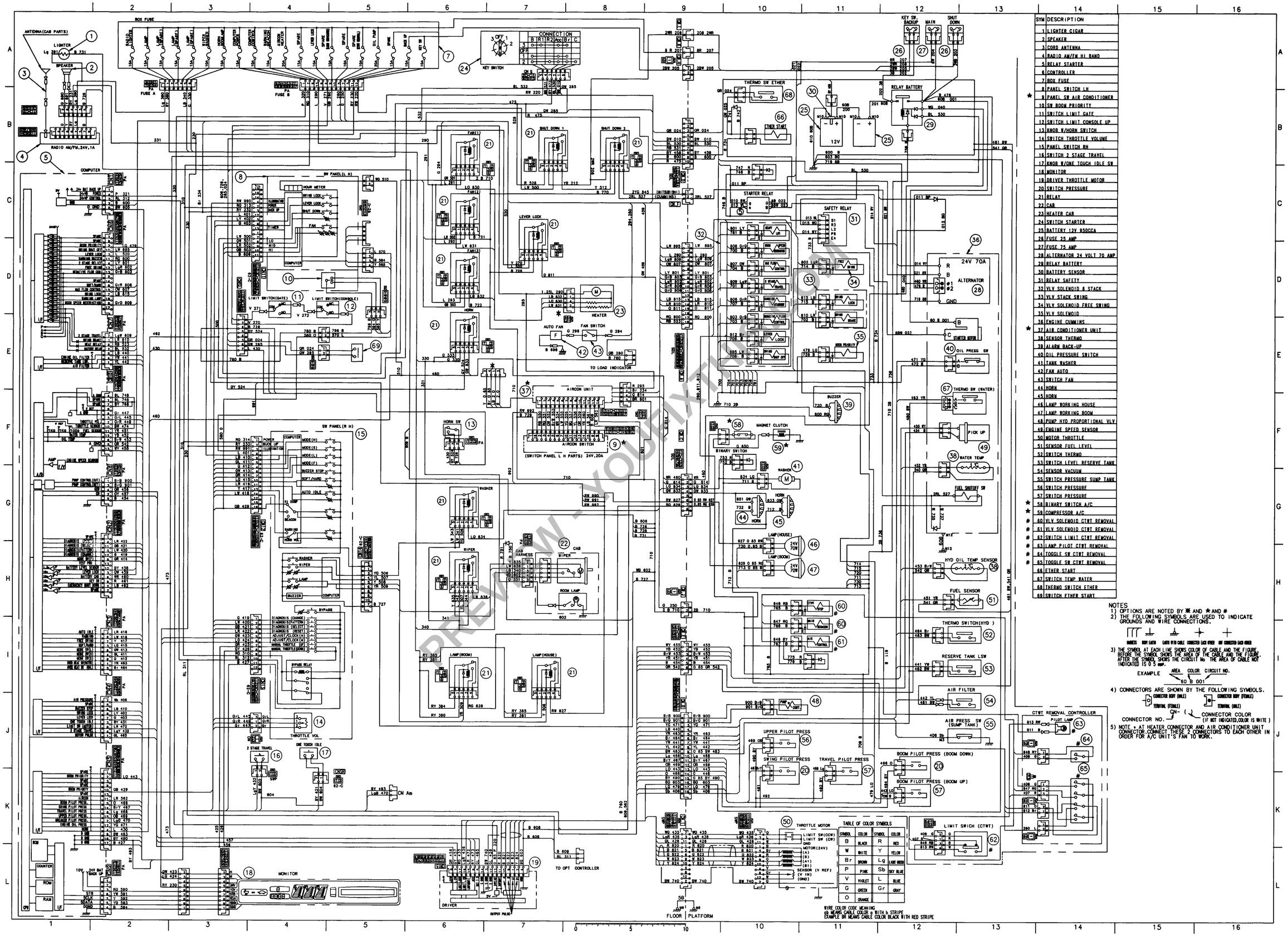
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Hydraulic Pump Troubleshooting

Problem	Cause	Check	Remedy
Abnormal noise	1. Air suction due to low hydraulic oil level	1. Check hydraulic oil level	1. Add as required. See Operator's Manual
	2. Suction pressure drop due to clogged filter	2. Check filter element	2. Clean or replace filter element
	3. Suction pressure drop due to increased viscosity of hydraulic oil at low operating temperature	3. Check hydraulic oil operating temperature and oil type	3. Change to proper hydraulic oil temperature and type and properly warm up the hydraulic oil
	4. Input shaft rotation speed abnormally high	4. Check input shaft rotation speed	4. Adjust rotation speed
	5. Bearing, etc. damaged mechanically	• Pressure check for cause of overload	• Reset pressure
		• Measure contamination of hydraulic oil	• Flush the circuit and change hydraulic oil
Insufficient flow amount	1. Input shaft rotation speed decrease	1. Check input shaft rotation speed	1. Adjust rotation speed
	2. Oil temperature too high	2. Check oil temperature	2. Stop operation and recheck after oil temperature has dropped
	3. Viscosity too high	3. Check oil type and temperature	3. Replace with oil of proper viscosity
	4. Switching valve, actuator leakage amount increase	4. Check actuator	4. Replace switching valve and actuator
	5. Pump displacement efficiency decrease	5. Check pump	5. Repair or replace pump
	6. Horsepower setting adjustment screw is loose	6. Check for looseness of adjustment screw and locknut	6. Reset and lock adjustment screw with locknut
	7. Air suction due to low hydraulic oil level	7. Check hydraulic oil level	7. Add as required, see Operator's Manual
	8. Suction pressure drop due to clogged filter	8. Check filter element	8. Clean or replace filter element
	9. Suction pressure drop due to increased viscosity of hydraulic oil at low operating temperature	9. Check hydraulic oil operating temperature and oil type	9. Change to proper hydraulic oil type and properly warm up the hydraulic oil.
	10. External command pressure higher than stipulated value	10. Measure external command pressure	10. Adjust external command pressure
Pressure does not increase	1. Relief valve setting too low	1. Measure circuit pressure	1. Reset relief valve
	2. Switching valve, actuator leakage increase	2. Check actuation of each actuator and abnormal heating of lines returning to tank	2. Replace switching valve, actuator
	3. Pump displacement efficiency decrease	3. Check pump if occurs only in certain pump	3. Repair or replace pump

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SYM	DESCRIPTION
	1 LIGHTER CIGAR
	2 SPEAKER
	3 CORD ANTENNA
	4 RADIO AM/FM HI BAND
	5 RELAY STARTER
	6 CONTROLLER
	7 BOX FUSE
	8 PANEL SWITCH LH
★	9 PANEL SW AIR CONDITIONER
	10 SW ROOM PRIORITY
	11 SWITCH LIMIT GATE
	12 SWITCH LIMIT CONSOLE UP
	13 KNOB W/HORN SWITCH
	14 SWITCH THROTTLE VOLUME
	15 PANEL SWITCH RH
	16 SWITCH 2 STAGE TRAVEL
	17 KNOB W/ONE TOUCH IDLE SW
	18 MONITOR
	19 DRIVER THROTTLE MOTOR
	20 SWITCH PRESSURE
	21 RELAY
	22 CAB
	23 HEATER CAB
	24 SWITCH STARTER
	25 BATTERY 12V 950CCA
	26 FUSE 25 AMP
	27 FUSE 75 AMP
	28 ALTERNATOR 24 VOLT 70 AMP
	29 RELAY BATTERY
	30 BATTERY SENSOR
	31 RELAY SAFETY
	32 VLV SOLENOID B STACK
	33 VLV STACK SWING
	34 VLV SOLENOID FREE SWING
	35 VLV SOLENOID
	36 ENGINE CUMMINS
★	37 AIR CONDITIONER UNIT
	38 SENSOR THERMO
	39 ALARM BACK-UP
	40 OIL PRESSURE SWITCH
	41 TANK WASHER
	42 FAN AUTO
	43 SWITCH FAN
	44 HORN
	45 HORN
	46 LAMP WORKING HOUSE
	47 LAMP WORKING BOOM
	48 PUMP HYD PROPORTIONAL VLV
	49 ENGINE SPEED SENSOR
	50 MOTOR THROTTLE
	51 SENSOR FUEL LEVEL
	52 SWITCH THERMO
	53 SWITCH LEVEL RESERVE TANK
	54 SENSOR VACUUM
	55 SWITCH PRESSURE SUMP TANK
	56 SWITCH PRESSURE
	57 SWITCH PRESSURE
★	58 BINARY SWITCH A/C
★	59 COMPRESSOR A/C
#	60 VLV SOLENOID CTWT REMOVAL
#	61 VLV SOLENOID CTWT REMOVAL
#	62 SWITCH LIMIT CTWT REMOVAL
#	63 LAMP PILOT CTWT REMOVAL
#	64 TOGGLE SW CTWT REMOVAL
#	65 TOGGLE SW CTWT REMOVAL
	66 ETHER START
	67 SWITCH TEMP WATER
	68 THERMO SWITCH ETHER
	69 SWITCH ETHER START

NOTES
1) OPTIONS ARE NOTED BY ※ AND ★ AND #
2) THE FOLLOWING SYMBOLS ARE USED TO INDICATE GROUNDS AND WIRE CONNECTIONS.

HARNESS BODY EARTH CABLE WITH CABLE CONNECTED EACH OTHER WIRE CONNECTED EACH OTHER

3) THE SYMBOL AT EACH LINE SHOWS COLOR OF CABLE AND THE FIGURE BEFORE THE SYMBOL SHOWS THE AREA OF THE CABLE AND THE FIGURE AFTER THE SYMBOL SHOWS THE CIRCUIT No. THE AREA OF CABLE NOT INDICATED IS 0.5 sq.
EXAMPLE AREA COLOR CIRCUIT NO. 60 B 001
4) CONNECTORS ARE SHOWN BY THE FOLLOWING SYMBOLS.
CONNECTOR BODY (MALE) CONNECTOR BODY (FEMALE) TERMINAL (FEMALE) TERMINAL (MALE)
CONNECTOR NO. CONNECTOR COLOR (IF NOT INDICATED,COLOR IS WHITE)
5) NOTE ▲ AT HEATER CONNECTOR AND AIR CONDITIONER UNIT CONNECTOR:CONNECT THESE 2 CONNECTORS TO EACH OTHER IN ORDER FOR A/C UNIT'S FAN TO WORK.

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27. Loosen the air relief plug located on the hydraulic reservoir to bleed air system pressure.

⚠ WARNING

All trapped hydraulic pressure must be exhausted from the hydraulic circuit before removing any line or component. A sudden release of hot oil could cause burns or other serious injury.

28. When all air pressure is bleed from both systems, tighten the air relief plug on hydraulic reservoir and close the air tank drain valve.
29. Operate the control levers back and forth, left and right, several times to release hydraulic system pressure.
30. Turn the key switch to the "OFF" position.

Travel Motor And Reduction Gears Removal

Refer to Figure 3.

1. Remove capscrews and flatwashers (2).
2. Remove cover plate (3).

⚠ WARNING

Follow all manufacturer's recommendations concerning solvents and cleaning solutions. Serious personal injury may result from misuse of these products.

3. Thoroughly clean area to be worked on with an approved cleaning solvent. Allow to air dry.
4. Label hoses (4) to help facilitate assembly.
5. Disconnect hoses (4). Plug/cap hoses (4) and fittings to prevent oil loss and contamination.
6. Permanently mark travel motor and reduction gears (1) housing and side frame (6) to help facilitate assembly.

   Note: The travel motor and reduction gears (1) and sprocket (7) assembly weighs approximately 1760 lb (*800 kg*).

7. Using an auxiliary lifting device of sufficient capacity to support the weight of the travel motor and reduction gears (1) and sprocket (7) assembly, rig a sling around the travel motor and reduction gears (1) and sprocket (7) assembly and remove all the slack.
8. Remove capscrews and flatwashers (5).
9. Remove travel motor and reduction gears (1) and sprocket (7) assembly from side frame (6).
10. Using blocks (9) properly support the travel motor and reduction gears (1) assembly.

    Note: The sprocket (7) weighs approximately 276 lb (*125 kg*).

11. Using an auxiliary lifting device of sufficient capacity to support the weight of the sprocket (7), rig a sling around the sprocket (7) and remove all the slack.
12. Remove capscrews and flatwashers (8).
13. Remove sprocket (7) from travel motor and reduction gears (1) assembly.

Travel Motor And Reduction Gears Installation

Refer to Figure 3.

Note: The travel motor and reduction gears (1) assembly weighs approximately 1490 lb (*675 kg*).

1. With an auxiliary lifting device of sufficient capacity to support the weight of the travel motor and reduction gears (1), and using blocks (9) properly support the travel motor and reduction gears (1) assembly.

   Note: The sprocket (7) weighs approximately 276 lb (*125 kg*).

2. Using an auxiliary lifting device of sufficient capacity to support the weight of the sprocket (7), rig a sling around the sprocket (7) and remove all the slack.
3. Install sprocket (7) onto travel motor and reduction gears (1) assembly.
4. Apply Loctite® 262 to capscrews. Install capscrews and flatwashers (8). Torque capscrews to 382–446 ft–lb *(520–605 Nm)*.

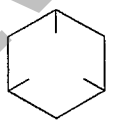
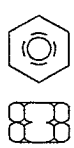
   Note: The travel motor and reduction gears (1) and sprocket (7) assembly weighs approximately 1760 lb (*800 kg*).

5. Using an auxiliary lifting device of sufficient capacity to support the weight of the travel motor and reduction gears (1) and sprocket (7) assembly, rig a sling around the travel motor and reduction gears (1) and sprocket (7) assembly and remove all the slack.
6. Align marks and install travel motor and reduction gears (1) and sprocket (7) assembly into side frame (6).
7. Apply Loctite® 262 to capscrews. Install capscrews and flatwashers (5). Torque capscrews to 660–770 ft–lb *(300–350 Nm)*.

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Basic Dia. (in)	Grade 5				Grade 5 (Zinc Plated)			
	Dry Torque		Lube Torque		Dry Torque		Lube Torque	
	ft–lb	Nm	ft–lb	Nm	ft–lb	Nm	ft–lb	Nm
1/4	11–12.3	14 9–16.7	8.7–9 7	11 8–13.2	13.8–15.4	18.7–20.9	10.8–12 1	14.6–16.4
5/16	20–24	27–33	16–20	22–27	25–30	34–41	20–25	27–34
3/8	40–44	54–60	32–36	43–49	50–55	68–75	40–45	54–61
7/16	64–72	87–98	52–60	71–81	80–90	108–122	65–75	88–102
1/2	96–108	130–146	80–88	108–119	120–135	163–183	100–110	136–149
9/16	140–156	190–212	112–124	152–168	175–195	237–364	140–155	190–210
5/8	196–216	266–293	156–172	212–233	245–270	332–366	195–215	264–292
3/4	348–384	472–521	280–308	380–418	435–480	590–650	350–385	475–522
7/8	564–620	765–841	452–500	613–678	705–775	956–1051	565–625	766–848
1	848–936	1150–1269	680–748	922–1014	1060–1170	1437–1587	850–935	1153–1268
1–1/8	1048–1156	1421–1568	840–924	1139–1253	1310–1445	1776–1959	1050–1155	1424–1566
1–1/4	1480–1628	2007–2208	1184–1304	1606–1768	1850–2035	2509–2759	1480–1630	2007–2210
1–3/8	1944–2144	2636–2907	1560–1716	2115–2327	2430–2680	3295–3634	1950–2145	2644–2909
1–1/2	2584–2844	3504–3856	2064–2272	2799–3081	3230–3555	4380–4821	2580–2840	3498–3851
1–5/8	3040–3344	4122–4534	2432–2680	3298–3634	3800–4180	5153–5668	3040–3350	4122–4542
1–3/4	3488–3840	4730–5207	2792–3072	3786–4166	4360–4800	5912–6509	3490–3840	4732–5207
1–7/8	4744–5224	6433–7084	3792–4176	5142–5663	5930–6530	8041–8855	4470–5220	6061–7078
2	5248–5776	7116–7832	4200–4624	5695–6270	6560–7220	9017–9790	5250–5780	7119–7838
2–1/4	7680–8448	10414–11455	6144–6760	8331–9167	9600–10560	13018–14319	7680–8450	10414–11458
2–1/2	10496–11552	14233–15665	8400–9240	11390–12529	13120–14440	17790–19581	10500–11550	14238–15662
2–3/4	14240–15664	19309–21240	11392–12536	15448–16999	17800–19580	24137–26550	14240–15670	19309–21249
3	18800–20680	25493–28042	15040–16544	20394–22434	23500–25850	31866–35053	18800–20680	25493–28042

Identification

Capscrew Head	Nut		
	Style A	Style B	Style C
	 Round or Rectangular Dot	 Raised or Depressed Markings	

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Hydraulic Pump Troubleshooting – continued

Problem	Cause	Check	Remedy
Overload at static load	1. Pump horsepower setting increases 2. Control device does not work 3. Bearing, etc. mechanically damaged	1. Check engine sound and working speed 2. Check for debris on each sliding part of the control devices 3. Check for abnormal heating, noise of the housing around the bearing	1. Reset engine speed 2. Fix damage caused by foreign matter or replace control device 3. Replace damaged parts of the pump
Rotation speed lowering at dynamic load	1. Peak pressure occurs due to decrease in responsiveness of relief valve or decrease in responsiveness of control device	1. Check for abnormal vibration of the circuit and measure pressure • Check for foreign matter clogging the pilot line • Check for debris on each sliding part of the control device	1. Repair or replace relief valve • Remove foreign matter • Fix damage caused by foreign matter or repair/replace relief valve
Overheating	1. Increase of pump leakage 2. Mechanical damage of the bearing, etc. 3. Seizure of sliding parts	1. Measure actuator speed 2. Check for abnormal noise, abnormal heating points 3. Check heated points	1. Repair or eplace pump 2. Replace damaged parts or repair/replace pump 3. Replace damaged parts or repair/replace the pump
Oil Leakage	1. Damage of o–ring, packing 2. Damage of oil seal 3. Wear of oil seal due to contact with input shaft 4. Looseness of plugs	1. Confirm oil leakage points and measure for occurrence of abnormal pressure 2. Check for damage due to foreign matter and measure for occurrence of abnormal pressure 3. Check for sticking of foreign matter and measure for occurrence of abnormal pressure 4. Confirm oil leakage points	1. Replace seals 2. Replace seals 3. Replace input shaft or repair/replace pump 4. Tighten or replace seals

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Take–Up Roller, Recondition

This procedure covers the recondition of the take–up roller. For removal and installation procedure, see SM Area 81–3.

Disassembly

Note: The take–up roller (1) assembly weighs approximately 500 lb (*227 kg*).

1. Using an auxiliary lifting device of sufficient capacity to support the weight of the take–up roller (1) assembly, rig a sling around the hub (9).
2. Properly support the take–up roller (1) assembly.

⚠ WARNING

Follow all manufacturer's recommendations concerning solvents and cleaning solutions. Serious personal injury may result from misuse of these products.

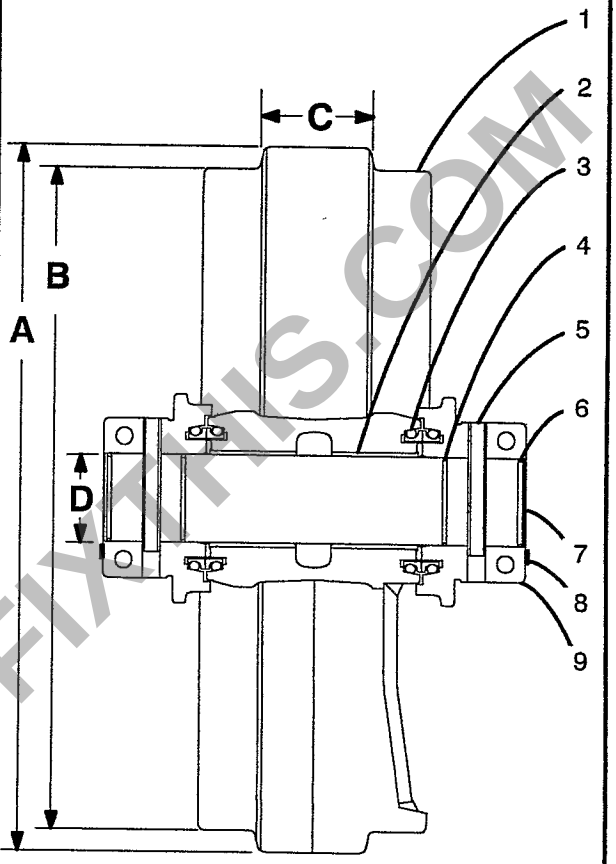
3. Clean the exterior of the take–up roller (1) assembly.
4. Remove the drain plug (8) from the hub (9) and drain the oil. Properly dispose of used oil.
5. Remove roll pin (5) securing hub (9) to shaft (7).
6. Remove hub (9) from shaft (7).

Note: Face seal (3) consist of four parts, two rubber rings and two metal rings. When hub (9) is removed, one rubber ring and one metal ring will remain in the hub (9) seal bore, and the other rubber and metal ring remains in the take–up roller (1) seal bore.

7. Remove face seal (3) from hub (9) and take–up roller (1). Discard face seal (3).
8. Remove o–rings (4,6) from shaft (7). Discard o–rings (4,6).
9. Remove shaft (7) out opposite side of take–up roller (1).
10. To disassemble other end of shaft (7), repeat steps 4 thru 8.

Note: The take–up roller (1) weighs approximately 475 lb (*215 kg*).

11. When handing the take–up roller (1), use an auxiliary lifting device of sufficient capacity to safely handle the load.
12. If required, remove bushing (2) from take–up roller (1) with a shop press.



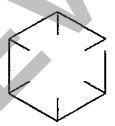
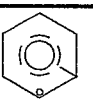
MAXIMUM WEAR LIMITS
A. 25.197 in (*640 mm*)
B. 23.228 in (*590 mm*)
C. 3.622 in (*92 mm*)
D. 3.11 in (*79 mm*) SHAFT O.D.
D. 3.15 in (*80 mm*) BUSHING I.D.

1. Take–Up Roller
2. Bushing
3. Face Seal
4. O–ring
5. Roll Pin
6. O–ring
7. Shaft
8. Drain Plug
9. Hub

Figure 1
Take–Up Roller Assembly CD01482

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Grade 8				
Basic Dia. (In)	Dry Torque		Lube Torque	
	ft–lb	Nm	ft–lb	Nm
1/4	13–15	17.6–20.3	9–11	12.2–14.9
5/16	25–30	34–41	20–25	27–34
3/8	50–55	68–75	35–40	47–54
7/16	80–90	108–122	60–70	81–95
1/2	120–135	163–183	90–100	122–136
9/16	180–200	244–271	130–145	176–197
5/8	245–270	332–366	185–205	251–278
3/4	435–480	590–651	325–360	441–488
7/8	700–770	949–1044	530–585	719–793
1	1060–1170	1437–1587	795–875	1078–1187
1–1/8	1500–1650	2034–2237	1130–1245	1532–1688
1–1/4	2120–2335	2875–3166	1590–1750	2156–2373
1–3/8	2780–3060	3770–4149	2080–2290	2820–3105
1–1/2	3690–4060	5004–5505	2770–3050	3756–4136
1–5/8	5060–5570	6861–7553	3800–4180	5153–5668
1–3/4	5820–6405	7892–8685	4360–4800	5912–6509
1–7/8	7910–8700	10726–11797	5930–6525	8041–8848
2	8750–9625	11865–13052	6560–7220	8895–9790
2–1/4	12790–14070	17343–19079	9590–10550	13004–14306
2–1/2	17500–19250	23730–26103	13120–14435	17791–19574
2–3/4	22160–24375	30049–33053	16620–18285	25537–24794
3	29240–32165	39649–43616	21930–24125	29737–32714

Identification			
Capscrew Head	Nut		
	Style A	Style B	Style C
	 Round or Rectangular, Dot	 Raised or Depressed Markings	 

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Travel Motor Troubleshooting

Problem	Probable Cause	Remedy
Motor does not run.	1. Component other then motor is damaged and/or working abnormally. 2. Internal component of motor is abnormally worn allowing a large amount of pressurized oil to escape. 3. Internal component of motor damaged. Abnormal noise heard from inside motor. 4. Excessive loading of motor causing relief valve to activate.	1. Check and repair all components that supply oil to the motor. 2. Disassemble motor and repair as required. 3. Disassemble motor and repair as required. 4. Check relief valve pressure setting. See Operator's Manual for correct settings.
Motor speed is insufficient.	1. Component other then motor is damaged and/or working abnormally. 2. Internal component of motor is abnormally worn allowing a large amount of pressurized oil to escape.	1. Check and repair all components that supply oil to the motor. 2. Disassemble motor and repair as required.
Motor speed varies excessively.	1. Internal component of motor is abnormally worn allowing a large amount of pressurized oil to escape.	1. Disassemble motor and repair as required.
Oil Leaks.	1. Oil seal and/or o–rings damaged. 2. The motor case is pressurized and forces the oil seal to leak. Oil seal pressure resistance. 7 PSI (*5 kg/cm²*) 3. Foreign matter creating a back pressure by blocking the drain passage. Oil seal pressure resistance. 7 PSI (*5 kg/cm²*)	1. Disassemble motor and repair as required. 2. Disassemble motor and repair as required. Retest oil seal pressure resistance 7 PSI (*5 kg/cm²*). 3. Clear drain passage. Retest oil seal pressure resistance 7 PSI (*5 kg/cm²*).
Abnormal noise, speed and pressure variation.	1. Component other then motor is damaged and/or working abnormally. 2. Internal component of motor is abnormally worn allowing a large amount of pressurized oil to escape. 3. Counterbalance valve is operating improperly. Negative pressure is generated on the suction side of the motor, resulting in cavitation.	1. Check and repair all components that supply oil to the motor. 2. Disassemble motor and repair as required. 3. Repair or replace the counterbalance valve.

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5800 Quantum Series (LE3 PREFIX SERIAL NUMBER MACHINES)

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81–003–002.00	Take–Up Roller, Recon.
81–003–003.00	Take–Up Roller, R & I
81–004–001.00	Upper Rollers, R & I
81–005–001.00	Lower Rollers, R & I
81–006–002.00	Recoil Spring, R & I
81–009–002.00	Track Assembly, R & I

82 UPPER MECHANISM

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83 ENGINE

83–005–002.00	Throttle Motor, R & I

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84–000–002 00	Hydraulic System Schematic Diagram
84–001–002 00	Pilot Pump, R & I
84–001–003.00	Hydraulic Pump, R & I
84–003–001.00	Hydraulic System Cleaning Procedure
84–013–001.00	Rotating Joint, R & I

85 CONTROLS

85–001–001.00	Joystick Control Valve, R & I
85–001–002 00	Travel/Service Control Valve, R & I
85–003–002.00	Main Control Valve, R & I

86 ATTACHMENT

86–001–002.00	Boom Cylinder, R & I
86–002–002 00	Arm Cylinder, R & I
86–004–002.00	Bucket Cylinder, R & I

91 ELECTRIC PARTS

91–000–002.00	Electrical System Schematic Diagram
91–003–001.00	Monitor System Controller, R & I/Adjustment

92 NAME PLATES & ACCESSORIES

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92–006–001.00	Spare Pump, R & I

95 INNER PARTS

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95–010–002.00	Arm Cylinder, Recon.
95–011–002.00	Bucket Cylinder, Recon.
95–016–001.00	Joystick Control Valve, Recon.
95–016–002.00	Travel/Service Valve Control Valve, Recon.
95–018–001 00	Rotating Joint, Recon.
95–022–001.00	Reducing Valve, Recon.
95–023–001.00	8 Spool Solenoid Valve Assembly, Recon.
95–026–001.00	Boom Cylinder Hose Burst Check Valve, Recon.
95–026–002.00	Arm Cylinder Hose Burst Check Valve, Recon.
95–028–001.00	Cushion Valve, Recon.
95–029–001.00	Stack Valve, Recon.

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