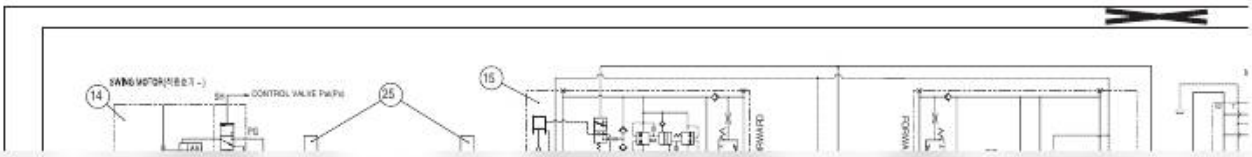
Dim.	Boom Type	Boom 4.0 m	Boom 4.6 m	
	Arm Type	1.9 m (6.23 ft)	2.5 m (8.20 ft)	3.0 m (9.84 ft)
	Bucket Type (PCSA)	0.76 m^3 (0.99 yd^3)	0.52 m^3 (0.68 yd^3)	0.40m^3 (0.52 yd^3)

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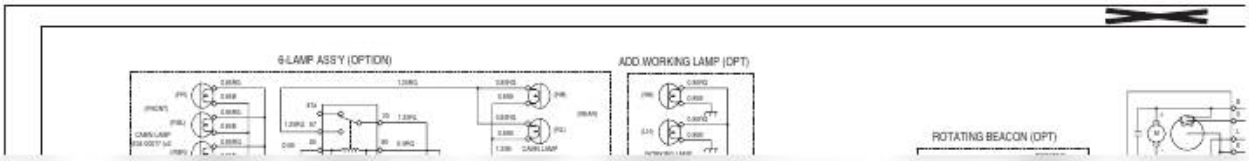


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TXC 140LC-1



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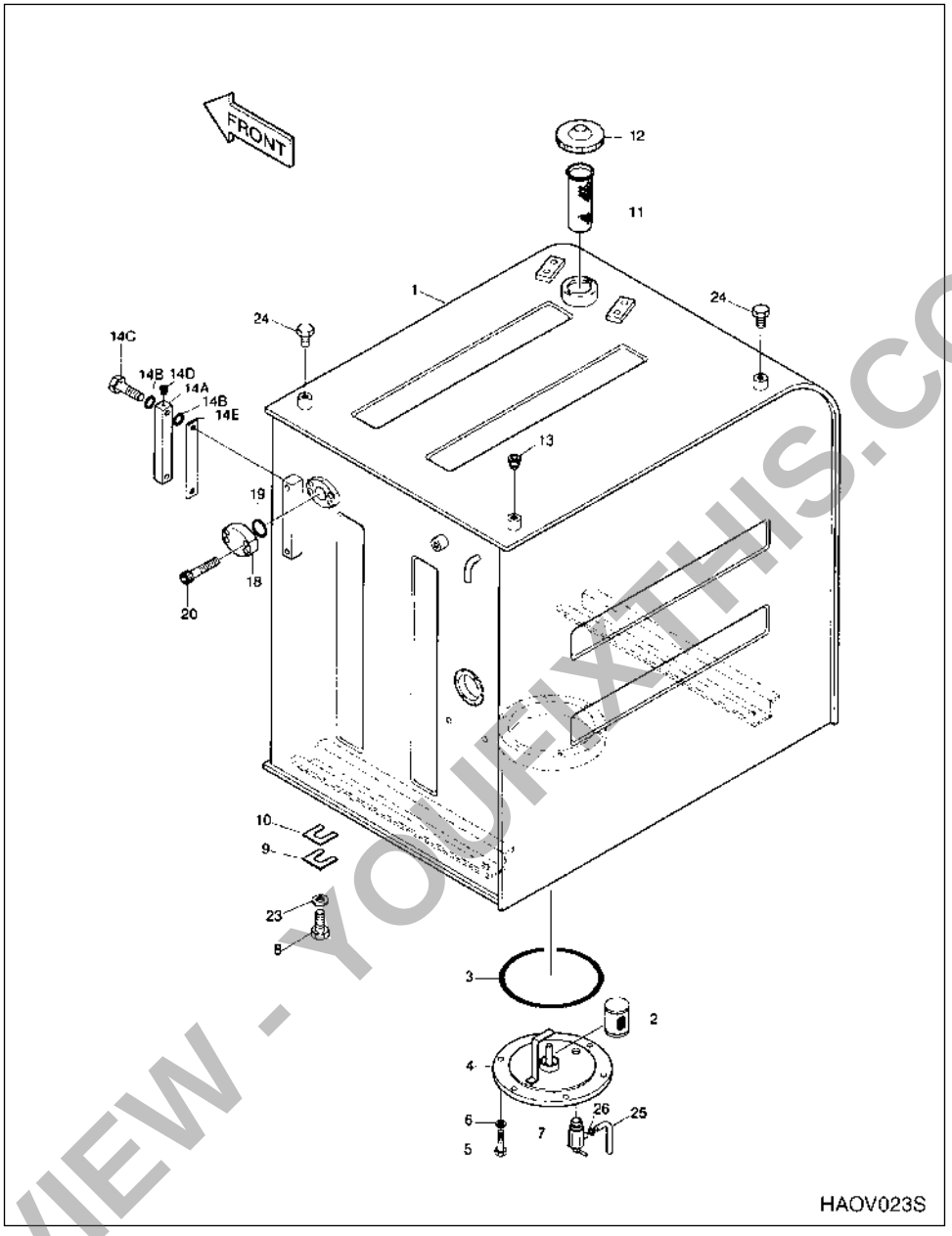


Figure 1

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REMOVAL

⚠ CAUTION!

Avoid disassembling cab if there are strong wind gusts, which could catch large surface area of cab shell and push it sideways during lift.

1. Park on firm and level ground.
2. Lower front attachment (bucket) to ground.
3. Shut down engine.
4. Set safety lever on "RELEASED" position.
5. Turn starter switch "ON."

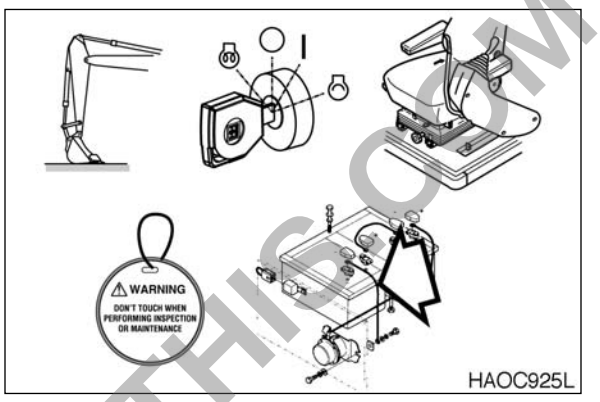


Figure 1

⚠ WARNING!

If engine must be running while performing maintenance, always use extreme caution. Always have one person in the cab at all times. Never leave the cab with engine running.

6. Fully stroke work levers (joysticks) in all directions to relieve any pressure from the accumulators.
7. Set safety lever on "LOCK" position.
8. Turn key to "OFF" position and remove from starter switch.
9. Hang a maintenance warning tag on controls.
10. Disconnect the battery cable from the negative (-) battery terminal.
11. Prepare cab shell for removal by disconnecting wiring connectors for:
    A. Cab interior lighting.
    B. External light wiring.
    C. Radio antenna and connections.
    D. Wiper/washer connections.

NOTE: *Control console wiring harnesses and hydraulic piping lines that pass through the floor of the cab do not need to be disassembled.*

NOTE: *If unit is equipped with a cab protective structure (for forestry, or hazardous working conditions), it must be removed.*

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TROUBLESHOOTING - SWING GEARBOX

Problem	Possible Causes	Remedies
Swing motor fails to operate and:		
Three pressure tests at motor, brake or makeup valve show low reading(s).	Swing relief valve defective Brake release valve defective Motor makeup valve defective.	Adjust pressure to recommended range in affected valve. OR Disassemble and clean valve assembly. Replace all valve components that show damage.
All three pressure checks are OK but left travel also fails to run.	Exchange front and rear pump inlet and outlet hoses to test pump function.	If swing and left travel are restored but right travel stops working, replace or repair P1 pump.
All three pressure tests are OK, but machine fails to swing at all.	Brake assembly or motor friction plate failing to release.	Check for binding. Disassemble and repair.
	Pilot (control) pressure low or swing control valve stuck.	Disassemble / Repair pilot pressure swing spool (305) and / or swing control valve.
	Swing motor defective.	Test motor drain rate. Replace / Repair motor.
	Gear train defective.	Refer to "Swing Gear Troubleshooting" procedure.
Swing functions but only at reduced rpm.	Causes listed above could also produce dragging swing, OR hot or wrong oil OR worn-out parts.	Check above list; then replace oil, test motor drain rate and check for "03" reading (e-EPOS self-test).
Left travel speed is also reduced.	Low output at P1 pump or external pilot piping leaks/is clogged.	Clean and repair piping or repair or replace pump P1.
Swing control movement is reversed.	Inlet / outlet piping reversed.	Reset controls or reverse piping.
Machine swings but continues coasting on past stopping point.	Swing control valve spool not centered.	Replace return spring; clean/ repair valve piston and spool.
	Pilot pressure may be outside range.	Disassemble, clean or replace pilot relief valve or pilot valve.
	Swing relief valve may be faulty.	Repair/Replace swing relief valve.
Swing movement is in one direction only.	Check to see that pilot pressure is the same right and left.	If pilot pressure is unequal, clean or repair piping or repair/ replace valve.
	Swing control valve spool may be stuck.	Repair/Replace the swing control valve.
	Swing relief valve may be faulty.	Repair/Replace the swing relief valve.

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TRACK EXCAVATOR SAFETY

⚠ CAUTION!

Follow all safety recommendations and safe shop practices outlined in the front of this manual or those contained within this section.

Always use tools and equipment that is in good working order.

Use lifting and hoisting equipment capable of safely handling load.

Remember, that ultimately safety is your own personal responsibility.

MODEL	SERIAL NUMBER RANGE
TXC 140LC-1	30001 and Up
TXC 175LC-1	30001 and Up
TXC 225LC-1	30001 and Up
TXC 255LC-1	30001 and Up
TXC 300LC-1	30001 and Up
TXC 340LC-1	30001 and Up
TXC 420LC-1	30001 and Up
TXC 470LC-1	30001 and Up

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PRECAUTIONS FOR OPERATION

Be careful not to go close to the edge of a cliff by mistake.

Use the machine only for its main purpose. Using it for other purposes will cause failures.

To ensure an ample view, do as follows:

- When working in dark areas, attach working lights and front lights to the machine. If necessary, set up lighting at the work site.
- Stop operations when the visibility is poor, such as in fog, mist, snow, and rain. Wait for the visibility to improve to a level which causes no problems for the operation.

To avoid hitting the work equipment, always do the following;

- When working in tunnels, on bridges, under electric wires, or when parking the machine or carrying out other operations in places with limited height, be extremely careful not to hit the bucket or other parts.
- To prevent collisions, operate the machine at a safe speed when working in confined spaces, indoors, or in crowded areas.
- Do not pass the bucket over the heads of workers or over the operator's compartment of dump truck.

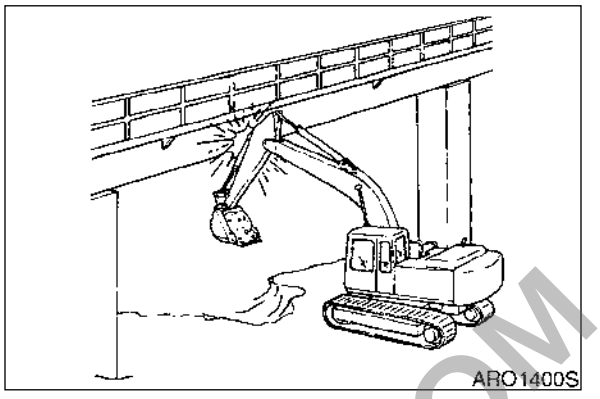


Figure 23

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RATE OF TRAVEL	TIME	
	STANDARD MODE	POWER MODE
High Speed	16.3 ±1.0 seconds	15.0 ±1.0 seconds
Low Speed	23.7 ±1.0 seconds	21.5 ±1.0 seconds

Rotate the turntable 180°. Both tests should be repeated three times. Average all results to obtain a final value.

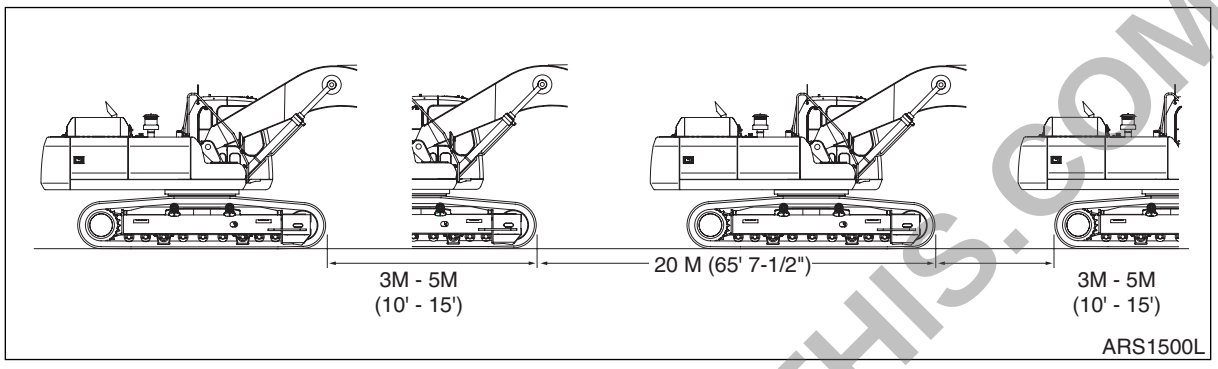


Figure 6

Travel Deviation

To check steering deviation (travel motor balance), use a long tape or rope, or the edge of an undeviating straight road curb or other marker to verify side-to-side travel motor uniformity.

Deviation distance should always be measured at the 20 m (65' 7-1/2") "finish line." Repeat the test in reverse to measure in both directions, with starting point becoming the finish line, and vice versa. (Figure 6)

A greater amount of deviation is allowed with the travel control set for high speed.

RATE OF TRAVEL	MAX. DISTANCE
High Speed	150 mm (6 in)
Low Speed	100 mm (4 in)

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SWING BEARING MAINTENANCE

OPERATING RECOMMENDATION

The service life of the swing bearing may be extended if a conscious, daily effort is made to equalize usage over both ends of the excavator. If the excavator is used in the same operating configuration day in and day out (for example, with the travel motors always under the counterweight, or with the attachment over one side of the machine more than the other), the bearing's service life could be reduced. Taking a few minutes in the middle of each work shift to reposition the excavator, to work the opposite end of the bearing, will provide a payoff in terms of more even, gradual rate of wear and extended service life.

MEASURING SWING BEARING AXIAL PLAY

Periodic and regular checks of bearing displacement should be made at least twice a year. Use a dial indicator. Push the attachment against the ground to lift the excavator off the ground and take measurements at 4 points, 90° apart, around the circumference of the bearing (Figure 1).

Record and keep all measurements. Play in the bearing should increase minimally from one inspection to the next. Eventually, however, as the bearing begins to approach the limit of its service life, clearance increases become much more pronounced and the actual measured play in the bearing could exceed twice the value that was measured when the machine was new.

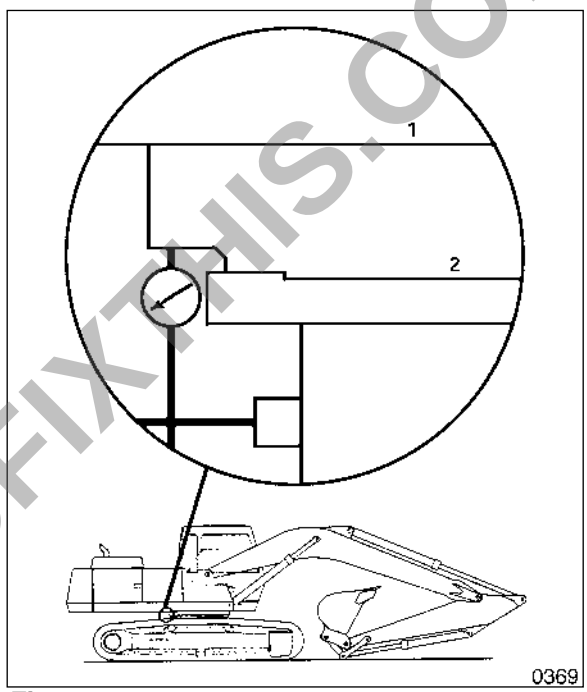


Figure 1

MEASURING BEARING LATERAL PLAY

When vertical checks are made, the side-to-side play in the bearing can be checked by fully retracting the arm and bucket cylinders and extending the tip of the bucket as far forward as it will go. With the excavator parked on a flat, level surface and the bucket tip just off the ground, push against the bucket sideways to take up all of the lateral clearance in the bearing. (Less than 100 lb of force should be required to move the bucket over all the way.) Check lateral play in both directions and record the values. When the bearing is beginning to approach the end of its service life, measured lateral clearance should start to show larger and larger increases.

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FRONT IDLER ROLLER REASSEMBLY

1. Degrease, clean and dry all parts before reassembly. Insert bushing (8, Figure 26) into the idler (7).
2. Grease O-ring (4, Figure 26) and insert it into the axle.
3. Align the bearing (1, Figure 26) and axle (5) holes and pin (3) them together.

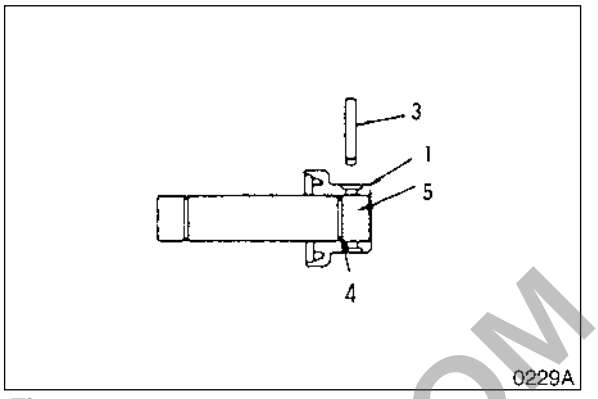


Figure 26

4. Install group seal (6, Figure 27) inside the idler (7) and bearing (1).

   NOTE: *Apply clean engine oil to the joint side of the group seal. Apply grease to the group seal O-ring.*

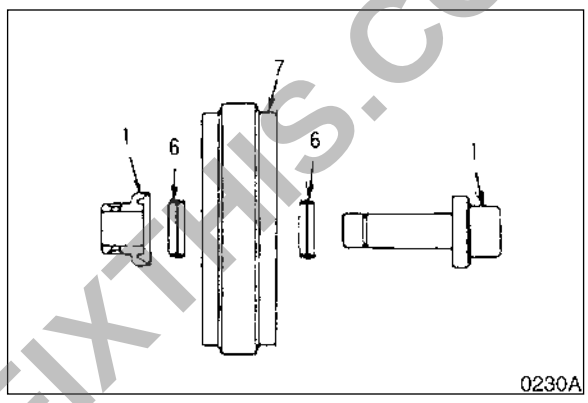


Figure 27

5. Install idler (7, Figure 28) on the axle.
6. Install bearing (1, Figure 28) and pin (3) to the axle.

   NOTE: *Fill the idler assembly with new engine oil with approximately 320 cc (10.8 fluid ounces).*

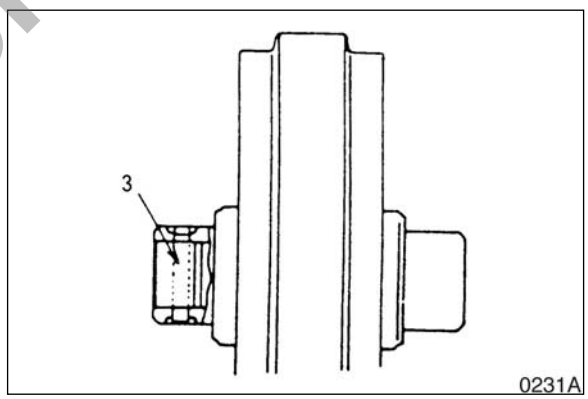


Figure 28

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5. Close low-pressure side valve.
6. Shut off engine and close refrigerant supply container adapter valve. Disconnect manifold gauge hoses from vehicle.

INSPECTING SYSTEM FOR LEAKAGE

After completing charging procedures, clean all joints and connections with a clean dry cloth. Using a refrigerant leak detecting device or soapy water, inspect system for leaks starting from the high-pressure side.

NOTE: *When the refrigerant circulation has been stopped the high-pressure will start to decrease and the low-pressure will start to increase until they are equalized. Starting the inspection from the high side will result in a accurate test.*

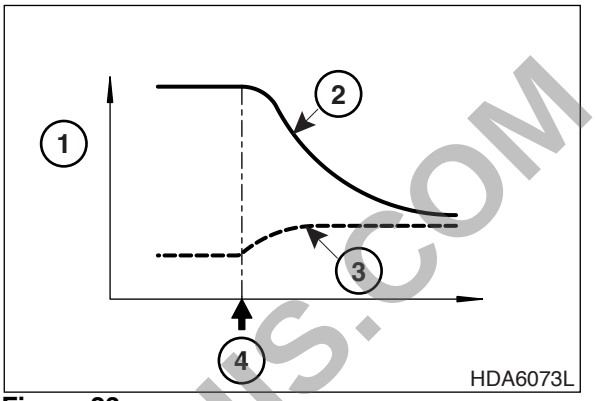


Figure 23

Reference Number	Description
1	Pressure
2	High-pressure
3	Low-pressure
4	Compressor Stop

Inspection Procedure

1. High-pressure Side

   Compressor outlet → condenser inlet → receiver dryer inlet → air conditioner unit inlet
2. Low pressure side

   Compressor inlet → air conditioner unit outlet
3. Compressor

   Compressor shaft area, bolt hole area and magnetic clutch area.
4. Receiver dryer

   Pressure switch and plug area.
5. Connection valve area

   Inspect all valve areas.

   Verify all valves are capped to prevent leaking.

   Check for foreign material inside of valve cap.
6. Interior of air-conditioning unit.

   After stopping engine, insert detector probe into drain hose. (Leave inserted for 10 seconds minimum.)

   NOTE: *When inspecting leakage from the air-conditioning unit, perform the inspection in a well ventilated area.*

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(Models TXC 225LC-1, 300LC-1)

NOTE: *Other models listed for reference only. Refer to appropriate section for specific model.*

The adjusting screw (1, Figure 16) affects the delivery rate (Q) of the pump. Tightening the adjusting screw decreases the maximum cut flow (as shown in Figure 15) while backing out the screw increases cut flow delivery rate.

Balance both pumps for equal output.

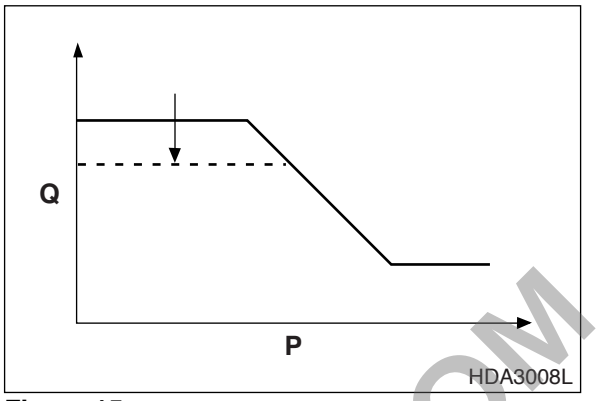


Figure 15

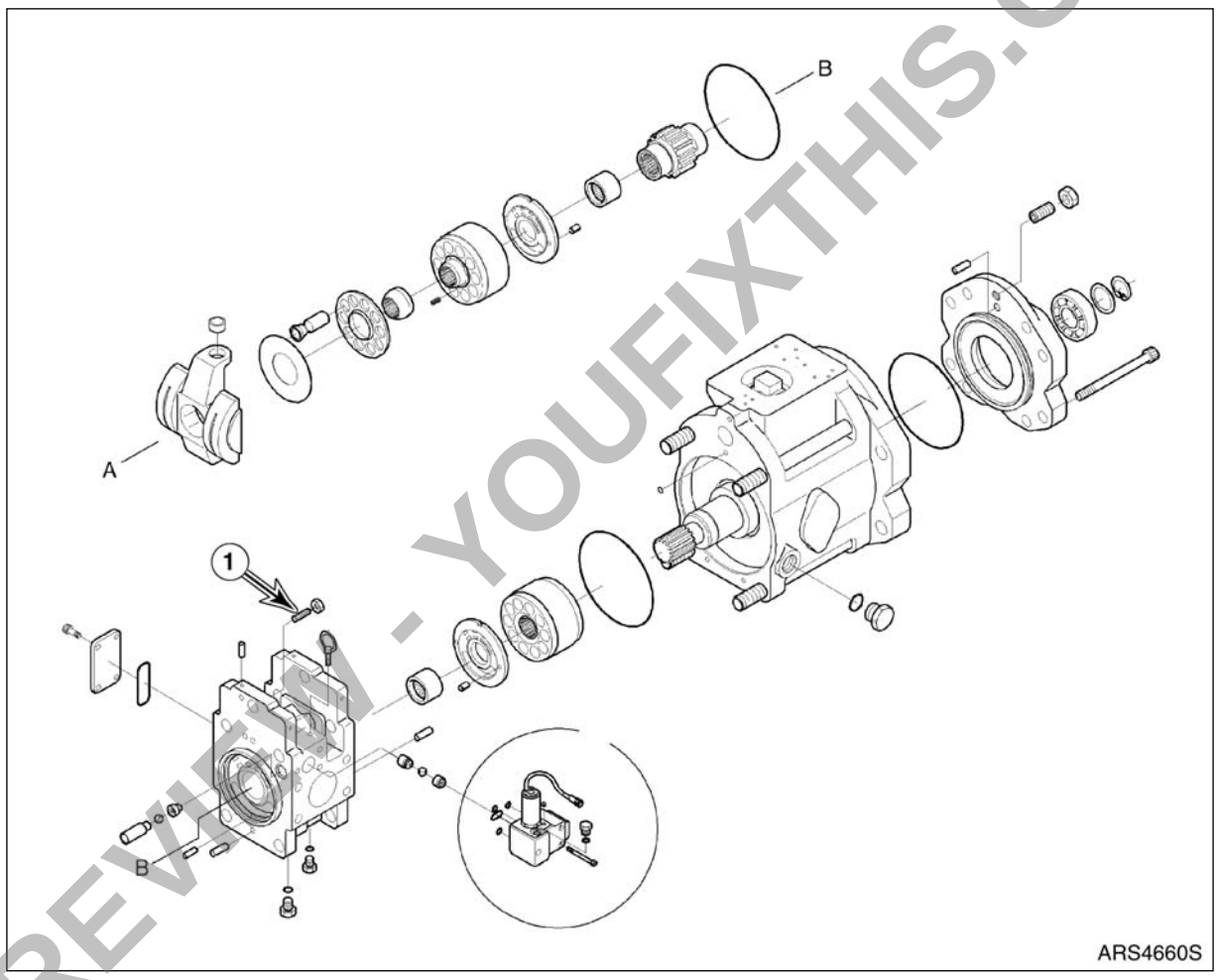


Figure 16

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SLIPPER SEAL STRAIGHTENING JIG

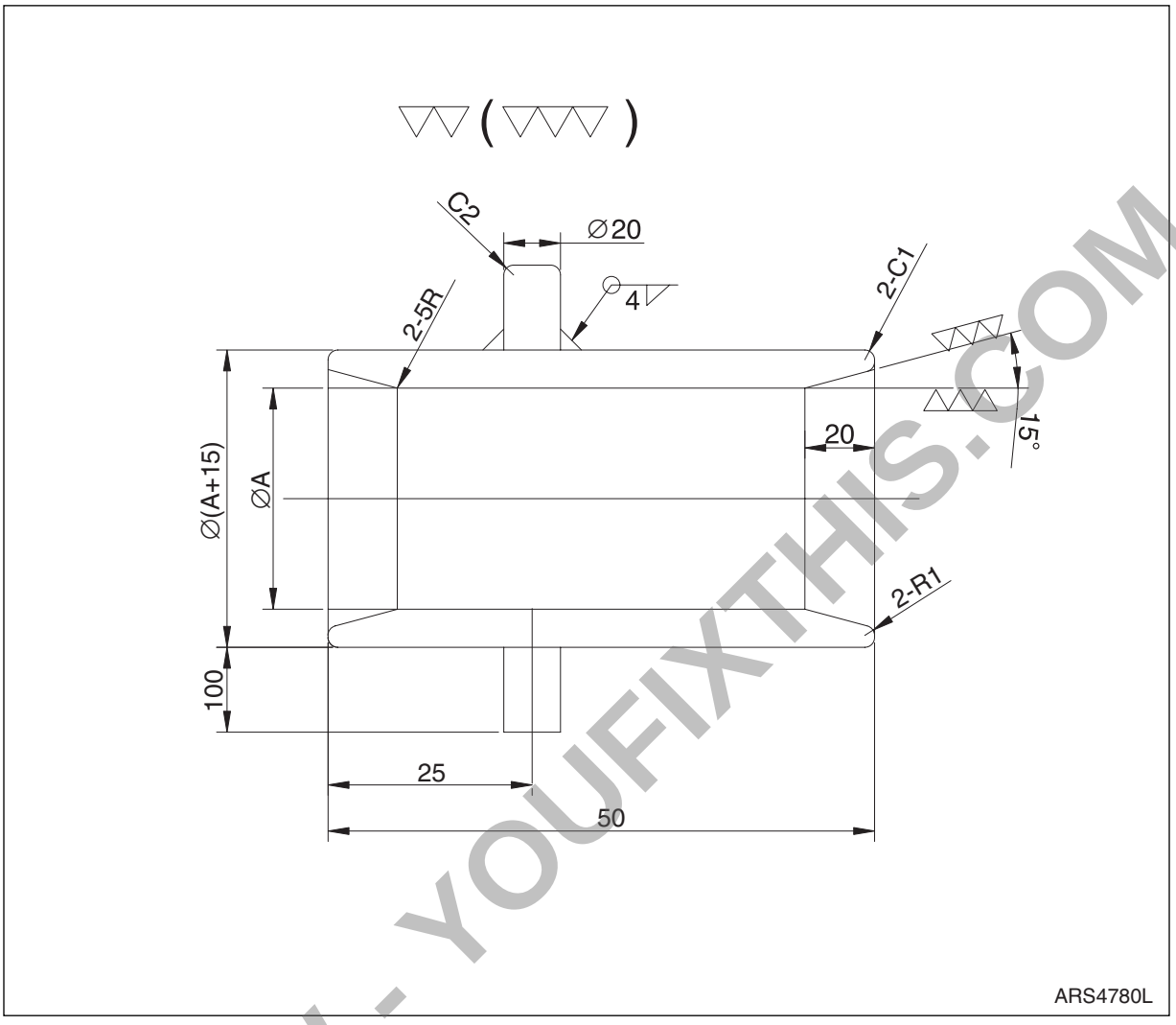


Figure 11

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19. Put plungers (351), springs (355), O-rings (488), and RO plugs (469) back in casing. Make sure that both plungers are free to move back and forth.

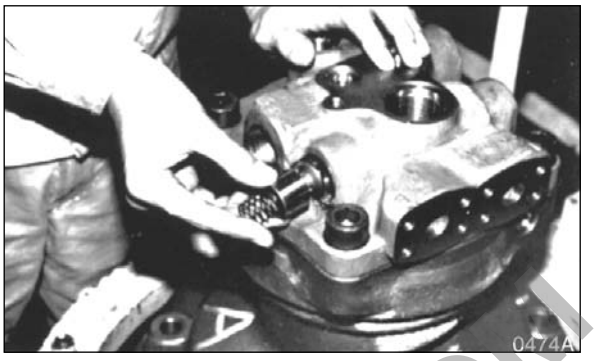


Figure 44

20. Reassemble relief valves (51) by putting rod, spring, stop and piston back together, then turning plunger side of valve up to reassemble valve body and all components of piston: spring seat, spring, bushing, retainer, O-ring and plug.



Figure 45

IMPORTANT

Be careful not to damage the plunger and spring seat.



Figure 46

21. Before replacing relief valves (51) in upper valve casing (303), install backup rings and O-rings.

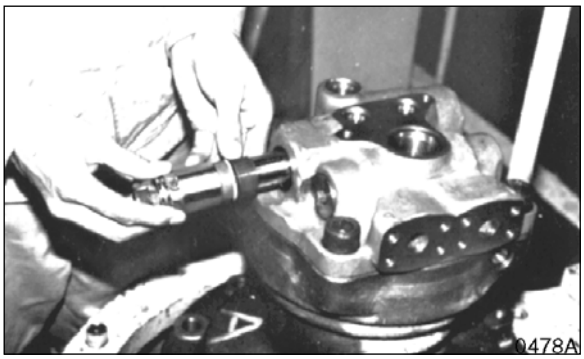


Figure 47

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2. Remove spur gear:

   A. Remove three C-type retaining rings from crank shaft.

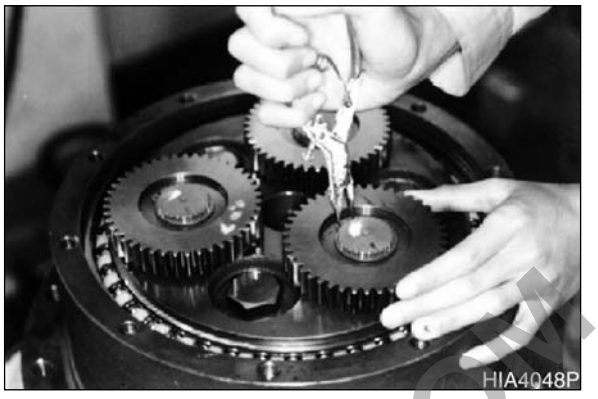


Figure 47

   B. Remove three spur gears and spacers from crank shaft



Figure 48

3. Remove flange:

   A. Turn motor around, and attach two jigs on hub and shaft to prevent them from separating and falling off work table.

   NOTE: *In next step, mark retaining rings and flange for reassembly.*

   B. Turn motor around and remove three retaining rings from flange.

   C. Loosen bolts carefully and slowly using Adapter 32 and Extension Bar: Since fastening compound is used on bolts and they are tightened to 70 ±5 kg•m (506 ±36 ft lb), work bolts in and out.



Figure 49

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Reference Number	Description
412	Socket Bolt
413	Socket Bolt
436	Socket Bolt
438	Socket Bolt
496	Expander
601	Casing
611	Feedback Lever
612	Lever (1)
613	Lever (2)
614	Portion Plug
615	Adjusting Plug
621	Compensator Piston
622	Piston Case
623	Piston Rod
624	Spring Seat (C)
625	Outer Spring
626	Inner Spring
627	Adjusting Ring (C)
628	Adjusting Screw (C)
629	Cover→ (* C *)
630	Lock Nut
631	Pf Sleeve
641	Pilot Cover
643	Pilot Piston
644	Spring Seat (Q)
645	Adjusting Ring (Q)
646	Pilot Spring
647	Adjusting Screw Bushing
651	Sleeve
652	Spool

Reference Number	Description
653	Spring Seat
654	Return Spring
655	Set Spring
656	Cover
674	Pf Piston
708	O-ring
722	O-ring
724	O-ring
725	O-ring
728	O-ring
730	O-ring
732	O-ring
733	O-ring
734	O-ring
735	O-ring
755	O-ring
756	O-ring
763	O-ring
801	Nut
814	Retaining Ring
836	Retaining Ring
858	Retaining Ring
874	Pin
875	Pin
887	Pin
897	Pin
898	Pin
924	Adjusting Screw
925	Adjusting Screw (Qi)

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BOOM LOAD HOLDING VALVE

1. When plunger is neutral (Pi pilot signal: "OFF").

   A. Spool A is in the position as shown closing off the path between chamber (1) and drain (Dr1). Chamber (1) and chamber (2) are connected through squeeze (4) and the pressure is Pc. d1 > d2, poppet B is seated closing off chambers (2 and 3).

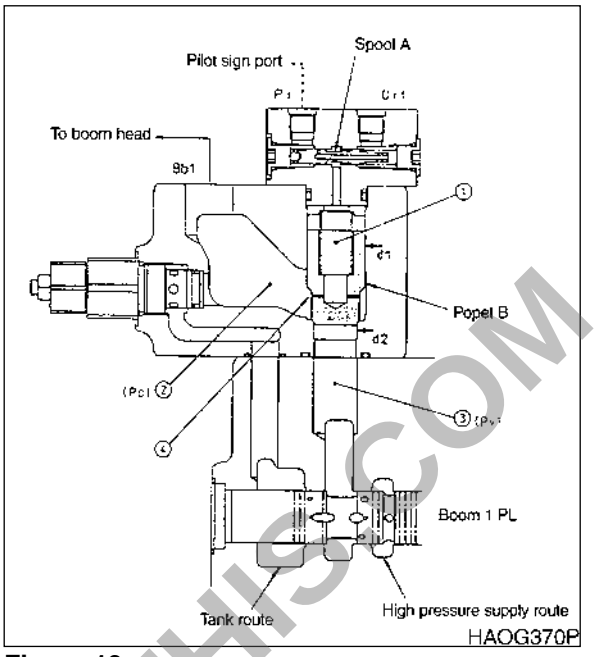


Figure 19

2. When plunger is operated.

   A. Boom-up (Pv > Pc) (Pi pilot signal: "OFF")

   As the plunger is operated, high-pressure oil flows in through chamber (3). Chamber (1) and chamber (2) pressures are Pc and equalized through squeeze (4). Pv overcomes set spring pressure and high-pressure oil is supplied to the cylinder head.

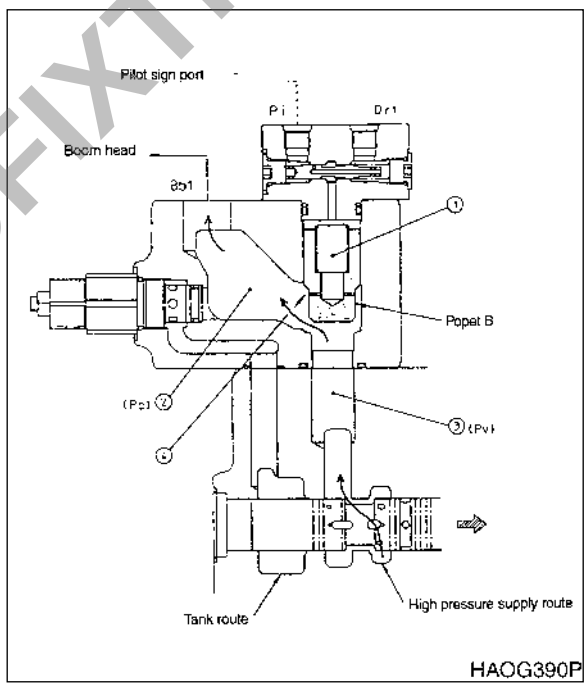


Figure 20

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3. Loosen cap (9) and remove spring (8) and poppet (7).

Cap hex hole size	8 mm
Tightening torque	5 kg•m

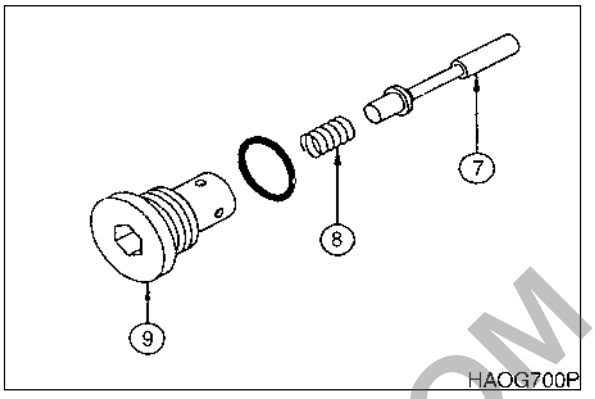


Figure 85

4. Remove sleeve from poppet bore by gently tapping it from the right side.

IMPORTANT
Be careful not to damage the edges of the inner and outer surfaces of the sleeve.

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16. Grease joint (23), swash plate (24) and push rod (14).

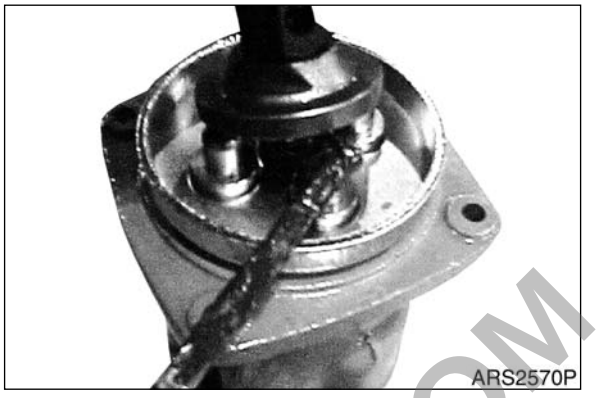


Figure 37

17. Install boot (28).

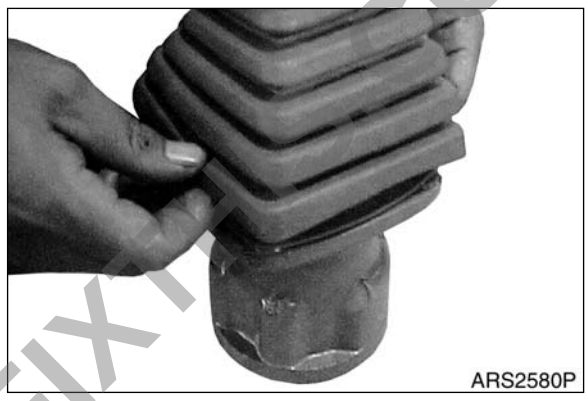


Figure 38

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ELECTRICAL SYSTEM

⚠ CAUTION!

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Use lifting and hoisting equipment capable of safely handling load.

Remember, that ultimately safety is your own personal responsibility.

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TXC 255LC-1	30001 and Up
TXC 300LC-1	30001 and Up
TXC 340LC-1	30001 and Up
TXC 420LC-1	30001 and Up
TXC 470LC-1	30001 and Up

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A. Current failure information

Current status of failure is displayed (Failure code, failure contents).

When a number of failures are produced, failure information can be checked by using "PRV" (▲, 1 on Figure 18) or "NXT" (▼, 2 on Figure 18) button.

* CODE: 12: Unique code of failure information.
* 01/02: A serial number of current failure/ total quantity of failure.

This example shows one of two failures.

B. Past failure information

Memorized record of past failure is displayed (Failure code, failure contents).

When a number of failures are produced, failure information can be checked by using "PRV" (▲, 1 on Figure 18) or "NXT" (▼, 2 on Figure 18) button.

NOTE: *" N: xxx ": "xxx" means that the totally counted number of the same failure.*

" xxxx Hr ": It will display the operation hour until the failure is generated. (Above example screen shows that breaking of a wire of pressure solenoid valve is generated at 75Hr.)

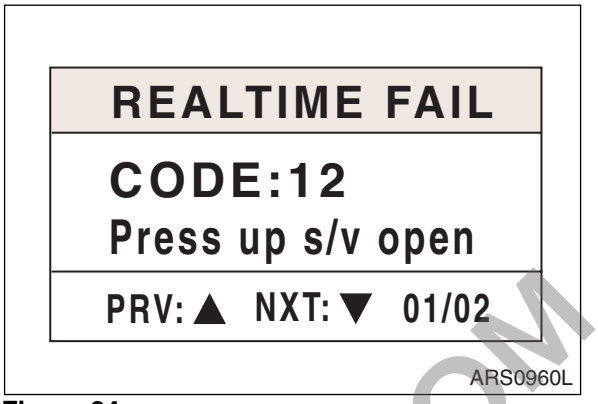


Figure 34

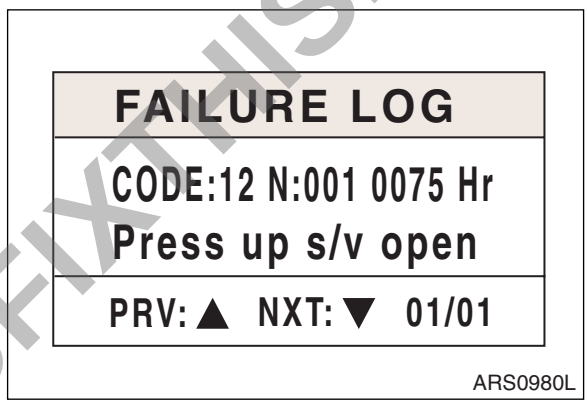


Figure 35

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SELF-DIAGNOSTIC FUNCTION

E-EPOS CONTROLLER

The system operation status and malfunction codes can be checked through the display on top of the e-EPOS controller box in the drawer under the operator's seat.

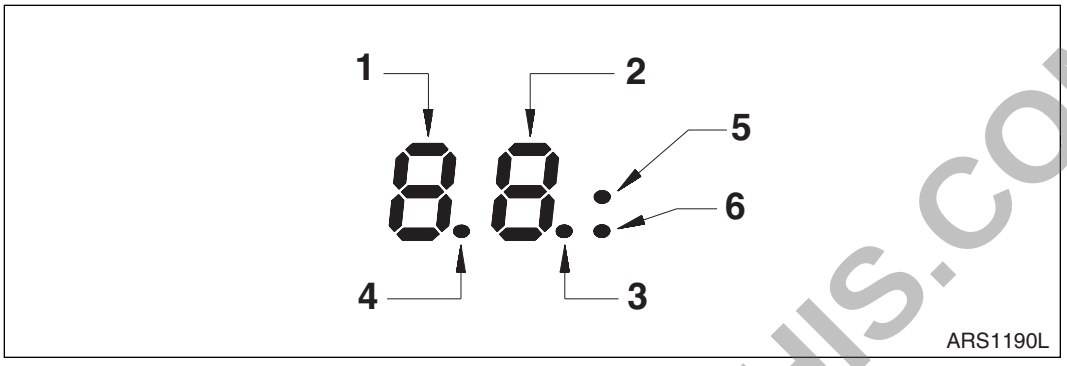


Figure 66

Reference Number	Description
1	Upper Digit
2	Lower Digit
3	Engine Speed Monitor LED (Flash Interval Increases With Engine Speed.)

Reference Number	Description
4	Power Monitor (Stays On While Power Is In Normal Range.)
5	Communication Monitor LED (Flash when normal condition)
6	

1. Power Monitor

This LED is turned off when the input voltage to the e-EPOS controller is below 18.5 ±1 V or above 32.5 ±1 V. Stays on while in normal range.

2. Engine Speed Monitor

This LED light flashes according to the engine speed. The flashing interval is proportional to the engine speed.

3. Communication Monitor

These LED lights flash when normal state of communication between main controller and instrument panel.

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