2. TECHNICAL DATA

2. Technical Data

2-1. Specifications

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2-6 Periodic Inspection and Servicing

○: Verification and adjustment ●: Replacement □: Cleaning ■: Greasing

Parts & Operations		Daily	Every 50h	Every 500h	Every 1000h / Every year	Every 2000h / Every two years
General	Missing or broken parts	○				
	Tightening of nuts and bolts	○				
	engine and battery in good condition	○				
	Machine	□				
Transmissions	Travel gears		● 1st time	○	●	
Hydraulic circuit	Hydraulic oil	○			●	
	Aspiration filter				□	
	Hydraulic oil return filter		● 1st time	●		
	Control filters				●	
	Operation of the accumulator	○				
Greasing	Greasing points	■				
	Rotation pin and crown		■			
Chassis	Bearing rollers and bearings, idler wheels	○			■	
	Track tension	○				
Electrical equipment	Headlights, horn, travel alarm	○				
	Dashboard and indicators	○				
	System state	○				
Engine	Water separator	○				
	GO filter			●		
	Air filter (dusty atmosphere every 250 h)			●		
	Engine oil	○	● 1st time	●[8]		
	Oil filter		● 1st time	●[8]		
	Cooling fluid	○				●
	Belt	○			●	
	Radiator vents	○		□		
	Fuel hose, coolant hose					●
	Intake and exhaust valves				○	
	Injectors and injection pressure					○
	Air conditioning				○	

8. Every 500h / Every year

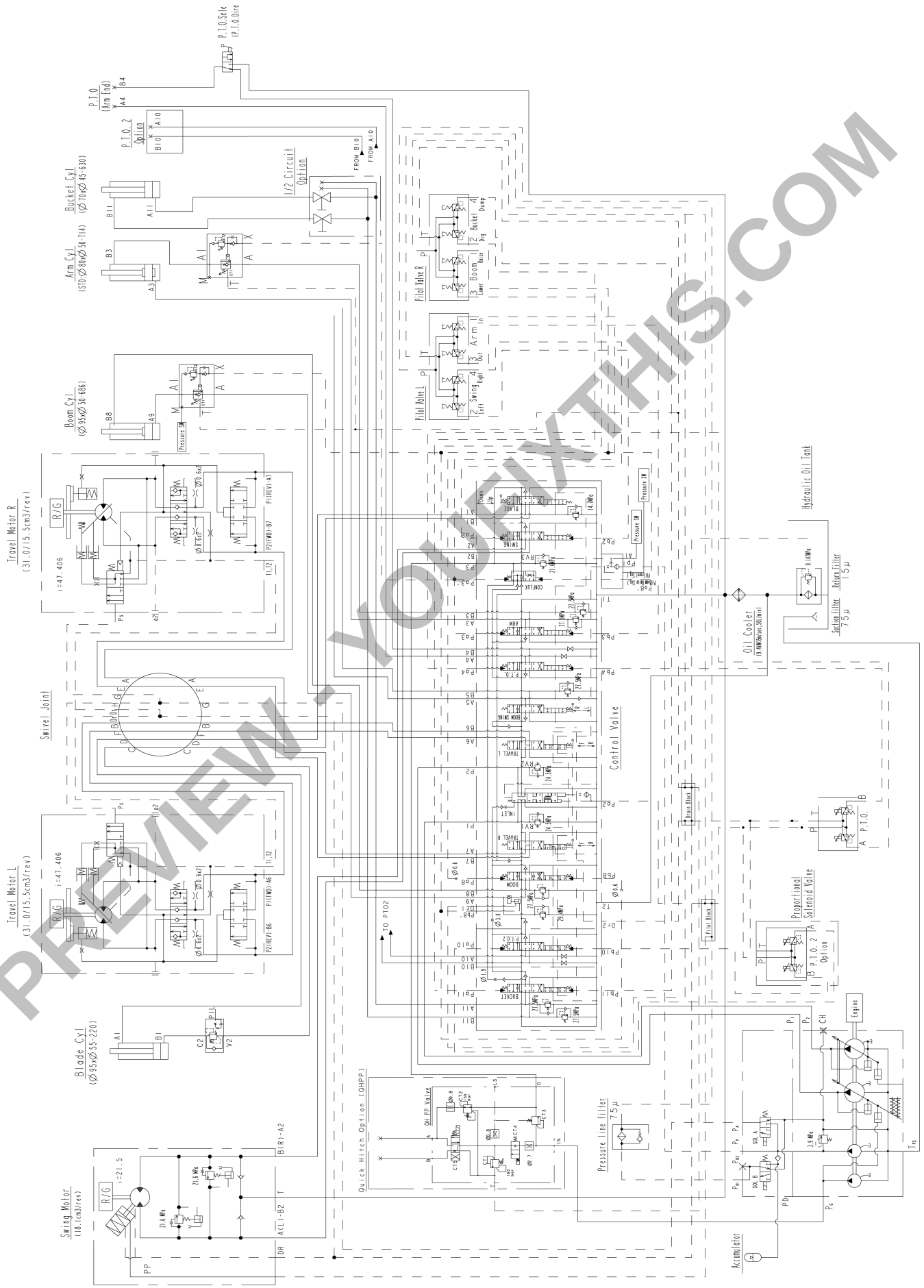
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2-7 Fuel, Lube Oil and Grease Recommended

Components	Fluid	Temperatures °C								Quantity prescribed (L)	
		-	-20	-10	0	10	20	30	+		
Thermal engine	Engine oil		SAE 10W CDSAE 10W CJ-4							7,4	–
			SAE 10W-30 CDSAE 10W-30 CJ-4								
				SAE 15W-40 CDSAE 15W-40 CJ-4							
Travel gears	Box oil	SAE 90 (GL-4)								1,2	by reducer
Hydraulic circuit	Hydraulic oil			ISO VG46						38,0	in the tank
										36,0	the rest
Fuel tank	Diesel				N° 2-D					66,0	–
			N° 3-D								
		N° 3-D (S)									
Cooling system	Long-life cooling fluid **YANMAR POWER COOLANT B–36**									6,7	radiator
										0,4	the expansion flask

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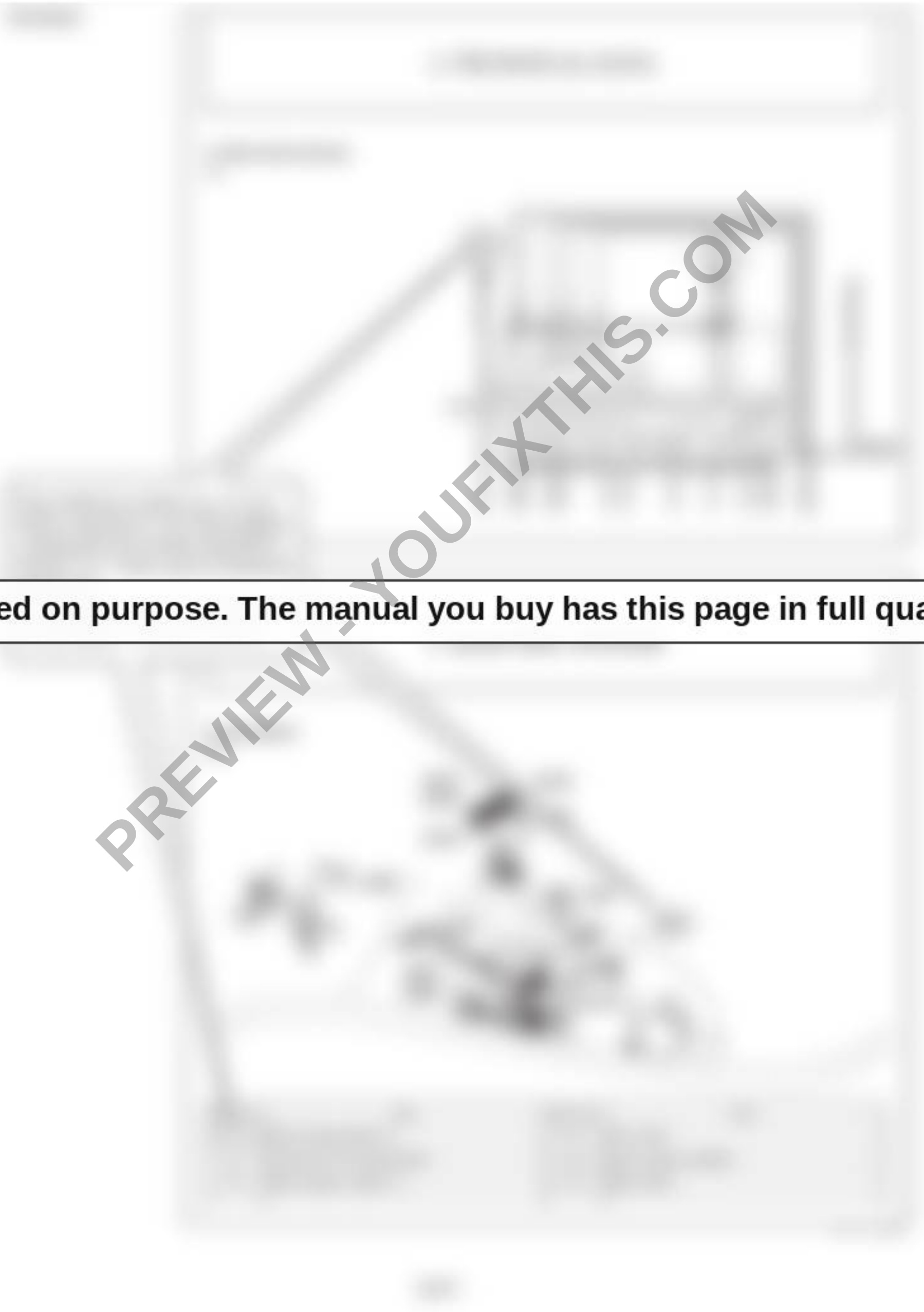
2-8 Hydraulic Circuit Schematic



2. TECHNICAL DATA

2-9 Wiring Diagram

- **Reference numbers**



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3. SERVICE STANDARDS

3-7 List of Tightening Torque

3-7-1 Machine

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5-4 Error Code List

Error code	Classification	Error description	Detection condition	Causes	Corrective measures
00 000091.00	Caution	Accelerator sensor malfunction: above normal operating range (SAEJ1843)	Sensor voltage is 4.6 V or more, or 0.2 V or less.	• Connection failure of connectors • Harness wiring failure (engine control dial wiring disconnected or short circuited to GND) • Defective accelerator sensor • Engine ECU internal circuit failure	Check the connectors, harnesses and engine control dial. Turn the starter switch to the “OFF” position and then to the “ON” position to check if the error code is displayed again.
00 000091.01	Caution	Accelerator sensor failure: below normal operating range (SAEJ1843)	Sensor voltage is 4.6 V or more, or 0.2 V or less.	• Connection failure of connectors • Harness wiring failure (engine control dial wiring disconnected or short circuited to GND) • Defective accelerator sensor • Engine ECU internal circuit failure	Check the connectors, harnesses and engine control dial. Turn the starter switch to the “OFF” position and then to the “ON” position to check if the error code is displayed again.
00 000091.02	Caution	Accelerator sensor malfunction: intermittent failure	Sensor voltage is 4.6 V or more, or 0.2 V or less.	• Connection failure of connectors • Harness wiring failure (nearly broken wiring of sensor signal line, sensor 5 V line or sensor GND line) • Defective accelerator sensor • Engine ECU internal circuit failure	Check the connectors, harnesses and accelerator sensor. Turn the starter switch to the “OFF” position and then to the “ON” position to check if the error code is displayed again.
00 000091.03	Caution	Accelerator sensor malfunction: short circuit to high voltage side	Sensor voltage is 4.6 V or more, or 0.2 V or less.	• Connection failure of connectors • Harness wiring failure (sensor GND line disconnected or sensor signal line short circuited to power supply) • Defective accelerator sensor • Engine ECU internal circuit failure	Check the connectors, harnesses and accelerator sensor. Turn the starter switch to the “OFF” position and then to the “ON” position to check if the error code is displayed again.
00 000091.04	Caution	Accelerator sensor malfunction: short circuit to low voltage side	Sensor voltage is 4.6 V or more, or 0.2 V or less.	• Connection failure of connectors • Harness wiring failure (sensor signal line disconnected or short circuited to GND, or sensor 5V line disconnected or short circuited to GND) • Defective accelerator sensor • Engine ECU internal circuit failure	Check the connectors, harnesses and accelerator sensor. Turn the starter switch to the “OFF” position and then to the “ON” position to check if the error code is displayed again.
00 000091.15	Caution	Accelerator sensor malfunction: disabled (SAEJ1843)	Sensor voltage is 4.6 V or more, or 0.2 V or less.	Engine ECU map data setting fault	Turn the starter switch to the “OFF” position and then to the “ON” position to check if the error code is displayed again.
00 000100.01	Warning	Abnormal engine oil pressure	Engine oil pressure switch is on after engine has started.	• Low engine oil pressure • Defective engine oil system • Harness wiring failure (engine oil pressure switch wiring short circuited to GND) • Defective engine oil pressure switch • Engine ECU internal circuit failure	Inspect the engine oil system. Check the harnesses and engine oil pressure switch. Turn the starter switch to the "OFF" position and then to the "ON" position to check if the error code is displayed again.
00 000100.04	Warning	Engine oil pressure switch failure	Engine oil pressure switch is off while engine is stopped with starter switch in the "ON" position.	• Connection failure of connectors • Harness wiring failure (engine oil pressure switch wiring disconnected or short circuited to power supply) • Defective engine oil pressure switch • Engine ECU internal circuit failure	Check the connectors, harnesses and engine oil pressure switch. Turn the starter switch to the "OFF" position and then to the "ON" position to check if the error code is displayed again.
00 000110.00	Warning	Engine coolant temperature sensor malfunction: too high	Sensor voltage is 4.8 V or more.	• Engine overheating • Insufficient amount of engine coolant • Defective engine cooling system • Defective coolant temperature sensor system	Inspect the engine cooling system. Check the connectors, harnesses and coolant temperature sensor. Turn the starter switch to the “OFF” position and then to the “ON” position to check if the error code is displayed again.
00 000110.02	Warning	Engine coolant temperature sensor malfunction: intermittent failure	Error undefined is detected 10 times.	• Connection failure of connectors • Harness wiring failure (nearly broken wiring of sensor signal line, sensor 5 V line or sensor GND line) • Defective coolant temperature sensor • Engine ECU internal circuit failure	Check the connectors, harnesses and coolant temperature sensor. Turn the starter switch to the “OFF” position and then to the “ON” position to check if the error code is displayed again.
00 000110.03	Warning	Engine coolant temperature sensor malfunction: short circuit to high voltage side	Sensor voltage is 4.8 V or more.	• Connection failure of connectors • Harness wiring failure (sensor signal line disconnected or short circuited to power supply, or sensor GND line disconnected) • Defective coolant temperature sensor • Engine ECU internal circuit failure	Check the connectors, harnesses and coolant temperature sensor. Turn the starter switch to the “OFF” position and then to the “ON” position to check if the error code is displayed again.

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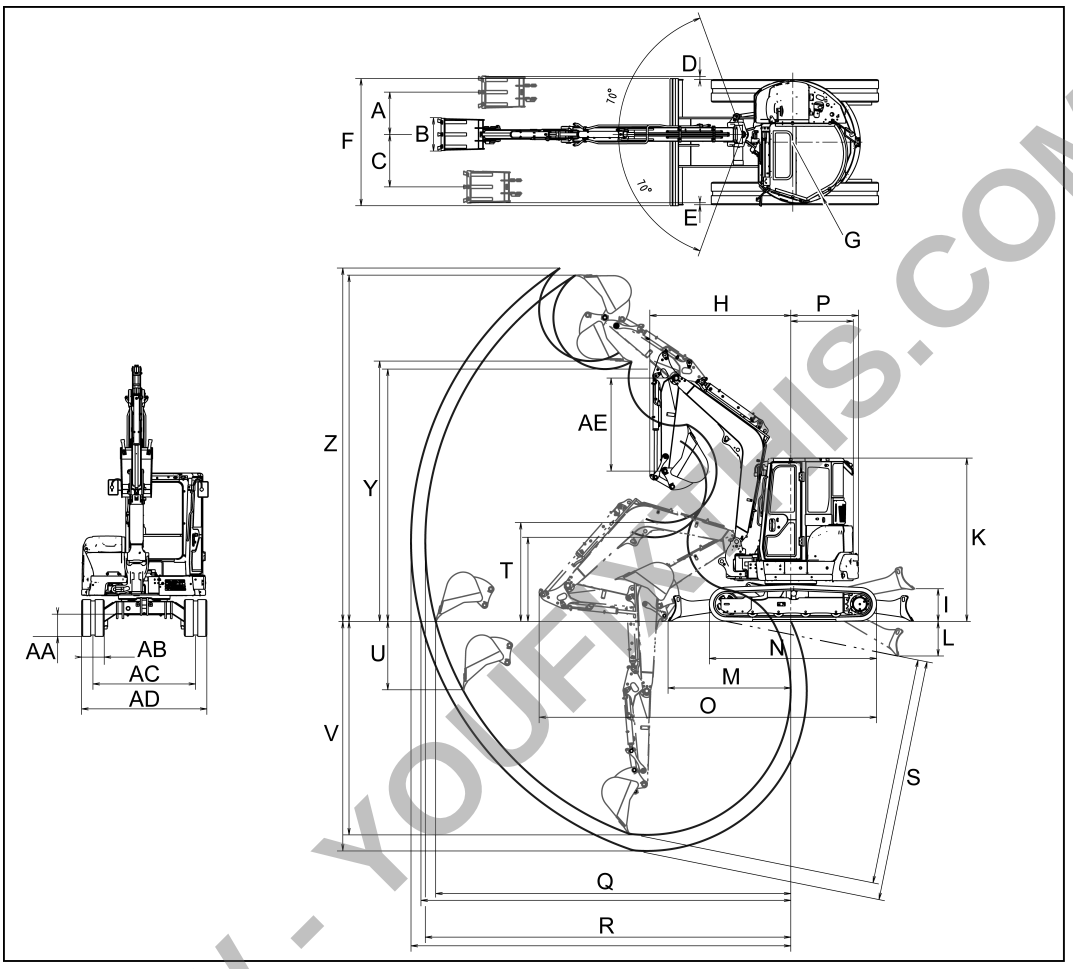
4-12 Troubleshooting

4-12-1 Quick Reference Table for Troubleshooting

The following table summarizes the general trouble symptoms and their causes. If any trouble symptom occurs, take corrective action before it becomes a serious problem so as not to shorten the engine service life.

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2-2 Outline Drawing and Working Area



Unité : mm		
A	655	
B	500	
C	815	
D	25	
E	55	
F	1970	
G	995	
H <swing>	2160 <1760>	
I	510	
K	2540	
L	535	
M	1900	
N	2590	
O	5515	5595
P	995	1070

Unité : mm		
Q	5910	6185
R	6055	6330
S	3900	4185
T	1670	1335
U	1090	1090
V	3650	3945
Y	4280	4460
Z	5720	5900
AA	345	
AB	400	
AC	1590	
AD	1990	
AE	1650	1940

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1 – Crankcase breather cover
2 – Diaphragm spring
3 – Diaphragm cup
4 – Crankcase breather diaphragm
5 – Oil fill cap
6 – Valve cover nut
7 – Valve cover nut O-ring
8 – Valve cover gasket
9 – Support bolt
10 – Rocker arm shaft support
11 – Wave washer
12 – Fuel injector retainer bolt
13 – Valve adjusting screw (primary)
14 – Valve adjusting screw lock nut (primary)
15 – Rocker arm shaft aligning stud
16 – Fuel injector retainer
17 – Valve stem seal
18 – Valve guide
19 – Cylinder head
20 – Intake valve
21 – Exhaust valve
22 – Cylinder head gasket
23 – Fuel injector nozzle protector
24 – Fuel injector nozzle seat
25 – Valve spring
26 – Valve bridge guide
27 – Spring retainer
28 – Valve keepers
29 – Valve bridge
30 – Valve bridge seat
31 – Valve adjusting screw lock nut (secondary)
32 – Valve adjusting screw (secondary)
33 – Push rod
34 – Rocker arm shaft
35 – Crankcase breather components
36 – Valve cover

Disassembly of 4-Valve Cylinder Head

Prepare a clean, flat working surface on a workbench large enough to accommodate the cylinder head assembly. Discard all gaskets, O-rings and seals. Use new gaskets, O-rings and seals on reassembly of the cylinder head.

1. Drain the coolant from the engine into a suitable container.

NOTICE

Identify all parts and their location using an appropriate method. It is important that all parts are returned to the same position during the reassembly process.

2. Remove the high pressure fuel injection lines **(Figure 4-2-40, (1))**. *See Removal of Fuel Injectors on page 4-3-25.*

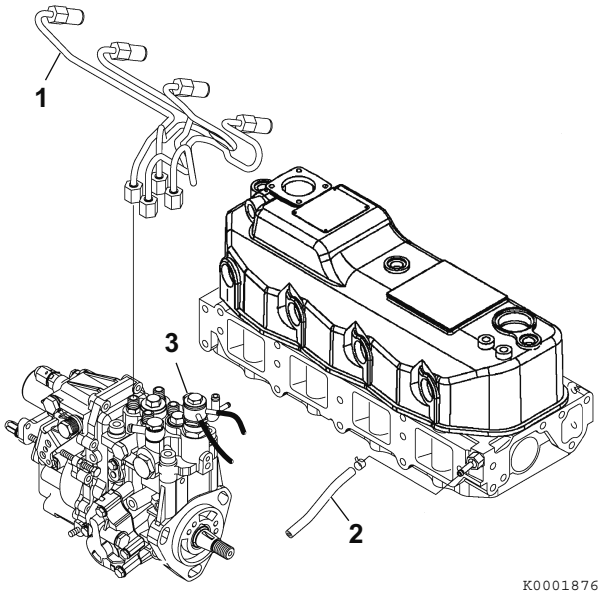


Figure 4-2-40

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CHAPTER 1

GENERAL CAUTIONS FOR MAINTENANCE WORK

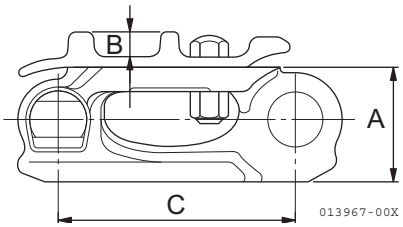
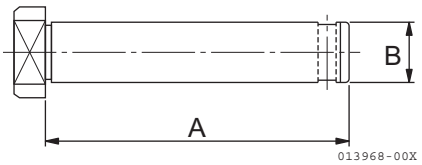
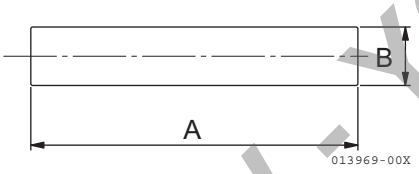
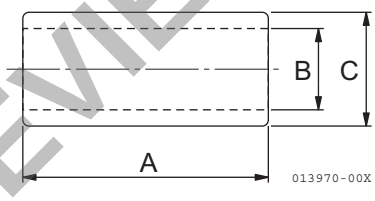
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1-2 Safety Precautions....1-1
1-3 Preparations....1-1
1-4 Cautions for Disassembly and Reassembly....1-1
1-5 Cautions for Removal and Installation of Hydraulic Equipment....1-2
1-6 Cautions for Removal and Installation of Hydraulic Piping....1-2
1-7 Cautions for Handling Seals....1-3
1-8 Correct Installation of Hydraulic Hose....1-3
1-9 Specifications of Hydraulic Hose....1-6
1-10 Air Release of Hydraulic Equipment....1-8

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3-3-2 Steel Crawler Specifications

Unit : mm

Applicable model	ViO57-6A		
Part	Measuring position	Standard	Wear limit
Steel crawler specifications			
(1) Crawler link  ***Note :*** *For the link pitch, measure 5 links at three places and obtain the average value.*	A	67	64
	B	14	9
	C	135	136,5
(2) Master pin 	A	133	-
	B	Ø22,15	Ø19,92
(3) Pin 	A	140	-
	B	Ø22,3	Ø20,07
(4) Bush & master bush 	A	79,8	-
	B	Ø22,5	Ø24,1
	C	Ø35	Ø33,2

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■ Removal of rocker arm assembly

1. Remove the fuel injectors from the cylinder head. *See Removal of Fuel Injectors on page 4-3-25.*
2. Remove the bolts **(Figure 4-2-44, (1))** that retain the rocker arm shaft supports to the cylinder head.
3. Remove the rocker arm and shaft assembly from the cylinder head.

   Note: Identify the push rods and valve bridges so they can be installed in their original locations.

4. Remove the push rods **(Figure 4-2-44, (2))**.
5. Remove the valve bridge assemblies **(Figure 4-2-44, (3))**. Remove the seat **(Figure 4-2-44, (4))** from each valve bridge.
6. Identify all parts so that they will be reinstalled in their original locations.

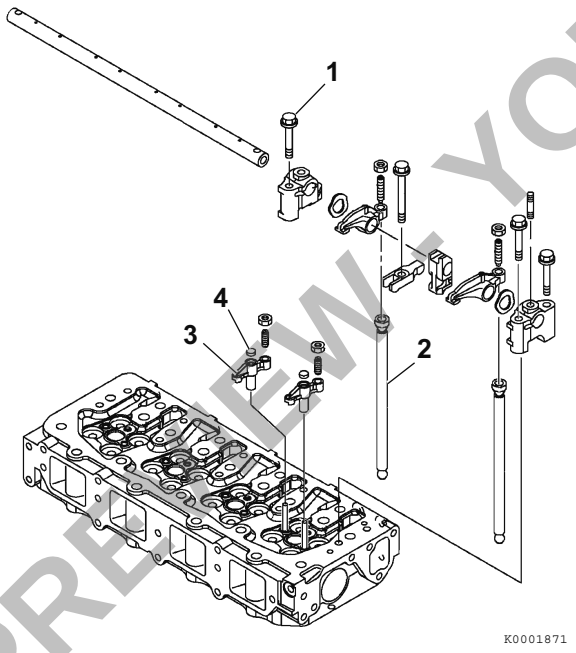


Figure 4-2-44

■ Disassembly of rocker arm assembly

Note: Identify the rocker arms so they can be reinstalled with the original matching valve and pushrod.

1. Remove the rocker arm shaft alignment studs **(Figure 4-2-45, (5))** from the rocker arm shaft supports **(Figure 4-2-45, (6))**.
2. Slide the supports, wave washers **(Figure 4-2-45, (7))**, rocker arms **(Figure 4-2-45, (8))**, and fuel injector retainers **(Figure 4-2-45, (4))** off the rocker shaft **(Figure 4-2-45, (1))**, leaving these parts in order on the bench surface.

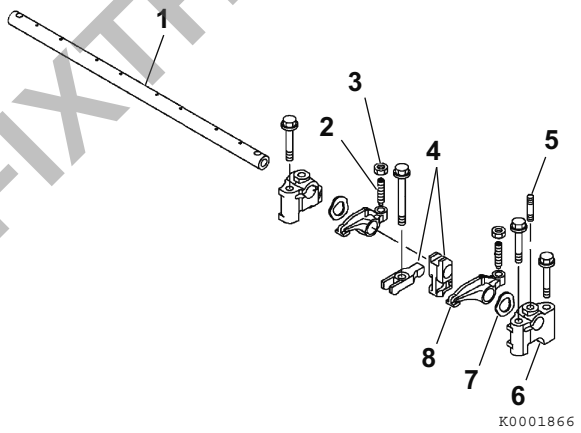


Figure 4-2-45

*Note: **Figure 4-2-45** shows components for one cylinder. Components for all remaining cylinders are assembled in the same order.*

3. Remove the valve adjusting screw **(Figure 4-2-45, (2))** and the lock nut **(Figure 4-2-45, (3))** from the rocker arms.

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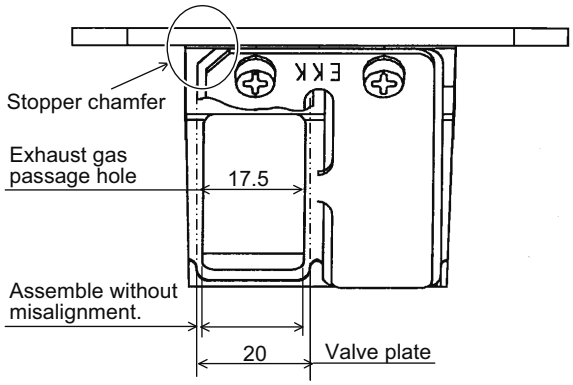


Figure 4-2-153

■ Precautions for installation

1. The valve and stopper must be installed in their specific orientations. As shown in the figure above, install the valve and stopper so that they are located on the left-hand side of the lead valve.
2. Install the valve by tightening the machine screw while ensuring that it is evenly positioned inside the case window.
3. The machine screw must be tightened with torque of 1,37 ± 0,2 N·m.
4. After tightening the machine screw, mark it with a marker to indicate that it has already been tightened.

■ EGR cooler

The EGR cooler must be periodically cleaned every 1500 hours because the exhaust gas passage is subject to carbon deposition and the cooling water transit portion to scale deposition and these depositions gradually deteriorate the cooling of recirculated gas, thus resulting in higher gas temperatures and lower effective circulation amounts (EGR ratio).

To remove deposited carbon from the gas passage, use compressed air (0.19 MPa (2 kg/cm^2) or lower). Then dip the gas passage in carbon cleaner, kerosene, or some other liquid capable of removing carbon; leave it dry and blow it with compressed air again.

To clean the water transit portion, dip it in a solution of descaling detergent diluted with water and wash it.

■ EGR pipe and other connecting elbows

The exhaust gas passage is subject to carbon deposition when used over time. To remove deposited carbon from the gas passage, use compressed air (0,19 MPa (2 kg/cm^2) or lower). If the exhaust gas passage is heavily fouled, clean it by dipping it in carbon cleaner, kerosene, or some other liquid capable of removing carbon.

NOTICE



- Always be environmentally responsible.
- Follow the guidelines of the EPA or other governmental agencies for the proper disposal of hazardous materials such as engine oil, diesel fuel and engine coolant. Consult the local authorities or reclamation facility.
- Never dispose of hazardous materials irresponsibly by dumping them into a sewer, on the ground, or into ground water or waterways.
- Failure to follow these procedures may seriously harm the environment.

■ Installing EGR related components/parts

To install these components/parts, reverse the disassembly procedure described above: thus install the lead valve, spacer, EGR valve, EGR pipe, EGR cooler, elbow, cooler cooling water hose, and EGR cooling water hose exactly in this order.

The EGR system uses steel gaskets at the joints between its components/parts. When you remove the system's components/parts and reinstall them, replace the steel gaskets between them with new correct ones.

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Theory of Operation

Normally aspirated engines produce horsepower that is limited by the atmospheric pressure of the induction air. The turbocharger is an exhaust gas pressure driven device that adds to the atmospheric pressure, resulting in a boost in pressure at the combustion chambers. This substantially increases the amount of fuel that can be injected into the combustion chambers, while maintaining the proper fuel-to-air ratio. A slight parasitic loss is imposed on the engine because of added back pressure in the exhaust system. That loss is offset by horsepower gains. The net result is substantially increased overall horsepower over normally aspirated engines.

The turbocharger consists of two main components:

- Turbine
- Compressor

■ Turbine

The turbine is driven by exhaust gas pressure from the engine and is coupled to a shaft on the compressor side of the turbocharger.

Exhaust gas velocity is accelerated at the nozzle portion in the turbine housing where the cross-sectional area is reduced. As exhaust passes over the turbine impeller at high linear velocity, the turbine shaft is rotated at proportionally high rpm.

■ Compressor

The compressor is driven by a shaft on the turbine side of the turbocharger and increases the induction air pressure at the intake manifold.

The compressor impeller draws induction air into the turbocharger, compresses it and directs it into the engine at high pressure.

A seal ring and heat insulating plate thermally isolate heat energy, at the turbine side, from the bearings and the induction air, at the compressor side.

■ Bearings

Thrust bearing

A thrust force is continuously imposed on the turbine shaft during engine operation. A thrust bearing prevents the shaft from moving laterally under this thrust force.

Radial bearing

A floating radial bearing moves with the turbine shaft as oil films form on the inside and outside bearing surfaces. The bearing slipping speed is slower than the turbine shaft speed, resulting in higher dynamic stability and reduced mechanical noise.

Lubrication

The oil pump delivers oil from the engine to the turbocharger for cooling and lubrication of the bearings. As oil leaves the turbocharger, it is returned to the engine.

Compressor Side Sealing Mechanism

A seal ring and a seal plate form a double wall structure at the rear of the compressor impeller. The seal ring and seal plate prevent Intake air and oil leakage.

Waste Gate Modulation

Excessive boost pressure that cannot be accommodated by the engine can damage the turbocharger. The waste gate is a component that monitors intake boost pressure on the compressor side and diverts exhaust gases around the turbocharger turbine. The amount of exhaust gas diverted is varied to limit turbine rpm and maintain the intake pressure equal to, or less than the specified maximum level. This improves the response to load variation in the low to medium rpm range and minimizes black smoke.

■ Waste gate control

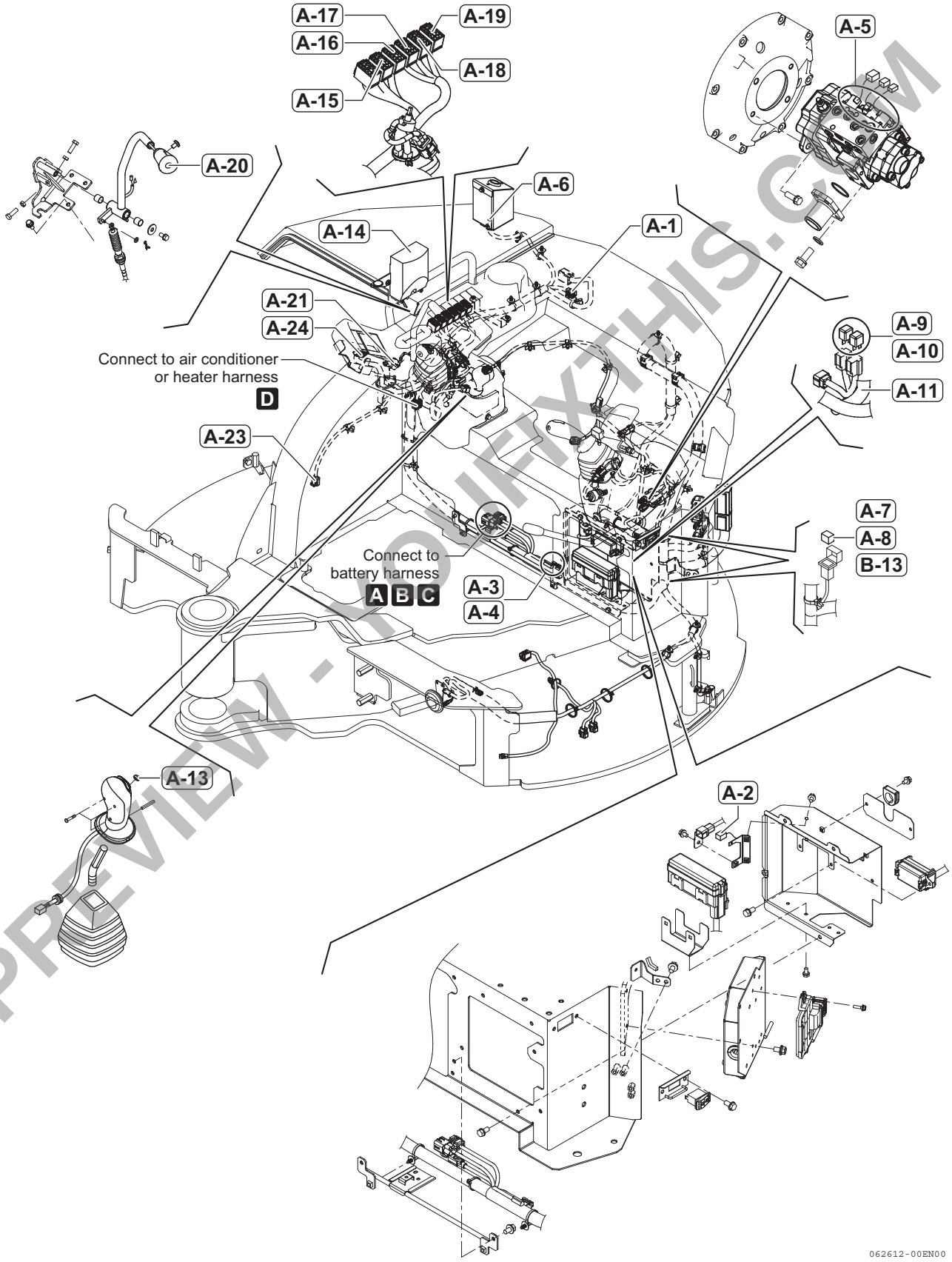
A mechanical pressure sensor in the outlet of the compressor side of the turbocharger opens and closes the waste gate to maintain the specified intake pressure at the intake manifold.

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2) Seat Mount

1/2



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6-2-6 Blade

The blade lever is linked to the spool of the control valve through a blade cable.

1) Blade "Down"

Oil Flow from Hydraulic Pump

When the blade lever is pushed forward to lower the blade, the spool is pulled. The oil from the gear pump P3 flows through the port P3 of the P3 inlet section, the port B1 of the blade section and the port C of the swivel joint to B1 of the blade cylinder to extend its cylinder rod, low-ering the blade.

Note: If the machine is equiped with a safety valve, the oil through the port C of the swivel joint flows to the port V2 of the safety valve and from C2 to B1 of the blade cylinder to extend its cylinder rod, low-ering the blade.

The return oil from A1 of the blade cylinder flows back to the hydraulic oil tank through the port D of the swivel joint, the port A1 of the blade section, the ports T1 and T2 of the control valve and the oil cooler.

2) Blade "UP"

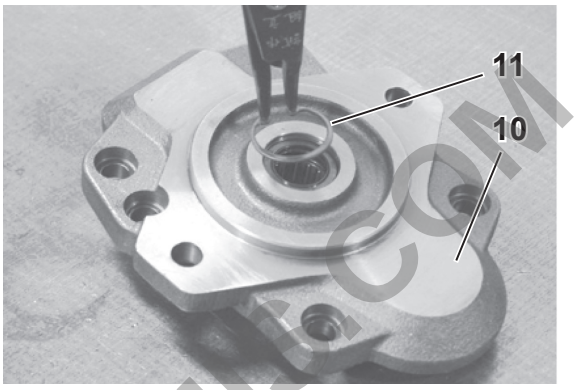
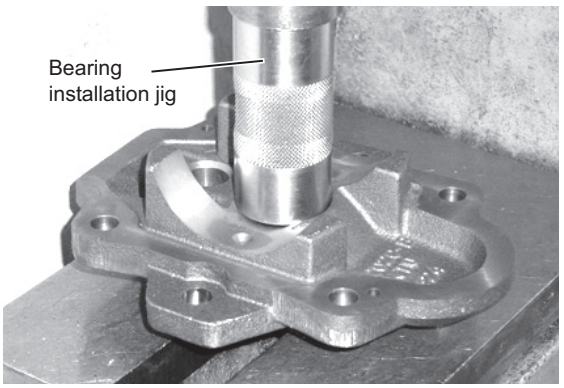
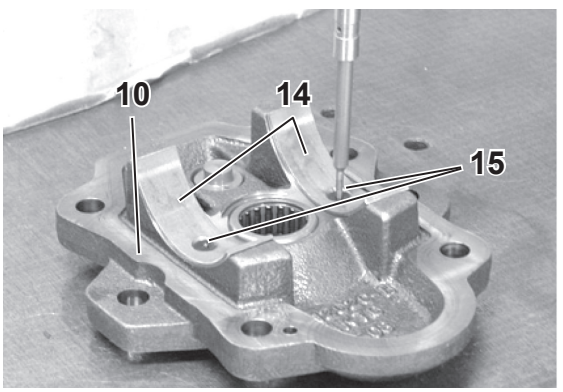
Oil Flow from Hydraulic Pump

When the blade lever is pulled back to raise the blade, the spool is pressed. The oil flows in the opposite direc-tion to the oil flow in the blade down operation with regard to the blade cylinder.

3) Circuit Relief Valve Installed in Blade "Up" Circuit

When the blade is raised while the machine is traveling, the oil quantity control function of the hydraulic pump operates to reduce its discharge volume, and the travel speed is slowed down. To minimize such speed reduc-tion, a circuit relief valve with the set pressure lower than that of the system relief valve is installed in the blade cyl-inder circuit for raising the blade.

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Procedure	
(25) Install the internal snap ring **11** into the flange **10**.	
(26) Install the oil seal **12** into the flange **10** with a jig.	
(27) Install the needle bearing **13** into the flange **10** with a jig. ***Note :*** *Press-fit the needle bearing with the emboss side up.*	
(28) Fix the flange **10**, and tighten the bushes **14** with screws **15**. Tightening torque : 5,9 N·m	

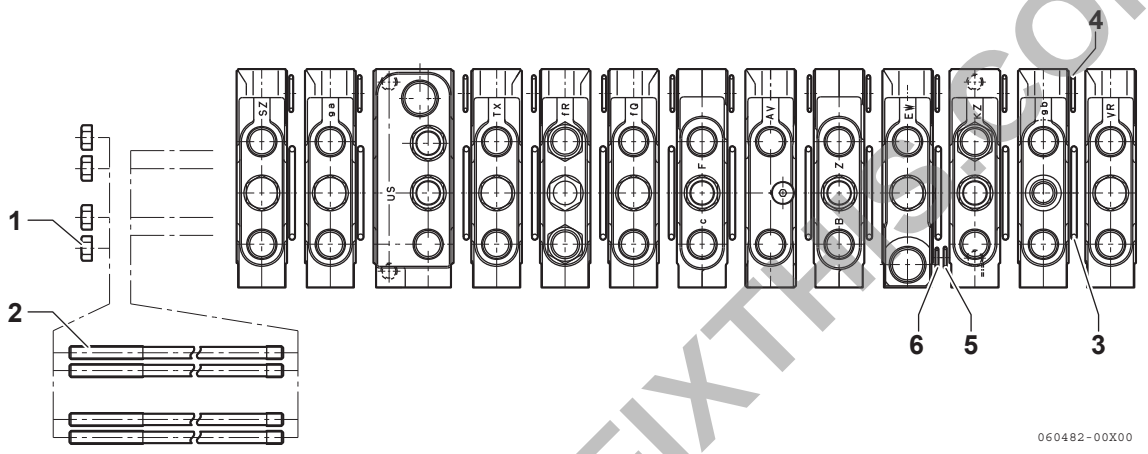
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(6) Separation of Valve Sections

[1] Loosen and remove four M8 nuts **1** on the end face of the control valve assembly with a 13 mm open-end wrench or socket wrench.

[2] Loosen and remove four tie rods **2** and separate all the valve sections from each other.

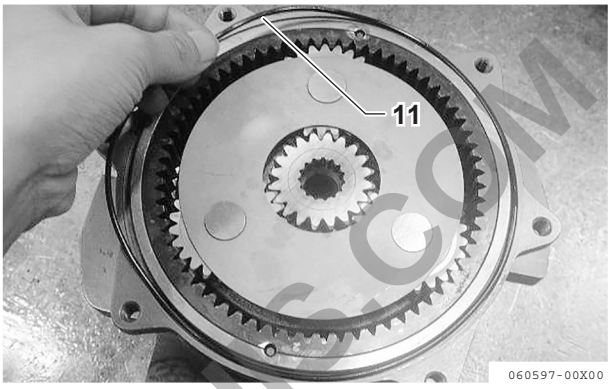
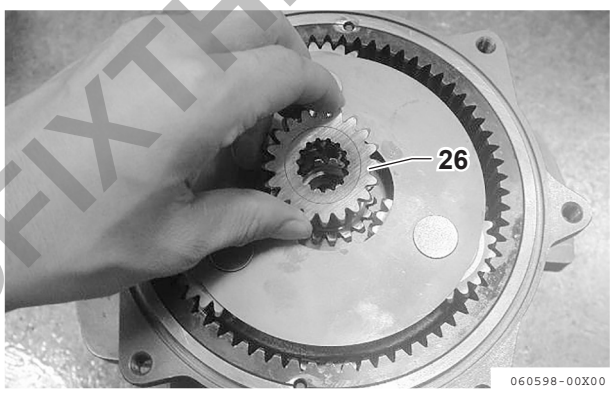
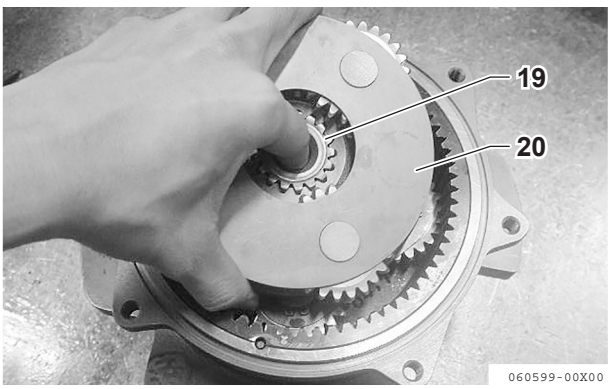
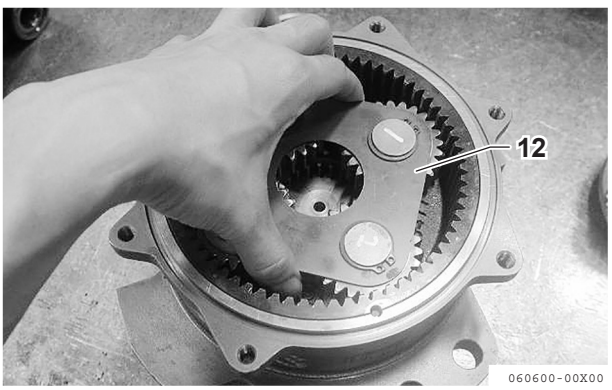
- When separating the valve sections, be careful not to drop or lose twelve O-rings **3**, twelve O-rings **4**, one O-ring **5** and one O-ring **6** on the mating surfaces of the valve sections.



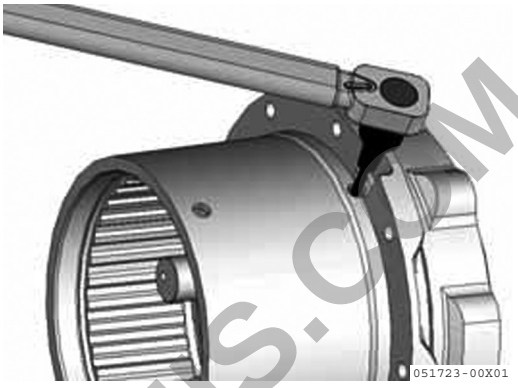
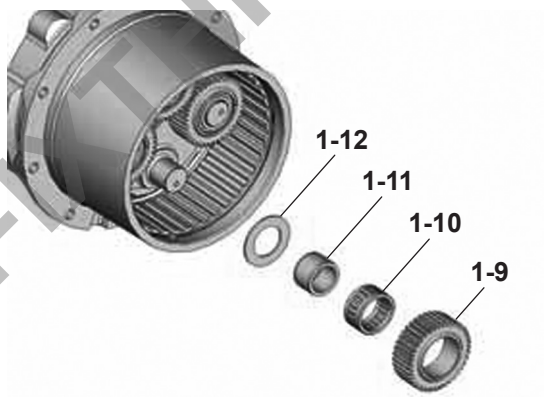
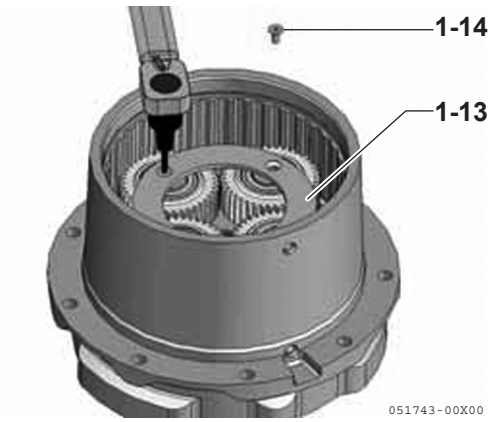
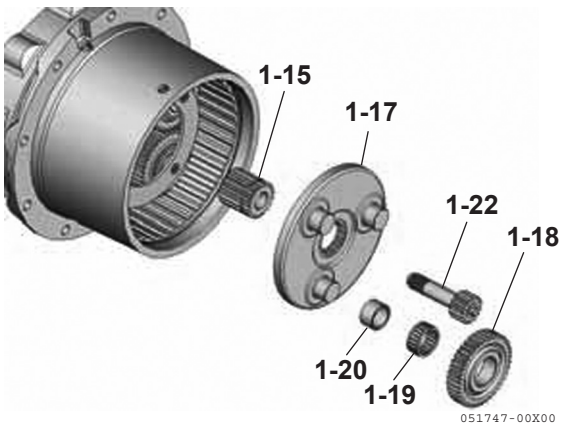
Separation of Valve Sections

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2. Reduction Gear [(15) - (24)]

Procedure	
(15) Remove O-ring **11**.	
(16) Remove gear S2 **26**.	
(17) Remove carrier 2 assembly **20**. ***Note:*** *Vertically pull up carrier 2 assembly **20** and gear S1 **19** with taking care not to drop any parts.*	
(18) Remove carrier 1 assembly **12**.	

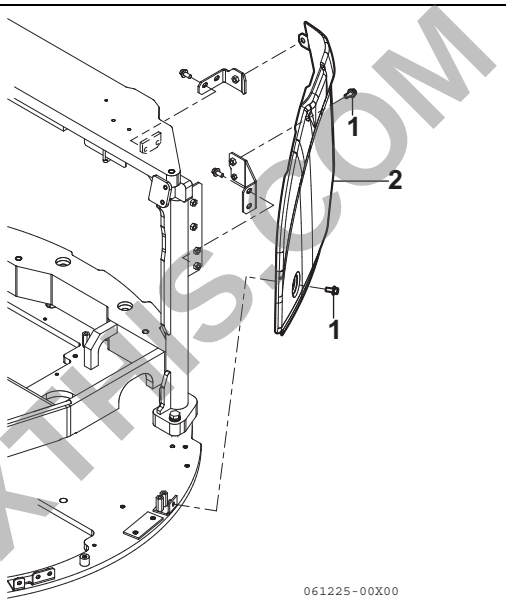
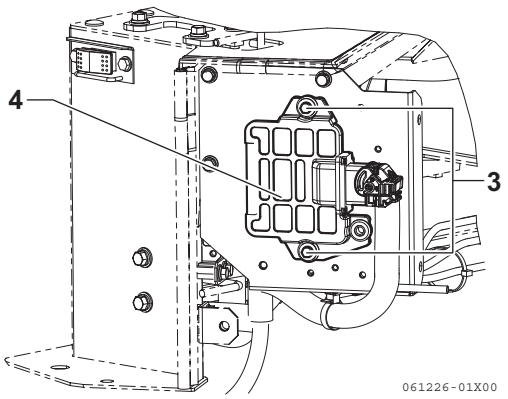
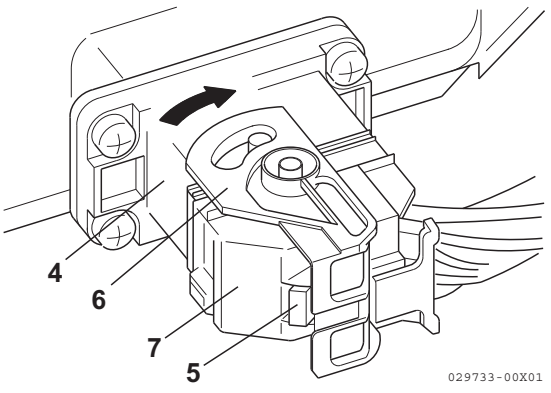
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Procedure	
(9) Wrap plug **1-8** with seal tape and tighten it. **Tools:** • Torque wrench 1 • Hexagon bit 6 for above **Tightening torque: 6,8 to 8,8 N·m** ***CAUTION*** *If plug is protruding from the housing **1-6**, tighten it until the plug head becomes lower than the outside surface of the housing.*	 051723-00X01
(10) Install planetary gears B **1-9**, needle bearings **1-10**, inner races **1-11** and thrust washers **1-12**.	 051742-00X00
(11) Put thrust plate **1-13** on the trunnions of the flange holder and fasten it with screws **1-14** on which Loctite #262 has been applied. When applying Loctite #262 to the screws, degrease them adequately and use a hardening accelerator. **Tools** • Torque wrench 1 • Hexagon bit 5 or 6 for above **Tightening torque: 12,1 to 13,3 N·m(Hex 4)** **19,6 to 29,4 N·m (Hex 5)**	 051743-00X00
(12) Install sun gear **1-15** with snap ring **1-30**, inner races **1-20**, holder **1-17**, planetary gears A **1-18**, needle bearings **1-19** and drive gear **1-22**.	 051747-00X00

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7-1-5 Removal and Reinstallation of Engine ECU

1) Removal

Procedure	
(1) Remove three bolts **1** and open bonnet L **2**.	
(2) Remove bolts **3** to remove engine ECU **4**.	
(3) While pressing lock button **5**, turn cover **6** in the arrowed direction in the figure on the right. (4) Disconnect the harness connector **7** from ECU **4**.	

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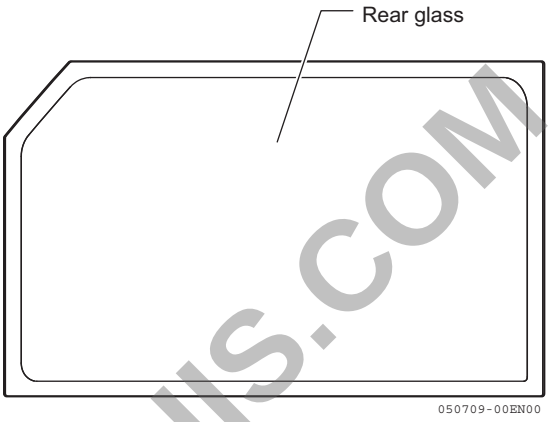
No.	Part	Boom	Arm
19	Piston	○	○
20	Seal ring	○	○
21	Slide ring	○	○
22	Plug screw	○	○
23	Steel ball	○	○
24	Cushion plunger	—	○
25	Cushion seal	—	○
26	Stopper	—	○
27	Snap ring	—	○

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2) Application of primer to rear glass

Key points for procedure

- Clean the surface where the primer is to be applied using white gasoline to remove grease and foreign matter such as dust.
- Use SUNSTAR Glass Primer 435-40.
- Make sure that there are no places where the primer is not applied or it is applied too thinly or thickly in the entire application area and that the primer does not drip off.
  Be careful not to put too much primer on the brush to prevent the primer from flowing to the other side of the glass.



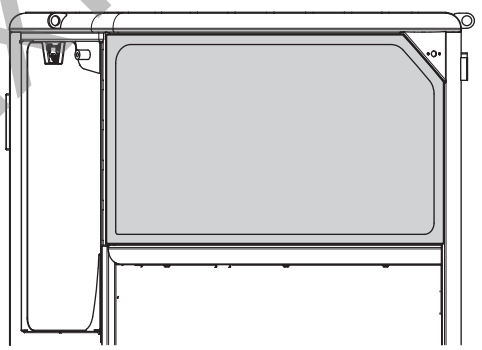
3) Attachment of rear glass

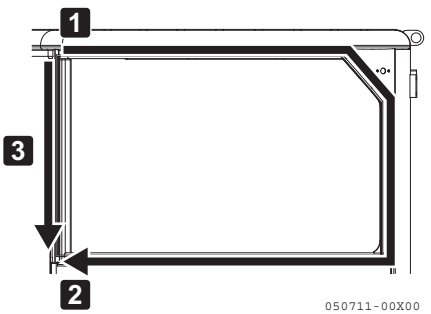
Key points for procedure

- Make sure that the primer and adhesive are appropriate.

Primer	Glass	SUNSTAR Glass Primer 435-40 (Red)
	Frame	SUNSTAR Paint Primer 435-95 (Blue)
Adhesive		Windscreen Sealant SUNSTAR 580

- Start applying adhesive from the upper left corner. (See **1** in the figure on the right.)
- Apply adhesive continuously from point **1** along arrow **2** as shown in the figure on the right. Continuously applying adhesive in a seamless manner allows elimination of the risk of water entering the cabin.
- Align the centers of the rear glass and the window opening during glass attachment. Make sure that the rear glass is not in contact with the weld bead on the cabin frame.
- Make sure that the adhesive does not protrude from the frame both inside and outside the cabin window.





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