# Service manual

## Track excavator

ET35
EZ36



| | |
|---|---|
| **Vehicle type** | **E16-01, E16-02** |
| **Edition** | **1.0** |
| **Language** | **en** |
| **Document order number** | **1000396262** |

WACKER NEUSON

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## 1.3 Warning notices

The following elements identify the warnings. They are used to warn against property damage and possible personal dangers.

**DANGER**

**DANGER identifies a situation causing death or serious injury if it is not avoided.**

Consequences in case of non-observance.

► Avoidance of injury or death.

**WARNING**

**WARNING identifies a situation that can cause death or serious injury if it is not avoided.**

Consequences in case of non-observance.

► Avoidance of injury or death.

**CAUTION**

**CAUTION identifies a situation that can cause injury if it is not avoided.**

Consequences in case of non-observance.

► Avoidance of injury.

***NOTICE***

NOTICE identifies a situation that causes damage to the vehicle if it is not observed.

► Avoidance of damage to property.

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# 2 Technical data

## 2.1 Engine Yanmar

| Engine[1] | ET35/EZ36 | |
|---|---|---|
| | Tier III | Tier IV |
| Manufacturer | Yanmar | |
| Type | 3TNV88-BPWN | 3TNV88F-EPWN |
| Design | Water-cooled 3-cylinder diesel engine | |
| Intake system | Natural aspiration | |
| Cooling system | Water cooled/suction fan | |
| fuel injection system | Direct injection, injection pump distributor (gear wheel) | |
| Engine management | Mechanical | Electronic |
| Lubrication system | Force-feed lubrication with trochoidal pump | |
| Displacement | 1642 cm³ (100.2 in$^3$) | |
| Nominal bore and stroke | 88 x 90 mm<br>(3.46 x 3.54 in) | |
| Rated output at rated speed | 22.2 kW at 2400 rpm<br>(29.8 hp at 2400 rpm) | 18.2 kW at 2400 rpm<br>(24.4 hp at 2400 rpm) |
| Engine power at preset maximum engine speed (ECO) | -- | 17.8 kW at 2400 rpm<br>(23.9 hp at 2400 rpm) |
| Engine power at preset maximum engine speed (PWR) | -- | 18.2 kW at 2400 rpm<br>(24.4 hp at 2400 rpm) |
| Max. torque | 107 Nm ±3% at 1440 rpm<br>(78.9 ft.lbs ±3% at 1440 rpm) | 87.8 Nm ±3% at 1400 rpm<br>(64.76 ft.lbs ±3% at 1400 rpm) |
| Max. engine speed without load | 2500 ±25 rpm | 2430 ±10 rpm |
| Max. engine speed without load (ECO) | -- | 2200 ±10 rpm |
| Max. engine speed without load (PWR) | 2500 ±25 rpm | 2430 ±10 rpm |
| Lower idling speed | 1100 ±25 rpm | 1200 ±25 rpm |
| Fuel tank | 44 liters (11.62 gal) | |
| Valve clearance<br>(test temperature: cold) | 0.15 – 0.25 mm (0.006 – 0.01 in) | |
| Compression ratio | 19.1:1 | |
| Engine oil pressure | 3.9 – 5.4 bar (56.56 – 78.32 psi) | |
| Pressure switch for engine oil pump | 0.39 – 0.59 bar (5.69 – 8.53 psi) | |
| Thermostat opening temperature<br>Fully opened | 82.5°C ±1.5°C (172°F ±34°F)<br>95°C (203°F) | |
| Firing order | 1 - 3 - 2 (counted from the flywheel) | |
| Injection pressure | 196 bar (2843 psi) | |

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## 2.12 Tightening torques

### Engine tightening torques

| ET35/EZ36 | Nm/ft.lbs. |
|---|---|
| Cylinder-head bolt | 85.3 – 91.1/62.9 – 67.2 (M10x1.25) |
| Connecting rod bearing screw | 44.1 – 49.0/32.5 – 36.1 (M9x1) |
| Main bearing screw | 93.2 – 98.1/68.7 – 72.4 (M12x1.5) |
| Flywheel screw | 83.3 - 88.2 / 61.4 - 65.1 (M10x1.25) |
| Glow plugs | 15 - 20 / 133 - 177 (M10x1.25) |

### Model-specific tightening torques

| ET35/EZ36 | Thread | Torque Nm (ft.lbs.) |
|---|---|---|
| Live ring | M14 10.9 | 180 (133)* |
| Swivel joint | M8 10.9 | 35 (26)* |
| Gear motor | M14 10.9 | 180 (133)* |
| Track roller | M14 10.9 | 180 (133) |
| Supporting roller | M14 10.9 | 180 (133) |
| Drive pinion | M14 10.9 | 110 (81)* |
| Travel drive | M12 10.9 | 110 (81)* |
| Angled engine bracket | M10 8.8 | 45 (33) |
| Engine bearing | M10 8.8 | 45 (33) |
| Pump base | M10 8.8 | 45 (33) |
| Pump | M12 10.9 | 110 (81)* |
| Bumper | M20 10.9 | 570 (420)* |
| Extra weight | M20 10.9 | 570 (420)* |

*) All connections with an * must be glued with Loctite S2420 or VaryBond 12-43.

### General tightening torques

**Information**

When tightening screw connections, pay attention to bonding.
Glued screw connections can be found in the spare parts book of the vehicle.

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## 3.5 Maintenance plan

| Daily maintenance (operator) | | |
|---|---|---|
| **Symbol** | **Inspection work**<br>(Check the following fluids and lubricants, check the oil levels after a test run and add oil if necessary) | **Page** |
|  | Check the fluids and lubricants (engine oil, engine coolant, hydraulic oil) | -- |
|  | Check the radiator and hydraulic oil cooler for dirt, clean them if necessary | -- |
|  | Check the fuel radiator for dirt, clean it if necessary | -- |
|  | Lubricate the vehicle according to the lubrication schedule | -- |
|  | Check the dirt indicator on the air filter[1] (only Tier IV) | -- |
|  | Water separator (prefilter) and fuel filter: drain water | -- |
|  | Check the track tension and retension the tracks if necessary | -- |
|  | Check the engine air intake | -- |
|  | Check pin lock | -- |
|  | Check line fixtures | -- |
|  | Check the indicator lights and acoustic warning device | -- |
|  | Check the swivel unit brake for correct function | -- |

1. Air filter replacement according to the dirt indicator, every 1000 o/h or once a year at the latest. (Replace after 50 o/h when in extensive use in environments with acidic air, such as acid production facilities, steel and aluminum mills, chemical plants and other nonferrous-metal plants, independently of the dirt indicator; Get in touch with your Wacker Neuson dealer

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## Changing engine oil

**WARNING**

**Caution when draining hot engine oil**

Burn hazard!

- ► Wear protective gloves
- ► Use suitable tools

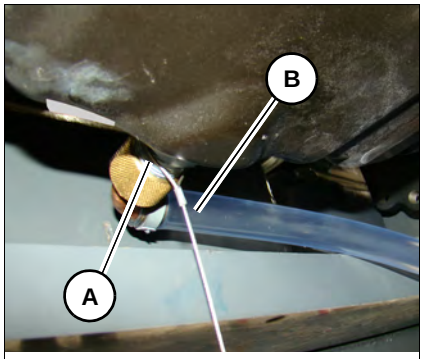


Fig. 79 Service valve (symbol photo)

1. Let the engine run until it reaches its operating temperature (oil temperature about 80 °C/176 °F).
2. Park the machine – *see chapter "3.6 Parking the machine" on page 3-15*.
3. Open the engine cover – *see chapter " Engine cover" on page 3-17*.
4. If necessary remove the maintenance cover on the underbody – *see chapter " Underbody maintenance covers" on page 3-20*.
5. Place a suitable container under the oil drain plug.
6. Carefully unscrew the oil drain plug with a suitable tool.
7. When using a service valve, fit the drain hose **A** (included in the scope of delivery).
8. Completely drain the oil.
9. Replace the sealing ring of the oil drain plug.
10. Screw in the oil drain plug and tighten it to 55 Nm (41 ft.lbs).
11. Clean the area around the oil filler cap with a lint-free cloth.
12. Add fresh engine oil.
13. Start the engine and let it run briefly at low speed.
14. Stop the engine.
15. Wait about 5 minutes until all the oil has run into the oil sump.
16. Check the oil level and add engine oil if necessary.
17. Completely remove any traces of dirt from the engine.
18. Close and lock the engine cover.
19. If necessary fit the maintenance cover on the underbody – *see chapter " Underbody maintenance covers" on page 3-20*.

**Environment**

Use a suitable container to collect fluids and lubricants as they flow out and dispose of them in an environmentally friendly manner.

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## 4.3 Fuel system

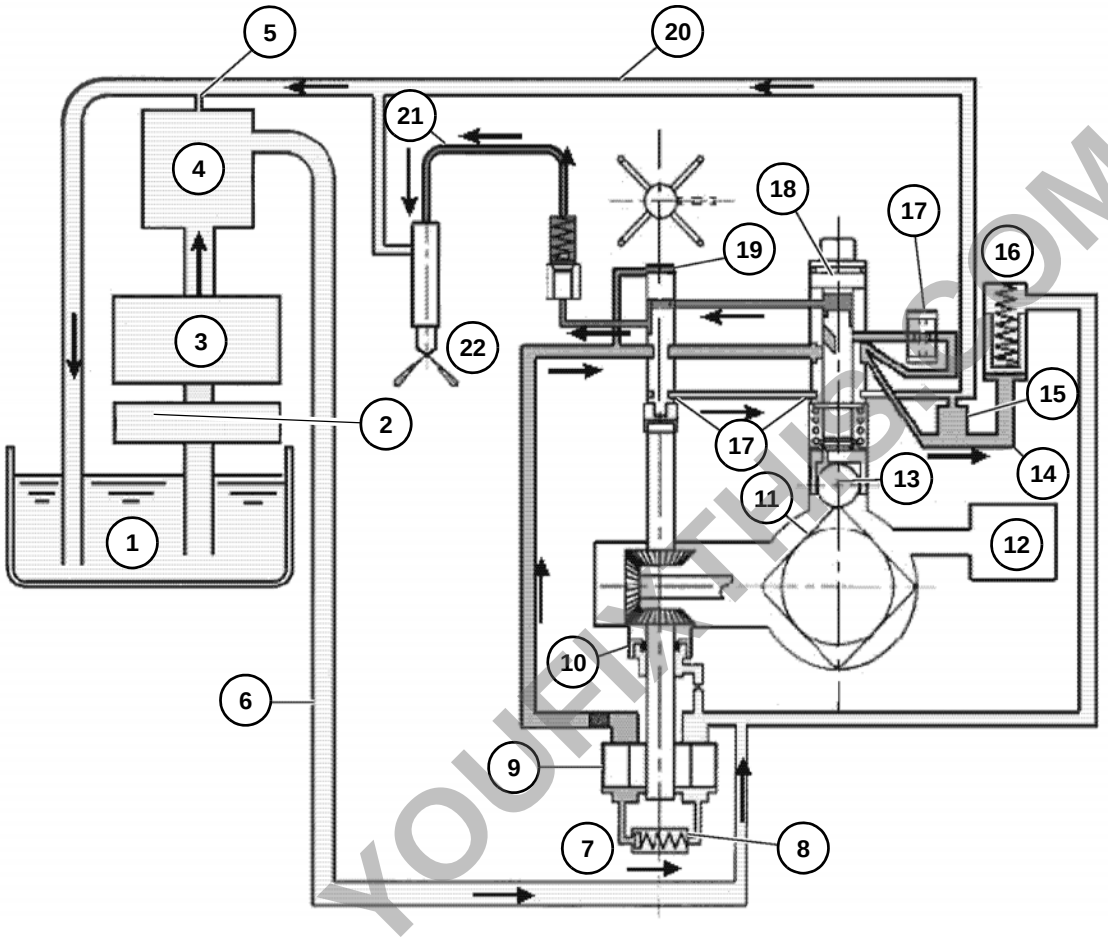



Fig. 168 Fuel system (schematic)

| Item | Designation | Item | Designation |
|---|---|---|---|
| 1 | Fuel tank | 12 | Engine crankcase |
| 2 | Fuel filter/water separator | 13 | Tappet |
| 3 | Electronic fuel pump | 14 | High-pressure line |
| 4 | Fuel filter | 15 | Overflow opening |
| 5 | Vent hole | 16 | Pressure accumulator |
| 6 | Fuel line | 17 | Piston |
| 7 | Low-pressure line | 18 | Tappet |
| 8 | Pressure valve | 19 | Distribution shaft |
| 9 | Trochoidal pump | 20 | Fuel return line |
| 10 | Sealing ring | 21 | High-pressure fuel injection lines |
| 11 | Fuel injection pump cam | 22 | Fuel injector |

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## Engine malfunctions

| Problem | | | Possible causes |
|---|---|---|---|
| Engine does not start or is not easy to start | Starter does not turn | ECU indicator light does not illuminate after activating the key-operated switch (Tier IV) | Blown fuse |
| | | | Open wiring |
| | | | Short circuit in wiring (broken insulation), other device draws too much current |
| | | | Malfunctioning, interrupted key-operated switch |
| | | | Main relay error |
| | | | Error in ECU self-diagnosis |
| | | ECU indicator light illuminates briefly (2 seconds) after activating the key-operated switch (Tier IV) | Blown fuse |
| | | | Malfunctioning starter |
| | | | Open wiring |
| | | | Battery voltage too low |
| | | | Starter relay error, interrupted or short circuit |
| | | | Alternator relay error (contact error that is not detected by the ECU) |
| | | | Malfunctioning ECU |
| | | | ECU control function in operation |
| | | | Operating error of speed variable solenoid |
| | | | Interruption/short circuit of speed variable solenoid relay |
| | | | Error in ECU self-diagnosis |

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## 5.1 Overview of components

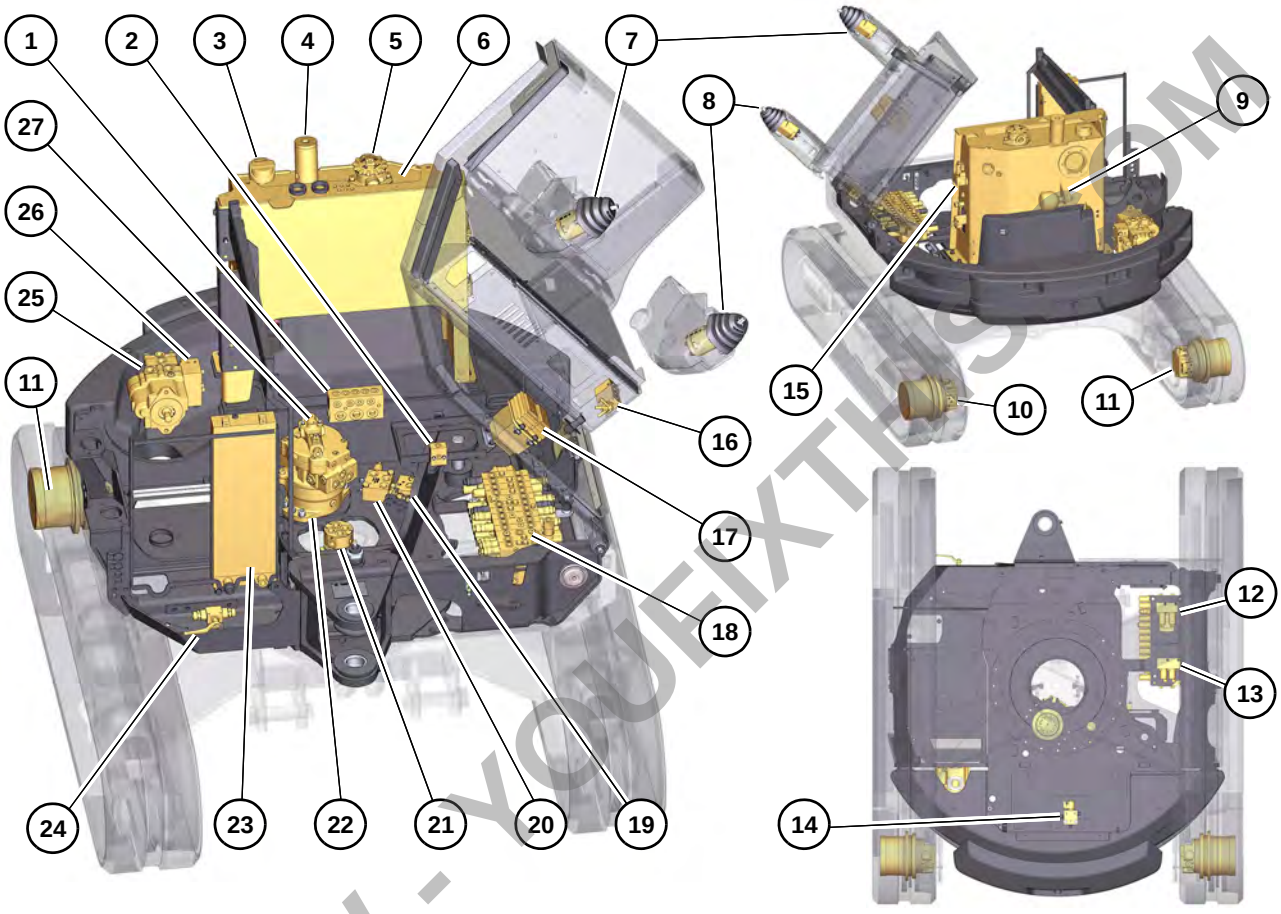



Fig. 170 View from the front, from the rear and from below

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## 6.8 CAN-Bus

The data exchange between the controllers occurs via the CAN bus.

The resistance value must be measured in order to check the status of the CAN bus.

In a proper condition, the resistance value is 60 Ω.

➥ If the measurement results in 120 Ω or a different value differing from 60 Ω, there is an error (e.g. short circuit, resistance defect).

The CAN bus is divided up as follows:

- Vehicle-CAN
- Motor-CAN

The view of the following plugs is from the rear.

### Diagnostic plug Wanda XE04 (Tier IV and Tier III only for VDS/HSWS)

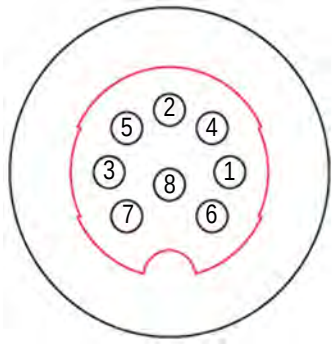



Fig. 225 Diagnostics Wanda XE04

The terminal resistances for the vehicle CAN and for the engine CAN bus can be measured at the Wanda XE04 diagnostic plug. It is located in the main fuse box in the engine compartment.

PIN for the measurement:

| Connector | PIN | Correct resistance value |
|---|---|---|
| Diagnostics Wanda XE04 | Engine CAN Low PIN 1 | 60 Ω |
| | Engine -CAN high PIN 2 | |
| | Vehicle CAN low PIN 5 | 60 Ω |
| | Vehicle CAN high PIN 6 | |

### Vehicle-CAN

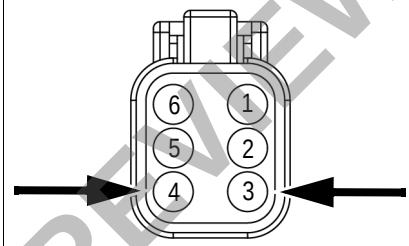



Fig. 226 Display plug XA01

#### Display plug XA01

The terminal resistor integrated in the 3.5” display can be measured via the display plug XA01.

PIN for the measurement:

| Connector | PIN | Correct resistance value |
|---|---|---|
| Display plug XA01 | CAN low PIN 3 | 120 Ω[1] |
| | CAN high PIN 4 | |

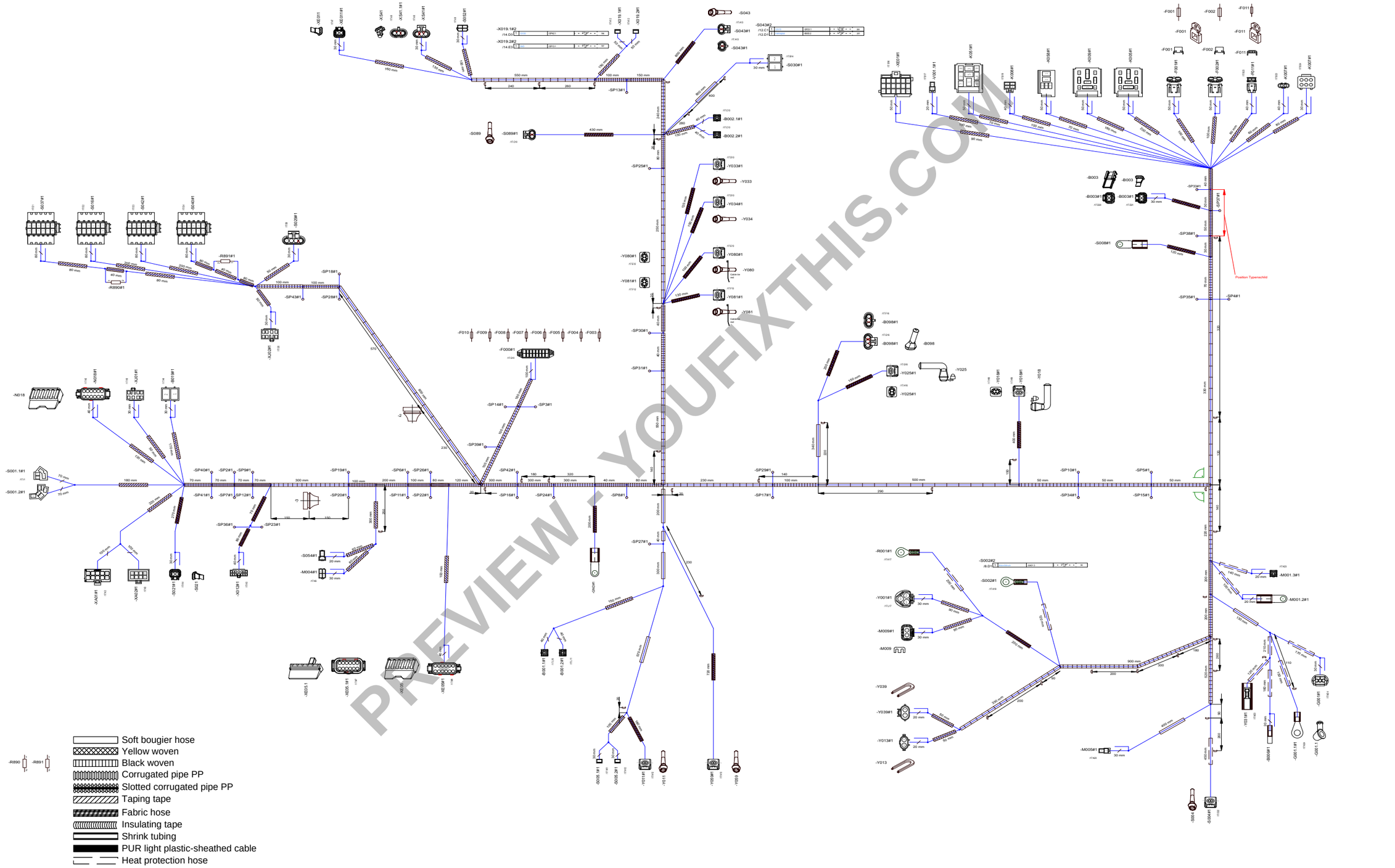
1. To measure the resistance value, the display plug must be unplugged, where by the CAN bus is interrupted. Therefore, a value of 120 Ω must be measured here.

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## 8.25 Main wiring harness Tier III

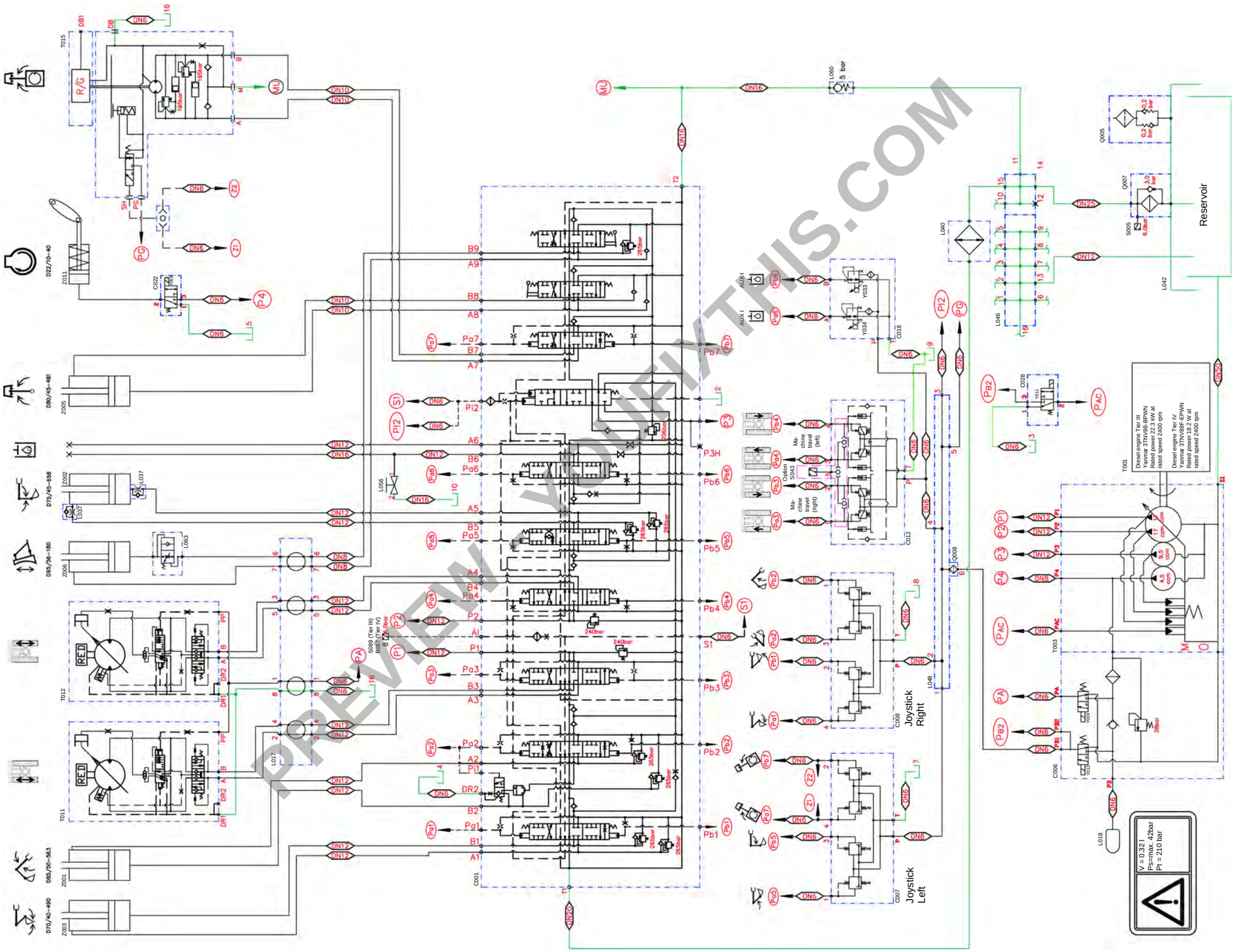



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## 9.2 Hydraulics diagram ET35/EZ36




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| Engine – Perkins/Deutz | | | Also refer to Electronics N | |
|---|---|---|---|---|
| Engine error (diesel engine electronics) | N005 | 27-6000 | | |
| Contact the technical support for detailed engine failure information (SPN)! | | | | |

| Sensors, signal transmitters (electrical system) | B | 517000-517399 | | |
|---|---|---|---|---|
| Fuel indicator | B001 | 517000 | | |
| Horn | B002 | 517001 | | |
| Reversing warning system | B003 | 517002 | | |
| Front axle steering sensor | B004 | 517003 | | |
| Rear axle steering sensor | B005 | 517004 | | |
| Engine temperature sensor | B006 | 517005 | | |
| Hydraulic oil temperature sensor | B007 | 517006 | | |
| Load sensor – strain gage | B008 | 517007 | | |
| Speed sensor | B009 | 517008 | | |
| Diesel engine speed | B010 | 517009 | | |
| Loudspeaker | B011 | 517010 | | |
| Loudspeaker | B012 | 517011 | | |
| Proximity switch | B013 | 517012 | | |
| Engine preheating system temperature sensor | B014 | 517013 | | |
| Coolant level sensor | B015 | 517014 | | |
| Fan control temperature sensor | B016 | 517015 | | |
| Gearbox input speed transmitter | B017 | 517016 | | |
| Buzzer | B018 | 517017 | | |
| Quickhitch buzzer | B019 | 517018 | | |
| Camshaft speed | B020 | 517019 | | |
| Charge air sensor (temperature/pressure) | B021 | 517020 | | |
| Rail/fuel pressure sensor | B022 | 517021 | | |
| Engine oil pressure sensor | B023 | 517022 | | |
| Fuel low pressure sensor | B024 | 517023 | | |
| Crankshaft speed | B025 | 517024 | | |
| Telescopic boom sensor (extended, rear) | B026 | 517025 | | |
| Telescopic boom sensor (extended, middle) | B027 | 517026 | | |
| Automatic bucket reverse angle of rotation sensor | B028 | 517027 | | |
| | | 517137 | | |
| Bucket repositioning angle of rotation (signal 2) | B028.2 | 517113 | | |
| Particulate filter temperature sensor | B029 | 517028 | | |
| Particulate filter temperature sensor | B030 | 517029 | | |
| Outside temperature sensor | B031 | 517030 | | |
| Cabin temperature sensor | B032 | 517031 | | |
| Air duct temperature sensor | B033 | 517032 | | |
| Fan control temperature sensor | B034 | 517033 | | |
| Pressure sensor (exhaust gas back pressure after turbocharger) | B035 | 517034 | | |
| Exhaust gas mass flow sensor | B036 | 517035 | | |

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## Secondary pressure limiting valve on gear motor

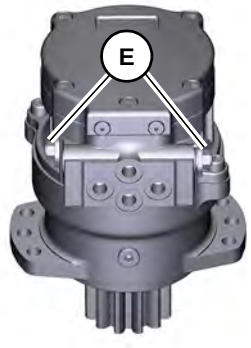



Fig. 131 Secondary pressure relief valve SDBV

### Checking secondary pressure limit

1. Connect a pressure gage to measurement connection MC 3.
2. Place the bucket or the boom against the ground or the stabilizer blade, or make the machine travel against hydraulic resistance.
3. Check and make a note of the pressure value.

### Setting the secondary pressure relief valve on gear motor

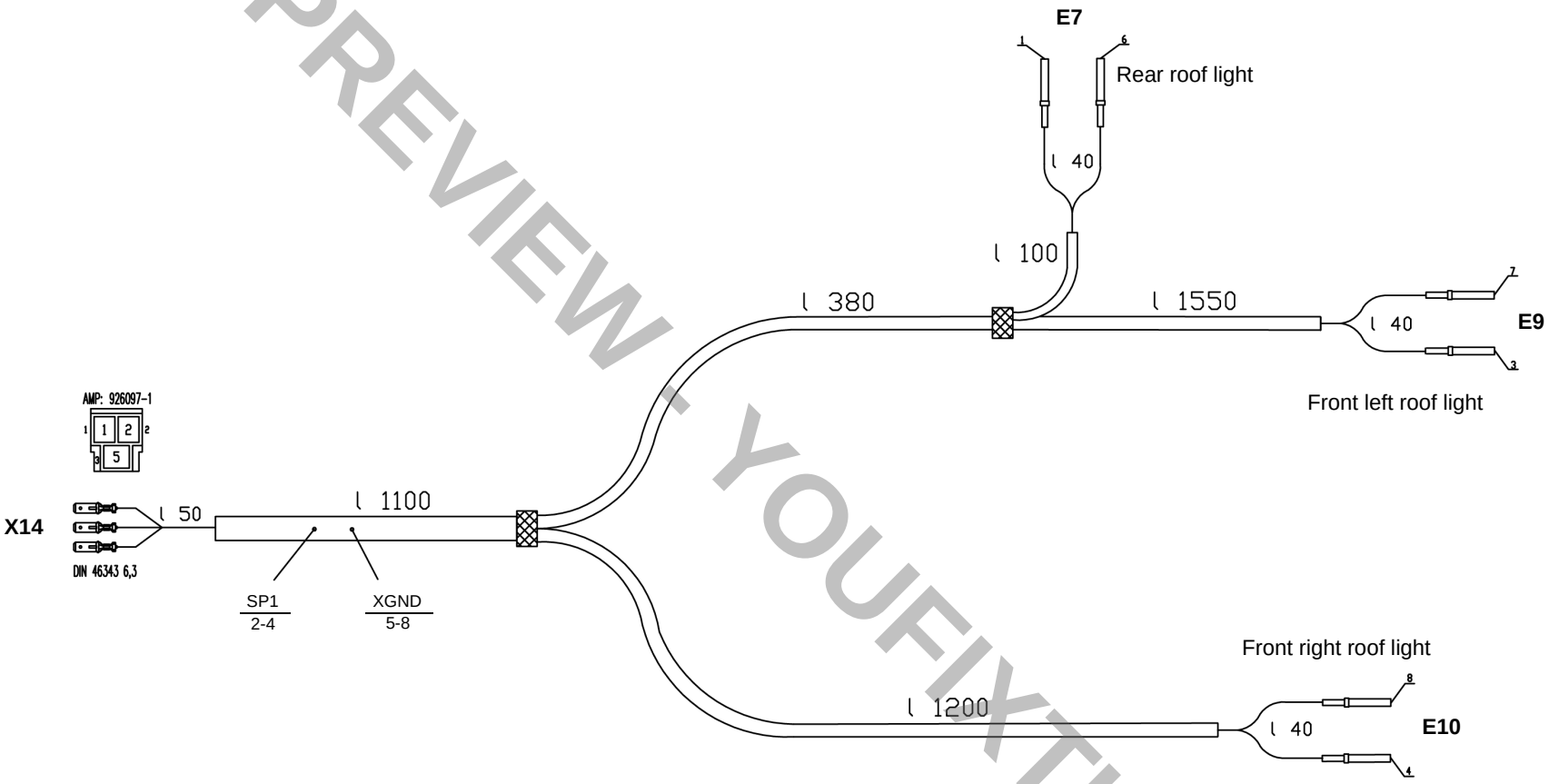
1. Loosen the lock nut at the secondary pressure limits **E** at the gear motor.
2. Unscrew the pressure limiting valve until you can read off a pressure drop on the pressure gage.
   ➥ The valve seat may be stuck and must be loosened first.
3. Setting the specified pressure at the secondary pressure limits and tightening the lock nut.
4. After tightening the lock nut, check the pressure again.

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# 8.7 Canopy headlight wiring harness




| Strand no. | From | To | mm² | Color | Function |
|---|---|---|---|---|---|
| 1 | X14/1 | E7/1 | 1 | vt | Rear roof light |
| 2 | X14/2 | SP1 | 1.5 | vt | Front roof lights |
| 3 | E9/1 | SP1 | 1 | vt | Front roof lights |
| 4 | E10/1 | SP1 | 1 | vt | Front roof lights |
| 5 | X14/3 | XGND | 2.5 | blk | Ground |
| 6 | E7/2 | XGND | 1 | blk | Ground |
| 7 | E9/2 | XGND | 1 | blk | Ground |
| 8 | E10/2 | XGND | 1 | blk | Ground |

Corrugated pipe
Taping tape
Shrink tubing





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