

Solar 225LC-V

Shop Manual

023-00058E

Serial Number 1001 and Up

October 2002

Daewoo reserves the right to improve our products in a continuing process to provide the best possible product to the market place. These improvements can be implemented at any time with no obligation to change materials on previously sold products. It is recommended that consumers periodically contact their distributors for recent documentation on purchased equipment.

This documentation may include attachments and optional equipment that is not available in your machine's package. Please call your distributor for additional items that you may require.

Illustrations used throughout this manual are used only as a representation of the actual piece of equipment, and may vary from the actual item.

Solar 225LC-V
Serial Number 1001 and Up

Pub.No. 023-00058E



Product Label



Instructions

**Trim Out The Label Along
The Lines And Insert Into
Pocket On The Binder Spine**

TABLE OF CONTENTS

Safety

| | |
|-----------------------------|----------|
| Track Excavator Safety..... | S0102000 |
|-----------------------------|----------|

Specifications

| | |
|---------------------------------------|-----------|
| Specifications for Solar 225LC-V..... | S0205015K |
|---------------------------------------|-----------|

General Maintenance

| | |
|-------------------------------------|----------|
| General Maintenance Procedures..... | S0302000 |
| Standard Torques..... | S0309000 |

Upper Structure

| | |
|------------------------------|-----------|
| Cab..... | S0402040K |
| Counterweight..... | S0403050K |
| Fuel Tank..... | S0405005K |
| Fuel Transfer Pump..... | S0405500 |
| Swing Bearing..... | S0407000 |
| Swing Reduction Gearbox..... | S0408015K |

Lower Structure and Chassis

| | |
|---------------------|----------|
| Track Assembly..... | S0505030 |
|---------------------|----------|

Engine and Drive Train

| | |
|---------------------------------|-----------|
| Air-Conditioner..... | S0605060K |
| Drive Coupling (Main Pump)..... | S0609000 |

Hydraulics

| | |
|---|-----------|
| Hydraulic System Troubleshooting, Testing and Adjustment..... | S0702170K |
| Accumulator..... | S0703010K |
| Center Joint (Swivel)..... | S0704010 |
| Cylinders..... | S0705000 |

| | |
|--|-----------|
| Swing Motor..... | S0707200 |
| Travel Motor (With Gearbox) (GM35VL)..... | S0707330 |
| Main Pump (With Regulator) | S0708320 |
| Main Control Valve (Kayaba)..... | S0709401K |
| Pilot Control Valve (Work Lever / Joystick)..... | S0709451K |
| Travel Control Valve (With Damper)..... | S0709820K |
| Hydraulic Schematic (Solar 225LC-V/225NLC-V) | S0792105K |

Electrical System

| | |
|--|-----------|
| Electrical System | S0802220K |
| Electrical Schematic (Solar 225LC-V/225NLC-V)..... | S0892105K |

Attachments

| | |
|-------------------|-----------|
| Boom and Arm..... | S0902010 |
| Bucket..... | S0904015K |

Publication Request for Proposed Revision

SAFETY

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 |
|----------------|---------------------|
| Solar 130LC-V | 0001 and Up |
| Solar 170LC-V | 1001 and Up |
| Solar 220LC-V | 0001 and Up |
| Solar 220N-V | 1001 and Up |
| Solar 225LC-V | 1001 and Up |
| Solar 225NLC-V | 1001 and Up |
| Solar 250LC-V | 1001 and Up |
| Solar 255LC-V | 1001 and Up |
| Solar 290LC-V | 0001 and Up |
| Solar 300LC-V | 1001 and Up |
| Solar 300LL | 1001 and Up |
| Solar 330LC-V | 1001 and Up |
| Solar 340LC-V | 1001 and Up |
| Solar 400LC-V | 1001 and Up |
| Solar 420LC-V | 1001 and Up |
| Solar 450LC-V | 1001 and Up |
| Solar 470LC-V | 1001 and Up |

TABLE OF CONTENTS

To the Operator of a Daewoo Excavator 3

General Safety Essentials 6

Location of Safety Labels 6

Summary of Safety Precautions for Lifting in Digging Mode 7

Unauthorized Modifications 8

General Hazard Information 8

Before Starting Engine 16

Machine Operation 19

Maintenance 26

Battery 34

Towing 36

Shipping and Transportation 37

Lifting With Sling..... 37

TO THE OPERATOR OF A DAEWOO EXCAVATOR



DANGER!

Unsafe use of the excavator could lead to serious injury or death. Operating procedures, maintenance and equipment practices or traveling or shipping methods that do not follow the safety guidelines on the following pages could cause serious, potentially fatal injuries or extensive damage to the machine or nearby property.

Please respect the importance of taking responsibility for your own safety, and that of other people who may be affected by your actions.

The safety information on the following pages is organized into the following sections:

1. "General Safety Essentials" on page 6
2. "Location of Safety Labels" on page 6
3. "Summary of Safety Precautions for Lifting in Digging Mode" on page 7
4. "Unauthorized Modifications" on page 8
5. "General Hazard Information" on page 8
6. "Before Starting Engine" on page 16
7. "Machine Operation" on page 19
8. "Maintenance" on page 26
9. "Battery" on page 34
10. "Towing" on page 36
11. "Shipping and Transportation" on page 37
12. "Lifting With Sling" on page 37



WARNING!

Improper operation and maintenance of this machine can be hazardous and could result in serious injury or death.

Operator and maintenance personnel should read this manual thoroughly before beginning operation or maintenance.

Keep this manual in the storage compartment to the rear of the operator's seat, and have all personnel involved in working on the machine periodically read the manual.

Some actions involved in operation and maintenance of the machine can cause a serious accident, if they are not done in a manner described in this manual.

The procedures and precautions given in this manual apply only to intended uses of the machine.

If you use your machine for any unintended uses that are not specifically prohibited, you must be sure that it is safe for any others. In no event should you or others engage in prohibited uses or actions as described in this manual.

Daewoo delivers machines that comply with all applicable regulations and standards of the country to which it has been shipped. If this machine has been purchased in another country or purchased from someone in another country, it may lack certain safety devices and specifications that are necessary for use in your country. If there is any question about whether your product complies with the applicable standards and regulations of your country, consult Daewoo or your Daewoo distributor before operating the machine.



SAFETY ALERT SYMBOL



Be Prepared - Get To Know All Operating and Safety Instructions.

This is the Safety Alert Symbol. Wherever it appears in this manual or on safety signs on the machine you should be alert to the potential for personal injury or accidents. Always observe safety precautions and follow recommended procedures.

LEARN THE SIGNAL WORDS USED WITH THE SAFETY ALERT SYMBOL

The words "**CAUTION**," "**WARNING**," and "**DANGER**" used throughout this manual and on decals on the machine indicate degree of risk of hazards or unsafe practices. All three degrees of risk indicate that safety is involved. Observe precautions indicated whenever you see the Safety Alert "Triangle," no matter which signal word appears next to the "Exclamation Point" symbol.



CAUTION!

This word is used on safety messages and safety labels and indicates potential of a hazardous situation that, if not avoided, could result in minor or moderate injury. It may also be used to alert against a generally unsafe practice.



WARNING!

This word is used on safety messages and safety labels and indicates potential of a hazardous situation that, if not avoided, could result in serious injury or death. It may also be used to alert against a highly unsafe practice.



DANGER!

This word is used on safety messages and safety labels and indicates an imminent hazard of a situation that, if not avoided, is very likely to cause death or extremely serious injury. It may also be used to alert against equipment that may explode or detonate if handled or treated carelessly.

Safety precautions are described in SAFETY from page -6 on.

Daewoo cannot predict every circumstance that might involve a potential hazard in operation and maintenance. Therefore the safety messages in this manual and on the machine may not include all possible safety precautions. If any procedures or actions not specifically recommended or allowed in this manual are used, you must be sure that you and others can do such procedures and actions safely and without damaging the machine. If you are unsure about the safety of some procedures, contact a DAEWOO distributor.

GENERAL SAFETY ESSENTIALS

ACCESSORY APPLICATIONS

The excavator has been primarily designed for moving earth with a bucket. For use as a grapple or for other object handling, contact Daewoo for proper installation and application. Lifting-work applications (unless restricted or prohibited by local regulations) are permitted in approved lift configuration, to rated capacity only, with no side-loading. DO NOT use the machine for activities for which it was not intended. DO NOT use the bucket for lifting work, unless lift slings are used in the approved configuration.

Use of an accessory hydraulic hammer (breaker), work in rough terrain, demolition applications or other hazardous operation may require installation of additional protective structures to safeguard the operator.

LIFTING CAPACITY RATING CONFIGURATION

Lifting capacity ratings that are printed at the end of this safety section are based on the machine being level, on a firm supporting surface, with hooks and slings attached in approved configuration. Loads must be balanced and supported evenly. Use taglines to keep the load steady if wind conditions and large surface area are a problem. Work crew hand signals, individual tasks and safe procedures should all be universally understood before the lift is made.

IMPORTANT

Before using the excavator to make lifts check municipal and regional regulations or statutes that could apply. Governing ordinances may require that all heavy lifting be done with single purpose equipment specifically designed for making lifts, or other local restrictions may apply. Making heavy lifts with a general purpose excavator that can be used for digging, loading, grading or other work may be expressly forbidden by a regional injunction or other legal prohibition. Always follow all of the other instructions, guidelines and restrictions for Safe Lifting in the Operation and Maintenance Manuals.

LOCATION OF SAFETY LABELS

Location of safety labels (decals) can vary from unit to unit. Refer to appropriate Operation and Maintenance Manual, and parts manual for your unit.

Always replace damaged or faded decals.

SUMMARY OF SAFETY PRECAUTIONS FOR LIFTING IN DIGGING MODE



DANGER!

Unsafe use of the excavator while making rated lifts could cause serious, potentially fatal injuries or extensive damage to the machine or nearby property. Do not let anyone operate the machine unless they've been properly trained and understand the information in the Operation and Maintenance Manual.

To lift safely while in Digging Mode, the following items must be evaluated by the operator and the work site crew.

- Condition of ground support.
- Excavator configuration and attachments.
- Weight, lifting height and lifting radius.
- Safe rigging of the load.
- Proper handling of the suspended load.

Taglines on opposite sides of the load can be very helpful in keeping a suspended load secure, if they are anchored safely to control points on the ground.



WARNING!

NEVER wrap a tagline around your hands or body.

NEVER rely on taglines or make rated lifts when wind gusts are more than 48.3 km/h (30 MPH). Be prepared for any type of wind gust when working with loads that have a large surface area.

Always engage the "Digging Mode" control on the Instrument Panel before using the excavator for lifting work.



WARNING!

If you need more information or have any questions or concerns about safe operating procedures or working the excavator correctly in a particular application or in the specific conditions of your individual operating environment, please consult your local Daewoo representative.

UNAUTHORIZED MODIFICATIONS

Any modification made without authorization or written approval from Daewoo can create a safety hazard, for which the machine owner must be held responsible.

For safety's sake, replace all OEM parts with the correct authorized or genuine Daewoo part. For example, not taking the time to replace fasteners, bolts or nuts with the correct replacement parts could lead to a condition in which the safety of critical assemblies is dangerously compromised.

GENERAL HAZARD INFORMATION

SAFETY RULES

Only trained and authorized personnel can operate and maintain the machine.

Follow all safety rules, precautions and instructions when operating or performing maintenance on the machine.

Do not operate the machine if you are not feeling well, if you are taking medication that makes you feel sleepy, if you have been drinking, or if you are suffering from emotional problems. These problems will interfere with your sense of judgement in emergencies and may cause accidents.

When working with another operator or with a person on work site traffic duty, be sure that all personnel know the nature of the work and understand all hand signals that are to be used.

Always observe strictly any other rules related to safety.

SAFETY FEATURES

Be sure that all guards and covers are installed in their proper position. Have guards and covers repaired immediately if damaged.

Be sure that you understand the method of use of safety features such as safety lock lever and the seat belt, and use them properly.

Never remove any safety features. Always keep them in good operating condition.

Failure to use safety features according to the instructions in the Operation and Maintenance Manual could result in serious bodily injury.

INSIDE OPERATOR'S COMPARTMENT

When entering the operator's compartment, always remove all mud and oil from the soles of your shoes. If you operate the travel pedal with mud or oil stuck to your shoes, your foot may slip and this may cause a serious accident.

After using the ashtray, make sure that any matches or cigarettes are properly extinguished, and be sure to close the ashtray. If the ashtray is left open, there is danger of fire.

Do not stick suction pads to the window glass. Suction pads act as a lens and may cause fire.

Do not leave lighters laying around the operator's compartment. If the temperature inside the operator's compartment becomes high, there is danger that the lighter may explode.

Do not use cellular telephones inside the operator's compartment when driving or operating the machine. There is danger that this may lead to an unexpected accident.

Never bring any dangerous objects such as flammable or explosive items into the operator's cab.

To ensure safety, do not use the radio or music headphones when operating the machine. There is danger that this may lead to a serious accident.

When operating the machine, do not put your hands or head out of the window.

When standing up from the operator's seat, always place safety lock lever securely in the "LOCK" position. If you accidentally touch the work equipment levers when they are not locked, the machine may suddenly move and cause serious injury or damage.

When leaving the machine, lower the work equipment completely to the ground, set safety lock lever to the "LOCK" position and shut down engine. Use the key to lock all the equipment. Always remove the key and take it with you.

CLOTHING AND PERSONAL PROTECTIVE ITEMS

Contain long hair, and avoid loose clothing and jewelry. They can catch on controls or in protruding parts and cause serious injury or death.

Do not wear oily clothes. They are highly flammable.

Full eye protection, a hard hat, safety shoes and gloves may be required at the work site.

While working on the machine, never use inadequate tools. They could break or slip, causing injury, or they may not adequately perform intended functions.



Figure 1

BREATHING MASKS, EAR PROTECTION MAY BE REQUIRED

Do not forget that some risks to your health may not be immediately apparent. Exhaust gases and noise pollution may not be visible, but these hazards can cause disabling or permanent injuries.

MOUNTING AND DISMOUNTING

Before getting on or off the machine, if there is any oil, grease, or mud on the handrails, steps, or track shoes, wipe it off immediately. Always keep these parts clean. Repair any damage and tighten any loose bolts.

Never jump on or off the machine. In particular, never get on or off a moving machine. These actions may lead to serious injury.

When getting on or off the machine, always face the machine, and maintain three-point contact (both feet and one hand or one foot and both hands) with the handrails, steps, and track shoes to ensure that you support yourself securely.

Never hold any control levers when getting on or off the machine.

Apply the door lock securely. If you grip the handrail inside the door when moving on top of the track shoes, and the door lock is not applied securely, the door may move and cause you to fall.

Use the points marked by arrows in the diagram when getting on or off the machine.

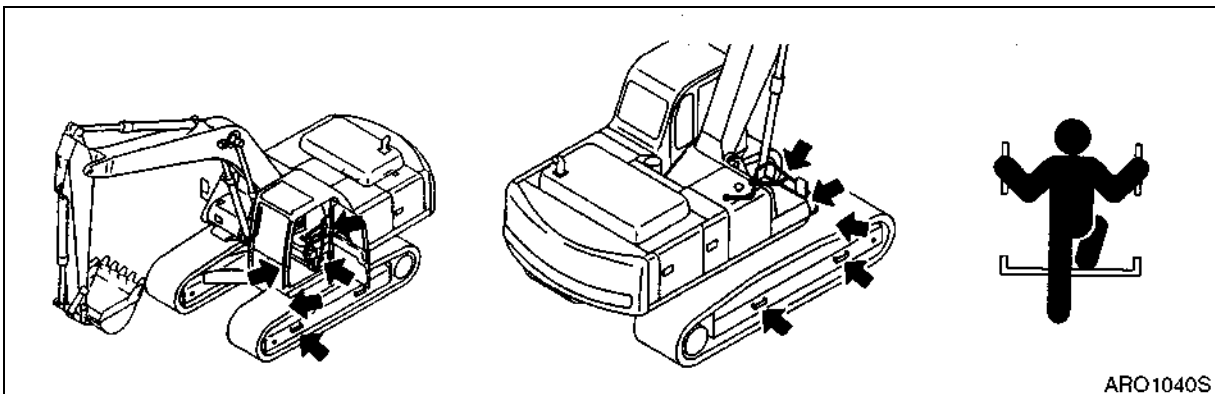


Figure 2

FUEL, OIL AND HYDRAULIC FLUID FIRE HAZARDS

Fuel, oil and antifreeze will catch fire if it is brought close to a flame. Fuel is particularly flammable and can be hazardous.

Always strictly observe the following.

Add fuel, oil, antifreeze and hydraulic fluid to the machine only in a well-ventilated area. The machine must be parked with controls, lights and switches turned "OFF." The engine must be "OFF" and any flames, glowing embers, auxiliary heating units or spark-causing equipment must be doused, turned off and/or kept well clear of the machine.

Static electricity can produce dangerous sparks at the fuel filling nozzle. In very cold, dry weather or other conditions that could produce a static discharge, keep the tip of the fuel nozzle in constant contact with the neck of the fuel filling nozzle, to provide a ground.

Keep fuel and other fluid reservoir caps tight and do not start the engine until caps have been secured.



Figure 3

PRECAUTIONS WHEN HANDLING FLUIDS AT HIGH TEMPERATURE

Immediately after operations are stopped, the coolant, engine oil, and hydraulic oil are at high temperature and the radiator and hydraulic tank are still under pressure. Attempting to remove the cap, drain the oil or coolant, or replace the filters may lead to serious burns. Always wait for the temperature to go down, and follow the specified procedures when carrying out these operations.

To prevent hot coolant from spurting out, shut down engine, wait for the coolant to cool, then loosen the cap slowly to relieve the pressure.

To prevent hot oil from spurting out, shut down engine, wait for the oil to cool, then loosen the cap slowly to relieve the pressure.

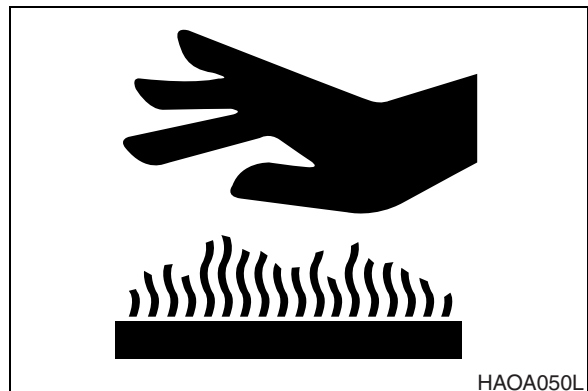


Figure 4

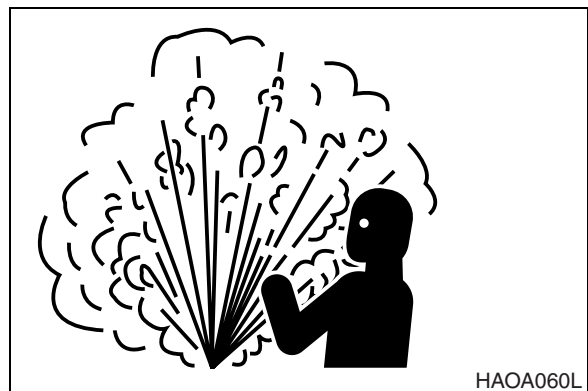


Figure 5

ASBESTOS DUST HAZARD PREVENTION

Asbestos dust can be HAZARDOUS to your health if it is inhaled. Materials containing asbestos fiber can be present on work site. Breathing air that contains asbestos fiber can ultimately cause serious or fatal lung damage. To prevent lung damage from asbestos fiber, observe following precautions;

- Use a respirator that is approved for use in an asbestos-laden atmosphere.
- Never use compressed air for cleaning.
- Use water for cleaning to keep down the dust.
- Work on the machine or component with the wind at your back whenever possible.
- Always observe any rules and regulations related to the work site and working environment.

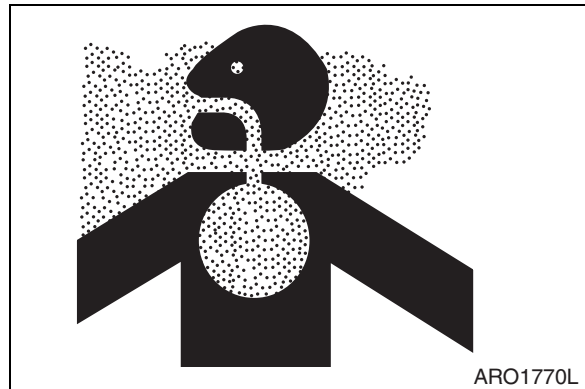


Figure 6

INJURY FROM WORK EQUIPMENT

Do not enter or put your hand, arm or any other part of your body between movable parts, such as between the work equipment and cylinders, or between the machine and work equipment.

If the control levers are operated, the clearance between the machine and the work equipment will change and this may lead to serious damage or personal injury.

If going between movable parts is necessary, always position and secure the work equipment so that it cannot move.



Figure 7

FIRE EXTINGUISHER AND FIRST AID KIT

As a precaution if any injury or fire should occur, always do the following.

- Be sure that fire extinguishers have been provided and read the labels to ensure that you know how to use them. It is recommended that an appropriately sized (2.27 kg [5 lb] or larger) multipurpose "A/B/C" fire extinguisher be mounted in the cab. Check and service the fire extinguisher at regular intervals and make sure that all work site crew members are adequately trained in its use.
- Provide a first aid kit in the storage compartment and keep another at the work site. Check the kit periodically and make any additions if necessary.
- Know what to do in case of injury from fire.
- Keep emergency numbers for doctor, ambulance service, hospital and fire department near your telephone.

If the machine catches fire, it may lead to serious personal injury or death. If a fire occurs during operation, escape from the machine as follows;

- Turn the starter switch "OFF" and shut down engine.
- If there is time, use the fire extinguisher to extinguish as much of the fire as possible.
- Use the handrails and steps to escape from the machine.

The above is the basic method for escaping from the machine, but changing the method may be necessary according to the conditions, so carry out practice drills at the work site.

PROTECTION FROM FALLING OR FLYING OBJECTS

On work sites where there is danger that falling objects or flying objects may hit the operator's cab select a guard to match the operating conditions to protect the operator.

Working in mines, tunnels, deep pits or on loose or wet surfaces could produce danger of falling rock or hazardous flying objects. Additional protection for the operator's cab could be required in the form of a FOPS (Falling Object Protective Structure) or window guards.

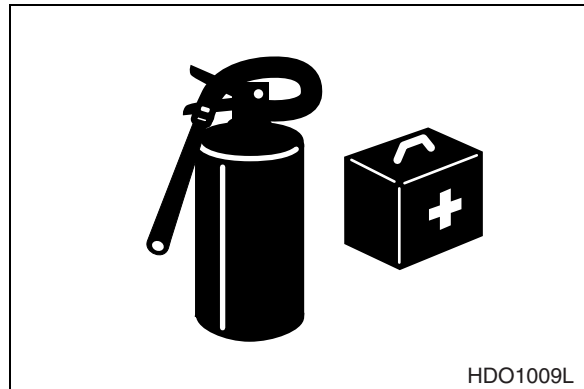


Figure 8

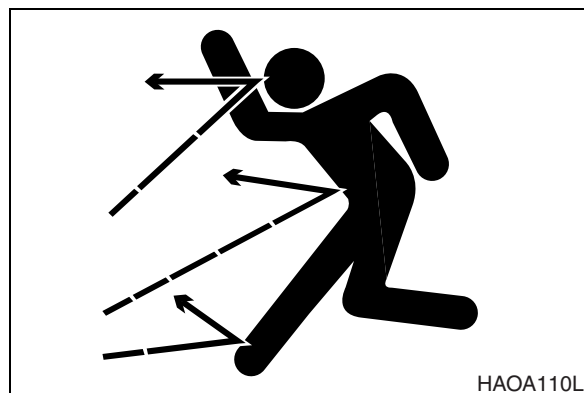


Figure 9

Never attempt to alter or modify any type of protective structure reinforcement system, by drilling holes, welding, remounting or relocating fasteners. Any serious impact or damage to the system requires a complete integrity reevaluation. Reinstallation, recertification, and/or replacement of the system may be necessary.

Contact your Daewoo distributor for available safety guards and/or recommendations if there is any danger of getting hit by objects that could strike the operator's cab. Make sure that all other work site crew members are kept well away from the excavator and safe from possible hazards.



Figure 10

For breaker operation, install a front guard and apply a laminated coating sheet to the front glass. Contact your DAEWOO distributor for recommendations.

When carrying out demolition or cutting operation, install a front guard and top guard, and apply a laminated coating sheet to the front glass.

When working in mines or quarries where there is danger of falling rock, install FOPS (Falling Objects Protective Structure) and apply a laminated coating sheet to the front glass.

If any glass on the machine is broken, replace it with new glass immediately.

ATTACHMENT PRECAUTIONS

Option kits are available through your dealer. Contact Daewoo for information on available one-way (single-acting) and two-way (double-acting) piping / valving / auxiliary control kits. Because Daewoo cannot anticipate, identify or test all of the attachments that owners may wish to install on their machines, please contact Daewoo for authorization and approval of attachments, and their compatibility with options kits.

ACCUMULATOR

The pilot control system is equipped with an accumulator. For a brief period of time after the engine has been shut down, the accumulator will store a pressure charge that may enable hydraulic controls to be activated. Activation of any controls may enable the selected function to operate under force of gravity.

When performing maintenance on the pilot control system, the hydraulic pressure in the system must be released as describe in "Handling of Accumulator" in the Operation and Maintenance Manual.

The accumulator is charged with high-pressure nitrogen gas, so it is extremely dangerous if it is handled in the wrong way. Always observe the following precautions;

- Do not drill or make any holes in the accumulator or expose it any flame, fire or heat source.
- Do not weld on the accumulator, or try attaching anything to it.
- When carrying out disassembly or maintenance of the accumulator, or when disposing of the accumulator, the charged gas must be properly released. Contact your Daewoo distributor.
- Wear safety goggles and protective gloves when working on an accumulator. Hydraulic oil under pressure can penetrate the skin and cause serious injuries.

INDOOR VENTILATION

Engine exhaust gases can cause fatal accidents, and unconsciousness, loss of alertness, judgement and motor control and serious injury.

Make sure there is adequate ventilation before starting the engine in any enclosed area.

You should also be aware of open windows, doors or ductwork into which exhaust may be carried, or blown by the wind, exposing others to danger.

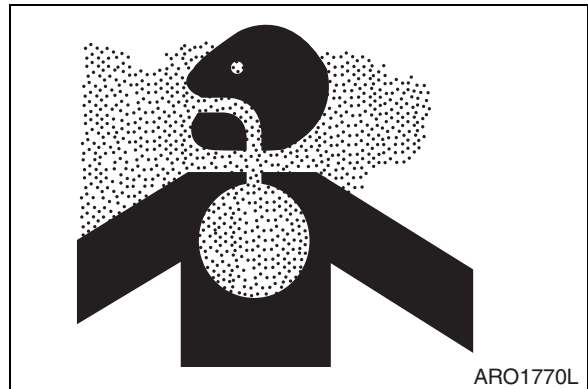


Figure 11

EMERGENCY EXIT

This machine is equipped with a glass breaking tool. It is behind the operator seat in the upper right corner of the cab. This tool can be used in case of an emergency situation that requires the breaking of glass to exit from the operator's cabin. Grip the handle firmly and use the sharp point to break the glass.

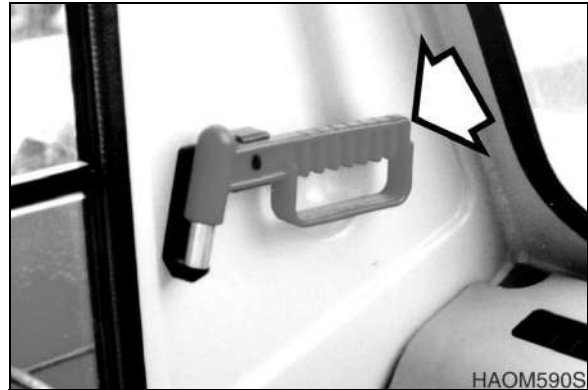


Figure 12

BEFORE STARTING ENGINE

WORK SITE PRECAUTIONS

Before starting operations, thoroughly check the area for any unusual conditions that could be dangerous.

Check the terrain and condition of the ground at the work site, and determine the best and safest method of operation.

Make the ground surface as hard and horizontal as possible before carrying out operations. If there is a lot of dust and sand on the work site, spray water before starting operations.

If you need to operate on a street, protect pedestrians and cars by designating a person for work site traffic duty or by erecting fences and posting "No Entry" signs around the work site.

Erect fences, post "No Entry" signs, and take other steps to prevent people from coming close to or entering the work site. If people come close to a moving machine, they may be hit or caught by the machine, and this may lead to serious personal injury or death.

Water lines, gas lines, phone lines and high-voltage electrical lines may be buried under the work site. Contact each utility and identify their locations. Be careful not to damage or cut any of these lines.

Check the condition of the river bed, and the depth and flow of the water before operating in water or crossing a river. NEVER be in water that is in excess of the permissible water depth.

Any type of object in the vicinity of the boom could represent a potential hazard, or cause the operator to react suddenly and cause an accident. Use a spotter or signal person working near bridges, phone lines, work site scaffolds, or other obstructions.

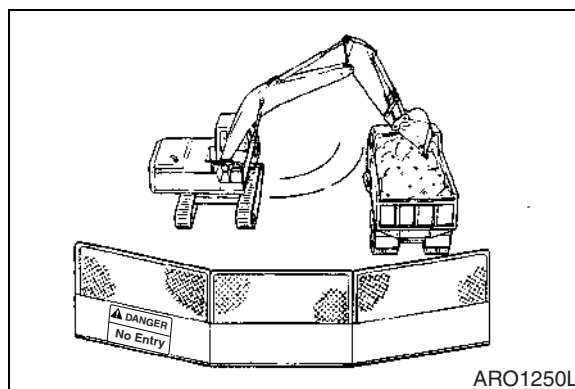


Figure 13

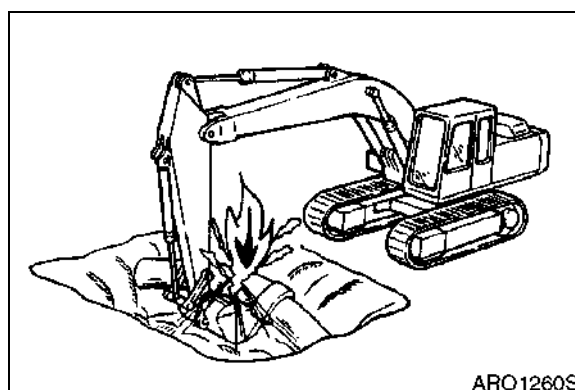


Figure 14

Minimum levels of insurance coverage, work permits or certification, physical barriers around the work site or restricted hours of operation may be mandated by governing authorities. There may also be regulations, guidelines, standards or restrictions on equipment that may have to be followed for local requirements. There may also be regulations related to performing certain kinds of work. If there is any question about whether your machine and work site complies with the applicable standards and regulations contact your local authorities and agencies.

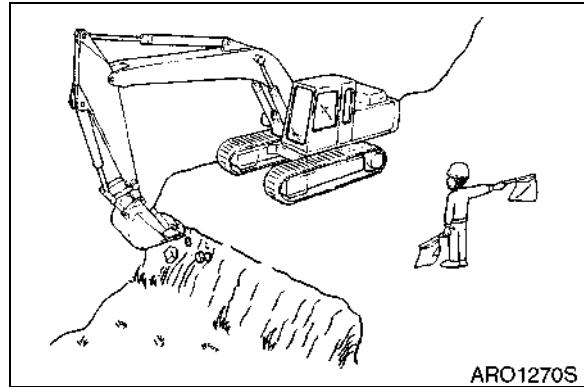


Figure 15

Avoid entering soft ground. It will be difficult for the machine to escape.

Avoid operating your machine too close to the edge of cliffs, overhangs, and deep ditches. The ground may be weak in such areas. If the ground should collapse, the machine could fall or tip over and this could result in serious injury or death.

Remember that the soil after heavy rain, blasting or after earthquakes, is weakened in these areas.

Earth laid on the ground and the soil near ditches is loose. It can collapse under the weight of vibration of your machine and cause your machine to tip over.

Install the head guard (FOPS) if working in areas where there is danger of falling rocks.

CHECKS BEFORE STARTING ENGINE

Every day before starting the engine for the first time, carry out the following checks. If these checks are not carried out properly, there is danger of serious injury.

Completely remove all wood chips, leaves, grass, paper and other flammable materials accumulated in the engine compartment and around the battery. They could cause a fire. Remove any dirt from the window glass, mirrors, handrails, and steps.

Do not leave tools or spare parts laying around in the operator's compartment. The vibration of the machine when traveling or during operations may cause them to fall and damage or break the control levers or switches. They may also get caught in the gap of the control levers and cause the work equipment to malfunction or move dangerously. This may lead to unexpected accidents.

Check the coolant level, fuel level, and hydraulic tank oil level, and check for clogged air cleaner and damage to the electrical wiring.

Adjust the operator's seat to a position where it is easy to operate the machine, and check the seat belt and mounts for damage and wear.

Check the operation of the gauges and the angle of the mirrors, and check that the safety lever is in "LOCKED" position.

If any abnormalities are found in the above checks, carry out repairs immediately.

ENGINE STARTING

Walk around your machine before getting in the operator's cab. Look for evidence of leaking fluid, loose fasteners, misaligned assemblies or any other indications of possible equipment hazard.

All equipment covers and machinery safety guards must be in place, to protect against injury while the machine is being operated.

Look around the work site area for potential hazards, people or property that could be at risk while operation is in progress.

NEVER start the engine if there is any indication that maintenance or service work is in progress, or if a warning tag is attached to controls in the cab.

A machine that has not been used recently, or is being operated in extremely cold temperatures, could require a warm-up or maintenance service before start-up.

Check gauges and monitor displays for normal operation before starting the engine. Listen for unusual noises and remain alert for other potentially hazardous conditions at the start of the work cycle.

Do not short circuit the starting motor to start the engine. This is not only dangerous, but may also damage the machine.

When starting the engine, sound the horn as an alert.

Start and operate the machine only while seated.

BEFORE OPERATING MACHINE

If checks are not carried out properly after starting the engine, it may result in a delay in discovering abnormalities in the machine, and this may lead to personal injury or damage to the machine.

Carry out the checks in an open area where there are no obstructions. Do not let anyone near the machine when carrying out the checks.

- Check the operating condition of the equipment, and the actuation of the bucket, arm, boom, travel, and swing systems.
- Check the machine for any abnormal noise, vibration, heat, smell, or abnormality with the gauges. Check also for leakage of air, oil, and fuel.
- If any abnormality is found, repair the problem immediately. If the machine is used without repairing the problems, it may lead to unexpected injury or failure.
- Clear all personnel from directly around machine and from the area.
- Clear all obstacles from the machine's path. Beware of hazards.
- Be sure that all windows are clean. Secure the doors and the windows in the open position or in the shut position.
- Adjust the rear view mirrors for best visibility close to the machine. Make sure that the horn, the travel alarm (if equipped), and all other warning devices are working properly.
- Fasten the seat belt securely.
- Warm up the engine and hydraulic oil before operating machine.
- Before moving the machine, check the position of undercarriage. The normal travel position is with idler wheels to the front under the cab and the drive sprockets to the rear. When the undercarriage is in the reversed position, the travel controls must be operated in opposite directions.

MACHINE OPERATION

WHEN SWINGING OR CHANGING DIRECTION OF TRAVEL

Before operating the machine or the work equipment, always observe the following precautions to prevent serious injury or death.

- When changing the direction of travel from forward to reverse or from reverse to forward, reduce speed early and stop the machine before changing the direction of travel.
- Sound the horn to warn people in the area.
- Check that there is no one in the area around the machine. There are blind spots behind the machine, so if necessary, swing the upper structure to check that there is no one behind the machine before traveling in reverse.
- When operating in areas that may be hazardous or have poor visibility, designate a person to direct work site traffic.
- Ensure that no unauthorized person can come within the turning radius or direction of travel.

Be sure to observe the above precautions even if a travel alarm or mirrors are installed.

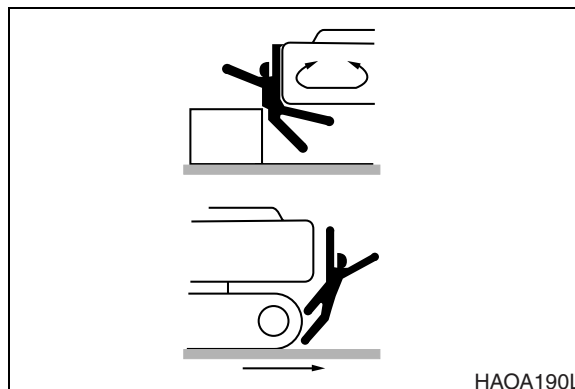


Figure 16

TRAVEL PRECAUTIONS

Never turn the starting switch to the "O" (OFF) position when traveling. It is dangerous if the engine stops when the machine is traveling. It will be impossible to operate the steering.

Attachment control levers should not be operated while traveling.

Do not change selected travel mode (FAST/SLOW) while traveling.

Fold in work equipment so that the outer end of the boom is as close to the machine as possible, and is 40 - 50 cm (16 - 20 in) above ground.

Never travel over obstacles or slopes that will cause the machine to tilt severely. Travel around any slope or obstacle that causes the machine to tilt 10 degrees or more to the right or left, or 30 degrees or more from front to rear.

Do not operate the steering suddenly. The work equipment may hit the ground and cause the machine to lose its balance, and this may damage the machine or structures in the area.

When traveling on rough ground, travel at low speed, and avoid sudden changes in direction.

Always keep to the permissible water depth. Permissible water depth is to the centerline of the upper track rollers.

When traveling over bridges or structures on private land, check first that the bridge or structure can withstand the weight of the machine. When traveling on public roads, check with the local authorities and follow their instructions.

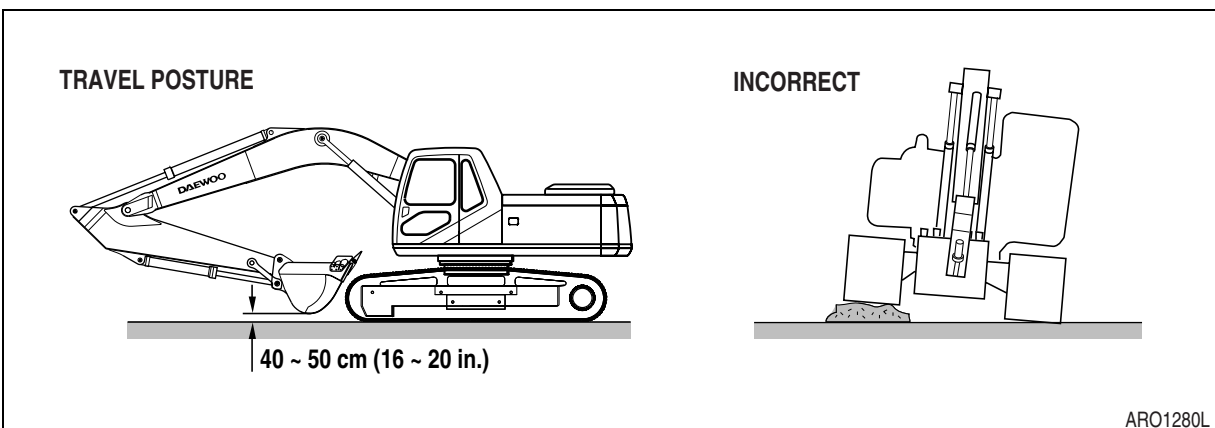


Figure 17

TRAVELING ON SLOPES

Never jump onto a machine that is running away to stop it. There is danger of serious injury.

Traveling on slopes could result in the machine tipping over or slipping.

On hills, banks or slopes, carry the bucket approximately 20 - 30 cm (8 - 12 in) above the ground. In case of an emergency, quickly lower the bucket to the ground to help stop the machine.

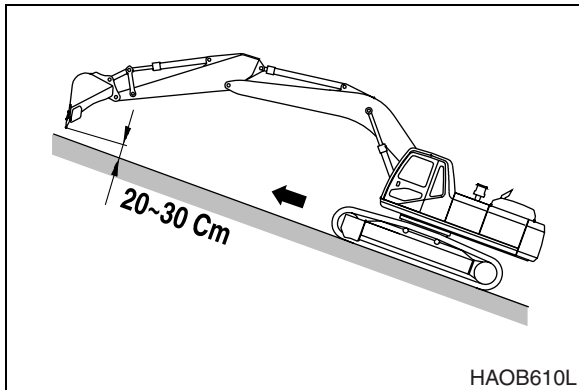


Figure 18

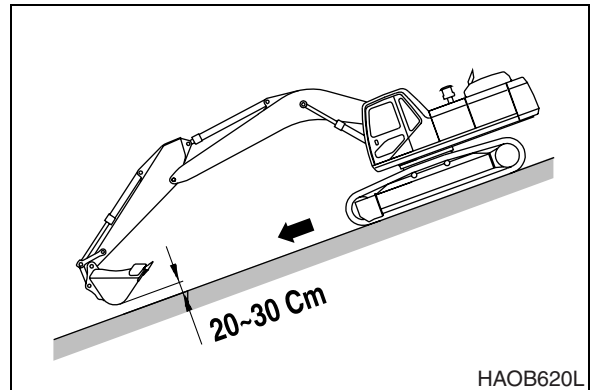


Figure 19

Do not travel on grass, fallen leaves, or wet steel plates. Even slight slopes may cause the machine to slip to the side, so travel at low speed and make sure that the machine is always traveling directly up or down the slope.

Avoid changing the direction of travel on a slope. This could result in tipping or side slipping of the machine.

When possible, operate the machine up slopes and down slopes. Avoid operating the machine across the slope, when possible.

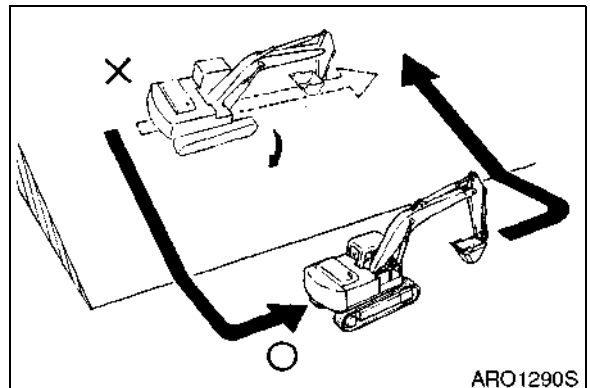


Figure 20

PROHIBITED OPERATIONS

Do not dig the work face under an overhand. This may cause the overhand to collapse and fall on top of the machine.



Figure 21

Do not carry out deep digging under the front of the machine. The ground under the machine may collapse and cause the machine to fall.

Working heavy loads over loose, soft ground or uneven, broken terrain can cause dangerous side load conditions and possible tipover and injury. Travel without a load or a balanced load may also be hazardous.

Never rely on lift jacks or other inadequate supports when work is being done. Block tracks fore and aft to prevent any movement.

When using the machine, to prevent accidents caused by damage to the work equipment and overturning because of an excessive load, do not use the machine in excess of its ability (in terms of the maximum load and stability determined by the structure of the machine).

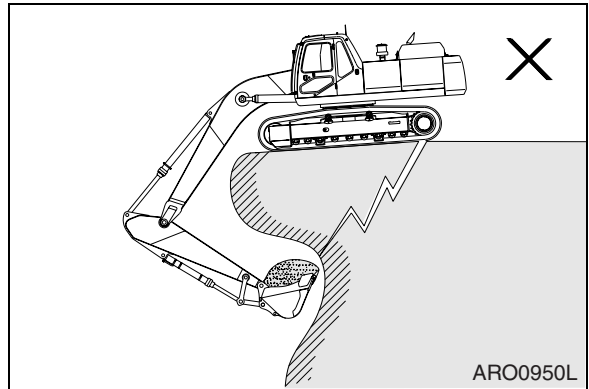


Figure 22

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.

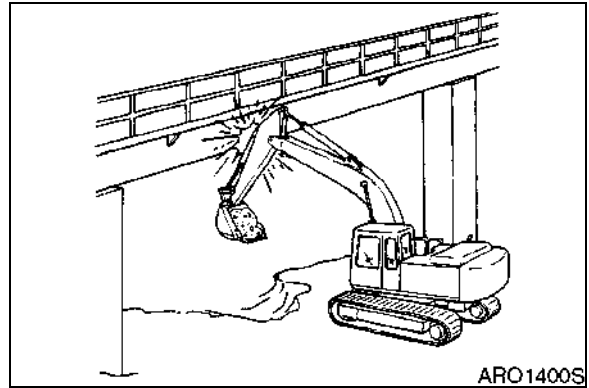


Figure 23

AVOID HIGH-VOLTAGE CABLES

Serious injury or death can result from contact or proximity to high-voltage electric lines. The bucket does not have to make physical contact with power lines for current to be transmitted.

Use a spotter and hand signals to stay away from power lines not clearly visible to the operator.

| Voltage | Minimum Safe Distance |
|----------|-----------------------|
| 6.6 kV | 3 m (9' 10") |
| 33.0 kV | 4 m (13' 1") |
| 66.0 kV | 5 m (16' 5") |
| 154.0 kV | 8 m (26' 3") |
| 275.0 kV | 10 m (32' 10") |

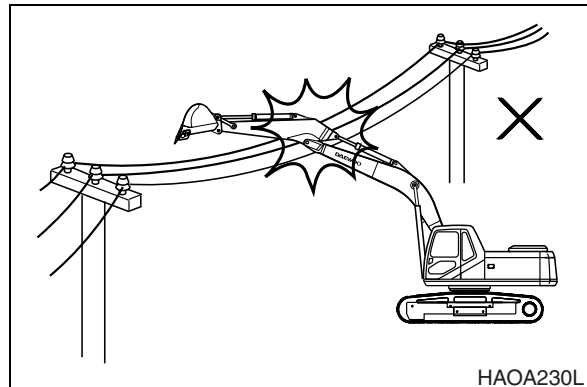


Figure 24

Use these minimum distances as a guideline only. Depending upon the voltage in the line and atmospheric conditions, strong current shocks can occur with the boom or bucket as far away as 4 - 6 m (13 - 20 ft) from the power line. Very high voltage and rainy weather could further decrease that safety margin.

NOTE: *Before starting any type of operation near power lines (either above ground or buried cable-type), you should always contact the power utility directly and work out a safety plan with them.*

OPERATE CAREFULLY ON SNOW, ICE AND IN VERY COLD TEMPERATURES

In icy cold weather avoid sudden travel movements and stay away from even slight slopes. The machine could skid off to one side very easily.

Snow accumulation could hide or obscure potential hazards. Use care while operating or while using the machine to clear snow.

Warming up the engine for a short period may be necessary, to avoid operating with sluggish or reduced working capacity. The jolting shocks and impact loads caused by bumping or bottoming the boom or attachment are more likely to cause severe stress in very cold temperatures. Reducing work cycle rate and work load may be necessary.

When the temperature rises, frozen road surfaces become soft, so the machine travel becomes unstable.

In cold weather, do not touch metal surfaces with your bare hands. If you touch a metal surface in extremely cold weather, your skin may freeze to the metal surface.

OPERATIONS ON SLOPES

When working on slopes, there is danger that the machine may lose its balance and turn over, when swinging, or when work equipment is operated. Always carry out these operations carefully.

Do not swing the work equipment from the uphill side to the downhill side when the bucket is loaded. This operation is dangerous.

If the machine has to be used on a slope, pile the soil to make a platform that will keep the machine as horizontal as possible.

In addition, lower the bucket as far as possible, keep it pulled into the front, and keep the swing speed as low as possible.

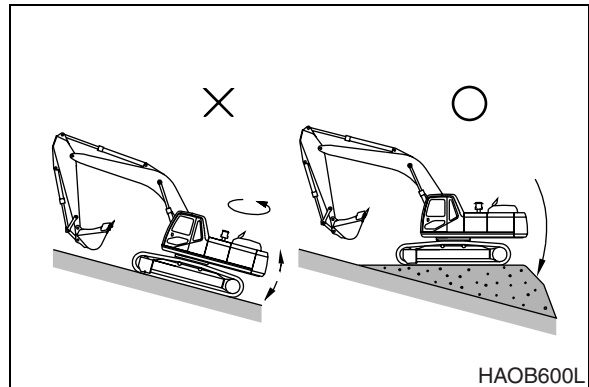


Figure 25

PARKING MACHINE

Avoid making sudden stops, or parking the machine wherever it happens to be at the end of the work day. Plan ahead so that the excavator will be on firm, level ground away from traffic and away from high walls, cliff edges and any area of potential water accumulation or runoff. If parking on inclines is unavoidable, block the crawler tracks to prevent movement. Lower the bucket or other working attachment completely to the ground, or to an overnight support saddle. There should be no possibility of unintended or accidental movement.

When parking on public roads, provide fences, signs, flags, or lights, and put up any other necessary signs to ensure that passing traffic can see the machine clearly, and park the machine so that the machine, flags, and fences do not obstruct traffic.

After the front attachment has been lowered to an overnight storage position and all switches and operating controls are in the "OFF" position, the safety lock lever must be set to the "LOCKED" position. This will disable all pilot circuit control functions.

Always close the door of the operator's compartment.

NEVER LET ANYONE RIDE ON ATTACHMENT

Never let anyone ride on any work attachment, such as the bucket, crusher, grapple, or clamshell (grab bucket). There is a danger of the person falling and suffering serious injury.

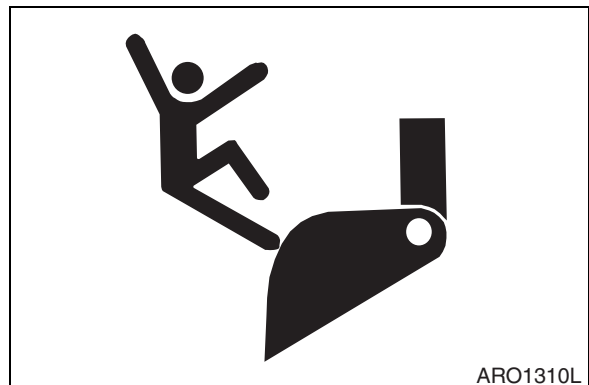


Figure 26

MAINTENANCE

WARNING TAG

Alert others that service or maintenance is being performed and tag operator's cab controls – and other machine areas if required – with a warning notice. OSHA mandated control lever lockout can be made with any OSHA certified lockout device and a length of chain or cable to keep the left hand control console in the fully raised, nonactive position.

Warning tags, for controls are available from Daewoo distributors.



Figure 27

CLEAN BEFORE INSPECTION OR MAINTENANCE

Clean the machine before carrying out inspection and maintenance. This prevents dirt from getting into the machine and also ensures safety during maintenance.

If inspection and maintenance are carried out when the machine is dirty, it will become more difficult to locate the problems, and also there is danger that you may get dirt or mud in your eyes or that you may slip and injure yourself.

When washing the machine, do the following;

- Wear shoes with nonslip soles to prevent yourself from slipping and falling on wet places.
- Wear safety glasses and protective clothing when washing the machine with high-pressure steam.
- Take action to prevent touching high-pressure water and cutting your skin or having mud fly into your eyes.
- Do not spray water directly on electrical components (sensors, connector) (1, Figure 28). If water gets into the electrical system, there is danger that it will cause defective operation and malfunction.

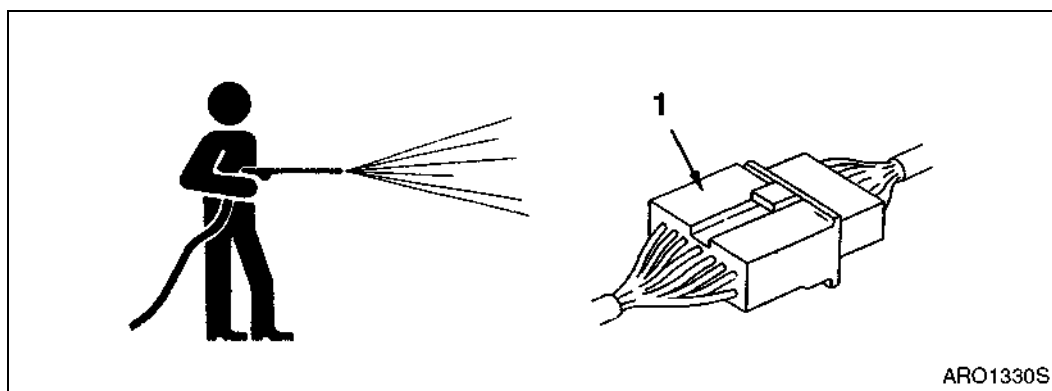


Figure 28

Pick up any tools or hammers that are laying in the work place, wipe up any grease or oil or any other slippery substances, and clean the area to make it possible to carry out the operation in safety. If the work place is left untidy, you may trip or slip and suffer injury.

PROPER TOOLS

Use only tools suited to the task. Using damaged, low quality, faulty, or makeshift tools could cause personal injury. There is danger that pieces from, chisels with crushed heads, or hammers, may get into your eyes and cause blindness.

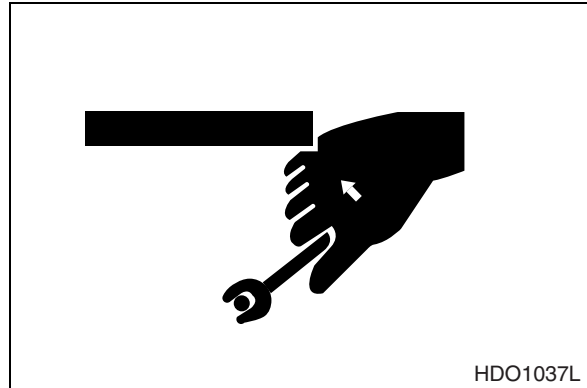


Figure 29

USE OF LIGHTING

When checking fuel, oil, battery electrolyte, or window washing fluid, always use lighting with anti-explosion specifications. If such lighting equipment is not used, there is danger of explosion.

If work is carried out in dark places without using lighting, it may lead to injury, so always use proper lighting.

Even if the place is dark, never use a lighter or flame instead of lighting. There is danger of fire. There is also danger that the battery gas may catch fire and cause an explosion.

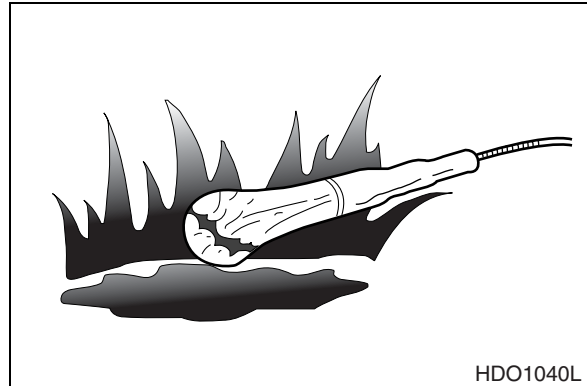


Figure 30

FIRE PREVENTION AND EXPLOSION PREVENTION

All fuels, most lubricants and some coolant mixtures are flammable. Leaking fuel or fuel that is spilled onto hot surfaces or onto electrical components can cause a fire.

Store all fuels and all lubricants in properly marked containers and away from all unauthorized persons.

Store oily rags and other flammable material in a protective container.

Do not smoke while you refuel the machine or while you are in a refueling area.

Do not smoke in battery charging areas or in areas that contain flammable material.

Clean all electrical connections and tighten all electrical connections. Check the electrical wires daily for wires that are loose or frayed. Tighten all loose electrical wires before you operate the machine. Repair all frayed electrical wires before you operate the machine.

Remove all flammable materials before they accumulate on the machine.

Do not weld on pipes or on tubes that contain flammable fluids. Do not flame cut on pipes or on tubes that contain flammable fluids. Before you weld on pipes or on tubes or before you flame cut on pipes or on tubes, clean the pipes or tubes thoroughly with a nonflammable solvent.

BURN PREVENTION

When checking the radiator coolant level, shut down engine, let the engine and radiator cool down, then check the coolant recovery tank. If the coolant level in the coolant recovery tank is near the upper limit, there is enough coolant in the radiator.

Loosen the radiator cap gradually to release the internal pressure before removing the radiator cap.

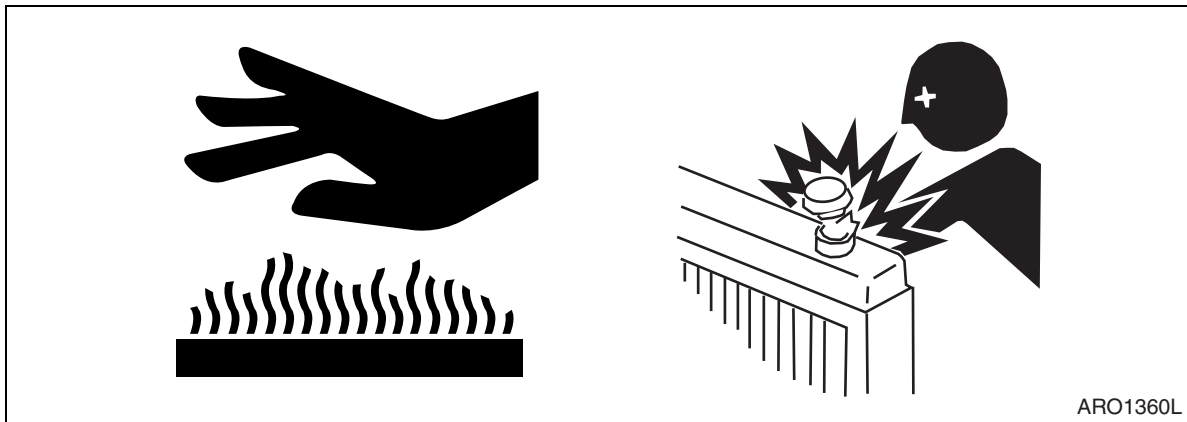


Figure 31

If the coolant level in the coolant recovery tank is below the lower limit, add coolant.

Cooling system conditioner contains alkali. Alkali can cause personal injury. Do not allow alkali to contact the skin, the eyes, or the mouth.

Allow cooling system components to cool before you drain the cooling system.

Hot oil and hot components can cause personal injury. Do not allow hot oil or hot components to contact the skin.

Remove the hydraulic tank filter plug only after the engine has been stopped. Make sure that the hydraulic tank filter plug is cool before you remove it with your bare hand. Remove the hydraulic tank filter plug slowly to relieve pressure.

Relieve all pressure in the hydraulic oil system, in the fuel system, or in the cooling system before you disconnect any lines, fittings, or related items.

Batteries give off flammable fumes that can explode.

Do not smoke while you are checking the battery electrolyte levels.

Electrolyte is an acid. Electrolyte can cause personal injury. Do not allow electrolyte to contact the skin or the eyes.

Always wear protective glasses when you work on batteries.

WELDING REPAIRS

When carrying out welding repairs, carry out the welding in a properly equipped place. The welding should be performed by a qualified worker. During welding operations, there is the danger of, generation of gas, fire, or electric shock, so never let an unqualified worker do welding.

The qualified welder must do the following;

- To prevent explosion of the battery, disconnect the battery terminals and remove batteries.
- To prevent generation of gas, remove the paint from the location of the weld.
- If hydraulic equipment, piping or places close to them are heated, a flammable gas or mist will be generated and there is danger of it catching fire. To avoid this, never subject these places to heat.
- Do not weld on pipes or on tubes that contain flammable fluids. Do not flame cut on pipes or on tubes that contain flammable fluids. Before you weld on pipes or on tubes or before you flame cut on pipes or on tubes, clean the pipes or tubes thoroughly with a nonflammable solvent.
- If heat is applied directly to rubber hoses or piping under pressure, they may suddenly break so cover them with a fireproof covering.
- Wear protective clothing.
- Make sure there is good ventilation.
- Remove all flammable objects and provide a fire extinguisher.

WARNING FOR COUNTERWEIGHT AND FRONT ATTACHMENT REMOVAL



Daewoo warns any user, that the removal of the counterweight from the machine, front attachment or any other part, may affect the stability of the machine. This could cause unexpected movement, resulting in death or serious injuries. Daewoo is not liable for any misuse.

Never remove the counterweight or front attachment unless the upper structure is in-line with the lower structure.

Never rotate the upper structure once the counterweight or front attachment has been removed.

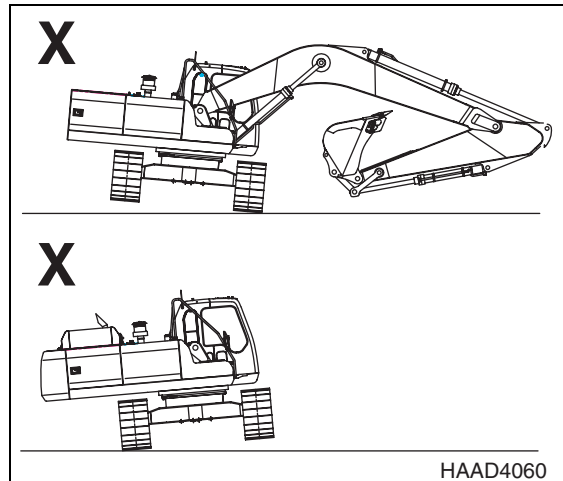


Figure 32

PRECAUTIONS FOR REMOVAL, INSTALLATION, AND STORAGE OF ATTACHMENTS

Before starting removal and installation of attachments, decide the team leader.

Do not allow anyone except the authorized workers close to the machine or attachment.

Place attachments that have been removed from the machine in a safe place so that they do not fall. Put up a fence around the attachments and take other measures to prevent unauthorized persons from entering.

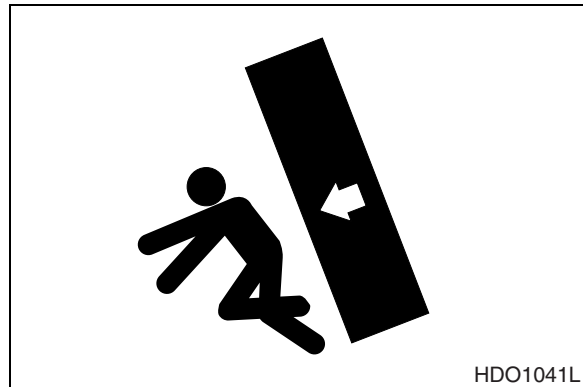


Figure 33

PRECAUTIONS WHEN WORKING ON MACHINE

When carrying out maintenance operations on the machine, keep the area around your feet clean and tidy to prevent you from falling. Always do the following;

- Do not spill oil or grease.
- Do not leave tools laying about.
- Watch your step when walking.

Never jump down from the machine. When getting on or off the machine, use the steps and handrails, and maintain a three-point contact (both feet and one hand or both hands and one foot) to support yourself securely.

If the job requires it, wear protective clothing.

To prevent injury from slipping or falling, when working on the hood or covers, never use any part except the inspection passage fitted with nonslip pads.



Figure 34

LOCK INSPECTION COVERS

When carrying out maintenance with the inspection cover open, lock the cover securely in position with the lock bar.

If maintenance work is carried out with the inspection cover open but not locked, there is danger that it may suddenly close and cause injury if there is a gust of wind.

CRUSHING PREVENTION AND CUTTING PREVENTION

You should always have at least two people working together if the engine must be run during service. One person needs to remain in the operator's seat, ready to work the controls or stop the machine and shut off the engine.

Unless you are instructed otherwise, never attempt adjustments while the machine is moving or while the engine is running.

Stay clear of all rotating parts and moving parts.

Keep objects away from moving fan blades. The fan blades will throw objects and the fan blades can cut objects.

Do not use a wire rope cable that is kinked or flayed. Wear gloves when you handle a wire rope cable.

When you strike a retainer pin, the retainer pin might fly out. The loose retainer pin can injure personnel. Make sure that the area is clear of people when you strike a retainer pin. To avoid injury to your eyes, wear protective glasses when you strike a retainer pin.

TRACK TENSION ADJUSTMENTS REQUIRE CAUTION

Never turn out the track tension grease fitting nut. To release pressure from the crawler frame track tension assembly, you should NEVER attempt to disassemble the track adjuster or attempt to remove the grease fitting or valve assembly.

Keep your face and body away from the valve. Refer to the track adjustment procedure in the Operator and Maintenance Manual or Shop Manual.

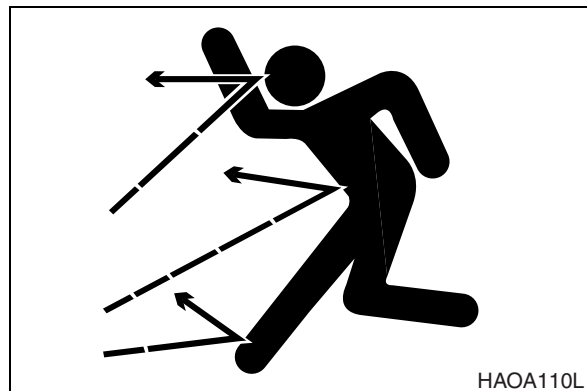


Figure 35

SUPPORTS AND BLOCKING FOR WORK EQUIPMENT

Do not allow weight or equipment loads to remain suspended. Lower everything to the ground before leaving the operator's seat. Do not use hollow, cracked or unsteady, wobbling weight supports. Do not work under any equipment supported solely by a lift jack.

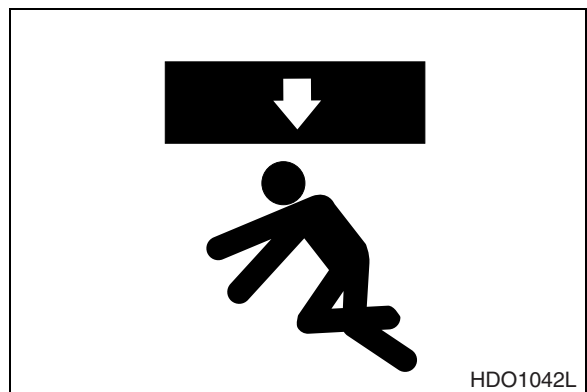


Figure 36

ACTION WHEN ABNORMALLY IS FOUND DURING INSPECTION

If any abnormality is found during inspection, always carry out repairs. In particular, if the machine is used when there are still problems with the brake or work equipment systems, it may lead to serious injury.

If necessary depending on the type of failure, please contact your Daewoo distributor for repairs.

PRECAUTIONS WITH HIGH PRESSURE LINE, TUBES AND HOSES

When inspecting or replacing high-pressure piping or hoses, check that the pressure has been released from the circuit. Failure to release the pressure may lead to serious injury. Always do the following;

- Wear protective glasses and leather gloves.
- Fluid leaks from hydraulic hoses or pressurized components can be difficult to see but pressurized oil has enough force to pierce the skin and cause serious injury. Always use a piece of wood or cardboard to check for suspected hydraulic leaks. Never use your hands or expose your fingers.
- Do not bend high pressure lines. Do not strike high pressure lines. Do not install lines, tubes or hoses that are bent or damaged.
- Make sure that all clamps, guards and heat shields are installed correctly to prevent vibration, rubbing against other parts, and excessive heat during operation.
 - If any of the following conditions are found, replace the part.
 - Damage or leakage from hose end.
 - Wear, damage, cutting of covering, or exposure of strengthening wire layer.
 - Cover portion is swollen in places.
 - There is twisting or crushing at movable parts of hose.
 - Foreign material is embedded in the covering.
 - Hose end is deformed.

NOTE: Refer to "Hose In-service Lifetime Limit (European Standard ISO 8331 and EN982 CEN)" in the Operation and Maintenance Manual, for additional European regulations.

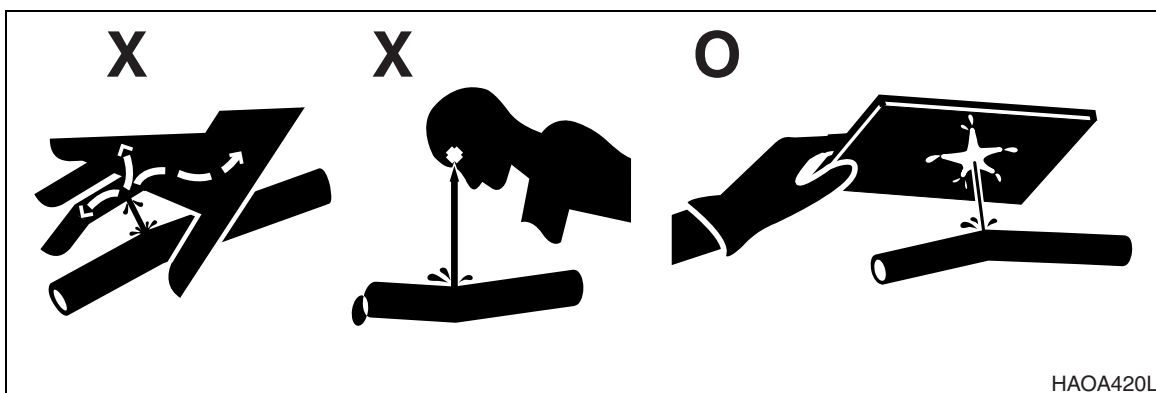


Figure 37

WASTE MATERIALS

Physical contact with used motor oil may pose a health risk. Wipe oil from your hands promptly and wash off any remaining residue.

Used motor oil is an environmental contaminant and may only be disposed of at approved collection facilities. To prevent pollution of the environment, always do the following;

- Never dump waste oil in a sewer system, rivers, etc.
- Always put oil drained from your machine in containers. Never drain oil directly onto the ground.
- Obey appropriate laws and regulations when disposing of harmful materials such as oil, fuel, solvent, filters, and batteries.

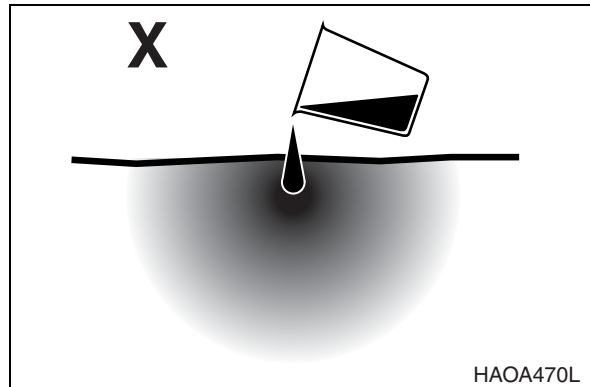


Figure 38

BATTERY

BATTERY HAZARD PREVENTION

Battery electrolyte contains diluted sulfuric acid and batteries generate hydrogen gas. Hydrogen gas is highly explosive, and mistakes in handling them can cause serious injury or fire. To prevent problems, always do the following;

- Do not smoke or bring any flame near the battery.
- When working with batteries, ALWAYS wear safety glasses and rubber gloves.
- If you spill battery electrolyte on yourself or your clothes, immediately flush the area with water.
- If battery electrolyte gets into your eyes, flush them immediately with large quantities of water and see a doctor at once.
- If you accidentally drink battery electrolyte, drink a large quantity of water or milk, raw egg or vegetable oil. Call a doctor or poison prevention center immediately.
- When cleaning the top surface of the battery, wipe it with a clean, damp cloth. Never use gasoline, thinner, or any other organic solvent or detergent.
- Tighten the battery caps securely.
- If the battery electrolyte is frozen, do not charge the battery or start the engine with power from another source. There is danger that the battery may catch fire.
- When charging the battery or starting with power from another source, let the battery electrolyte melt and check that there is no leakage of battery electrolyte before starting the operation.
- Always remove the battery from the machine before charging.

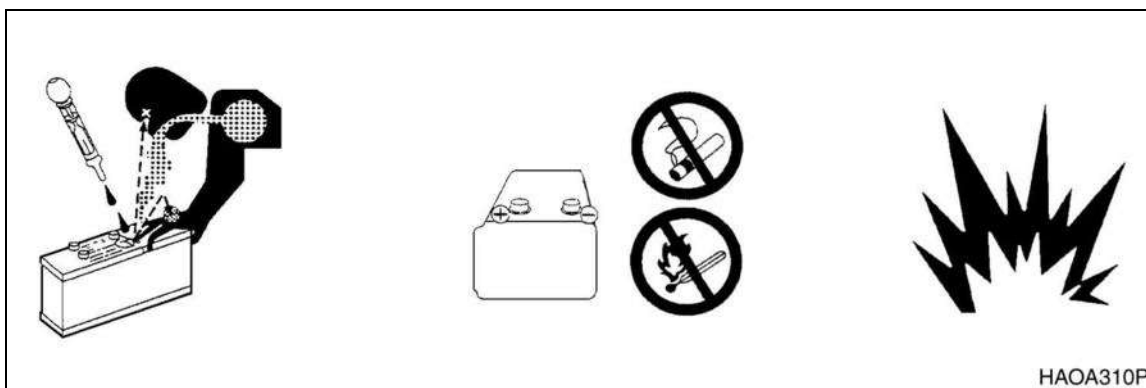


Figure 39

BOOST STARTING OR CHARGING ENGINE BATTERIES

If any mistake is made in the method of connecting the booster cables, it may cause an explosion or fire. Always do the following;

- Turn off all electrical equipment before connecting leads to the battery. This includes electrical switches on the battery charger or boost starting equipment.
- When boost-starting from another machine or vehicle do not allow the two machines to touch. Wear safety glasses or goggles while required battery connections are made.
- 24 volt battery units consisting of two series-connected twelve volt batteries have a cable connecting one positive terminal on one of the 12 volt batteries to a negative terminal on the other battery. Booster or charger cable connections must be made between the nonseries-connected positive terminals and between the negative terminal of the booster battery and the metal frame of the machine being boosted or charged. Refer to the procedure and illustration in "Starting Engine With a Booster Cable" in the Operation and Maintenance Manual.
- Connect positive cable first when installing cables and disconnect the negative cable first when removing them. The final cable connection, at the metal frame of the machine being charged or boost-started, should be as far away from the batteries as possible.

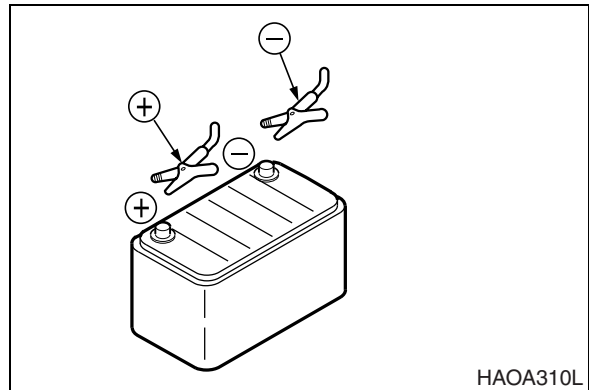


Figure 40

TOWING

PRECAUTIONS WHEN TOWING

If any mistake is made in the method of selecting or inspecting the towing wire or in the method of towing, it may lead to serious personal injury. Always do the following;

- Always use the method of towing given in this Operation and Maintenance Manual. Do not use any other method.
- Use leather gloves when handling the wire rope.
- When carrying out the preparation work for towing with two or more workers, determine the signals to use and follow these signals correctly.
- Always fit the towing rope to the left and right hooks and secure in position.
- If the engine on the problem machine will not start or there is a failure in the brake system. always contact your Daewoo distributor.
- Never go between the towing machine and the towed machine during the towing operation.
- It is dangerous to carry out towing on slopes, so select a place where the slope is gradual. If there is no place where the slope is gradual, carry out operations to reduce the angle of the slope before starting the towing operation.
- When towing a problem machine, always use a wire rope with a sufficient towing capacity.
- Do not use a frayed, kinked rope or a rope with any loss of diameter.
- Do not use the light-weight towing hook for towing another machine.

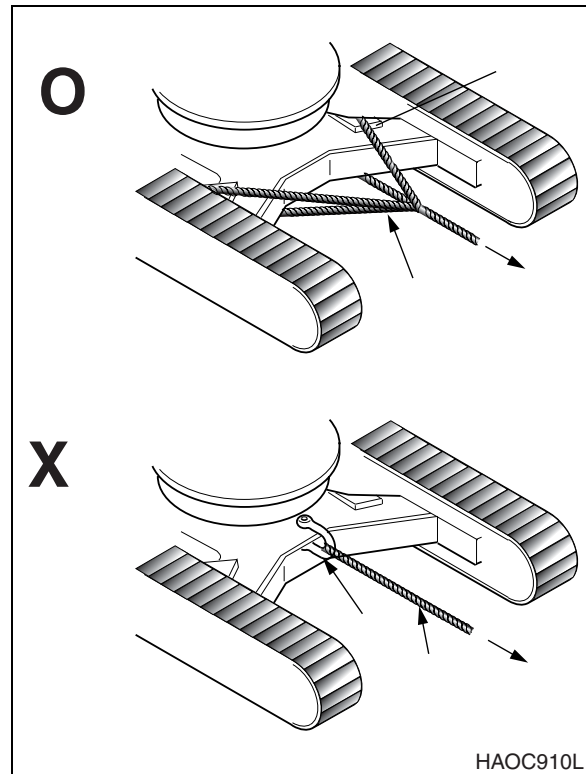


Figure 41

SHIPPING AND TRANSPORTATION

OBEDI STATE AND LOCAL OVER-THE-ROAD REGULATIONS

Check state and local restrictions regarding weight, width and length of a load before making any other preparation for transport.

The hauling vehicle, trailer and load must all be in compliance with local regulations governing the intended shipping route.

Partial disassembly or tear-down of the excavator may be necessary to meet travel restrictions or particular conditions at the work site. See the Shop Manual for information on partial disassembly.

Refer to the Transportation and Shipping section of this Operation and Maintenance Manual for information on loading, unloading and towing.

LIFTING WITH SLING

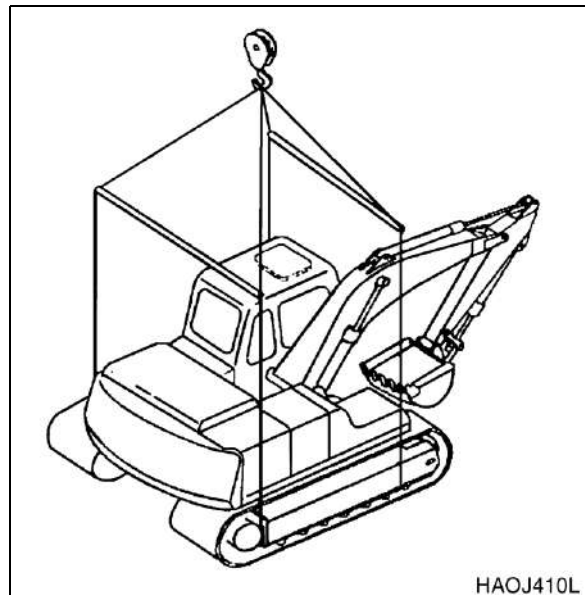


WARNING!

Improper lifting can allow load to shift and cause injury or damage.

1. Refer to Specification section of Operation and Maintenance Manual for information on weight and dimensions.
2. Use properly rated cables and slings for lifting.
3. Position machine for a level lift.
4. Lifting cables should have a long enough length to prevent contact with the machine. Spreader bars may be required.

NOTE: *If spreader bars are used, be sure that cables are properly secured to them and that the angle of the cables is factored into the lift strength.*



HAOJ410L

Figure 42

SPECIFICATIONS



SPECIFICATIONS FOR SOLAR 225LC-V



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 |
|---------------|---------------------|
| Solar 225LC-V | 1001 and UP |
| | |
| | |
| | |

TABLE OF CONTENTS

| | |
|---|----|
| General Description..... | 3 |
| Component Locations | 4 |
| General Dimensions..... | 7 |
| Working Range..... | 8 |
| General Specifications | 10 |
| Engine Performance Curves (Per DIN 6270 Standard)..... | 12 |
| Approximate Weight of Workload Materials | 14 |
| Performance Tests..... | 17 |
| Excavator Performance Standards..... | 18 |
| Test Conditions..... | 18 |
| Travel Speed and Travel Motor Balance (Steering Deviation) Tests..... | 18 |
| Speed Test | 18 |
| Travel Deviation..... | 19 |
| Swing Speed and Deceleration Force Test | 20 |
| Swing Speed Test | 20 |
| Swing Deceleration Force Test | 20 |
| Cylinder Performance Tests | 21 |
| Boom Cylinders Test..... | 21 |
| Arm Cylinder Test | 21 |
| Bucket Cylinder Test | 21 |
| Hydraulic Cylinder Natural Drop Test..... | 21 |
| Travel Motor Jack-up Test | 21 |

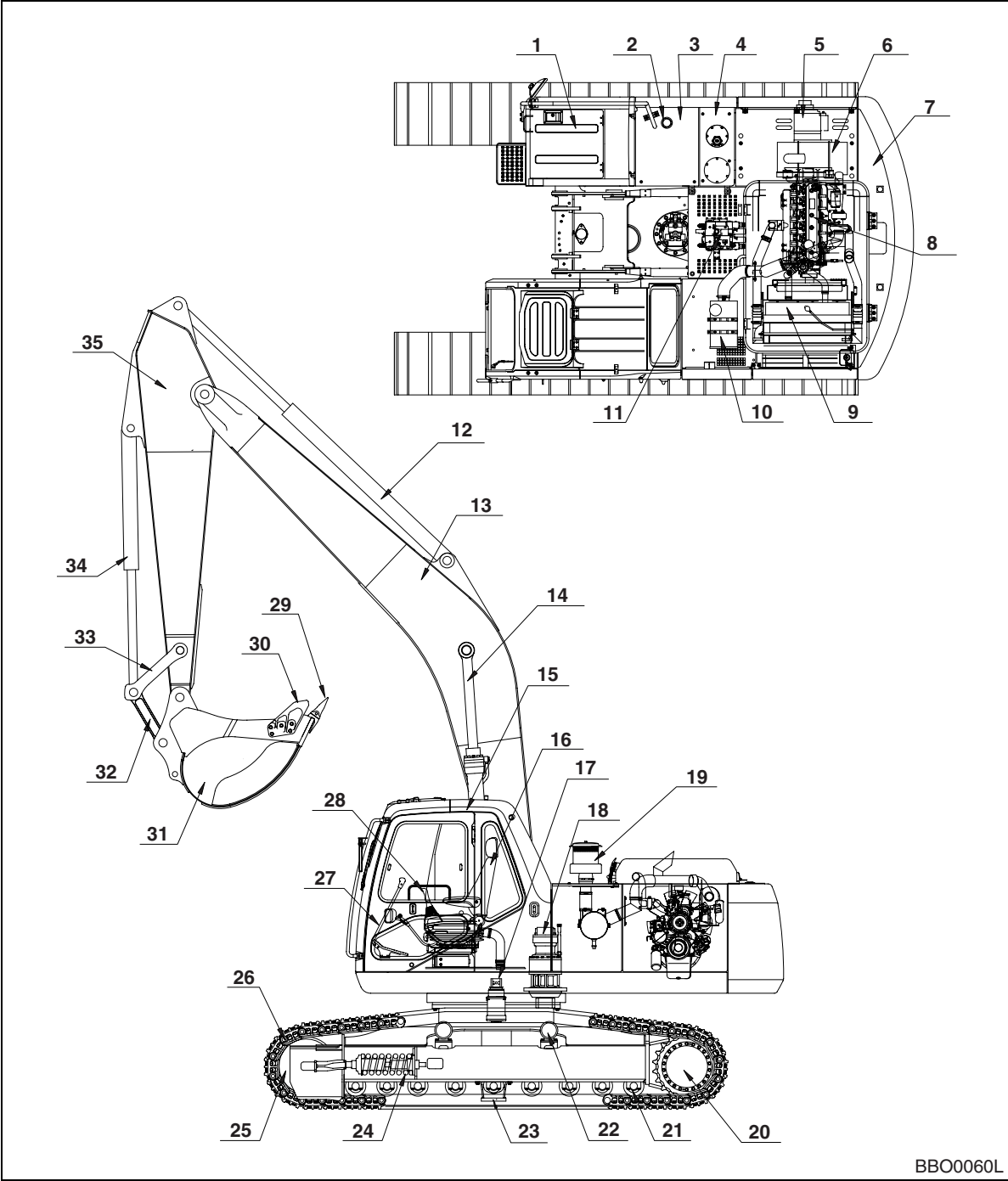
GENERAL DESCRIPTION

The excavator has three main component sections:

- The Upper Turntable
- The Lower Undercarriage and Track Frames
- The Excavator Front-end Attachment

The following illustration identifies main components and their locations. (See Figure 1 on page -4.)

COMPONENT LOCATIONS



BBO0060L

Figure 1

1. BATTERY
2. FUEL TANK FILL CAP
3. FUEL TANK
4. HYDRAULIC OIL TANK
5. PUMPS
6. MUFFLER
7. COUNTERWEIGHT
8. ENGINE
9. RADIATOR AND OIL COOLER
10. AIR CLEANER
11. CONTROL VALVES
12. ARM CYLINDER
13. BOOM
14. BOOM CYLINDER
15. CAB
16. SEAT
17. CENTER JOINT
18. SWING MOTOR
19. PRECLEANER
20. TRAVEL MOTOR
21. LOWER ROLLER
22. UPPER ROLLER
23. TRACK GUIDE
24. TRACK ADJUSTER
25. IDLER
26. TRACK LINK AND SHOE
27. TRAVEL LEVER
28. WORK LEVER (JOYSTICK) CONTROLS
29. TOOTH POINT
30. SIDE CUTTER
31. BUCKET
32. PUSH LINK
33. GUIDE LINK
34. BUCKET CYLINDER
35. ARM

GENERAL DIMENSIONS

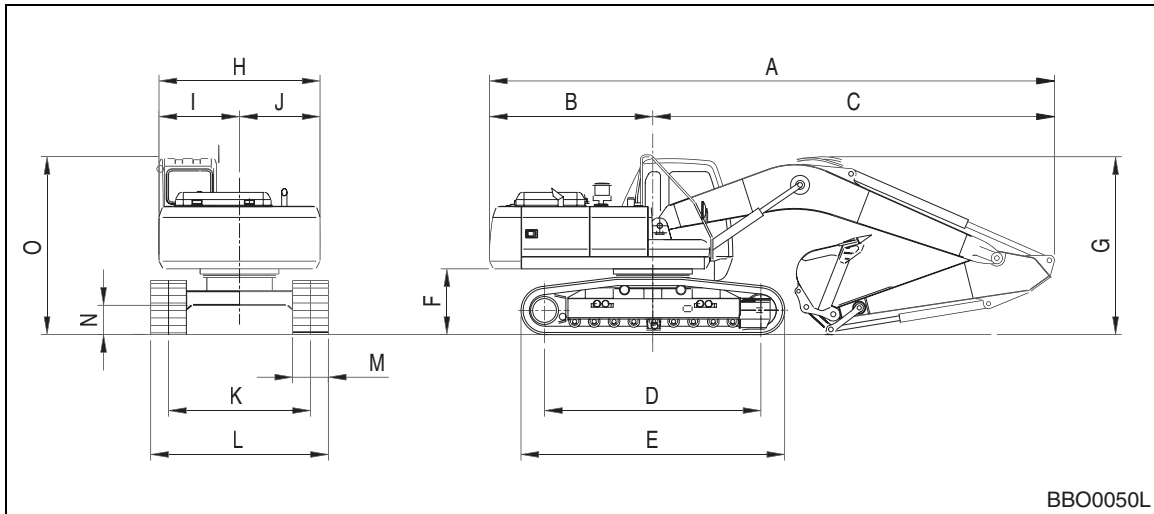


Figure 2

| DIMENSION | 5.7 M (18.7 FT) BOOM | | |
|-----------|----------------------|--------------------|----------------------|
| | 2.4 M (7.87 FT) ARM | 2.9 M (9.5 FT) ARM | 3.5 M (11.48 FT) ARM |
| A | 9,530 mm (31' 3") | 9,550 mm (31' 4") | 9,540 mm (31' 4") |
| B | 2,750 mm (9') | | |
| C | 6,780 mm (22' 3") | 6,800 mm (22' 4") | 6,790 mm (22' 3") |
| D | 3,645 mm (11' 12") | | |
| E | 4,440 mm (14' 7") | | |
| F | 1,105 mm (3' 8") | | |
| G | 3,228 mm (11' 0") | 3,030 mm (9' 11") | 3,690 mm (12' 1") |
| H | 2,710 mm (8' 11") | | |
| I | 1,350 mm (4' 5") | | |
| J | 1,360 mm (4' 6") | | |
| K | 2,390 mm (7' 10") | | |
| L | 2,990 mm (9' 10") | | |
| M | 600 mm (23.62 in) | | |
| N | 480 mm (18.90 in) | | |
| O | 3,000 mm (9' 10") | | |

WORKING RANGE



WARNING!

The actual value for dimension "L" Digging Reach, depends on the stability and support provided by ground conditions. Digging too far underneath the excavator if soil conditions are wet, loose or unstable can collapse ground support, which could cause injury and/or equipment damage.

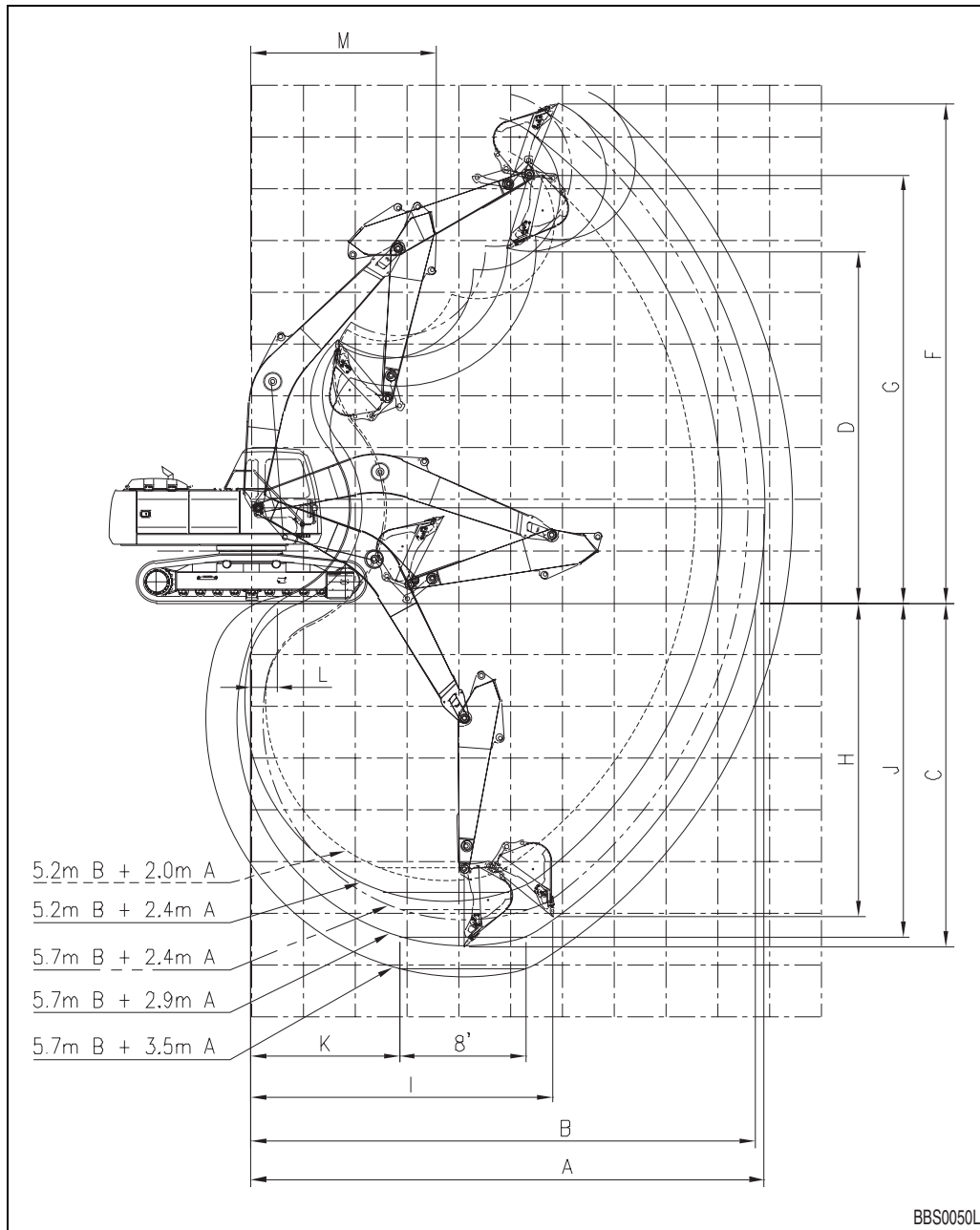


Figure 3

| Dim. | Boom Type | Boom 5.2 m | | Boom 5.7 m | | |
|------|--------------------------------|--|--|--|---|--|
| | Arm Type | 2.0 m (6.56 ft) | 2.4 m (7.87 ft) | 2.4 m (7.87 ft) | 2.9 m (9.51 ft) | 3.5 m (11.48 ft) |
| | Bucket Type (PCSA) | 1.28 m ³ (1.67 yd ³) | 1.17 m ³ (1.53 yd ³) | 1.05 m ³ (1.37 yd ³) | 0.93m ³ (1.22 yd ³) | 0.81 m ³ (1.06 yd ³) |
| A | Max. Digging Reach | 8,565 mm (28' 1") | 9,080 mm (29' 9") | 9,580 mm (31' 5") | 9,910 mm (32' 6") | 10,445 mm (34' 3") |
| B | Max. Digging Reach (Ground) | 8,365 mm (27' 5") | 8,890 mm (29' 2") | 9,400 mm (30' 10") | 9,735 mm (31' 11") | 10,230 mm (33' 8") |
| C | Max. Digging Depth | 5,370 mm (17' 7") | 5,770 mm (18' 11") | 6,125 mm (20' 1") | 6,630 mm (21' 9") | 7,230 mm (23' 8") |
| D | Max. Loading Height | 5,875 mm (19' 3") | 6,435 mm (21' 1") | 6,885 mm (22' 7") | 6,795 mm (22' 3") | 7,020 mm (23' 02") |
| F | Max. Digging Height | 8,720 mm (28' 7") | 9,370 mm (30' 9") | 9,825 mm (32' 2") | 9,570 mm (31' 8") | 9,870 mm (32' 4") |
| G | Max. Bucket Pin Height | 7,360 mm (24' 2") | 7,920 mm (25' 11") | 8,370 mm (27' 5") | 8,280 mm (27' 2") | 8,500 mm (27' 0") |
| H | Max. Vertical Wall | 4,670 mm (15' 3") | 5,650 mm (18' 6") | 6,035 mm (19' 9") | 6,045 mm (19' 10") | 6,560 mm (21' 6") |
| I | Max. Radius Vertical | 5,450 mm (17' 10")) | 4,710 mm (15' 5") | 5,045 mm (16' 6") | 5,830 mm (19' 1") | 6,020 mm (19' 9") |
| J | Max. Radius 8 ft Line | 5,120 mm (16' 9") | 5,575 mm (18' 3") | 5,930 mm (19' 5") | 6,445 mm (21' 2") | 7,070 mm (23' 2") |
| K | Min. Radius 8 ft Line | 2,470 mm (8' 1") | 2,545 mm (8' 4") | 2,895 mm (9' 6") | 2,865 mm (9' 5") | 2,860 mm (9' 4") |
| L | Min. Digging Reach | 1,790 mm (5' 10") | 945 mm (3' 11") | 1,730 mm (5' 8") | 120 mm (0.3' 11") | 500 mm (1' 7") |
| M | Min. Swing Radius | 3,440 mm (11' 3") | 3,340 mm (10' 11") | 3,580 mm (11' 9") | 3,570 mm (11' 8") | 3,630 mm (11' 10") |

GENERAL SPECIFICATIONS

| | |
|--|--|
| Shipping Weight | 21.5 metric tons (47,400 lb), includes 10% fuel, boom, 2,900 mm (9' 6") arm, standard bucket and standard shoes |
| Operating Weight | Add weight of full fuel tank and operator. |
| Shipping Weights With Optional Track Shoes | Add 300 kg (660 lb) for 700 mm (28") shoes |
| | Add 600 kg (1,320 lb) for 800 mm (32") shoes |
| | Add 900 kg (1,980 lb) for 900 mm (35.4") shoes |
| Major Component Weights | Standard Boom 1,374.0 kg (3,023 lb) |
| | 2,400.0 mm (7' 10") Arm 801.0 kg (1,762 lb) |
| | 2,900.0 mm (9' 6") Arm 817.0 kg (1,797 lb) |
| | 3,500.0 mm (11' 6") Arm 956.0 kg (2,103 lb) |
| | 6,200.0 mm (20' 4") Arm 1,554.0 kg (3,419 lb) |
| | Boom Cylinders 171.0 kg (376 lb) each |
| | Arm Cylinder 257.0 kg (566 lb) |
| | Bucket Cylinder 144.0 kg (317 lb) |
| | Counterweight 3,900.0 kg (8,580 lb) |
| | Upper Turntable 5,950.0 kg (13,090 lb) |
| Lower - below Swing Bearing 7,850.0 kg (17,270 lb) | |
| Digging Forces: | |
| Bucket Cylinder | 119 KN or 12,100 kg (26,620 lb) - with 2,900 mm (9' 6") arm |
| | 117 KN or 12,000 kg (26,400 lb) - with 2,400 mm (7' 10") arm |
| Arm Cylinder | 100 KN or 10,200 kg (22,400 lb) - with 2,900 mm (9' 6") arm |
| | 121 KN or 12,300 kg (27,060 lb) - with 2,400 mm (7' 10") arm |
| Fuel Tank Capacity | 350 liters (92.5 gal) |
| Hydraulic System Capacity | 240 liters (63.4 gal.) |
| Hydraulic Reservoir Capacity | 140 liters (37 gal) |
| Bucket Heaped Capacity Range | PCSA 0.50 - 1.18 m ³ (0.65 - 1.55 yd ³) |
| | IMPORTANT: Refer to the Load Weight, Bucket and Arm Length Compatibility Table for information on which bucket sizes may be used safely with which arm length, for load material weights. |
| Shoe Type | Triple Grouser |
| Shoe Width and Optional Sizes | 600 mm (24") - standard |
| | 700 mm (28") - optional |
| | 800 mm (32") - optional |
| | 900 mm (35") - optional |
| Ground Pressure Ratings: | |
| Standard 600 mm (24") shoe - | 0.45 kg/cm ² (6.4 psi) |
| Optional 700 mm (28") shoe - | 0.39 kg/cm ² (5.5 psi) |
| Optional 800 mm (32") shoe - | 0.35 kg/cm ² (5.0 psi) |
| Optional 900 mm (35") shoe - | 0.31 kg/cm ² (4.4 psi) |

| Transport Dimensions | |
|--|---|
| Overall Shipping Length (standard boom and arm) | 9,550 mm (31' 4") |
| Overall Shipping Width (standard shoes) | 2,990 mm (9' 10") |
| Overall Shipping Height (to top of cylinder hose) | 3,030 mm (9' 11") |
| Track Shipping Length | 4,440 mm (14' 7") |
| Transport Trailer Capacity | 30 tons (33 short tons), minimum load capacity |
| Transport Loading Ramp Allowable Slope | 15° angle CAUTION: Refer to Transport Maximum Procedure for Safe Shipping Instructions. |

ENGINE PERFORMANCE CURVES (PER DIN 6270 STANDARD)

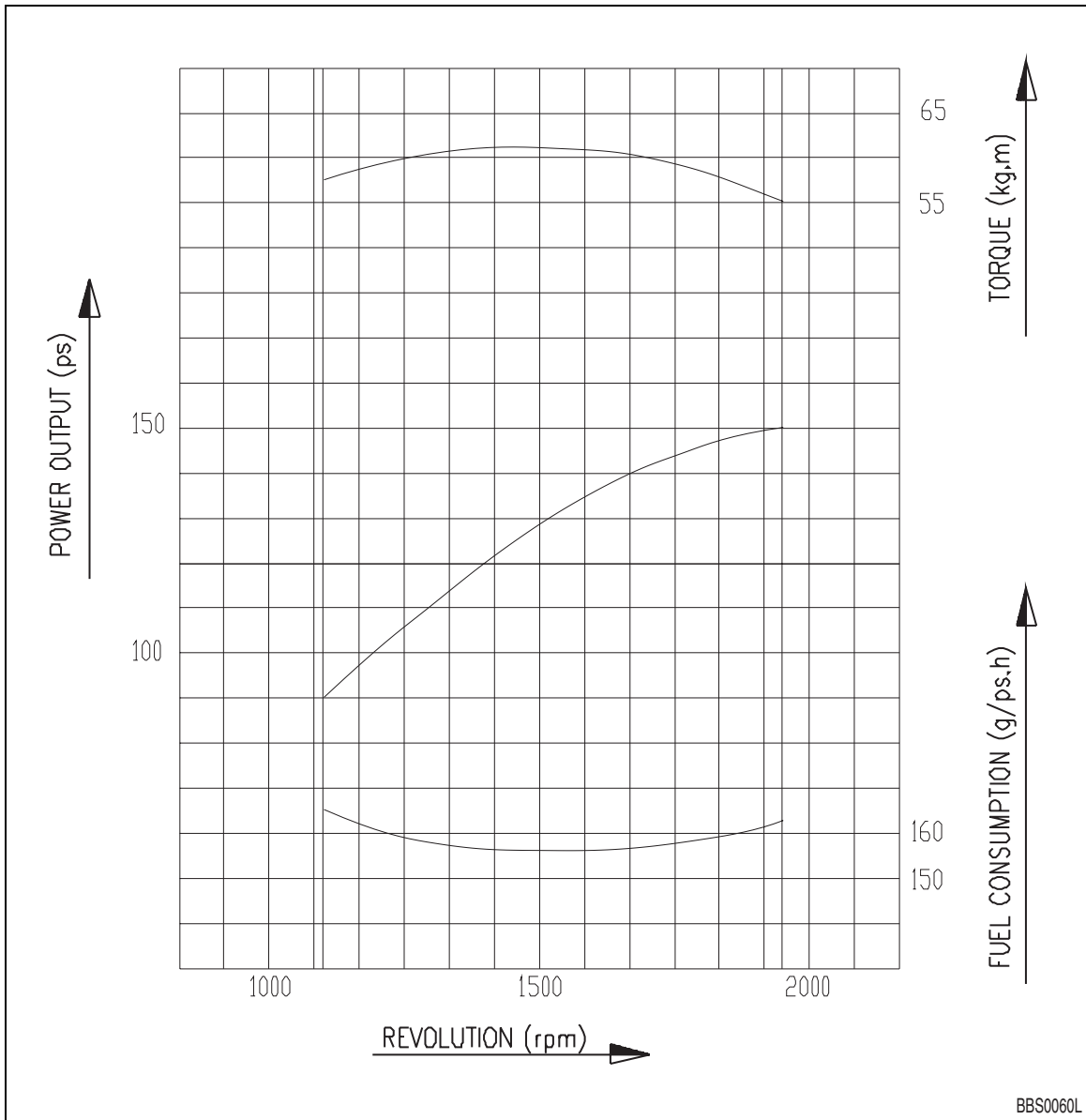


Figure 4

| Condition | Specification |
|---------------------|-----------------------------|
| Engine Model | DB58TIS |
| Barometric Pressure | 760 mmHg (20° C (68°F)) |
| Cooling Fan | 625 mm, SUCKER (24.6 in) |
| Alternator | 24V x 50A |
| Air Cleaner | Installed |
| Muffler | Installed |

| | |
|--------------------------|--|
| Performance Standard | DIN 6270 |
| Power | 150 ps @ 1,950 rpm (148 hp @ 1,950 rpm) |
| Max. Torque | 61.5 kg•m @ 1,400 rpm (443 ft lb @ 1,400 rpm) |
| Fuel Consumption (Rated) | 163 g/ps•h (5.75 oz/hp•h) |

APPROXIMATE WEIGHT OF WORKLOAD MATERIALS

IMPORTANT

Weights are approximations of estimated average volume and mass. Exposure to rain, snow or ground water; settling or compaction due to overhead weight, chemical or industrial processing or changes due to thermal or chemical transformations could all increase the value of weights listed in the table.

| MATERIAL | LOW WEIGHT OR DENSITY 1,100 KG/M ³ (1,850 LB/YD ³), OR LESS | MEDIUM WEIGHT OR DENSITY 1,600 KG/M ³ (2,700 LB/YD ³), OR LESS | HIGH WEIGHT OR DENSITY 2,000 KG/M ³ (3,370 LB/YD ³), OR LESS |
|----------------------------------|--|---|---|
| Charcoal | 401 kg/m ³ (695 lb/yd ³) | ----- | ----- |
| Coke, blast furnace size | 433 kg/m ³ (729 lb/yd ³) | ----- | ----- |
| Coke, foundry size | 449 kg/m ³ (756 lb/yd ³) | ----- | ----- |
| Coal, bituminous slack, piled | 801 kg/m ³ (1,350 lb/yd ³) | ----- | ----- |
| Coal, bituminous r. of m., piled | 881 kg/m ³ (1,485 lb/yd ³) | ----- | ----- |
| Coal, anthracite | 897 kg/m ³ (1,512 lb/yd ³) | ----- | ----- |
| Clay, DRY, in broken lumps | 1,009 kg/m ³ (1,701 lb/yd ³) | ----- | ----- |
| Clay, DAMP, natural bed | ----- | 1,746 kg/m ³ (2,943 lb/yd ³) | ----- |
| Cement, Portland, DRY granular | ----- | 1,506 kg/m ³ (2,583 lb/yd ³) | ----- |
| Cement, Portland, DRY clinkers | ----- | 1,362 kg/m ³ (2,295 lb/yd ³) | ----- |
| Dolomite, crushed | ----- | 1,522 kg/m ³ (2,565 lb/yd ³) | ----- |
| Earth, loamy, DRY, loose | ----- | 1,202 kg/m ³ (2,025 lb/yd ³) | ----- |

| MATERIAL | LOW WEIGHT OR DENSITY 1,100 KG/M³ (1,850 LB/YD³), OR LESS | MEDIUM WEIGHT OR DENSITY 1,600 KG/M³ (2,700 LB/YD³), OR LESS | HIGH WEIGHT OR DENSITY 2,000 KG/M³ (3,370 LB/YD³), OR LESS |
|------------------------------------|--|---|---|
| Earth, DRY, packed | ----- | 1,522 kg/m ³ (2,565 lb/yd ³) | ----- |
| Earth, WET, muddy | ----- | ----- | 1,762 kg/m ³ (2,970 lb/yd ³) |
| Gypsum, calcined, (heated, powder) | 961 kg/m ³ (1,620 lb/yd ³) | ----- | ----- |
| Gypsum, crushed to 3 inch size | ----- | 1,522 kg/m ³ (2,565 lb/yd ³) | ----- |
| Gravel, DRY, packed fragments | ----- | ----- | 1,810 kg/m ³ (3,051 lb/yd ³) |
| Gravel, WET, packed fragments | ----- | ----- | 1,922 kg/m ³ (3,240 lb/yd ³) |
| Limestone, graded above 2 | ----- | 1,282 kg/m ³ (2,160 lb/yd ³) | ----- |
| Limestone, graded 1-1/2 or 2 | ----- | 1,362 kg/m ³ (2,295 lb/yd ³) | ----- |
| Limestone, crushed | ----- | 1,522 kg/m ³ (2,565 lb/yd ³) | ----- |
| Limestone, fine | ----- | ----- | 1,602 kg/m ³ (2,705 lb/yd ³) |
| Phosphate, rock | ----- | 1,282 kg/m ³ (2,160 lb/yd ³) | ----- |
| Salt | 929 kg/m ³ (1,566 lb/yd ³) | ----- | ----- |
| Snow, light density | 529 kg/m ³ (891 lb/yd ³) | ----- | ----- |
| Sand, DRY, loose | ----- | 1,522 kg/m ³ (2,565 lb/yd ³) | ----- |
| Sand, WET, packed | ----- | ----- | 1,922 kg/m ³ (3,240 lb/yd ³) |

| MATERIAL | LOW WEIGHT OR DENSITY 1,100 KG/M³ (1,850 LB/YD³), OR LESS | MEDIUM WEIGHT OR DENSITY 1,600 KG/M³ (2,700 LB/YD³), OR LESS | HIGH WEIGHT OR DENSITY 2,000 KG/M³ (3,370 LB/YD³), OR LESS |
|-----------------|--|---|---|
| Shale, broken | ----- | 1,362 kg/m ³ (2,295 lb/yd ³) | ----- |
| Sulphur, broken | 529 kg/m ³ (1,620 lb/yd ³) | ----- | ----- |

PERFORMANCE TESTS

1. Main Relief Pressure

normal operation: 330 kg/cm² (4,689 psi)

with "Pressure Up": 350 kg/cm² (4,970 psi)

2. Actuator Speeds

| Operation | | Unit | Standard Mode | Power Mode |
|-------------------------------------|-------|---------|---------------|------------|
| Boom | Up | sec. | 3.3 ±0.4 | 3.0 ±0.4 |
| | Down | sec. | 2.5 ±0.3 | 2.3 ±0.4 |
| Arm | Dump | sec. | 2.7 ±0.3 | 2.6 ±0.4 |
| | Crowd | sec. | 3.7 ±0.4 | 3.5 ±0.4 |
| Bucket | Dump | sec. | 2.4 ±0.3 | 2.3 ±0.4 |
| | Crowd | sec. | 3.9 ±0.4 | 3.6 ±0.4 |
| Swing (3 Revolutions) | | sec. | 16.0 ±1.5 | 14.6 ±1.5 |
| Jack-Up Speed (3 Turns) | High | sec. | 19.5 ±1.5 | 18.0 ±0.7 |
| | Low | sec. | 35.0 ±2.0 | 33.0 ±1.2 |
| Travel Speed 20 m (65.62 ft) | High | sec. | 13.5 ±1.0 | 12.5 ±1.0 |
| | Low | sec. | 23.5 ±1.5 | 22.5 ±1.5 |
| Travel Deviation 20 m (65.62 ft) | | mm (in) | 150 (6) | 150 (6) |

EXCAVATOR PERFORMANCE STANDARDS

Evaluation of equipment performance and operating condition can be made by running the excavator through a series of different tests, and recording results with a stop watch and tape measure.

Compare results of performance tests against the specifications and standards that follow, which are for equipment in new or renewed condition.

TEST CONDITIONS

1. All tests should be performed on a flat, level, firmly supporting ground surface.
2. All recommended, applicable maintenance and adjustment service should be completed prior to testing.
3. Hydraulic fluid and engine oil should be of appropriate viscosity for ambient weather conditions. Warm up hydraulic oil to standard operating temperature, between 45° - 55°C (112° - 135°F).
4. Run all tests with the engine speed control set to maximum RPM.
5. Repeat tests with Power Mode engine control settings at both Standard Mode (standard work mode) and Power Mode (high speed mode). Travel speed tests should also be repeated at both high and low speed.

TRAVEL SPEED AND TRAVEL MOTOR BALANCE (STEERING DEVIATION) TESTS

Speed Test

Prepare the excavator for travel speed tests by extending all hydraulic cylinders - boom, arm and bucket - to the fully extended position, shown in Figure 5.

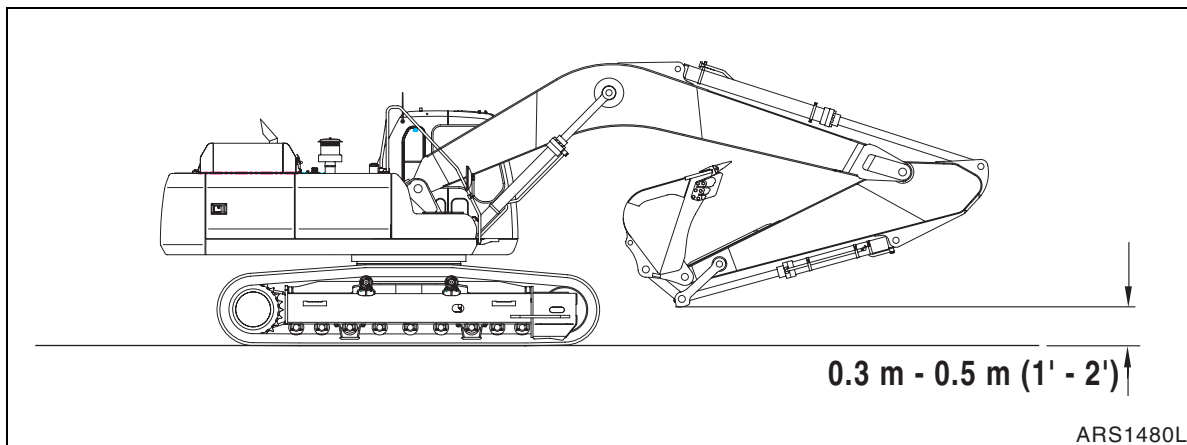


Figure 5

The lowest part of the bucket linkage should be 0.3 - 0.5 m (1' - 2') off the ground.

Mark off a 20 m (65' 7-1/2") test distance, with a 3 - 5 m (10' - 15') run-up area, and a 3 - 5 m (10' - 15', or longer) speed run-off distance.

Travel the excavator back and forth to be sure steering is centered and side frames are perfectly parallel with the test course.

Operate both travel levers at the fully engaged position and measure the time it takes to cross 20 m (65' 7-1/2"). Compare measured results against the standard for new machines:

| RATE OF TRAVEL | TIME | |
|----------------|-------------------|-------------------|
| | STANDARD MODE | POWER MODE |
| High Speed | 13.5 ±1.0 seconds | 12.5 ±1.0 seconds |
| Low Speed | 23.5 ±1.5 seconds | 22.5 ±1.5 seconds |

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

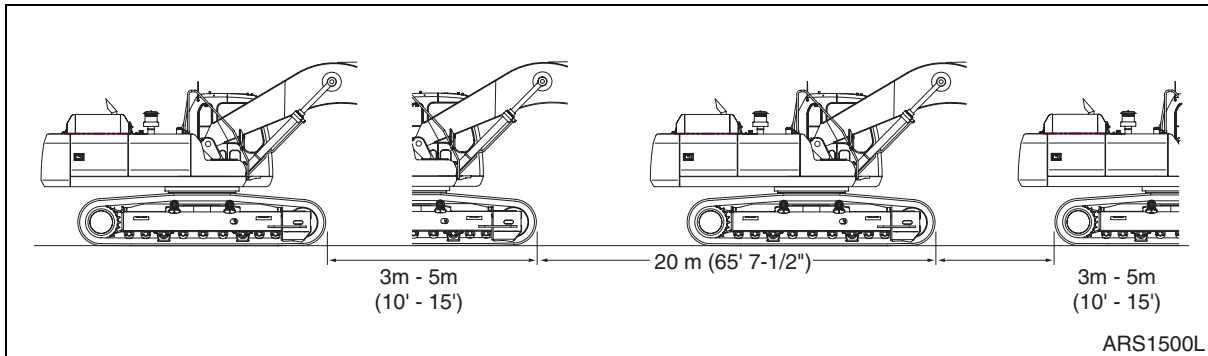


Figure 6

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 | 150 mm (6 in) |

SWING SPEED AND DECELERATION FORCE TEST

Swing Speed Test

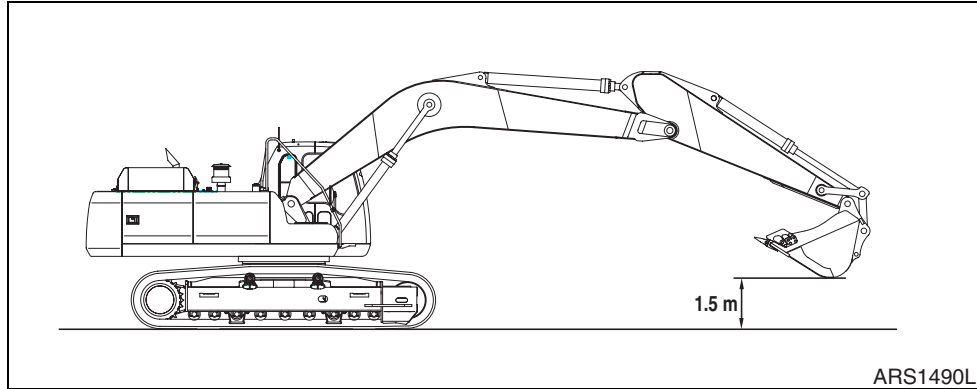


Figure 7

Extend the bucket cylinder completely and retract the arm cylinder, as shown in Figure 7, to test swing speed. The lowest point of the bucket will be approximately 1.5 m (3') off the ground.

Use paint marks at the same point on the turntable and undercarriage, or select alternate measuring locations and use a stopwatch to time 3 full 360° rotations. The time required for 3 revolutions should be between 14.5 and 17.5 seconds in Standard Mode, 13.0 and 16.0 seconds in Power Mode.

Swing Deceleration Force Test

With the boom, arm and bucket in the same position as for the swing speed test, rotate the turntable so that the boom is evenly centered between the side frames, pointing straight ahead. Locate the 90° reference point, perpendicular to the boom. Mark the turntable and undercarriage with paint at the 90° point.

Make several attempts to rotate the turntable exactly 90°, starting from the boom straight ahead position. Engage the swing lever and brake at the 90° point, shown as "swing stop" in Figure 8.

Record how far the turntable drifts past the stop point, measuring the distance between paint marks. Maximum distance should be less than 900 mm (35.43"), in both Power Mode and Standard Mode.

| Reference Number | Description |
|------------------|-------------|
| 1 | Start Swing |
| 2 | 90° Swing |
| 3 | Swing Force |
| 4 | Swing Stop |

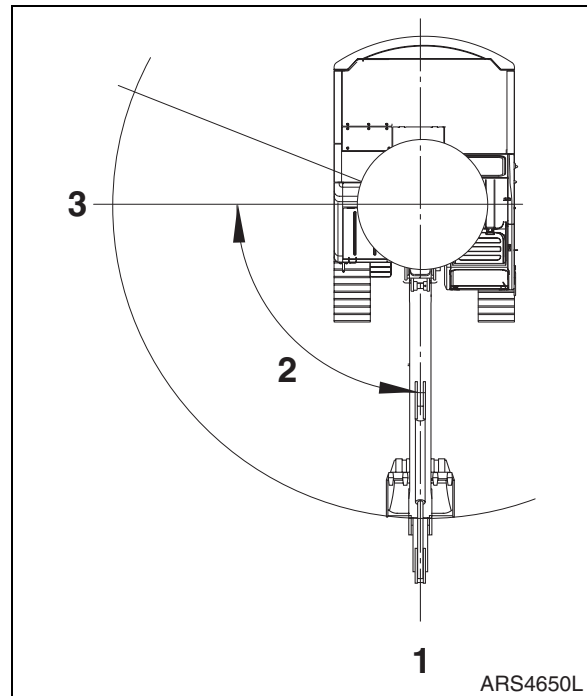


Figure 8

CYLINDER PERFORMANCE TESTS

NOTE: *All tests are performed with standard boom, arm and bucket configuration. The bucket should be empty.*

Boom Cylinders Test

The starting points for the test are with the boom and arm extended away from the excavator, and the bucket curled inward. The arm cylinder should be fully retracted; boom and bucket cylinders must be extended. Test movement in both directions, several times, and average results for both Standard Mode and Power Mode.

Arm Cylinder Test

Start with the boom up and the arm cylinder fully retracted. Test movement in both directions several times, between the "crowd" and "dump" positions, and average the results of both tests, in both standard and extra-duty power modes.

Bucket Cylinder Test

Start with the boom up and the teeth of the bucket hanging vertically, 500 mm (1-1/2' - 2') above the ground. Dump and crowd the bucket several times, and average results, for both standard and extra-duty power modes.

| OPERATION | STANDARD MODE | POWER MODE |
|------------------|----------------------|-------------------|
| Boom Up | 2.9 -3.7 seconds | 2.6 - 3.4 seconds |
| Boom Down | 2.2 - 2.8 seconds | 1.9 - 2.7 seconds |
| Arm Dump | 2.4 - 3.0 seconds | 2.2 - 3.1 seconds |
| Arm Crowd | 3.3 - 4.1 seconds | 3.1 - 3.9 seconds |
| Bucket Dump | 2.1 - 2.7 seconds | 1.9 - 2.7 seconds |
| Bucket Crowd | 3.5 - 4.3 seconds | 3.2 - 4.0 seconds |

Hydraulic Cylinder Natural Drop Test

To check boom and arm cylinder tightness against the specified performance standard for new cylinders, put a full load of dirt in the bucket and move the attachment cylinders so that the arm cylinder is extended 20 - 50 mm (1" - 2") and boom cylinders are retracted the same amount, 20 - 50 mm (1" - 2"). The top of the bucket should be approximately 2 m (6' - 7') off the ground.

Turn off the engine and measure cylinder drop after 5 minutes. Bucket cylinder should not show more than 40 mm (1.57") change, while the arm and boom cylinders should not fall more than 10 mm (0.39").

Travel Motor Jack-up Test

Test travel motor operation on each side by painting or chalking a mark on one crawler shoe, with a corresponding mark on the travel frame. Use the attachment to jack up one side of the machine and operate the raised travel motor. Record the number of seconds it takes the crawler shoe to make 3 full rotations, during both high speed and low speed operation.

| OPERATION | STANDARD MODE | POWER MODE |
|------------------|----------------------|---------------------|
| High Speed | 18.0 - 21.0 seconds | 17.3 - 18.7 seconds |
| Low Speed | 33.0 - 37.0 seconds | 31.8 - 34.2 seconds |

GENERAL MAINTENANCE



GENERAL MAINTENANCE PROCEDURES

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 |
|------------|---------------------|
| ALL MODELS | ALL RANGES |
| | |
| | |
| | |

TABLE OF CONTENTS

| | |
|--|---|
| Welding Precautions and Guidelines | 3 |
| Hydraulic System - General Precautions | 4 |
| Maintenance Service and Repair Procedure | 5 |
| General Precautions | 5 |
| Hydraulic System Cleanliness and Oil Leaks..... | 6 |
| Maintenance Precautions for Hydraulic System Service | 6 |
| Oil Leakage Precautions | 6 |
| Cleaning and Inspection..... | 7 |
| General Guidelines | 7 |
| Bearing inspection | 8 |

WELDING PRECAUTIONS AND GUIDELINES

IMPORTANT

To avoid accidents, personal injury and the possibility of causing damage to the machine or to components, welding must only be performed by properly trained and qualified personnel, who possess the correct certification (when required) for the specific welding fabrication or specialized repair being performed.

WARNING!

Structural elements of the machine may be built from a variety of steels. These could contain unique alloys or may have been heat treated to obtain particular strength characteristics. It is extremely important that welding repairs on these types of steel are performed with the proper procedures and equipment. If repairs are performed incorrectly, structural weakening or other damage to the machine (that is not always readily visible) could be caused. Always consult Daewoo After Sales Service before welding on integral components (loader arm, frames, car body, track frames, turntable, attachment, etc.) of the machine. It is possible that some types of structurally critical repairs may require Magnetic Particle or Liquid Penetrant testing, to make sure there are no hidden cracks or damage, before the machine can be returned to service.

CAUTION!

Always perform welding procedures with the proper safety equipment on hand. Adequate ventilation and a dry work area are absolutely essential. Keep a fire extinguisher nearby and always wear protective clothing and the recommended type of eye protection.

CAUTION!

Observe the following safety precautions:

- 1. Use extra caution and adequate safety shielding when welding near fuel and oil tanks, batteries, hydraulic piping lines or other fire hazards.**
- 2. Never weld when the engine is running. Battery cables must be disconnected before the welding procedure is started.**
- 3. Never weld on a wet or damp surface. The presence of moisture causes hydrogen embrittlement and structural weakening of the weld.**
- 4. If welding procedures are being performed near cylinder rods, operator's cab window areas or any other assemblies that could be damaged by weld spatters, use adequate shielding protection in front of the assembly.**
- 5. During equipment setup, always attach ground cables directly to the area or component being welded to prevent arcing through bearings, bushings, or spacers.**
- 6. Always use correct welding rods for the type of weld being performed and observe recommended precautions and time constraints. AWS Class E7018 welding rods for low alloy to medium carbon steel must be used within two hours after removal from a freshly opened container. Class E11018G welding rods for T-1 and other higher strength steel must be used within 1/2 hour.**

HYDRAULIC SYSTEM - GENERAL PRECAUTIONS

Always maintain oil level in the system at recommended levels. Assemblies that operate under heavy loads, at high speed, with extremely precise dimensional tolerances between moving parts - pistons and cylinders, or shoes and swash plates, for example - can be severely damaged if oil supply runs dry.

Assemblies can be run dry and damaged severely in a very short time when piping or hoses are disconnected to repair leaks and/or replace damaged components. Hoses that are inadvertently switched during disassembly (inlet for outlet and vice versa), air introduced into the system or assemblies that are low on oil due to neglect or careless maintenance, could all produce sufficient fluid loss to cause damage.

When starting the engine (particularly after long layoff or storage intervals), make sure that all hydraulic controls and operating circuits are in neutral, or "OFF." That will prevent pumps or other components that may be temporarily oil-starved from being run under a load.

Replacement of any hydraulic system component could require thorough cleaning, flushing, and some amount of pre-filling with fresh, clean oil if the protective seal on replacement parts has obviously been broken or if seal integrity may have been compromised. When protective seals are removed before installation and reassembly, inspect all replacement parts carefully, before they are installed. If the replacement part is bone dry (with no trace of factory pre-lube) or has been contaminated by dirt or by questionable oils, flushing and pre-filling with clean hydraulic fluid is recommended.

Vibration, irregular or difficult movement or unusual noise from any part of the hydraulic system could be an indication of air in the system (and many other types of problems). As a general precaution (and to help minimize the risk of potential long-term damage), allow the engine to run at no-load idle speed immediately after initial start-up. Hydraulic fluid will circulate, releasing any air that may have been trapped in the system before load demands are imposed.

A daily walk-around pre-start equipment safety inspection, including a quick visual scan for any exterior evidence of leaking hydraulic fluid, can help extend the service life of system components.

IMPORTANT

Hydraulic system operating conditions (repetitive cycling, heavy work loads, fluid circulating under high pressure) make it extremely critical that dust, grit or any other type of contamination be kept out of the system. Observe fluid and filter change maintenance interval recommendations and always pre-clean any exterior surface of the system before it is exposed to air. For example, the reservoir filler cap and neck area, hoses that have to be disassembled, and the covers and external surfaces of filter canisters should all be cleaned before disassembly.

MAINTENANCE SERVICE AND REPAIR PROCEDURE

GENERAL PRECAUTIONS

Fluid level and condition should always be checked whenever any other type of maintenance service or repair is being performed.

NOTE: *If the unit is being used in an extreme temperature environment (in sub-freezing climates or in high temperature, high humidity tropical conditions), frequent purging of moisture condensation from the hydraulic reservoir drain tap should be a regular and frequent part of the operating routine. In more moderate, temperate climates, draining reservoir sediment and moisture may not be required more than once or twice every few months.*

Inspect drained oil and used filters for signs of abnormal coloring or visible fluid contamination at every oil change. Abrasive grit or dust particles will cause discoloration and darkening of the fluid. Visible accumulations of dirt or grit could be an indication that filter elements are overloaded (and will require more frequent replacement) or that disintegrating bearings or other component failures in the hydraulic circuit may be imminent or have already occurred. Open the drain plugs on the main pump casings and check and compare drain oil in the pumps. Look for evidence of grit or metallic particles.

Vibration or unusual noise during operation could be an indication of air leaking into the circuit (Refer to the appropriate Troubleshooting section for component or unit for procedures.), or it may be evidence of a defective pump. The gear-type pilot pump could be defective, causing low pilot pressure, or a main pump broken shoe or piston could be responsible.

NOTE: *If equipped, indicated operating pressure, as shown on the multidisplay digital gauge on the Instrument Panel ("F-Pump" and "R-Pump") will be reduced as a result of a mechanical problem inside the pump. However, pressure loss could also be due to cavitation or air leakage, or other faults in the hydraulic system.*

Check the exterior case drain oil in the main pumps. If no metallic particles are found, make sure there is no air in the system. Unbolt and remove the tank return drain line from the top part of the swing motor, both travel motors and each main pump. If there is air in any one of the drain lines, carefully pre-fill the assembly before bolting together the drain line piping connections. Run the system at low rpm.

HYDRAULIC SYSTEM CLEANLINESS AND OIL LEAKS

MAINTENANCE PRECAUTIONS FOR HYDRAULIC SYSTEM SERVICE

Whenever maintenance, repairs or any other type of troubleshooting or service is being performed, it's important to remember that the hydraulic system - including both the interior and exterior surfaces of assemblies, and every drop of operating fluid - must be protected from contamination.

Dust and other foreign contaminants are major contributors to premature wear in hydraulic circuits. The narrow tolerances, rapidly moving parts and high operating pressures of the system require that fluid be kept as clean as possible. The performance and dependability of the machine (and the service life of individual components) can be noticeably reduced if proper precautions are not observed:

- Use a safe, noncombustible, evaporative-type, low-residue solvent and thoroughly clean exterior surfaces of assemblies before any part of the circuit is opened up or disassembled.

NOTE: *It's just as important to clean the cap and reservoir top before routine fluid changes or quick checks as it is before major repairs. (Accumulated dirt attracts moisture, oil and other fluids - and more dirt.)*

- Keep dismantled parts covered during disassembly. Use clean caps, plugs or tape to protect the disconnected openings of flanges, manifolds and piping.
- Do not allow cleaning solvents or other fluids to mix with the oil in the system. Use clean oil to flush any traces of solvent or other residue before reassembly.
- If metal or rubber fragments are found in the system, flush and replace all fluid in the system and troubleshoot the circuit to identify the source of contamination.

IMPORTANT

Make sure that cleaning solvents will be compatible with rubber materials used in the hydraulic system. Many petroleum based compounds can cause swelling, softening, or other deterioration of system sealing elements, such as O-rings, caps and other seals.

OIL LEAKAGE PRECAUTIONS

Oil that is visibly seeping from joints or seals should always serve as a "red flag" alarm.

Leaks must alert the machine operator and maintenance crew that air, water and dirt have an open, free passageway through which to enter the circuit. Harsh, corrosive salt air, freezing and thawing condensation cycles and working environments that are full of fine dust are especially hazardous. Clogging of valve spools or external piping (especially pilot circuit piping) can gradually diminish or very suddenly put a complete stop to normal hydraulic function. You can prevent having to make these types of repairs by following recommended assembly procedures:

1. Use new O-rings and oil seals whenever hydraulic assemblies are rebuilt.
2. Prepare joint surfaces before assembly by checking alignment and flatness. Clean and repair corrosion or any other damage.
3. Follow bolt torque recommendations and all other assembly requirements.

NOTE: Grease lip seals before assembly.

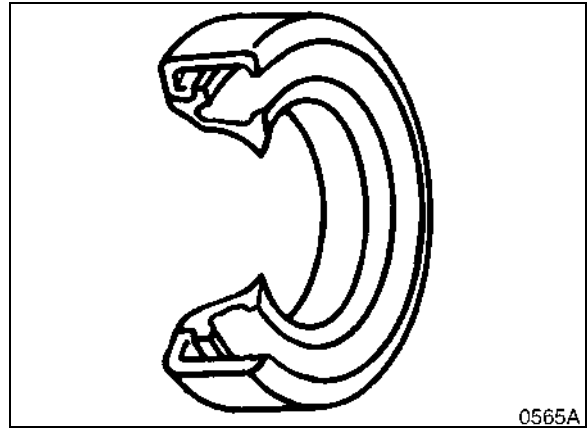


Figure 1

CLEANING AND INSPECTION

GENERAL GUIDELINES

All parts must be clean to permit an effective inspection. During assembly, it is very important that no dirt or foreign material enters unit being assembled. Even minute particles can cause malfunction of close fitting parts such as thrust bearing, matched parts, etc.



WARNING!

Care should be exercised to avoid inhalation of vapors, exposure to skin and creating fire hazards when using solvent type cleaners.

1. Clean all metal parts thoroughly using a suitable cleaning fluid. It is recommended that parts be immersed in cleaning fluid and moved up and down slowly until all oils, lubricants, and/or foreign materials are dissolved and parts are thoroughly clean.
2. For bearings that can be removed, soak them in a suitable cleaning fluid for a minute or two, then remove bearings from cleaning fluid and strike flat against a block of wood to dislodge solidified particles of lubricant. Immerse again in cleaning fluid to flush out particles. Repeat above operation until bearings are thoroughly clean. To dry bearings, use moisture-free compressed air. Be careful to direct air stream across bearing to avoid spinning bearings that are not lubricated. **DO NOT SPIN BEARINGS WHEN DRYING;** bearings may be rotated slowly by hand to facilitate drying process.
3. Carefully inspect all bearing rollers, cages and cups for wear, chipping or nicks to determine condition. Do not replace a bearing cone or cup individually without replacing mating cup or cone at the same time. After inspection, dip bearings in light weight oil and wrap in clean lintless cloth or paper to protect them until installation.

For those bearings that are to be inspected in place; inspect bearings for roughness of rotation, scoring, pitting, cracked or chipped races. If any of these defects are found, replace bearings. Also inspect defective bearing housing and/or shaft for grooved, galled or burred conditions that indicate bearing has been turning in its housing or on its shaft.

4. It is more economical to replace oil seals, O-rings, sealing rings, gaskets and snap rings when unit is disassembled than waiting for premature failures; refer to latest Micro Fiche and/or Parts Book for replacement items. Be extremely careful when installing sealing members, to avoid cutting or

scratching. Curling under of any seal lip will seriously impair its efficiency. Apply a thin coat of Loctite #120 to outer diameter, of metal casing, on oil seals to assure an oil tight fit into retainer. Use extreme care not to get Loctite on lips of oil seals. If this happens, that portion of the seal will become brittle and allow leakage.

When replacing lip type seals, make sure spring loaded side is towards oil to be sealed.

5. If available, use magna-flux or similar process for checking for cracks that are not visible to the eye. Examine teeth on all gears carefully for wear, pitting, chipping, nicks, cracks or scores. Replace all gears showing cracks or spots where case hardening has worn through. Small nicks may be removed with suitable hone. Inspect shafts and quills to make certain they have not been sprung, bent, or splines twisted, and that shafts are true.

NOTE: *Spline wear is not considered detrimental except where it affects tightness of splined parts.*

Inspect thrust washers for distortion, scores, burs, and wear. Replace thrust washer if defective or worn.

6. Inspect bores and bearing surfaces of cast parts and machined surfaces for scratches, wear, grooves and dirt. Remove any scratches and burrs with crocus cloth. Remove foreign material. Replace any parts that are deeply grooved or scratched which would affect their operation.

BEARING INSPECTION

The conditions of the bearing are vital to the smooth and efficient operation of the machinery. When any component containing bearings is disassembled, always carefully examine the condition of the bearings and all of its components for wear and damage.

Once the bearing is removed, clean all parts thoroughly using a suitable cleaning solution. If the bearing is excessively dirty soak the bearing assembly in a light solution and move the bearing around until all lubricants and or foreign materials are dissolved and the parts are thoroughly clean.

When drying bearings, moisture free compressed air can be used. Be careful not to direct the air in a direction which will force the bearing to dry spin while not being properly lubricated.

After the bearings have been cleaned and dried, carefully inspect all bearing rollers, cages and cups for wear, chipping or nicks. If the bearing cannot be removed and is to be inspected in place, check for roughness of rotation, scoring, pitting, cracked or chipped races. If any of these defects are found replace the whole bearing assembly. NEVER replace the bearing alone without replacing the mating cup or the cone at the same time.

After inspection lightly coat the bearing and related parts with oil and wrap in a clean lintless cloth or paper and protect them from moisture and other foreign materials until installation.

It is also important to inspect the bearing housing and/or shaft for grooved, galled or burred conditions that indicate that the bearing has been turning in its housing or on its shaft.

If available, use magna-flux or similar process for checking for cracks that are not visible to the naked eye.

The following illustrations will aid in identifying and diagnosing some of the bearing related problems.

NOTE: *The illustrations will only show tapered roller bearings, but the principles of identifying, diagnosing and remedying the defects are common to all styles and types of bearings.*

Normal Bearing

Smooth even surfaces with no discoloration or marks.

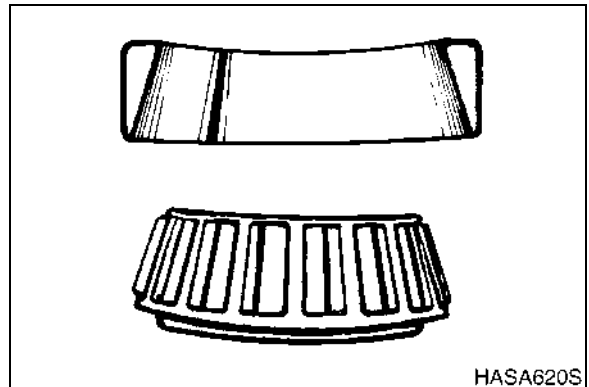


Figure 2

Bent Cage

Cage damage due to improper handling or tool usage.

Replace bearing.

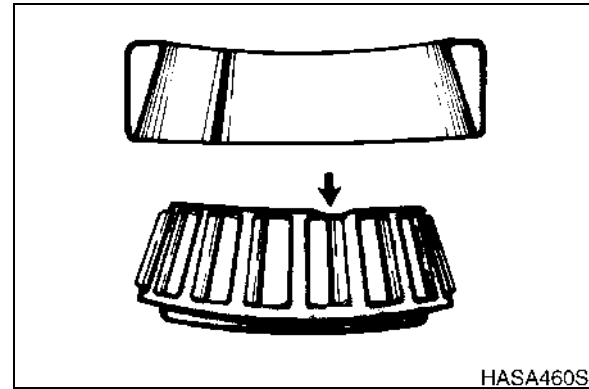


Figure 3

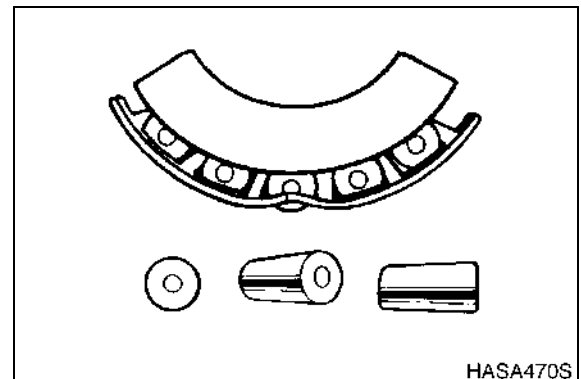


Figure 4

Galling

Metal smears on roller ends due to overheating, lubricant failure or overload.

Replace bearing - check seals and check for proper lubrication.

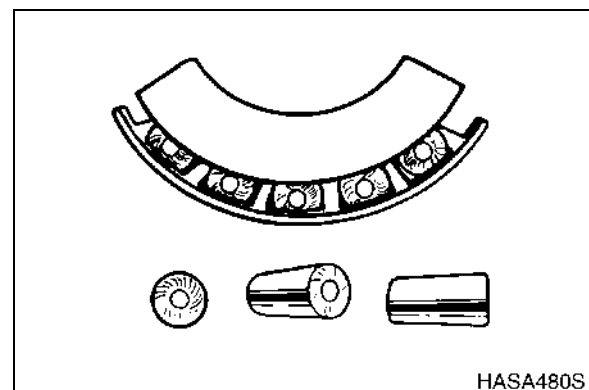
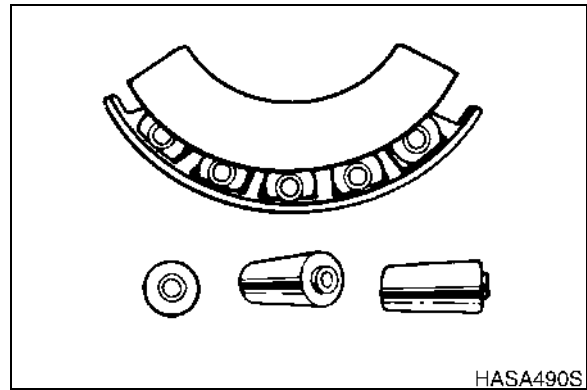


Figure 5

Abrasive Step Wear

Pattern on roller ends caused by fine abrasives.

Clean all parts and housings, check all parts and housings, check seals and bearings and replace if leaking, rough or noisy.



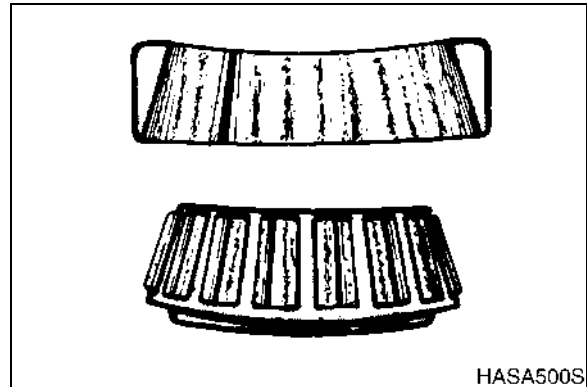
HASA490S

Figure 6

Etching

Bearing surfaces appear gray or grayish black in color with related etching away of material usually at roller spacing.

Replace bearings - check seals and check for proper lubrication.



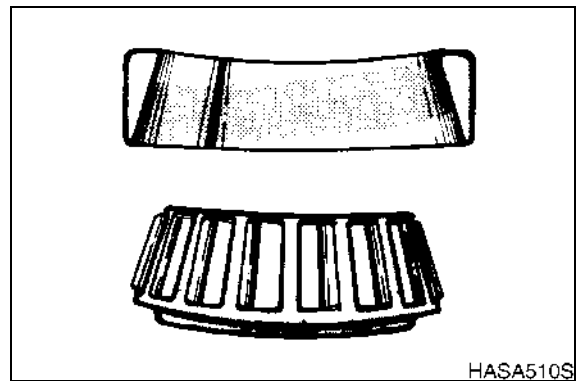
HASA500S

Figure 7

Misalignment

Outer race misalignment due to foreign object.

Clean related parts and replace bearing. Make sure races are properly seated.



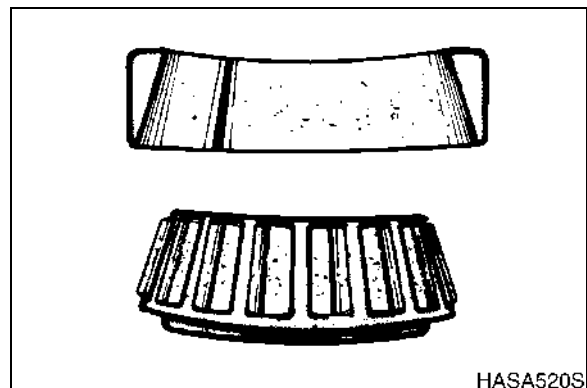
HASA510S

Figure 8

Indentations

Surface depressions on race and rollers caused by hard particles of foreign materials.

Clean all parts and housings, check seals and replace bearings if rough or noisy.



HASA520S

Figure 9

Fatigue Spalling

Flaking of surface metal resulting from fatigue.

Replace bearing - clean all related parts.

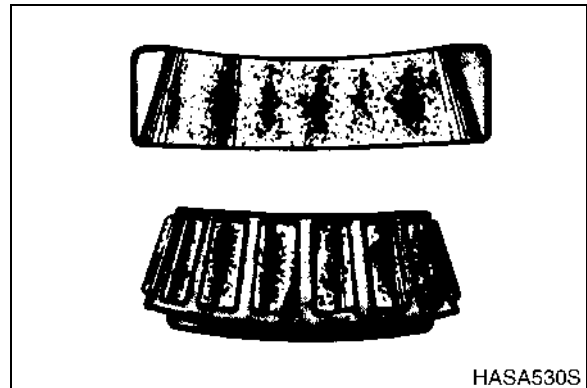


Figure 10

Brinelling

Surface indentations in raceway caused by rollers either under impact loading or vibration while the bearing is not rotating.

Replace bearing if rough or noisy.

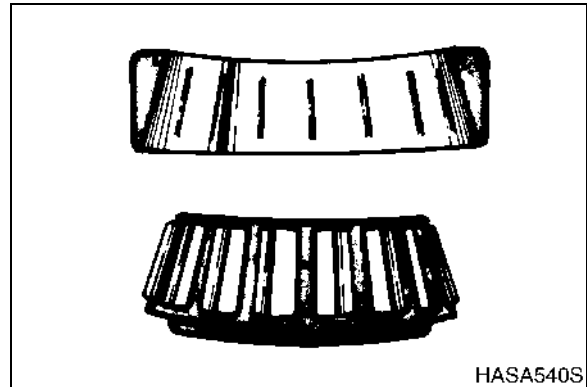


Figure 11

Cage Wear

Wear around outside diameter of cage and roller pockets caused by abrasive material and inefficient lubrication.

Replace bearings - check seals.

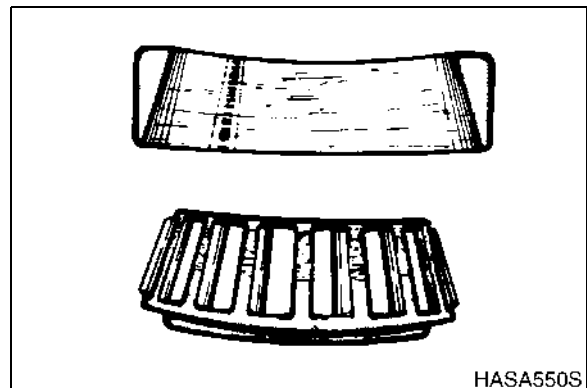


Figure 12

Abrasive Roller Wear

Pattern on races and rollers caused by fine abrasives.

Clean all parts and housings, check seals and bearings and replace if leaking, rough or noisy.

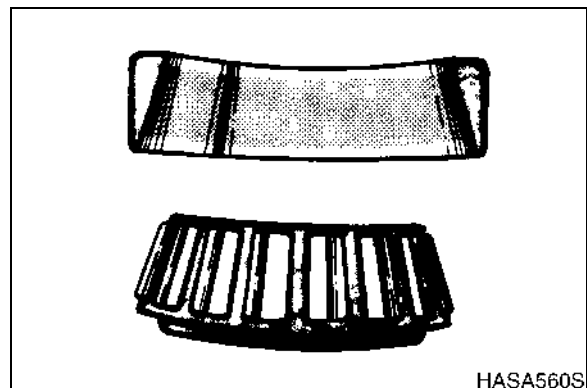


Figure 13

Cracked Inner Race

Race cracked due to improper fit, cocking or poor bearing seat.

Replace all parts and housings, check seals and bearings and replace if leaking.

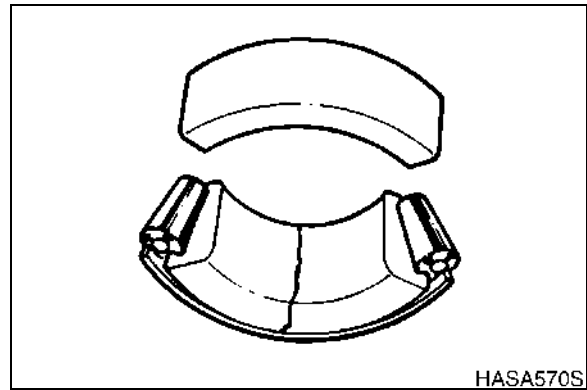


Figure 14

Smears

Smearing of metal due to slippage caused by poor fitting, lubrication, overheating, overloads or handling damage.

Replace bearings, clean related parts and check for proper fit and lubrication.

Replace shaft if damaged.

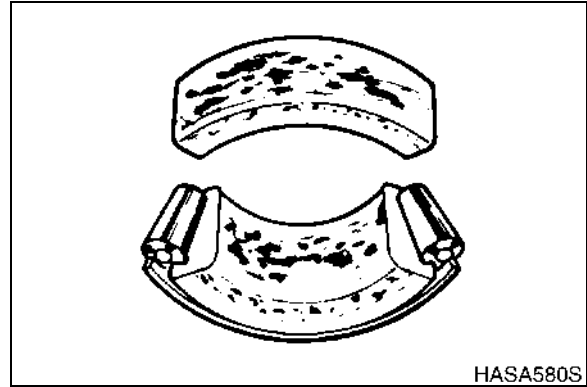


Figure 15

Fretting

Corrosion set up by small relative movement of parts with no lubrication.

Replace bearing. Clean all related parts. Check seals and check for proper lubrication.

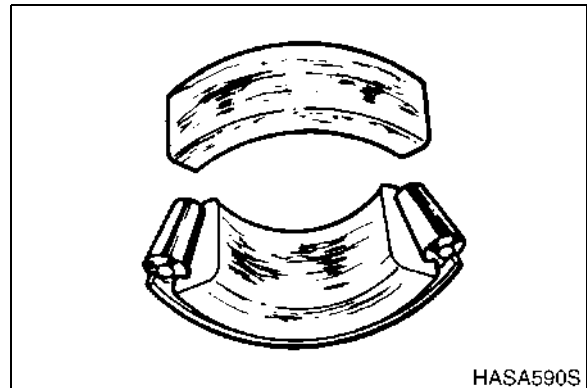


Figure 16

Heat Discoloration

Heat discoloration can range from faint yellow to dark blue resulting from overload or incorrect lubrication.

Excessive heat can cause softening of races or rollers.

To check for loss of temper on races or rollers, a simple file test may be made. A file drawn over a tempered part will grab and cut metal, whereas a file drawn over a hard part will glide readily with no metal cutting.

Replace bearing if over heating damage is indicated. Check seals and other related parts for damage.

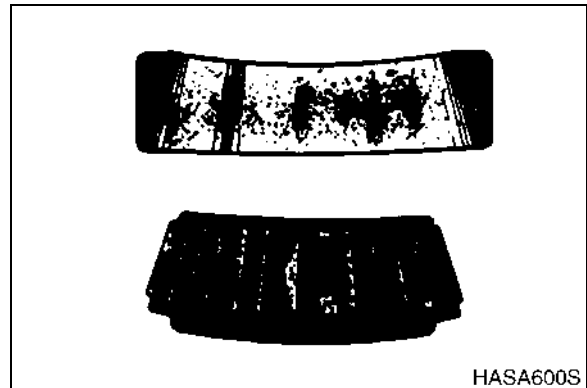


Figure 17

Stain Discoloration

Discoloration can range from light brown to black caused by incorrect lubrication or moisture.

if the stain can be removed by light polishing or if no evidence of overheating is visible, the bearing can be reused.

Check seals and other related parts for damage.

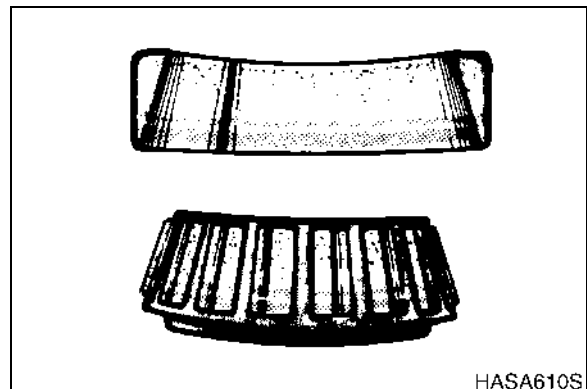


Figure 18

STANDARD TORQUES



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 |
|------------|---------------------|
| ALL MODELS | ALL RANGES |
| | |
| | |
| | |

TABLE OF CONTENTS




- Torque Values for Standard Metric Fasteners 3
- Torque Values for Standard U.S. Fasteners 4
- Type 8 Phosphate Coated Hardware 6
- Torque Values for Hose Clamps 7
- Torque Values for Split Flanges..... 8
- Torque Wrench Extension Tools 9
 - Torque Multiplication 9
 - Other Uses for Torque Wrench Extension Tools 10
 - Tightening Torque Specifications (Metric) 10

TORQUE VALUES FOR STANDARD METRIC FASTENERS

NOTE: The units for the torque values are kg•m (ft lb).

| Dia. x Pitch (mm) | Grade | | | | | | | | | | |
|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|--------------------|
| | 3.6 (4A) | 4.6 (4D) | 4.8 (4S) | 5.6 (5D) | 5.8 (5S) | 6.6 (6D) | 6.8 (6S) | 6.9 (6G) | 8.8 (8G) | 10.9 (10K) | 12.9 (12K) |
| M5 x Std. | 0.15 (1.08) | 0.16 (1.15) | 0.25 (1.80) | 0.22 (1.59) | 0.31 (2.24) | 0.28 (2.02) | 0.43 (3.11) | 0.48 (3.47) | 0.50 (3.61) | 0.75 (5.42) | 0.90 (6.50) |
| M6 x Std. | 0.28 (2.02) | 0.30 (2.16) | 0.45 (3.25) | 0.40 (2.89) | 0.55 (3.97) | 0.47 (3.39) | 0.77 (5.56) | 0.85 (6.14) | 0.90 (6.50) | 1.25 (9.04) | 1.50 (10.84) |
| M7 x Std. | 0.43 (3.11) | 0.46 (3.32) | 0.70 (5.06) | 0.63 (4.55) | 0.83 (6.00) | 0.78 (5.64) | 1.20 (8.67) | 1.30 (9.40) | 1.40 (10.12) | 1.95 (14.10) | 2.35 (16.99) |
| M8 x Std. | 0.70 (5.06) | 0.75 (5.42) | 1.10 (7.95) | 1.00 (7.23) | 1.40 (10.12) | 1.25 (9.04) | 1.90 (13.74) | 2.10 (15.18) | 2.20 (15.91) | 3.10 (22.42) | 3.80 (27.48) |
| M8 x 1 | 0.73 (5.28) | 0.80 (5.78) | 1.20 (8.67) | 1.00 (7.23) | 1.50 (10.84) | 1.35 (9.76) | 2.10 (15.18) | 2.30 (16.63) | 2.40 (17.35) | 3.35 (24.23) | 4.10 (29.65) |
| M10 x Std. | 1.35 (9.76) | 1.40 (10.12) | 2.20 (15.91) | 1.90 (13.74) | 2.70 (19.52) | 2.35 (19.99) | 3.70 (26.76) | 4.20 (30.37) | 4.40 (31.18) | 6.20 (44.84) | 7.20 (52.07) |
| M10 x 1 | 1.50 (10.84) | 1.60 (11.57) | 2.50 (18.08) | 2.10 (15.18) | 3.10 (22.42) | 2.80 (20.25) | 4.30 (31.10) | 4.90 (35.44) | 5.00 (36.16) | 7.00 (50.63) | 8.40 (60.75) |
| M12 x Std. | 2.40 (17.35) | 2.50 (18.08) | 3.70 (26.76) | 3.30 (23.86) | 4.70 (33.99) | 4.20 (30.37) | 6.30 (45.56) | 7.20 (52.07) | 7.50 (54.24) | 10.50 (75.94) | 12.50 (90.41) |
| M12 x 1.5 | 2.55 (18.44) | 2.70 (19.52) | 4.00 (28.93) | 3.50 (25.31) | 5.00 (36.16) | 4.50 (32.54) | 6.80 (49.18) | 7.70 (55.69) | 8.00 (57.86) | 11.20 (81.00) | 13.40 (96.92) |
| M14 x Std. | 3.70 (26.76) | 3.90 (28.20) | 6.00 (43.23) | 5.20 (37.61) | 7.50 (54.24) | 7.00 (50.63) | 10.00 (72.33) | 11.50 (83.17) | 12.00 (86.79) | 17.00 (122.96) | 20.00 (144.66) |
| M14 x 1.5 | 4.10 (29.65) | 4.30 (31.10) | 6.60 (47.73) | 5.70 (41.22) | 8.30 (60.03) | 7.50 (54.24) | 11.10 (80.28) | 12.50 (90.41) | 13.00 (94.02) | 18.50 (11.26) | 22.00 (158.12) |
| M16 x Std. | 5.60 (40.50) | 6.00 (43.39) | 9.00 (65.09) | 8.00 (57.86) | 11.50 (83.17) | 10.50 (75.94) | 15.50 (112.11) | 17.90 (129.47) | 18.50 (133.81) | 26.00 (188.05) | 31.00 (224.22) |
| M16 x 1.5 | 6.20 (44.84) | 6.50 (47.01) | 9.70 (70.16) | 8.60 (62.20) | 12.50 (90.41) | 11.30 (81.73) | 17.00 (122.96) | 19.50 (141.04) | 20.00 (144.66) | 28.00 (202.52) | 35.50 (256.77) |
| M18 x Std. | 7.80 (56.41) | 8.30 (60.03) | 12.50 (90.41) | 11.00 (79.56) | 16.00 (115.72) | 14.50 (104.87) | 21.00 (151.89) | 27.50 (198.90) | 28.50 (206.14) | 41.00 (296.55) | 43.00 (311.01) |
| M18 x 1.5 | 9.10 (65.82) | 9.50 (68.71) | 14.40 (104.15) | 12.50 (90.41) | 18.50 (133.81) | 16.70 (120.79) | 24.50 (177.20) | 27.50 (198.90) | 28.50 (206.14) | 41.00 (296.55) | 49.00 (354.41) |
| M20 x Std. | 11.50 (83.17) | 12.00 (86.79) | 18.00 (130.19) | 16.00 (115.72) | 22.00 (159.12) | 19.00 (137.42) | 31.50 (227.83) | 35.00 (253.15) | 36.00 (260.38) | 51.00 (368.88) | 60.00 (433.98) |
| M20 x 1.5 | 12.80 (92.58) | 13.50 (97.64) | 20.50 (148.27) | 18.00 (130.19) | 25.00 (180.82) | 22.50 (162.74) | 35.00 (253.15) | 39.50 (285.70) | 41.00 (296.55) | 58.00 (419.51) | 68.00 (491.84) |
| M22 x Std. | 15.50 (112.11) | 16.00 (115.72) | 24.50 (177.20) | 21.00 (151.89) | 30.00 (216.99) | 26.00 (188.05) | 42.00 (303.78) | 46.00 (332.71) | 49.00 (354.41) | 67.00 (484.61) | 75.00 (542.47) |
| M22 x 1.5 | 17.00 (122.96) | 18.50 (133.81) | 28.00 (202.52) | 24.00 (173.59) | 34.00 (245.92) | 29.00 (209.75) | 47.00 (339.95) | 52.00 (44.76) | 56.00 (405.04) | 75.00 (542.47) | 85.00 (614.80) |
| M24 x Std. | 20.50 (148.27) | 21.50 (155.50) | 33.00 (238.68) | 27.00 (195.29) | 40.00 (289.32) | 34.00 (245.92) | 55.00 (397.81) | 58.00 (419.51) | 63.00 (455.67) | 82.00 (593.10) | 92.00 (655.43) |
| M24 x 1.5 | 23.00 (166.35) | 35.00 (253.15) | 37.00 (267.62) | 31.00 (224.22) | 45.00 (325.48) | 38.00 (202.52) | 61.00 (441.21) | 67.00 (484.61) | 74.00 (535.24) | 93.00 (672.66) | 103.00 (744.99) |

TORQUE VALUES FOR STANDARD U.S. FASTENERS

| TYPE | S.A.E. GRADE | DESCRIPTION | BOLT HEAD MARKING |
|------|--------------|--|---|
| 1 | 1 OR 2 | WILL HAVE NO MARKINGS IN THE CENTER OF THE HEAD. Low or Medium Carbon Steel Not Heat Treated. |  |
| 5 | 5 | WILL HAVE THREE RADIAL LINES. Quenched and Tempered Medium Carbon Steel. |  |
| 8 | 8 | WILL HAVE 6 RADIAL LINES. Quenched and Tempered Special Carbon or Alloy Steel. |  |

Recommended torque, in foot pounds, for all Standard Application Nuts and Bolts, provided:

1. All thread surfaces are clean and lubricated with SAE-30 engine oil. (See Note.)
2. Joints are rigid, that is, no gaskets or compressible materials are used.
3. When reusing nuts or bolts, use minimum torque values.

NOTE: *Multiply the standard torque by:*

0.65 when finished jam nuts are used.

0.70 when Molykote, white lead or similar mixtures are used as lubricants.

0.75 when parkerized bolts or nuts are used.

0.85 when cadmium plated bolts or nuts and zinc bolts w/waxed zinc nuts are used.

0.90 when hardened surfaces are used under the nut or bolt head.

NOTE: *When reusing bolts and nuts in service, use minimum torque values.*

The following General Torque Values must be used in all cases where **SPECIAL TORQUE VALUES** are not given

| NOTE: TORQUE VALUES LISTED THROUGHOUT THIS MANUAL ARE LUBRICATED (WET) THREADS; VALUES SHOULD BE INCREASED 1/3 FOR NONLUBRICATED (DRY) THREADS. | | | | |
|--|--|-----------------------------------|--|-------------------------------|
| THREAD SIZE | HEAT TREATED MATERIAL GRADE 5 AND GRADE 8 | | | |
| | GRADE 5 (3 RADIAL DASHES ON HEAD) | | GRADE 8 (6 RADIAL DASHES ON HEAD) | |
| | FOOT POUNDS (ft lb) | NEWTON METER (N•m) | FOOT POUNDS (ft lb) | NEWTON METER (N•m) |
| 1/4" - 20 | 6 | 8 | 9 | 12 |
| 1/4" - 28 | 7 | 9 | 11 | 15 |
| 5/16" - 18 | 13 | 18 | 18 | 24 |
| 5/16" - 24 | 15 | 20 | 21 | 28 |
| 3/8" - 16 | 24 | 33 | 34 | 46 |
| 3/8" - 24 | 27 | 37 | 38 | 52 |
| 7/16" - 14 | 38 | 52 | 54 | 73 |
| 7/16" - 20 | 42 | 57 | 60 | 81 |
| 1/2" - 13 | 58 | 79 | 82 | 111 |
| 1/2" - 20 | 65 | 88 | 90 | 122 |
| 9/16" - 12 | 84 | 114 | 120 | 163 |
| 9/16" - 18 | 93 | 126 | 132 | 179 |
| 5/8" - 11 | 115 | 156 | 165 | 224 |
| 5/8" - 18 | 130 | 176 | 185 | 251 |
| 3/4" - 10 | 205 | 278 | 290 | 393 |
| 3/4" - 16 | 240 | 312 | 320 | 434 |
| 7/8" - 9 | 305 | 414 | 455 | 617 |
| 7/8" - 14 | 334 | 454 | 515 | 698 |
| 1" - 8 | 455 | 617 | 695 | 942 |
| 1" - 14 | 510 | 691 | 785 | 1064 |
| 1 1/8" - 7 | 610 | 827 | 990 | 1342 |
| 1 1/8" - 12 | 685 | 929 | 1110 | 1505 |
| 1 1/4" - 7 | 860 | 1166 | 1400 | 1898 |
| 1 1/4" - 12 | 955 | 1295 | 1550 | 2102 |
| 1 3/8" - 6 | 1130 | 1532 | 1830 | 2481 |
| 1 3/8" - 12 | 1290 | 1749 | 2085 | 2827 |
| 1 1/2" - 6 | 1400 | 2034 | 2430 | 3295 |
| 1 1/2" - 12 | 1690 | 2291 | 2730 | 3701 |
| 1 3/4" - 5 | 2370 | 3213 | 3810 | 5166 |
| 2" - 4 1/2 | 3550 | 4813 | 5760 | 7810 |

NOTE: *If any bolts and nuts are found loose or at values less than what the chart states, it is recommended that the loose bolt and/or nut be replaced with a new one.*

TYPE 8 PHOSPHATE COATED HARDWARE

This chart provides tightening torque for general purpose applications using original equipment standard hardware as listed in the Parts Manual for the machine involved. **DO NOT SUBSTITUTE.** In most cases, original equipment standard hardware is defined as Type 8, coarse thread bolts and nuts and thru hardened flat washers (Rockwell "C" 38 - 45), all phosphate coated and assembled without supplemental lubrication (as received) condition.

The torques shown below also apply to the following:

1. Phosphate coated bolts used in tapped holes in steel or gray iron.
2. Phosphate coated bolts used with phosphate coated prevailing torque nuts (nuts with distorted threads or plastic inserts).
3. Phosphate coated bolts used with copper plated weld nuts.

Markings on bolt heads or nuts indicate material grade ONLY and are NOT to be used to determine required torque.

| NOMINAL THREAD DIAMETER | STANDARD TORQUE ±10% | |
|----------------------------|--------------------------|------------------------|
| | KILOGRAM METER (kg•m) | FOOT POUNDS (ft lb) |
| 1/4" | 1.1 | 8 |
| 5/16" | 2.2 | 16 |
| 3/8" | 3.9 | 28 |
| 7/16" | 6.2 | 45 |
| 1/2" | 9.7 | 70 |
| 9/16" | 13.8 | 100 |
| 5/8" | 19.4 | 140 |
| 3/4" | 33.2 | 240 |
| 7/8" | 53.9 | 390 |
| 1" | 80.2 | 580 |
| 1 - 1/8" | 113.4 | 820 |
| 1 - 1/4" | 160.4 | 1160 |
| 1 - 3/8" | 210.2 | 1520 |
| 1 - 1/2" | 279.4 | 2020 |
| 1 - 3/4" | 347.1 | 2510 |
| 2 | 522.8 | 3780 |

TORQUE VALUES FOR HOSE CLAMPS

The following chart provides the tightening torques for hose clamps used in all rubber applications (radiator, air cleaner, operating lever boots, hydraulic system, etc.).

| CLAMP TYPE AND SIZE | TORQUE | | | |
|---|------------------------------------|---------------------|-----------------------|---------------------|
| | RADIATOR, AIR CLEANER, BOOTS, ETC. | | HYDRAULIC SYSTEM | |
| | KILOGRAM METER (kg•m) | INCH POUNDS (in lb) | KILOGRAM METER (kg•m) | INCH POUNDS (in lb) |
| "T" Bolt (Any Diameter) | 0.68 - 0.72 | 59 - 63 | ----- | ----- |
| Worm Drive - Under 44 mm (1-3/4 in) Open Diameter | 0.2 - 0.3 | 20 - 30 | 0.5 - 0.6 | 40 - 50 |
| Worm Drive - Over 44 mm (1-3/4 in) Open Diameter | 0.5 - 0.6 | 40 - 50 | ----- | ----- |
| Worm Drive - All "Ultra-Tite" | 0.6 - 0.7 | 50 - 60 | 0.5 - 0.6 | 40 - 50 |

TORQUE VALUES FOR SPLIT FLANGES

The following chart provides the tightening torques for split flange connections used in hydraulic systems. Split flanges and fitting shoulders should fit squarely. Install all bolts, finger tight and then torque evenly.

NOTE: *Over torquing bolts will damage the flanges and/or bolts, which may cause leakage.*

| FLANGE SIZE (*) | BOLT SIZE | BOLT TORQUE | |
|-----------------|-----------|-----------------------|---------------------|
| | | KILOGRAM METER (kg•m) | FOOT POUNDS (ft lb) |
| 1/2" | 5/16" | 2.1 - 2.5 | 15 - 18 |
| 3/4" | 3/8" | 3.0 - 3.7 | 22 - 27 |
| 1" | 3/8" | 3.7 - 4.8 | 27 - 35 |
| 1 - 1/4" | 7/16" | 4.8 - 6.2 | 35 - 45 |
| 1 - 1/2" | 1/2" | 6.4 - 8.0 | 46 - 58 |
| 2" | 1/2" | 7.6 - 9.0 | 55 - 65 |
| 2 - 1/2" | 1/2" | 10.9 - 12.6 | 79 - 91 |
| 3" | 5/8" | 19.1 - 20.7 | 138 - 150 |
| 3 - 1/2" | 5/8" | 16.2 - 18.4 | 117 - 133 |

(*) - Inside diameter of flange on end of hydraulic tube or hose fitting.

NOTE: *Values stated in chart are for Standard Pressure Series (Code 61) Split Flanges.*

TORQUE WRENCH EXTENSION TOOLS

Very large diameter, high grade fasteners (nuts, bolts, cap screws, etc.) require a great deal of turning force to achieve recommended tightening torque values.

Common problems that could occur as a result are:

- Recommended torque exceeds the measuring capacity of the torque wrench.
- Specialized sockets do not fit the adapter on the front end (nose) of the torque wrench.
- Generating adequate force on the back end (handle) of the wrench is difficult or impossible.
- Restricted access or an obstruction may make use of the torque wrench impossible.
- A unique application requires fabrication of an adapter or other special extension.

Most standard torque wrenches can be adapted to suit any one of the proceeding needs or situations, if the right extension tool is used or fabricated.

TORQUE MULTIPLICATION

A wrench extension tool can be used to increase the tightening force on a high capacity nut or bolt.

For example, doubling the distance between the bolt and the back (handle) end of the torque wrench doubles the tightening force on the bolt. It also halves the indicated reading on the scale or dial of the torque wrench. To accurately adjust or convert indicated scale or dial readings, use the following formula:

$I = A \times T / A + B$ where:

I = Indicated force shown on the torque wrench scale or dial.

T = Tightening force applied to the nut or bolt (actual Torque).

A = Length of the torque wrench (between the center of the nut or bolt and the center of the handle).

B = Length of the extension.

As an example, if a 12" extension is added to a 12" torque wrench, and the indicated torque on the dial reads "150 ft lb," the real force applied to the bolt is 300 ft lb:

$$I = \frac{A \times T}{A + B} = \frac{12 \times 300}{12 + 12} = \frac{3600}{24} = 150$$

NOTE: *The formula assumes that there is no added deflection or "give" in the joint between the extension and torque wrench. Readings may also be inaccurate:*

- If the extension itself absorbs some of the tightening force and starts to bend or bow out.
- If an extension has to be fabricated that is not perfectly straight (for example, an extension made to go around an obstruction, to allow access to a difficult to tighten fastener), the materials and methods used must be solid enough to transmit full tightening torque.

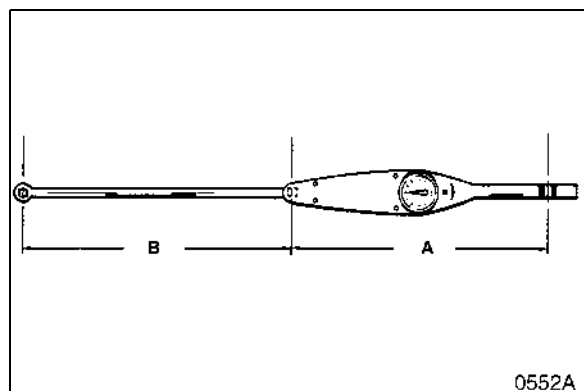


Figure 1

OTHER USES FOR TORQUE WRENCH EXTENSION TOOLS

Torque wrench extensions are sometimes made up for reasons other than increasing leverage on a fastener.

For example, a torque wrench and extension can be used to measure adjustment "tightness" of a linkage or assembly. Specially fabricated extensions can be used to make very precise checks of the force required to engage or disengage a clutch mechanism, release a spring-applied brake assembly, or "take up" free play in most any movable linkage.

Once the value of the adjustment force is established, repeated checks at regular intervals can help to monitor and maintain peak operating efficiency. These types of adjustment checks are especially useful if physical measurements of linkage travel are difficult to make or will not provide the needed degree of precision and accuracy.

To allow the assembly or mechanism to accept a torque wrench, welding a nut or other adapter on the end of a linkage shaft or other leverage point will allow turning the shaft or assembly manually.

TIGHTENING TORQUE SPECIFICATIONS (METRIC)

(For coated threads, prelubricated assemblies.)



CAUTION!

Disassembly, overhaul and replacement of components on the machine, installation of new or replacement parts and/or other service-related maintenance may require the use of thread or flange sealing assembly compound.

Use the information on this page as a general guide in selecting specific formulas that will meet the particular requirements of individual assembly installations. Daewoo does not specifically endorse a specific manufacturer or brand name but the following table of "Loctite" applications is included for which cross-references to other makers' products should also be widely available.

IMPORTANT

Use primer "T" or "N" for all cold weather assembly of fastener adhesives, with Thread locker sealers 222, 242/243, 262, 271, 272, or 277.

I. "Loctite" Fastener Adhesives

| Product | Application | Color | Removal | Break-away Cure Strength (in lb) of Sealer Alone |
|------------|---|--------|--|--|
| 222 | Low strength for 6 mm (1/4") or smaller fasteners. | Purple | Hand tools | 45 |
| 242 or 243 | Medium strength for 6 mm (1/4") and larger fasteners. | Blue | Hand tools | 80 |
| 262 | High strength for high grade fasteners subject to shock, stress and vibration. | Red | Heat/260°C (500°F) Remove HOT (NO solvent) | 160 |
| 271 | Extra high strength for fine thread fasteners up to 25 mm (1") diameter. | Red | Heat/260°C (500°F) Remove HOT | 160 |
| 272 | High temperature/high strength for hostile environments to 232°C (450°F). | Red | Heat/316°C (600°F) Remove HOT | 180 |
| 277 | Extra high strength for coarse thread fasteners 25 mm (1") diameter and larger. | Red | Heat/260°C (500°F) Remove HOT | 210 |

II. "Loctite" Pipe Thread Sealant

| Product | Application | Color | Removal | Required Setup |
|---------|---|--------|------------|---|
| 545 | "No-filler/non-clog" formula for high-pressure hydraulic systems. Over-application will not restrict or foul system components. | Purple | Hand tools | 4 Hours (or 1/2 hour with Locquic "T" Primer) |
| 656 | Solvent-resistant, higher viscosity tapered thread sealer. | White | Hand tools | 4 Hours (or 1/2 hour with Locquic "T" Primer) |

III. "Loctite" gasket/flange sealer

| Product | Application | Color | Notes |
|---------|--|--------|---|
| 518 | Gasket eliminator specifically made for aluminum flanges/surfaces. For hydraulic systems to 34,475 kPa (5,000 psi). | Red | Use Locquic "N" primer for fast (1/2 - 4 hours) setup. Unprimed setup 4 - 24 hours. |
| 504 | Low pressure/wide-gap gasket eliminator compound. Fills gaps to 0.0012 mm (0.030"), cures to rigid seal. | Orange | Use Locquic "N" primer for faster (1/2 - 4 hours) setup. Unprimed setup 4 - 24 hours. |
| 515 | General purpose, fast setup, flexible-cure gasket eliminator. For nonrigid assemblies subject to shock, vibration or deflection. | Purple | Use Locquic "N" primer for faster (1/4 - 2 hours) setup. Unprimed setup 1 - 12 hours. |

IV. "Loctite" retaining compounds

| Product | Application | Color | Notes |
|---------|--|-------|---|
| 609 | For bushings, sleeves, press-fit bearings, splines and collars. For gaps to 0.0002 mm (0.005"), temperatures to 121°C (250°F). | Green | Use Locquic "N" primer for increased bond strength and all cold temperature applications. |
| 620 | For high temperatures to 232°C (450°F). | Green | Same as 609, above. |
| 680 | For high strength bonds and tight clearance gaps, to 0.00008 mm (0.002"). | Green | Same as 609, above. |

V. "Loctite" Adhesives

| Product | Application | Color | Notes |
|---------|---|-------|---|
| 380 | Black Max instant adhesive for shock and vibration-resistant bonds. | Black | May take 120 hours to reach full cure strength. |
| 454 | Adhesive for porous surfaces. | Clear | Full strength in 24 hours. |
| 480 | Increased strength (+50%), shock and vibration-resistant. | Black | Full strength in 24 hours. |

UPPER STRUCTURE

 **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 |
|----------------|---------------------|
| Solar 140W-V | 1001 and Up |
| Solar 160W-V | 1001 and Up |
| Solar 180W-V | 1001 and Up |
| Solar 210W-V | 1001 and Up |
| Solar 225LC-V | 1001 and Up |
| Solar 225NLC-V | 1001 and Up |
| Solar 255LC-V | 1001 and Up |
| Solar 300LC-V | 1001 and Up |
| Solar 300LL | 1001 and Up |
| Solar 340LC-V | 1001 and Up |
| Solar 420LC-V | 1001 and Up |
| Solar 470LC-V | 1001 and Up |
| | |

TABLE OF CONTENTS

Removal 3
Installation 6

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 the ground.
3. Shut down engine.
4. Set safety lever on "RELEASED" position.
5. Turn starter switch "ON."

WARNING!

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

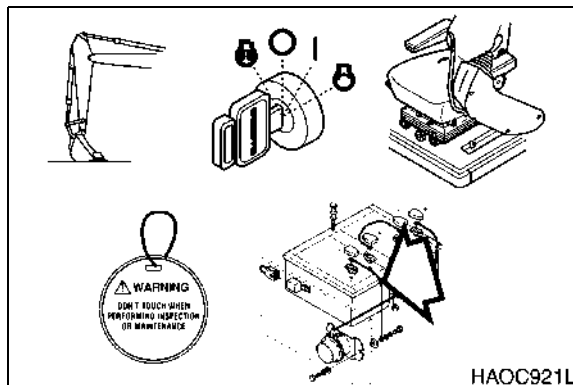


Figure 1

6. Fully stroke work levers (joysticks) in all directions to relieve pressure from accumulators.
7. Set safety lever on "LOCK" position.
8. Turn key to "OFF" position and remove from starter switch.
9. Hang maintenance warning tag on controls.
10. Disconnect negative (-) battery cable leading to frame from battery.
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.

12. Remove floor mat.
13. Remove operator's seat (1, Figure 2).
NOTE: *Be careful not to damage seat covering.*
14. Remove duct covers (2, 3 and 4, Figure 2). When removing cover (2) disconnect hour meter connector and cigar lighter connector. Disconnect main harness connector before removing cover (4).
15. Remove pocket (5, Figure 2) before removing side panel (6, Figure 2).

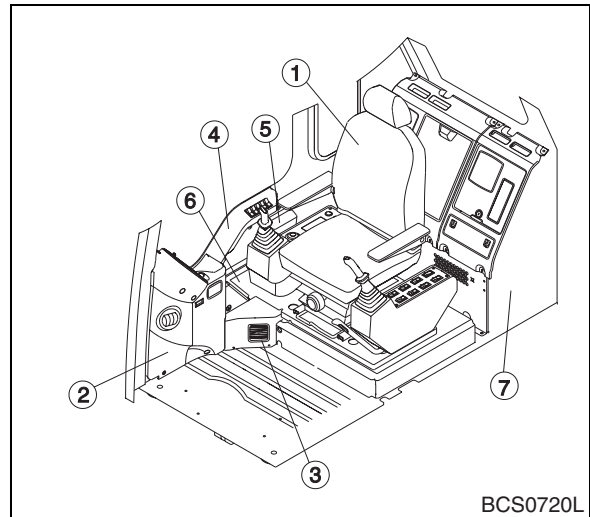


Figure 2

16. Remove air duct (1, 2 and 3, Figure 3) located at right side of cab. Disconnect duct wiring connector before removing duct (2).
17. Disconnect washer hose located at floor plate bottom.

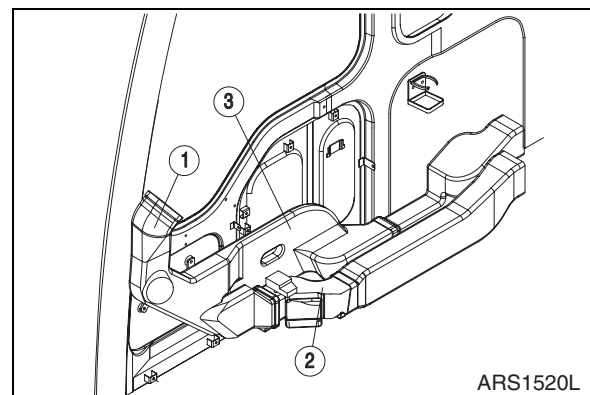


Figure 3

18. Remove cover (5, Figure 4) on left side dash cover (3) and bolts (1, Figure 5).
NOTE: *When removing cover disconnect speaker wire.*
19. Remove two rubber stops (2, Figure 4) used in storing the front lower glass. Remove bolts (1) from the rear left and right dash covers. Remove left side cover (3).
20. Lift right side dash cover (4, Figure 4) and disconnect speaker wire. Remove cover.

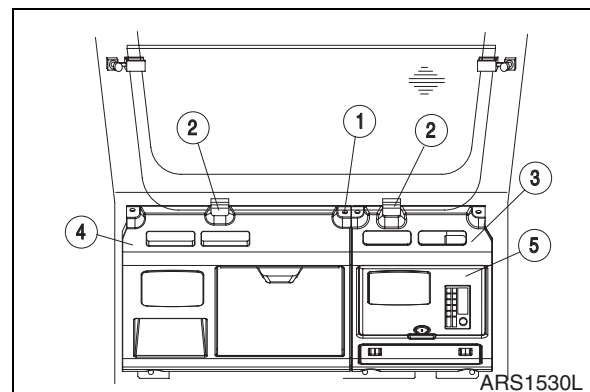


Figure 4

21. Remove three bolts (2, Figure 5) after disconnect speaker wire and antenna wire. Remove stereo assembly.
22. Disconnect cab lamp wiring connector.
23. Disconnect cabin ground cable (7, Figure 2).

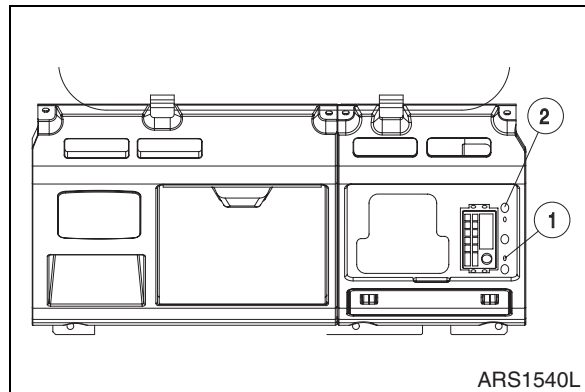


Figure 5

24. Remove four mounting nuts from four corners of cabin floor (2, Figure 6).
25. Remove four hex bolts (3, Figure 6) from door side of cabin floor.
26. Remove two hex bolts (1, Figure 6) from right side of cabin floor and one bolt (4) from front of cab floor.

| Quantity | Description |
|----------|---|
| 4 | 16 mm hex nuts at each corner of the cab |
| 4 | 10 mm x 1.5 hex bolts at the door side of the cab |
| 3 | 10 mm x 1.5 mm hex head bolts, 2 on the right side of the cab and 1 under the front window. |

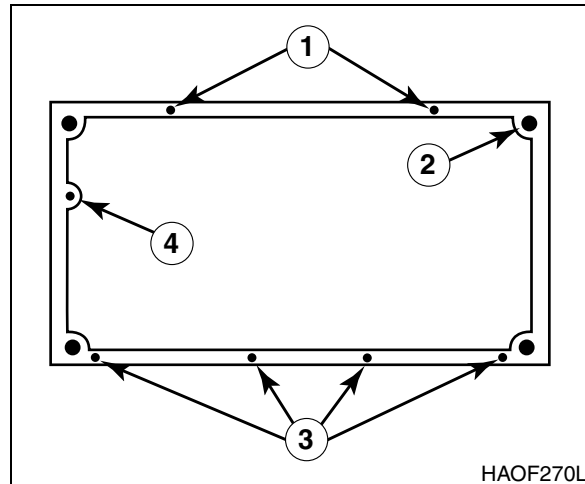


Figure 6

27. Using a suitable lifting device, attach slings to four lift points on top of cab (Figure 7).

NOTE: Cab weighs approximately 290 kg (639 lb).

28. Lift cab from 25 - 50 mm (1" - 2") above deck height. Check that all electrical connections have been disconnected and all other items unbolted.
29. Continue lifting with the assist crane to remove the cab shell. Lower the shell to a pre-prepared safe blocking support.

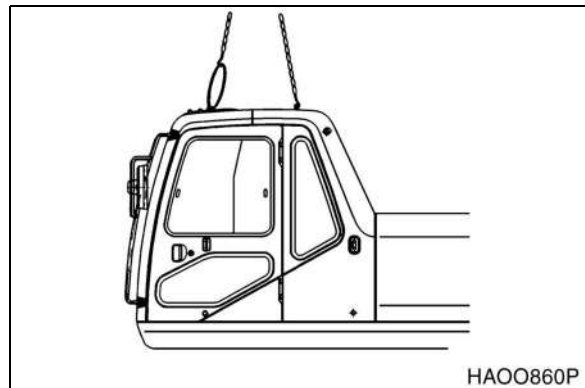


Figure 7

INSTALLATION

- Using a suitable lifting device, attach slings to four lift points on top of cab (Figure 7).

NOTE: Cab weighs approximately 290 kg (639 lb).

- Lower cab into position on cab floor

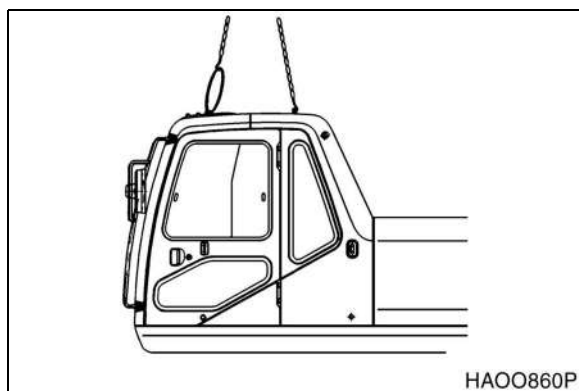


Figure 8

- Install four mounting nuts on four corners of cabin floor (2, Figure 9).

NOTE: Mounting nut torque 20.2 kg•m (146 ft lb)

- Install four hex bolts (3, Figure 9) in door side of cabin floor.
- Install two hex bolts (1, Figure 9) in right side of cabin floor and one bolt (4) in front of cab floor.

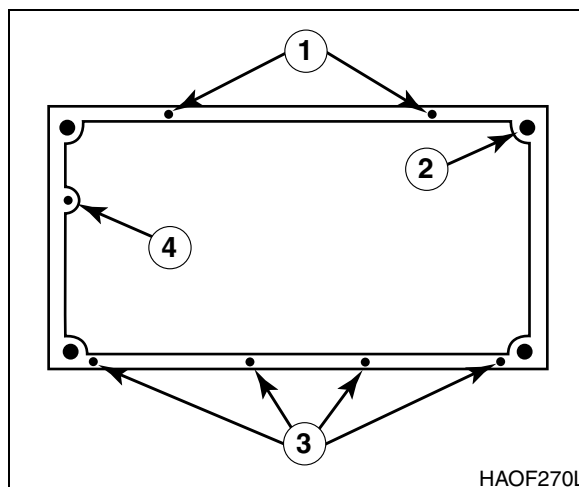


Figure 9

| Quantity | Description |
|----------|---|
| 4 | 16 mm hex nuts at each corner of the cab |
| 4 | 10 mm x 1.5 hex bolts at the door side of the cab |
| 3 | 10 mm x 1.5 mm hex head bolts, 2 on the right side of the cab and 1 under the front window. |

- Once cab is mounted to floor, unhook lifting device
- Connect cabin ground cable (7, Figure 2).
- Connect cab light wiring connector.

9. Install stereo assembly with bolts (2, Figure 10) after connect speaker wire and antenna wire.

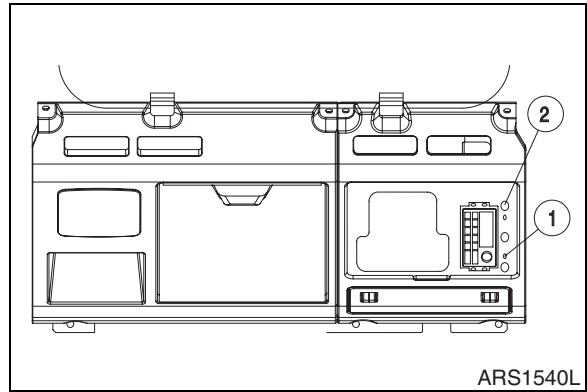


Figure 10

10. Install right side dash cover (4, Figure 11) with bolts (1, Figure 10).
11. Install left side dash cover (3, Figure 11) with bolts (1, Figure 10). Install two rubbers (2, Figure 11).
12. Install cover (5, Figure 11) on left side dash cover (3).

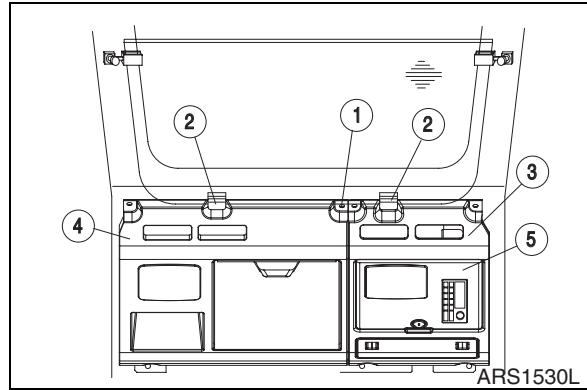


Figure 11

- NOTE:** *Connect speaker wire before installing cover.*
13. Connect washer hose located at floor plate bottom.
 14. Install air duct (3, 2 and 1, Figure 12) located at right side of cab.

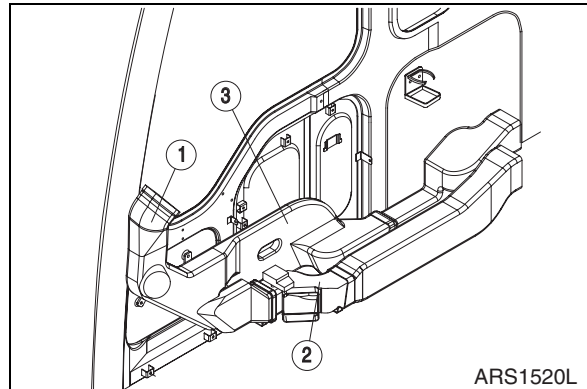


Figure 12

15. Install side panel (6, Figure 13) and pocket (5).
16. Install cover (4, Figure 13) and connect main harness. Install cover (3). Connect hour meter connector and cigar lighter connect of cover (2).
17. Install cover (2, Figure 13).
18. Install operator's seat (1, Figure 13).
NOTE: *Be careful not to damage seat covering.*
19. Install floor mat.
20. Connect negative (-) battery cable leading to frame from battery.

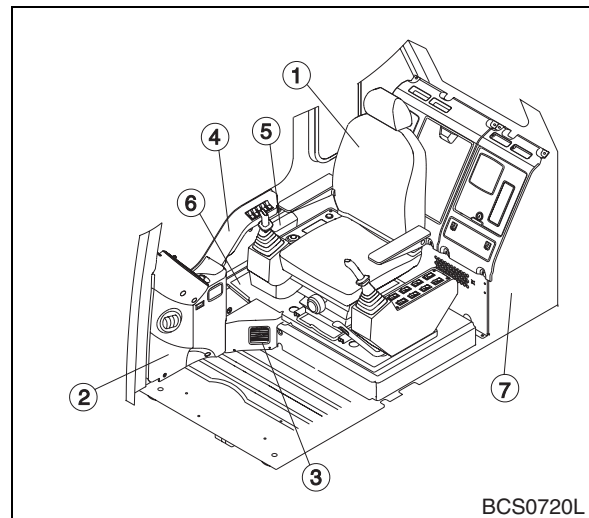


Figure 13

COUNTERWEIGHT

 **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 |
|----------------|----------------------------|
| Solar 225LC-V | 1001 and Up |
| Solar 225NLC-V | 1001 and Up |
| Solar 255LC-V | 1001 and Up |
| Solar 300LC-V | 1001 and Up |
| Solar 300LL | 1001 and Up |
| Solar 340LC-V | 1001 and Up |
| Solar 420LC-V | 1001 and Up |
| Solar 470LC-V | 1001 and Up |

TABLE OF CONTENTS

General..... 3
Removal 5
Installation 7

GENERAL



DANGER!

Daewoo warns any user, that the removal of the counterweight from the machine, front attachment or any other part, may affect the stability of the machine. This could cause unexpected movement, resulting in death or serious injuries. Daewoo is not liable for any misuse.

Never remove the counterweight or front attachment unless the upper structure is in-line with the lower structure.

Never rotate the upper structure once the counterweight or front attachment has been removed.

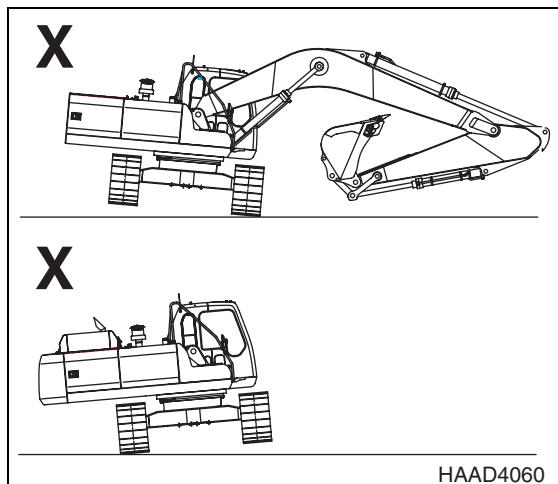


Figure 1

Before any attempt is made to begin removal or installation of the counterweight, the excavator must be parked on a firm and level supporting surface, with no sloping surfaces or soft or muddy ground in the area where the assist lift crane will be working. Position all accessories in the overnight storage position.



WARNING!

The weight of counterweight is given in the following table. Use only rated and approved slings and hardware when removal or installation lifts are being made. Lifting slings, shackles and all other hardware must be rigged safely. An assist crane that is rated above weight capacity is required.

| MODEL | WEIGHT OF COUNTERWEIGHT |
|----------------|-------------------------|
| Solar 225LC-V | 3,900 kg (8,580 lb) |
| Solar 225NLC-V | 3,900 kg (8,580 lb) |
| Solar 255LC-V | 4,500 kg (9,920 lb) |
| Solar 300LC-V | 4,900 kg (10,803 lb) |
| Solar 300LL | 6,300 kg (13,890 lb) |
| Solar 340LC-V | 6,400 kg (14,110 lb) |
| Solar 420LC-V | 8,200 kg (18,078 lb) |
| Solar 470LC-V | 8,500 kg (18,740 lb) |

Responsibility should be assigned to one person to be in charge of the lifting crew, and to verify that required safe lifting precautions have been taken before each part of the procedure has been started.

All members of the working crew should know and understand the signals that will be used between the lifting leader, the assist crane operator and the remainder of the work crew.



WARNING!

If the turntable deck has been unbalanced by removal of weight from one end only, traveling the excavator, swinging the turntable, movement over bumps or sloping and uneven surfaces could cause loss of control and possible accidents or injuries.

To maintain stability the counterweight should be removed whenever the front attachment is taken off the machine.

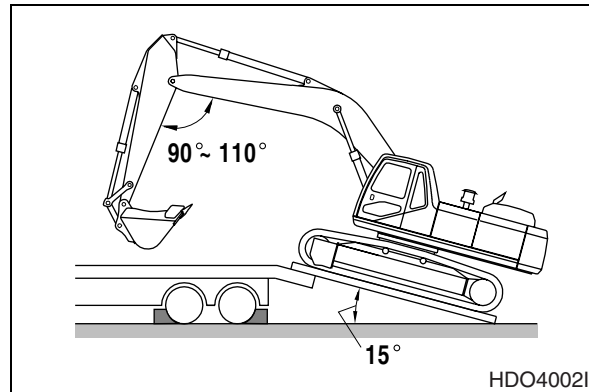


Figure 1

When loading an excavator (either track or wheeled type) on a trailer for transport after the front attachment has been removed, secure the swing lock (if equipped) to hold the deck in place and always go backwards up the loading ramp. The counterweight end of the deck has to get on the trailer first, while the cab is still going up the ramp (Figure 1).

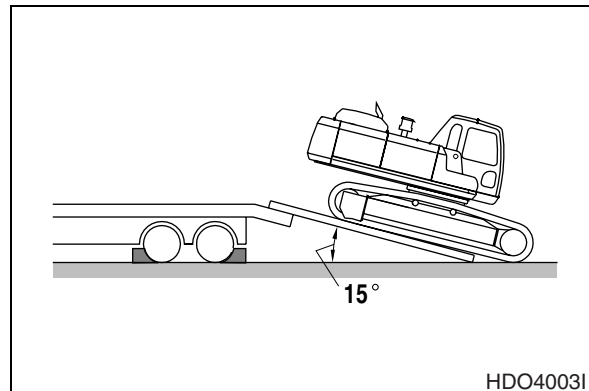



Figure 2

REMOVAL

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

| | |
|---|-----------------|
|  | WARNING! |
| If engine must be run while performing maintenance, use extreme care. Always have one person in the cab at all times. Never leave the cab with the engine running. | |

6. Fully stroke work levers (joysticks) in all directions to relieve pressure from accumulators.
7. Set safety lever on "LOCK" position.
8. Turn key to "OFF" position and remove from starter switch.
9. Hang maintenance warning tag on controls.
10. Disconnect negative (-) battery cable leading to frame from battery.
11. Raise engine compartment cover.

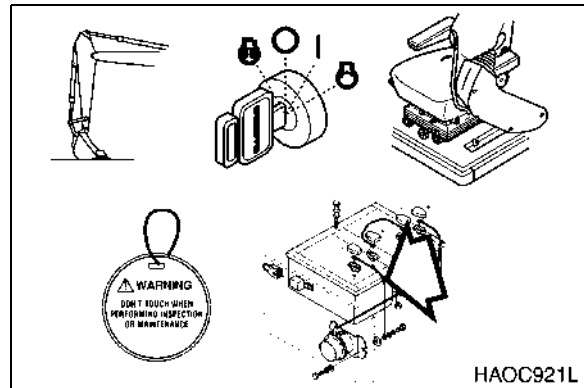


Figure 3

12. Remove two caps (1, Figure 4) from counterweight (2).
13. Install two lifting eyes in lifting holes (3, Figure 4).

| Model | Lifting Eye Size |
|----------------|------------------|
| Solar 225LC-V | M48x5.0 |
| Solar 225NLC-V | |
| Solar 255LC-V | |
| Solar 300LC-V | |
| Solar 300LL | |
| Solar 340LC-V | |
| Solar 420LC-V | |
| Solar 470LC-V | |

14. Using a suitable lifting device capable of handling load, partially support counterweight (2, Figure 4) before beginning to loosen four bolts (4). Stop lifting with assist crane as soon as lifting slings are taut.
15. Remove four bolts (4, Figure 4) and washers/spacers (5) from counterweight (2).

NOTE: Heat bolts if necessary, to free them.

16. When bolts (4, Figure 4) and washers/spacers (5) have been removed, lift counterweight (2) a very short distance above support frame (6) and stop. Check slings and make sure counterweight is being supported evenly.

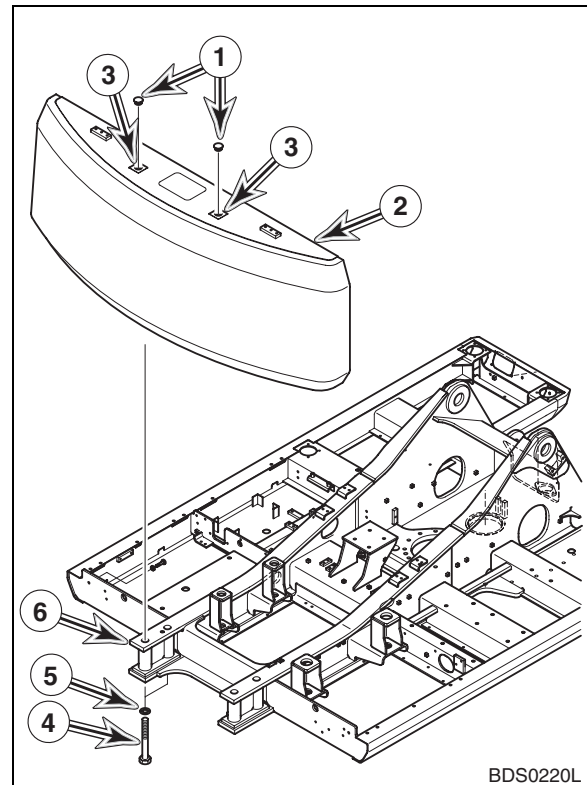


Figure 4

BDS0220L

INSTALLATION

1. Raise engine compartment cover.
2. Using suitable lifting device capable of handling load, raise counterweight (2, Figure 5) into position just above support frame (6) leaving counterweight suspended. Verify that counterweight is level and even.

NOTE: Leave counterweight (2, Figure 5) suspended 3 mm (0.125") above support frame (6) until all four mounting bolts (4) are started in counterweight mounting holes.

3. Slide washers/spacers (5, Figure 5) onto bolts (4). Apply Loctite #242 to mounting bolt threads.
4. Install four bolts (4, Figure 5) with washers/spacers (5) into counterweight until washers/spacers contact support frame. Fully lower counterweight onto support frame and finish tightening bolts.

NOTE: Tighten bolts (4, Figure 5) to values shown in following table.

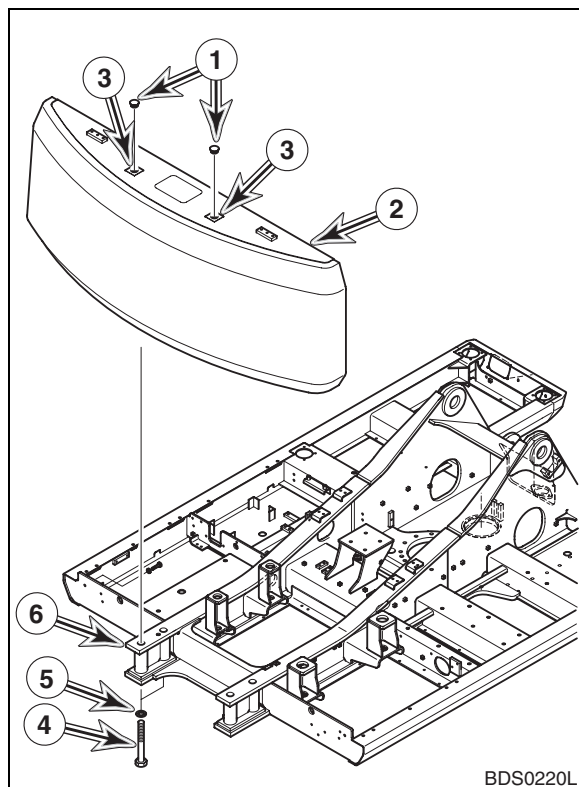


Figure 5

| Model | Bolt Torque |
|---|---------------------------|
| Solar 225LC-V Solar 255LC-V Solar 300LC-V Solar 300LL Solar 340LC-V Solar 420LC-V Solar 470LC-V | 250 kg•m (1,807 ft lb) |
| Solar 225NLC-V | 150 kg•m (1,085 ft lb) |

5. Remove lifting device and lifting eyes from counterweight lifting holes (3, Figure 5).
6. Install two caps (1, Figure 5) in lifting holes (3).
7. Connect negative (-) battery cable to battery.



FUEL TANK

 **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 |
|---------------|----------------------------|
| Solar 225LC-V | 1001 and Up |
| | |
| | |
| | |

TABLE OF CONTENTS

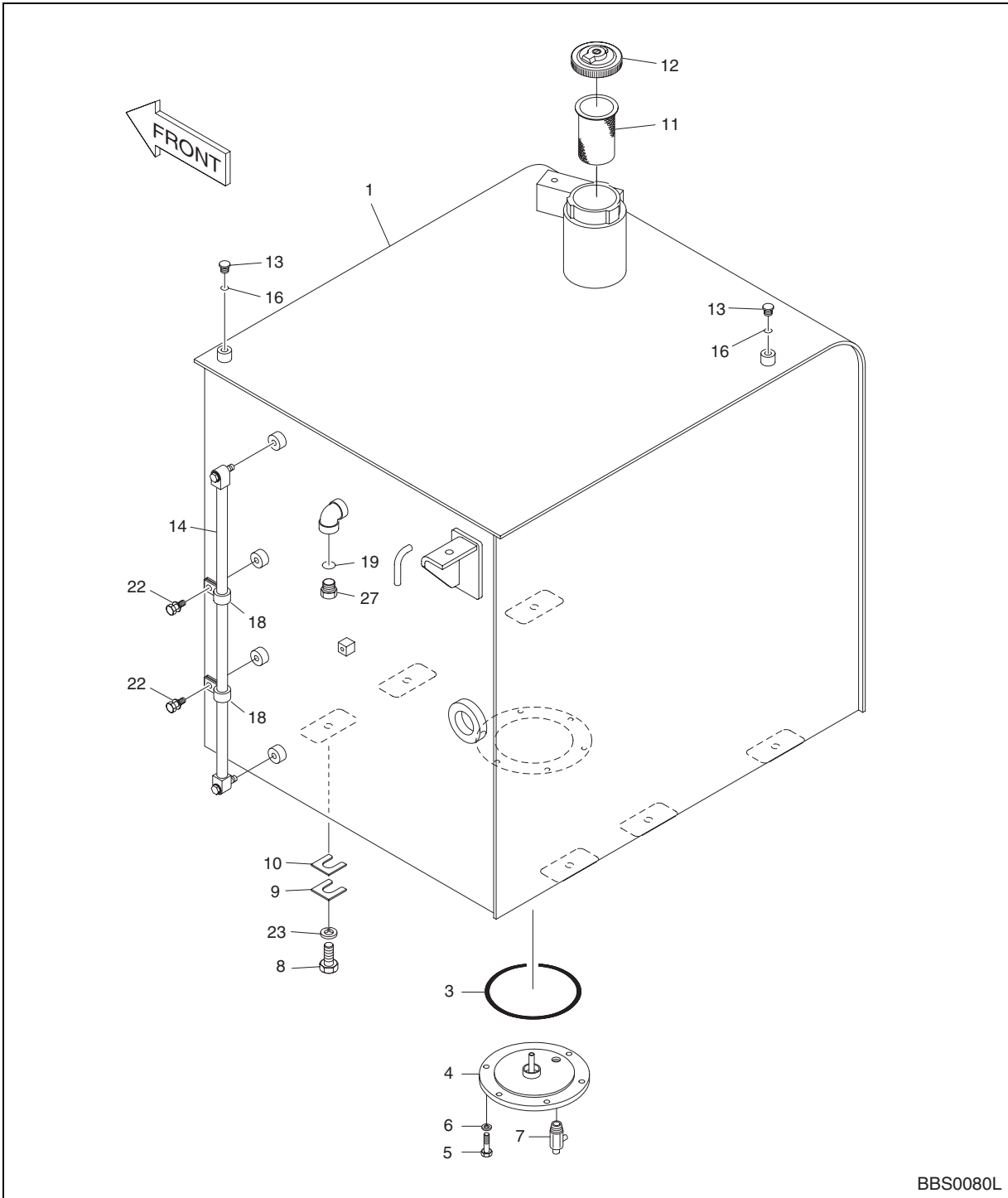
General Description..... 3
 Parts List 4
 Specifications 5
Removal 6
Installation 10
Start-up Procedures 12

GENERAL DESCRIPTION



Engine fuel is highly flammable and potentially explosive. To prevent possible injury and/or damage to equipment, extinguish or move to a safe distance all potential fire hazards.

PARTS LIST



BBS0080L

Figure 1

| Reference Number | Description |
|------------------|-------------------|
| 1 | Fuel Tank |
| 3 | O-ring |
| 4 | Cover |
| 5 | Bolt (M10x1.5x25) |
| 6 | Spring Washer |
| 7 | Drain Cock |
| 8 | Bolt (M16x2.0x60) |
| 9 | Shim |
| 10 | Shim |
| 11 | Fuel Filter |

| Reference Number | Description |
|------------------|-------------------|
| 12 | Cap |
| 13 | Plug |
| 14 | Level Gauge |
| 16 | O-ring |
| 18 | Clip |
| 19 | O-ring |
| 22 | Bolt (M8x1.25x12) |
| 23 | Spacer |
| 27 | Plug |

SPECIFICATIONS

Fuel tank capacity is 350 liters (93 U.S. gal).

REMOVAL

1. Look at fuel level display (Figure 2) on instrument panel in operator's cab to see what it displays. The display is divided into ten separated segments, each representing 10 percent of total fuel supply. Also look at level gauge on side of tank to estimate volume of fuel left in tank.

NOTE: *If possible, work excavator until available fuel supply in tank has been run down as far as possible.*

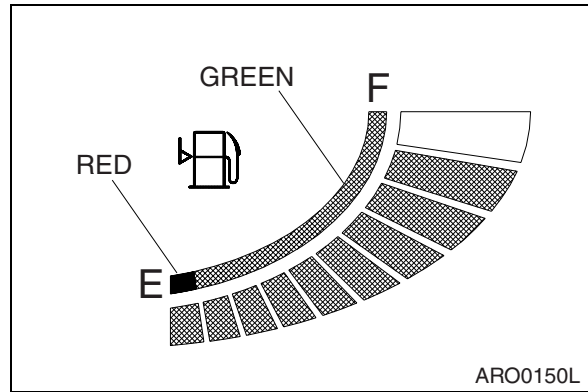


Figure 2

2. Park on firm and level ground and swing turntable to approximately a 90° with respect to tracks. See Figure 3.

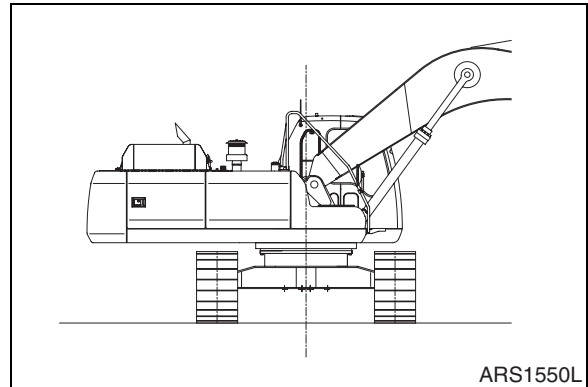



Figure 3

3. Lower front attachment (bucket) to the ground.
4. Shut down engine.
5. Set safety lever on "RELEASED" position.
6. Turn starter switch "ON."

| |
|--|
|  WARNING! |
| <p>If engine must be run while performing maintenance, use extreme care. Always have one person in the cab at all times. Never leave the cab with the engine running.</p> |

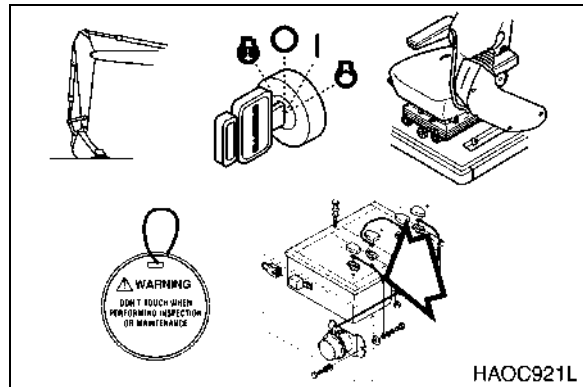


Figure 4

7. Fully stroke work levers (joysticks) in all directions to relieve pressure from accumulators.
8. Set safety lever on "LOCK" position.
9. Turn key to "OFF" position and remove from starter switch.
10. Hang maintenance warning tag on controls.
11. Disconnect negative (-) battery cable leading to frame from battery.
12. Clean area around fuel tank fill cap (1, Figure 5). Open fuel cap.

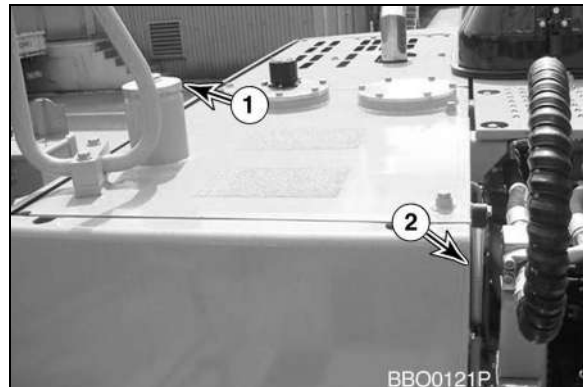


Figure 5

- Place a large enough container under fuel tank to collect remaining fuel. Open drain valve (Figure 6) at bottom of tank and drain.

NOTE: *Fuel tank capacity is 350 liters (93 U.S. gal).*

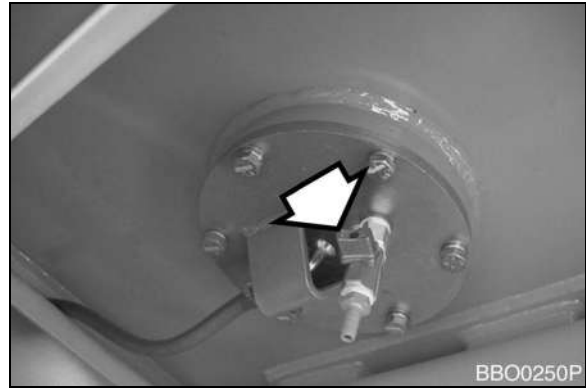


Figure 6

- Tag and disconnect fuel supply line (1, Figure 7) and fuel return line (2) from Fuel tank (3) and carefully drain remaining fuel from lines.
- Remove clamp (4, Figure 7) holding fuel return line (2) to tank (3).

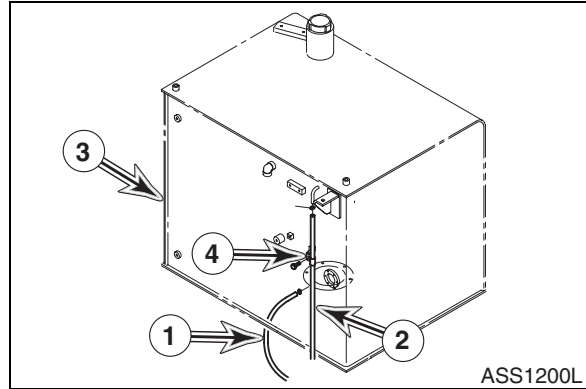


Figure 7

- Tag and disconnect wires leading to fuel sensor (1, Figure 8) on side of fuel tank (2).
- If equipped, remove components from fuel filler pump port (3, Figure 8) on side of fuel tank (2).

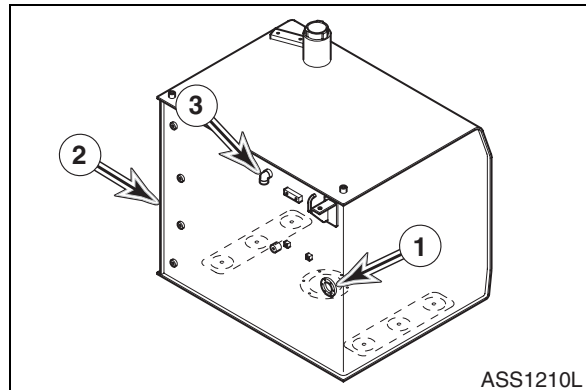


Figure 8

18. Remove four bolts (1 and 2, Figure 9), clamp (6) and stay (3) from fuel tank and frame.

Remove four bolts (4) and cover (5) from fuel tank.

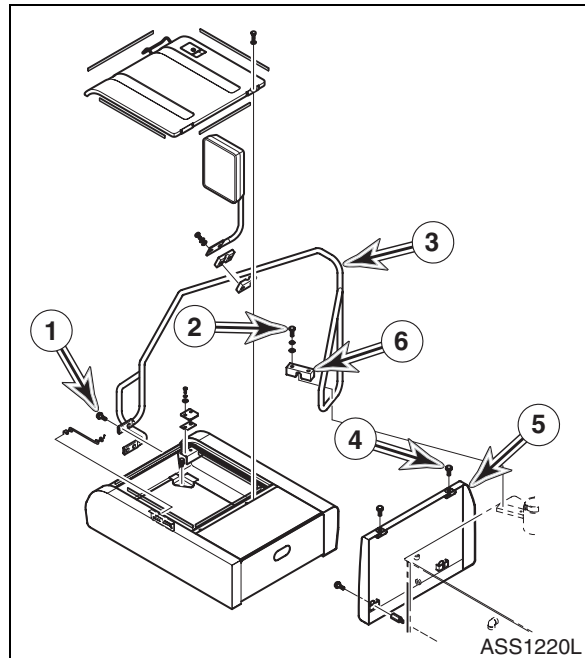


Figure 9

19. Install two 12 mm eye bolts in threaded holes (1 and 2, Figure 10). Using a suitable lifting device, sling eye bolts.
20. Remove six bolts and washers (4, Figure 10) holding tank (3) to frame. Lift tank 25 mm (1 in) and make sure it is balanced. Make sure that there are no other electrical wires or hoses connected to tank. Completely remove tank after inspection.

NOTE: *The clear level gauge on the side of the tank is easily damaged. Be careful of obstacles and wind gusts.*

21. Remove shims (5, Figure 10).

NOTE: *If tank is to be reused note position and amount of shims used for each mounting bolt location.*

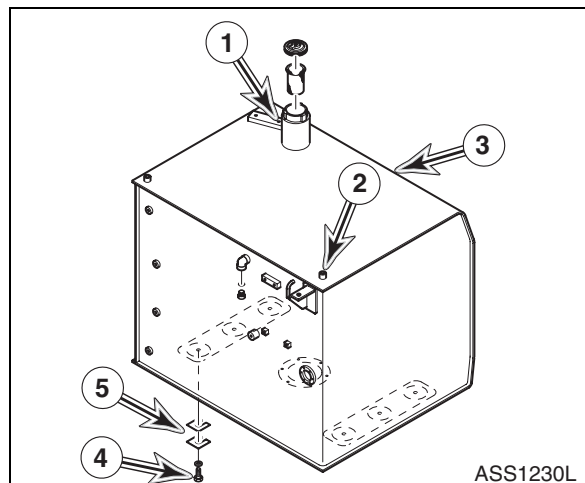


Figure 10

INSTALLATION

1. Install two 12 mm eye bolts in threaded holes (1 and 2, Figure 11). Using a suitable lifting device, sling eye bolts.
2. Set fuel tank (3, Figure 11) into position. Install six bolts and washers (4) finger tight, to secure tank to frame.

NOTE: *The clear level gauge on the side of the tank is easily damaged. Be careful of obstacles and wind gusts.*

3. Install shims (5, Figure 11) as needed to prevent tank (3) from rocking or stress from mounting bolts (4).
4. Tighten mounting bolts (4, Figure 11) after shims are installed.

NOTE: *Bolt torque is 27 kg•m*

5. Install four bolts (4, Figure 12) and cover (5) on fuel tank.

Install four bolts (1 and 2), clamp (6) and stay (3) on fuel tank and frame.

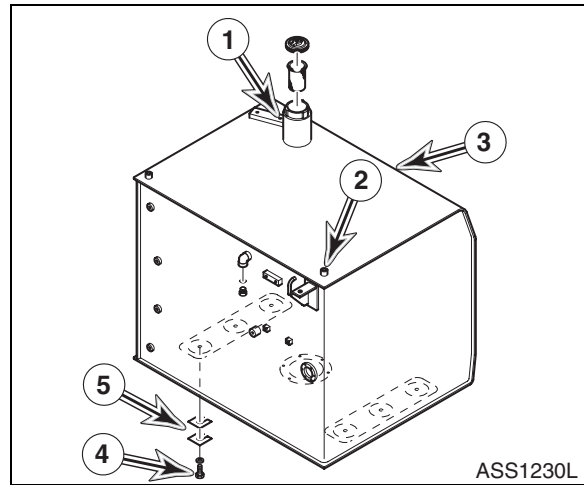


Figure 11

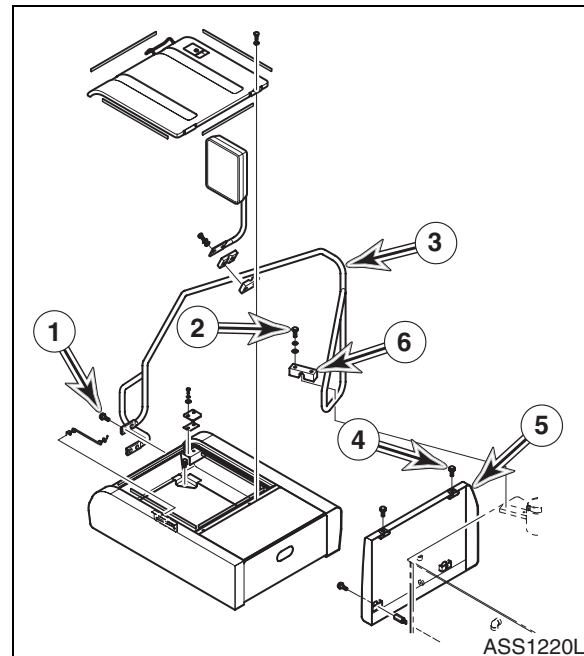


Figure 12

6. Connect wires as tagged to fuel sensor (1, Figure 13) on side of fuel tank (2).
7. If equipped, connect components to the fuel filter pump port (3, Figure 13) on side of fuel tank (2).

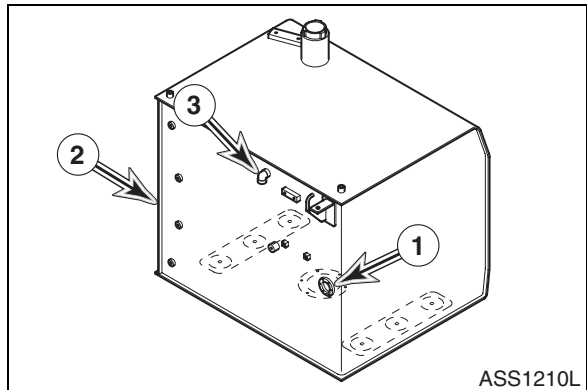


Figure 13

8. Connect as tagged, fuel supply line (1, Figure 14) and fuel return line (2) to fuel tank (3).
9. Install clamp (4, Figure 14) to hold fuel return line (2) to tank (3).

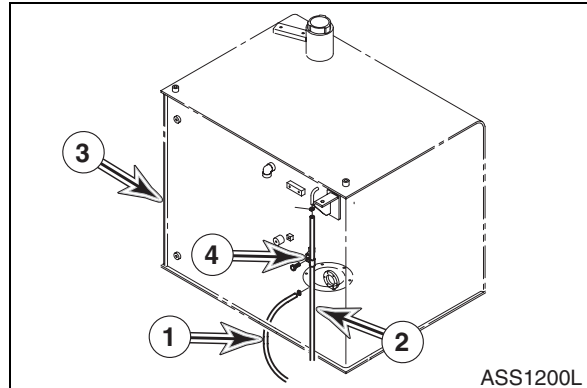


Figure 14

10. Make sure fuel tank drain valve (Figure 15) on bottom of tank is closed.
11. Fill fuel tank and check for signs of leaks. Correct any problems found.
12. Connect negative (-) battery cable to battery.

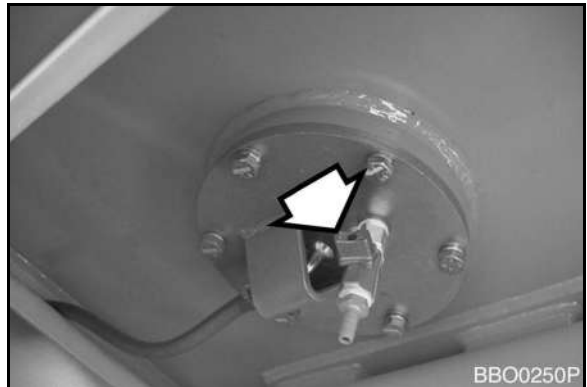


Figure 15

START-UP PROCEDURES

If engine does not start, the fuel system may need priming. Prime the fuel system using the following procedure;

1. Loosen plug (Figure 16) on top of fuel filter head.
2. Unscrew and pump hand operated primer pump (Figure 17) by fuel injection pump. Pump primer until fuel is present at plug hole in fuel filter head.
3. Tighten plug in fuel filter head.
4. Continue to pump primer pump until a strong resistance is felt. Screw primer pump knob back into housing.
5. Start engine and look for signs of leaks.
6. Repeat procedure if necessary.

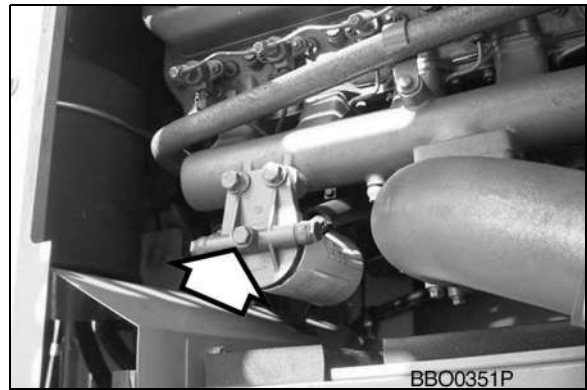


Figure 16

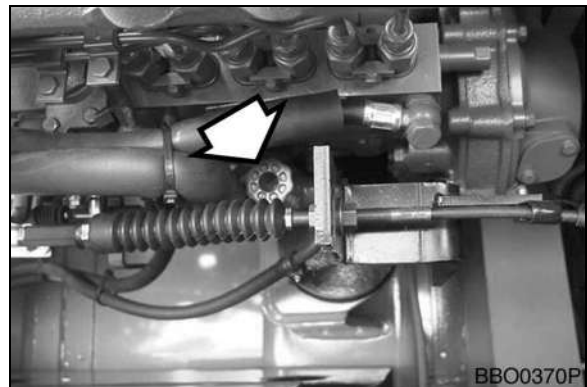


Figure 17

FUEL TRANSFER PUMP



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 |
|--------------------------|---------------------|
| Mega 130 | 0001 and Up |
| Mega 160 | 0001 and Up |
| Mega 200-III | 1001 and Up |
| Mega 200-V (Tier I & II) | 1001 and Up |
| Mega 250-III | 1001 and Up |
| Mega 250-V (Tier I) | 1001 thru 2000 |
| Mega 250-V (Tier II) | 2001 and Up |
| Mega 300-V (Tier I) | 1001 thru 2000 |
| Mega 300-V (Tier II) | 2001 and Up |
| Mega 400-III PLUS | 1001 and Up |
| Mega 400-V | 1001 and Up |
| Mega 500-V | 1001 thru 2000 |
| Mega 500-V (Tier II) | 2001 and Up |
| Solar 75-V | 1001 and Up |
| Solar 130LC-V | 0001 and Up |
| Solar 130W-V | 0001 and Up |
| Solar 140W-V | 1001 and Up |
| Solar 160W-V | 1001 and Up |
| Solar 170LC-V | 1001 and Up |

Models continued on back of cover.

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| MODEL | SERIAL NUMBER RANGE |
|----------------|----------------------------|
| Solar 170W-V | 1001 and Up |
| Solar 180W-V | 1001 and Up |
| Solar 200W-V | 0001 and Up |
| Solar 210W-V | 1001 and Up |
| Solar 220LC-V | 0001 and Up |
| Solar 220LL | 1001 and Up |
| Solar 220N-V | 1001 and Up |
| Solar 225LC-V | 1001 and Up |
| Solar 225NLC-V | 1001 and Up |
| Solar 250LC-V | 1001 and Up |
| Solar 255LC-V | 1001 and Up |
| Solar 290LC-V | 0001 and Up |
| Solar 290LL | 1001 and Up |
| Solar 300LC-V | 1001 and Up |
| Solar 300LL | 1001 and Up |
| Solar 330LC-V | 1001 and Up |
| Solar 340LC-V | 1001 and Up |
| Solar 400LC-V | 1001 and Up |
| Solar 420LC-V | 1001 and Up |
| Solar 450LC-V | 1001 and Up |
| Solar 470LC-V | 1001 and Up |

TABLE OF CONTENTS

| | |
|-------------------------------------|---|
| General Description..... | 3 |
| Theory of Operation | 3 |
| Troubleshooting | 4 |
| Replacement of Rotor and Vane | 4 |
| Replacement of Rear Cover | 5 |
| Replacement of Armature | 6 |

GENERAL DESCRIPTION

THEORY OF OPERATION

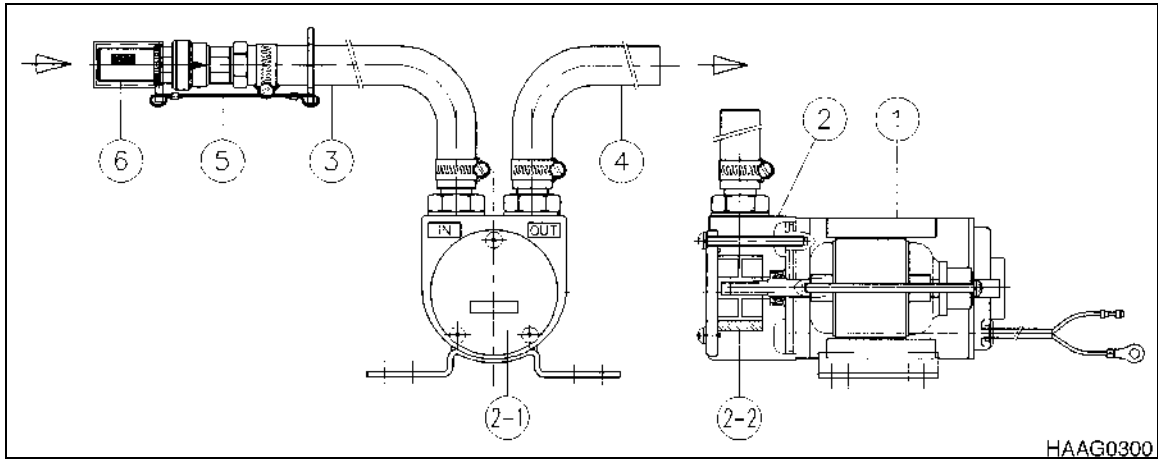


Figure 1

| Reference Number | Description |
|------------------|----------------|
| 1 | Motor |
| 2 | Pump |
| 2-1 | Pump Cover |
| 2-2 | Rotor and Vane |

| Reference Number | Description |
|------------------|--------------|
| 3 | Inlet Hose |
| 4 | Outlet Hose |
| 5 | Check Valve |
| 6 | Strainer Cap |

Fuel pump consists of motor, pump, switch and hose assembly.



Figure 2

TROUBLESHOOTING

On some pumps the ON-OFF switch is installed separately at a remote location.

A thermal limiter, built into the motor, will automatically shut off power if motor is overheating to protect it from damage.

NOTE: *OPEN TEMP: 150 ±5°C (302 ±41°F). After circuit is automatically shut off due to overheating the pump will stop running. When temperature drops below 143°C (289°F) the circuit will reactivate allowing the pump to restart.*

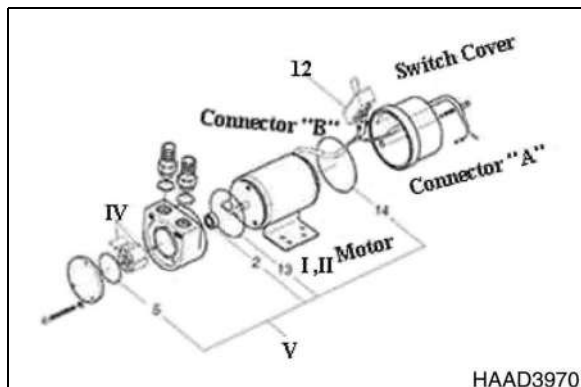


Figure 3 WITH TOGGLE SWITCH

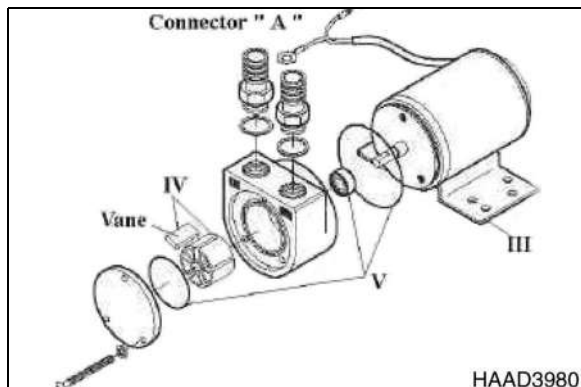


Figure 4 WITHOUT TOGGLE SWITCH

Check resistance at connectors "A." If reading is zero, or very close to zero, the motor is bad and must be replaced.

On units equipped with a toggle switch, check the resistance through the toggle switch, while the switch is in the "ON" position. If continuity is not present, the switch is bad. Be sure to check resistance through the motor.

REPLACEMENT OF ROTOR AND VANE

If dirt or other foreign materials enter pump during operation, it can become lodged between the rotor and/or vanes and generate heat which can cause pump damage.

Remove the pump cover and check the rotor and vane. If any pump parts or components become lost, damaged or inoperable, immediately replace them with a new ones.

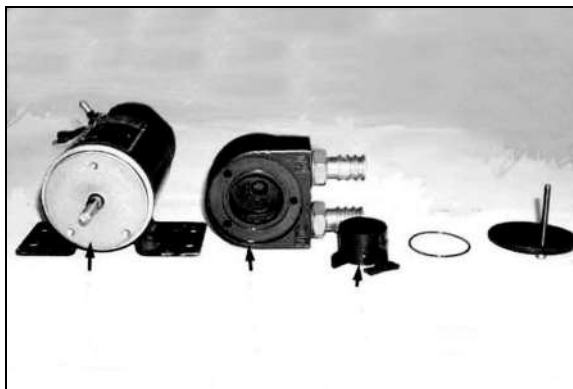


Figure 5 WITHOUT TOGGLE SWITCH

Insert vane, with the circled edge of vane facing in the counterclockwise direction. (Detail A)

Insert O-ring again at reassembly of pump cover.

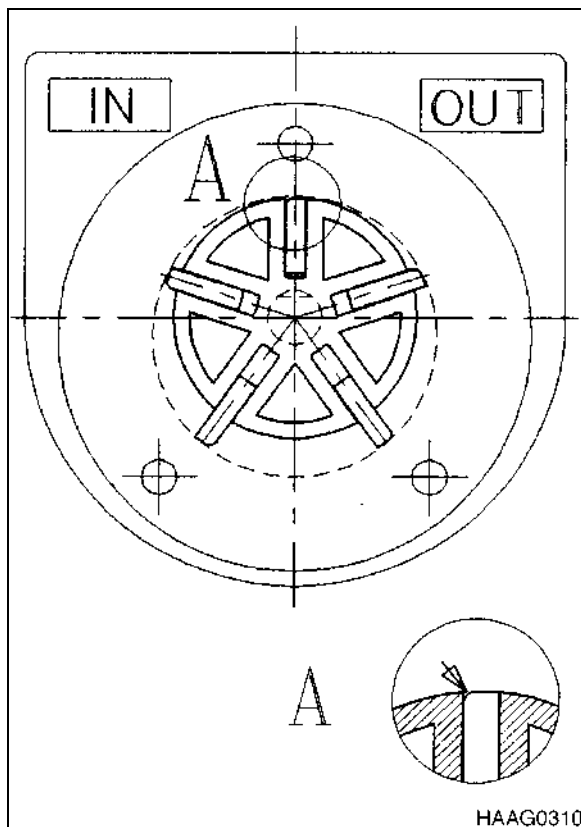


Figure 6

REPLACEMENT OF REAR COVER

Brush assembly and a thermal limiter are installed in the rear cover. If you find any damage, replace them with new ones.

Remove the switch cover and screw (M5 x L95) from the rear cover.

Remove cover.

At reassembly of rear cover, widen the space of brush and insert it to the armature. Then fit the hole of screw in the housing.

Be careful when installing screw. The cover screw may be attracted by the motor magnet.

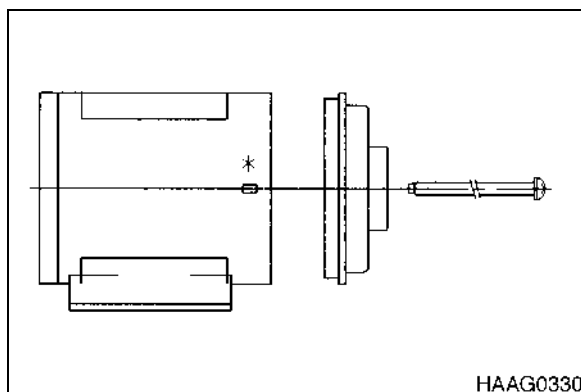


Figure 7

REPLACEMENT OF ARMATURE

You can replace only the armature in case motor was damaged by a short circuit.

Remove the switch cover and rear cover, than remove the armature from the housing.

Remove the pump cover and remove the rotor and vane.

Insert a new armature into the housing.

Refer to "Replacement of Rear Cover" on page 5, for installation of rear cover.

Fit the rotor in the shaft flute of armature. Insert vane to the rotor being careful for the direction. Refer to "Replacement of Rotor and Vane" on page 4.

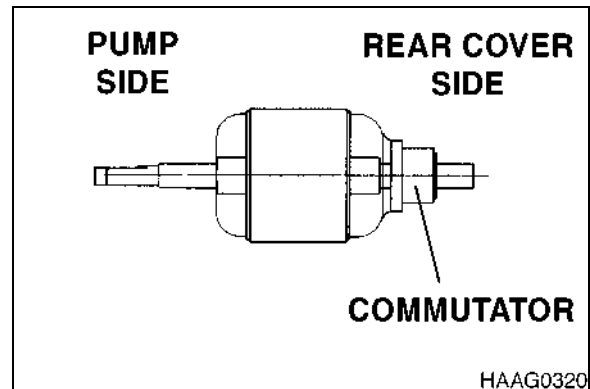


Figure 8

SWING BEARING



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 |
|----------------|---------------------|
| Solar 75-V | 1001 and Up |
| Solar 130LC-V | 0001 and Up |
| Solar 170LC-V | 1001 and Up |
| Solar 220LC-V | 0001 and Up |
| Solar 220LL | 1001 and Up |
| Solar 225LC-V | 1001 and Up |
| Solar 225NLC-V | 1001 and Up |
| Solar 250LC-V | 1001 and Up |
| Solar 255LC-V | 1001 and Up |
| Solar 290LC-V | 0001 and Up |
| Solar 290LL | 1001 and Up |
| Solar 300LC-V | 1001 and Up |
| Solar 300LL | 1001 and Up |
| Solar 330LC-V | 1001 and Up |
| Solar 340LC-V | 1001 and Up |
| Solar 400LC-V | 1001 and Up |
| Solar 420LC-V | 1001 and Up |
| Solar 450LC-V | 1001 and Up |
| Solar 470LC-V | 1001 and Up |

TABLE OF CONTENTS

- Swing Bearing Maintenance 3
 - Operating Recommendation 3
 - Measuring Swing Bearing Axial Play 3
 - Measuring Bearing Lateral Play 3
 - Swing Bearing Basic Operation 4
 - Rebuilding Swing Bearing 4

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, 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.

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.

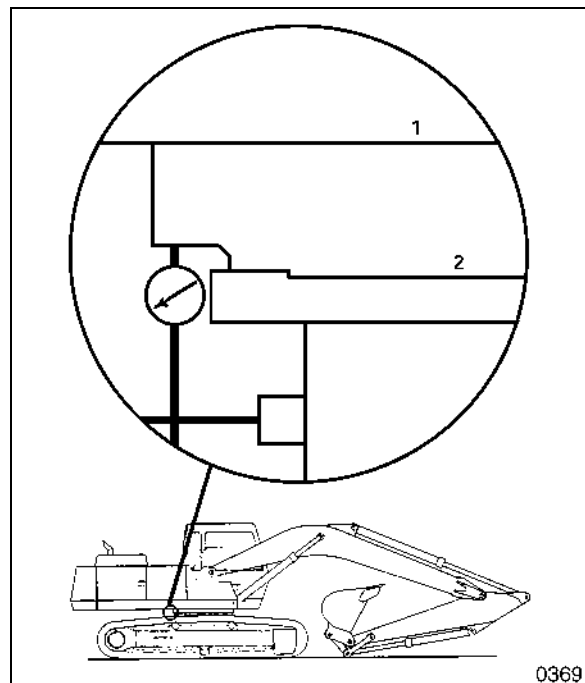


Figure 1

SWING BEARING BASIC OPERATION

The swing bearing, which connects the upper structure with the lower structure, consists of an inner ring, outer ring and ball bearings. During swing movement, power from the swing motor is transferred to the pinion by planetary gears connected to gears on the inner ring, which is fixed in the undercarriage. Ball bearings turn the outer ring.

| Reference Number | Description |
|------------------|-------------|
| 1 | Ball |
| 2 | Seal A |
| 3 | Seal B |
| 4 | Retainer |
| 5 | Retainer |
| 6 | Outer Ring |
| 7 | Inner Ring |
| 8 | Tapered Pin |
| 9 | Plug |

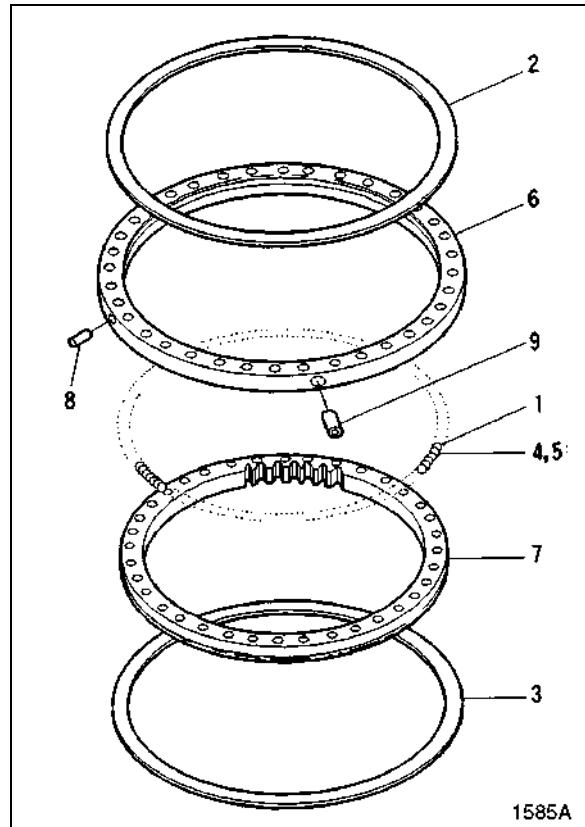


Figure 2

REBUILDING SWING BEARING

1. Remove tip of tapered pin (1, Figure 3) using grinder and tap lightly to remove debris.

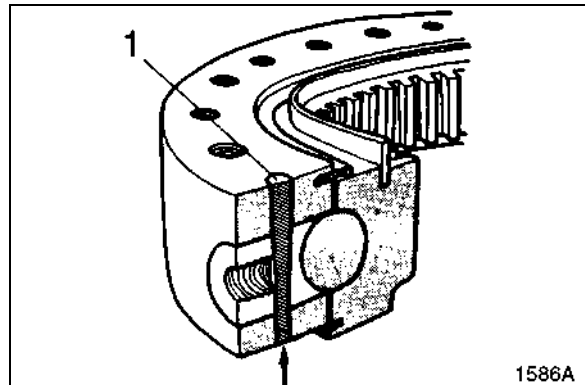


Figure 3

2. Remove plug (1, Figure 4) using a M10 x 1.25 bolt (2).

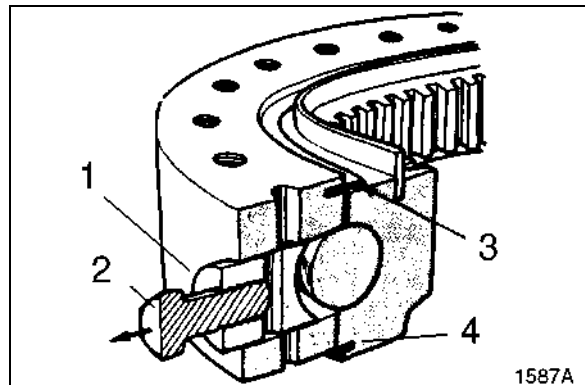


Figure 4

- Lift outer ring and check that inner ring can move freely. See Figure 5, if not, replace seal (3, Figure 4) and/or seal (4, Figure 4).

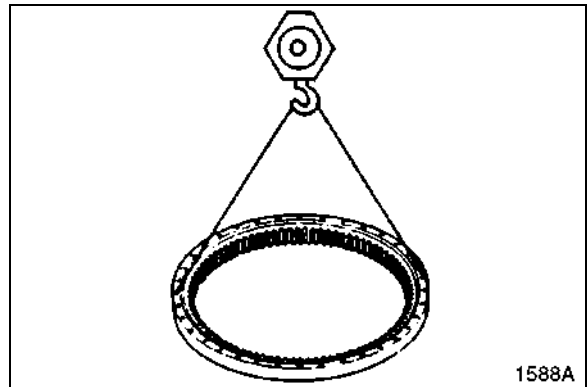


Figure 5

- Turn inner ring and use magnet bar (1, Figure 6) to remove steel balls (2).

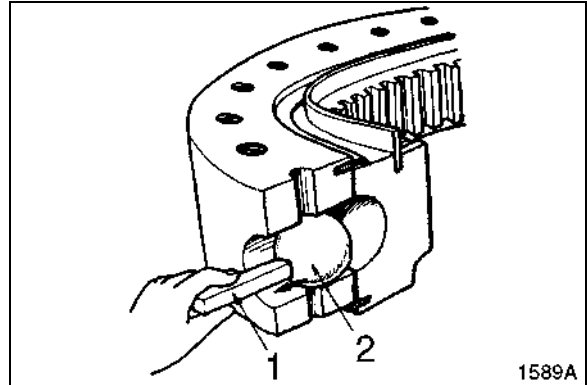


Figure 6

- Turn inner ring and use wire (1, Figure 7) to remove retainers (2).

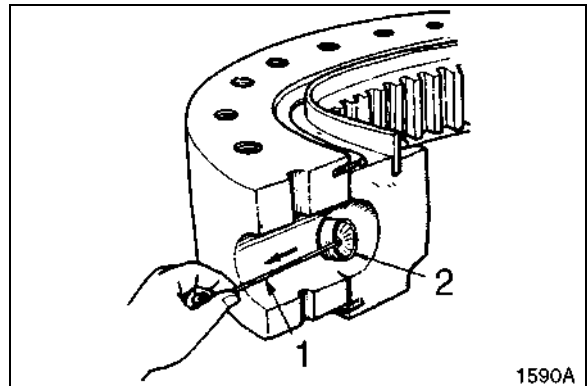


Figure 7

- Assemble in reverse order of disassembly and then adjust the gap between the steel balls and retainers using the following guidelines: Assemble steel ball, retainer (A) and retainer (B) to bearing; if gap is too wide, adjust by moving steel balls or by replacing one of the retainers.

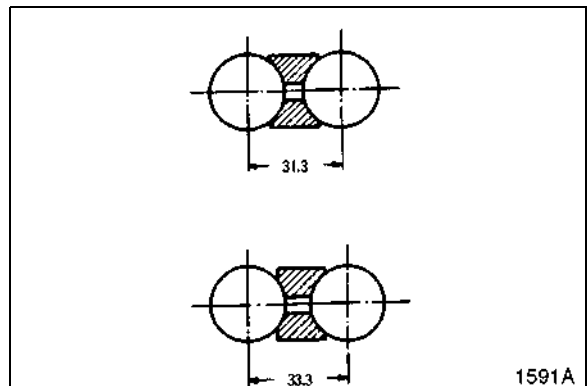


Figure 8



SWING REDUCTION GEARBOX



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 |
|----------------|---------------------|
| Solar 225LC-V | 1001 and Up |
| Solar 225NLC-V | 1001 and Up |
| | |
| | |
| | |

TABLE OF CONTENTS

- General Description..... 3
 - Theory of Operation 3
 - Parts List 4
 - Specifications 5
- Special Tools and Materials..... 6
 - Special Tools 6
 - Drive Shaft Front Bearing Jig 6
 - Oil Seal Insert Jig..... 6
 - Spring Pin Insert Jig..... 6
- Troubleshooting, Testing and Adjustment..... 7
- Removal 8
- Disassembly 9
- Cleaning and Inspection (Wear Limits and Tolerances) 14
- Reassembly..... 15
- Installation 24

GENERAL DESCRIPTION

THEORY OF OPERATION

The swing motor final drive is a two-step planetary gearbox with two planet gears, two sun gears and two-step output reduction. The planetary gear engages with the ring gear. The pinion gear is connected with the output shaft and spline.

The final drive reduces swing motor RPM in order to increase swing motor output torque. The available maximum swing speed (12.3 RPM) provides a fast turning rate for efficient, rapid work cycling with more than adequate power for good acceleration.

PARTS LIST

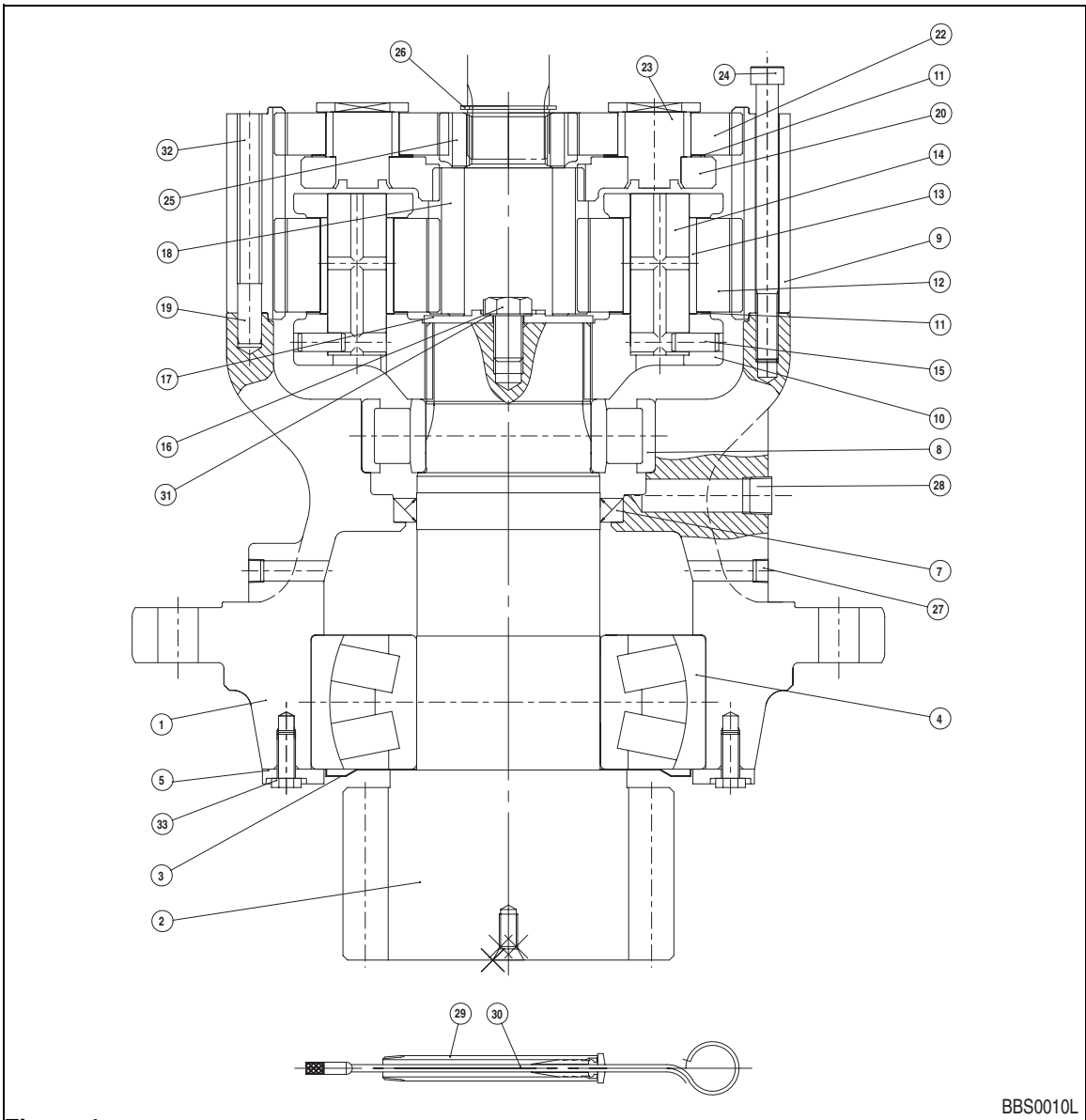


Figure 1

BBS0010L

| Reference Number | Description |
|------------------|---------------------|
| 1 | Casting |
| 2 | Drive Shaft |
| 3 | Plate |
| 4 | Roller Bearing |
| 5 | Cover Plate |
| 6 | |
| 7 | Oil Seal |
| 8 | Roller Bearing |
| 9 | Ring Gear |
| 10 | Carrier No .2 |
| 11 | Thrust Washer No .2 |
| 12 | Plate Gear No .2 |
| 13 | Bush No .2 |
| 14 | Pin No .2 |
| 15 | Spring Pin |
| 16 | Bolt;hex. HD. |
| 17 | Thrust Washer No .3 |

| Reference Number | Description |
|------------------|-------------------|
| 18 | Sun Gear No .2 |
| 19 | Knock Pin |
| 20 | Carrier No .1 |
| 21 | |
| 22 | Planet Gear No .1 |
| 23 | Pin Assy No .1 |
| 24 | Socket Bolt |
| 25 | Sun Gear No .1 |
| 26 | Snap Ring |
| 27 | Plug |
| 28 | Plug |
| 29 | Level Gage Pipe |
| 30 | Level Gage |
| 31 | Washer;Diuble Tab |
| 32 | Pipe |
| 33 | Bolt;Hex. HD. |

SPECIFICATIONS

| Swing Reduction Gearbox | Specification |
|-------------------------|----------------------------|
| Drive Type | Two Stage Planetary Gear |
| Reduction Ratio | 19.64 |
| Maximum Output Speed | 83.6 rpm |
| Maximum Output Torque | 1120.1 kg•m (8,101 ft lbs) |
| Weight | 149.5 kg (330 lbs) |

| Pinion Gear | Specification |
|--------------|------------------|
| Type | Stub Gear |
| Gear P.C.D. | 156 mm (6.14 in) |
| No. of Teeth | 13 |
| Module | 12 |

SPECIAL TOOLS AND MATERIALS

SPECIAL TOOLS

Drive Shaft Front Bearing Jig

| Dimension | Measurement |
|-----------|-------------------------------------|
| A | 100.0 mm (3.94 in) Dia. |
| B | 80.0 - 80.30 mm (3.15 - 3.16 in) |

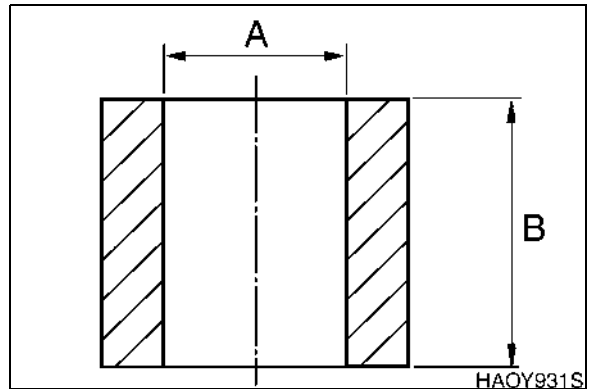


Figure 2

Oil Seal Insert Jig

| Dimension | Measurement |
|-----------|-------------------------|
| A | 155.0 mm (6.10 in) Dia. |
| B | 140.0 mm (5.51 in) Dia. |
| C | 2.50 mm (0.10 in) |

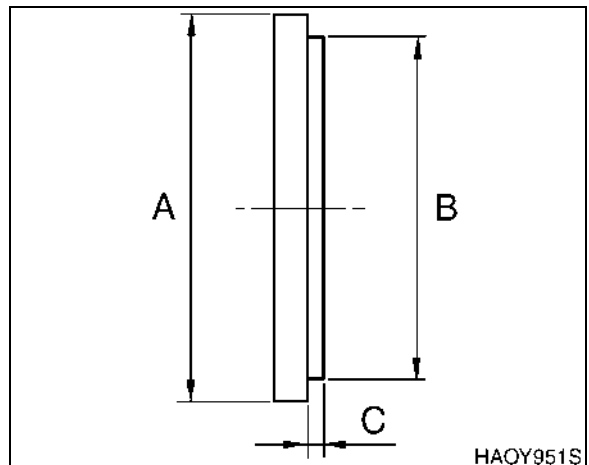


Figure 3

Spring Pin Insert Jig

| Dimension | Measurement |
|-----------|------------------------|
| A | 7.50 mm (0.30 in) Dia. |
| B | 15.0 mm (0.59 in) |
| C | 4.50 mm (0.18 in) Dia. |

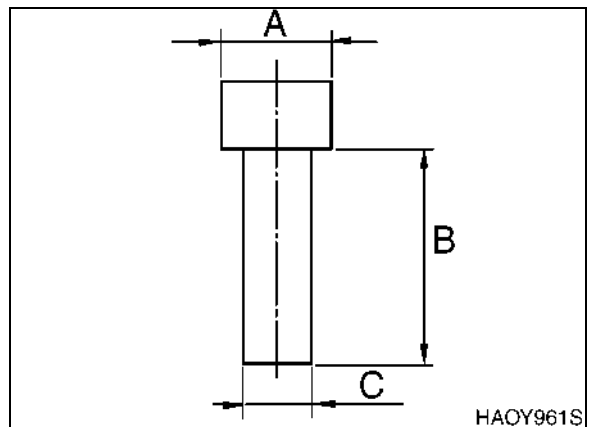


Figure 4


TROUBLESHOOTING, TESTING AND ADJUSTMENT

| Symptoms | Possible Causes | Remedies |
|---|--|---|
| <p>1. No rotation and –</p> <p>a. Pressure at swing motor inlet <i>increases</i></p> <p>b. Pressure at swing motor inlet shows <i>no increase</i>, and the swing motor is making irregular noises</p> <p>c. Pressure at swing motor inlet shows <i>no increase</i>, but without irregular noises from the swing motor</p> | <p>Swing brake not releasing</p> <p>Internal damage to gearbox drive train</p> <p>Overload</p> <p>Swing motor drive shaft damage</p> <p>Internal damage to gearbox drive train</p> <p>Hydraulic pump or valve broken</p> | <p>Check brake engagement and disengagement, check release pressure</p> <p>Replace broken gears, drive train assemblies</p> <p>Reduce load weight</p> <p>Replace swing motor</p> <p>Repair/replace broken or faulty assemblies</p> <p>Troubleshoot hydraulic system</p> |
| <p>2. Oil leakage</p> <p>a. From drive shaft</p> <p>b. From bolted connections or other assembled surfaces</p> | <p>Oil seal damaged</p> <p>Assembly compound (joint sealer) old and not sealing, bolt not tight or flange warped</p> | <p>Replace oil seal</p> <p>Disassemble and check mating surfaces. Reapply Loctite, torque bolts to specifications</p> |
| <p>3. Excess heat</p> <p>Gearbox casing becomes excessively hot, with or without irregular noise(s) during operation</p> | <p>Low oil level</p> <p>Bearings or gear worn but not completely inoperative</p> | <p>Replace oil, refill to specified level</p> <p>Repair or replace gearbox</p> |

HAOE960L

REMOVAL

1. Lower bucket to ground.
2. Shut engine down and remove key from starter switch.

| | |
|---|-----------------|
|  | WARNING! |
| If engine must be run while performing maintenance, use extreme care. Always have one person in the cab at all times. Never leave the cab with the engine running. | |

3. Fully stroke work levers (joysticks) in all directions to relieve pressure from accumulators.
4. Set safety lever on "LOCK" position.
5. Hang maintenance warning tag on controls.
6. Disconnect negative (-) battery cable leading to frame from battery.
7. Tag and disconnect hoses from swing motor (1, Figure 6). Plug and cap hoses and port to prevent contamination from entering hydraulic system or component.
8. Disconnect tube (2) from drain valve (3)
9. Remove eleven bolts and washers (4, Figure 6) holding swing reduction gearbox (5) to frame.
10. Using a suitable lifting device, sling swing motor (1, Figure 6) and remove swing motor and reduction gearbox (5) as an assembly from unit.

NOTE: A drain valve (3, Figure 6) and tube are located on side of gearbox. Be careful not to damage valve or tube.

NOTE: There is one alignment pin (6, Figure 6), located on side of reduction gearbox flange.

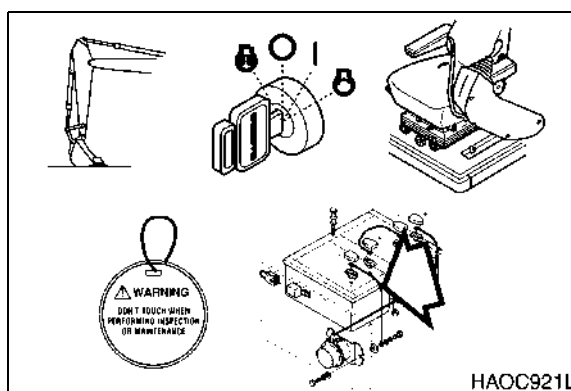


Figure 5

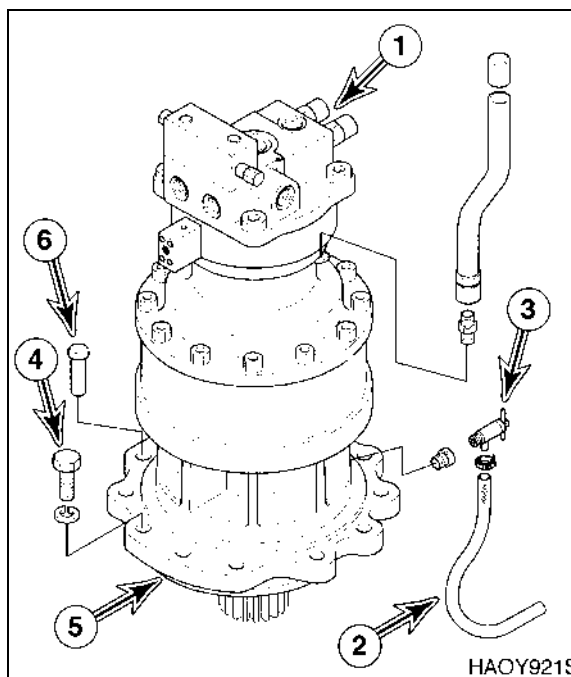


Figure 6

DISASSEMBLY

NOTE: *Reassembly of the gearbox is easier and more likely to be trouble-free — or cause damage to surfaces or components — if special tools shown on the preceding page are used. These can be ordered through Daewoo After Sales Service, or individual jigs can be fabricated at a local machine shop to the specifications shown.*

1. Drain gear oil from the swing motor final drive prior to removal of the gearbox.

IMPORTANT

Use a clean, dry container (with at least 8 liters, or 2 gallons capacity) to catch gear oil. A clean container allows an evaluation to be made of the used oil. The presence or relative lack of metal wear shavings in the used oil or obvious deterioration or contamination of the oil can provide a useful indicator of the motor's general condition.

2. Loosen and remove the retaining bolts from around the rim of the gearbox. Separate the gearbox and swing motor from the excavator.

3. Remove the No. 1 sun gear as shown.

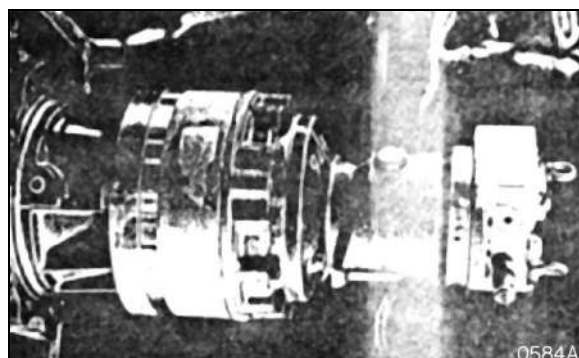


Figure 7

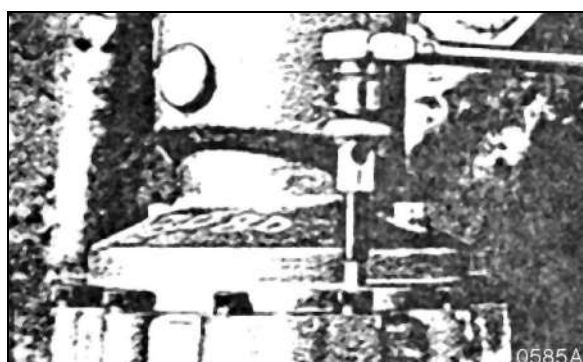


Figure 8

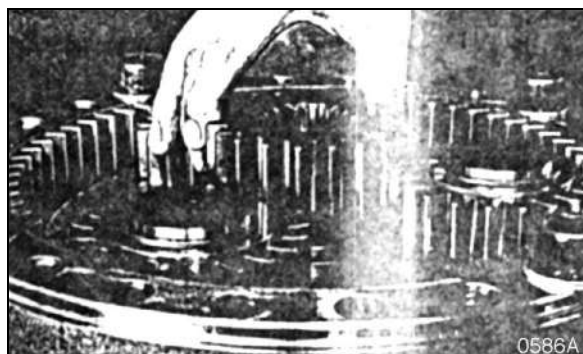


Figure 9

4. Tighten 10 mm ring bolts into the rim of the carrier, 180 degrees apart. Use a hoist or other lifting assist to separate the No. 1 carrier assembly from the gearbox, with the No. 1 differential gear still attached.



Figure 10

5. Begin disassembly of the No. 1 carrier by using a snap ring pliers to remove the stop ring. Make reference marks showing assembly positions of the differential gears and pins, prior to disassembly. Use a permanent marking pen, removable paint, or another available marking tool that will not cause any surface damage. Remove the side plate (19), the No. 1 differential gears (7), the needle cage bearing (24) and the remaining side plate (18).

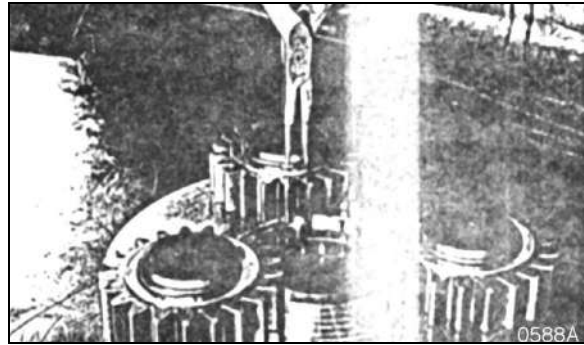


Figure 11

NOTE: Use additional locating marks, for reassembly reference, on the side plates or other parts of the assembly. Do not disassemble the No. 1 pin, the No. 1 carrier (10) and the spring pin (31), unless there is evidence of abnormal damage or excessive wear.

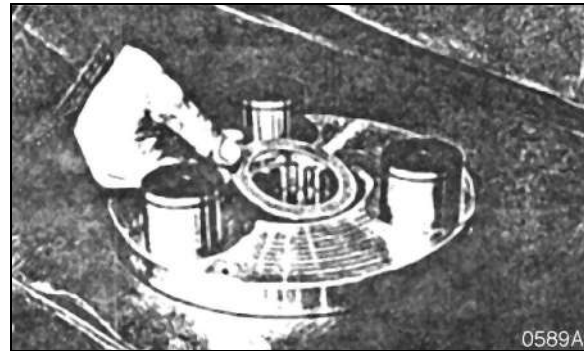


Figure 12

6. Remove the No. 1 sun gears.

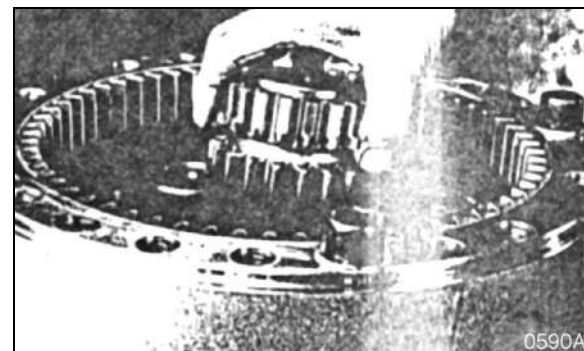


Figure 13

7. Install 10 mm ring bolts and use them to lift out and separate the No. 2 carrier assembly.

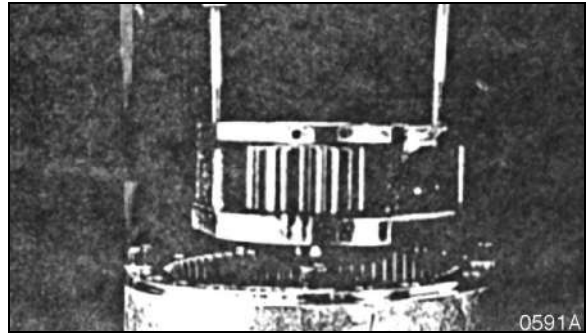


Figure 14

8. Remove the thrust ring, in order to begin disassembly of the No. 2 carrier. Position the carrier vertically, as shown in the photograph. Insert an appropriate tool through the hole in the back side of the carrier. Hammer out the spring pin (31), so that pin No. 2 (14) can be withdrawn. Remove the upper and lower (18, 19) side plates of the differential gears.



Figure 15

IMPORTANT

Pin No. 2 should not be reused. Replace it with a new component. Further disassembly of the carrier is generally not required, unless there is evidence of unusual damage or excessive wear.

9. Disassemble the ring gear. Tighten two 16 mm bolts into the holes shown in the photograph. Separate the ring gear using even force.
10. Before turning the gearbox end for end (180°, so that the drive shaft is facing up, as shown in the photograph) remove the 4 pipes and lock pins (21). Lock pins (21) should not require further disassembly. Loosen the mounting bolts (26) and detach the front cover plate (1).

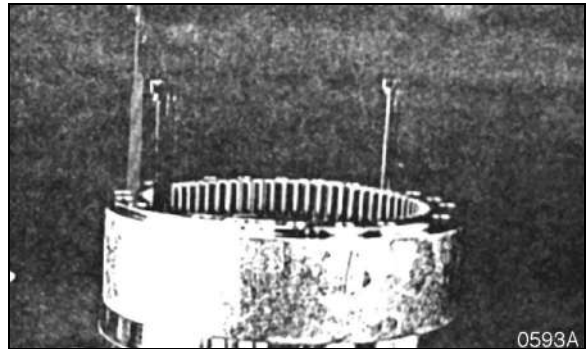


Figure 16

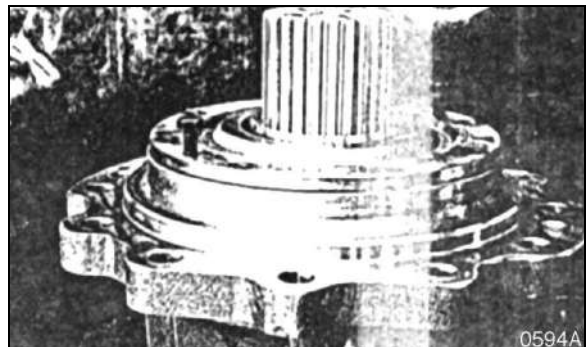


Figure 17

11. Pry away the front cover plate oil seal and the O-ring (29). The oil seal should normally be replaced each time the cover plate is removed. Inspect the O-ring carefully for any evidence of distortion, hardening or other damage.



Figure 18

12. Tighten ring bolts into the end of the drive shaft. Attach evenly balanced slings to a hoist or other lifting assist and carefully withdraw the drive shaft. Tap the housing with a plastic or other soft-faced hammer if there is any sticking or resistance.

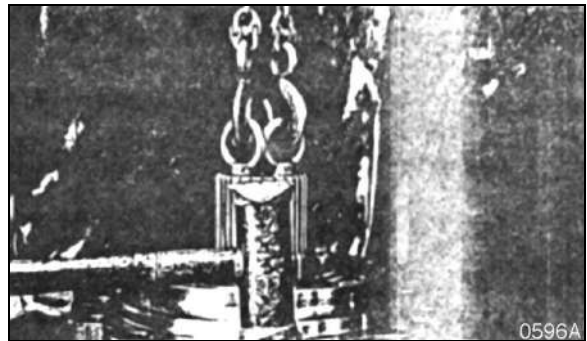


Figure 19

13. Remove the thrust plate.

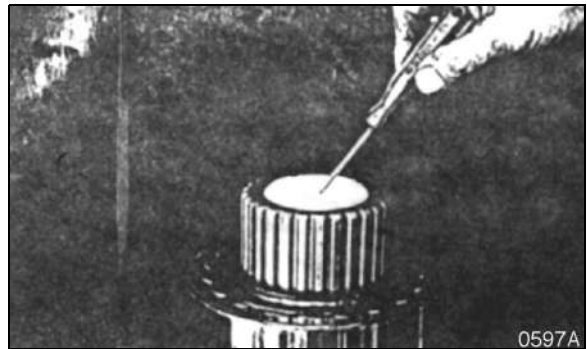


Figure 20

14. Further disassembly of the drive shaft requires the use of a hydraulic press. Use the drive shaft front bearing jig to separate the bearing and front seal (11). Remove the stop ring (34) on the opposite end of the drive shaft in order to remove the smaller bearing (23) on the inner end of the drive shaft. Make an index reference mark - a dot, or an arrow - on bearings to indicate which end of the bearing faces up, toward the output end of the drive shaft. Check the reference marks when installing replacement bearings to make sure they will not be positioned the wrong way around.

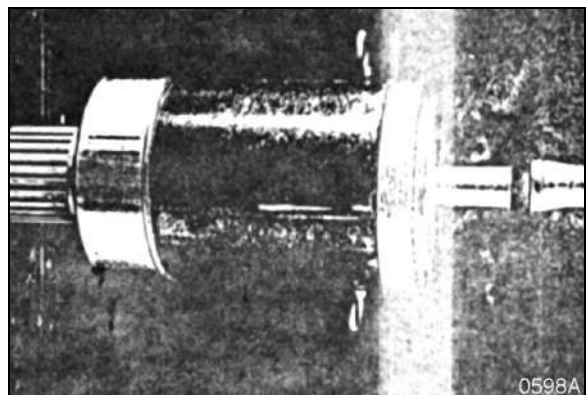


Figure 21

15. Carefully inspect the drive shaft for any evidence of abnormal or excessive wear on remaining surfaces or components. No further tear down of the assembly is normally required, unless exceptional damage has occurred.

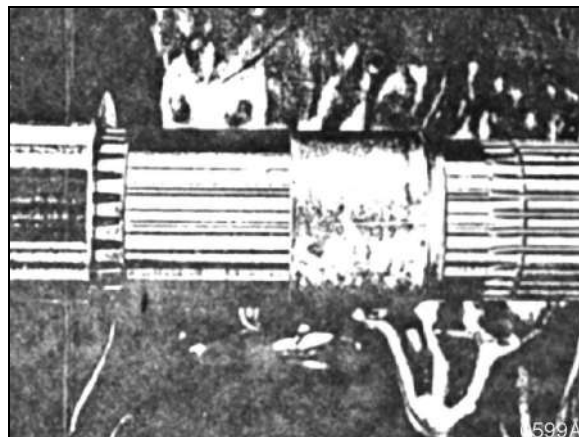


Figure 22

CLEANING AND INSPECTION (WEAR LIMITS AND TOLERANCES)

For general cleaning and inspection procedures, refer to "General Maintenance Procedures" section.

Inspect all components in the assembly. Pay particular attention to oil seals, lock and spring pins and fastener bolts. Using new replacement parts for these components is recommended whenever there is any doubt at all about the condition or serviceability of original parts.

1. Distance "L" (Figure 23) between face of thrust button and end of outer bore of drive shaft should be 135 mm (5.315"). If not replace thrust button.

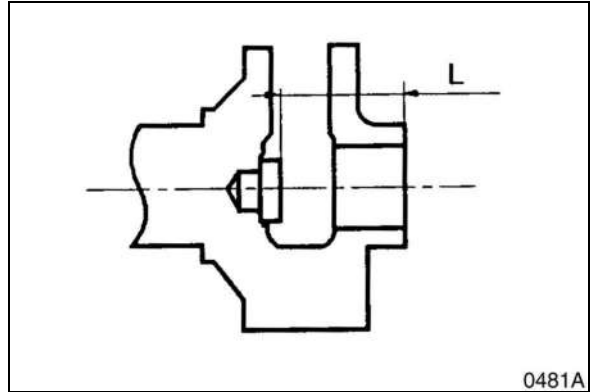


Figure 23

REASSEMBLY

1. Position the drive shaft and drive shaft front bearing jig. (Refer to "Special Tools and Materials" on page 6 for the illustration and dimensional specifications of the bearing jig.) The bearing jig is used to establish the specified 80 mm (+ 0.3 mm, - 0.0 mm) installation distance (or 3.1496") between the end of the drive shaft and the end surface of the seal ring.
2. Lubricate the lip surface with a small amount of grease and install the O-ring inside the seal ring.
3. Preheat the outer bearing in an oil bath or other type of heater to between 80° and 100°C (176° to 212°F). Heat expansion should allow installation of the bearing on the drive shaft using a hammer. Check the reference mark made on the old bearing to make sure the bearing is not inverted during the installation. The 80 mm bearing jig should set the installation dimension between the outer surface of the seal ring and the end of the drive shaft.
4. Attach the bearing spacer.

NOTE: *The upper surface of the spacer has larger chamfering.*

5. Install the smaller bearing.

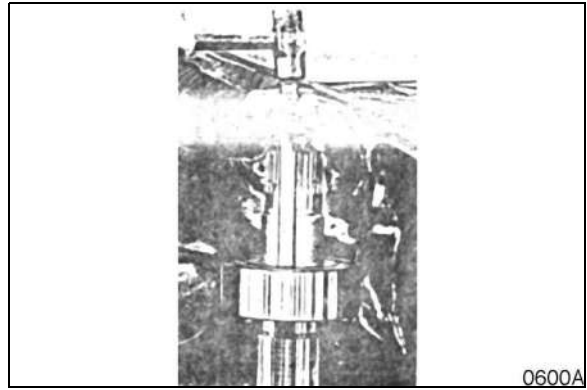


Figure 24

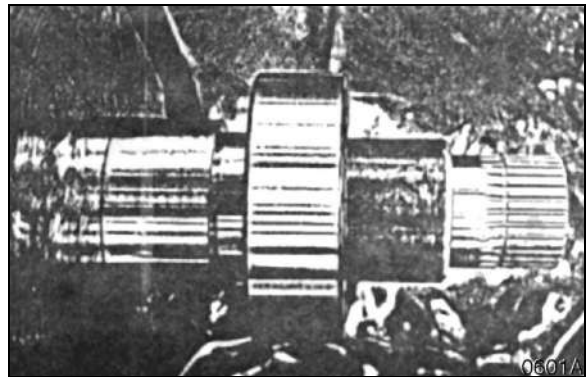


Figure 25

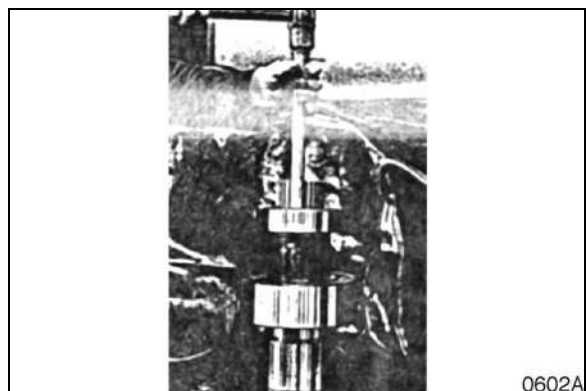


Figure 26

6. Install the stop ring.

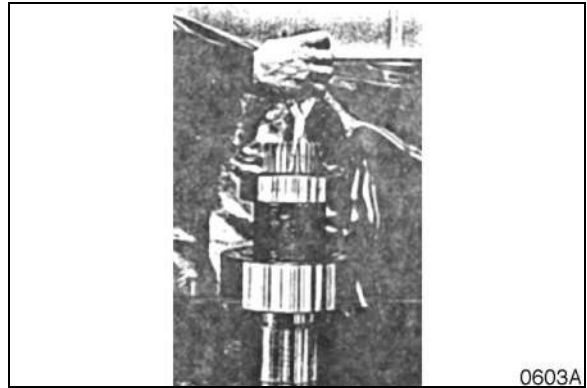


Figure 27

7. Install the thrust plate.

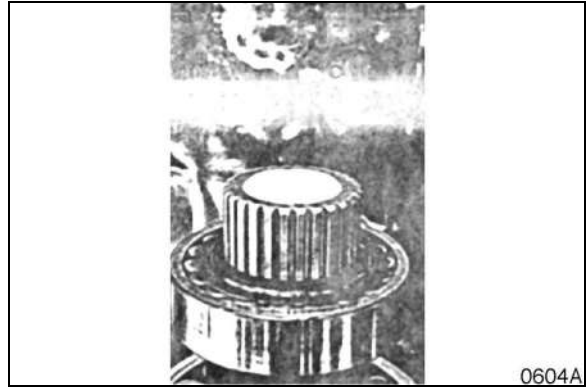


Figure 28

8. Turn the assembly and check the distance between the end of the drive shaft and the sealing ring. It should be 80 mm (+0.3 mm, - 0.0 mm, or 3.1496").

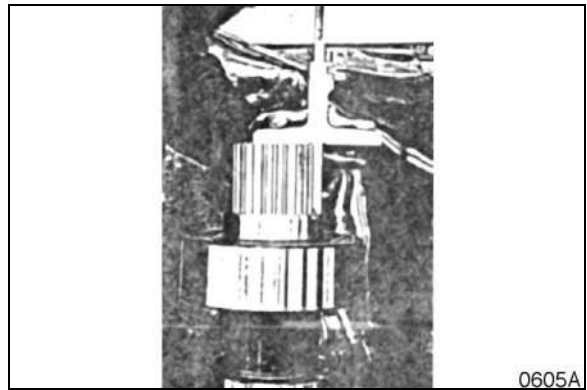


Figure 29

9. Position the gearbox housing horizontally. Make sure that the inside of the housing is clean and free of any stray contaminant particles.

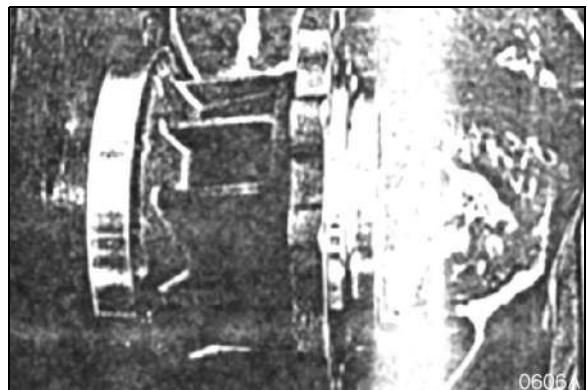


Figure 30

10. Install the assembled drive shaft, with the bearings and other components in proper position, to the gearbox housing.

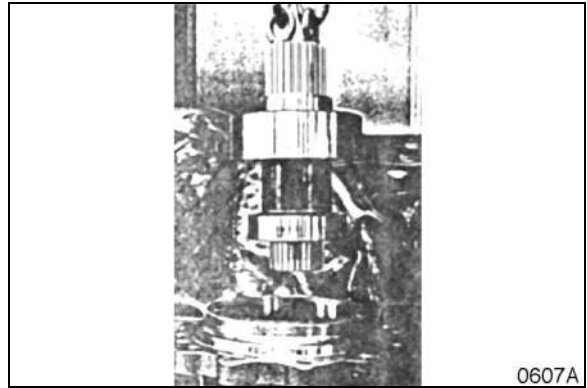


Figure 31

11. Attach the O-ring.



Figure 32

12. Install the oil seal in the front cover.

NOTE: *The contact surface of the oil seal can be damaged if the oil seal is installed carelessly. Lubricate the contact surface and make sure it is pressed in straight.*

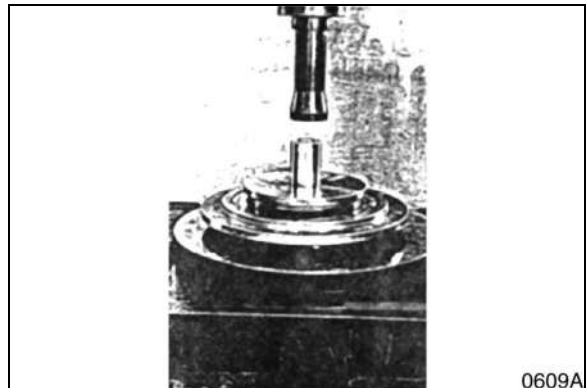


Figure 33

13. Install the front cover retaining bolts and tighten them in even rotation to the specified torque value.



Figure 34

14. Position the No. 2 carrier as shown in the photograph. Position thrust washer as shown, in the carrier pin hole, and assemble the thrust washer to the carrier.

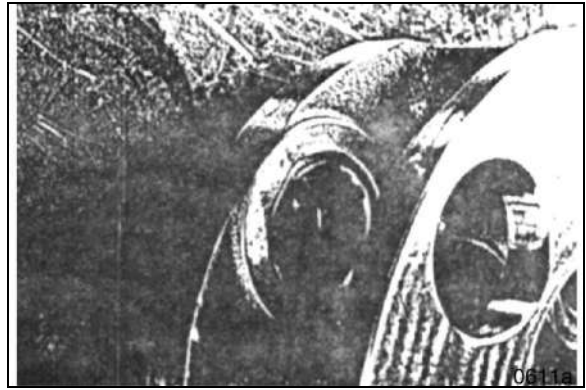


Figure 35

15. Attach the No. 2 differential gears. Mount the upper thrust washer and then the lower thrust washer.

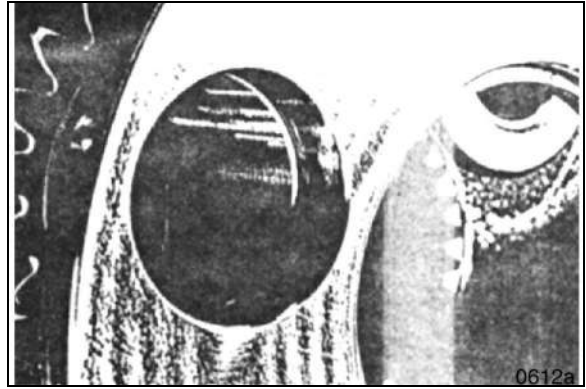


Figure 36

16. Insert the No. 2 pin into the spring pin, then into the hole in the No. 2 carrier.

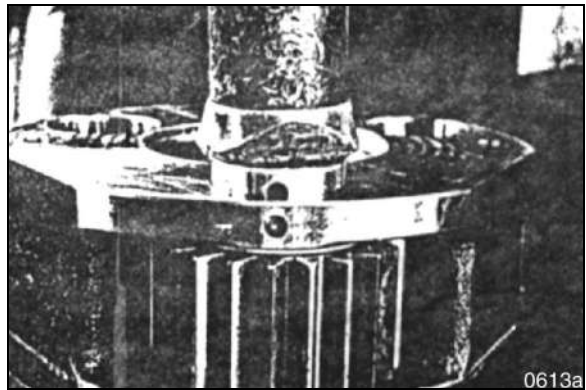


Figure 37

17. Use the spring pin insert jig (dimensional specifications follow the Parts List, at the beginning of this section) to attach the spring pin.

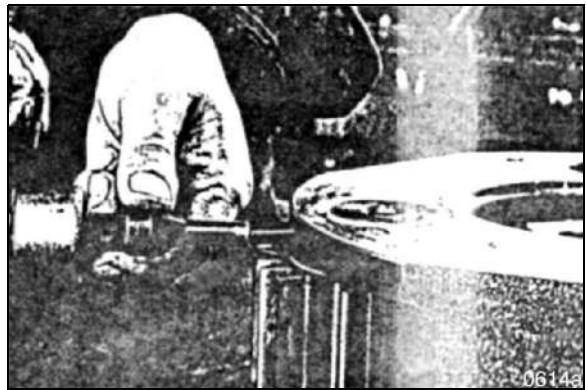


Figure 38

18. Use a punch to make two strikes on the spring pin.

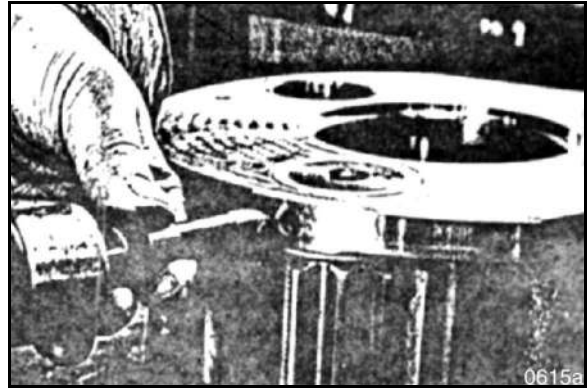


Figure 39

19. Install the thrust ring.

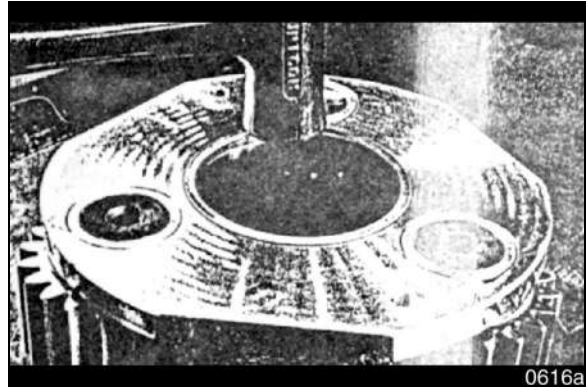


Figure 40

20. Reposition the assembly on top of the workbench. The drive shaft should be facing down.

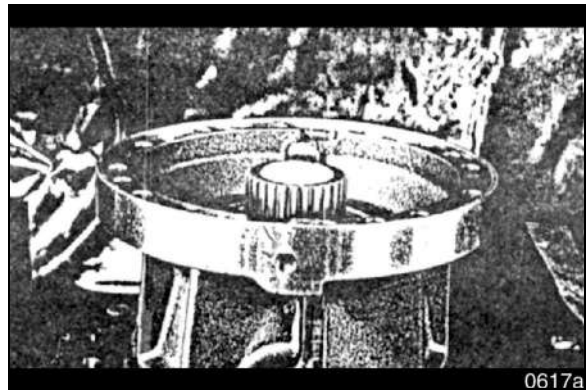


Figure 41

21. Push lock pins into the four holes in the gearbox housing. Apply an even, thin, continuous bead of Silicone flexible sealant to the contact surfaces of the housing and the ring gear. A noncorrosive, increased oil resistance silicone formula is recommended.

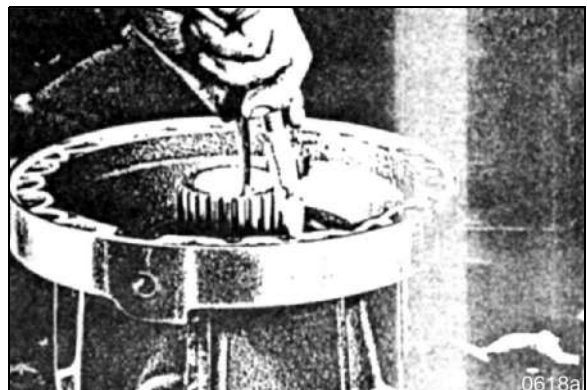


Figure 42

22. Before bolting up the assembly with provided fasteners (16 mm x 150 mm), verify gear alignment by checking the position of the reference marks made in step 5 of the Swing Motor Gearbox (Final Drive) Disassembly procedure, immediately preceding this section. Slip flat washers under the mounting bolts and be careful not to damage any of the mating surfaces between the gearbox and swing motor.

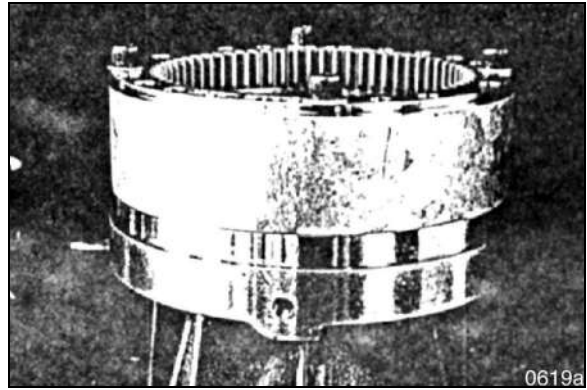


Figure 43

23. Install the 4 pipes into the upper portion of the lock pins.

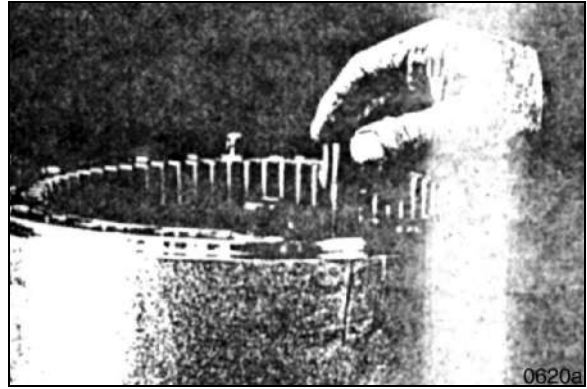


Figure 44

24. Attach the No. 2 carrier assembly in the ring gear.

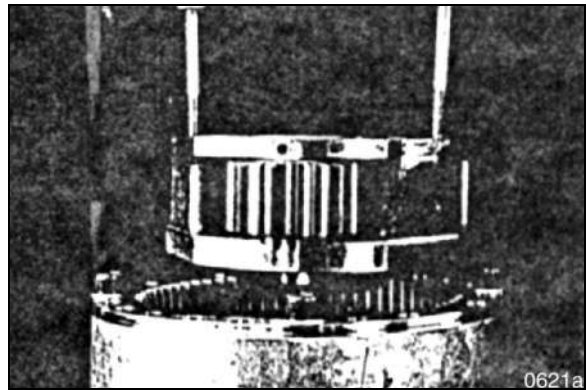


Figure 45

25. Install the No. 2 sun gear.

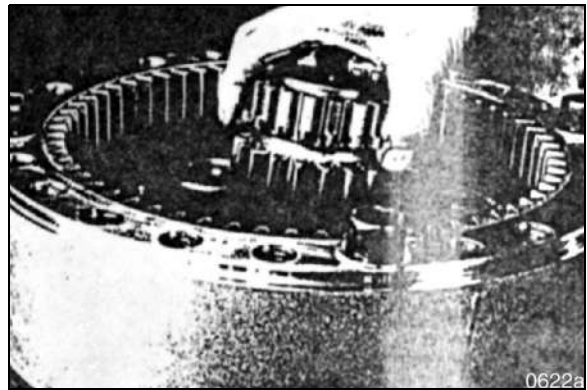


Figure 46

26. Lay out the No. 1 carrier on the workbench. Align the holes of the carrier and the spring pins of the No. 2 pins, and press them into place with a press.

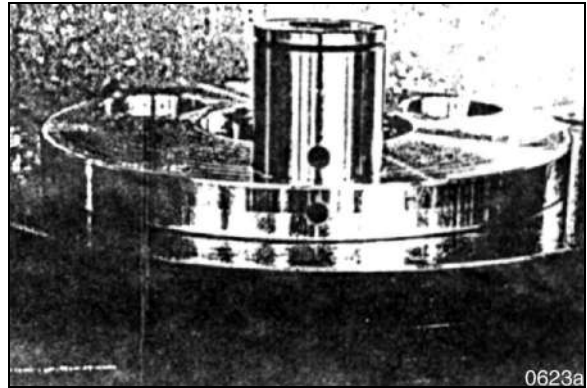


Figure 47

27. Install spring pins using the spring pin insert jig, as in step 17 (preceding) and punch two notches off each spring pin.

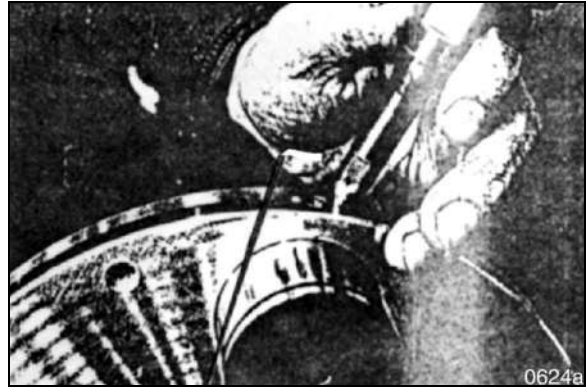


Figure 48

28. Install lower side plates.

NOTE: *The upper and lower side plates have different thicknesses. Lower side plates are approximately 1 mm (0.39") thick.*

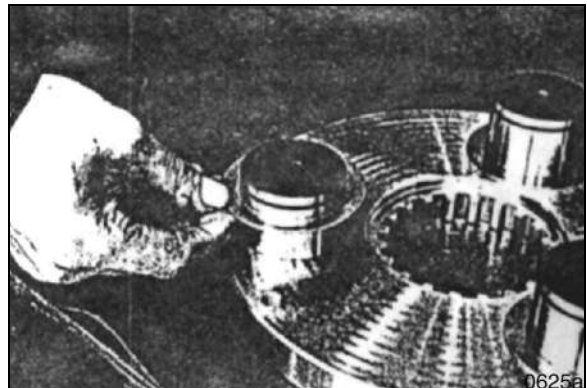


Figure 49

29. Install the center side plate to about 1 mm, or 0.39".

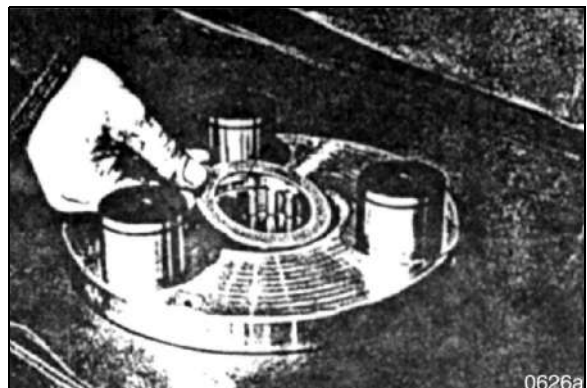


Figure 50

30. Install the needle cage and differential gear.

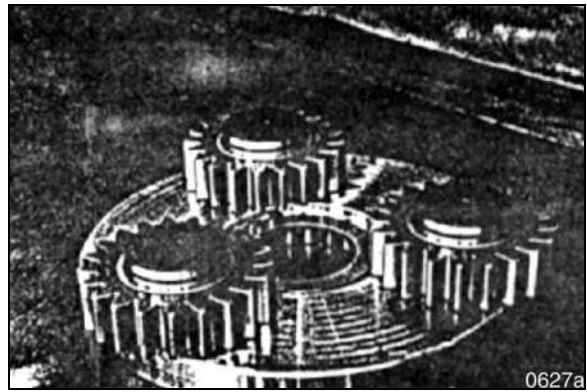


Figure 51

31. Install the upper side plates and stop rings, to about 2 mm (or 0.079").

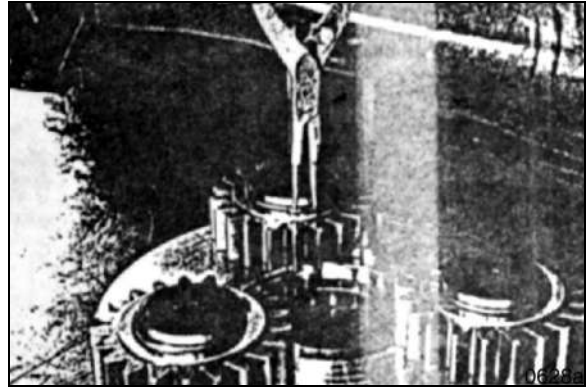


Figure 52

32. Hold the No. 1 carrier assembly stationary and verify that the center side plate is positioned correctly in the recess of the No. 2 sun gear.

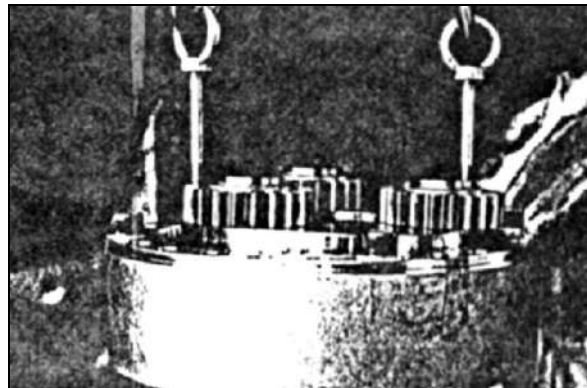


Figure 53

33. Install the No. 1 sun gear.

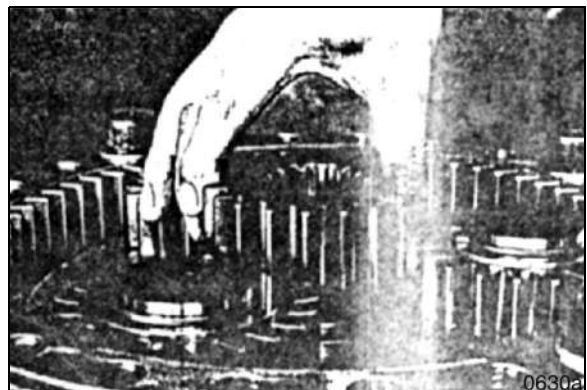


Figure 54

34. Apply an even, thin, continuous bead of Silicone flexible sealant to the contact surfaces of the swing motor and the ring gear. A noncorrosive type silicone, formulated for increased oil resistance, is recommended.

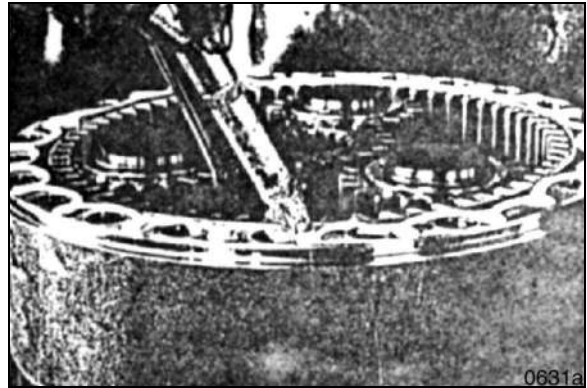


Figure 55

35. Install the stop ring on the drive shaft of the swing motor. Verify alignment of spline grooves before assembling the motor and gearbox. Tighten assembly bolts to the specified torque value using an even, staggered sequence.



Figure 56

36. Use teflon tape or some other, similar thread sealant, on the gearbox drain plug, prior to installation. Fill the gearbox with 6 liters (6.3 quarts) of gear oil.

INSTALLATION

1. Coat pinion gear with grease. Refer to operation manual for specifications.
2. Make sure alignment pin (6) is installed in flange of swing reduction gearbox (5).
3. Using a suitable lifting device, sling swing motor (1, Figure 57) and position swing motor and reduction gearbox (5) as an assembly on unit.
4. Install eleven bolts and washers (4, Figure 57) to secure swing reduction gearbox (5) to frame.

NOTE: Apply Loctite #262 to bolt threads.

5. Connect tube (2) to drain valve (3)
6. Connect hoses as tagged during removal to swing motor (1, Figure 57).
7. Fill swing reduction gearbox with oil. Refer to operation manual for specifications.

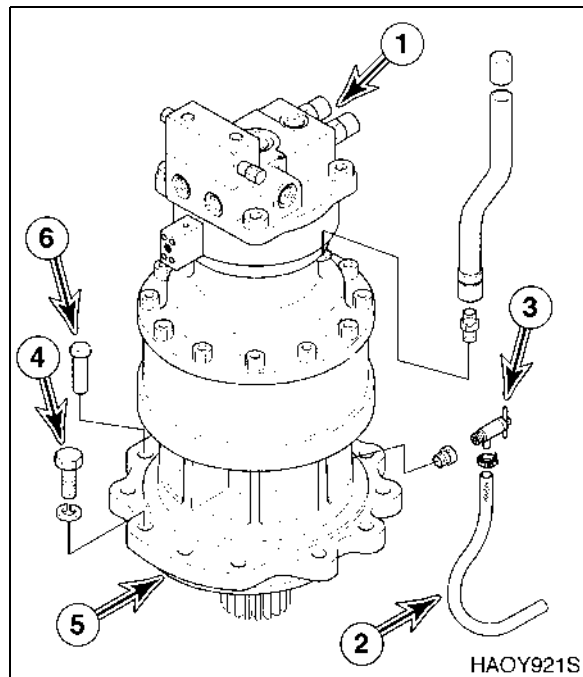


Figure 57

LOWER STRUCTURE AND CHASSIS

TRACK ASSEMBLY

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 |
|----------------|----------------------------|
| Solar 220LC-V | 0001 and Up |
| Soalr 225LC-V | 1001 and Up |
| Soalr 225NLC-V | 1001 and Up |
| | |

TABLE OF CONTENTS

| | |
|--|----|
| General Description..... | 3 |
| Track Tension | 3 |
| Cleaning and Inspection (Wear Limits and Tolerances) | 5 |
| Track Shoes and Links | 9 |
| Parts List | 9 |
| Track Removal..... | 10 |
| Track Installation | 11 |
| Front Idler Roller..... | 12 |
| Parts List | 12 |
| Front Idler Roller Disassembly | 13 |
| Front Idler Roller Reassembly | 15 |
| Lower Roller | 16 |
| Parts List | 16 |
| Lower Roller Removal | 17 |
| Lower Roller Disassembly..... | 17 |
| Lower Roller Reassembly | 18 |
| Lower Roller Installation..... | 19 |
| Upper Roller | 20 |
| Parts List | 20 |
| Upper Roller Removal..... | 21 |
| Upper Roller Disassembly..... | 21 |
| Upper Roller Reassembly | 23 |
| Track Spring and Track Adjusting Cylinder..... | 25 |
| Parts List | 25 |

GENERAL DESCRIPTION

The track assembly is composed of the following major components:

1. Track
2. Front Idler Roller
3. Upper Roller
4. Lower Roller
5. Track Spring and Track Adjustment Cylinder

TRACK TENSION



WARNING!

Safely measuring track tension requires two people. One person must be in the operator's seat, running the controls to keep one side frame in the air, while the other person makes dimensional checks. Take all necessary precautions to make sure the machine won't move or shift position during service. Warm up the engine to prevent stalls, travel the excavator to an area that provides level, uniform ground support and/or use support blocks when necessary.

The track adjusting mechanism is under very high pressure. NEVER release pressure too suddenly. The grease cylinder valve should never be backed off more than 1 complete turn from the fully tightened down position. Bleed off pressure slowly and keep your body away from the valve at all times.

Track shoe link pins and bushings wear with normal usage, reducing track tension. Periodic adjustment is necessary to compensate for wear and it may also be required by working conditions.

1. Track tension is checked by jacking up one side of the excavator. See Figure 1. Place blocking under frame while taking measurement.

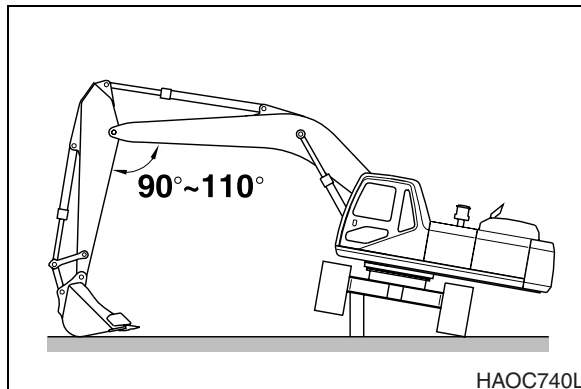


Figure 1

- Measuring the distance (A, Figure 2) between the bottom of the side frame and the top of the lowest crawler shoe. Recommended tension for operation over most types of terrain is 320 - 340 mm (12.60 - 13.38 in)

NOTE: *This measurement can be thrown off if there is too much mud or dirt or other material in the track assembly. Clean off the tracks before checking clearance.*

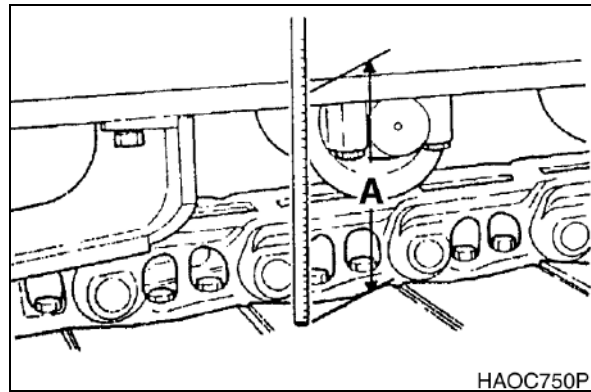


Figure 2

- Too little sag in the crawler track (less than 320 mm (12.60 in) clearance) can cause excessive component wear. The recommended adjustment can also be too tight causing accelerated stress and wear if ground conditions are wet, marshy or muddy, or if the ground is hard and full of rocks or gravel.
- The increased clearance recommended for muddy ground conditions is between 340 - 380 mm (13.38 - 14.96 in). The clearance should be approximately 380 mm (14.96 in) for operation over gravel, rocky terrain, or over sand or snow.

| Terrain Type | Distance "A" |
|-----------------------------|---------------------------------|
| Normal | 320 - 340 mm (12.60 - 13.38 in) |
| Muddy | 340 - 380 mm (13.38 - 14.96 in) |
| Gravel, Rocky, Sand or Snow | 380 mm (14.96 in) |



WARNING!

The track adjusting mechanism is under very high pressure. NEVER release pressure too suddenly. The grease cylinder valve should never be backed off more than 1 complete turn from the fully tightened down position. Bleed off pressure slowly and keep your body away from the valve at all times.

- Track tension adjustments are made through the grease fitting (1, Figure 3) in the middle of each side-frame. Adding grease increases the length of an adjustment cylinder (2). The longer the adjustment cylinder, the greater the pressure on the tension spring pushing the track idler wheel outward.
- If there is not enough slack or clearance in the tracks and the adjustment is too tight, the idler wheel and adjusting cylinder can be retracted by bleeding off grease thru hole in adjustment cylinder (2, Figure 3).

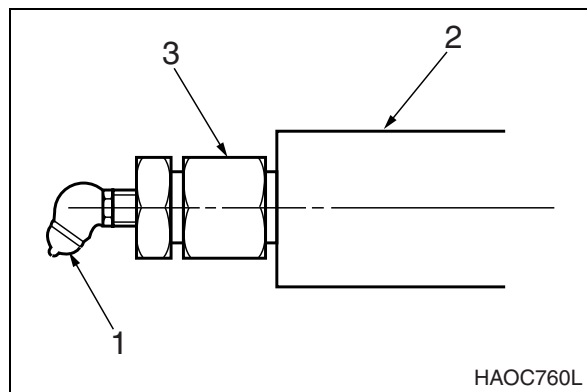


Figure 3

CLEANING AND INSPECTION (WEAR LIMITS AND TOLERANCES)

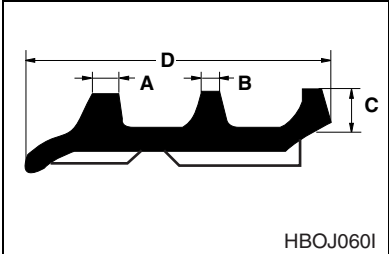
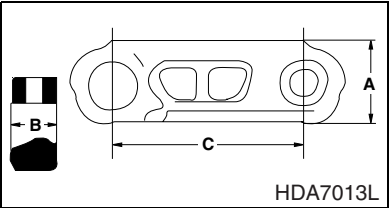


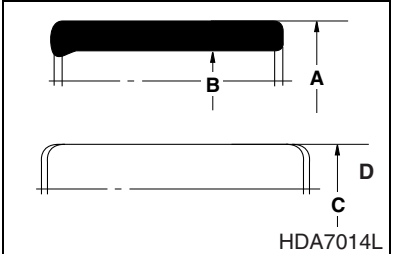
Refer to the "Welding Precautions and Guidelines" information in "General Maintenance Procedures" section for general recommendations and specific safety precautions, before starting any lower travel frame component rebuilding procedure.

The tables that follow provide factory-specified dimensional limits (as-new condition, recommended service and replacement limit) for lower travel frame components.

Recommended maintenance to renew most listed components requires welding on additional material and grinding off excess. Some components must be replaced before the service limit is exceeded. No maintenance or renewal is possible.

Compare the values in the tables with dimensions and profiles shown in the adjacent figures.

| Component / Reference Dimensions | Reference | Normal (New) Dimension | Recommended Limit for Maintenance | Limit for Use (Repair - P or Replace - R) |
|---|--|------------------------|-----------------------------------|---|
| Standard: S220LC-V: 600 mm (23.62 in) Shoe S225LC-V: 600 mm (23.62 in) Shoe S225NLC-V: 500 mm (19.69 in) Shoe  Figure 4 | A | 21.0 mm (0.83 in) | | |
| | B | 14.0 mm (0.55 in) | | |
| | C | 25.0 mm (0.98 in) | 20.0 mm (0.79 in) | 15.0 mm [P] (0.59 in) |
| | D | 217.5 mm (8.56 in) | | |
| Track link, master link  Figure 5 | A | 105.0 mm (4.13 in) | 100.0 mm (3.94 in) | 96.0 mm [P] (3.78 in) |
| | B | 37.0 mm (1.46 in) | 31.0 mm (1.22 in) | 26.0 mm [P] (1.02 in) |
| | C* | 190.0 mm (7.48 in) | 193.0 mm (7.60 in) | 194.50 mm [R] (7.66 in) |
| | *Check and record the pitch of at least 5 links. Use average of all measurements to assess required service or action. Master links must be replaced, they cannot be renewed or rebuilt. | | | |

| Component / Reference Dimensions | Reference | Normal (New) Dimension | Recommended Limit for Maintenance | Limit for Use (Repair - P or Replace - R) |
|--|--------------|------------------------|-----------------------------------|---|
| Track link, master pin bushing, master bushing  Figure 6 | A | 59.0 mm (2.32 in) | 57.0 mm (2.24 in) | 54.0 mm [R] (2.13 in) |
| | B | 38.0 mm (1.50 in) | 40.0 mm (1.57 in) | 41.0 mm (1.61 in) |
| | C | 38.0 mm (1.50 in) | 35.0 mm (1.38 in) | 34.0 mm [R] (1.34 in) |
| | D* | 37.83 mm (1.49 in) | 35.0 mm (1.38 in) | 34.0 mm [R] (1.34 in) |
| | * Master pin | | | |

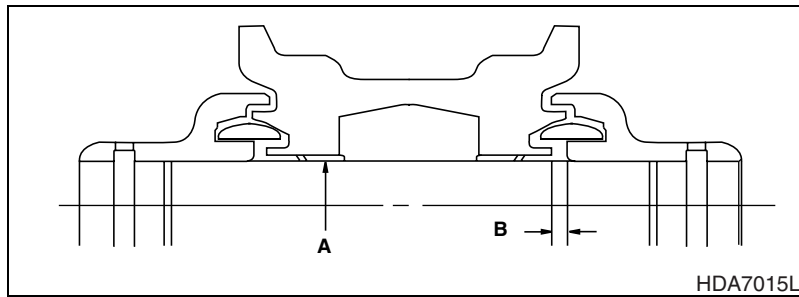


Figure 7

| | | | | |
|---|---|----------------------|-----------------------|---------------------------|
| Lower roller, axle | A | 70 mm (2.756 in) | 68.60 mm (2.70 in) | 68.30 mm [R] (2.69 in) |
| Lower roller, bushing | A | 70 mm (2.756 in) | 70.5 mm (2.776 in) | 70.70 mm [R] (2.78 in) |
| Axle-bushing, clearance | | | 1.0 mm (0.039 in) | 1.50 mm (0.06 in) |
| Gap between bushing and side collar. (Total amount for both sides.) | B | | 1.0 mm (0.039 in) | 1.80 mm (0.07 in) |
| Flange thickness | B | 4.30 mm (0.17 in) | 3.80 mm (0.15 in) | 3.50 mm (0.14 in) |

Lower roller dimensions

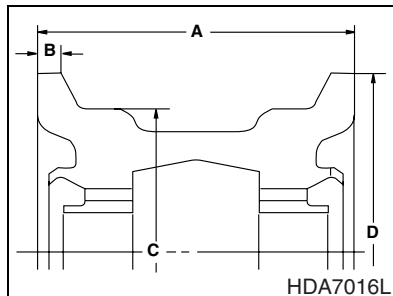
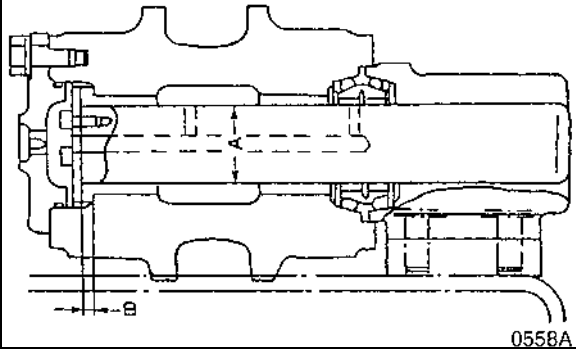
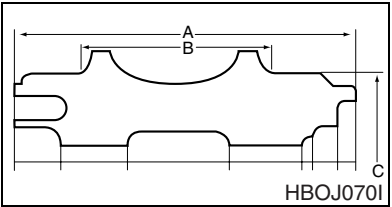
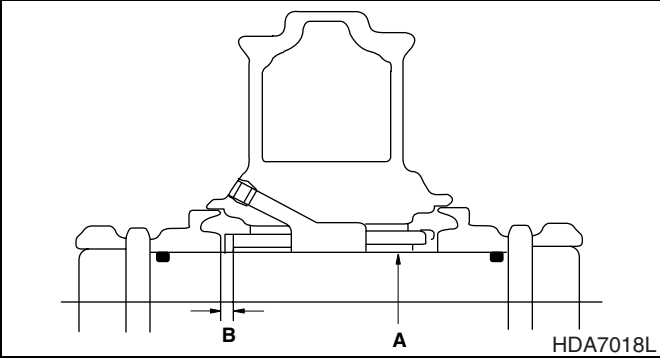
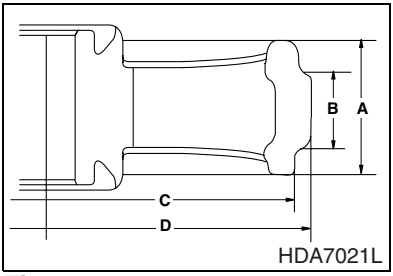


Figure 8

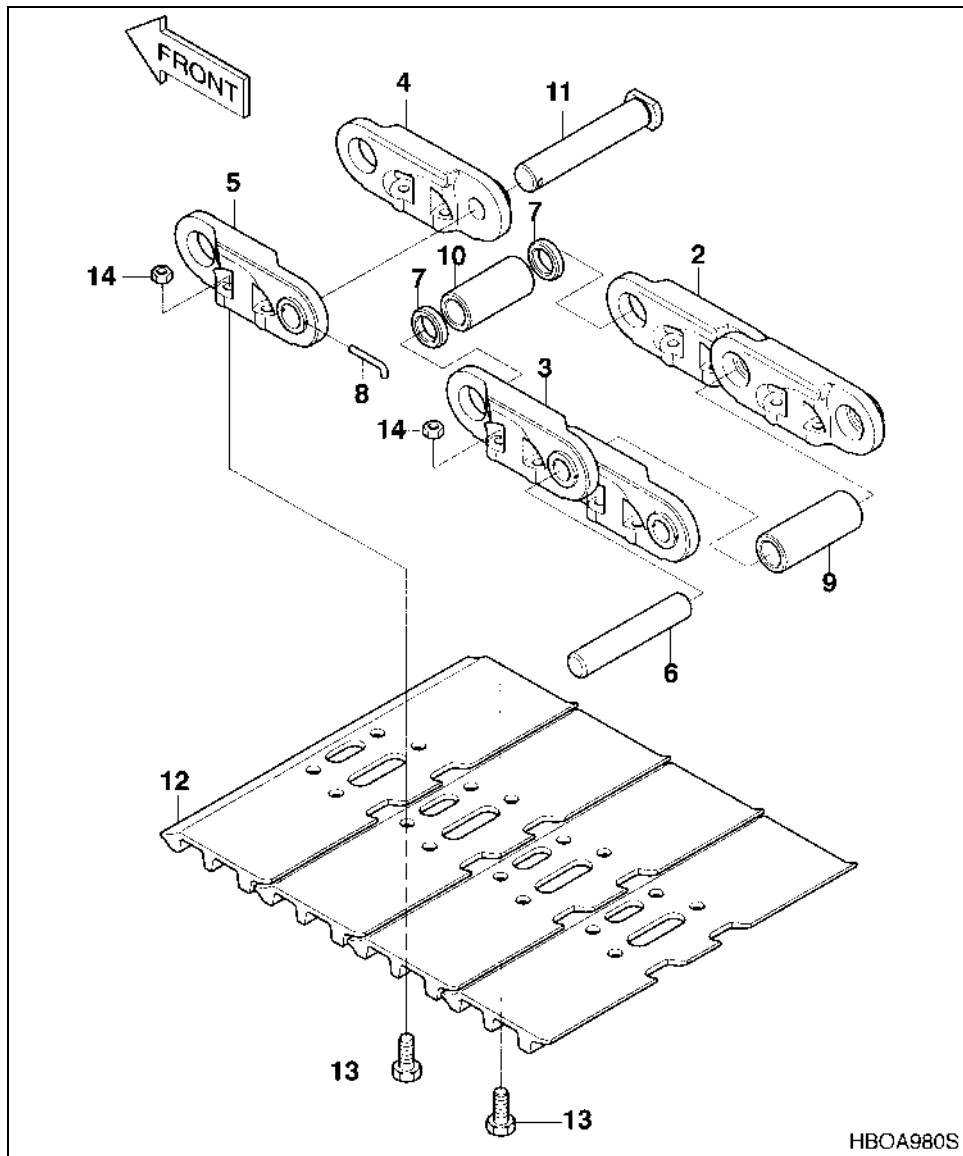
| | | | |
|---|-----------------------|-----------------------|---------------------------|
| A | 217.0 mm (8.54 in) | | |
| B | 17.80 mm (0.70 in) | | 4.50 mm [P] (0.18 in) |
| C | 160.0 mm (6.30 in) | 154.0 mm (6.06 in) | 150.0 mm [P] (5.91 in) |
| D | 195.0 mm (7.68 in) | 190.0 mm (7.48 in) | 185.0 mm [P] (7.28 in) |

| Component / Reference Dimensions | Reference | Normal (New) Dimension | Recommended Limit for Maintenance | Limit for Use (Repair - P or Replace - R) |
|---|-----------|------------------------|-----------------------------------|---|
|  <p>Figure 9</p> | | | | |
| Upper roller, axle | A | 47.0 mm (1.85 in) | 46.50 mm (1.83 in) | 46.20 mm [R] (1.82 in) |
| Upper roller, bushing | A | 47.0 mm (1.85 in) | 47.50 mm (1.87 in) | 48.0 mm (1.89 in) |
| Axle-bushing, clearance | | | 1.0 mm (0.039 in) | 1.20 mm [R] (0.05 in) |
| Gap between bushing and side collar. | B | | 1.0 mm (0.04 in) | 1.50 mm (0.06 in) |
| Flange thickness | B | 6.50 mm (0.26 in) | 6.0 mm (0.24 in) | 5.70 mm (0.22 in) |
| Upper roller | | | | |
|  <p>Figure 10</p> | A | 183.0 mm (7.20 in) | | |
| | B | 80.0 mm (3.15 in) | | |
| | C | 142 mm (5.591 in) | 136.0 mm (5.35 in) | 130 mm [P] (5.118 in) |

| Component / Reference Dimensions | Reference | Normal (New) Dimension | Recommended Limit for Maintenance | Limit for Use (Repair - P or Replace - R) |
|---|-----------|-------------------------|-----------------------------------|---|
|  <p>Figure 11</p> | | | | |
| Front idler, axle | A | 75.0 mm (2.95 in) | 74.50 mm (2.93 in) | 74.20 mm [R] (2.92 in) |
| Front idler, bushing | A | 75.0 mm (2.95 in) | 75.50 mm (2.97 in) | 76.0 mm [R] (2.99 in) |
| Axle-bushing, clearance | | | 1.0 mm (0.039 in) | 1.8 mm (0.071 in) |
| Gap between bushing and side collar. (Total amount for both sides.) | B | | 1.0 mm (0.039 in) | 1.50 mm (0.06 in) |
| Bushing flange thickness | B | | 7.0 mm (0.276 in) | 6.5 mm [R] (0.256 in) |
|  <p>Figure 12</p> | | | | |
| | A | 160.0 mm (6.30 in) | 150.0 mm (5.91 in) | 140.0 mm [P] (5.51 in) |
| | B | 85.0 mm (3.35 in) | 75.0 mm (2.95 in) | 65.0 mm [P] (2.56 in) |
| | C | 520.0 mm (20.47 in) | 504.0 mm (19.84 in) | 494.0 mm [P] (19.45 in) |
| | D | 561.60 mm (22.11 in) | 539.0 mm (21.22 in) | 524.0 mm [P] (20.63 in) |

TRACK SHOES AND LINKS

PARTS LIST



HBOA980S

Figure 13

| Reference Number | Description |
|------------------|---------------------|
| 1 | Track Link Assembly |
| 2 | Link; Track (R.H.) |
| 3 | Link; Track (L.H.) |
| 4 | Link; Master (R.H.) |
| 5 | Link; Master (L.H.) |
| 6 | Pin |
| 7 | Spacer |

| Reference Number | Description |
|------------------|--|
| 8 | Pin; Lock |
| 9 | Bushing |
| 10 | Bushing; Master |
| 11 | Pin; Master |
| 12 | Shoe 500 mm (19.69 in) Shoe 600 mm (23.62 in) |
| 13 | Bolt |
| 14 | Nut |

TRACK REMOVAL

1. Position machine on a smooth level surface with adequate room for forward and reverse travel.
2. Relieve track tension. Refer to "Track Tension" in this section for procedure.
3. Move machine until master link (1) is positioned at approximately 10 o'clock from top position on travel reduction gearbox.
4. Remove four nuts and bolts (2) holding shoe to link. Remove enough shoes to make access to lock pin easier.

NOTE: *Support track shoes with blocking so that when master pin (4) is removed track will not fall.*

5. Straighten lock pin (3) and remove it from master pin (4). Discard lock pin.
6. Remove master pin from master links.
7. Move unit forward until entire track is laying on ground.

NOTE: *Do not drive unit off track.*

8. Rotate upper structure to 90° from track. Use bucket and boom to raise track frame off track.
9. Position blocking under frame.

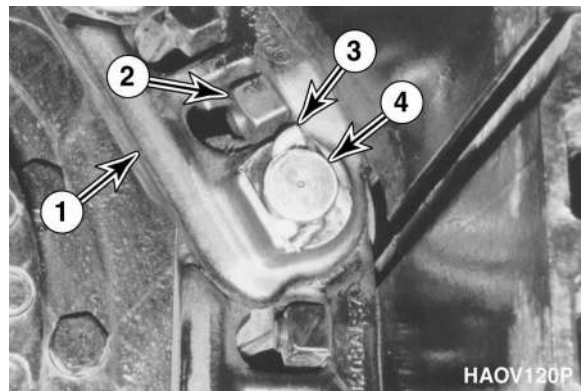


Figure 14

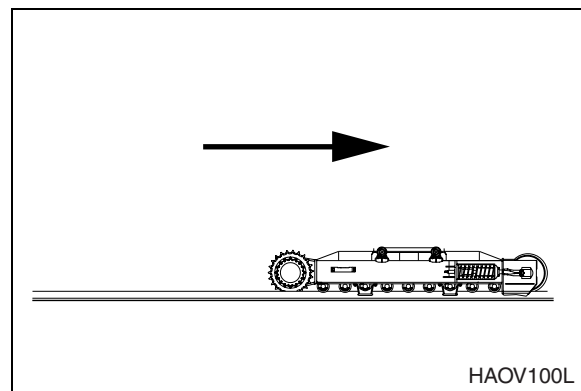


Figure 15

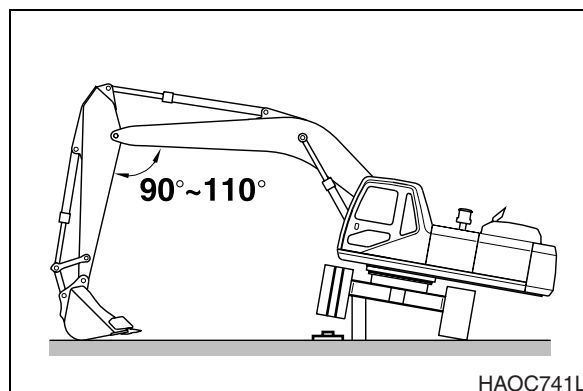


Figure 16

TRACK INSTALLATION

1. Lay rebuilt or new track into position under track frame. End of track should be positioned under front idler roller.
2. With upper structure at 90° to track frame. Use bucket and boom to raise track frame off blocking.
3. With blocking removed, lower track frame onto track. Make sure all rollers are properly positioned on track.
4. Move unit backwards while feeding track up over front idler roller. Continue to pull track back until it engages drive sprocket.
5. Align master links and install master pin.
6. Insert new lock pin in master pin. Bend end of pin over so it is pointing in opposite direction of other end as shown.
7. Apply track tension. Refer to "Track Tension" in this section for procedure.

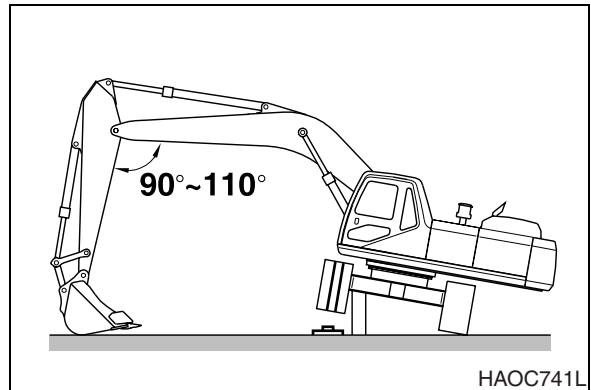


Figure 17

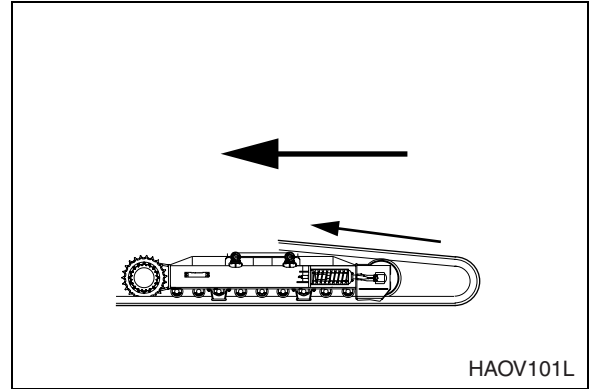


Figure 18

FRONT IDLER ROLLER

PARTS LIST

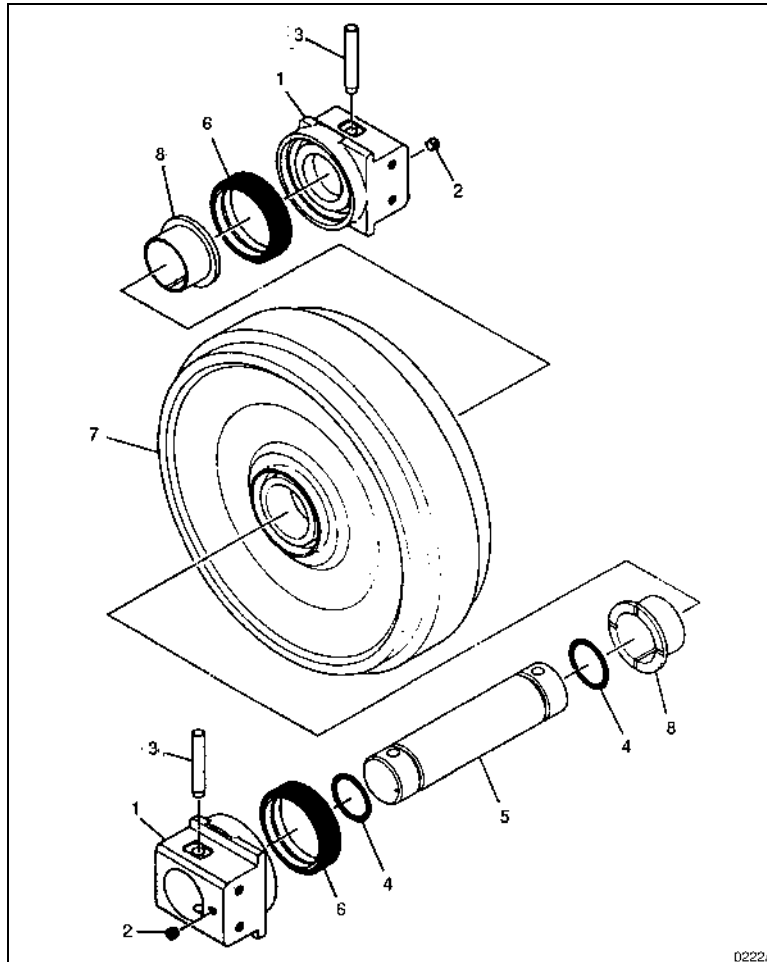


Figure 19

| Reference Number | Description |
|------------------|-------------|
| 1 | Bearing |
| 2 | Plug |
| 3 | Pin |
| 4 | O-ring |

| Reference Number | Description |
|------------------|-------------|
| 5 | Axle |
| 6 | Group Seal |
| 7 | Idler |
| 8 | Bushing |

FRONT IDLER ROLLER DISASSEMBLY

1. Remove plug (2, Figure 20) and drain oil from roller assembly (1).

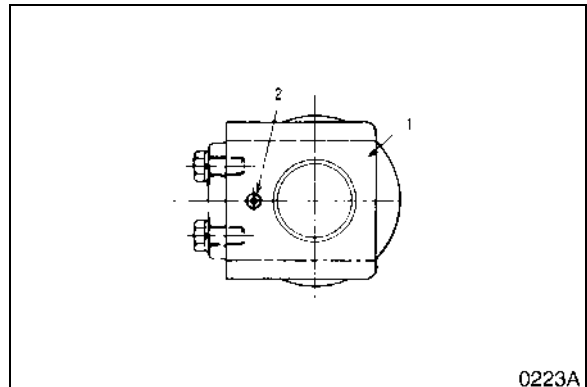


Figure 20

2. Separate the pin (3, Figure 21) from the bearing (1).

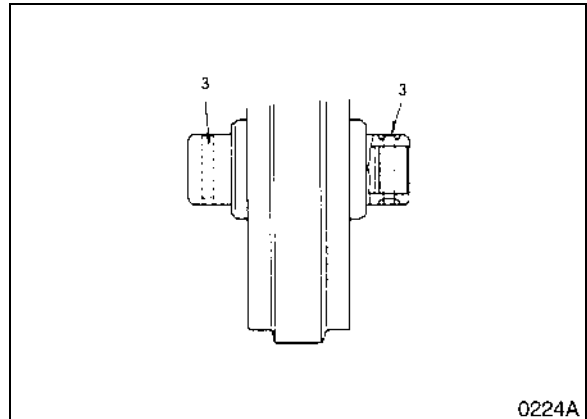


Figure 21

3. Use a press to remove the bearing from the axle. Separate the O-ring (4, Figure 22) from the axle and insert it into the bearing.

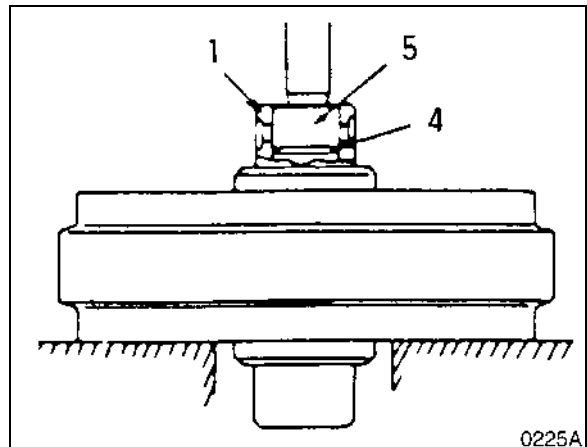


Figure 22

4. Detach the group seal (6, Figure 23) from the idler (7) and bearing (1).

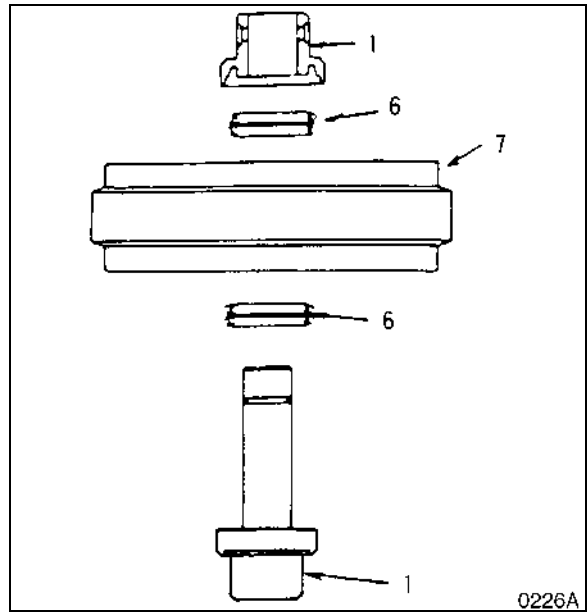


Figure 23

5. Use a press to separate the axle (5, Figure 24), O-ring (4) and bearing (1).

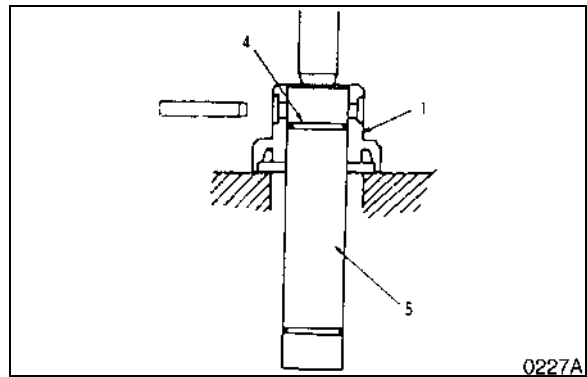


Figure 24

6. Remove bushing (8, Figure 25) with the press and special tool (ST-1909).

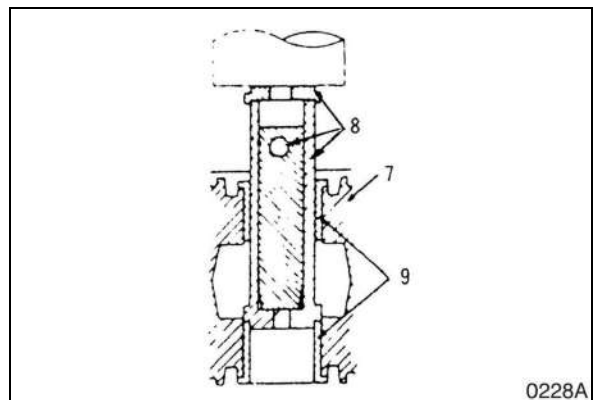


Figure 25

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.

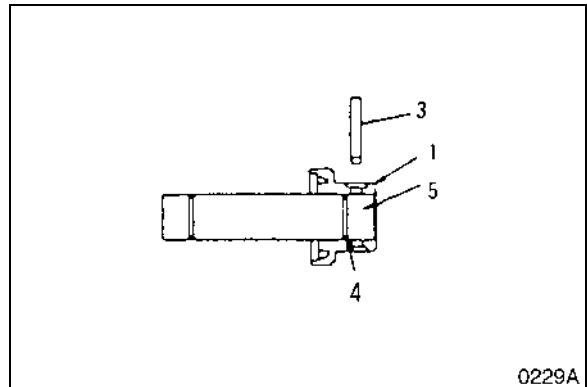


Figure 26

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.

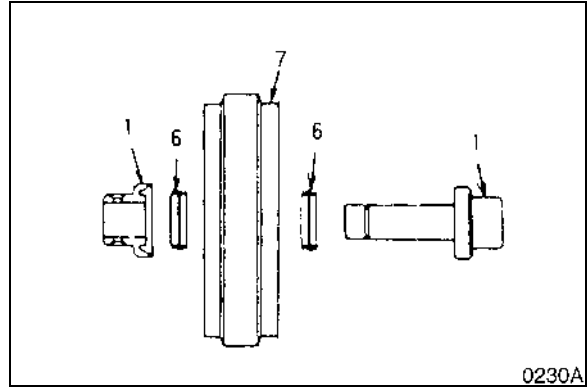


Figure 27

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 300 cc (10 fluid ounces).

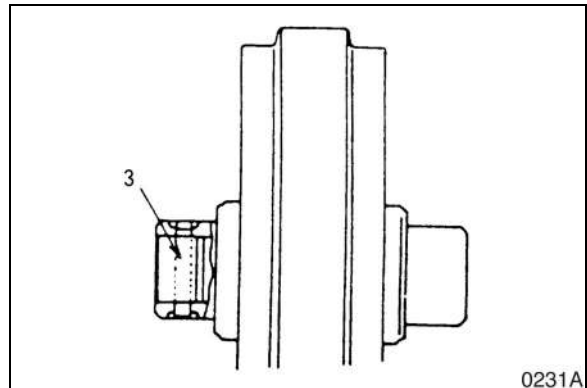


Figure 28

LOWER ROLLER

PARTS LIST

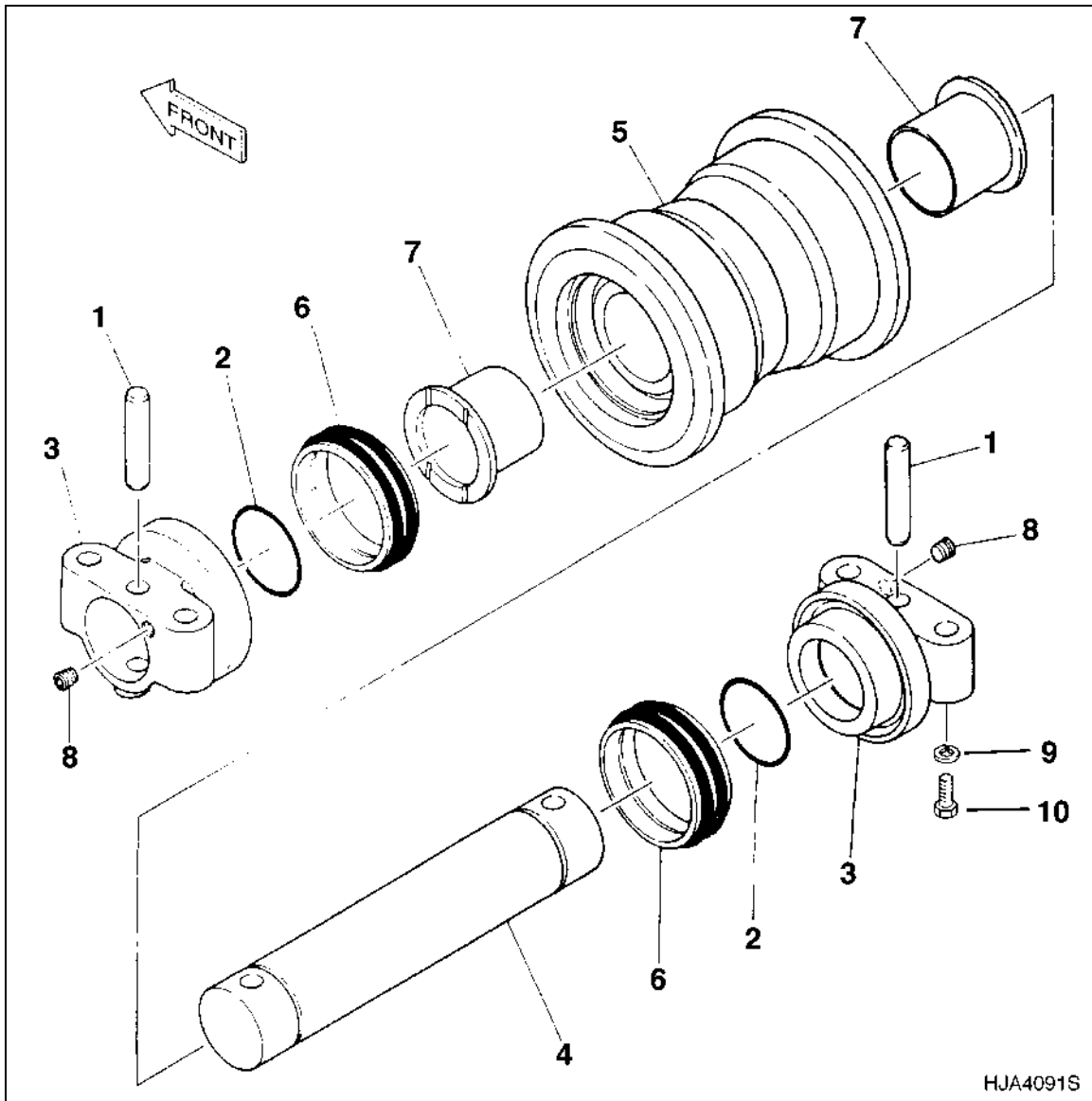


Figure 29

| Reference Number | Description |
|------------------|-------------|
| 1 | Pin |
| 2 | O-ring |
| 3 | Collar |
| 4 | Axle |
| 5 | Roller |

| Reference Number | Description |
|------------------|---------------|
| 6 | Group Seal |
| 7 | Bushing |
| 8 | Plug |
| 9 | Spring Washer |
| 10 | Bolt |

LOWER ROLLER REMOVAL

1. Relieve track tension. Refer to "Track Tension" in this section for procedure.
2. Swing upper structure at 90° to frame.
3. Using bucket raise track off ground and place blocking under frame.
4. Remove four bolts and lower roller assembly from track frame. There is an alignment pin on each end of lower roller assembly.

NOTE: To gain access to some rollers the link guard may have to be removed. Remove four spring washers and bolts to remove guard.

NOTE: If additional track clearance is required, remove upper rollers before raising track.

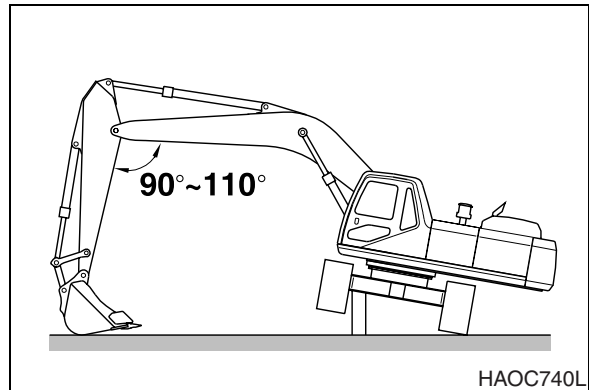


Figure 30

LOWER ROLLER DISASSEMBLY

1. Remove plug from the collar and drain oil.
2. Pull the pin (1, Figure 31) from the collar.

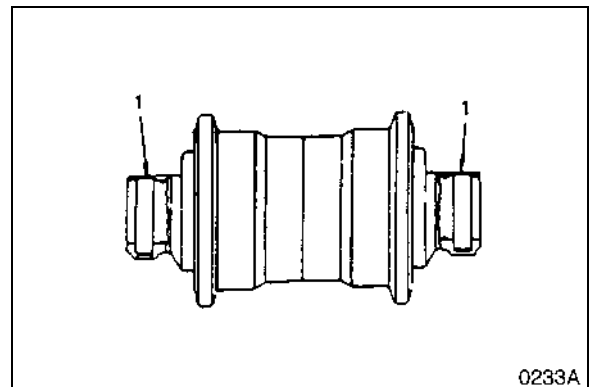


Figure 31

3. Separate the collar (3, Figure 32) from the axle, using a press.

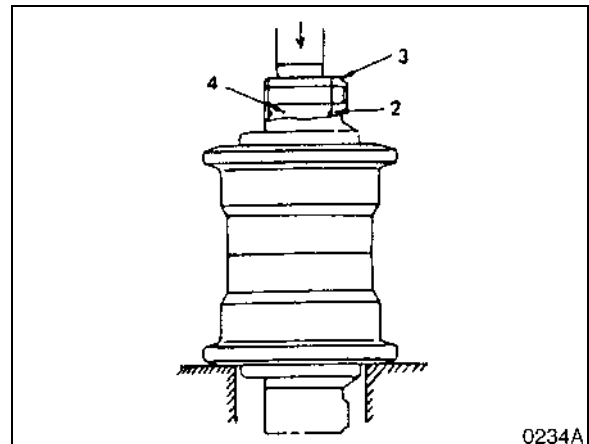


Figure 32

4. Detach O-rings (2, Figure 33) from the axle.
5. Separate group seals (6, Figure 33) from the collar and roller (5).
6. Detach collar (3, Figure 33) and O-rings (2) from the axle, using a press.

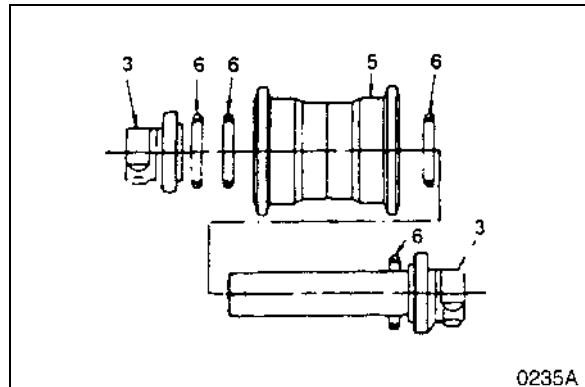


Figure 33

LOWER ROLLER REASSEMBLY

1. Degrease, clean and dry all parts before reassembly. Insert bushing (7, Figure 34) into roller.
2. Apply grease to the O-rings (2, Figure 34) and insert into axle.

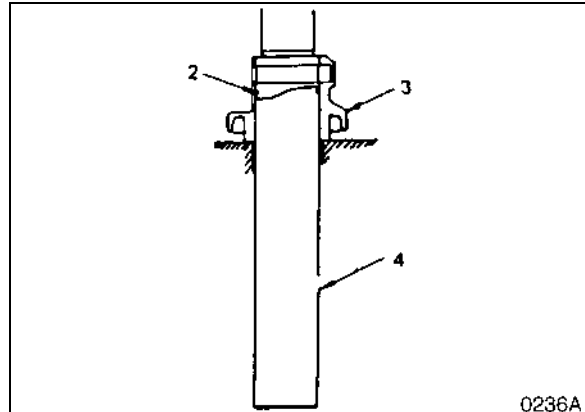


Figure 34

3. Align collar (3, Figure 35) and axle (4) pin holes and pin (1) the collar.

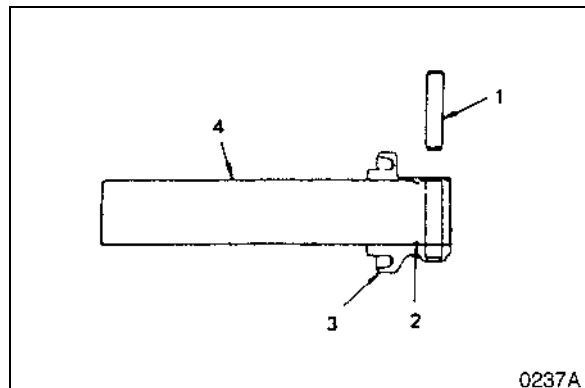


Figure 35

- Insert group seals (6, Figure 36) into the roller (5) and collar (3).

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

- Slide the axle inside the roller.

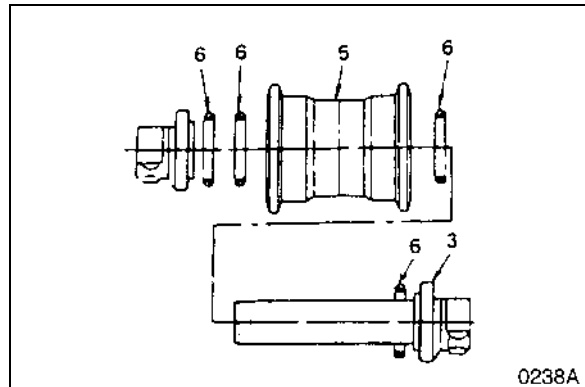


Figure 36

- Install the collar (3, Figure 37), O-ring (2), and pin (1) on the remaining side.
- Fill with clean engine oil with approximately 300 cc (10.1 fluid ounces).

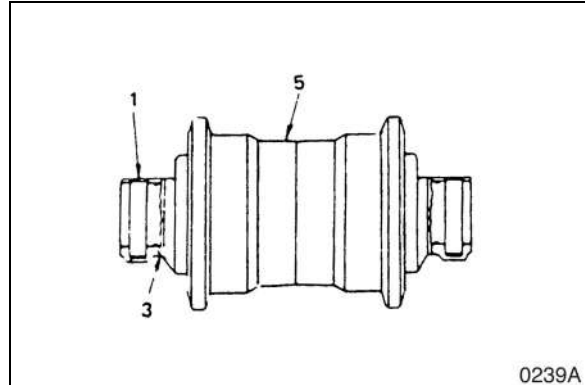


Figure 37

LOWER ROLLER INSTALLATION

- Install four bolts to hold lower roller assembly to track frame.

NOTE: To gain access to some rollers a link guard may have to be removed. Remove four spring washers and bolts to remove guard.

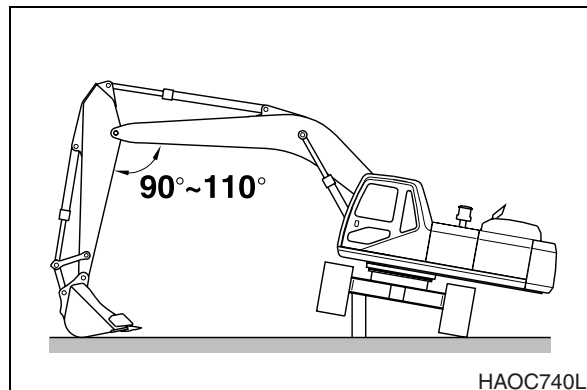


Figure 38

UPPER ROLLER

PARTS LIST

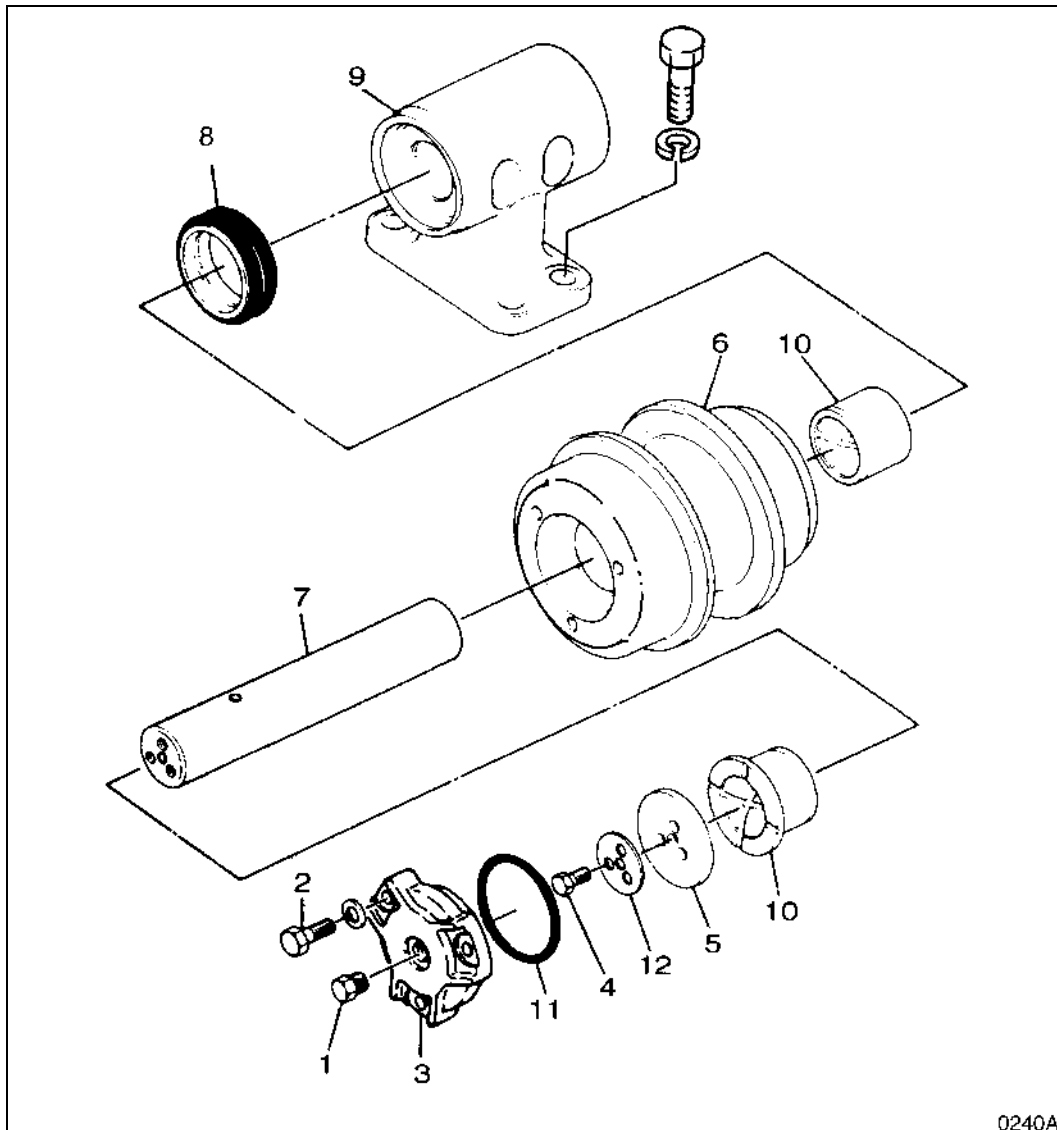


Figure 39

| Reference Number | Description |
|------------------|-------------|
| 1 | Plug |
| 2 | Bolt |
| 3 | Cover |
| 4 | Bolt |
| 5 | Washer |
| 6 | Roller |

| Reference Number | Description |
|------------------|-------------|
| 7 | Axle |
| 8 | Group Seal |
| 9 | Bracket |
| 10 | Bushing |
| 11 | O-ring |
| 12 | Lock Washer |

UPPER ROLLER REMOVAL

1. Relieve track tension. See This will allow track to be raised so that links clear top of roller.
2. Position a bottle jack on top of track frame and apply pressure to track shoe.
3. Remove mounting hardware holding upper roller assembly to track frame.



Figure 40

UPPER ROLLER DISASSEMBLY

1. Remove the plug (1, Figure 41) from the cover and drain oil.

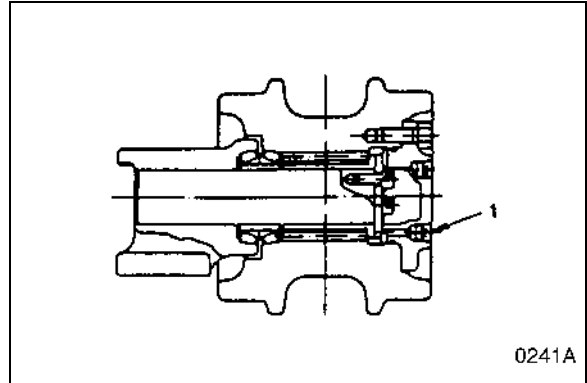


Figure 41

2. Remove the bolts and cover (3, Figure 42). Detach bolts (4) and washer (5).

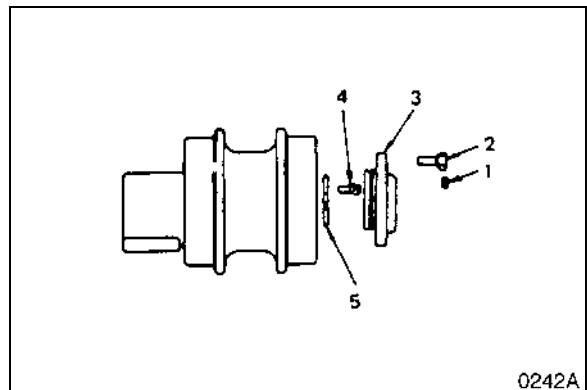


Figure 42

3. Separate the roller (6, Figure 43) from the axle (7).

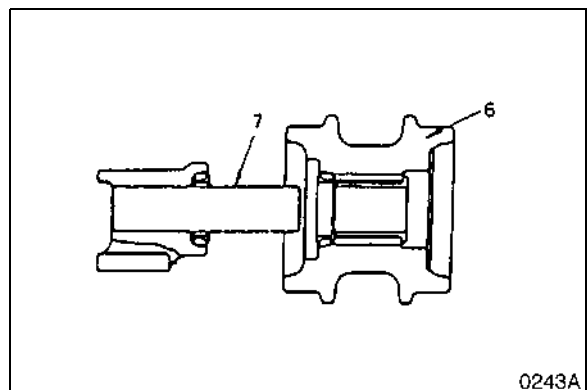


Figure 43

4. Separate the group seal (8, Figure 44) from the roller and bracket (9).

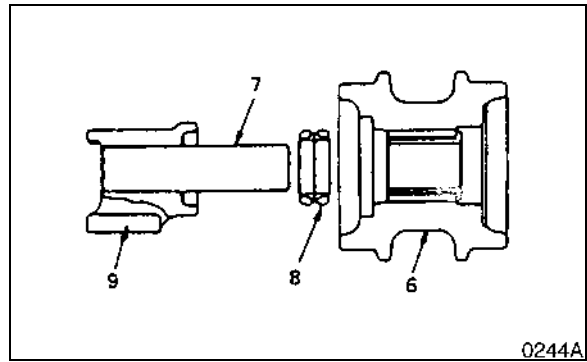


Figure 44

5. Separate the bushing (10, Figure 45) from the roller with a press and special tool (ST-1919).

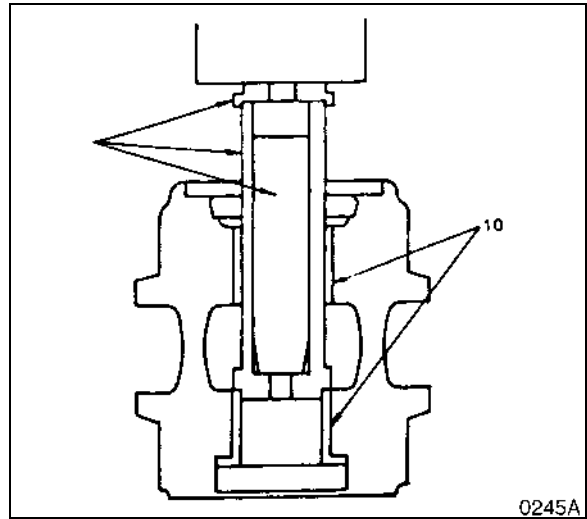


Figure 45

UPPER ROLLER REASSEMBLY

1. Degrease, clean and dry all parts before reassembly. Insert bushing (10, Figure 46) into the roller (6).

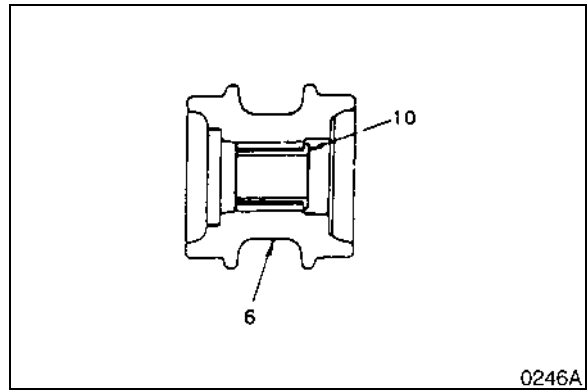


Figure 46

2. Insert group seal (8, Figure 47) into the roller (6) and bushing.

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

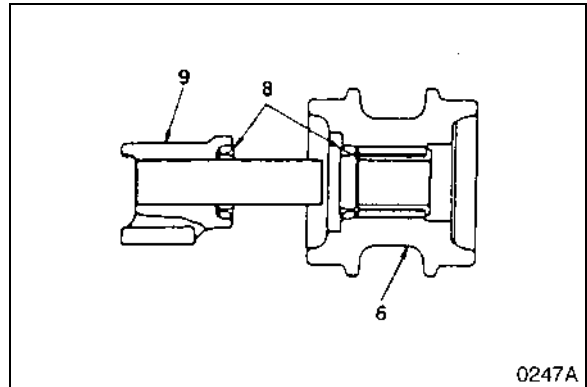


Figure 47

3. Install the axle, washer (5, Figure 48) and bolt (4).
4. Attach group seal (8, Figure 39) to the roller (6, Figure 48) and cover (3).
5. Insert the O-ring (11, Figure 48) to the cover. Attach cover (3) and bolt (2) to the roller.
6. Fill with 200 cc (6.8 fluid ounces) of engine oil.

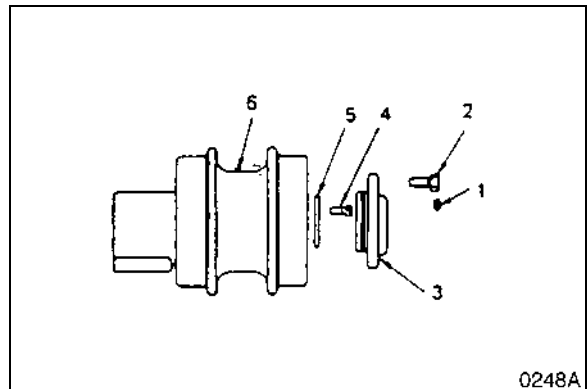


Figure 48

7. Tighten plug (1, Figure 49).

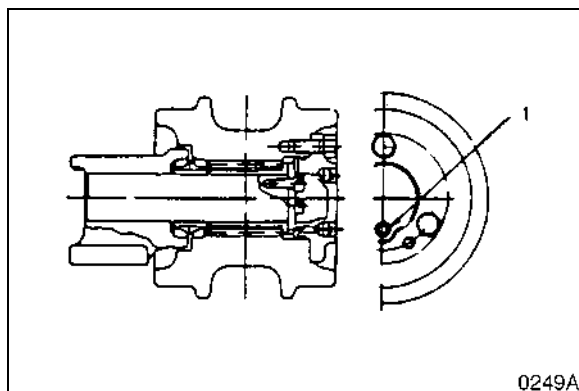


Figure 49

TRACK SPRING AND TRACK ADJUSTING CYLINDER

PARTS LIST

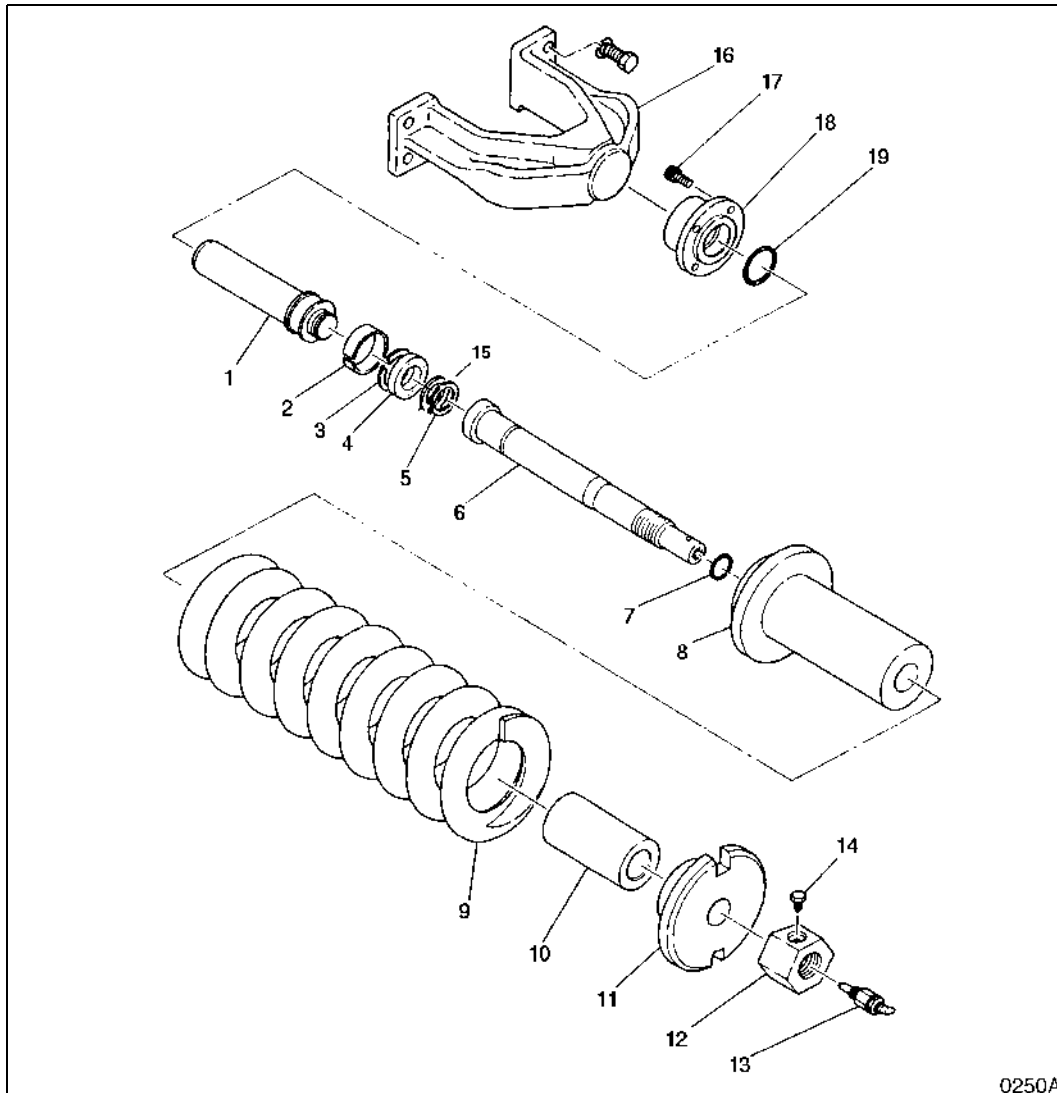


Figure 50

0250A

| Reference Number | Description |
|------------------|----------------|
| 1 | Piston Rod |
| 2 | Piston Ring |
| 3 | Backup Ring |
| 4 | Packing |
| 5 | Retaining Ring |
| 6 | Rod |
| 7 | O-ring |
| 8 | Cylinder |
| 9 | Spring |
| 10 | Spacer |

| Reference Number | Description |
|------------------|-------------|
| 11 | Flange |
| 12 | Nut |
| 13 | Valve |
| 14 | Bolt |
| 15 | Plate |
| 16 | Yoke |
| 17 | Socket Bolt |
| 18 | Flange |
| 19 | O-ring |

ENGINE AND DRIVE TRAIN



AIR-CONDITIONER

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 |
|----------------|---------------------|
| Solar 140W-V | 1001 and Up |
| Solar 160W-V | 1001 and Up |
| Solar 180W-V | 1001 and Up |
| Solar 210W-V | 1001 and Up |
| Solar 225LC-V | 1001 and Up |
| Solar 225NLC-V | 1001 and Up |
| Solar 255LC-V | 1001 and Up |
| Solar 300LC-V | 1001 and Up |
| Solar 300LL | 1001 and Up |
| Solar 340LC-V | 1001 and Up |
| Solar 420LC-V | 1001 and Up |
| Solar 470LC-V | 1001 and Up |
| | |

TABLE OF CONTENTS

| | |
|--|----|
| General Description..... | 3 |
| Refrigerant Circulation..... | 5 |
| Control Panel..... | 7 |
| Control Specifications..... | 8 |
| Temperature Level Control and Display..... | 9 |
| Air Discharge According to Path Selection..... | 10 |
| Air-conditioning System Circuit Diagram..... | 12 |
| Troubleshooting | 14 |
| Weight of R134a Gas Used In Machines | 17 |
| Refrigerant System Repairs | 19 |
| Refrigerant Safe Handling Procedures | 19 |
| Repair and Replacement Procedure..... | 20 |
| Refrigerant Recovery | 22 |
| Vacuuming Refrigerant System..... | 22 |
| Leakage Check | 23 |
| Refrigerant Charging..... | 24 |
| Inspecting System For Leakage..... | 26 |

GENERAL DESCRIPTION

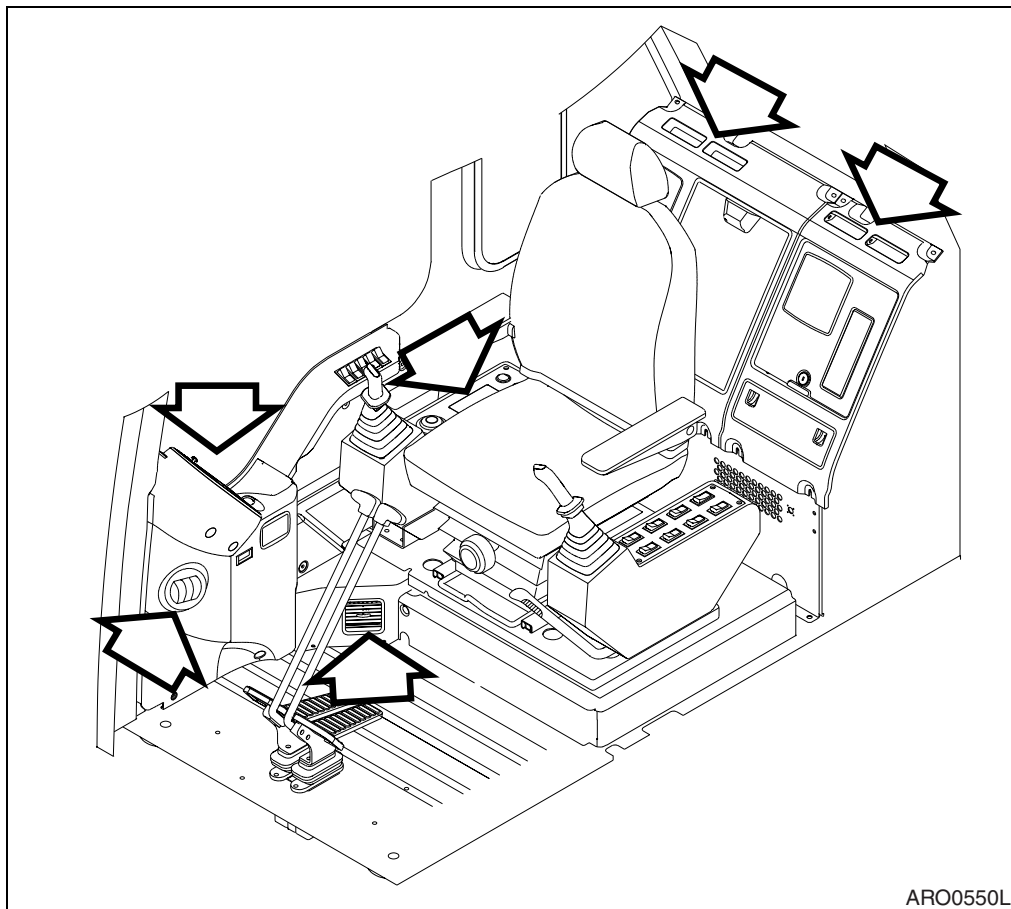


Figure 1

The heater and air-conditioner are combined into one unit in the rear cover behind the operator's seat. If necessary, the operator can control inner temperature using the operation panel installed in the right hand control stand.

The unit is equipped with an air filtration system which filters out dirt and dust particles from air being circulated into operator's cab. This filter should be cleaned out every 500 hours.

NOTE: *In the event that the unit is being operated in a dusty environment, the cleaning and replacement should be performed more frequently. If filter element is damaged, replace damaged filter by a new one.*



WARNING!

All service and inspection of air conditioning system should be performed with the starter switch in the "O" (OFF) position.



WARNING!

If using compressed air to clean the element, make sure that proper eye protection is worn.

NOTE: All right and left call outs are based on the operator being seated in the operator's seat facing the front.

1. Turn the key cylinder (1, Figure 2) to open cover (2, Figure 2) behind operator's seat.
2. Disconnect speaker harness.
3. Remove cover (2, Figure 2) from the rear box.
4. Remove filter cover (3, Figure 2) from air conditioning unit.

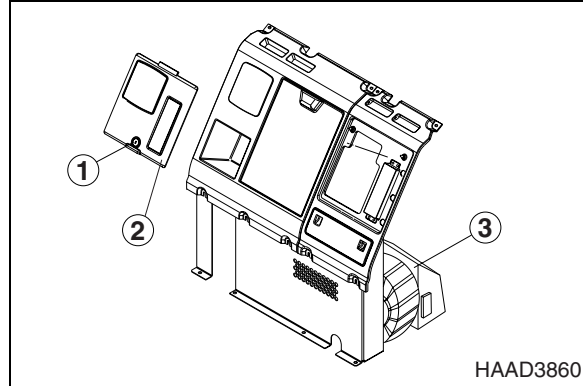


Figure 2

5. Remove filter element (1, Figure 3) and inspect for any damage.
6. Use compressed air to clean filter element. If filter element is very dirty use a mild soap or detergent and water to clean it.

NOTE: If water was used to clean filter, be certain it is completely dry before installing.

NOTE: When assembling the filter again, install so that the arrow on top of filter is facing the inside of the cab.

NOTE: Refer to appropriate Operation and Maintenance Manual for latest service intervals.

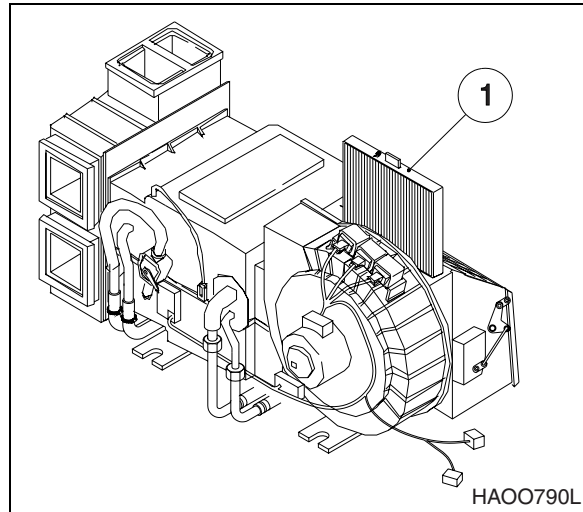


Figure 3

REFRIGERANT CIRCULATION

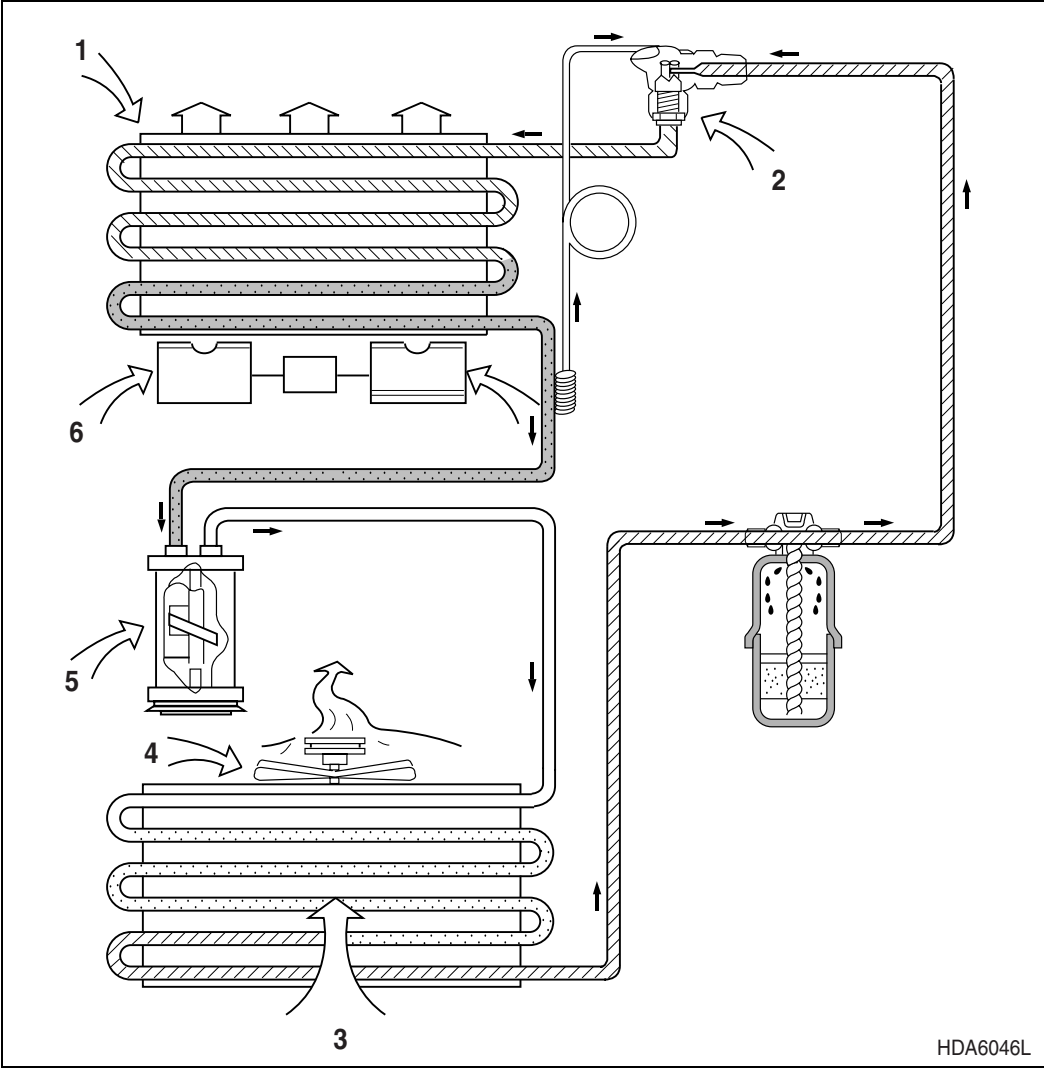







Figure 4

| Reference Number | Description |
|------------------|-----------------|
| 1 | Evaporator |
| 2 | Expansion Valve |
| 3 | Condenser |
| 4 | Condenser Fan |

| Reference Number | Description |
|------------------|----------------|
| 5 | Compressor |
| 6 | Blower Fan |
| 7 | Receiver Dryer |

| Shading | Temperature | Refrigerant State |
|---|-------------|--------------------------|
|  | High | High Pressure Gas |
|  | High | High Pressure Liquid |
|  | Low | Low Pressure Liquid |
|  | High | High Pressure Gas/Liquid |
|  | Low | Low Pressure Gas |

- Refrigerant (R134a) is compressed to approximately 15.0 kg/cm² (213 psi) within the compressor.
- The compressed refrigerant flows into the condenser at high temperature (approximately 80°C (176°F)).
- The refrigerant in the condenser is cooled to approximately 60° by the condenser fan. At this time the refrigerant changes from the gas to the liquid state, even though the temperature has only been reduced 20°C (68°F). (From 80° - 60°C (176° - 140°F)).
- The refrigerant in its liquid form is injected into the evaporator through the expansion valve. At this time the pressure is reduced by approximately 2.0 kg/cm² (28 psi) and the temperature is also reduced. As a result, the refrigerant absorbs the heat from the air surrounding the evaporator creating a cooling effect and changes from the gas to the liquid state.
- The refrigerant once again flows into the compressor in the gaseous state and the process is repeated.



WARNING!

Refrigerant gas is pressurized and sealed in the air conditioning system. Special precautions are required for the proper recharging or release of refrigerant. Release of refrigerant into the atmosphere is strictly regulated by law. Make sure that you are in compliance with all mandated federal, state and municipality requirements, before starting any service or repair of the air conditioner. Refrigerant gas used in the system must meet or exceed specifications for R134a refrigerant, or any subsequently issued environmentally-mandated standard.

CONTROL PANEL

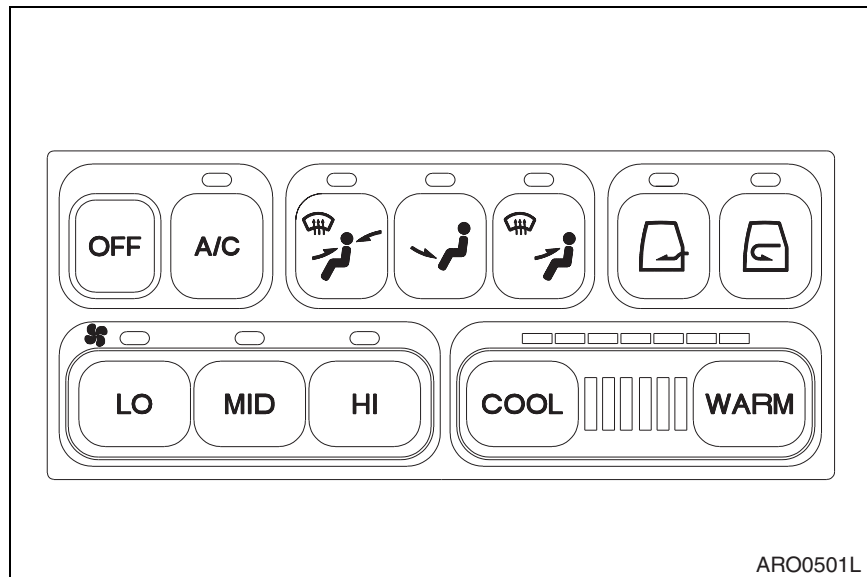


Figure 5

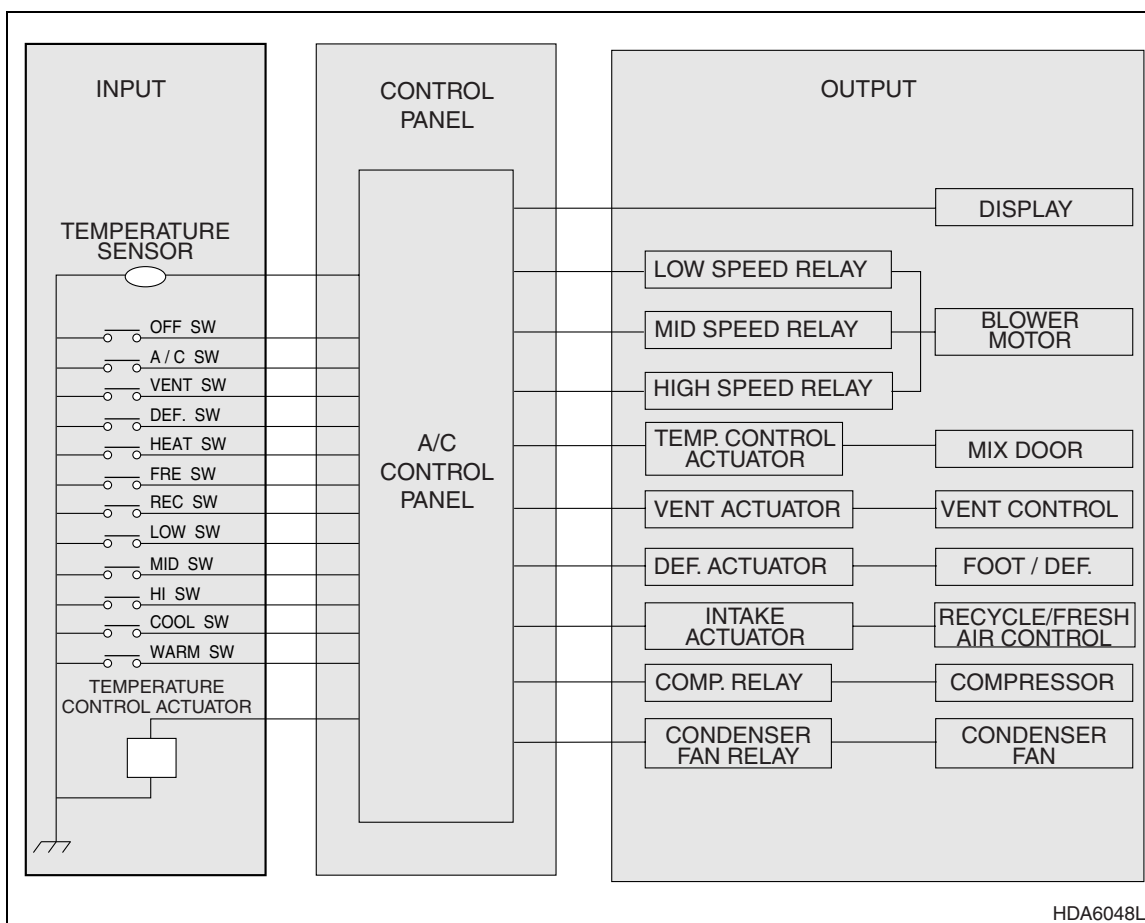
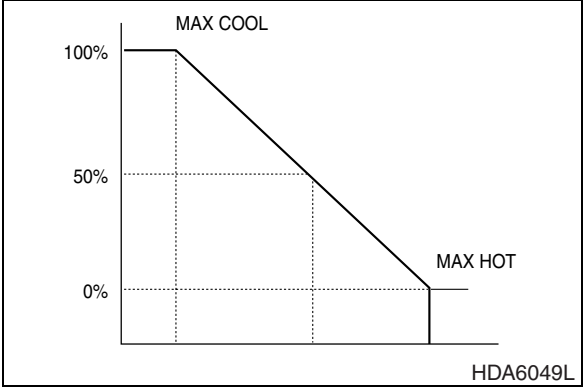
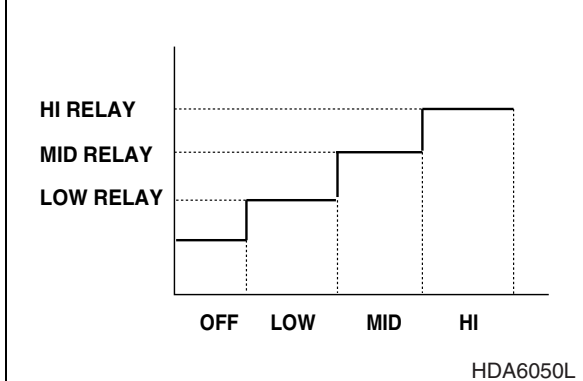
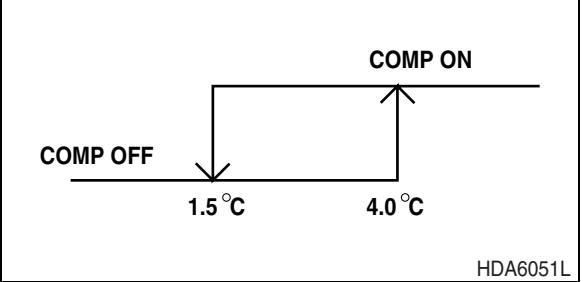


Figure 6

HDA6048L

CONTROL SPECIFICATIONS

| Control Item | Control Switch | Control Specifications |
|--------------------------|---|--|
| Temperature Control | "COOL" Switch "WARM" Switch |  <p>Figure 7</p> <p>Temperature control switch consists of a 24 step variable selector. The display uses 7, Green / Red two-color LEDs to display the selected temperature.</p> |
| Blower Fan Speed Control | "OFF" Switch "LOW" Switch "MID" Switch "HI" Switch |  <p>Figure 8</p> |
| Compressor Control | Temperature Sensor |  <p>Figure 9</p> |

TEMPERATURE LEVEL CONTROL AND DISPLAY

| Step | LED 1 | LED 2 | LED 3 | LED 4 | LED 5 | LED 6 | LED 7 | Position Sensor Voltage | Remark |
|------|-------|-------|-------|-------|-------|-------|-------|-------------------------|-----------|
| 0 | Green | Green | Green | Green | Green | Green | Green | 4.50 V \pm 0.2 | MAX. COOL |
| 1 | Green | Green | Green | Green | Green | Green | Green | 4.33 V \pm 0.2 | |
| 2 | Green | Green | Green | Green | Green | Green | Green | 4.15 V \pm 0.2 | |
| 3 | Red | Green | Green | Green | Green | Green | Green | 3.98 V \pm 0.2 | |
| 4 | Red | Green | Green | Green | Green | Green | Green | 3.80 V \pm 0.2 | |
| 5 | Red | Green | Green | Green | Green | Green | Green | 3.63 V \pm 0.2 | |
| 6 | Red | Red | Green | Green | Green | Green | Green | 3.46 V \pm 0.2 | |
| 7 | Red | Red | Green | Green | Green | Green | Green | 3.28 V \pm 0.2 | |
| 8 | Red | Red | Green | Green | Green | Green | Green | 3.11 V \pm 0.2 | |
| 9 | Red | Red | Red | Green | Green | Green | Green | 2.93 V \pm 0.2 | |
| 10 | Red | Red | Red | Green | Green | Green | Green | 2.76 V \pm 0.2 | |
| 11 | Red | Red | Red | Green | Green | Green | Green | 2.59 V \pm 0.2 | |
| 12 | Red | Red | Red | Red | Green | Green | Green | 2.41 V \pm 0.2 | |
| 13 | Red | Red | Red | Red | Green | Green | Green | 2.24 V \pm 0.2 | |
| 14 | Red | Red | Red | Red | Green | Green | Green | 2.07 V \pm 0.2 | |
| 15 | Red | Red | Red | Red | Red | Green | Green | 1.89 V \pm 0.2 | |
| 16 | Red | Red | Red | Red | Red | Green | Green | 1.72 V \pm 0.2 | |
| 17 | Red | Red | Red | Red | Red | Green | Green | 1.54 V \pm 0.2 | |
| 18 | Red | Red | Red | Red | Red | Red | Green | 1.37 V \pm 0.2 | |
| 19 | Red | Red | Red | Red | Red | Red | Green | 1.20 V \pm 0.2 | |
| 20 | Red | Red | Red | Red | Red | Red | Green | 1.02 V \pm 0.2 | |
| 21 | Red | Red | Red | Red | Red | Red | Red | 0.85 V \pm 0.2 | |
| 22 | Red | Red | Red | Red | Red | Red | Red | 0.67 V \pm 0.2 | |
| 23 | Red | Red | Red | Red | Red | Red | Red | 0.50 V \pm 0.2 | MAX. HOT |

AIR DISCHARGE ACCORDING TO PATH SELECTION

Face, Rear, and Defroster

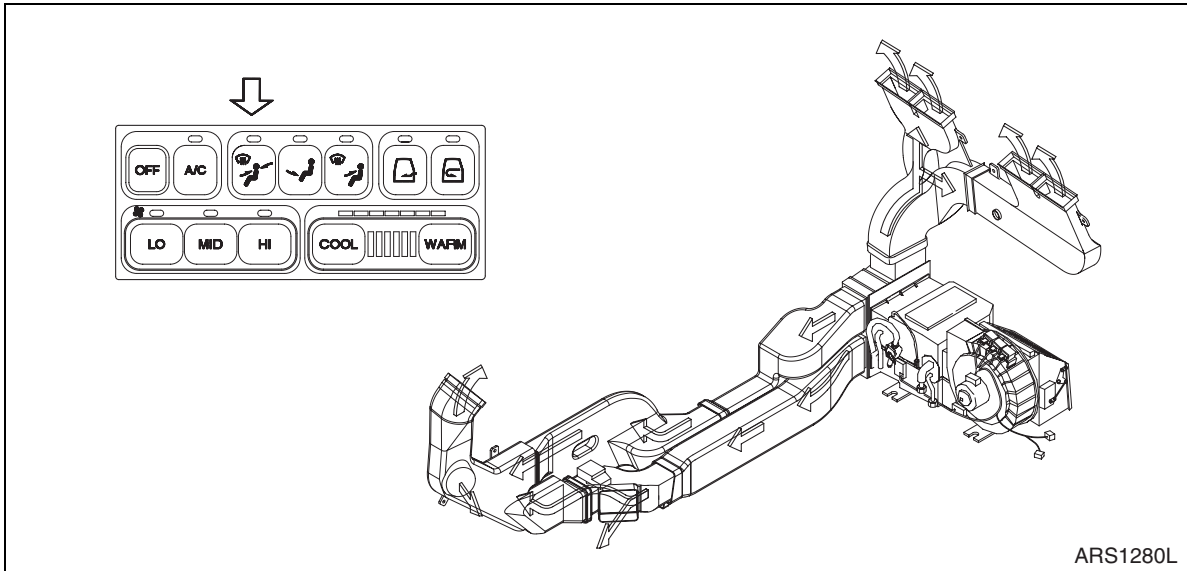


Figure 10

Foot

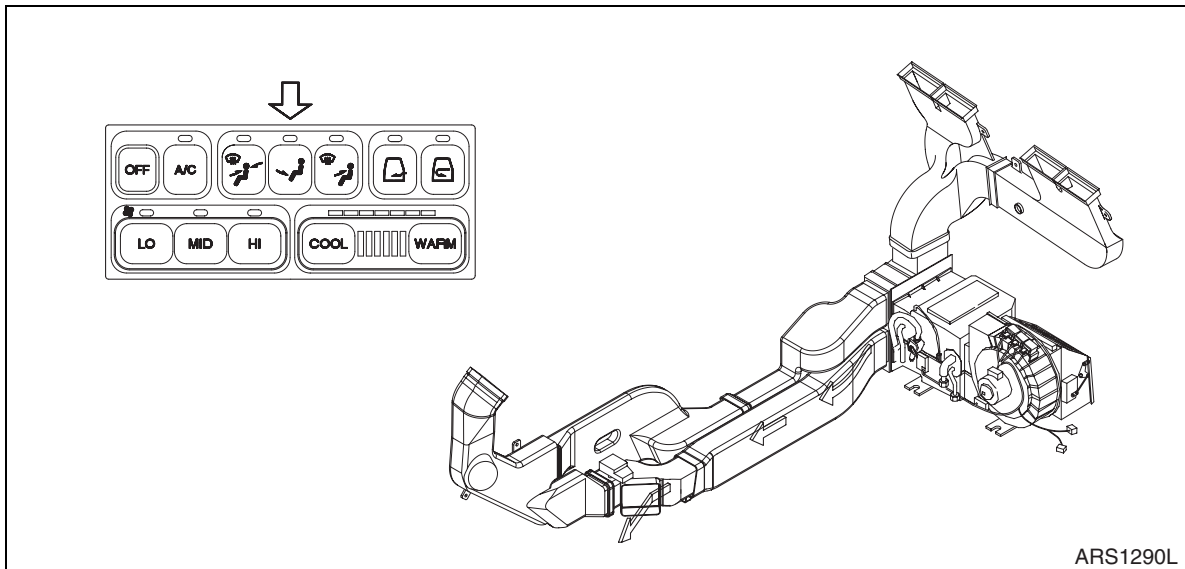


Figure 11

Face and Defroster

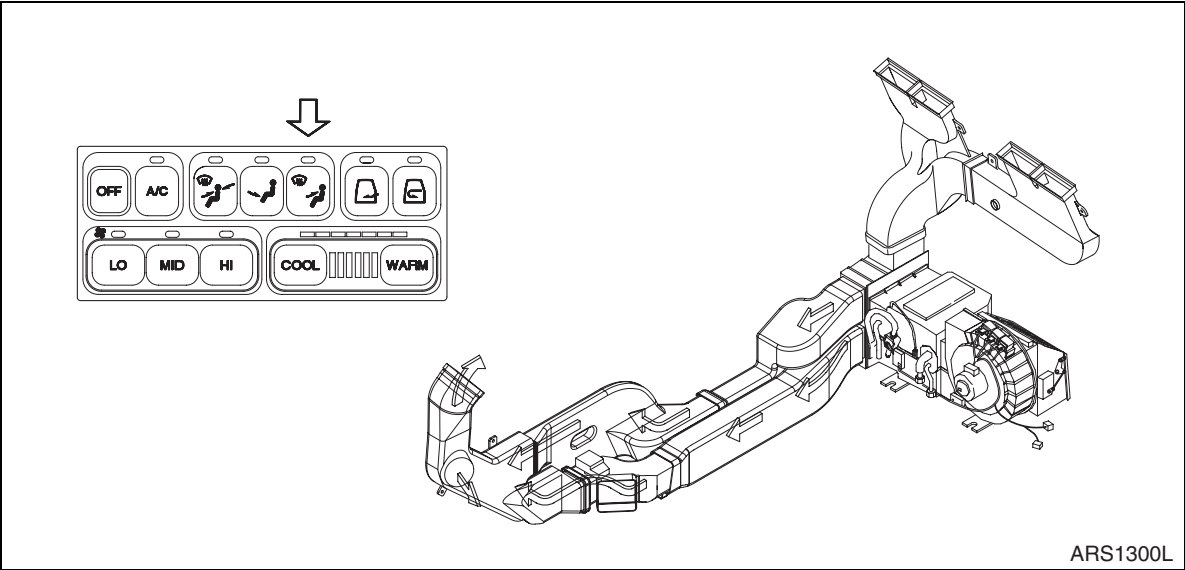


Figure 12

AIR-CONDITIONING SYSTEM CIRCUIT DIAGRAM

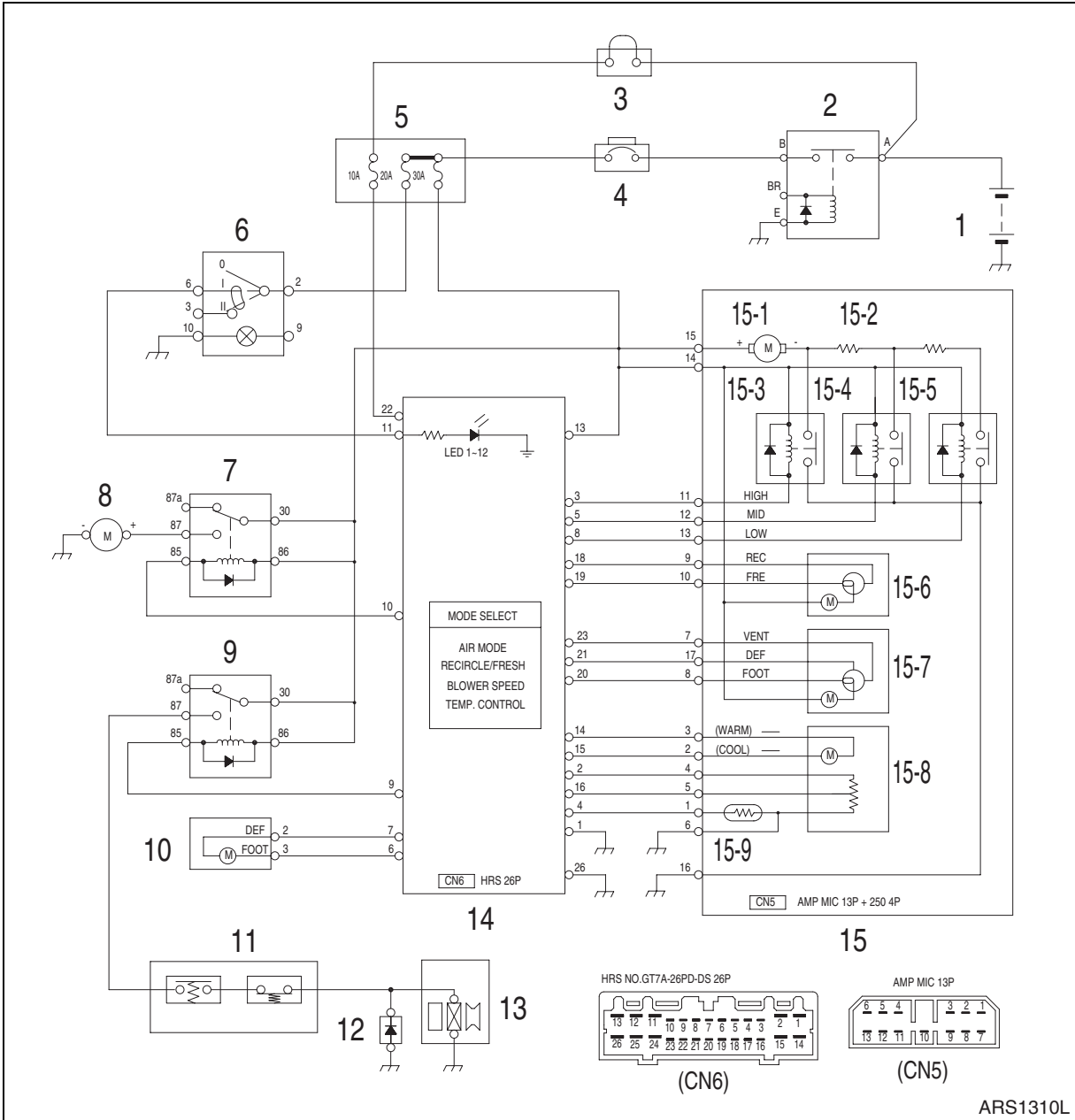


Figure 13

| Reference Number | Description |
|------------------|---|
| 1 | Battery |
| 2 | Battery Relay |
| 3 | Fusible Link |
| 4 | Circuit Breaker |
| 5 | Fuse |
| 6 | Lamp Switch |
| 7 | Condenser Fan Relay |
| 8 | Condenser Fan Motor |
| 9 | Compressor Relay |
| 10 | Foot / Defrost Control Actuator |
| 11 | Receiver Dryer (Low / High Pressure Cut Off Switch) |
| 12 | Diode |

| Reference Number | Description |
|------------------|--|
| 13 | Compressor |
| 14 | A/C Control Panel |
| 15 | A/C Unit |
| 15-1 | Blower Motor |
| 15-2 | Resister |
| 15-3 | High Speed Relay |
| 15-4 | Mid Speed Relay |
| 15-5 | Low Speed Relay |
| 15-6 | Recirculate / Fresh Air Control Actuator |
| 15-7 | Vent Actuator |
| 15-8 | Temperature Control Actuator |
| 15-9 | Temperature Sensor (Evaporator) |

TROUBLESHOOTING

Refrigerant Pressure Check

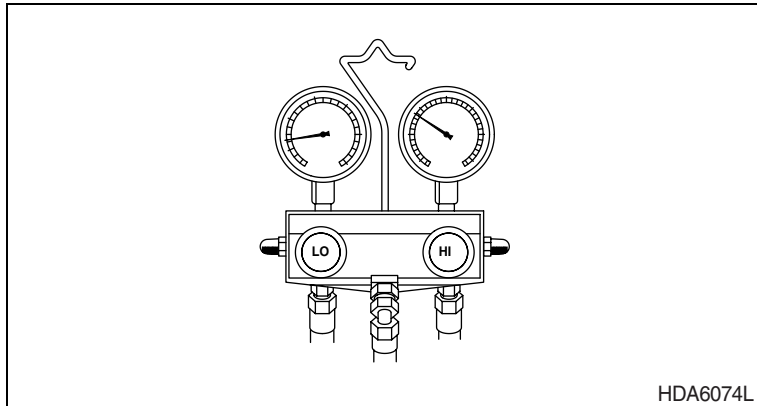


Figure 14

1. Open all doors and windows.
2. Install manifold gauge set.
3. Start engine and maintain engine speed at 1,800 - 2,000 rpm.
4. Check high / low pressure of refrigerant.

| | | | |
|---------------------------------------|---|-----|---|
| 1 | High Pressure: 8.0 - 10.0 kg/cm² (114 - 142 psi) Low Pressure: Approximately 1.0 kg/cm² (14 psi) | | |
| Possible Cause: Low Refrigerant Level | | | |
| Step | Inspection Item | | Remedy |
| 1 | Check for traces of refrigerant oil. | Yes | Reassemble using correct tightening torque. |
| | | No | Go to next step. |
| 2 | Using a leak detection device or soapy water check for refrigerant leakage at all major components and joints. | Yes | Repair leaking component. |
| | | No | Recharge system to correct pressure. |

| | | | |
|--|---|-----|-------------------------------------|
| 2 | High Pressure: Over 23 kg/cm² (327 psi) Low Pressure: Approximately 2.5 - 3.0 kg/cm² (36 - 43 psi) | | |
| Possible Cause: Overcharge, Frost on condenser | | | |
| Step | Inspection Item | | Remedy |
| 1 | Check for condenser pin damage or contamination. | Yes | Clean, repair or replace condenser. |
| | | No | Refrigerant overcharge. |

| | |
|---|--|
| 3 | <p>High Pressure: Approximately 20 - 25 kg/cm² (285 - 356 psi)</p> <p>Low Pressure: Approximately 2.5 - 3.5 kg/cm² (36 - 50 psi)</p> |
| Possible Cause: Air in system. | |
| <ol style="list-style-type: none"> 1. Recover any remaining refrigerant. 2. Vacuum out system. 3. Recharge system. <p>NOTE: <i>If the system has been exposed to the air for a long period of time, replace the receiver dryer.</i></p> | |

| 4 | <p>High Pressure: Over 6 kg/cm² (85 psi)</p> <p>Low Pressure: Approximately 760 mmHg (Negative Pressure)</p> | | |
|--|--|--------|--|
| Possible Cause: Refrigerant does not circulate | | | |
| Step | Inspection Item | Remedy | |
| 1 | <ol style="list-style-type: none"> 1. Connect manifold gauge and start engine. 2. Turn on air-conditioner. 3. Set blower switch to HIGH position. 4. Turn air-conditioner OFF and wait 10 minutes. 5. Recheck high / low pressure readings. | Yes | Moisture in system, replace receiver dryer. |
| | <p>High Pressure: 13.0 - 19.0 kg/cm² (185 - 270 psi)</p> <p>Low Pressure: 1.5 - 3.3 kg/cm² (21.3 - 46.9 psi)</p> | No | Contaminated system, replace expansion valve. (Replace evaporator core assembly.) |

| | |
|---|--|
| 5 | <p>High Pressure: Over 6 - 18 kg/cm² (85 - 256 psi)</p> <p>Low Pressure: 500 mmHg (Negative Pressure) - Dial indicator needle unstable.</p> |
| Possible Cause: Moisture in system has iced up the expansion valve. | |
| <p>NOTE: <i>When the absorbed moisture freezes the pressure readings may look normal. Careful readings should be made to determine whether pressure is in normal range.</i></p> | |
| <ol style="list-style-type: none"> 1. Recover any remaining refrigerant. 2. Vacuum out system. 3. Recharge system. <p>NOTE: <i>If the system has been exposed to the air for a long period of time, replace the receiver dryer.</i></p> | |

| 6 | <p>High Pressure: Over 22.0 - 23 kg/cm² (313 - 327 psi)</p> <p>Low Pressure: 2.5 kg/cm² (36 psi)</p> | | |
|--|--|--------|--------------------------|
| Possible Cause: Refrigerant pressure problem due to defective expansion valve or temperature sensor. | | | |
| Step | Inspection Item | Remedy | |
| 1 | Inspect whether the temperature sensor is installed properly. | Yes | Replace expansion valve. |
| | | No | Exchange duct sensor. |

| | |
|---|---|
| 7 | High Pressure: Over 7.0 - 11.0 kg/cm² (100 - 156 psi) Low Pressure: 4.0 - 6.0 kg/cm² (57 - 85 psi) |
| Possible Cause: Low refrigerant pressure due to poor compressor compression | |
| Inspect and replace compressor if necessary. | |

WEIGHT OF R134A GAS USED IN MACHINES

| Model | Weight of Gas |
|----------------------|------------------------------|
| Mega 130 | 850 ±20 grams (30 ±0.7 oz.) |
| Mega 160 | 850 ±20 grams (30 ±0.7 oz.) |
| Mega 200-III | 850 ±20 grams (30 ±0.7 oz.) |
| Mega 200-V | 850 ±20 grams (30 ±0.7 oz.) |
| Mega 250-III | 850 ±20 grams (30 ±0.7 oz.) |
| Mega 250-V (Tier I) | 850 ±20 grams (30 ±0.7 oz.) |
| Mega 250-V (Tier II) | 850 ±20 grams (30 ±0.7 oz.) |
| Mega 300-III | 950 ±20 grams (33 ±0.7 oz.) |
| Mega 300-V (Tier I) | 850 ±20 grams (30 ±0.7 oz.) |
| Mega 300-V (Tier II) | 850 ±20 grams (30 ±0.7 oz.) |
| Mega 400-III | 950 ±20 grams (33 ±0.7 oz.) |
| Mega 400-III PLUS | 850 ±20 grams (30 ±0.7 oz.) |
| Mega 400-V | 850 ±20 grams (30 ±0.7 oz.) |
| Mega 500-V | 850 ±20 grams (30 ±0.7 oz.) |
| Solar 55 | 750 ±20 grams (26 ±0.7 oz.) |
| Solar 55-V PLUS | 750 ±20 grams (26 ±0.7 oz.) |
| Solar 70-III | 800 ±20 grams (28 ±0.7 oz.) |
| Solar 75-V | 750 ±20 grams (26 ±0.7 oz.) |
| Solar 130-III | 950 ±20 grams (33 ±0.7 oz.) |
| Solar 130LC-V | 850 ±20 grams (30 ±0.7 oz.) |
| Solar 130W-III | 950 ±20 grams (33 ±0.7 oz.) |
| Solar 130W-V | 850 ±20 grams (30 ±0.7 oz.) |
| Solar 140W-V | 850 ±20 grams (30 ±0.7 oz.) |
| Solar 160W-V | 850 ±20 grams (30 ±0.7 oz.) |
| Solar 170LC-V | 850 ±20 grams (30 ±0.7 oz.) |
| Solar 170W-III | 1100 ±20 grams (38 ±0.7 oz.) |
| Solar 180W-V | 850 ±20 grams (30 ±0.7 oz.) |
| Solar 200W-III | 1100 ±20 grams (38 ±0.7 oz.) |
| Solar 200W-V | 850 ±20 grams (30 ±0.7 oz.) |
| Solar 210W-V | 850 ±20 grams (30 ±0.7 oz.) |
| Solar 220LC-III | 950 ±20 grams (33 ±0.7 oz.) |
| Solar 220LC-V | 850 ±20 grams (30 ±0.7 oz.) |
| Solar 220LL | 850 ±20 grams (30 ±0.7 oz.) |
| Solar 225LC-V | 850 ±20 grams (30 ±0.7 oz.) |
| Solar 225NLC-V | 850 ±20 grams (30 ±0.7 oz.) |
| Solar 250LC-V | 850 ±20 grams (30 ±0.7 oz.) |
| Solar 255LC-V | 850 ±20 grams (30 ±0.7 oz.) |
| Solar 280LC-III | 1250 ±20 grams (44 ±0.7 oz.) |
| Solar 290LC-V | 850 ±20 grams (30 ±0.7 oz.) |
| Solar 290LL | 850 ±20 grams (30 ±0.7 oz.) |

| Model | Weight of Gas |
|-----------------|------------------------------|
| Solar 300LC-V | 850 ±20 grams (30 ±0.7 oz.) |
| Solar 300LL | 850 ±20 grams (30 ±0.7 oz.) |
| Solar 330-III | 1250 ±20 grams (44 ±0.7 oz.) |
| Solar 330LC-V | 850 ±20 grams (30 ±0.7 oz.) |
| Solar 340LC-V | 850 ±20 grams (30 ±0.7 oz.) |
| Solar 400LC-III | 1250 ±20 grams (44 ±0.7 oz.) |
| Solar 400LC-V | 850 ±20 grams (30 ±0.7 oz.) |
| Solar 420LC-V | 850 ±20 grams (30 ±0.7 oz.) |
| Solar 450LC-III | 1250 ±20 grams (44 ±0.7 oz.) |
| Solar 450LC-V | 850 ±20 grams (30 ±0.7 oz.) |
| Solar 470LC-V | 850 ±20 grams (30 ±0.7 oz.) |

REFRIGERANT SYSTEM REPAIRS



WARNING!

Always wear protective glasses and gloves when handling refrigerant. If refrigerant comes in contact with the skin or eyes, immediately flush with clean, running water and consult a physician.

Select a clean and well ventilated area to work.

The refrigerant container is under high pressure and should be stored below 40°C (104°F). Be careful not to drop the container from a high location

The contents are under high pressure and should not be used with compressed air or near an open flame.

REFRIGERANT SAFE HANDLING PROCEDURES

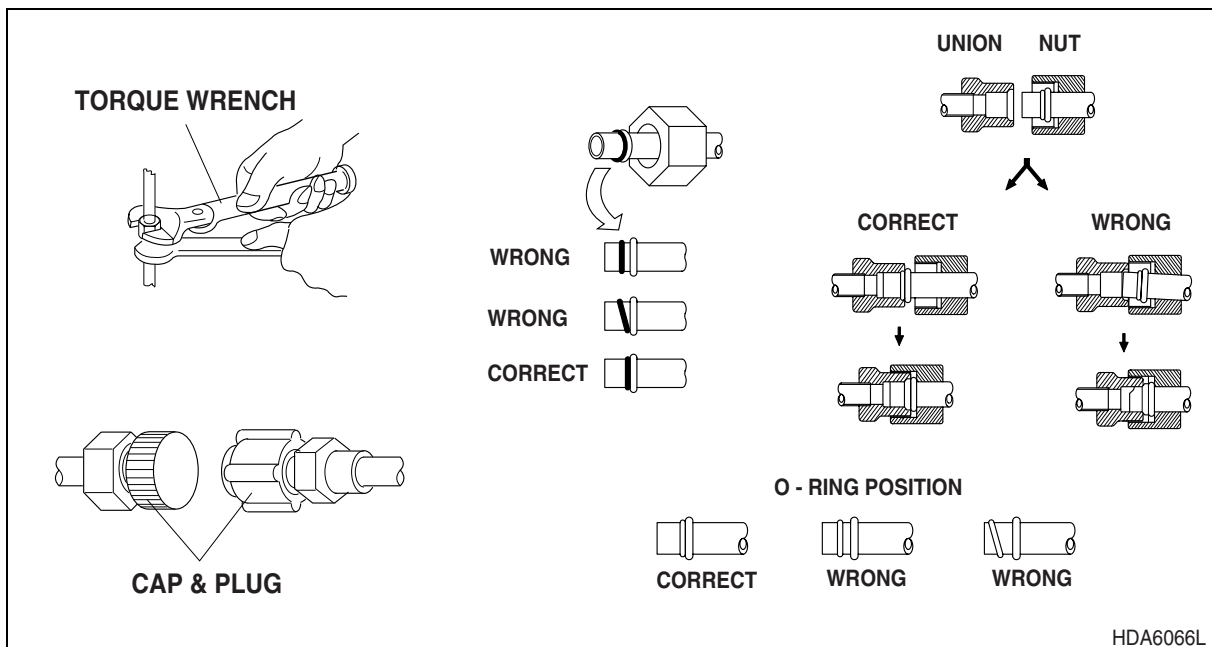


Figure 15

The following procedures should be observed for safe handling of refrigerant during vacuum and charging process.

1. Use an approved recovery / charging device which can safely perform vacuum and charge work simultaneously.
2. The new refrigerant has improved cooling characteristics than the old type and care should be used not to overcharge the system.
3. Do not over tighten connections when working on refrigerant system.
4. The new refrigerant system standards require new tools, equipment and parts. DO NOT attempt to use equipment use in servicing the old refrigerant system.

5. The new refrigerant oil (PAG type) has a high moisture absorption characteristic. When the refrigerant system vacuum seal has been broken, immediately plug up all openings to prevent moisture from entering into the system.
6. When joining unions which use O-ring seals, lightly coat O-rings with refrigerant oil. Be careful not to drip oil on the threads of the nut.
7. Be certain the O-rings are seated properly on the refrigerant line lip. Always use new O-rings when reassembling parts. Do not reuse old O-rings.
8. Use a vacuum pump to evacuate refrigerant system of air.
9. When charging the refrigerant system with the engine running, do not open the high pressure valve on the manifold gauge as the reverse flow of high pressure refrigerant will rupture the hose.
10. When releasing the high pressure hose after completing the charging process, quickly disconnect the hose to minimize refrigerant released to the air.

REPAIR AND REPLACEMENT PROCEDURE

1. Work Procedure
 - A. Before repairing or replacing any refrigerant components first, return all refrigerant oil to the compressor and perform recovery procedures.
2. Operating Condition
 - A. Run engine at maximum engine speed.
 - B. Select "HI" blower fan speed and select A/C switch to "ON".
 - C. Set the temperature control switch for maximum cooling and leave running for approximately 20 minutes.

NOTE: *The manifold gauge dial pointer can vary depending on the outdoor temperatures.*

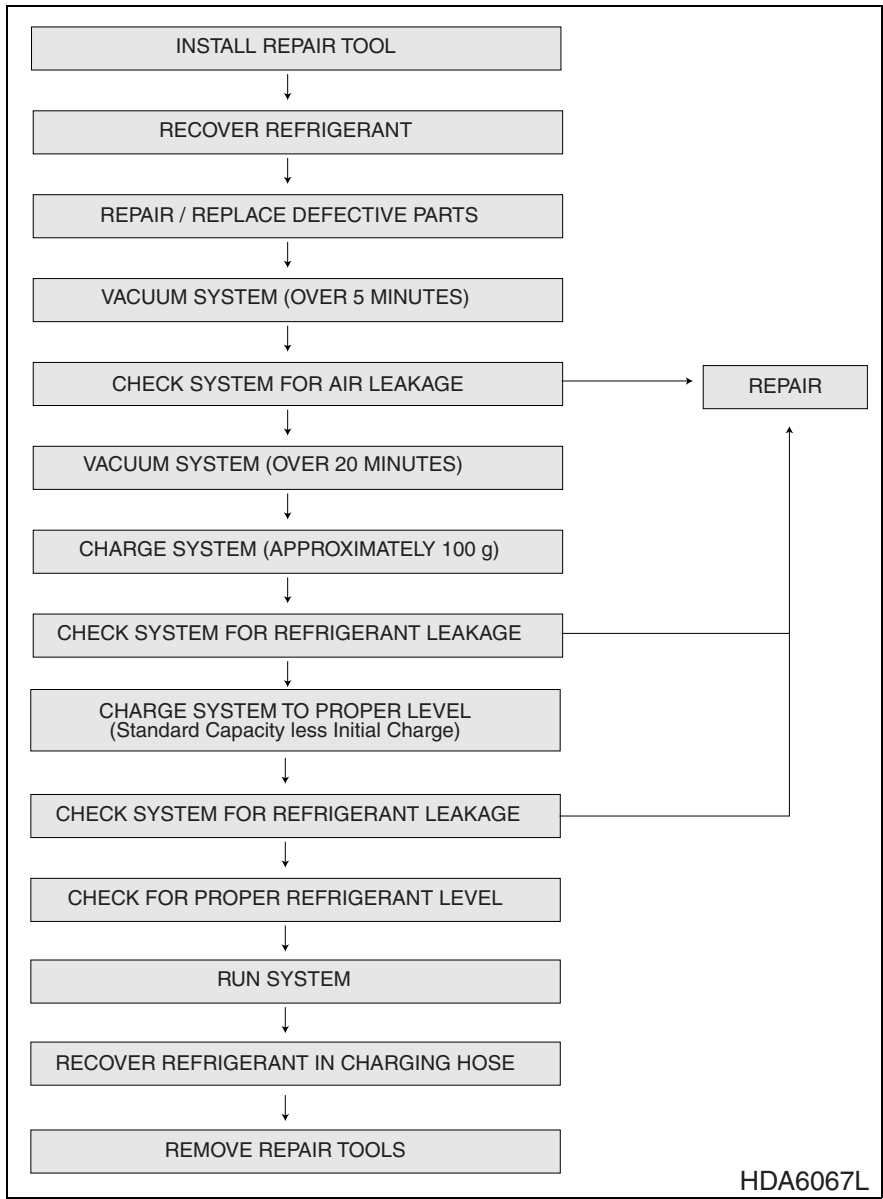


Figure 16

REFRIGERANT RECOVERY

| Reference Number | Description |
|------------------|---------------------------|
| 1 | To Compressor |
| 2 | Low Pressure Side |
| 3 | High Pressure Side |
| 4 | From Receiver |
| 5 | Refrigerant Recovery Tank |

1. Attach the manifold gauges and the refrigerant recovery unit to the refrigerant lines as shown.

NOTE: Be careful not to switch the connections for the low and high pressure valves.

2. Open the high pressure valve slowly to release the refrigerant to the recovery unit.

NOTE: Open the valve slowly, while checking to see that refrigerant is not leaking out.

3. When the manifold gauge dial falls below 3.5 kg/cm² (50 psi), slowly open the low pressure valve.

4. Open both the high and low pressure valves slowly until the manifold gauge dials indicates 0 kg/cm² (0 psi).

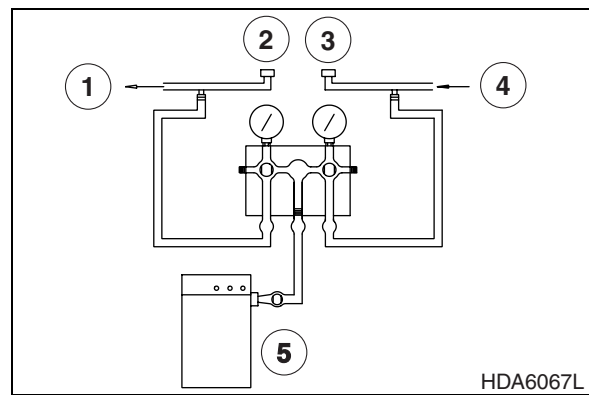


Figure 17

VACUUMING REFRIGERANT SYSTEM

| Reference Number | Description |
|------------------|--------------------|
| 1 | To Compressor |
| 2 | Low Pressure Side |
| 3 | High Pressure Side |
| 4 | From Receiver |
| 5 | Vacuum Pump |

1. Vacuuming Procedure

NOTE: When the A/C system has been exposed to the air, it must be vacuumed out. Perform vacuum process for 30 minutes for complete moisture and air evacuation.

- A. Attach the manifold gauges and vacuum pump to the refrigerant system as shown.
- B. Turn on the vacuum pump and open both valves.
- C. When the low pressure gauge shows approximately 710 mmHg, close both valves and turn off vacuum pump.

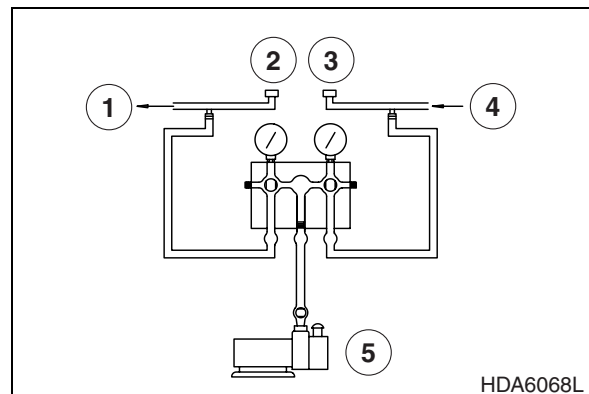


Figure 18

2. Check system for vacuum leak.

Allow system to sit for 10 minutes and check whether the system is holding the pressure. If the pressure has dropped, it must be repaired before proceeding to the next step.

3. Vacuuming Procedure

If the system is holding the pressure and it has not changed for 10 minutes, vacuum out the system for an additional 20 minutes.

- A. Turn on the vacuum pump and slowly open both valves.
- B. Allow vacuum pump to run for additional 20 minutes until the low pressure gauge dial reads approximately 750 mmHg.
- C. Close both valves and stop the vacuum pump.

4. Installation of Refrigerant Container

| Reference Number | Description |
|------------------|-----------------|
| 1 | Handle |
| 2 | Hose Connection |
| 3 | Mounting Disk |

- A. Before mounting valve on the container, make sure the handle is in the counter clockwise most position, with the puncture pin retracted and the mounting disk is in the raised position.
- B. Attach the manifold gauge center hose to the valve assembly.
- C. Turn the disc in the clockwise direction and securely mount valve onto refrigerant container.
- D. Turn the valve handle in the clockwise direction and puncture the container seal with the pin.
- E. Once the can has been punctured, turn the handle in the counter clockwise direction so the refrigerant can flow into the manifold gauge center hose. At this time, do not open the low and high pressure valves of the manifold gauge.
- F. Press the manifold gauge low side valve to eliminate the trapped air in the hose.

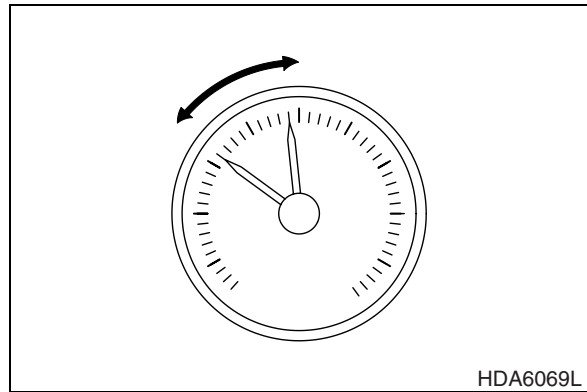


Figure 19

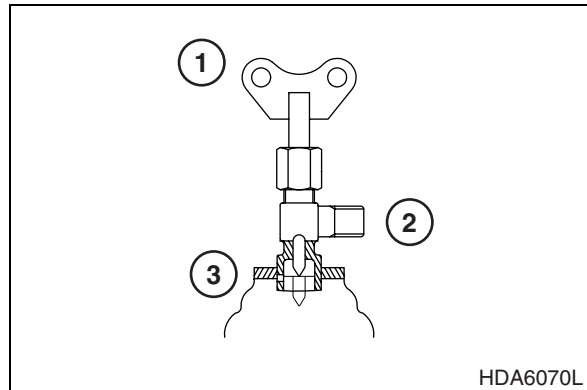


Figure 20

LEAKAGE CHECK

NOTE: Perform the leakage check after completing vacuuming process.

1. After attaching the manifold gauge, open the high side valve.

- Charge system until the low side gauge dial indicates a pressure of 1 kg/cm² (14 psi) and close the high side valve.
- Using a refrigerant leak detector or soapy water check each joint for leakage.

| Reference Number | Description |
|------------------|-----------------------------------|
| 1 | Refrigerant Leak Detection Device |

- If a leak is detected, check for O-ring damage or correct tightening torque and replace or repair as necessary.
- If no leaks are detected, proceed with the charging process.

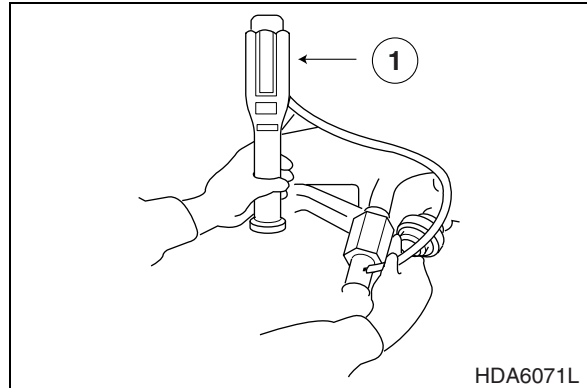


Figure 21

! WARNING!

For accurate refrigerant leak detection, perform leak detection procedure in a well ventilated area.

REFRIGERANT CHARGING

- Perform the vacuuming procedure, vacuum holding and leaking tests as described in the preceding headings.

NOTE: *First charge the refrigerant system with 100g (3.5 ounces) of refrigerant with the engine off. Then using the manifold gauges as a guide fully charge the system with the engine running.*

When exchanging refrigerant containers, press the manifold gauge low side valve to eliminate air from the charging hose.

| Reference Number | Description |
|------------------|------------------------------|
| 1 | To Compressor |
| 2 | Low Pressure Side |
| 3 | High Pressure Side |
| 4 | From Receiver |
| 5 | Refrigerant Supply Container |

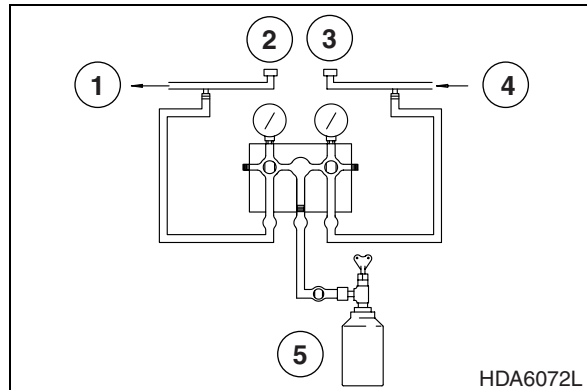


Figure 22

- Charge the system by opening the manifold gauge low side valve.

Initial charge amount: 100 g (3.5 ounces).

- If refrigerant does not flow freely into system, try starting engine first before operating air-conditioner.

- Temperature control switch setting: Maximum Cooling
- Blower Speed Setting: Hi (3 step)
- Engine Speed: 1,300 - 1,500 rpm

! WARNING!

When charging refrigerant system with the engine running;

- Always keep refrigerant supply container in the upright position.
- Never open the high side pressure valve.

- Open the manifold gauge low side valve and charge system to standard capacity.

| Gauge Dial | Standard Reading |
|-----------------|---|
| High Side Gauge | 13 - 20 kg/cm ² (185 - 285 psi) |
| Low Side Gauge | 1.5 - 3.5 kg/cm ² (22 - 50 psi) |

NOTE: These standards are for outside temperatures between 30° - 35°C (86° - 95°F). The gauge readings may vary for extreme temperature conditions.

! WARNING!

- When outside temperature is low, warm the refrigerant supply container with warm water not exceeding 40°C (104°F). Do not allow water to come in contact with the charging adapter valve handle.
- When outside temperature is high, cool off refrigerant supply container and condenser to aid the refrigerant charging process.

- Close low pressure side valve.

- 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.*

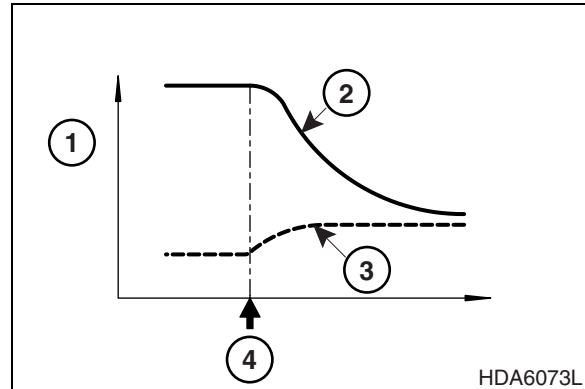


Figure 23

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

Inspection Procedure

- High Pressure Side
Compressor outlet → condenser inlet → receiver dryer inlet → air-conditioner unit inlet
- Low pressure side
Compressor inlet → air-conditioner unit outlet
- Compressor
Compressor shaft area, bolt hole area and magnetic clutch area.
- Receiver dryer
Pressure switch and plug area.
- Connection valve area
Inspect all valve areas.
Verify all valves are capped to prevent leaking.
Check for foreign material inside of valve cap.
- 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.*

DRIVE COUPLING (MAIN PUMP)



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 |
|-----------------|---------------------|
| DD80L | 0001 and Up |
| Solar 130LC-III | 0001 and Up |
| Solar 130LC-V | 0001 and Up |
| Solar 130W-III | 0001 and Up |
| Solar 130W-V | 0001 and Up |
| Solar 140W-V | 1001 and Up |
| Solar 160W-V | 1001 and Up |
| Solar 170LC-III | 0001 and Up |
| Solar 170W-III | 0001 and Up |
| Solar 170W-V | 1001 and Up |
| Solar 200W-III | 0001 and Up |
| Solar 200W-V | 0001 and Up |
| Solar 210W-V | 1001 and Up |
| Solar 220LC-III | 0001 and Up |
| Solar 220LC-V | 0001 and Up |
| Solar 220LL | 1001 and Up |
| Solar 220N-V | 1001 and Up |
| Solar 225LC-V | 1001 and Up |
| Solar 225NLC-V | 1001 and Up |

Models continued on back of cover.

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| MODEL | SERIAL NUMBER RANGE |
|-----------------|----------------------------|
| Solar 250LC-V | 1001 and Up |
| Solar 255LC-V | 1001 and Up |
| Solar 280LC-III | 0001 and Up |
| Solar 290LC-V | 0001 and Up |
| Solar 290LL | 1001 and Up |
| Solar 330LC-III | 0001 and Up |
| Solar 330LC-V | 1001 and Up |
| Solar 400LC-III | 0001 and Up |
| Solar 400LC-V | 1001 and Up |
| Solar 450-III | 0001 and Up |
| Solar 450LC-V | 0001 and Up |

TABLE OF CONTENTS

| | |
|---------------------------------------|----|
| Drive Coupling..... | 3 |
| Special Tools | 4 |
| Kawasaki / Tong Myung Pump Tool | 4 |
| Uchida Pump Tool | 7 |
| Drive Coupling Installation..... | 8 |
| Installation Procedure | 13 |

DRIVE COUPLING

When installing the main pump on the engine, it is very important to properly adjust clearance between the face of the coupling hub and end of pump drive shaft ("Measurement H" shown in the following procedure) to a specific value.

Figure 1 thru Figure 3, show typical drive coupling installations.

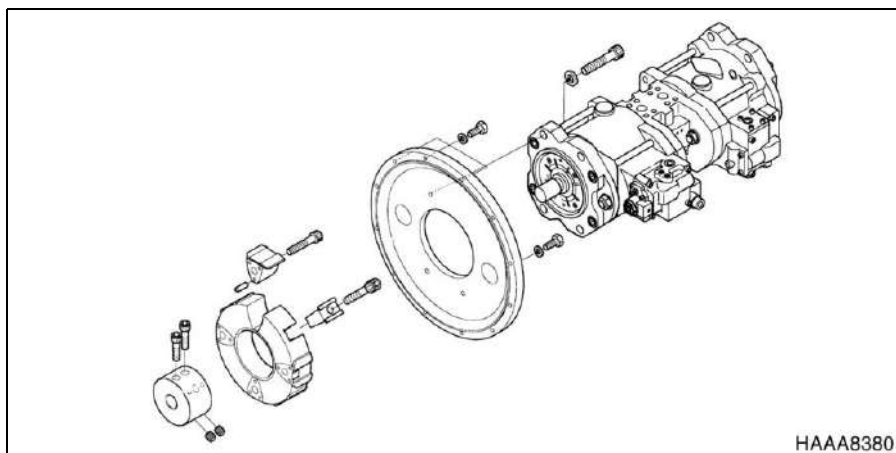


Figure 1 KAWASAKI (OR TONG MYUNG)

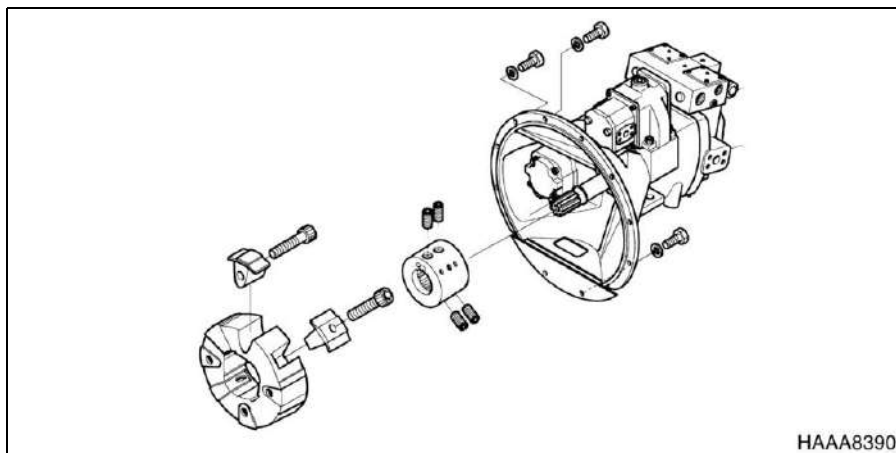


Figure 2 UCHIDA

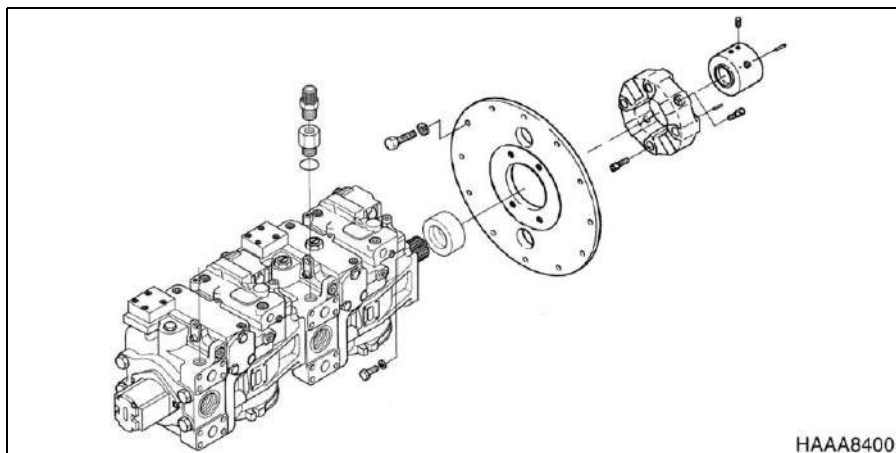


Figure 3 SAUER SUNDSTRAND

SPECIAL TOOLS

KAWASAKI / TONG MYUNG PUMP TOOL

NOTE: *This tool is also used for the Sauer Sundstrand Pump for the DD80L.*

This tool is used to control the distance between the end of the pump drive shaft and the front face of the drive coupling hub (Figure 4 and Figure 9). This distance will be referred to as "Measurement H" in the installation instructions that follow.

NOTE: *In manufacturing drawings (Figure 5 and Figure 6), dimension "A" and "B" equal the "Measurement H." The two tools shown are designed to be used on various models of equipment. Only one end of the tool is used for a specific model of equipment.*



Figure 4

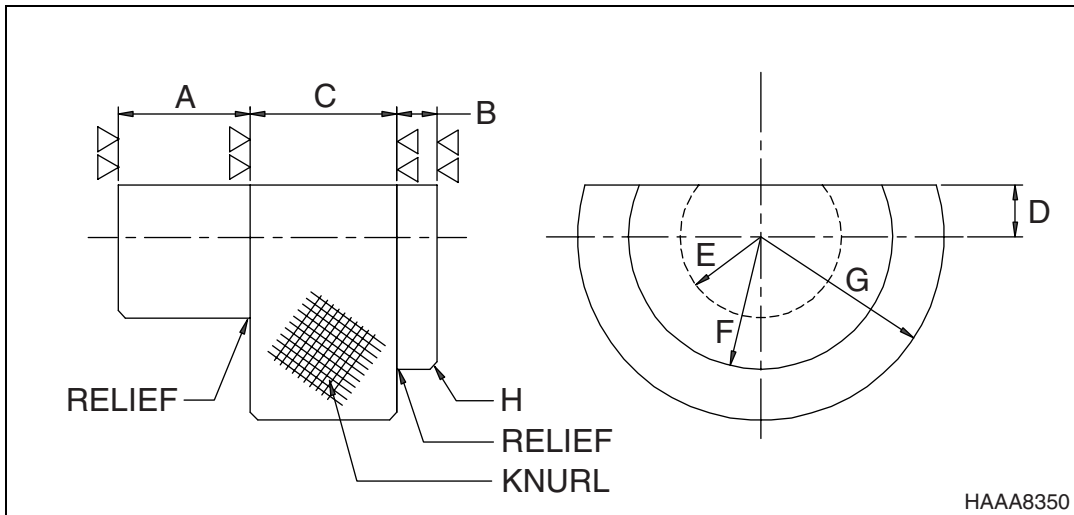


Figure 5

| Dimensional Details for Figure 5 | | |
|----------------------------------|------------------------------------|---|
| Dimension | Measurement | Models |
| A | 18 ±0.1 mm (0.7087 ±0.0039 in) | DD80L |
| B | 5.5 ±0.1 mm (0.2165 ±0.0039 in) | S330LC-III, S330LC-V, S400LC-III, S400LC-V, S450LC-V |
| C | 20.0 mm (0.787 in) | |
| D | 7.0 mm (0.275 in) | |
| E | 11.0 mm (0.433 in) Radius | |
| F | 18.0 mm (0.708 in) Radius | |
| G | 30.0 mm (1.181 in) Radius | |
| H | 1.0 mm (0.039 in) x 45° Chamfer | |

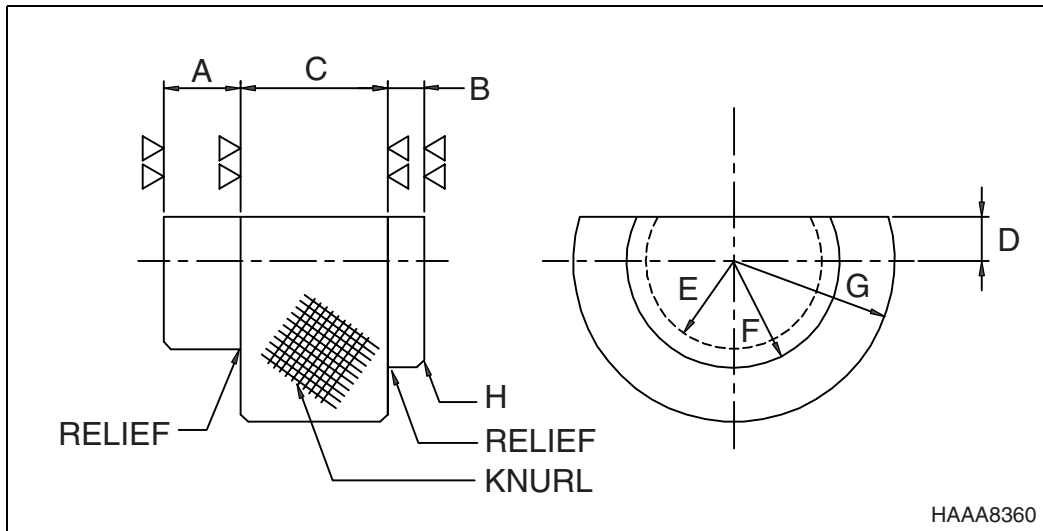


Figure 6

| Dimensional Details for Figure 6 | | |
|----------------------------------|-------------------------------------|---|
| Dimension | Measurement | Models |
| A | 10.5 ±0.1 mm (0.4134 ±0.0039 in) | S170LC-III, S200W-V, S220LC-III, S220LC-V, S220LL, S220N-V, S225LC-V, S225NLC-V, S250LC-V, S255LC-V |
| | 2.0 ±0.1 mm (0.0787 ±0.0039 in) | S170LC-V, S170W-V |
| | 1.0 ±0.1 mm (0.0394 ±0.0039 in) | S140W-V, S160W-V |
| B | 5.0 ±0.1 mm (0.1969 ±0.0039 in) | S280LC-III, S290LC-V, S290LL |
| C | 20.0 mm (0.787 in) | |
| D | 7.0 mm (0.275 in) | |
| E | 12.0 mm (0.472 in) Radius | |
| F | 14.50 mm (0.570 in) Radius | |
| G | 25.0 mm (0.984 in) Radius | |
| H | 1.0 mm (0.039 in) x 45° Chamfer | |

UCHIDA PUMP TOOL

This tool is used to control the distance between the shoulder on the pump drive shaft and the rear face of the drive coupling hub (Figure 7 and Figure 10). This distance will be referred to as "Measurement H" in the installation instructions that follow.

NOTE: *In manufacturing drawing (Figure 8), dimension "A" equals "Measurement H."*

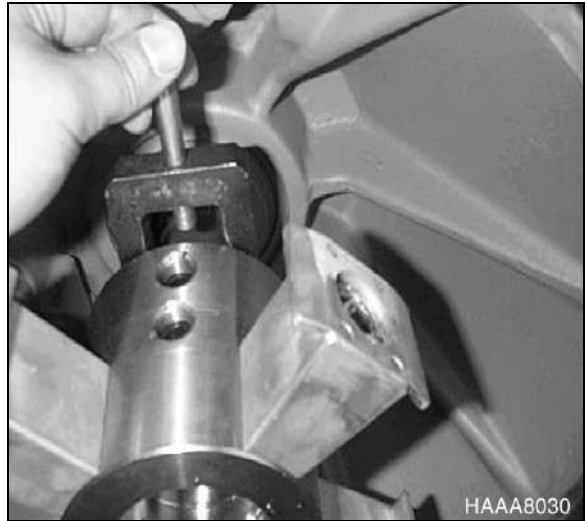


Figure 7

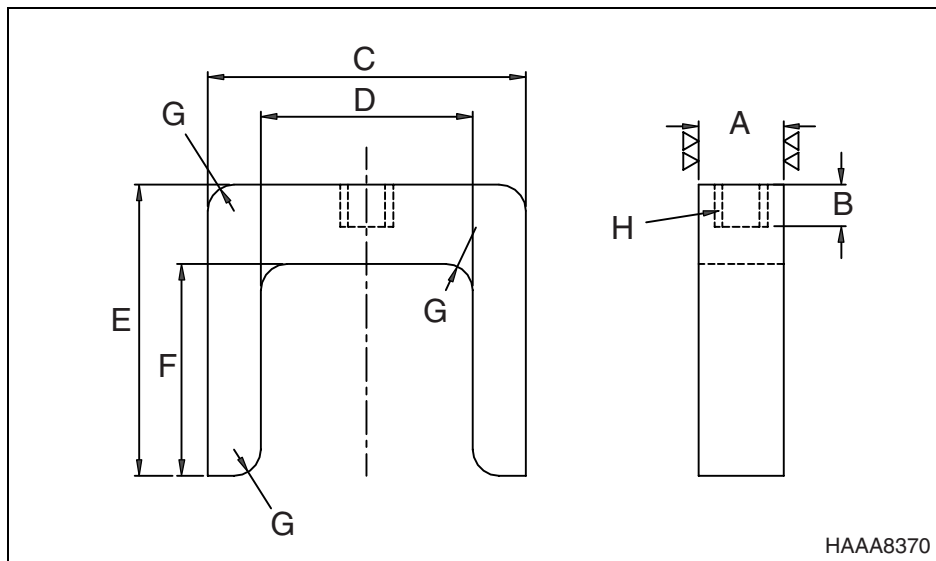


Figure 8

| Dimensional Details for Figure 8 | | |
|----------------------------------|-----------------------------------|--------------------|
| Dimension | Measurement | Models |
| A | 16 ±0.1 mm (0.6299 ±0.0039 in) | S130W-III, S130W-V |
| B | 8 mm (0.315 in) | |
| C | 60 mm (2.362 in) | |
| D | 40 mm (1.575 in) | |
| E | 55 mm (2.165 in) | |
| F | 40 mm (1.575 in) | |
| G | 5.0 mm (0.196 in) Radius | |
| H | TAP M10X1.5 | |

DRIVE COUPLING INSTALLATION

Whenever the drive coupling for main pump is installed, the following mounting dimensions and installation procedures must be observed.

NOTE: *If these procedures are not followed, noise will occur and/or the service life of drive coupling or main pump will be reduced.*

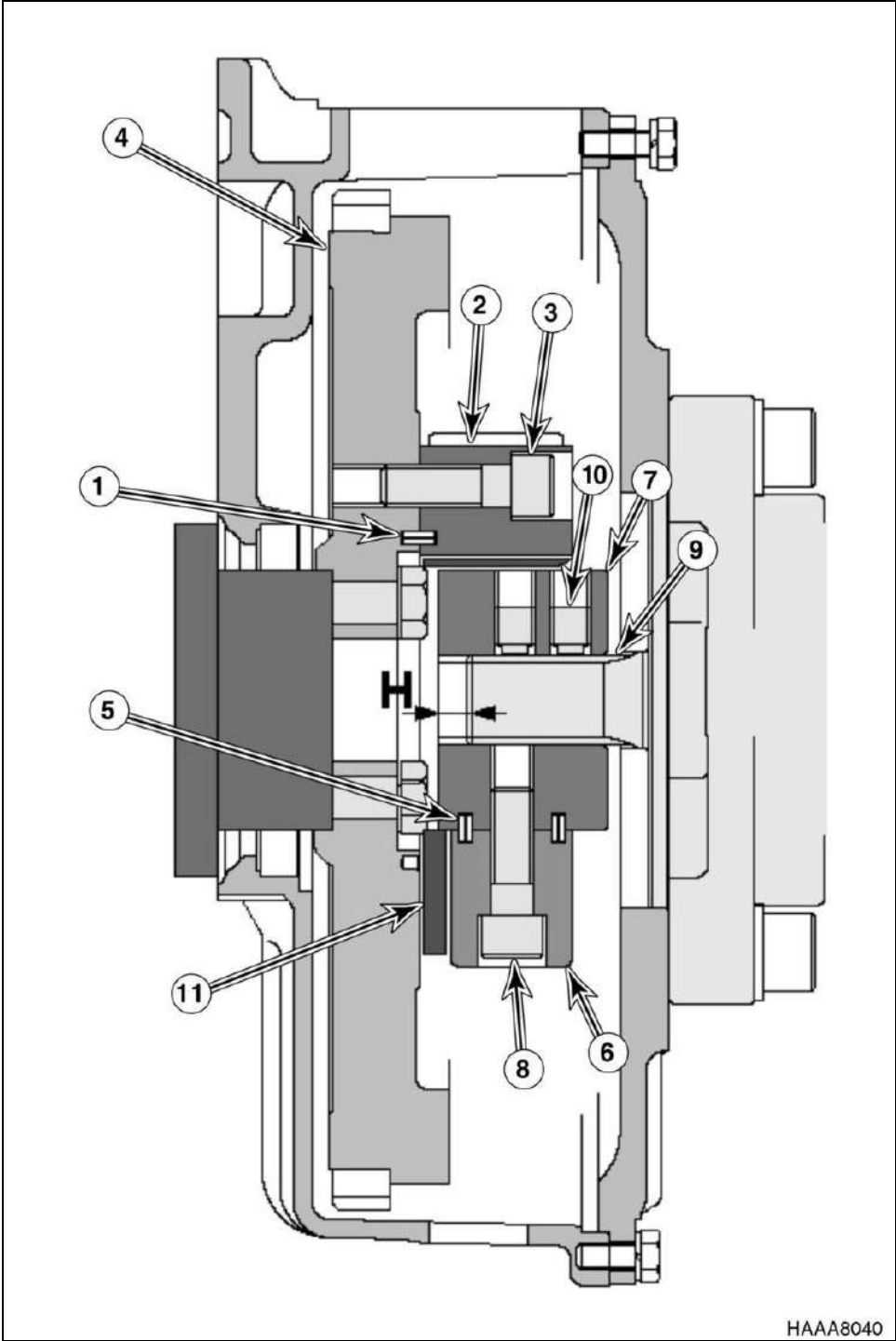


Figure 9 DRIVE COUPLING INSTALLATION (KAWASAKI / TONG MYUNG PUMP)

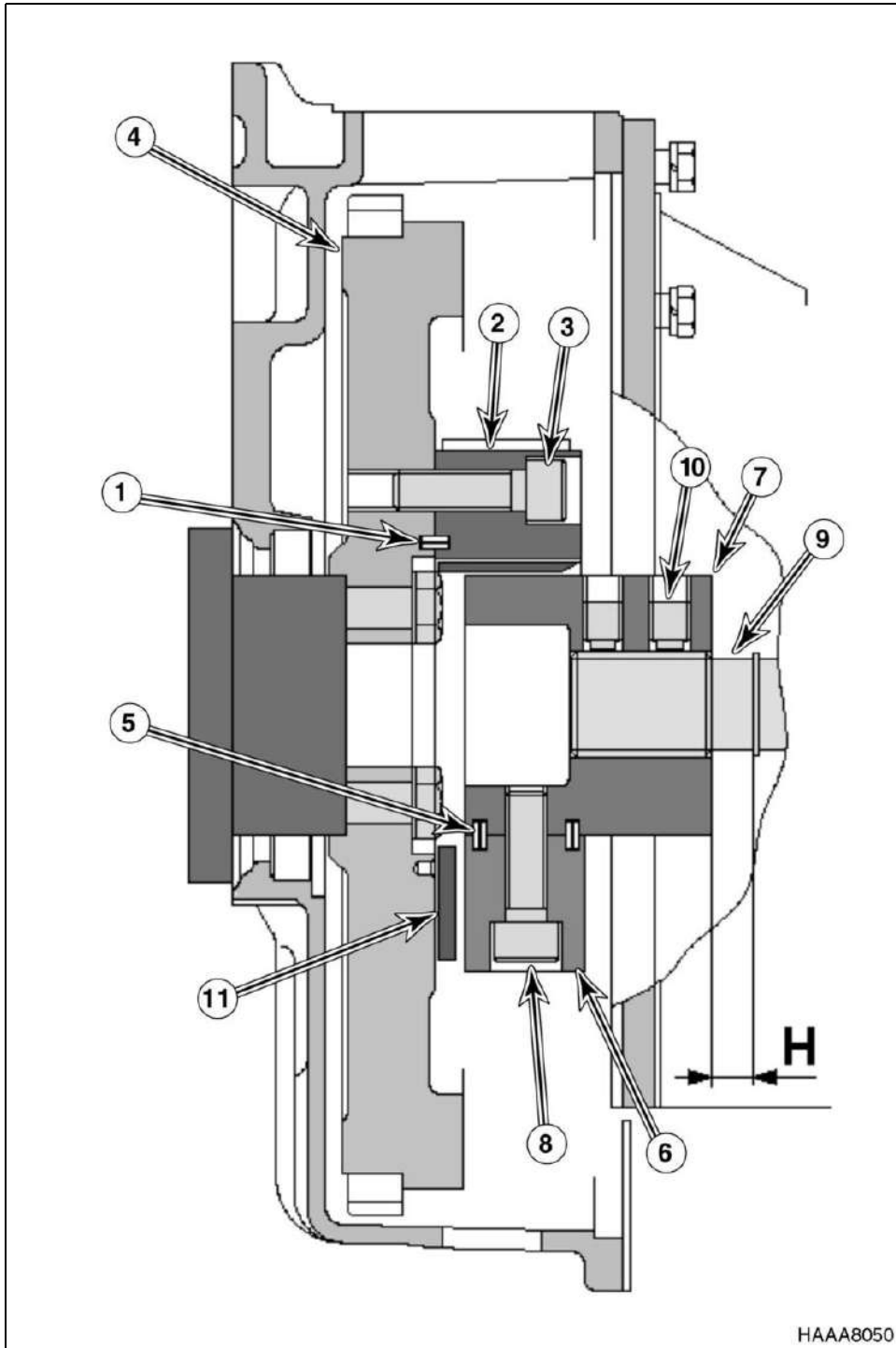


Figure 10 DRIVE COUPLING INSTALLATION (UCHIDA PUMP)

| Table 1 Parts Information and Torque for Figure 9 and Figure 10 | | | |
|--|--------------------|-------------|---------------------------------------|
| Reference Number | Description | Qty. | Torque (See Table 2 and 3) |
| 1 | Spring Pin | 4 | |
| 2 | Insert | 4 | |
| 3 | Bolt | 4 | Ta |
| 4 | Flywheel | 1 | |
| 5 | Spring Pin | 8 | |
| 6 | Insert | 4 | |
| 7 | Hub | 1 | |
| 8 | Bolt | 4 | Ta |
| 9 | Pump Shaft | 1 | |
| 10 | Clamping Screw | 2 | Tb |
| 11 | Element | 1 | |

Specification for "Measurement H," from front hub face to pump shaft end, and TIGHTENING TORQUE of bolts and screws written in the "Table 2" must be observed.

| Table 2 Specification for "Measurement H" and Torque (Refer to Figure 9) | | | | |
|--|-----------------------------|--------------------------------------|-----------------------------------|-----------------------------------|
| Model | Coupling Part Number | "Measurement H" | Torque Value for "Ta" | Torque Value for "Tb" |
| DD80L | 2414-9009A | 17.5 - 18.5 mm (0.689 - 0.728 in) | 21 - 23 kg•m (152 - 166 ft lb) | 10 - 12 kg•m (72 - 87 ft lb) |
| S130LC-III | 2414-9009A | Note 1 | 21 - 23 kg•m (152 - 166 ft lb) | 10 - 12 kg•m (72 - 87 ft lb) |
| S130LC-V | | | | |
| S130W-III | See Table 3. | | | |
| S130W-V | | | | |
| S140W-V | 2414-9042 | 0.5 - 1.5 mm (0.020 - 0.059 in) | 21 - 23 kg•m (152 - 166 ft lb) | 12 kg•m (87 ft lb) |
| S160W-V | | | | |
| S170LC-III | 2414-9008A | 10.0 - 11.0 mm (0.394 - 0.433 in) | 21 - 23 kg•m (152 - 166 ft lb) | 10 - 12 kg•m (72 - 87 ft lb) |
| S170LC-V | 2414-9042 | 2.5 - 3.5 mm (0.098 - 0.138 in) | 21 - 23 kg•m (152 - 166 ft lb) | 10 - 12 kg•m (72 - 87 ft lb) |
| S170W-III | 2414-9025 | Note 2 | 21 - 23 kg•m (152 - 166 ft lb) | 10 - 12 kg•m (72 - 87 ft lb) |
| S200W-III | | | | |
| S220LC-III | 2414-9008A | 10.0 - 11.0 mm (0.394 - 0.433 in) | 21 - 23 kg•m (152 - 166 ft lb) | 10 - 12 kg•m (72 - 87 ft lb) |
| S220LC-V | | | | |
| S220N-V | | | | |
| S220LL | | | | |
| S225LC-V | | | | |
| S225NLC-V | | | | |
| S200W-V | 2414-9041 | 10.0 - 11.0 mm (0.394 - 0.433 in) | 21 - 23 kg•m (152 - 166 ft lb) | 10 - 12 kg•m (72 - 87 ft lb) |
| S210W-V | | | | |
| S250LC-V | | | | |
| S255LC-V | | | | |
| S280LC-III | 2414-9034 | 4.5 - 5.5 mm (0.177 - 0.216 in) | 44 - 49 kg•m (318 - 354 ft lb) | 20 - 22 kg•m (145 - 159 ft lb) |
| S290LC-V | | | | |
| S290LL | | | | |
| S330LC-III | 2414-9040 | 5.0 - 6.0 mm (0.196 - 0.236 in) | 44 - 49 kg•m (318 - 354 ft lb) | 20 - 22 kg•m (145 - 159 ft lb) |
| S330LC-V | | | | |
| S400LC-III | | | | |
| S400LC-V | | | | |
| S450-III S450LC-V | 2414-9040 | Note 2 | 44 - 49 kg•m (318 - 354 ft lb) | 20 - 22 kg•m (145 - 159 ft lb) |
| NOTE: 1) S130LC-III and S130LC-V has reverse dimension, that is, pump shaft must protrude outwards by 5.5 - 6.5 mm (0.216 - 0.255 in) | | | | |
| NOTE: 2) Push the hub toward the pump until it stops on S170W-III, S200W-III and S450-III. | | | | |

| Table 3 Specification for "Measurement H" for Wheel Excavator (Refer to Figure 10) | | | | |
|---|-----------------------------|-----------------------------------|-----------------------------------|---------------------------------|
| Model | Coupling part number | Height (H) (mm) | Ta (kg•m) | Tb (kg•m) |
| S130W-III | 2414-9021 | 15.5 - 16.5 (0.610 - 0.650 in) | 21 - 23 kg•m (152 - 166 ft lb) | 10 - 12 kg•m (72 - 87 ft lb) |
| S130W-V | | | | |

INSTALLATION PROCEDURE

NOTE: Refer to Figure 9 and Figure 10 while using following procedure.

1. Install spring pin (1) and attach insert (2) with bolt (3) to engine flywheel (4).

NOTE: Tighten bolts to value "Ta" in the tables.

2. Install two spring pins (5) and attach insert (6) to hub (7) bolts (8).

NOTE: Tighten bolts to value "Ta" in the tables.

3. Attach flywheel cover to the main pump with bolts. (Kawasaki pump only.)

4. Slide hub (7) into place on pump shaft (9) as specified in the "Table 2" or "Table 3" for "Measurement H" and secure it in position with clamping screws (10).

NOTE: Tighten clamping screws to value "Tb" in the tables.

NOTE: Coat clamping screws (10) with Loctite #262.

5. Install element (11) between inserts (2) on engine flywheel (4).
6. Install main pump and hub (7) by pushing it softly into element (11).
7. Attach flywheel cover / pump housing to flywheel housing with bolts.



CAUTION!

1. Bolts (3 and 8) are coated against loosening with a bonding compound. Do not use any additional bonding compounds, oils or cleaning solvents on them.
2. Element (11) is nonresistant to bonding compounds, oil or grease. Be careful not to expose it to them.
3. Remove oil or dirt from flywheel cover and pump shaft before assembly.
4. Misalignment between pump and engine should be controlled to less than 0.6 mm (0.023 in).

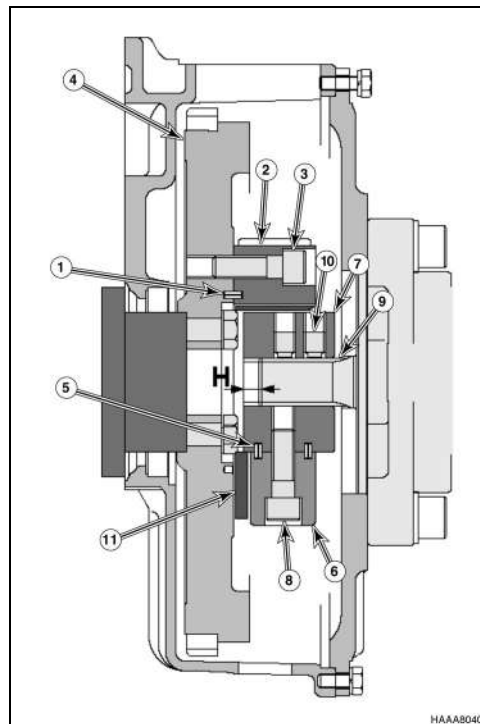


Figure 11 DRIVE COUPLING INSTALLATION (KAWASAKI / TONG MYUNG PUMP)

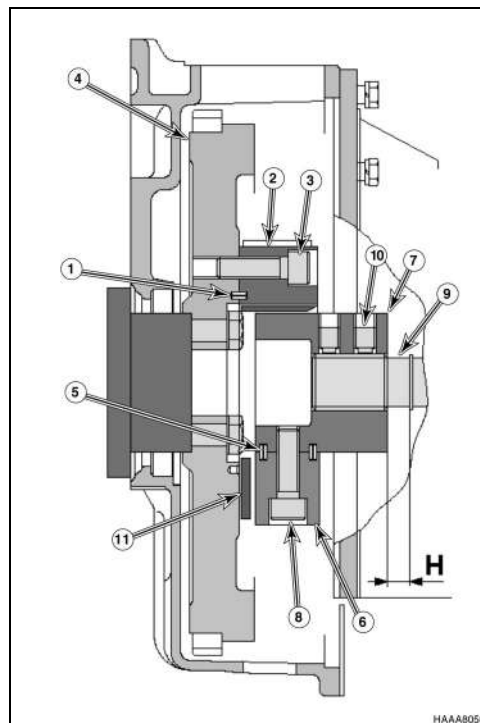


Figure 12 DRIVE COUPLING INSTALLATION (UCHIDA PUMP)

HYDRAULICS

HYDRAULIC SYSTEM TROUBLESHOOTING, TESTING AND ADJUSTMENT



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 |
|----------------|---------------------|
| Solar 225LC-V | 1001 and Up |
| Solar 225NLC-V | 1001 and Up |
| Solar 255LC-V | 1001 and Up |
| Solar 300LC-V | 1001 and Up |
| Solar 300LL | 1001 and Up |
| | |

TABLE OF CONTENTS

- Hydraulic System - General Notes 4
- Hydraulic Schematic..... 5
 - General Notes 5
- Operation of Working Components 6
 - Boom Operating Circuit..... 6
 - Boom Up Circuit 6
 - Boom Down Circuit 6
 - Arm Operating Circuit 7
 - Arm Crowd Circuit..... 7
 - Arm Dump Circuit..... 7
 - Bucket Operating Circuit 8
 - Bucket Crowd Circuit..... 8
 - Bucket Dump Circuit 8
 - Swing Operating Circuit 8
 - Right Swing Operating Circuit 9
 - Left Swing Operating Circuit 9
 - Swing Relief Valve and Make-up Valve 9
 - Travel Operating Circuit..... 9
 - Forward Travel Circuit..... 10
 - Reverse Travel Circuit 10
- Procedural Troubleshooting Baseline Recommendations 10
 - Initial Checks and Tests to Establish Operating Condition of the Excavator 10
 - Triage Summary..... 10
- Pilot Pressure 12
 - Adjustment and Testing..... 12
- Power Mode Valve..... 14
 - Current Signal and Hydraulic Pressure Adjustments 14
- Swing Priority Valve..... 16
 - Control Valve Pressure and Current Adjustments..... 16
- Pressure Up Valve..... 17

| | |
|--|----|
| Checks and Adjustments | 17 |
| Pump Input Power Control | 19 |
| Pump Regulator Adjustment | 19 |
| (Model Solar 225LC-V, 225NLC-V, 300LC-V, and 300LL) | 22 |
| (Model Solar 255LC-V) | 23 |
| Flow Meter and Flow Meter Kit Installation and Testing | 24 |
| Installation and Testing Procedure | 24 |
| Swing System Troubleshooting | 26 |
| Precautions/Initial Checks | 26 |
| Swing Relief Valve Checking and Adjustment | 26 |
| Troubleshooting – Swing Gearbox | 28 |
| Troubleshooting – Hydraulic Problems | 30 |
| Troubleshooting – Control Valve | 32 |
| Troubleshooting – Travel Control Valve | 34 |
| Troubleshooting – Joystick Control Valve | 35 |

HYDRAULIC SYSTEM - GENERAL NOTES

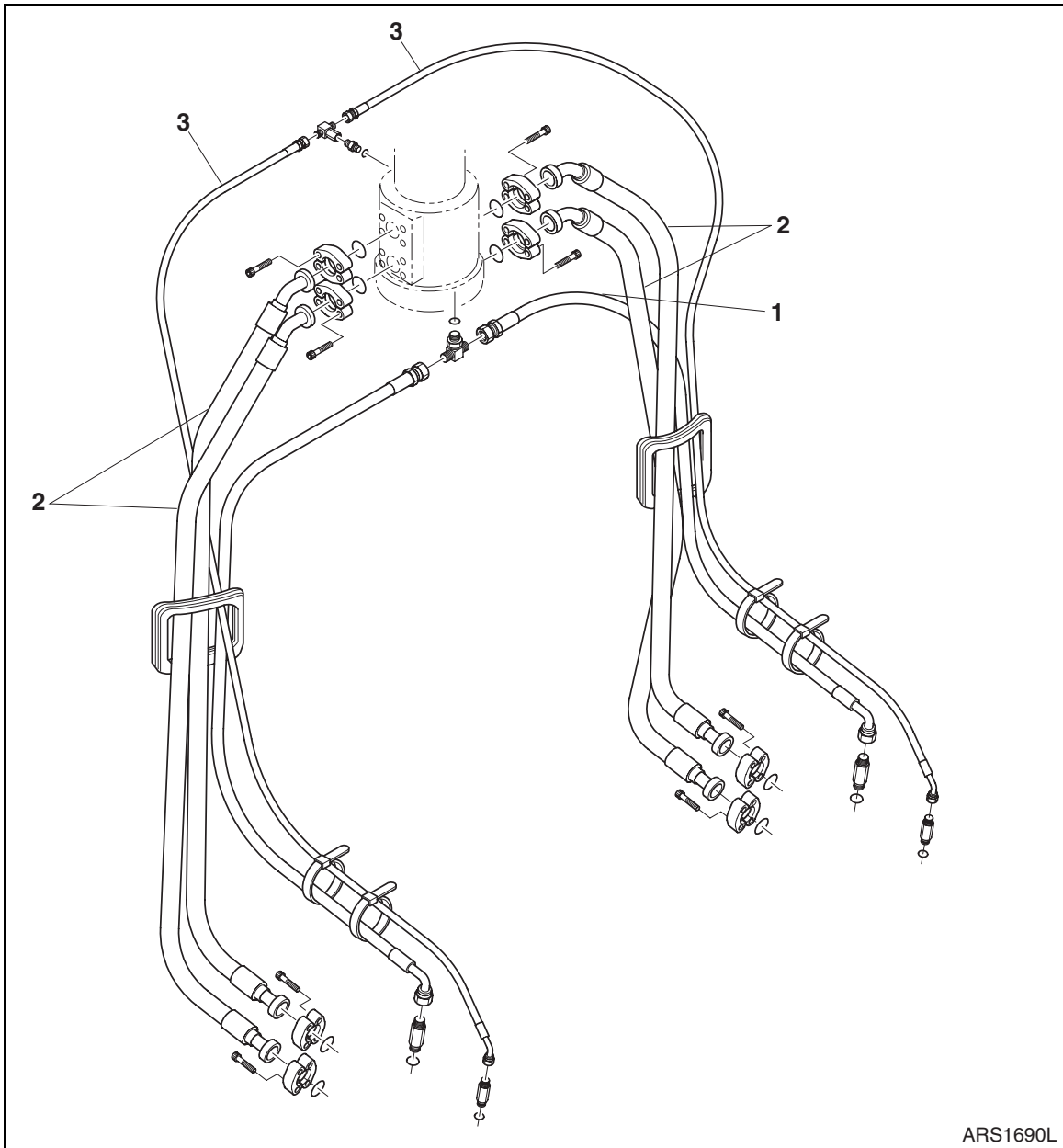


Figure 1

The hydraulic system has several improvements over conventional hydraulic systems - including cross-sensing total horsepower control - to maximize output efficiency.

The system features an electronically controlled output optimization system, which allows the operator to choose between two, distinctly different power modes: high-output/rapid cycling maximum-speed power mode, and a standard power mode for most types of general operation.

Electronic management of hydraulic control valves assists in optimizing the application speed and overall operator control of hydraulic actuators and functions.

HYDRAULIC SCHEMATIC

The hydraulic schematic(s) is available in the "Hydraulic and Electrical Schematic Shop Manual." This manual is a collection of diagrams and schematics for a number of models.

GENERAL NOTES

When referring to the schematic, refer to the following items:

- As shown in the schematic, the main pump assembly is driven by the engine. Mechanical energy is converted to hydraulic power, generating the required hydraulic flow which drives the system. Two main pumps (a right side pump and a left side pump) make up the main pump assembly.
- Hydraulic output from the right side pump is transmitted to the right side of the control valve. Output from the left side pump is transmitted to the valve spools on the left side of the control valve. Hydraulic output from the pilot pump is used to control the pump and to operate pilot and solenoid valves.
- The right half of the hydraulic control valve, supplied by the right pump in the pump assembly, operates valve spools for right travel, swing, boom up and arm functions. The amount of oil flow to the actuators at the output end of each of those circuits is regulated through the movement of each individual valve spool.
- The left half of the hydraulic control valve, fed by the left pump in the pump assembly, has control spools for left travel, bucket, boom and arm operation.
- Two-stage operation is a feature of boom and arm function. All of these circuits can be operated using the output of only one half of the hydraulic pump assembly (one pump or the other), or – since both halves of the control valve have a spool and available circuit for these functions – the output of both pumps can be combined, allowing higher speed operation. Boom up, arm crowd and dumping functions can operate in any one of the two available power modes – the standard or general duty mode, the high speed/rapid cycling mode.
- Whenever the right travel or left travel control spools are shifted, output from the main pump assembly flows through the center joint to one or both of the axial piston motors driving the side frame crawler tracks. A pilot valve connected to the swash plate of each travel motor changes motor capacity (and output) in direct proportion to the position of the travel switch selected by the operator.
- The hydraulic reservoir return line and the pilot circuit both have 10 micron full flow filters. The disposable elements in these two canister-type filters trap and remove impurities from the oil in the system. An 80 mesh, 177 micron reservoir intake strainer also helps maintain system cleanliness and should be cleaned each time hydraulic fluid is drained and replaced. An oil cooler in the hydraulic system helps maintain the operating temperature of the system at approximately 50°C (122°F).
- The arm cylinder operating circuit includes anti-vacuum valves which protect the hydraulic system from vacuum that could result from external shocks or other unusual conditions. Boom, Arm, and Bucket cylinder circuit are also protected by overload relief valves. Whenever high pressure is generated as a result of a shock or overload, excess pressure is dumped to the reservoir return circuit through the relief valve.

A selection valve in the travel circuit can be used to provide constant high torque/low speed travel, or variable speed/variable torque output for travel. To prevent sliding during simultaneous travel and boom/arm/bucket operation, select the high torque/low speed travel position.

OPERATION OF WORKING COMPONENTS

BOOM OPERATING CIRCUIT

The boom operating circuit includes the right and left main hydraulic pumps (both halves of the main pump assembly), both sides of the control valve and the boom cylinder. The circuit operates in boom down mode through the first shift position and through the second shift position in boom up mode. Overload relief valves set at 360 kg/cm^2 (5,112 psi) protect the hydraulic system from damage as a result of overloads or shocks to the boom.

BOOM UP CIRCUIT

When you pull the boom control lever backward, the right side pilot valve generates secondary boom up pilot pressure that is transmitted to the BOOM1 and BOOM2 spools of the control valve simultaneously. When secondary pilot pressure reaches $7 - 9 \text{ kg/cm}^2$ (100 - 130 psi), boom control valve spools open and oil from both pumps goes to the boom cylinder.

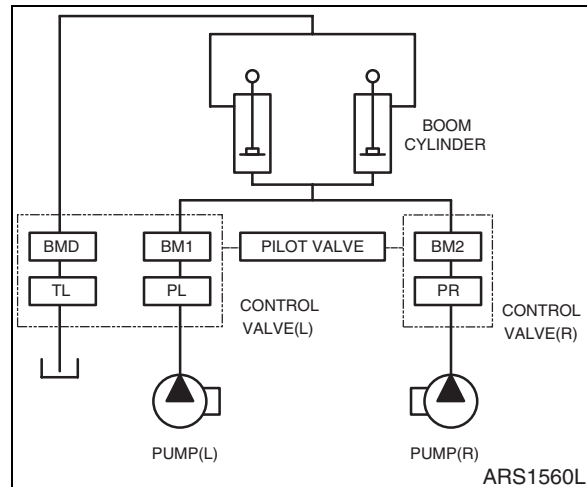


Figure 2

BOOM DOWN CIRCUIT

When the boom control lever is pushed forward, the right side pilot valve generates secondary boom down pilot pressure that is transmitted only to the BOOM1 spool of the control valve. When secondary pilot pressure reaches $7 - 9 \text{ kg/cm}^2$ (100 - 130 psi), the BOOM1 spool on the left side of the control valve opens so that oil from only one pump (PUMP (L)) assembly goes to the boom cylinder for boom lowering.

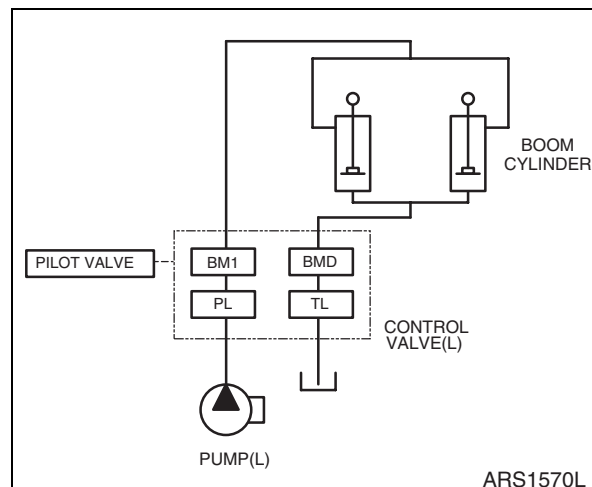


Figure 3

ARM OPERATING CIRCUIT

The arm operating circuit includes both the right and left hydraulic main pumps, the right and left halves of the control valve, a slow return orifice, and the arm cylinder. The circuit can be operated in the two-stage speed control mode which works through both halves of the control valve and doubles the volume of oil flowing to the cylinder.

Overload relief valves set at 360 kg/cm^2 (5,112 psi) have been installed at the **AM 1** and **AMD 1** ports on the right side of the control valve to protect the circuit and system components from possible damage caused by shocks and/or overload pressure. Additional protection - to prevent cavitation of the cylinder - is provided by a make-up valve and reservoir return circuit, which ensures that the volume of oil going to the cylinder will not exceed the volume of oil coming out.

ARM CROWD CIRCUIT

When the arm control lever is put in the crowd mode, the left side pilot valve generates secondary pressure that is transmitted to the AM1 and AM2 spools of the control valve simultaneously.

When secondary pilot pressure reaches 7 - 9 kg/cm^2 (100 - 130 psi), the arm control valve spools AM1 and AM2 open. Output flow from both halves of the pump assembly is directed to the arm cylinder.

When working in the arm crowd mode, under certain conditions, oil in the arm cylinder could suddenly be forced out by the weight of the arm and bucket. Insufficient oil flow to the cylinder could lead to cavitation in the cylinder and/or surging or irregular movement. This is prevented by a regeneration valve attached to the control valve which maintains the balance between oil flowing into the cylinder and oil flowing out.

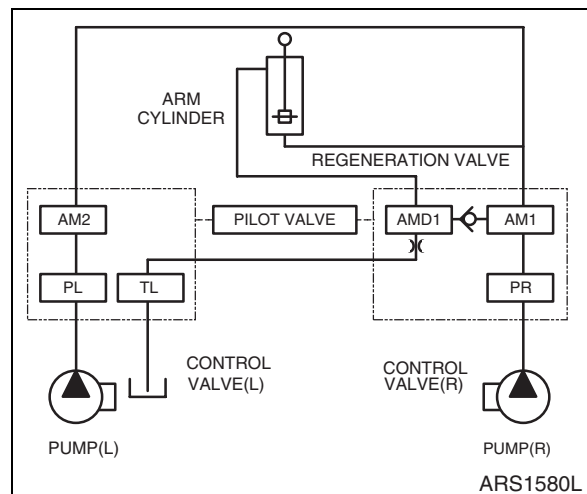


Figure 4

ARM DUMP CIRCUIT

When the arm control lever is put in "dump" mode, the left side pilot valve generates secondary pilot pressure that goes to both spools AM1 and AM2 of the control valve simultaneously.

When pilot pressure reaches 7 - 9 kg/cm^2 (100 - 130 psi), the control spools open, allowing oil from PUMP (L) and PUMP (R) to flow to the arm cylinder.

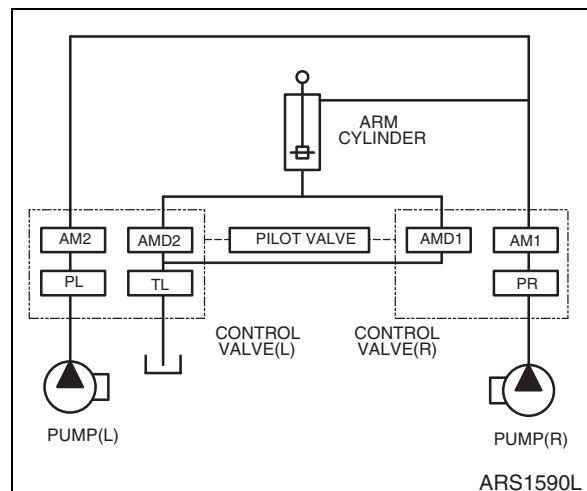


Figure 5

BUCKET OPERATING CIRCUIT

The bucket operating circuit includes the left main pump, the left half of the control valve and the bucket cylinder. 360 kg/cm² (5,112 psi) overload relief valves located at **BKT** and **BKTD 1** ports of the control valve protect the circuit and its components from damage.

BUCKET CROWD CIRCUIT

When the bucket control lever is placed in the crowd position, the bucket control valve spool on the left side of the control valve opens and oil from left main pump flows to the bucket cylinder.

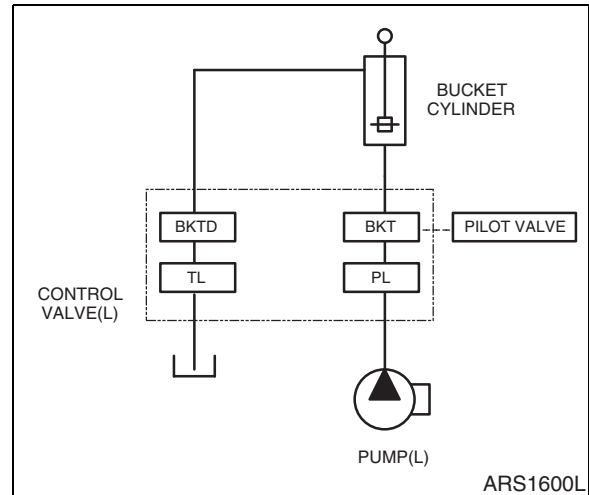


Figure 6

BUCKET DUMP CIRCUIT

When the bucket control lever is put in the dump mode, the bucket control valve spool in the left half of the control valve opens to supply oil from the left main pump to the cylinder.

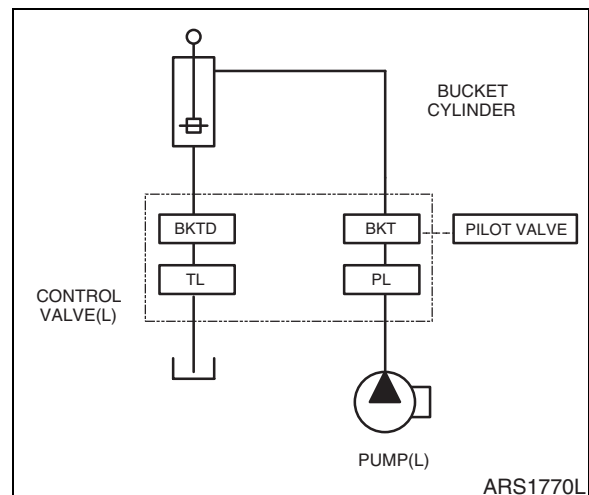


Figure 7

SWING OPERATING CIRCUIT

The swing operating circuit consists of the right main pump in the pump assembly, the right half of the control valve and the swing motor. To keep the upper works from coasting when the swing control is in neutral, an electrical sensor in the control circuit activates a valve to automatically engage a mechanical brake.

RIGHT SWING OPERATING CIRCUIT

When the swing control lever is pushed to the right swing position, pilot pressure from the left side pilot valve is directed to the right side pump regulator and right half of the control valve. Output flow from the right pump is then directed through the PR and SWR ports of the control valve to the swing motor.

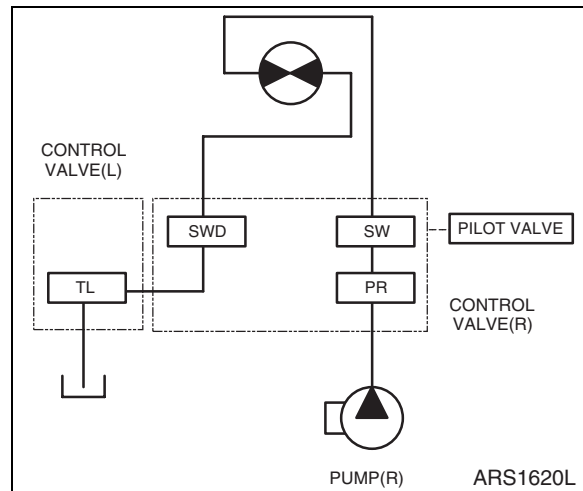


Figure 8

LEFT SWING OPERATING CIRCUIT

When the swing control lever is pushed to the left swing position, the control valve spool at the right side of the control valve moves in the opposite direction and output flow from the right pump is directed through the PR and SWL ports of the control valve to the swing motor.

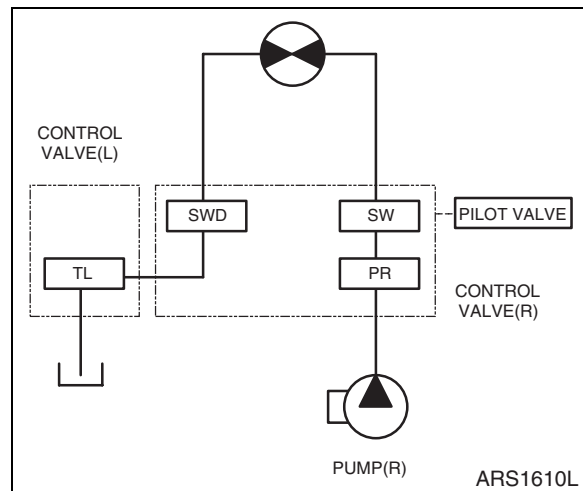


Figure 9

SWING RELIEF VALVE AND MAKE-UP VALVE

Whenever the spool is shifted to the neutral mode during swing operation, the possibility exists that surge pressure in the circuit - caused by inertial momentum of the upper works and correspondingly reduced pressure at the opposite motor port - could produce cavitation in the circuit. To keep that from happening, a 285 kg/cm² (4,052 psi) relief valve is installed in the swing motor and a large-capacity make-up valve is connected to the entrance port of the hydraulic reservoir, helping maintain acceptable pressures on both sides of the circuit.

TRAVEL OPERATING CIRCUIT

Output flow from both halves of the pump assembly is directed to the right and left travel motors through the right and left sides of the control valve, and the upper works center joint.

FORWARD TRAVEL CIRCUIT

When the right and left travel control levers are pushed forward, output from both of the main pumps is directed through the **PR**, **PL**, **TRRF**, and **TRLF** ports on the control valve, through the upper works center joint, to the travel motors on each side of the machine.

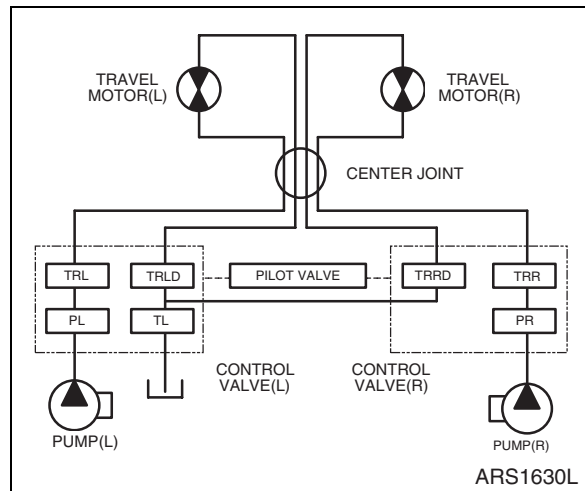


Figure 10

REVERSE TRAVEL CIRCUIT

When the right and left travel control levers are pushed backward, output from both main pumps is directed through the **PR**, **PL**, **TRRR**, and **TRLR** ports on the control valve, through the upper works center joint, to the travel motors.

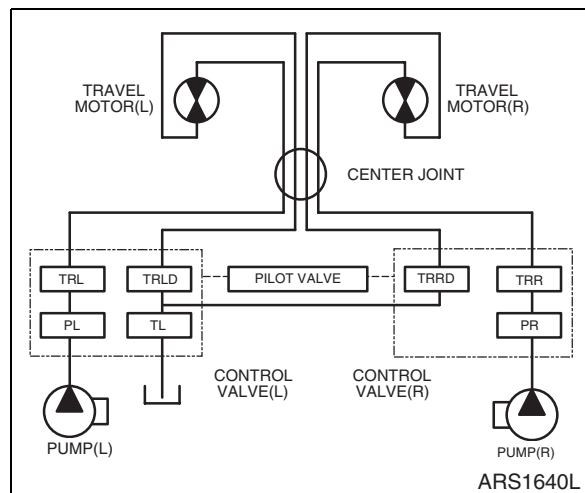


Figure 11

PROCEDURAL TROUBLESHOOTING BASELINE RECOMMENDATIONS

INITIAL CHECKS AND TESTS TO ESTABLISH OPERATING CONDITION OF THE EXCAVATOR

Triage Summary

An excavator that fails to deliver designed performance should be checked for the following:

- Hydraulic flow, first, and
- Hydraulic pressure, afterwards, in a specified order of priority through different points of the system.

To verify adequate available hydraulic flow, before any other tests are performed through the circuit:

Check engine operation -

- at 2,100 RPM with no load (Model Solar 225LC-V)
- at 2,150 rpm with no load (Models Solar 225NLC-V, 255LC-V)
- at 1,950 rpm with no load (Models Solar 300LC-V, 300LL)
- at 1,950 rpm stall load (Models Solar 225LC-V, 300LC-V, 300LL)
- at 2,000 rpm stall load (Model Solar 225NLC-V, 255LC-V)

If engine rpm drops excessively with a load or fails to surpass rated speed (1,900 rpm), performance problems may be due to inadequate hydraulic flow caused by lagging rotational speed.

NOTE: *Verify actual flow on the excavator against rated performance, with a flow meter.*

If engine tests meet specifications and adequate torque and horsepower are available at the pump drive flex coupling, pull out the electrical tray under the operator's seat to inspect the self-diagnostic display.

If the EPOS trouble code display is clear, check hydraulic functions in the following sequence:

- Pilot pressure
- Negacon, negative control pressure
- Main relief pressure (front and rear pump)
- Swing pressure
- Port relief pressure (individual control functions; boom, arm, bucket, swing, and travel)
- Power boost circuit
- Standard performance tests; cylinder speed, hydraulic motor (travel and swing) speed, cylinder oil-tightness "permissible drift" test

NOTE: *System specification performance tests of individual activator function are determined by flow rate through the component or circuit, not the control pressure or system pressure available to the actuator. Poor flow through the individual circuit may indicate that the component is worn beyond tolerance limits, while all other hydraulic functions are adequate.*

IMPORTANT

It is suggested that the troubleshooter maintain the testing sequence of the preceding list. Checks and adjustments nearer the middle or the end of the list may depend on adequate functioning of systems tested nearer the top of the list.

PILOT PRESSURE

ADJUSTMENT AND TESTING



This procedure should be done with two people. To reduce the chance of accident or unintended start-up, one person should remain at the operator's control stand while checks and adjustments are made.

Vent hydraulic pressure from the reservoir before breaking the seal on fittings to install two in-line "t-style" adapters and test gauges (60 bar/1,000 psi) at the gear pump outlet port, and at the joystick control valve pilot line.

Start the engine and turn the engine speed control dial to the maximum setting. After the excavator has been operated long enough to reach normal operating temperature, back off the engine control dial to minimum rated rpm speed. With all controls in neutral, make sure the left console control stand is locked in the down (operating) position and check pressure at the gear pump outlet port and at the joystick.

If gear pump pressure is outside the tolerance specified in the table, adjust gear pump relief pressure by loosening the lock nut and turning the set screw in (clockwise) to increase pressure, or turning it out to decrease it.

NOTE: *Be aware that serial number changes and variation in the joystick assemblies used on different excavators could produce slight change in actual performance characteristics. Comparison of part numbers to serial numbers stamped on your assembly may be required, if questions or doubt exists.*

IMPORTANT

Top off the hydraulic fluid reservoir if there is any measurable loss of hydraulic oil during test gauge and adapter fitting installation.

| Engine RPM | Pilot Pressure @ Pump | Pilot Pressure - Joystick |
|---|----------------------------|--------------------------------|
| Minimum Speed Setting (full left) on Speed Control Dial | 40 ±5 bar (580 ±73 psi) | 23.5 ±1.5 bar (341 ±22 psi) |

POWER MODE VALVE

CURRENT SIGNAL AND HYDRAULIC PRESSURE ADJUSTMENTS



This procedure should be done with two people. To reduce the chance of accident or unintended start-up, one person should remain at the operator's control stand while checks and adjustments are made.

The electromagnetic pressure proportioning control (EPPR) "power mode" valve is located on the underside of the pumps (not visible in the harness connections drawing, because it is underneath the assembly), near the engine/pump flexible coupling, adjacent to the pump return line. To test and adjust power shift current and pressure through the power mode valve a multilead jumper harness is required. The jumper harness (which is available through Daewoo After Sales Service, or could be spliced together from commonly available, purchased parts) has extra leads so that a VOM meter can be connected to the circuit.

To set up the testing equipment, turn off the engine and disconnect the single electrical lead from the power mode valve. Attach the jumper harness to the terminal on the valve, connect the test leads of the multimeter to the extra leads on the harness and reconnect the valve electrical lead.

Vent the lever on top of the hydraulic tank to relieve pressure and connect an in-line "t-style" adapter to the valve pressure port. Install a 60 bar (1,000 psi) test gauge in the adapter.

Restart the engine and increase engine rpm by turning the speed control to the maximum speed setting. Warm up the engine and hydraulic system until hydraulic oil temperature is at least 45°C (113°F). Select Power Mode on the Instrument Panel. Check current readings (in milliamps) on the VOM meter and hydraulic pressure gauge readings and make sure both conform to the values in the table below.

NOTE: *If recorded values do not conform to the specified current or pressure in the table, back off the lock nut on the end of the valve, turn the adjusting screw 1/4 turn and re-check current and pressure. Repeat adjustment as required to obtain specified performance and retighten the valve lock nut.*

(Model Solar 225LC-V)

| Mode | Engine RPM | Current | Pressure |
|---------------|----------------------|---|----------------------------|
| Power Mode | High Idle: 2,100 rpm | 600 ±20 mA Mid-range value corresponding to engine rpm for both current and hydraulic pressure readings. | 29 ±4 bar (420 ±58 psi) |
| Standard Mode | High Idle: 1,950 rpm | 0 mA | 0 bar |

(Model Solar 225NLC-V)

| Mode | Engine RPM | Current | Pressure |
|---------------|----------------------|---|----------------------------|
| Power Mode | High Idle: 2,150 rpm | 600 ±20 mA Mid-range value corresponding to engine rpm for both current and hydraulic pressure readings. | 4 ±2 bar (58 ±29 psi) |
| Standard Mode | High Idle: 2,000 rpm | 0 mA | 36 ±6 bar (522 ±87 psi) |

(Model Solar 255LC-V)

| Mode | Engine RPM | Current | Pressure |
|---------------|----------------------|---|----------------------------|
| Power Mode | High Idle: 2,150 rpm | 600 ±20 mA Mid-range value corresponding to engine rpm for both current and hydraulic pressure readings. | 29 ±4 bar (420 ±58 psi) |
| Standard Mode | High Idle: 2,000 rpm | 0 mA | 0 bar |

(Models Solar 300LC-V, 300LL)

| Mode | Engine RPM | Current | Pressure |
|---------------|----------------------|---|----------------------------|
| Power Mode | High Idle: 2,050 rpm | 600 ±20 mA Mid-range value corresponding to engine rpm for both current and hydraulic pressure readings. | 4 ±2 bar (58 ±29 psi) |
| Standard Mode | High Idle: 2,050 rpm | 0 mA | 36 ±6 bar (522 ±87 psi) |

SWING PRIORITY VALVE

CONTROL VALVE PRESSURE AND CURRENT ADJUSTMENTS



This procedure should be done with two people. To reduce the chance of accident or unintended start-up, one person should remain at the operator's control stand while checks and adjustments are made.

The swing priority control valve is located inside the compartment behind the cabin.

The same jumper harness used for testing the power mode (EPOS) control valve is used to test this valve. Turn off the engine, disconnect either of the electrical leads and connect the test equipment to that side of the valve. An in-line "t-style" gauge adapter can be used to connect a 60 bar/870 psi (1,000 psi) test gauge to the outlet (pressure) side of the valve. Set the engine control speed dial to maximum and warm up the engine to at least 45°C (113°F) before making any tests.

NOTE: *Vent air from the hydraulic system before installing test equipment. Use the lever on the reservoir, while the engine is running. Pour clean replacement fluid back into the system if excessive fluid was lost.*

To verify operation of the swing priority solenoid valve, connect test equipment and begin testing with the work mode switch set to "digging" (the state turning off the "trenching" lamp) and the engine speed control dial at the maximum rpm position.

Operate the swing motor in both directions. Measure signal current and hydraulic pressure through the valve and record the highest and lowest values as the swing motor rotate clockwise and counter clockwise several times. Reset the work mode control to "trenching" mode and repeat the same tests.

| Valve Function / Work Mode | Signal Voltage | Hydraulic Pressure |
|----------------------------|----------------|-----------------------------|
| Swing Priority / Digging | 0 V | 0 bar (0 psi) |
| Swing Priority / Trenching | 20 - 30 V | 20 - 40 bar (290 - 580 psi) |

NOTE: *If recorded values do not conform to the specified current or pressure in the table, readjust as required.*

PRESSURE UP VALVE

CHECKS AND ADJUSTMENTS



This procedure should be done with two people. To reduce the chance of accident or unintended start-up, one person should remain at the operator's control stand while checks and adjustments are made.

Vent hydraulic pressure from the reservoir to install an in-line "t-style" adapter and test gauge (60 bar/1,000 psi) at the pilot pump signal port relief valve outlet.

Start the engine and turn the engine speed dial to maximum. When normal operating temperature is reached,

- Check pilot pressure and readjust it, if required;
- Select the Instrument Panel rear pump "pressure display";
- Select Power Mode;
- Stall the boom cylinder (towards the extend side);
- Read rear pump pressure on the Instrument Panel display.

Repeat all tests with and without "pressure up" selected through the console rocker switch and joystick button.

If the two-stage main relief valve was not set correctly and main relief high-stage pressure ("pressure up") is outside the tolerance range, begin valve adjustment by loosening the outside (widest diameter) lock nut on the relief valve. Turn the adjusting screw clockwise to increase pressure, or counterclockwise to decrease it. Pressure must be 350 bars (5075 psi), or up to 10 bars (145 psi) higher.

Because one adjustment can affect the other, check low-stage main relief pressure by repeating the cylinder stall test without "pressure up." Readjust standard relief pressure by turning the inner-most (smallest diameter) screw clockwise to increase the setting, or counterclockwise to decrease it. Pressure should be at least 330 bars (4,785 psi), but less than 335 bars (4,858 psi).

IMPORTANT

Pressure adjustments and checks cannot be made if pilot pressure is outside the specified range. Refer to the pilot pump adjustment procedure if required, then proceed with any necessary adjustments to main relief pressure settings.

| Power Mode | Operation | Main Pressure and Tolerance | Pilot Pressure and Tolerance |
|------------------------------|-----------------------|---|--|
| Power Mode | Neutral, No Operation | 20 - 40 bar (290 - 580 psi) | 30 bar + 10 bar (435 psi + 145 psi) |
| Power Mode | Cylinder Stall | 330 bar + 5 bar (4,785 psi + 75 psi) | 30 bar + 10 bar (435 psi + 145 psi) |
| Power Mode W/ Pressure Up | Cylinder Stall | 350 bar + 10 bar 5,075 psi + 145 psi | 30 bar + 10 bar (435 psi + 145 psi) |

NOTE: *The electrical pressure up (power boost) solenoid valve located alongside the swing priority solenoid and arm speed control solenoid, in compartment rear of the operator's cab, must be operating correctly, or pressure tests and further adjustments cannot be made.*

PUMP INPUT POWER CONTROL

PUMP REGULATOR ADJUSTMENT



This procedure should be done with two people. To reduce the chance of accident or unintended start-up, one person should remain at the operator's control stand while checks and adjustments are made.

To perform these adjustments accurately the use of a flow meter is strongly recommended, as is consulting the factory (before starting work) to validate the need for making regulator adjustments. Vent hydraulic pressure from the reservoir before breaking the seal on fittings to install the flow meter kit. (Refer to the "Flow meter Installation and Testing" procedure.)

IMPORTANT

Before starting this procedure or going on to make any changes of adjustment settings,

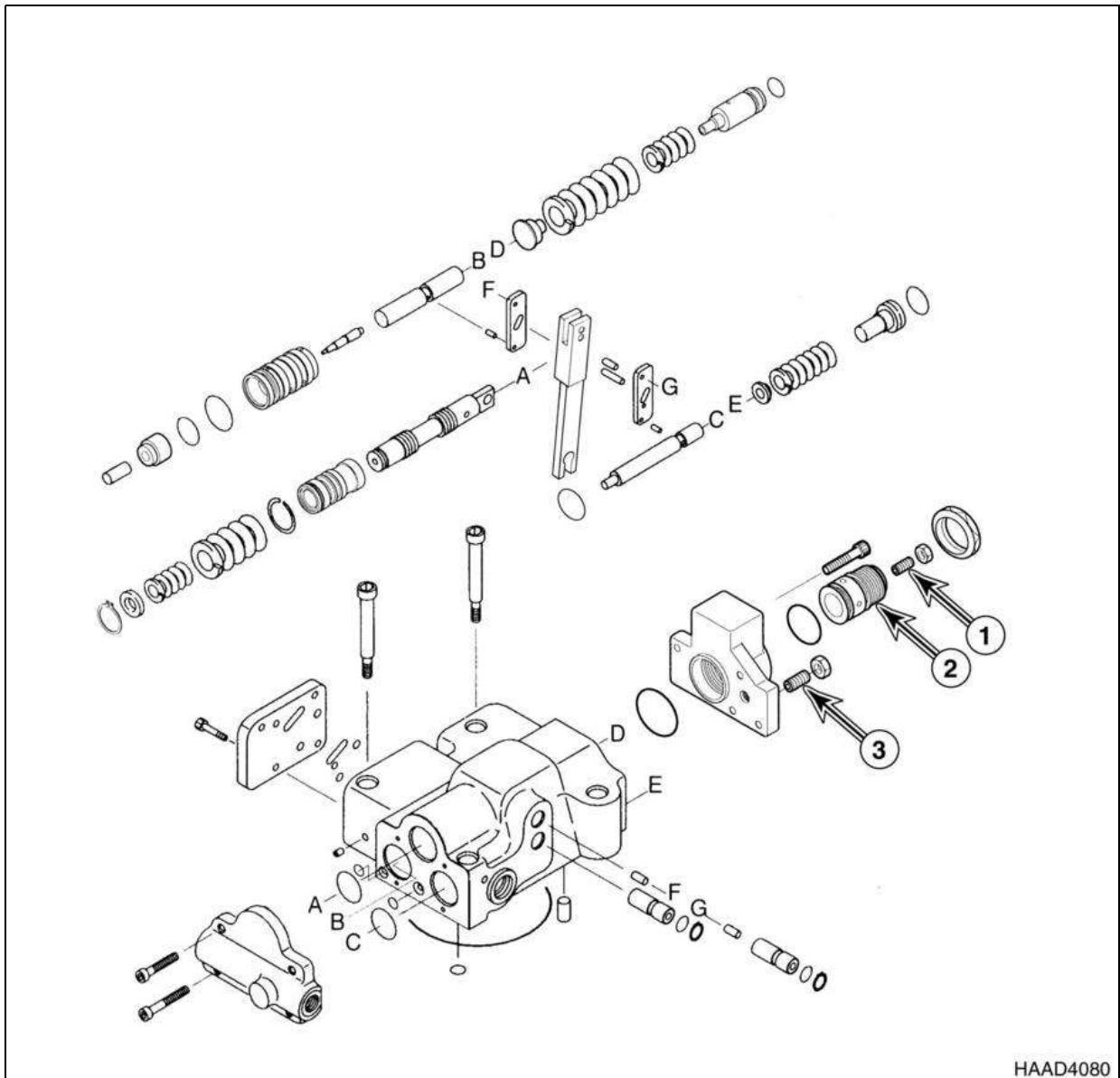
- **Verify engine output to the rated speed – 2,050 ±50 rpm.**
- **Permanently mark setscrew positions at the current regulator control setting.**

Use a scribe or other permanent marker to identify a reference point on adjusting screws with a corresponding reference on the body of the valve. The adjustment process affects a complex balance and could require some time to complete. If adjustment has to be interrupted or postponed, reference marks at the adjustment point allow immediate restoration of original performance.

This adjustment procedure is normally performed:

- If the engine is being consistently overloaded (and engine troubleshooting shows engine performance to be at or above rated output);
- If reduced cylinder speed and diminished work performance provide an indication that rated, maximum pump flow may not be available (and all other troubleshooting gives no indication of other flaws or hydraulic system defects);
- If pump output is out of balance and one pump is failing to keep up with the output flow of the other.

To check pump imbalance without a flow meter, travel the excavator forward on flat, level terrain. If the machine veers off despite neutral control input and even, balanced track adjustment, the pump which supplies output to the track frame toward which the excavator is veering is weak.



HAAD4080

Figure 12

Refer to the illustration of the pump regulator control valve (Figure 12) for the location of adjustment screws (1, 2 and 3). There are two different adjustments, along with the Negacon, negative control, adjustment screw (3, directly below 1 and 2). Each one of the adjustment procedures could affect the setting of the others.

Check and record the arm dump speed performance test before and after input power adjustment, whether or not a flow meter is used.

NOTE: *Regulator adjustments affect total cumulative horsepower, since each regulator compensates for the output of the other. It is not necessary to adjust both regulators at the same time, but after checking or adjusting one of them, the remaining unit should also be checked.*

Start the engine and turn the engine speed dial to maximum. When normal operating temperature is reached, loosen the largest diameter lock nut around the adjustment screw (2) for the outer regulator spring. Tightening the screw shifts the P/Q (Pressure/Flow) control curve to the right, and increases compensating control pressure.

On the other hand, if the persistent cause of performance problems is engine overloading, decreasing the adjustment by turning the larger diameter adjusting screw (2) out will decrease pump input horsepower. 1/4 turn on the adjusting screw is equal to approximately 17 horsepower.

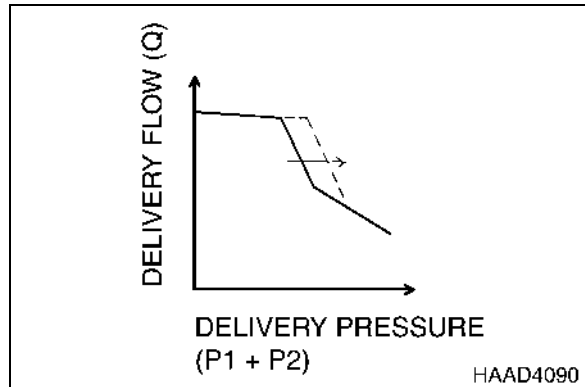


Figure 13

IMPORTANT

Because changing the position of adjusting screw (2) also affects the setting of the adjustment for the inner spring, the smaller diameter adjusting screw (1), turn in the inner screw 198° (slightly more than 1/2 turn, 180°) before screw (2) is backed out 1/4 turn (90°).

NOTE: For each full turn of adjustment on the larger diameter screw (2), the square-tipped adjusting screw should be turned in the opposite direction 2.2 turns to avoid changing inner spring adjustment.

Pump input power adjustments are normally made in small increments, 1/4 turn (90°) or less, each time.

Turning the square-tipped, smaller diameter screw (1) clockwise moves the flow curve up, increasing flow and then input horsepower.

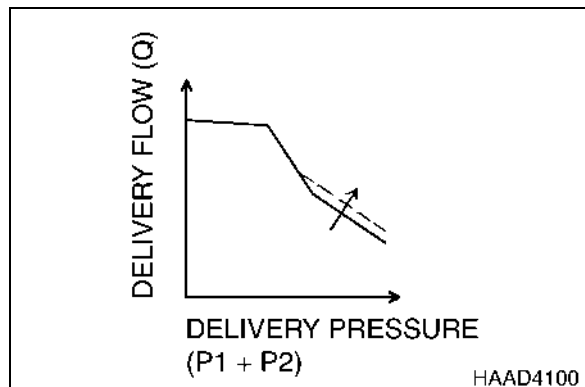


Figure 14

(Models Solar 225LC-V, 225NLC-V, 300LC-V, and 300LL)

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.

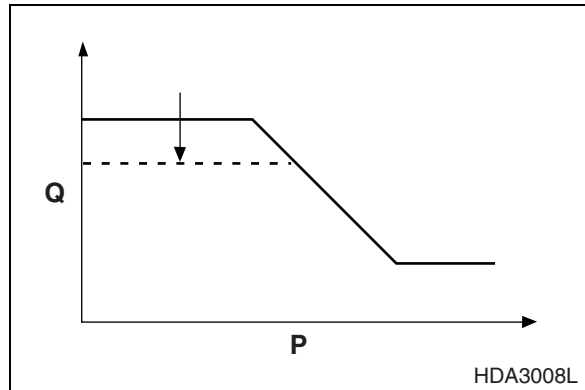


Figure 15

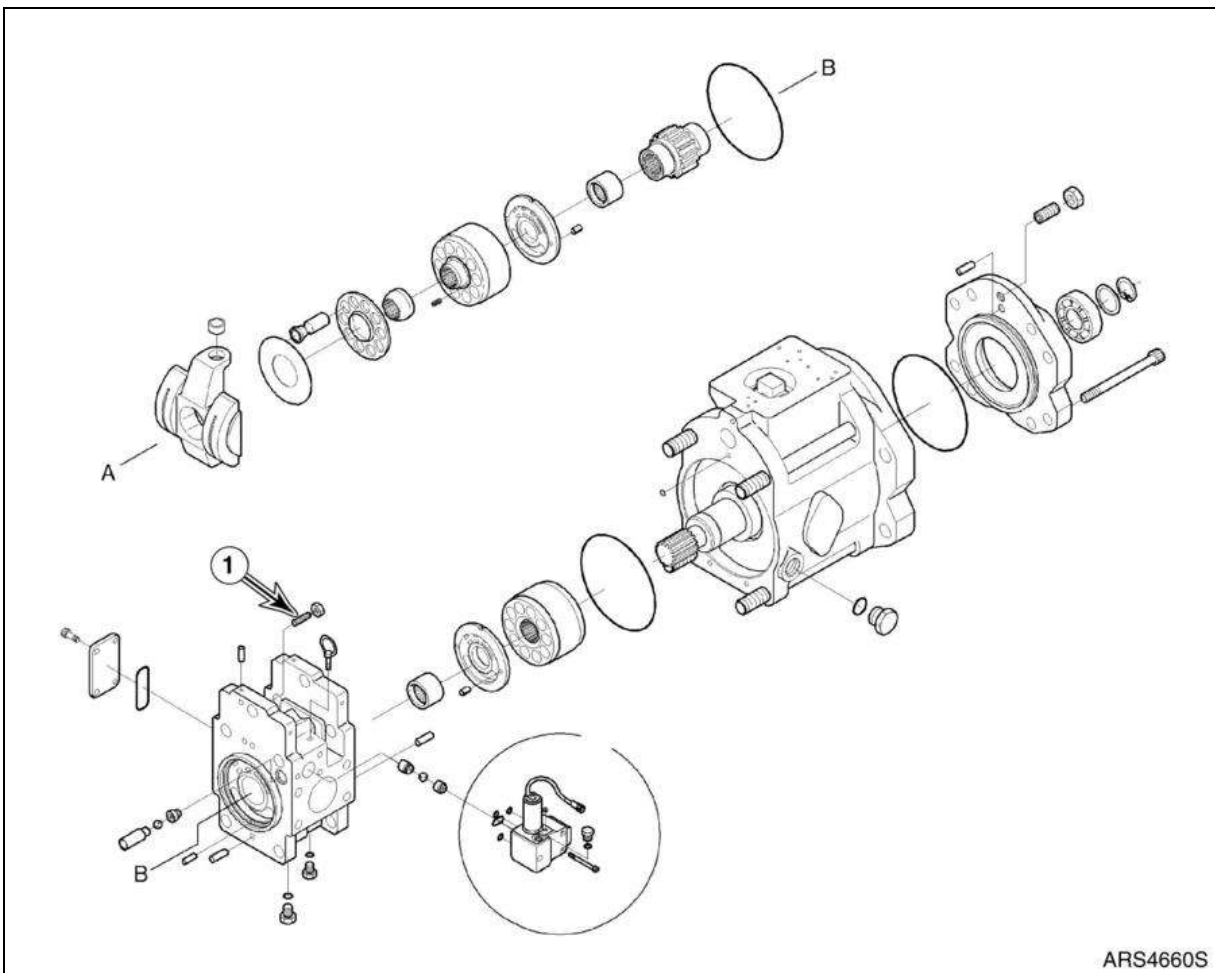


Figure 16

(Model Solar 255LC-V)

The adjusting screw (1, Figure 17) affects the delivery rate (Q) of the pump. Tightening the adjusting screw decreases the maximum cut flow (as shown in Figure 18) while backing out the screw increases cut flow delivery rate.

Balance both pumps for equal output.

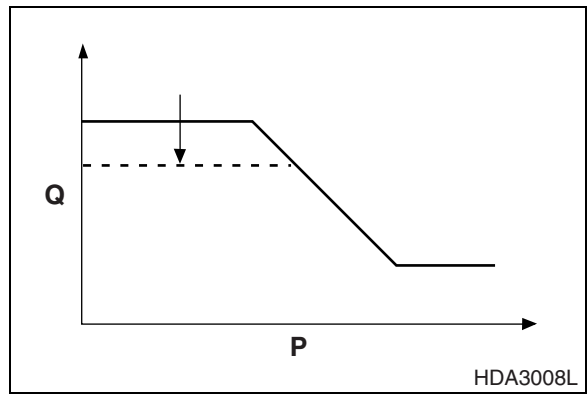


Figure 17

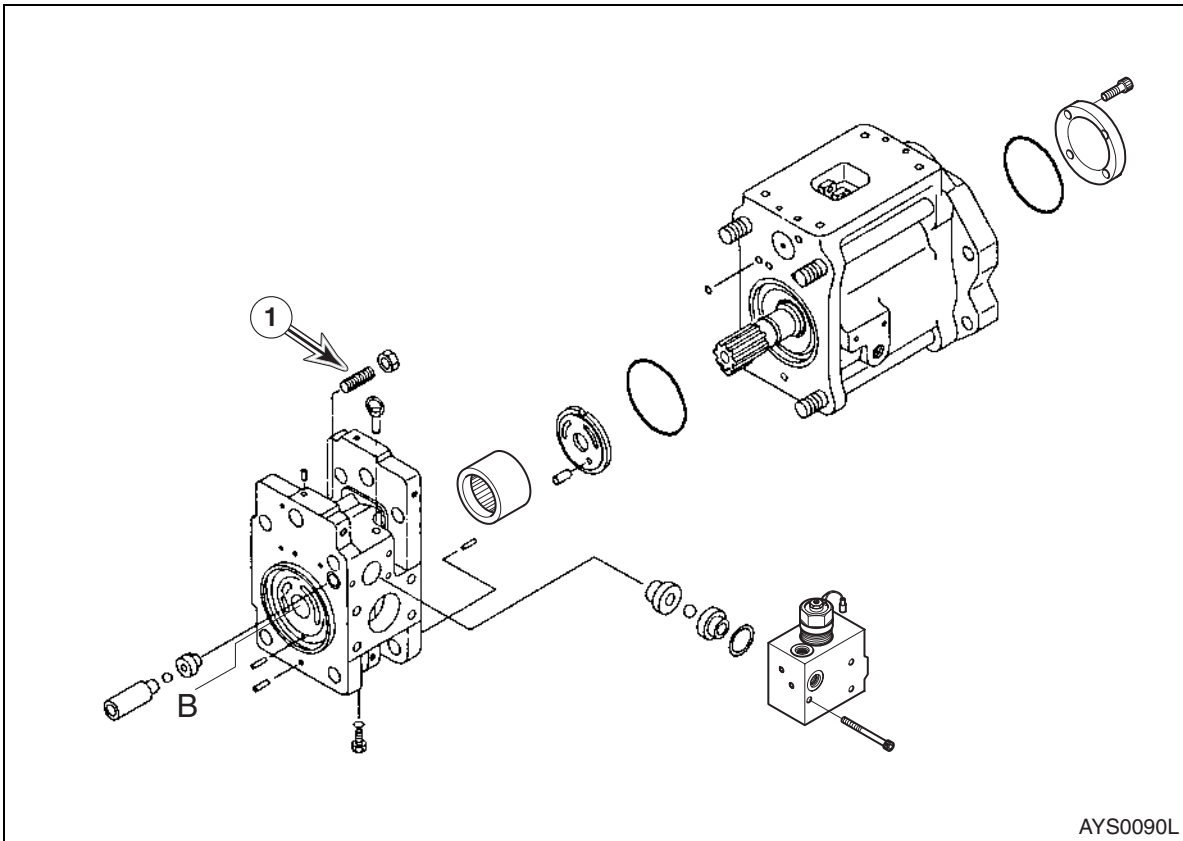


Figure 18

FLOW METER AND FLOW METER KIT INSTALLATION AND TESTING

Checking regulator and pump output, to assess the output balance between the front and rear pumps and to verify operating adjustment of each regulator, will require installation of a flow meter.

The After Sales Service department of the nearest local Daewoo dealer can assist you with these tests or, if you prefer carrying out your own testing, they should be able to help in putting together a hose and fitting kit (or the required dimensions and specifications for hoses and fittings) to allow you to install a flow meter downstream from the main pump assembly.

Installation and Testing Procedure

- Turn off the engine and operate controls to release hydraulic pressure from the accumulator.
- Vent the reservoir to release all pressure from the hydraulic system.
- Remove guard panels from around the main pump assembly.
- Disconnect the main pump discharge output line. Install the input flange of the flow meter on the pump end of the output line.
- Cap off the unused (input) end of the pump discharge line with a blocking flange.
- Bolt up a pre-measured length of hydraulic hose, between the output end of the flow meter assembly and the top of the reservoir. Use appropriate fittings and adapter flanges to guarantee a pressure tight seal.

NOTE: *Be sure to maintain even tightening torque on all flange fittings. Use Loctite brand “PST 545” (or an alternate manufacturer’s hydraulic system joint seal) if required, to give an airtight seal.*

- An assistant – who must remain at the operator’s control station at all times – should restart the engine and run it long enough (at minimum rpm) to de-aerate the system and warm up the engine and hydraulic system to operating temperature.

Record the values of all test results in three columns, comparing 1) pump pressure (from the instrument panel display) with 2) measured flow, in gallons or liters per minute, from the installed flow meter. The third column of test results should provide a record of engine rpm measured during each of the following tests – with the engine speed control dial set at maximum, the power mode selector at Power Mode and the work mode selector at digging mode:

- Unloaded maximum engine speed baseline test (all controls in neutral).
- Front pump test – operate “travel right” lever. Record values at all specified pressures.
- Rear pump test – operate “travel left” lever. Record values at all specified pressures.

Record the values for each of the three tests (neutral, travel right and travel left) at the following pump pressure levels, with travel speed control set at “high speed.”

| Engine RPM | Pressure | Flow |
|------------|-------------------------------------|------|
| | 100 kg/cm ² (1,422 psi) | |
| | 135 kg/cm ² (1,930 psi) | |
| | 180 kg/cm ² (2,560 psi) | |
| | 240 kg/cm ² (3,413 psi) | |
| | 320 kg/cm ² (4,550 psi)* | |
| | *See Note, below | |

Compare recorded values with output shown in the P-Q curve in the specifications section of this book.

If test results do not measure up to specified values, pump output tests can be repeated using different control levers. Recheck front pump operation while stroking the bucket cylinder out lever, and the rear pump by actuating the swing control lever.

NOTE: *When testing bucket and swing functions, read maximum flow tests at 330 kg/cm² (4,785 psi), not 350 kg/cm² (5075 psi).*

SWING SYSTEM TROUBLESHOOTING

PRECAUTIONS/INITIAL CHECKS

1. Stop work. Release all weight or any type of load safely before proceeding. Avoid risking injury or adding to damage.
2. Shut down engine and disengage control functions until initial tests are ready to be made.



WARNING

Prevent possible injury and/or loss of operating control. Stop work and park the excavator at the first indication of:

1. **Equipment breakdown**
2. **Inadequate control response**
3. **Erratic performance**

Stop the machine, put the boom and arm in the inoperative (overnight park) position and begin by making the fastest, simplest checks first:

- Check oil level.
- Check for overheating, oil leaks, external oil cooler clogging or broken fan belt. Consult service record for prior repair/service work.
- Drain some tank oil to a clean, clear container. Look for metal shavings/grit, cloudiness/water or foam/air bubbles in the oil.
- Check for wobble through the engine/pump flex coupling. Run engine with the pump input hydraulic power control nut turned to the lowest power to check the engine.
- Investigate unusual operating noises or vibration. Check for loose bolts, connections.

SWING RELIEF VALVE CHECKING AND ADJUSTMENT

Make a check of operating pressures through the swing relief valve if:

- The swing motor fails to turn.
 - Swings in one direction only.
 - Swings but continues to coast.
 - There is drifting on a slope.
1. Check operation by connecting:
 - A. Two 600 bar (8,700 psi) pressure gauges to the inlet and outlet measuring ports on top of the swing motor.

Pressure should be between 280 and 290 bar (4,060 psi and 4,205 psi), with both swing locks engaged. With swing locks released, during full acceleration and deceleration, pressure should approach 250 bar (3,625 psi) in each direction.
 - B. Connect a 60 bar (870 psi) pressure gauge at the “SH” port of the hydraulic brake.

Pressure should always stay at or above 13 bar (190 psi) when operating swing, boom or arm.
 - C. Connect a 10 bar (145 psi) gauge at the motor makeup valve.

Pressure should stay consistently above 2.5 bar (36 psi). If pressure falls below the recommended minimum level, forceful acceleration of the swing motor could lead to cavitation of the circuit and stalling, slowed rotation, noise and possible damage.

2. If main inlet and outlet pressures were off in the preceding tests in Step 1, adjust swing relief valve pressure.

Following adjustment, repeat the operating pressure tests (with gauges connected to the inlet and outlet test ports on top of the swing motor) and check pressures with the swing locks engaged and released.

If pressure adjustment fails to restore adequate performance, proceed to the Troubleshooting – Swing table.

3. If pressure tests were at recommended levels through the main inlet and outlet ports, and through the “SH” port of the swing brake, the causes of poor swing performance could include a faulty swing motor, drive train overloading or gearbox defect, or a problem in the brake assembly or swing control valve. Proceed to the troubleshooting information in the next procedure.

(Models Solar 225LC-V, 300LC-V, and 300LL)

If pressure through the “SH” port was tested below the minimum 13 bar (190 psi) level, check the shuttle valve in the rear compartment behind cabin. When pressure through the port is at the recommended level, the brake release valve should disengage the swing brake, allowing the swing motor to rotate the excavator. If pressure adjustment to the valve has been restored but the brake still fails to release, the brake piston or friction plate may be frozen, requiring disassembly of the motor and parts repair/replacement.

(Model Solar 255LC-V)

If pressure through the “SH” port was tested below the minimum 13 bar (190 psi) level, check the pressure through “PA” port of the control valve. When pressure through the port is at the recommended level, the brake release valve should disengage the swing brake, allowing the swing motor to rotate the excavator. If pressure adjustment to the valve has been restored but the brake still fails to release, the brake piston or friction plate may be frozen, requiring disassembly of the motor and parts repair/replacement.

4. If pressure tested at the motor makeup valve falls below recommended minimum level, and consequent problems with cavitation, stalling and surging are observed, check the restriction valve. If pressure adjustment to the valve has been restored but if problems with cavitation continues, disassemble the upper swing motor housing and clean or replace assembly components as required.

NOTE: *If all tested pressures are at or above recommended levels, and there are no mechanical problems in the drive train or in the motor/brake assembly, the problem will require further hydraulic troubleshooting. It's also possible that a defective joystick, an intermittent short in an electrical control circuit or a problem in the e-EPOS circuit is causing diminished swing performance. Pull out the e-EPOS indicator panel from underneath the operator's seat and perform the self-diagnosis test. If the display panel reads code “0.2,” it is reporting that the swing priority proportional valve is not functioning, except in the minimum “fail-safe” mode. Refer to the Electrical section of this book for more information.*

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. |

| Problem | Possible Causes | Remedies |
|---|---|--|
| No rotation and: | | |
| Pressure at swing motor inlet increases. | Swing brake not releasing. | Check brake engagement and disengagement; check release pressure. |
| | Internal damage to gearbox drive train. | Replace broken gears and drive train assemblies. |
| | Overload. | Reduce load weight. |
| Pressure at swing motor inlet shows no increase, and the swing motor is making irregular noises. | Swing motor drive shaft damage. | Replace swing motor. |
| | Internal damage to gearbox drive train. | Repair/Replace broken or faulty assemblies. |
| Pressure at swing motor inlet shown no increase, but without irregular noises from the swing motor. | Hydraulic pump or valve problem. | Troubleshoot hydraulic system. |
| Oil Leakage: | | |
| From drive shaft From bolted connections or other assembled surfaces. | Oil seal damaged Assembly compound (joint sealer) old and not sealing, bolt not tight or flange warped. | Replace oil seal Disassemble and check mating surfaces. Reapply Loctite; torque bolts to specifications. |
| Excess heat: | | |
| Gearbox casing becomes excessively hot, with or without irregular noise (s), during operation. | Low oil level. | Replace oil; refill to specified level. |
| | Bearings or gears worn but not completely inoperative. | Repair or replace gearbox. |

TROUBLESHOOTING – HYDRAULIC PROBLEMS

| Problem | Possible Causes | Remedies |
|--|---|---|
| Attachment cylinders, swing and travel motors are all inoperable. Loud noises are heard from main pump assembly. | Main pump(s) malfunction. | Repair or replace. |
| | Low oil level in hydraulic system. | Refill. |
| | Main pump inlet (oil supply) piping or hose damaged. | Repair or replace. |
| Attachment cylinders, swing and travel motors are all inoperable. No usual or loud noises can be heard. | Pilot pump malfunction. | Repair or replace. |
| | Pilot cutoff solenoid stuck. | Repair or replace. |
| | Pilot cutoff switch faulty. | Repair or replace. |
| | Engine/pump flex coupling damaged. | Replace flex coupling. |
| Sluggish performance of all hydraulic functions – attachment, swing and travel. | Main pump(s) damaged or worn. | Repair or replace. |
| | Main relief valve pressure off. | Readjust pressure. |
| | Low oil level in hydraulic system. | Refill. |
| | Hydraulic reservoir intake strainer clogged. | Clean. |
| | Pump inlet (supply side) piping or hose allowing air into hydraulic system. | Tighten connection. |
| Oil temperature abnormally high. | Oil cooler clogged or air circulation to cooler blocked. | Clean. |
| | Cooling fan belt tension too loose. | Readjust belt tension. |
| | Relief valve set too low. | Readjust valve. |
| | Relief valve in constant use. | Reduce or slow work load or cycling rate. |
| | Hydraulic oil severely neglected or incorrect for application. | Replace oil. |
| One circuit in hydraulic system inoperable. | Overload relief valve malfunction. | Readjust or replace. |
| | Oil leak at make-up valve. | Clean, repair. |
| | Control valve spool damaged. | Repair or replace. |
| | Dirt in control valve spool. | Clean or replace. |
| | Actuator (joystick, foot pedal) damaged or worn. | Repair or replace. |
| | Internal seal leak in cylinder. | Repair or replace. |
| | Cylinder rod damaged. | Repair or replace. |
| | Pilot valve or piping malfunction. | Repair or replace. |
| Mechanical linkage frozen, loose or damaged. | Repair or replace. | |
| Travel motors inoperable. | Center joint damaged. | Repair or replace. |
| | Parking brake not releasing. | Repair or replace. |
| | Travel motor worn or damaged. | Repair or replace. |
| | Travel motor pilot piping damaged. | Repair or replace. |

| Problem | Possible Causes | Remedies |
|------------------------------------|--|---|
| Travel motors operate very slowly. | Track tension poorly adjusted Low oil in idlers or rollers. | Readjust tension Refill. |
| | Travel brake dragging. | Repair. |
| | Track frame out of alignment, deformed or twisted. | Repair. |
| Swing motor inoperable. | Swing brake not releasing. | Repair or replace. |
| | Relief valve malfunction. | Repair or replace. |
| | Pilot piping damaged. | Repair or replace. |
| Swing motor operates unevenly. | Swing gear, bearing or mounting loose or worn. | Repair or replace. |
| | Lubricant worn away, inadequate. | Grease. |
| | Swing relief valve may be faulty. | Repair/Replace the swing relief valve. |

TROUBLESHOOTING – CONTROL VALVE

Check control valve problems only after other hydraulic circuit operational tests have been made. Refer to the “Troubleshooting Baseline Recommendations” procedure. Pump flow, pilot pressure, Negacon pressure, main relief pressure, and port relief pressure should all be checked before starting to work on the control valve. Make sure the hydraulic system is topped up to the required level and free of oil leaks or air in the system that could cause cavitation problems.

| Problem | Possible Causes | Remedies |
|---|---|--|
| Main Relief Valve | Particulate contamination. | Disassemble, clean main poppet. |
| | Broken or damaged spring. | Replace. |
| | Adjusting screw loose. | Readjust. |
| | Main poppet sticking. | Repair/replace. |
| | Clogged orifice in pilot passage to control valve. | Clean/replace. |
| Cylinder goes down in spool neutral. | Excessive clearance between casing and spool. | Replace spool or casing. |
| | Spool does not return to neutral/ sticking spool. | Check secondary pilot pressure. |
| | Spool does not return to neutral because of dirt or other contaminants. | Clean. |
| | Broken or damaged spring. | Replace. |
| | Main relief or port relief not operating properly. | See above. |
| | Impurities in pilot circuit. | Clean. |
| Cylinder drops before start at boom up operation | Rod check valve damaged or clogged. | Clean/replace. |
| | Poppet sticking. | Clean/replace. |
| | Broken or damaged spring. | Replace. |
| Slow operation or response | Excessive clearance between spool or casing. | Check pilot pressure and/or replace spool or casing. |
| | Sticking spool. | Clean/replace. |
| | Broken or damaged spring. | Replace. |
| | Main or port relief valve damaged. | Check pressure/replace. |
| Swing priority not operating correctly. | Sticking spool. | Clean/replace. |
| | Solenoid valve faulty. | Replace. |
| Boom and arm cylinders do not perform normally in combined operation. | Priority valve faulty or spool sticking. | Check pilot pressure. |
| | Broken or deformed spring. | Replace. |
| | Excess clearance between right and left casing and valve spool. | Clean/replace. |
| | Clogged spool passage. | Clean/replace, replace filter. |
| Relief valve malfunctions: | | |
| Pressure does not increase at all. | Main poppet or pilot poppet stuck open. | Clean/replace. |

| Problem | Possible Causes | Remedies |
|-------------------------------|--|-----------------|
| Irregular or uneven pressure. | Poppet seat damaged or pilot piston sticking to main poppet. | Clean/replace. |
| | Loose lock nut and adjusting screw. | Readjust. |
| | Components worn out, past wear limits. | Replace. |

TROUBLESHOOTING – TRAVEL CONTROL VALVE

| Problem | Possible Causes | Remedies |
|---|--|--|
| Secondary pressure does not increase. | Low primary pressure. | Check primary pressure. |
| | Broken spring. | Replace spring. |
| | Spool sticking. | Clean, repair or replace. |
| | Excess spool to casing clearance. | Replace spool casing. |
| | Worn or loose universal joint (handle) subassembly. | Repair or replace U-joint subassembly. |
| Secondary pressure too high. | Dirt, other interference between valve parts. | Clean, repair or replace. |
| | Return line pressure too high. | Redirect return line. |
| Secondary pressure does not hold steady. | Dirt, other interference between valve parts, or worn spool sticking intermittently. | Clean, repair or replace. |
| | Interference or binding on spool return spring. | Clean, repair or replace. |
| | Interference, restriction or unsteady pressure in tank return line. | Repair or re-route tank return line. |
| | Air bubbles in piping (temporary) or air leak. | Vent air, or repair leak. |
| NOTE: <i>Look for evidence of leaking oil.</i> | | |

TROUBLESHOOTING – JOYSTICK CONTROL VALVE

| Problem | Possible Causes | Remedies |
|---|--|---------------------------------------|
| Secondary pressure does not increase. | Low primary pressure. | Check primary pressure. |
| | Broken spring. | Replace spring. |
| | Spool sticking. | Clean, repair or replace. |
| | Excess spool to casing clearance. | Replace spool casing. |
| | Worn or loose handle subassembly. | Repair or replace handle subassembly. |
| Secondary pressure too high. | Dirt, other interference between valve parts. | Clean, repair or replace. |
| | Return line pressure too high. | Redirect return line. |
| Secondary pressure does not hold steady. | Dirt, other interference between valve parts, or worn spool sticking intermittently. | Clean, repair or replace. |
| | Interference or binding on spool return spring. | Clean, repair or replace. |
| | Unsteady pressure in tank return line. | Redirect return line. |
| | Air bubbles in piping (temporary) or air leak. | Vent air, or repair leak. |
| <p>NOTE: <i>Look for evidence of leaking oil to help locate damaged seals or gaskets that could be the cause of air leaks.</i></p> | | |

ACCUMULATOR

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 |
|--------------------------|---------------------|
| Mega 200-V (Tier I & II) | 1001 and Up |
| Mega 250-V (Tier II) | 2001 and Up |
| Solar 55 | 0001 and Up |
| Solar 55-V Plus | 1001 and Up |
| Solar 75-V | 1001 and Up |
| Solar 140W-V | 1001 and Up |
| Solar 160W-V | 1001 and Up |
| Solar 180W-V | 1001 and Up |
| Solar 210W-V | 1001 and Up |
| Solar 225LC-V | 1001 and Up |
| Solar 225NLC-V | 1001 and Up |
| Solar 255LC-V | 1001 and Up |
| Solar 300LC-V | 1001 and Up |
| Solar 300LL | 1001 and Up |
| Solar 340LC-V | 1001 and Up |
| Solar 420LC-V | 1001 and Up |
| Solar 470LC-V | 1001 and Up |

TABLE OF CONTENTS

General Description..... 3
 Specifications 4

GENERAL DESCRIPTION

The accumulator is a gas-charged storage device designed to hold a reserve quantity of hydraulic fluid under pressure. Accumulators are used in hydraulic circuits in much the same way that condensers (or capacitors) are used to collect, store and maintain electrical charge in a circuit.

In a hydraulic circuit, minor variations or lags in pump output that might otherwise cause unsteady or irregular operation are made up from the supply of pressurized oil in the accumulator.

| Reference Number | Description |
|------------------|-----------------------|
| 1 | Screw Plug |
| 2 | Steel Pressure Vessel |
| 3 | Diaphragm |
| 4 | Fluid Valve |

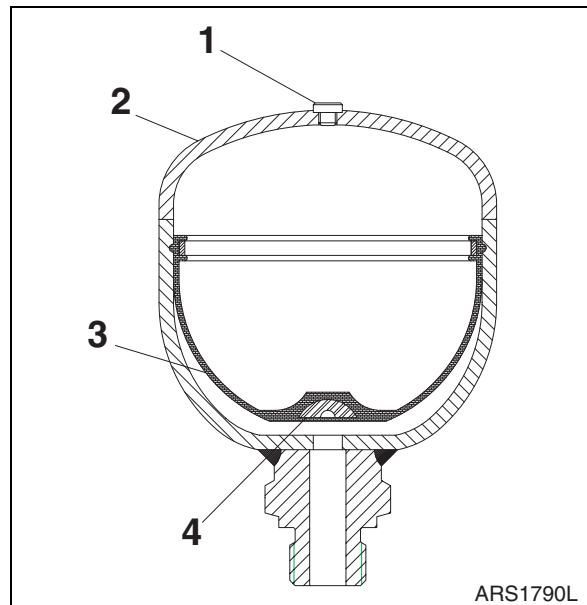


Figure 1

Accumulators are solidly constructed to resist the high operating pressures of the fluids they contain. There are only three main moving parts: a plug at the top allows pre-charging or expelling gas from the compressible, pre-charged upper chamber; a valve assembly at the bottom of the accumulator for passing hydraulic fluid in and out, and an elastic diaphragm to separate the two chambers. The flexible diaphragm changes shape to conform to the changing pressures and volumes of the two fluids in the upper and lower chambers.

There are six possible positions the diaphragm can be in and they are as follows:

1. With no gas charge in the upper chamber 0 bar (0 psi, empty) and no oil in the bottom 0 bar (0 psi, dry) the elastic diaphragm hangs loosely.
2. When the pre-pressure charge of gas (usually nitrogen) is introduced through the port at the top of the accumulator, the diaphragm expands to maximum size. The valve button in the center of the diaphragm pushes into the fluid opening in the bottom chamber, sealing off the lower valve. If the pressure of the gas charge exceeds system oil pressure, no fluid enters the accumulator. The button also keeps the diaphragm from protruding into the lower valve opening.

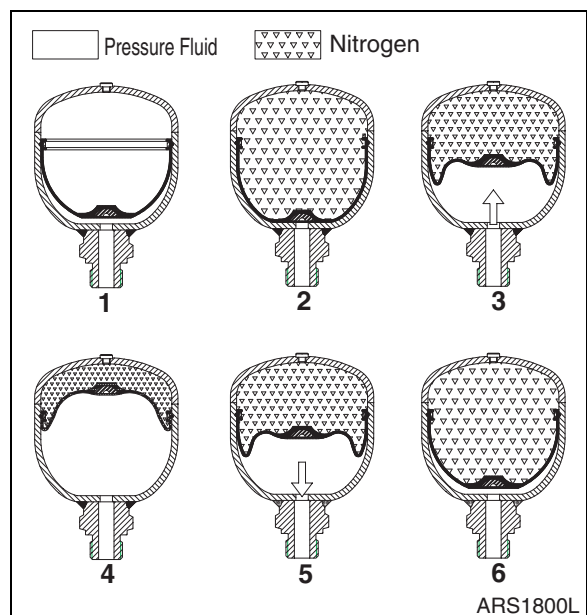


Figure 2

NOTE: *Pre-charge pressure is referred to as the "P1" pressure. The accumulator manufacturer's "P1" rated pressure should be stamped or marked on the accumulator's rating plate. Annual checks of actual pre-charge pressure should be made by tapping a hydraulic pressure gauge (and 3-way adapter coupling) into the valve on the bottom of the accumulator. When hydraulic fluid is pushed out the lower valve opening by the pressure of the gas charge on the other side of the diaphragm - and there is no counter-pressure from system oil - the valve button on the bottom of the diaphragm eventually seals off the lower oil passage. Just after the needle on the gauge reaches its highest point (when there is 0 bar (0 psi) resistance from hydraulic system pressure) pressure on the gauge will drop sharply to zero, as the accumulator is completely emptied of oil and the diaphragm button closes.*

Record the highest gauge reading and compare to the "P1" rated pre-charge pressure on the accumulator manufacturer's data label. Repeat this test at least once a year to verify proper functioning of the accumulator.

3. As hydraulic system pressure overcomes accumulator pre-charge pressure, the flexible diaphragm begins to retract upward.
4. When system oil is at highest working pressure and the accumulator fills to maximum reserve capacity, the flexible diaphragm is pushed up into the top of the upper chamber.

The highest working pressure is sometimes referred to as the "P3" pressure and can also be referenced on the manufacturer's data label on the exterior of the accumulator.

5. If system oil pressure begins to fall off or is momentarily checked or interrupted, the energy stored on the other side of the diaphragm, in the form of compressed gas, pushes oil back out of the lower chamber, maintaining oil pressure of the circuit.
6. With minimal system pressure, an equilibrium point may be reached in which accumulator pre-charge pressure and hydraulic system oil pressure achieve a rough balance. In this condition a minimal amount of oil is stored in the accumulator.

SPECIFICATIONS

| Model | Serial Number | System | Charge Pressure | Volume |
|--------------------------|--------------------|--------------|------------------------------------|------------------------------------|
| Mega 200-V (Tier I & II) | S/N 1001 and Up | Brake System | 30 kg/cm ² (427 psi) | 750 cc (45.77 in ³) |
| Mega 200-V (Tier I & II) | S/N 1001 and Up | Pilot | 15 kg/cm ² (213 psi) | 320 cc (19.53 in ³) |
| Mega 250-V (Tier I) | S/N 1001 thru 2000 | Brake System | 30 kg/cm ² (427 psi) | 750 cc (45.77 in ³) |
| Mega 250-V (Tier I) | S/N 1001 thru 2000 | Pilot | 15 kg/cm ² (213 psi) | 320 cc (19.53 in ³) |
| Mega 250-V (Tier II) | S/N 2001 and Up | Brake System | 30 kg/cm ² (427 psi) | 750 cc (45.77 in ³) |
| Mega 250-V (Tier II) | S/N 2001 and Up | Pilot | 15 kg/cm ² (213 psi) | 320 cc (19.53 in ³) |
| Solar 55-V | S/N 0001 and Up | Pilot | 10 kg/cm ² (140 psi) | 320 cc (19.53 in ³) |
| Solar 55-V Plus | S/N 1001 and Up | Pilot | 10 kg/cm ² (140 psi) | 320 cc (19.53 in ³) |

| Model | Serial Number | System | Charge Pressure | Volume |
|-------------------------|----------------------|----------------|-------------------------------------|------------------------------------|
| Solar 75-V | S/N 1001 and Up | Pilot | 10 kg/cm ² (140 psi) | 320 cc (19.53 in ³) |
| Solar 140W-V /160W-V | S/N 1000 and Up | Brake System | 30 kg/cm ² (427 psi) | 750 cc (45.77 in ³) |
| Solar 140W-V /160W-V | S/N 1000 and Up | Pilot | 15 kg/cm ² (213 psi) | 320 cc (19.53 in ³) |
| Solar 140W-V /160W-V | S/N 1000 and Up | Transmission | 8 kg/cm ² (114 psi) | 750 cc (45.77 in ³) |
| Solar 180W-V | S/N 1001 and Up | Brake System | 30 kg/cm ² (427 psi) | 750 cc (45.77 in ³) |
| Solar 180W-V | S/N 1001 and Up | Pilot | 15 kg/cm ² (213 psi) | 320 cc (19.53 in ³) |
| Solar 180W-V | S/N 1001 and Up | Transmission | 8 kg/cm ² (114 psi) | 750 cc (45.77 in ³) |
| Solar 210W-V | S/N 0001 and Up | Brake System | 30 kg/cm ² (427 psi) | 750 cc (45.77 in ³) |
| Solar 210W-V | S/N 0001 and Up | Pilot | 15 kg/cm ² (213 psi) | 320 cc (19.53 in ³) |
| Solar 210W-V | S/N 0001 and Up | Transmission | 8 kg/cm ² (114 psi) | 750 cc (45.77 in ³) |
| Solar 225LC-V | S/N 1001 and Up | Pilot / Travel | 10 kg/cm ² (142 psi) | 750 cc (45.77 in ³) |
| Solar 225NLC-V | S/N 1001 and Up | Pilot / Travel | 10 kg/cm ² (142 psi) | 750 cc (45.77 in ³) |
| Solar 255LC-V | S/N 1001 thru 1002 | Pilot / Travel | 10 kg/cm ² (142 psi)) | 320 cc (19.53 in ³) |
| Solar 255LC-V | S/N 1003 and Up | Pilot / Travel | 10 kg/cm ² (142 psi) | 750 cc (45.77 in ³) |
| Solar 300LC-V | S/N 1001 thru 1099 | Pilot / Travel | 10 kg/cm ² (142 psi) | 320 cc (19.53 in ³) |
| Solar 300LC-V | S/N 1100 and Up | Pilot / Travel | 10 kg/cm ² (142 psi) | 750 cc (45.77 in ³) |
| Solar 300LL | S/N 1100 and Up | Pilot / Travel | 10 kg/cm ² (142 psi)) | 750 cc (45.77 in ³) |
| Solar 340LC-V | S/N 1001 thru 1059 | Pilot / Travel | 10 kg/cm ² (142 psi) | 320 cc (19.53 in ³) |
| Solar 340LC-V | S/N 1060 and Up | Pilot / Travel | 10 kg/cm ² (142 psi)) | 750 cc (45.77 in ³) |
| Solar 420LC-V | S/N 1001 thru 1029 | Pilot / Travel | 10 kg/cm ² (142 psi) | 320 cc (19.53 in ³) |
| Solar 420LC-V | S/N 1030 and Up | Pilot / Travel | 10 kg/cm ² (142 psi)) | 750 cc (45.77 in ³) |

| Model | Serial Number | System | Charge Pressure | Volume |
|---------------|----------------------|----------------|-------------------------------------|------------------------------------|
| Solar 470LC-V | S/N 1001 thru 1049 | Pilot / Travel | 10 kg/cm ² (142 psi) | 320 cc (19.53 in ³) |
| Solar 470LC-V | S/N 1050 and Up | Pilot / Travel | 10 kg/cm ² (142 psi)) | 750 cc (45.77 in ³) |



CENTER JOINT (SWIVEL)



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 |
|----------------|---------------------|
| Solar 170LC-V | 1001 and Up |
| Solar 220LC-V | 0001 and Up |
| Solar 220LL | 1001 and Up |
| Solar 225LC-V | 1001 and Up |
| Solar 225NLC-V | 1001 and Up |
| Solar 250LC-V | 1001 and Up |
| Solar 255LC-V | 1001 and Up |
| | |

TABLE OF CONTENTS

| | |
|--|----|
| General Description..... | 3 |
| Parts List | 4 |
| Type 1 | 4 |
| Type 2 | 6 |
| Troubleshooting, Testing and Adjustment..... | 8 |
| Inspection..... | 8 |
| Testing..... | 8 |
| Disassembly | 9 |
| Reassembly..... | 10 |

GENERAL DESCRIPTION

The center joint (swivel) is designed to allow hydraulic oil from the upper structure to flow to components in the lower structure.

It is capable of allowing continuous 360° rotation of the upper structure in relationship to the lower structure.

PARTS LIST

Type 1

| MODEL | SERIAL NUMBER RANGE |
|---------------|---------------------|
| Solar 220LC-V | 0001 thru 0125 |
| Solar 220LL | 1001 and 1125 |

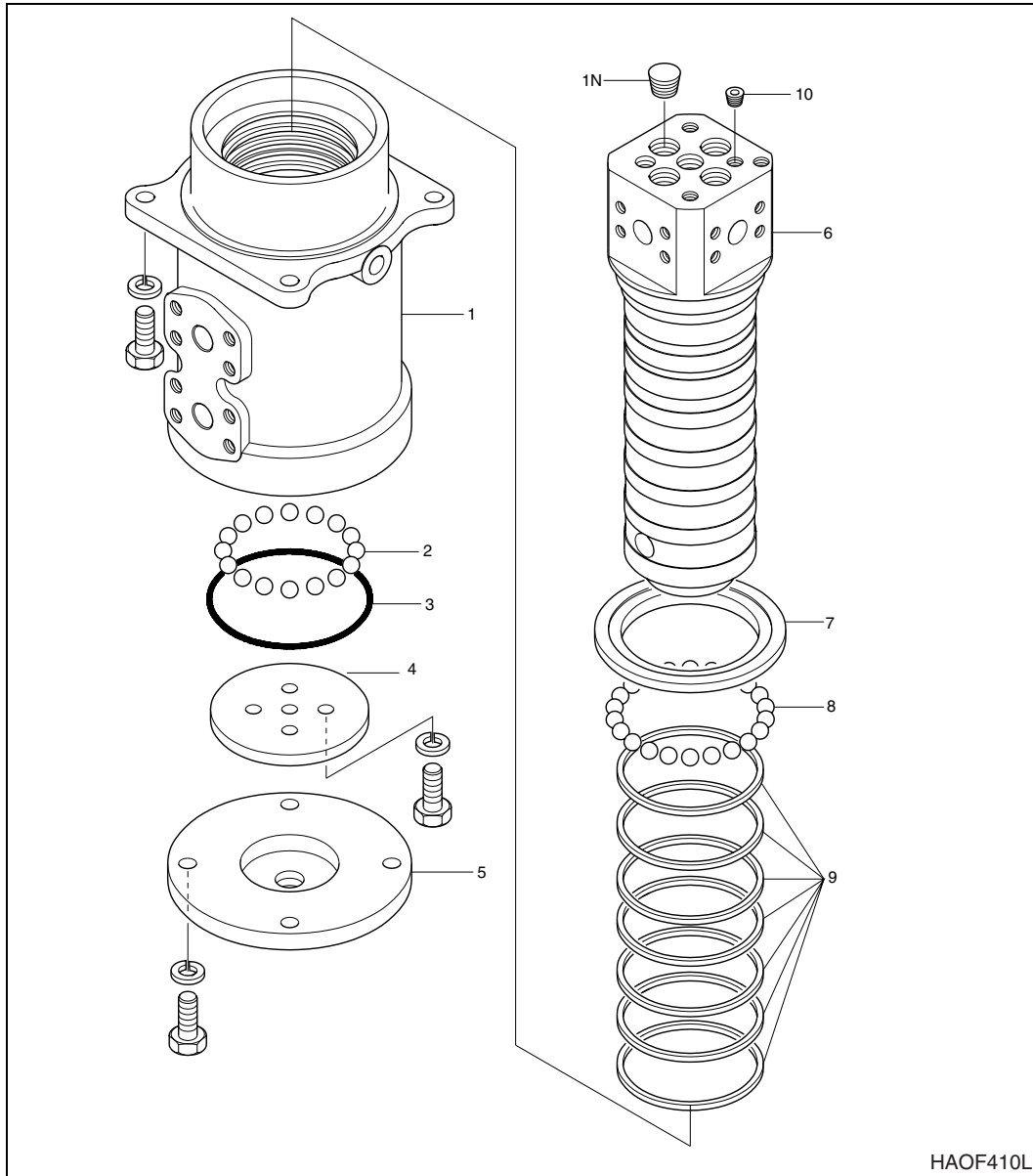


Figure 1

| Reference Number | Description |
|------------------|-------------------|
| 1 | Center Joint Body |
| 2 | Bearings |
| 3 | O-ring |
| 4 | Thrust Plate |
| 5 | Cover |

| Reference Number | Description |
|------------------|-------------------|
| 6 | Center Joint Stem |
| 7 | Plate |
| 8 | Bearings |
| 9 | Seals |

Type 2

| MODEL | SERIAL NUMBER RANGE |
|----------------|---------------------|
| Solar 170LC-V | 1001 and Up |
| Solar 220LC-V | 0126 and Up |
| Solar 220LL | 1126 and Up |
| Solar 225LC-V | 1001 and Up |
| Solar 225NLC-V | 1001 and Up |
| Solar 250LC-V | 1001 and Up |
| Solar 255LC-V | 1001 and Up |

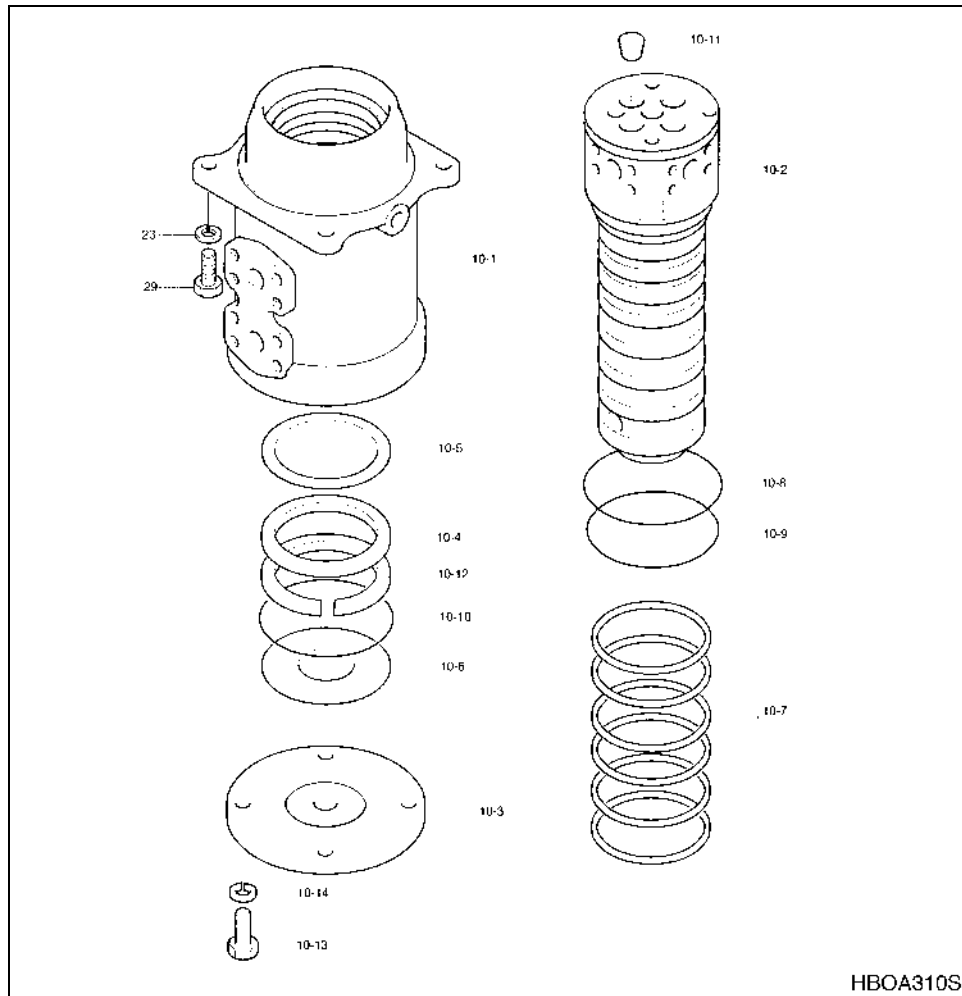


Figure 1

| Reference Number | Description |
|-------------------------|--------------------|
| 10-1 | Center Joint Body |
| 10-2 | Spindle |
| 10-3 | Cover |
| 10-4 | Spacer |
| 10-5 | Shim |
| 10-6 | Shim |
| 10-7 | Seal; Slipper |
| 10-8 | O-ring 1AP-120 |

| Reference Number | Description |
|-------------------------|--------------------|
| 10-9 | O-ring 1BP-100 |
| 10-10 | O-ring 1BG-120 |
| 10-11 | Plug PT3/4 |
| 10-12 | Ring; Retaining |
| 10-13 | Bolt M12x1.75x30 |
| 10-14 | Washer; Spring M12 |
| 23 | Washer; Spring |
| 29 | Bolt |

TROUBLESHOOTING, TESTING AND ADJUSTMENT

INSPECTION

The center joint should be checked for evidence of external oil leakage every 2,000 operating hours. Leaking or defective O-rings are an indication that dirt and other contaminants could be getting inside the assembly, which will promote accelerated, abnormal wear and may cause early failure of the assembly.

If internal seals or other sliding surface components are worn and there is internal fluid leakage, complete overhaul and repair or replacement of the center joint may be required.

TESTING

To check pressure through the center joint, make up a test kit from the following equipment list:

- 700 bar (10,000 psi) pressure gauge.
- Adapters, connectors, piping and flange block-off plates conforming to those used in high pressure piping connections of the excavator.
- A high pressure relief valve with a setting pressure 1.5 times maximum system pressure.
- A stop valve.
- A manually operated, in-line changeover valve.

Install the change over valve upstream from one of the stem high-pressure ports. Connect the pressure gauge downstream from one of the body ports. Install the stop valve between the change-over valve and the stem of the center joint. Other components should be installed according to the layout in the block diagram. The test kit is used to pressurize the center swivel above normal working pressure and lock in the higher pressure (as the stop valve is closed manually) for a leak down test.

NOTE: *The same type of kit can also be made up for the drain port (return line) side of the center joint. Use appropriate piping, connectors, test gauges, etc., and follow the same block diagram general layout (Figure 2).*

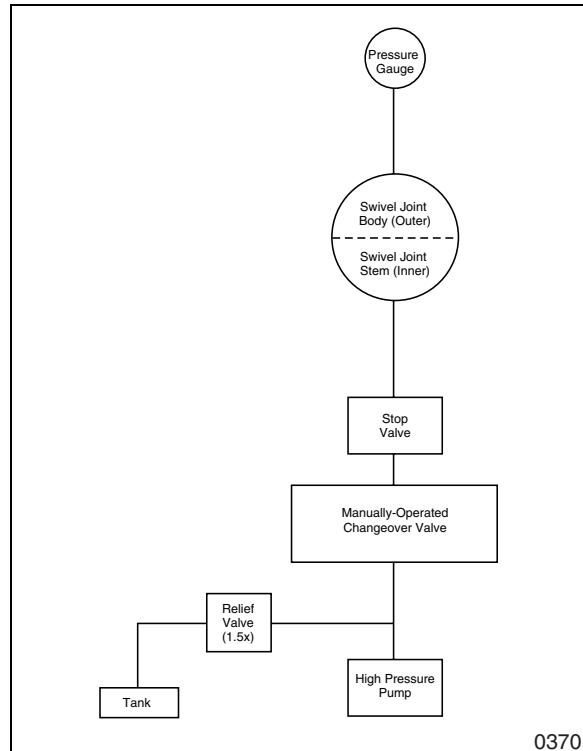


Figure 2

DISASSEMBLY

Refer to the assembly drawing of the swivel joint for component references (Figure 1).

IMPORTANT

Do not unbolt the center joint from the lower car body until an adequate number of piping block-off plates are available, for disconnected piping lines. Be sure that system pressure has been vented - including the hydraulic accumulator and tank reserve pressure - before disassembly is started.

1. Clean off the exterior of the swivel joint after it has been removed.
2. Scribe or otherwise mark a line across the cover and the body of the center joint, to allow reassembly in the same configuration.
3. Unbolt the four 12 mm fasteners holding the cover. Use a vise or v-block to hold the assembly in place.
4. Remove the cover, withdraw the O-ring and unbolt the fasteners holding the thrust plate, taking care to support the stem (inner) assembly, so that it will not separate and fall out when bolts are disconnected.
5. If the stem assembly doesn't separate easily when the thrust plate and fastener bolts are removed, use a wooden block and hammer to drive it out of the housing.
6. O-rings and seals should be replaced whenever the assembly is being overhauled or rebuilt. For repair procedures or emergency tear down, use a thin but rounded-tip, smooth-edge scraper or spatula to remove O-rings or seals, to avoid causing damage to those that must be reused.

NOTE: *The "backup ring" shown in the assembly drawing (above the swivel joint stem lower seals) should not be overlooked. It is tucked behind the top slip ring, doubled up inside the same groove in the body of the stem.*

7. Before reassembling the center swivel, inspect ball bearing surfaces for visible signs of wear, damage or discoloration and replace any worn component.

Check clearance between the cover and thrust plate, and between the stem and thrust plate. Replace any component that shows more than 0.5 mm (0.020") of visible wear.

Clearance between the stem and body of the center swivel must be tight. Replace or repair either component if there is more than 0.1 mm (0.0039") of measurable wear.

REASSEMBLY

1. Pre-lubricate O-rings with hydraulic oil, white grease or petroleum jelly.



Apply a very light film of white grease or petroleum jelly to the lower rim of the stem and inner surface of the center swivel body. Apply slow, even-handed pressure, using both hands, to slowly push the stem into the body. Seals may be damaged if the stem is pushed in too quickly.

2. Thoroughly clean all other component surfaces of dirt or grease before reassembly.
3. Reverse disassembly steps for reassembly.
4. Clean threads of fasteners before pre-applying Loctite #243 to the threads, and before torquing the thrust plate and cover bolts.
5. Pre-fill the center swivel with clean hydraulic fluid before reassembly of high-pressure and drain line piping. Clean and pre-fill piping line ends to reduce the amount of air in the system. Bleed air from the hydraulic system and verify hydraulic tank fluid level before returning the excavator to service.

CYLINDERS

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 |
|-----------------|---------------------|
| Solar 55 | 0001 and Up |
| Solar 55-V Plus | 1001 and Up |
| Solar 75-V | 1001 and Up |
| Solar 130LC-V | 0001 and Up |
| Solar 130W-V | 0001 and Up |
| Solar 140W-V | 1001 and Up |
| Solar 160W-V | 1001 and Up |
| Solar 170LC-V | 1001 and Up |
| Solar 170W-V | 1001 and Up |
| Solar 180W-V | 1001 and Up |
| Solar 200W-V | 0001 and Up |
| Solar 210W-V | 1001 and Up |
| Solar 220LC-V | 0001 and Up |
| Solar 225LC-V | 1001 and Up |
| Solar 225NLC-V | 1001 and Up |
| Solar 250LC-V | 1001 and Up |
| Solar 255LC-V | 1001 and Up |
| Solar 290LC-V | 0001 and Up |
| Solar 300LC-V | 1001 and Up |
| Solar 300LL | 1001 and Up |

| MODEL | SERIAL NUMBER RANGE |
|---------------|----------------------------|
| Solar 330LC-V | 1001 and Up |
| Solar 340LC-V | 1001 and Up |
| Solar 400LC-V | 1001 and Up |
| Solar 420LC-V | 1001 and Up |
| Solar 450LC-V | 1001 and Up |
| Solar 470LC-V | 1001 and Up |

TABLE OF CONTENTS

| | |
|--------------------------------------|----|
| General Description..... | 3 |
| Theory of Operation | 3 |
| Parts List | 4 |
| Special Tools and Materials..... | 6 |
| Piston Nut..... | 6 |
| Piston Jig..... | 10 |
| Steel bush Jig..... | 14 |
| Dust Wiper Jig..... | 18 |
| Slipper Seal Jig | 24 |
| Slipper Seal Straightening Jig | 28 |
| Disassembly | 31 |
| Assembly | 37 |

GENERAL DESCRIPTION

Two essentially similar types of hydraulic cylinders are used on the excavator. The cylinder that is used to operate the excavator boom or bucket is equipped with a rod stopper, which acts as a cushion only when the cylinder rod is fully retracted (and the bucket is pulled close to the arm). This type of cylinder is shown in the lower drawing.

Arm cylinders have a cushion or stopper for operation in both directions. This type of cylinder is shown in the upper drawing.

THEORY OF OPERATION

| | |
|----|-------------------|
| 1. | Piston |
| 2. | Oil Path A |
| 3. | Oil Path B |

Cylinder piston rods are extended or retracted by oil flow to the back side of the cylinder (shown as "oil path A") or to the front of the cylinder ("oil path B").

The cylinder rod is extended as oil flow is pumped through the circuit to the back side of the piston. The force (F1) of the piston stroke can be expressed by the formula below, where P = circuit oil pressure and the inside diameter of the cylinder is expressed by B (Figure 1).

$$F_1 = P \times \frac{\pi B^2}{4}$$

(P: Pressure, p = 3.14, B: Cylinder Inside Diameter)

| | |
|----|-------------------------------------|
| 1. | Cylinder Inside Diameter - B |
| 2. | Oil Path A |
| 3. | Oil Path B |
| 4. | Rod Diameter |

When the cylinder rod is retracted, oil flow through the circuit from the pump to the front side of the cylinder generates a force (F2) that can be expressed by the formula in which the diameter of the piston rod is expressed by R, and the other two terms are the same as in the preceding expression.

$$F_2 = P \times \frac{\pi(B^2 - R^2)}{4}$$

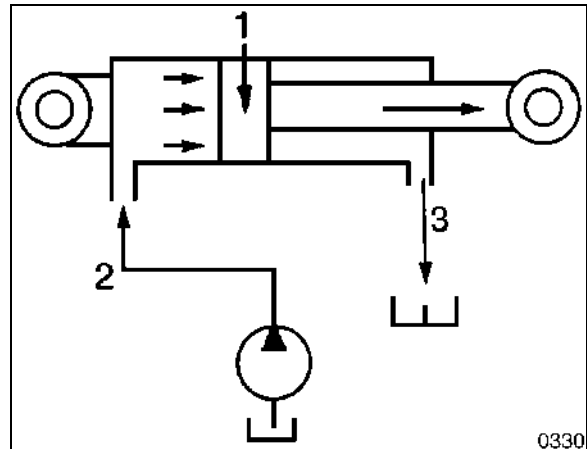


Figure 1

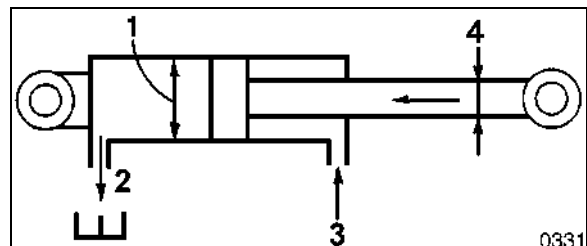


Figure 2

Because the volume of oil needed to lengthen the cylinder rod (Q1) is greater than the volume of oil required to retract the cylinder rod, it takes more time to decrease cylinder stroke length than it does to lengthen it.

$$Q_1 = S \times \frac{\pi(B^2)}{4}$$

$$Q_2 = S \times \frac{\pi(B^2 - R^2)}{4}$$

$Q_1 > Q_2$

PARTS LIST

The following parts list is a partial listing only; for full and complete parts list information, refer to the Hydraulic Equipment Component Parts List

Cross section in Figure 4 shows an arm cylinder.

Cross section in Figure 5 shows a boom cylinder.

The bucket and boom cylinders are identical and differ only in the attached pipes.

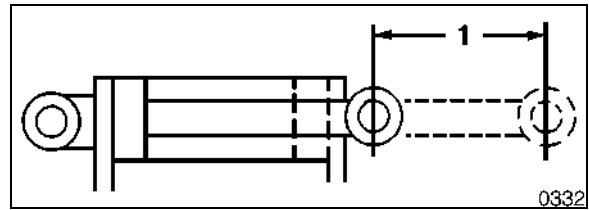


Figure 3

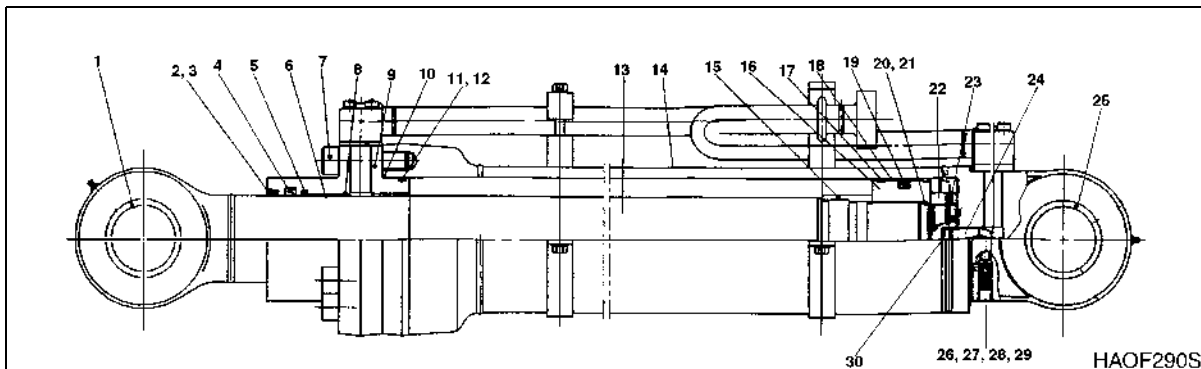


Figure 4

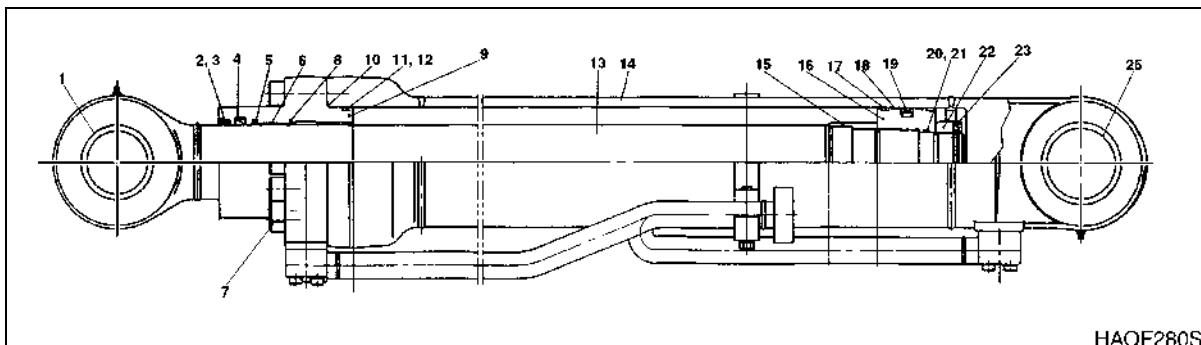


Figure 5

| Reference Number | Description |
|------------------|----------------|
| 1 | Bushing |
| 2 | Dust Wiper |
| 3 | Retaining Ring |
| 4 | U-Packing |
| 5 | Buffer Seal |
| 6 | Rod Bushing |
| 7 | Bolt |
| 8 | Retaining Ring |
| 9 | Rod Cover |
| 10 | O-ring |
| 11 | O-ring |
| 12 | Backup Ring |
| 13 | Piston Rod |
| 14 | Cylinder Tube |
| 15 | Cushion Ring |

| Reference Number | Description |
|------------------|-----------------|
| 16 | Piston |
| 17 | Slide Ring |
| 18 | Wear Ring |
| 19 | Slipper Seal |
| 20 | O-ring |
| 21 | Backup Ring |
| 22 | Piston Nut |
| 23 | Set Screw |
| 24 | Cushion Plunger |
| 25 | Bushing |
| 26 | Check Valve |
| 27 | Spring Support |
| 28 | Spring |
| 29 | Plug |
| 30 | Stop Ring |

SPECIAL TOOLS AND MATERIALS

PISTON NUT

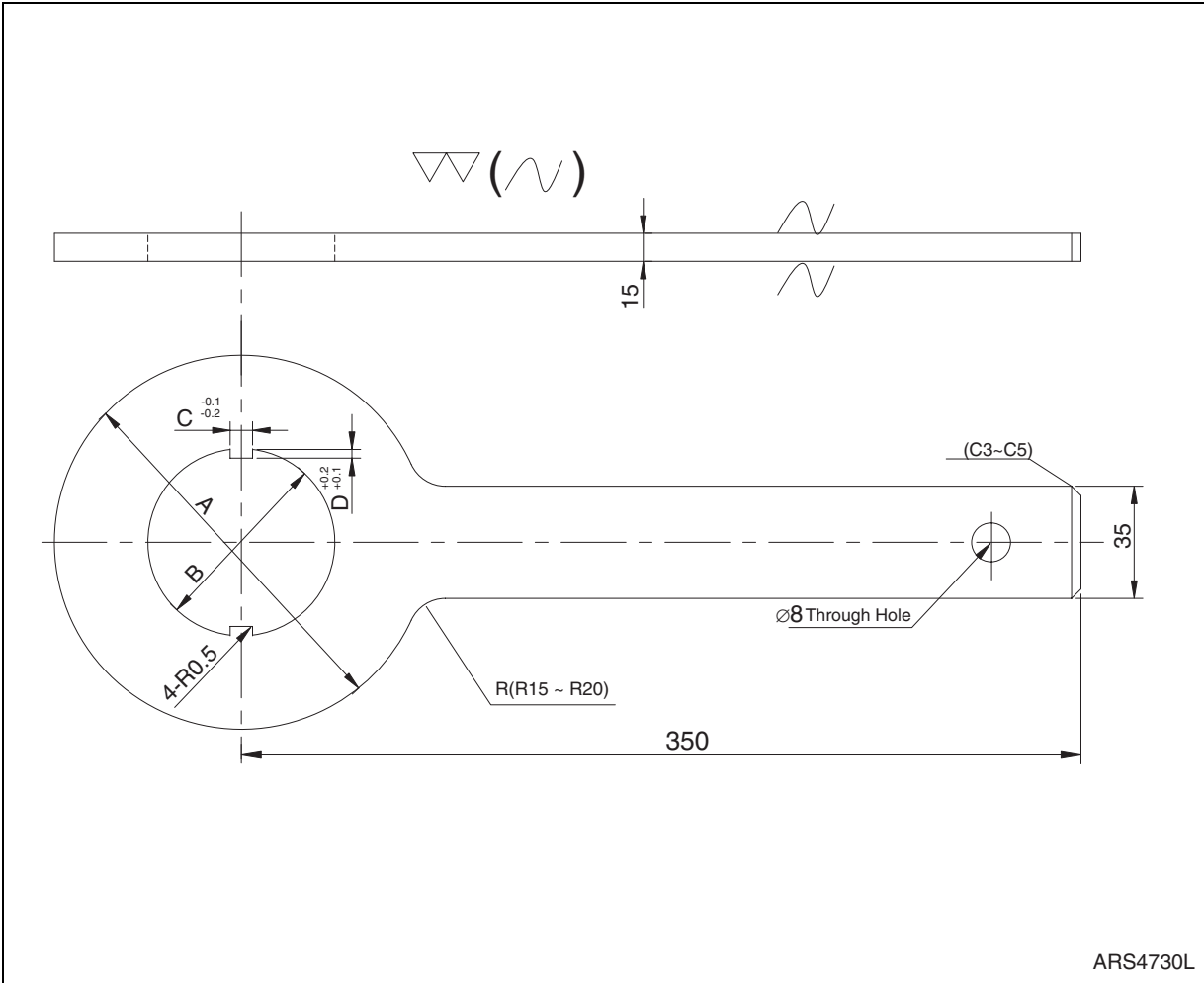


Figure 6
Material SM45C (AISI 1045)
Rockwell Harden from 22 - 27
Oil Quench

| MODEL | CYLINDER | øA | øB | C | D | MODEL (CYLINDER) |
|----------|-----------|---------------------|---------------------|--------------------|---------------------|---|
| S55-V | ARM | 110 mm (4.33 in) | 69 mm (2.72 in) | 12 mm (0.47 in) | 5 mm (0.20 in) | S55-V (BOOM, BOOM {OPT}) S55-V PLUS (SWING) S75-V (BUCKET) |
| | SWING | 100 mm (3.94 in) | 58 mm (2.23 in) | 12 mm (0.47 in) | 5 mm (0.20 in) | |
| | BUCKET | 110 mm (4.33 in) | 69 mm (2.72 in) | 10 mm (0.39 in) | 5 mm (0.20 in) | S55-V PLUS (BUCKET) S80W-II (DOZER) MEGA 400 (P/S) |
| S130LC-V | ARM | 130 mm (5.12 in) | 90 mm (3.54 in) | 12 mm (0.47 in) | 5 mm (0.20 in) | S130W-V (ARM (EURO)) S140W-V (ARM (EURO)) S160W-V (ARM) S170LC-V (BOOM) S170W-V (BOOM) S180W-V (BOOM) S200W-V (BOOM) S200LC-V (BOOM) S200N-V (BUCKET) (OPTION) S210W-V (BOOM) S220LC-V (BOOM) S225LC-V (BOOM) S225NLC-V (BOOM) S225NLC-V (BUCKET) (OPTION) |
| | BOOM (OP) | 125 mm (4.92 in) | 85 mm (3.35 in) | 12 mm (0.47 in) | 5 mm (0.20 in) | S130W-V (ARM) S130W-V (NEW BOOM) S130LC-V (SHORT ARM) S140W-V (ARM) S140W-V (BOOM) S140W-V (OUTRIGGER) S160W-V (BOOM) S160W-V (OUTRIGGER) S170W-V (BUCKET) S220LC-V (BUCKET) S220LL (BUCKET) S225LC-V (BUCKET) S225NLC-V (BUCKET) |
| | BUCKET | 115 mm (4.53 in) | 75 mm (2.95 in) | 12 mm (0.47 in) | 5 mm (0.20 in) | S140W-V (BUCKET) S160W-V (BUCKET) |
| S220LL | ARM | 147 mm (5.79 in) | 107 mm (4.21 in) | 12 mm (0.47 in) | 5 mm (0.20 in) | S330LC-V (ARM) S340LC-V (ARM) S370LC-V (ARM) S400LC-V (BOOM, BUCKET) S420LC-V (BOOM, BUCKET) S450LC-V (BOOM, BUCKET) S470LC-V (BOOM, BUCKET) |
| | BOOM | 142 mm (5.59 in) | 102 mm (4.02 in) | 12 mm (0.47 in) | 5 mm (0.20 in) | S200N-V (ARM (OP)) S225NLC-V (ARM (OP)) S210W-V (ARM) S220LC-V (ARM) S225LC-V (ARM) S225NLC-V (ARM) S290LC-V (BOOM) S300LC-V (BOOM) |
| | BUCKET | 125 mm (4.92 in) | 102 mm (4.02 in) | 11 mm (0.43 in) | 4.5 mm (0.18 in) | S170LC-V (BOOM) S200W-V (BUCKET) S210W-V (BUCKET) |

| MODEL | CYLINDER | øA | øB | C | D | MODEL (CYLINDER) |
|---------------------|----------|---------------------|---------------------|--------------------|-------------------|---|
| S250LC-V | ARM | 145 mm (5.71 in) | 105 mm (4.13 in) | 12 mm (0.47 in) | 5 mm (0.20 in) | S255LC-V (ARM) S290LL (BOOM, BUCKET) S330LC-V (BUCKET (OP), BOOM, BUCKET) S340LC-V (BUCKET (OP), BOOM, BUCKET) S370LC-V (BUCKET (OP), BUCKET) S390LL (BOOM, BUCKET) |
| S290LC-V | S/ARM | 147 mm (5.79 in) | 107 mm (4.21 in) | 12 mm (0.47 in) | 5 mm (0.20 in) | S290LC-V (ARM) S300LC-V (ARM, S/ARM) S370LC-V (BOOM) |
| S290LL | ARM | 155 mm (6.10 in) | 115 mm (4.53 in) | 12 mm (0.47 in) | 5 mm (0.20 in) | S140W-V (ARTI.) S160W-V (ARTI.) S400LC-V (ARM) S420LC-V (ARM) |
| S450LC-V | ARM | 170 mm (6.69 in) | 129 mm (5.08 in) | 12 mm (0.47 in) | 5 mm (0.20 in) | S470LC-V (ARM) |
| S55W-V | ARM | 106 mm (4.17 in) | 66 mm (2.60 in) | 12 mm (0.47 in) | 5 mm (0.20 in) | |
| | BOOM | 112 mm (4.41 in) | 72 mm (2.84 in) | 12 mm (0.46 in) | 5 mm (0.20 in) | S55-V PLUS (ARM, BOOM) S75-V (ARM, SWIVNG) |
| S80W-II | ARM | 120 mm (4.72 in) | 79 mm (3.11 in) | 10 mm (0.39 in) | 5 mm (0.20 in) | S70-III (ARM) S80W-II (BOOM) MEGA 130-III (LIFT) S140W-V (DOZER) S160W-V (DOZER) |
| | BOOM | 120 mm (4.72 in) | 79 mm (3.11 in) | 10 mm (0.39 in) | 5 mm (0.20 in) | S70-III (BOOM, DOZER) S75-V (DOZER) S130LC-V (DOZER) MEGA 200-III TC (BUCKET) MEGA 130-III (BUCKET) |
| | BUCKET | 110 mm (4.33 in) | 69 mm (2.72 in) | 10 mm (0.39 in) | 5 mm (0.20 in) | S70-III (BUCKET) |
| S130W-V | BOOM | 120 mm (4.72 in) | 80 mm (3.15 in) | 12 mm (0.47 in) | 5 mm (0.20 in) | S75-V (BOOM) |
| S170W-V | ARM | 140 mm (5.52 in) | 98 mm (3.86 in) | 12 mm (0.47 in) | 5 mm (0.20 in) | S170LC-V (ARM) S180W-V (ARM) S250LC-V (BOOM, BUCKET) S255LC-V (BOOM, BUCKET) S290LC-V (S/BUCKET, BUCKET) S300LC-V (S/ BUCKET, BUCKET) |
| S210W-V | DOZER | 132 mm (5.20 in) | 92 mm (3.62 in) | 12 mm (0.47 in) | 5 mm (0.20 in) | S180W-V (DOZER) S180W-V (OUTRIGGER) S210W-V (OUTRIGGER) |
| P/S: Power Steering | | | | | | |

PISTON JIG

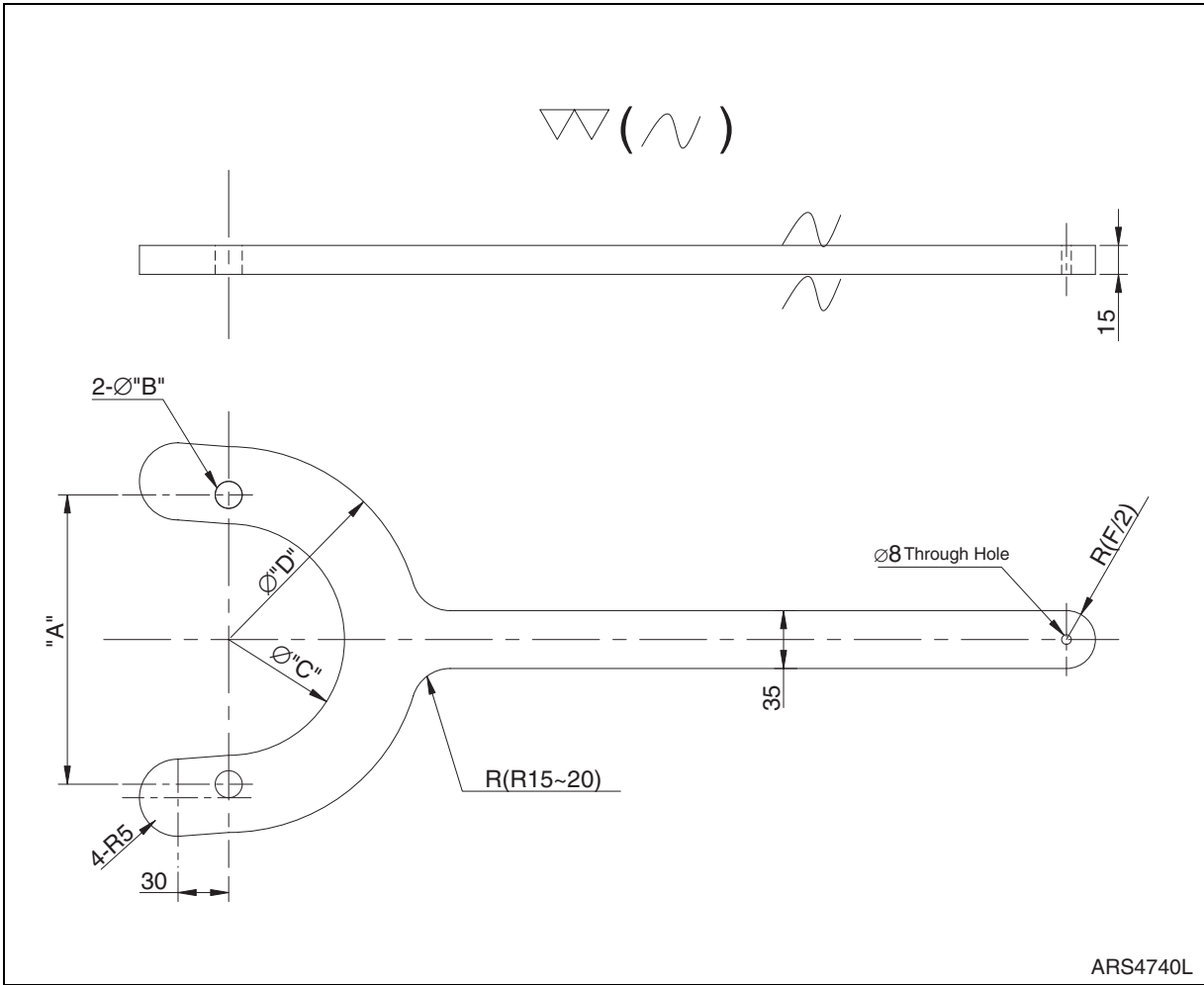


Figure 7

Material SM45C (AISI 1045)

Rockwell Harden from 22 - 27

Oil Quench

| MODEL | CYLINDER | A (±0.1) | øB | øC | øD | MODEL (CYLINDER) |
|------------|--------------|----------------------|----------------------|----------------------|-----------------------|--|
| S55 | BOOM | 80.0 mm (3.15 in) | 11.0 mm (0.43 in) | 45.0 mm (1.77 in) | 110.0 mm (4.33 in) | S55 (BOOM (OP)) S55W-V (BOOM) |
| | SWING | 58.0 mm (2.28 in) | 11.0 mm (0.43 in) | 38.0 mm (1.50 in) | 80.0 mm (3.15 in) | MEGA 300 (P/S) |
| S55-V PLUS | ARM | 65.0 mm (2.56 in) | 11.0 mm (0.43 in) | 49.0 mm (1.93 in) | 90.0 mm (3.54 in) | MEGA 130-III (LIFT) MEGA 160TC (BUCKET) MEGA 400 (P/S) |
| S70-III | ARM | 70 mm (2.76 in) | 11 mm (0.43 in) | 51 mm (2.01 in) | 95 mm (3.74 in) | S80W-II (ARM) |
| | BUCKET | 60 mm (2.36 in) | 11 mm (0.43 in) | 43 mm (1.69 in) | 85 mm (3.35 in) | S80W-II (BUCKET, DOZER) S75-V (BUCKET) |
| | DOZER | 70 mm (2.76 in) | 11 mm (0.43 in) | 53 mm (2.09 in) | 95 mm (3.74 in) | S75-V (ARM, DOZER) S130LC-V (DOZER) S140W-V (DOZER) S160W-V (DOZER) |
| S220LC-V | ARM | 110 mm (4.33 in) | 13 mm (0.51 in) | 76 mm (2.99 in) | 140 mm (5.51 in) | S210W-V (ARM) S220LC-V (BOOM) S220N-V (ARM (OP)) S225NLC-V (BOOM) S225NLC-V (ARM (OP)) S250LC-V (ARM) S255LC-V (ARM) S290LC-V (BOOM, BUCKET) S300LC-V (BOOM, BUCKET) |
| | BUCKET | 90 mm (3.54 in) | 11 mm (0.43 in) | 63 mm (2.48 in) | 115 mm (4.53 in) | S70-III (BOOM) S75-V (SWING) S80W-II (BOOM) S130W-V (ARM (EURO)) S130LC-V (S/ARM, BOOM (OP), ARM) S160W-V (ARM) S170LC-V (BOOM) S170W-V (BUCKET, BOOM) S180W-V (BOOM) S210W-V (BUCKET) S220LC-V (BUCKET) S225LC-V (BUCKET) S225NLC-V (BUCKET) MEGA 200-III (LIFT) |
| S290LC-V | ARM S/ARM | 120 mm (4.72 in) | 13 mm (0.51 in) | 85 mm (3.35 in) | 150 mm (5.91 in) | S290LL (BUCKET, BOOM) S300LC-V (ARM, S/ARM) S330LC-V (BOOM, BUCKET) S340LC-V (BUCKET, BOOM, BUCKET (OP)) S370LC-V (BUCKET, BUCKET (OP)) |
| S330LC-V | ARM | 130 mm (5.12 in) | 13 mm (0.51 in) | 93 mm (3.66 in) | 165 mm (6.50 in) | S140W-V (ARTI) S160W-V (ARTI) S340LC-V (ARM) S400LC-V (ARM, BOOM) S420LC-V (ARM, BOOM, BUCKET) S450LC-V (BOOM, BUCKET) S470LC-V (BOOM, BUCKET) |

| MODEL | CYLINDER | A (±0.1) | øB | øC | øD | MODEL (CYLINDER) |
|--|----------|---------------------|--------------------|---------------------|---------------------|--|
| S450LC-V | ARM | 150 mm (5.91 in) | 13 mm (0.51 in) | 103 mm (4.06 in) | 180 mm (7.09 in) | S470LC-V (ARM) |
| S55W-V | ARM | 63 mm (2.48 in) | 11 mm (0.43 in) | 43 mm (1.69 in) | 90 mm (3.54 in) | S55-V (ARM, BUCEKT) S55W-V (BUCKET) S55-V PLUS (BUCKET) |
| S130W-V | BOOM | 75 mm (2.95 in) | 11 mm (0.43 in) | 53 mm (2.09 in) | 100 mm (3.94 in) | S75-V (BOOM) S130LC-V (BOOM) |
| S140W-V | BUCKET | 70 mm (2.76 in) | 11 mm (0.43 in) | 46 mm (1.81 in) | 95 mm (3.74 in) | S160W-V (BUCKET) |
| S170W-V | ARM | 96 mm (3.78 in) | 13 mm (0.51 in) | 69 mm (2.72 in) | 130 mm (5.12 in) | S170LC-V (ARM) S180W-V (ARM) S180W-V (O/R, DOZER) S200W-V (O/R, DOZER) S210W-V (O/R, DOZER) S250LC-V (BUCKET, BOOM) S255LC-V (BUCKET, BOOM) |
| | BUCKET | 80 mm (3.15 in) | 11 mm (0.43 in) | 58 mm (2.28 in) | 110 mm (4.33 in) | S55-V PLUS (BOOM, SWING) S70-III (BOOM) S80W-II (BOOM) S130W-V (ARM) S130LC-V (S/ARM, BOOM {OP}) S140W-V (ARM) S140W-V (BOOM) S140W-V (O/R) S160W-V (ARM) S160W-V (O/R) S180W-V (BUCKET) |
| S200W-V | BOOM | 90 mm (3.54 in) | 13 mm (0.51 in) | 63 mm (2.48 in) | 115 mm (4.53 in) | S220LC-V (BOOM) S220N-V (BUCKET) (OP) S225LC-V (BOOM) S225NLC-V (BOOM) S225NLC-V (BOOM) (OP) |
| <i>P/S: Power Steering</i> <i>O/R: Out Rigger</i> | | | | | | |

STEEL BUSH JIG

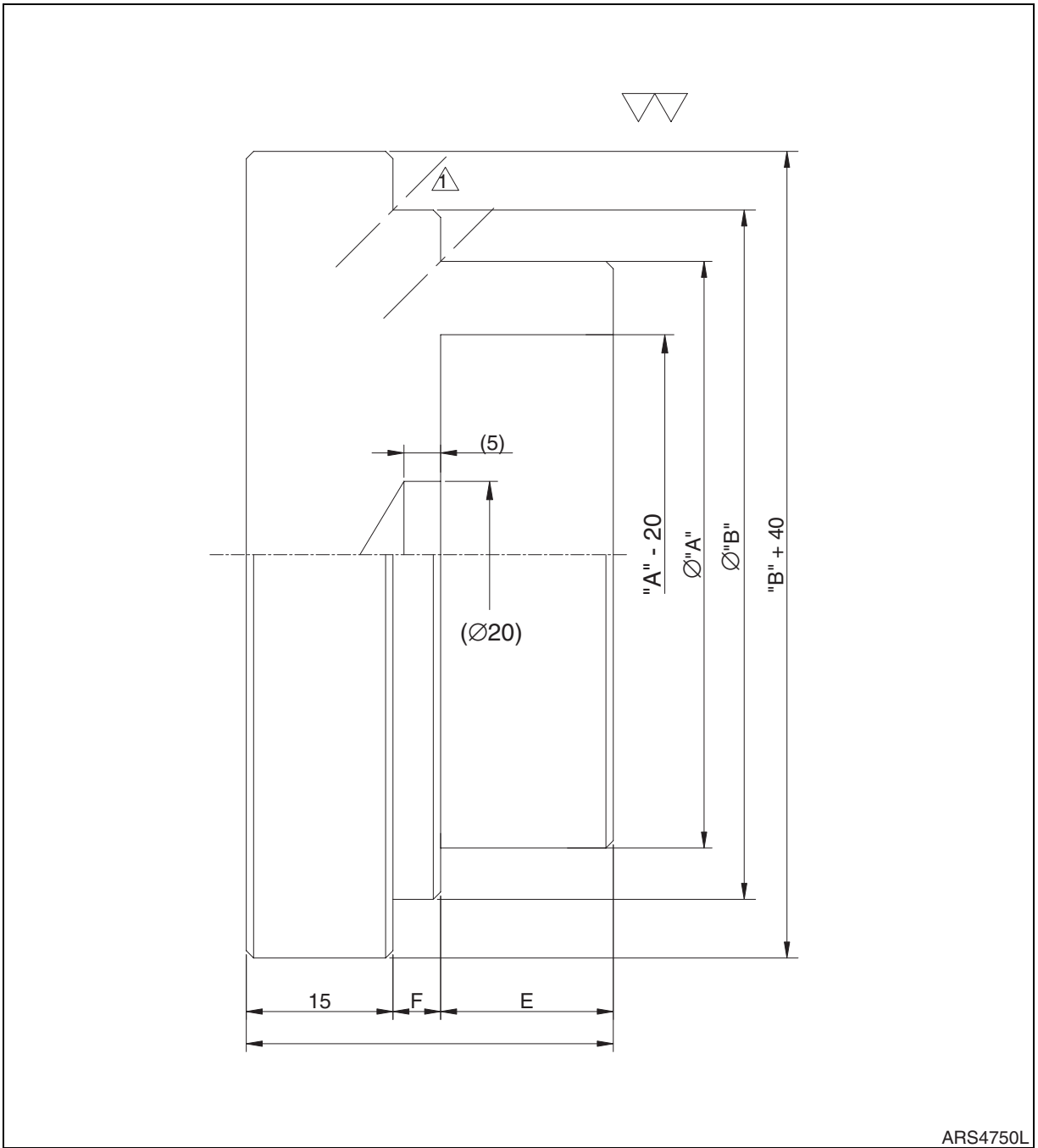


Figure 8

Material: SM45C which is done thermal refining <QT> Hrc 22 - 28

Undefined Chamfer C/R = 0.5 Max.

- 1 Place: Finally work to used DNMG Tip <Nose R0.4>

| MODEL | CYLINDER | ϕA ^{-0.05} _{-0.15} | ϕB (± 0.1) | E | F ^{+0.05} ₀ | Part | MODEL (CYLINDER) |
|----------|----------|--|------------------------|--------------------|---------------------------------|------|--|
| S55-V | BOOM | 50 mm (1.97 in) | 65 mm (2.56 in) | 30 mm (1.18 in) | - | | S55W-V (BOOM) S55-V PLUS (SWING) |
| | SWING | 40 mm (1.58 in) | 50 mm (1.97 in) | 20 mm (0.79 in) | - | | |
| | DOZER | 65 mm (2.56 in) | 70 mm (2.76 in) | 30 mm (1.18 in) | - | | |
| S70-III | DOZER | 50 mm (1.97 in) | 60 mm (2.36 in) | 40 mm (1.58 in) | 0 | | S75-V (DOZER) |
| | BUCKET | 50 mm (1.97 in) | 60 mm (2.36 in) | 25 mm (0.98 in) | 5 mm (0.20 in) | H/C | S55-V (ARM) S55- V PLUS (ARM, BOOM, BUCKET) S75-V (BUCKET) |
| | BUCKET | 55 mm (2.17 in) | 68 mm (2.68 in) | 30 mm (1.18 in) | 5.5 mm (0.22 in) | K/C | S80W-II BUCKET (K/C) |
| S130LC-V | DOZER | 60 mm (2.36 in) | 70 mm (2.76 in) | 30 mm (1.18 in) | - | | S140W-V (DOZER) S160W-V (DOZER) |
| | BUCKET | 65 mm (2.56 in) | 80 mm (3.15 in) | 30 mm (1.18 in) | 6 mm (0.24 in) | | S70-III (ARM, BOOM) S75-V (ARM, BOOM, SWING) S140W-V (BUCKET) S160W-V (BUCKET) MEGA 200-III (LIFT) MEGA 200-III TC (H/C) |

| MODEL | CYLINDER | ϕA ^{-0.05} / _{-0.15} | ϕB (± 0.1) | E | F ^{+0.05} / ₀ | Part | MODEL (CYLINDER) |
|----------|----------------|--|------------------------|--------------------|-----------------------------------|------|---|
| S220LL | ARM | 90 mm (3.54 in) | 105 mm (4.13 in) | 40 mm (1.58 in) | 6.5 mm (0.26 in) | | S210W-V (ARM) S290LC-V (S/ARM, ARM) S290LL (BOOM, BUCKET) S300LC-V (S/ARM, ARM) MEGA 250-III (BUCKET) MEGA 400 (LIFT (H/C), BUCKET) MEGA 400-V (LIFT (H/C)) MEGA 500-III |
| | BOOM | 80 mm (3.15 in) | 95 mm (3.74 in) | 35 mm (1.38 in) | 6.5 mm (0.26 in) | | S180W-V (DOZER, O/R) S200W-V (BOOM, DOZER, O/R) S210W-V (BOOM, DOZER, O/R) S220N-V (ARM (OP), BUCKET (OP)) S220LC-V (ARM, BOOM, BUCKET) S225LC-V (ARM, BOOM, BUCKET) S225NLC-V (ARM (OP), BUCKET (OP)) S225NLC-V (ARM, BOOM, BUCKET) S250LC-V (ARM, BUCKET) S255LC-V (ARM, BUCKET) MEGA 160 (BUCKET) MEGA 200-III (BUCKET) MEGA 200 (BUCKET) MEGA 300 (BUCKET) MEGA 300-V (LIFT) |
| | BUCKET | 65 mm (2.56 in) | 80 mm (3.15 in) | 35 mm (1.38 in) | 6.5 mm (0.26 in) | | S210W-V (BUCKET) |
| S250LC-V | BOOM | 90 mm (3.54 in) | 105 mm (4.13 in) | 40 mm (1.58 in) | 7 mm (0.28 in) | | S255LC-V (BOOM) S290LC-V (S/BUCKET, BOOM, BUCKET) S300LC-V (S/BUCKET, BOOM, BUCKET) |
| S290LL | ARM (STICK) | 100 mm (3.94 in) | 115 mm (4.53 in) | 70 mm (2.76 in) | 6.5 mm (0.26 in) | | |
| S330LC-V | BUCKET (OP) | 100 mm (3.94 in) | 115 mm (4.53 in) | 45 mm (1.77 in) | 7.5 mm (0.30 in) | | S330LC-V (ARM, BOOM, BUCKET) S340LC-V (ARM, BOOM, BUCKET) S370LC-V (ARM, BOOM, BUCKET) MEGA 300-V (BUCKET) MEGA 400-V (BUCKET) MEGA 500-III (LIFT (H/C)) |

| MODEL | CYLINDER | ϕA ^{-0.05} _{-0.15} | ϕB (± 0.1) | E | F ^{+0.05} ₀ | Part | MODEL (CYLINDER) |
|---------------------------------------|---------------|--|------------------------|--------------------|---------------------------------|------|---|
| S450LC-V | ARM | 120 mm (4.72 in) | 140 m (5.51 in) | 75 mm (2.95 in) | 11 mm (0.43 in) | | S470LC-V (ARM) |
| | BOOM | 110 mm (4.33 in) | 130 mm (5.12 in) | 70 mm (2.76 in) | 11 mm (0.43 in) | H/C | S400LC-V (ARM, BOOM (H/C), BUCKET) S420LC-V (ARM, BOOM (H/C), BUCKET) S450LC-V (BUCKET) S470LC-V (BOOM, BUCKET) |
| | BOOM | 120 mm (4.72 in) | 140 m (5.51 in) | 70 mm (2.76 in) | 11 mm (0.43 in) | K/C | S420LC-V (BOOM (K/C)) S400LC-V (BOOM (K/C)) |
| S55W-V | BUCKET | 50 mm (1.97 in) | 60 mm (2.36 in) | 30 mm (1.18 in) | - | | S55-V (ARM, BOOM (OP), BUCKET) |
| | DOZER | 65 mm (2.56 in) | 75 mm (2.95 in) | 30 mm (1.18 in) | - | | S55-V PLUS (DOZER) |
| S80W-II | BUCKET | 50 mm (1.97 in) | 60 mm (2.36 in) | 25 mm (0.98 in) | 5.5 mm (0.22 in) | H/C | |
| S130W-V | BOOM | 71 mm (2.80 in) | 86 mm (3.39 in) | 40 mm (1.58 in) | 6.5 mm (0.26 in) | | S130LC-V (BOOM, BOOM (OP)) S140W-V (BOOM) S160W-V (BOOM) |
| | ARM (EURO) | 71 mm (2.80 in) | 86 mm (3.39 in) | 40 mm (1.58 in) | 7 mm (0.28 in) | | S130W-V (ARM) S130LC-V (S/ARM, ARM) S140W-V (ARM) S160W-V (ARM) S180W-V (ARM, BOOM, BUCKET) |
| S140W-V | O/R | 60 mm (2.36 in) | 75 mm (2.95 in) | 30 mm (1.18 in) | 6.5 mm (0.26 in) | | S160W-V (O/R) |
| S140W-V | ARTI. | 90 mm (3.54 in) | 105 mm (4.13 in) | 40 mm (1.58 in) | 6 mm (0.24 in) | | S160W-V (ARTI.) |
| S170W-V | ARM | 71 mm (2.80 in) | 86 mm (3.39 in) | 50 mm (1.97 in) | 6 mm (0.24 in) | | S170W-V (BOOM, BUCKET) S170LC-V (ARM, BOOM) |
| H/C: Head Cover K/C: Knuckle Cover | | | | | | | |

DUST WIPER JIG

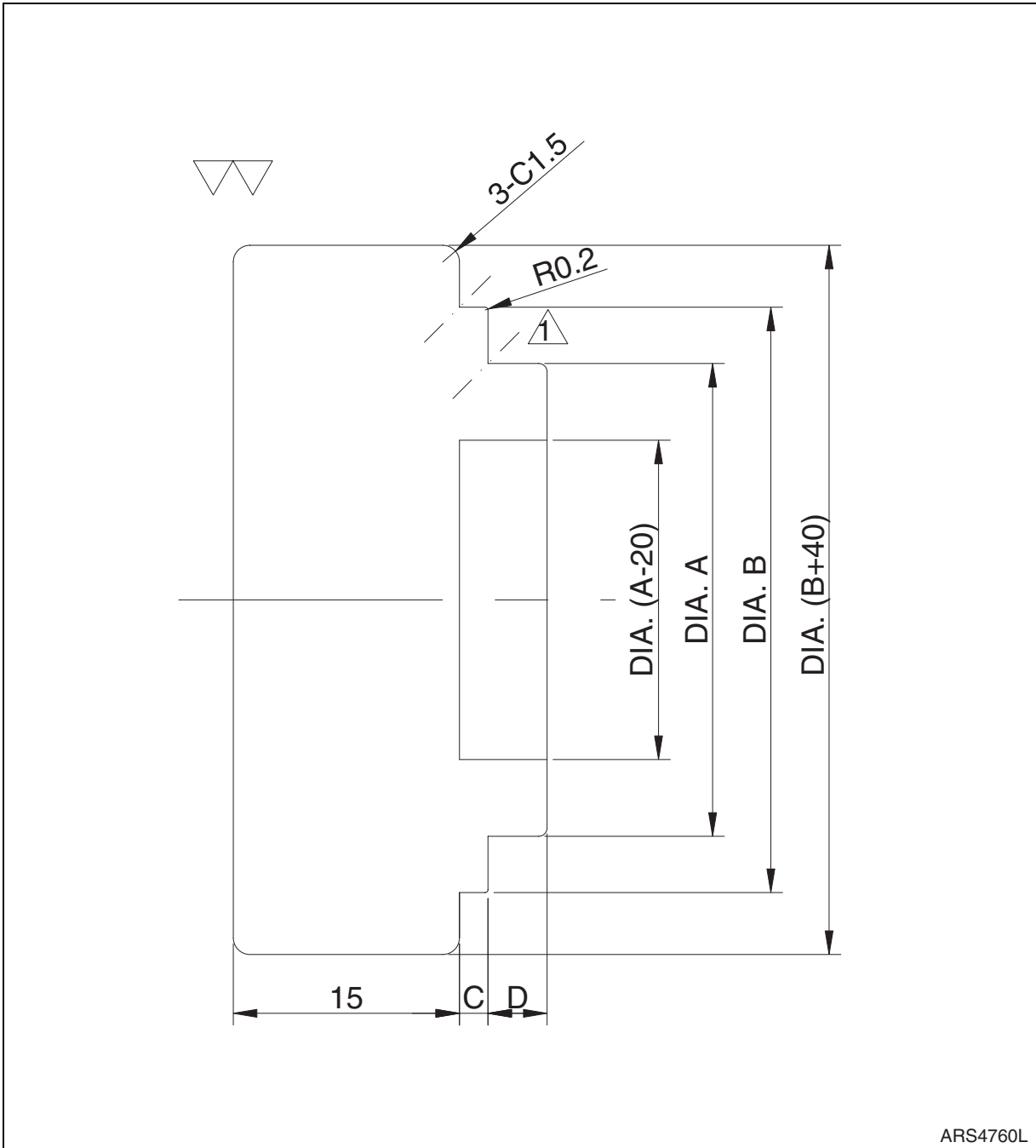


Figure 9

Material: SM45C which is done thermal refining <QT> Hrc 22 - 28

Undefined Chamfer C/R = 0.5 Max.

1 Place: Finally work to used DNMG Tip <Nose R0.4>

| MODEL | CYLINDER | ϕA ^{-0.2} _{-0.3} | ϕB ^{-0.2} _{-0.3} | C ⁰ _{-0.1} | D | MODEL (CYLINDER) |
|----------|-----------|--|--|--------------------------------|-------------------|---|
| DD80L | TILT | 35 mm (1.38 in) | 47 mm (1.85 in) | 0 | 6 mm (0.24 in) | |
| | DOZER | 45 mm (1.77 in) | 57 mm (2.24 in) | 0.5 mm (0.02 in) | 6 mm (0.24 in) | DD80L (ANGLE) |
| | ANGLE | 45 mm (1.77 in) | 57 mm (2.24 in) | 0.5 mm (0.02 in) | 6 mm (0.24 in) | |
| S55-V | ARM | 55 mm (2.17 in) | 69 mm (2.72 in) | 5 mm (0.20 in) | 6 mm (0.24 in) | |
| | BOOM | 55 mm (2.17 in) | 69 mm (2.72 in) | 5 mm (0.20 in) | 6 mm (0.24 in) | |
| | BOOM (OP) | 55 mm (2.17 in) | 69 mm (2.72 in) | 5 mm (0.20 in) | 6 mm (0.24 in) | |
| | BUCKET | 55 mm (2.17 in) | 69 mm (2.72 in) | 5 mm (0.20 in) | 6 mm (0.24 in) | |
| | SWING | 40 mm (1.58 in) | 52 mm (2.05 in) | 3.5 mm (0.14 in) | 6 mm (0.24 in) | S55W-V (SWING) |
| | DOZER | 60 mm (2.36 in) | 74 mm (2.91 in) | 7 mm (0.28 in) | 6 mm (0.24 in) | |
| S70-III | ARM | 65 mm (2.56 in) | 79 mm (3.11 in) | 5.5 mm (0.22 in) | 6 mm (0.24 in) | S80W-III (ARM) |
| | BOOM | 70 mm (2.76 in) | 84 mm (3.31 in) | 5.5 mm (0.22 in) | 6 mm (0.24 in) | S80W-III (BOOM) S130W-V (BOOM) S130LC-V (BOOM) MEGA 160-III (BUCKET) |
| | BUCKET | 55 mm (2.17 in) | 69 mm (2.72 in) | 5 mm (0.20 in) | 6 mm (0.24 in) | S55-V (ARM, BOOM, BOOM (OP), BUCKET) S55-V PLUS (BUCKET, SWING) S55W-V (ARM) S75-V (BUCKET) S80W-III (BUCKET) MEGA 130-III (LIFT) |
| | DOZER | 60 mm (2.36 in) | 74 mm (2.91 in) | 5 mm (0.20 in) | 6 mm (0.24 in) | S55W-V (BOOM) S55-V PLUS (ARM, BOOM) S75-V (ARM, SWING DOZER) S140W-V (DOZER) S160W-V (DOZER) MEGA 130-III (BUCKET) MEGA 160-III (LIFT) MEGA 200-III TC (BUCKET) |
| S75-V | BOOM | 70 mm (2.76 in) | 84 mm (3.31 in) | 5 mm (0.20 in) | 6 mm (0.24 in) | |
| S80-III | DOZER | 60 mm (2.36 in) | 74 mm (2.91 in) | 7 mm (2.28 in) | 6 mm (0.24 in) | S55-V (DOZER) S55-V PLUS (DOZER) S55W-V (DOZER) |
| S130LC-V | ARM | 80 mm (3.15 in) | 94 mm (3.70 in) | 6 mm (0.24 in) | 7 mm (2.28 in) | S160W-V (ARM) S170W-V (BOOM) S220N-V (BOOM (OP)) S225NLC-V (BOOM (OP)) |
| | BOOM | 70 mm (2.76 in) | 84 mm (3.31 in) | 6 mm (0.24 in) | 7 mm (2.28 in) | |
| | BOOM (OP) | 75 mm (2.95 in) | 89 mm (3.50 in) | 6 mm (0.24 in) | 7 mm (2.28 in) | |

| MODEL | CYLINDER | ϕA ^{-0.2} _{-0.3} | ϕB ^{-0.2} _{-0.3} | C ⁰ _{-0.1} | D | MODEL (CYLINDER) |
|----------|---------------|--|--|--------------------------------|-------------------|--|
| S220LC-V | ARM | 95 mm (3.74 in) | 109 mm (4.29 in) | 6 mm (0.24 in) | 7 mm (2.28 in) | S210W-V (ARM) S220N-V (ARM (OP)) S225LC-V (ARM) S225NLC-V (ARM) S290LC-V (BOOM) S300LC-V (BOOM) |
| | BOOM | 85 mm (3.35 in) | 99 mm (3.90 in) | 6 mm (0.24 in) | 7 mm (2.28 in) | S225LC-V (BOOM) S225NLC-V (BOOM) |
| | BUCKET | 75 mm (2.95 in) | 89 mm (3.50 in) | 6 mm (0.24 in) | 7 mm (2.28 in) | S210W-V (BUCKET) S225LC-V (BUCKET) S225NLC-V (BUCKET) |
| S220LL | ARM (STICK) | 115 mm (4.53 in) | 131 mm (5.16 in) | 6 mm (0.24 in) | 7 mm (2.28 in) | S340LC-V (ARM) S420LC-V (BOOM) S470LC-V (BOOM, BUCKET) S370LC-V (ARM) S360LC-V (ARM) S400LC-V (BOOM) S450LC-V (BOOM, BUCKET) |
| | BOOM (HOIST) | 90 mm (3.54 in) | 104 mm (4.10 in) | 6 mm (0.24 in) | 7 mm (2.28 in) | |
| | BUCKET (HEEL) | 75 mm (2.95 in) | 89 mm (3.50 in) | 6 mm (0.24 in) | 7 mm (2.28 in) | |
| S220N-V | ARM (OP) | 95 mm (3.74 in) | 109 mm (4.29 in) | 6 mm (0.24 in) | 7 mm (2.28 in) | S225NLC-V (ARM (OP)) |
| | BOOM (OP) | 80 mm (3.15 in) | 94 mm (3.70 in) | 6 mm (0.24 in) | 7 mm (2.28 in) | S225NLC-V (BOOM (OP)) |
| S250LC-V | ARM | 100 mm (3.94 in) | 114 mm (4.49 in) | 6 mm (0.24 in) | 7 mm (2.28 in) | S255LC-V (ARM) S360LC-V (BOOM, BUCKET, BUCKET (OP)) S340LC-V (BOOM, BUCKET, BUCKET (OP)) S370LC-V (BUCKET, BUCKET (OP)) S290LL (BOOM (HOIST), BUCKET (HEEL)) |
| | BOOM | 90 mm (3.54 in) | 104 mm (4.10 in) | 6 mm (0.24 in) | 7 mm (2.28 in) | |
| | BUCKET | 90 mm (3.54 in) | 104 mm (4.10 in) | 6 mm (0.24 in) | 7 mm (2.28 in) | |
| S290LC-V | ARM | 105 mm (4.13 in) | 121 mm (4.76 in) | 6 mm (0.24 in) | 7 mm (2.28 in) | S290LC-V (S/ARM) S300LC-V (ARM, S/ARM) S370LC-V (BOOM) |
| | S/ARM | 105 mm (4.13 in) | 121 mm (4.76 in) | 6 mm (0.24 in) | 7 mm (2.28 in) | |
| | BOOM | 95 mm (3.74 in) | 109 mm (4.29 in) | 6 mm (0.24 in) | 7 mm (2.28 in) | |
| | BUCKET | 90 mm (3.54 in) | 104 mm (4.10 in) | 6 mm (0.24 in) | 7 mm (2.28 in) | |
| | S/BUCKET | 90 mm (3.54 in) | 104 mm (4.10 in) | 6 mm (0.24 in) | 7 mm (2.28 in) | |

| MODEL | CYLINDER | ϕA ^{-0.2} _{-0.3} | ϕB ^{-0.2} _{-0.3} | C ⁰ _{-0.1} | D | MODEL (CYLINDER) |
|----------|---------------|--|--|--------------------------------|-------------------|--|
| S290LL | ARM (STICK) | 120 mm (4.72 in) | 136 mm (5.35 in) | 9 mm (0.35 in) | 7 mm (2.28 in) | |
| | BOOM (HOIST) | 100 mm (3.94 in) | 114 mm (4.49 in) | 6 mm (0.24 in) | 7 mm (2.28 in) | |
| | BUCKET (HEEL) | 100 mm (3.94 in) | 114 mm (4.49 in) | 6 mm (0.24 in) | 7 mm (2.28 in) | |
| S360LC-V | ARM | 115 mm (4.53 in) | 131 mm (5.16 in) | 6 mm (0.24 in) | 7 mm (2.28 in) | |
| | BOOM | 100 mm (3.94 in) | 114 mm (4.49 in) | 6 mm (0.24 in) | 7 mm (2.28 in) | |
| | BUCKET | 100 mm (3.94 in) | 114 mm (4.49 in) | 6 mm (0.24 in) | 7 mm (2.28 in) | |
| | BUCKET (OP) | 100 mm (3.94 in) | 114 mm (4.49 in) | 6 mm (0.24 in) | 7 mm (2.28 in) | |
| S400LC-V | ARM | 120 mm (4.72 in) | 136 mm (5.35 in) | 9 mm (0.35 in) | 7 mm (2.28 in) | S420LC-V (ARM) S290LL (ARM (STICK)) |
| | BOOM | 115 mm (4.53 in) | 131 mm (5.16 in) | 6 mm (0.24 in) | 7 mm (2.28 in) | |
| | BUCKET | 110 mm (4.33 in) | 126 mm (4.96 in) | 6 mm (0.24 in) | 7 mm (2.28 in) | S420LC-V (BUCKET) |
| S450LC-V | ARM | 130 mm (5.12 in) | 146 mm (5.75 in) | 6.5 mm (0.26 in) | 7 mm (2.28 in) | S470LC-V (ARM) |
| | BOOM | 115 mm (4.53 in) | 131 mm (5.16 in) | 6 mm (0.24 in) | 7 mm (2.28 in) | S140W-V (ARTI.) S160W-V (ARTI.) |
| | BUCKET | 115 mm (4.53 in) | 131 mm (5.16 in) | 6 mm (0.24 in) | 7 mm (2.28 in) | |
| S55W-V | ARMS | 55 mm (2.17 in) | 69 mm (2.72 in) | 5 mm (0.20 in) | 6 mm (0.24 in) | |
| | SWING | 40 mm (1.58 in) | 52 mm (2.05 in) | 3.5 mm (0.14 in) | 6 mm (0.24 in) | |
| | BOOM | 60 mm (2.36 in) | 74 mm (2.91 in) | 5 mm (0.20 in) | 6 mm (0.24 in) | |
| | BUCKET | 50 mm (1.97 in) | 62 mm (2.44 in) | 4.5 mm (0.18 in) | 6 mm (0.24 in) | |
| | DOZER | 60 mm (2.36 in) | 74 mm (2.91 in) | 5 mm (0.20 in) | 6 mm (0.24 in) | |
| S80W-III | ARM | 65 mm (2.56 in) | 79 mm (3.11 in) | 5.5 mm (0.22 in) | 6 mm (0.24 in) | |
| | BOOM | 70 mm (2.76 in) | 84 mm (3.31 in) | 5.5 mm (0.22 in) | 6 mm (0.24 in) | |
| | BUCKET | 55 mm (2.17 in) | 69 mm (2.72 in) | 5 mm (0.20 in) | 6 mm (0.24 in) | |

| MODEL | CYLINDER | ϕA ^{-0.2} _{-0.3} | ϕB ^{-0.2} _{-0.3} | C ⁰ _{-0.1} | D | MODEL (CYLINDER) |
|---------|----------|--|--|--------------------------------|-------------------|---|
| S130W-V | ARM | 75 mm (2.95 in) | 89 mm (3.50 in) | 6 mm (0.24 in) | 7 mm (2.28 in) | S130W-V (S/ARM) S130LC-V (BOOM (OP)) S140W-V (ARM) S140W-V (BOOM) S160W-V (BOOM) S170W-V (BUCKET) S220LC-V (BUCKET) S220LL (BUCKET (HEEL)) |
| | S/ARM | 75 mm (2.95 in) | 89 mm (3.50 in) | 6 mm (0.24 in) | 7 mm (2.28 in) | |
| | BOOM | 70 mm (2.76 in) | 84 mm (3.31 in) | 6 mm (0.24 in) | 7 mm (2.28 in) | |
| | BUCKET | 65 mm (2.56 in) | 79 mm (3.11 in) | 6 mm (0.24 in) | 7 mm (2.28 in) | S140W-V (BUCKET) S160W-V (BUCKET) |
| S140W-V | OR | 70 mm (2.76 in) | 84 mm (3.31 in) | 0.5 mm (0.02 in) | 6 mm (0.24 in) | S160W-V (O/R) |
| S170W-V | ARM | 90 mm (3.54 in) | 104 mm (4.10 in) | 6 mm (0.24 in) | 7 mm (2.28 in) | S180W-V (ARM) S220LL (BOOM (HOIST)) S250LC-V (BOOM, BUCKET) S255LC-V (BOOM, BUCKET) S290LC-V (BUCKET, S/BUCKET) S300LC-V (BUCKET, S/BUCKET) |
| | BOOM | 80 mm (3.15 in) | 94 mm (3.70 in) | 6 mm (0.24 in) | 7 mm (2.28 in) | S180W-V (BOOM) |
| | BUCKET | 75 mm (2.95 in) | 89 mm (3.50 in) | 6 mm (0.24 in) | 7 mm (2.28 in) | S180W-V (BUCKET) |
| S200W-V | BOOM | 85 mm (3.35 in) | 99 mm (3.90 in) | 6 mm (0.24 in) | 7 mm (2.28 in) | S210W-V (BOOM) S220LC-V (BOOM) |

SLIPPER SEAL JIG

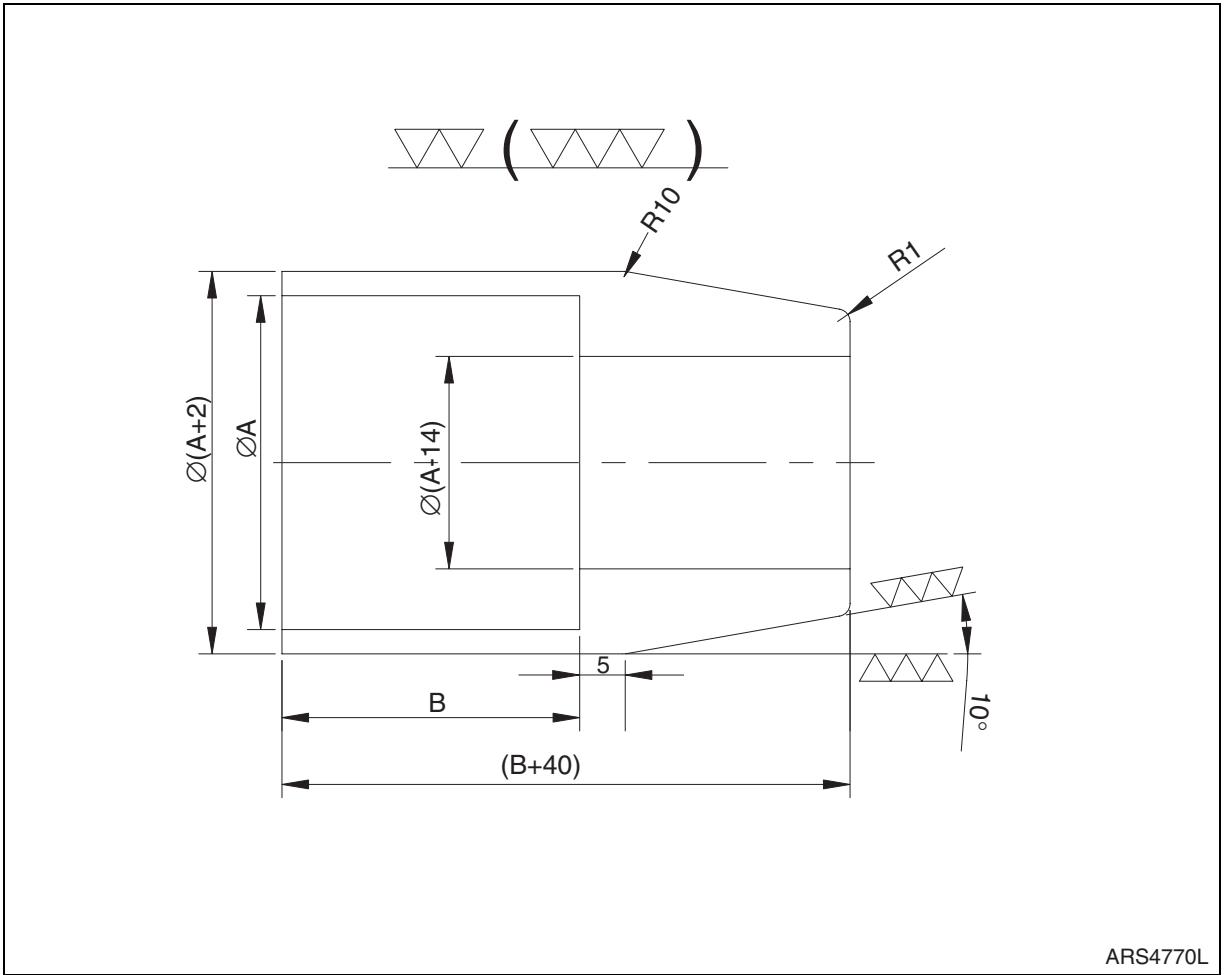
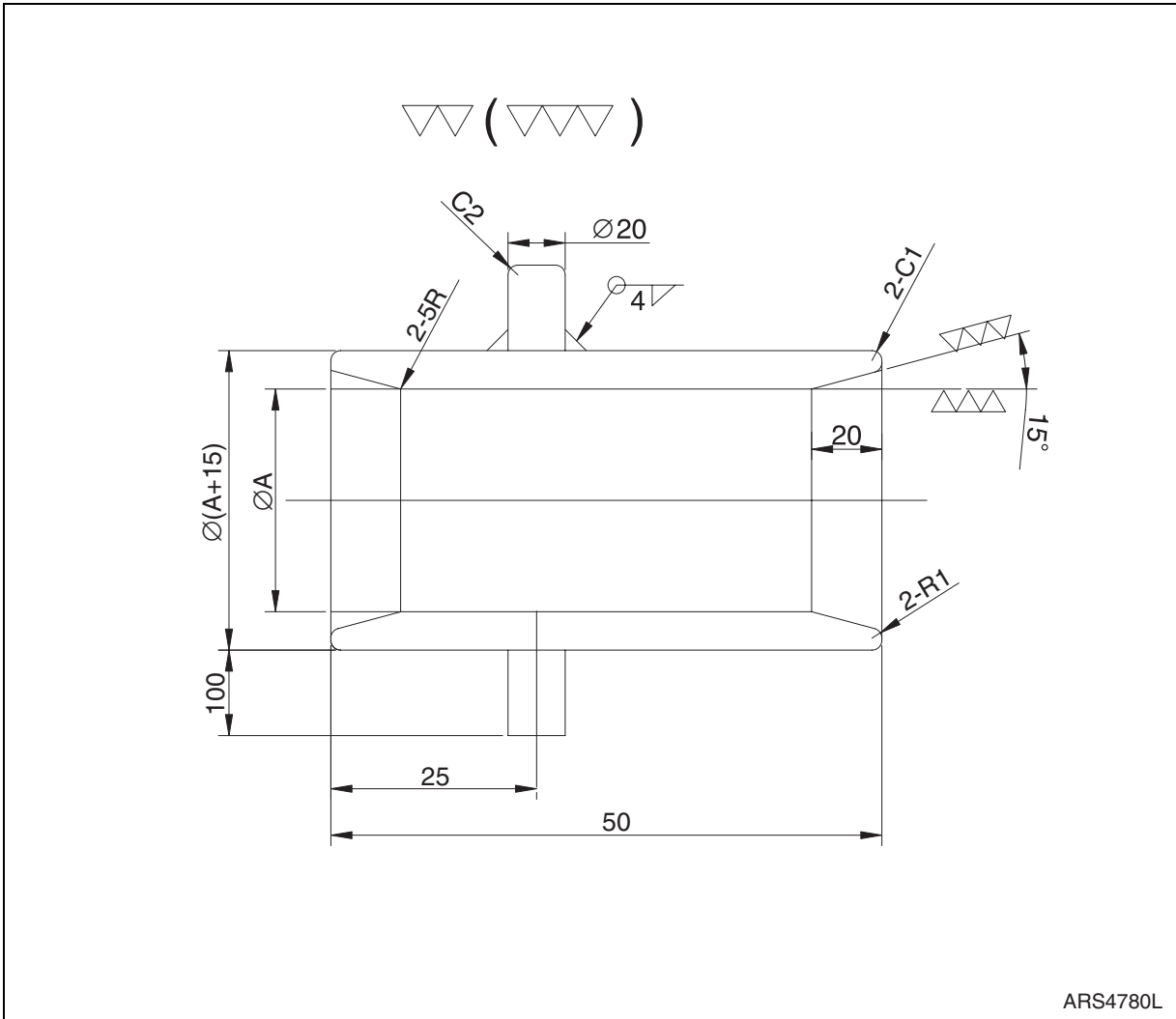


Figure 10

| MODEL | CYLINDER | øA ^{+0.2} _{+0.1} | B ^{+0.2} _{+0.1} | MODEL (CYLINDER) |
|------------|-------------|------------------------------------|-----------------------------------|---|
| S55-V | ARM | 85 mm (3.35 in) | 32 mm (1.26 in) | S55W-V (ARM) |
| | BOOM | 110 mm (4.33 in) | 21.5 mm (0.85 in) | S55-V (BOOM (OP)) S55W-V (BOOM) |
| | SWING | 80 mm (3.15 in) | 30 mm (1.18 in) | S55W-V (BUCKET, SWING) S55-V PLUS (BUCKET) MEGA 300-III (P/S) |
| | DOZER | 100 mm (3.94 in) | 18 mm (0.71 in) | S55W-V (DOZER) |
| S55-V PLUS | ARM | 90 mm (3.54 in) | 27 mm (1.06 in) | |
| | BOOM | 115 mm (4.53 in) | 20 mm (0.79 in) | |
| S70-III | BUCKET | 85 mm (3.35 in) | 28.5 mm (1.12 in) | S55-V (ARM) S80W-II (BUCKET, DOZER) |
| S75-V | BOOM | 115 mm (4.53 in) | 25 mm (0.90 in) | |
| | ARM | 95 mm (3.74 in) | 23.5 mm (0.92 in) | |
| | BUCKET | 85 mm (3.35 in) | 23 mm (0.90 in) | |
| | SWING | 110 mm (4.33 in) | 31.5 mm (1.24 in) | |
| S130LC-V | ARM | 115 mm (4.53 in) | 28.5 mm (1.12 in) | S170W-V (BOOM) S180W-V (BOOM) S210W-V (BUCKET) S220LC-V (BUCKET) S220LL (BUCKET (HEEL)) S225LC-V (BUCKET) S225NLC-V (BUCKET) |
| S220LC-V | BOOM | 120 mm (4.72 in) | 28.5 mm (1.12 in) | S220N-V (BUCKET (OP)) S225LC-V (BOOM) S225NLC-V (BUCKET (OP)) S225NLC-V (BOOM) |
| S220LL | ARM (STICK) | 165 mm (6.50 in) | 34.5 mm (1.36 in) | S400LC-V (BOOM) S420LC-V (BOOM) |
| S250LC-V | ARM | 140 mm (5.51 in) | 28.5 mm (1.12 in) | S220LL (BOOM (HOIST)) S255LC-V (ARM) S290-V (BOOM, BUCKET, S/BUCKET) S300LC-V (BOOM, BUCKET, S/BUCKET) |
| | BOOM | 130 mm (5.12 in) | 28.5 mm (1.12 in) | S250LC-V (BUCKET) S255LC-V (BOOM, BUCKET) |
| S290LC-V | ARM | 150 mm (5.91 in) | 28.5 mm (1.12 in) | S290LL (BOOM (HOIST), BUCKET (HEEL)) S290LC-V (S/ARM) S300LC-V (ARM, S/ARM) S340LC-V (BOOM, BUCKET, BUCKET (OP)) S360LC-V (BOOM, BUCKET, BUCKET (OP)) S370LC-V (BOOM, BUCKET, BUCKET (OP)) |
| S360LC-V | ARM | 170 mm (6.69 in) | 34.5 mm (1.36 in) | S340LC-V (ARM) S370LC-V (ARM) S450LC-V (BOOM, BUCKET) S470LC-V (BOOM, BUCKET) |

| MODEL | CYLINDER | øA ^{+0.2} _{+0.1} | B ^{+0.2} _{+0.1} | MODEL (CYLINDER) |
|---------------------|----------|---------------------------------------|--------------------------------------|--|
| S400LC-V | ARM | 180 mm (7.09 in) | 41.5 mm (1.63 in) | S140W-V (ARTI.) S160W-V (ARTI.) S290LL (ARM (STICK)) S420LC-V (ARM) |
| | BUCKET | 160 mm (6.30 in) | 34.5 mm (1.36 in) | S420LC-V (BUCKET) |
| S450-V | ARM | 190 mm (7.48 in) | 41.5 mm (1.63 in) | S470LC-V (ARM) |
| S130W-V | ARM | 110 mm (4.33 in) | 28.5 mm (1.12 in) | S55-V PLUS (SWING) S70-III (BOOM) S80W-III (BOOM) S130W-V (S/ARM) S130LC-V (BOOM (OP)) S140W-V (ARM) S140W-V (BOOM) S140W-V (O/R) S160W-V (ARM) S160W-V (BOOM) S160W-V (O/R) S170W-V (BUCKET) S180W-V (BUCKET) |
| | BOOM | 100 mm (3.94 in) | 28.5 mm (1.12 in) | S70-III (ARM, DOZER) S75-V (DOZER) S80W-III (ARM) S130W-V (BOOM) S130LC-V (BOOM (OP)) S140W-V (DOZER) S160W-V (DOZER) |
| | BUCKET | 95 mm (3.74 in) | 28.5 mm (1.12 in) | S140W-V (BUCKET) S160W-V (BUCKET) |
| S170W-V | ARM | 125 mm (4.92 in) | 28.5 mm (1.12 in) | S1480W-V (ARM) |
| S200W-V | BOOM | 135 mm (5.32 in) | 28.5 mm (1.12 in) | S210W-V (ARM) S210W-V (BOOM) S220LC-V (ARM) S220N-V (ARM (OP)) S225LC-V (ARM) S225NLC-V (ARM) S225NLC-V (ARM (OP)) |
| P/S: Power Steering | | | | |

SLIPPER SEAL STRAIGHTENING JIG



ARS4780L

Figure 11

| MODEL | CYLINDER | $\varnothing A$ ^{+0.2} / _{+0.1} | MODEL (CYLINDER) |
|------------|-------------|---|---|
| S55-V | ARM | 85 mm (3.35 in) | S55W-V (ARM) |
| | BOOM | 110 mm (4.33 in) | S55-V (BOOM (OP)) S55W-V (BOOM) |
| | SWING | 80 mm (3.15 in) | S55W-V (BUCKET, SWING) S55-V PLUS (BUCKET) MEGA 300-III P/S |
| | DOZER | 100 mm (3.94 in) | S55W-V (DOZER) S55-V PLUS (DOZER) |
| S55-V PLUS | ARM | 90 mm (3.54 in) | |
| | BOOM | 115 mm (4.53 in) | |
| S75-V | BOOM | 115 mm (4.53 in) | |
| | ARM | 95 mm (3.74 in) | |
| | BUCKET | 85 mm (3.35 in) | |
| | SWING | 110 mm (4.33 in) | |
| S70-III | BUCKET | 85 mm (3.35 in) | S55-V (ARM) S80W-III (BUCKET) S80-III (DOZER) |
| S130LC-V | ARM | 115 mm (4.53 in) | S170W-V (BOOM) S180W-V (BOOM) S210W-V (BUCKET) S220LC-V (BUCKET) S220LL (BUCKET (HEEL)) S225LC-V (BUCKET) S225NLC-V (BUCKET) |
| S220LC-V | BOOM | 120 mm (4.72 in) | S220N-V (BUCKET (OP)) S225LC-V (BUCKET (OP)) S225NLC-V (BUCKET (OP)) S225NLC-V (BOOM) |
| S220LL | ARM (STICK) | 165 mm (6.50 in) | S400LC-V (BOOM) S420LC-V (BOOM) |
| S250LC-V | ARM | 140 mm (5.51 in) | S220LL (BOOM (HOIST)) S255LC-V (ARM) S290-V (BOOM, BUCKET, S/BUCKET) S300LC-V (BOOM, BUCKET, S/BUCKET) |
| | BOOM | 130 mm (5.12 in) | S250LC-V (BUCKET) S255LC-V (BOOM, BUCKET) |
| S290LC-V | ARM | 150 mm (5.91 in) | S300LC-V (ARM, S/ARM) S340LC-V (BOOM, BUCKET, BUCKET (OP)) S370LC-V (BOOM, BUCKET, BUCKET (OP)) S290-V (S/ARM) S360-V (BOOM, BUCKET, BUCKET (OP)) S290LL (BOOM (HOIST), BUCKET (HEEL)) |
| S360-V | ARM | 170 mm (6.69 in) | S340LC-V (ARM) S370LC-V (ARM) S470LC-V (BOOM, BUCKET) S450-V (BOOM, BUCKET) |

| MODEL | CYLINDER | $\varnothing A \begin{smallmatrix} +0.2 \\ +0.1 \end{smallmatrix}$ | MODEL (CYLINDER) |
|---------------------|----------|--|--|
| S400LC-V | ARM | 180 mm (7.09 in) | S140W-V (ARTI.) S160W-V (ARTI.) S420LC-V (ARM) S290LL (ARM (STICK)) |
| | BUCKET | 160 mm (6.30 in) | S420LC-V (BUCKET) |
| S450LC-V | ARM | 190 mm (7.48 in) | S470LC-V (ARM) |
| S130W-V | ARM | 110 mm (4.33 in) | S55-V PLUS (SWING) S70-III (BOOM) S80W-III (BOOM) S130W-V (S/ARM) S130-V (BOOM (OP)) S140W-V (ARM) S140W-V (BOOM) S140W-V (O/R) S160W-V (ARM) S160W-V (BOOM) S160W-V (O/R) S170W-V (BUCKET) S180W-V (BUCKET) |
| | BOOM | 100 mm (3.94 in) | S70-III (ARM, DOZER) S75-V (DOZER) S80W-III (ARM) S130W-V (BOOM) S130-V (BOOM) S140W-V (DOZER) S160W-V (DOZER) |
| | BUCKET | 95 mm (3.74 in) | S140W-V (BUCKET) S160W-V (BUCKET) |
| S170W-V | ARM | 125 mm (4.92 in) | S180W-V (ARM) |
| S200W-V | BOOM | 135 mm (5.32 in) | S210W-V (ARM) S210W-V (BOOM) S220LC-V (ARM) S220N-V (ARM (OP)) S225LC-V (ARM) S225NLC-V (ARM) S225NLC-V (ARM (OP)) |
| P/S: Power Steering | | | |

DISASSEMBLY



Vent air from the hydraulic system before disconnecting cylinder piping connections. Use the lever on the reservoir, while the engine is running. Discharge the hydraulic accumulator and vent residual tank pressure after the engine is shut off. Pour clean replacement fluid back into the system if excessive fluid is lost.

1. Following removal of cylinder from excavator attachment, support cylinder on some type of sturdy work platform and drain all oil. Rotate cylinder so that piping ports are on top, to allow trapped air to vent.

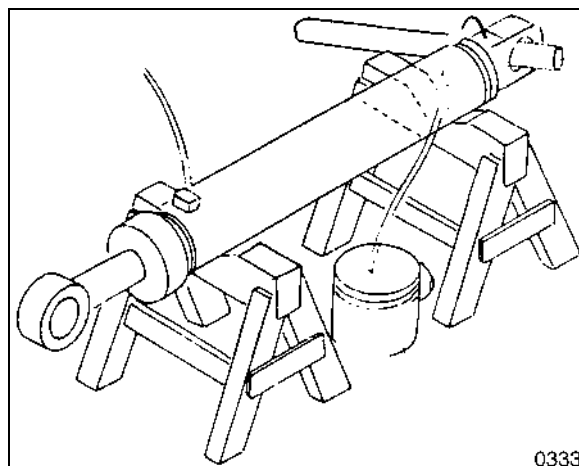


Figure 12

2. Position piston rod so that it is extended approximately one half meter (20").

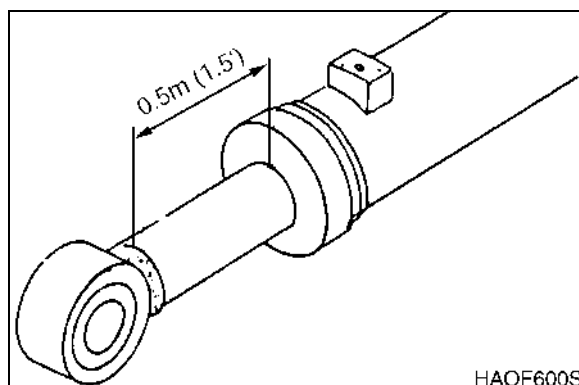


Figure 13

3. Remove bolts (7) on the end of cylinder.

NOTE: Wrap a cloth or other protective material around piston rod, to avoid possibility of accidentally scratching or scoring rod surface while fasteners are being loosened and removed. Component parts (numbered in parentheses) are keyed to Figure 4.

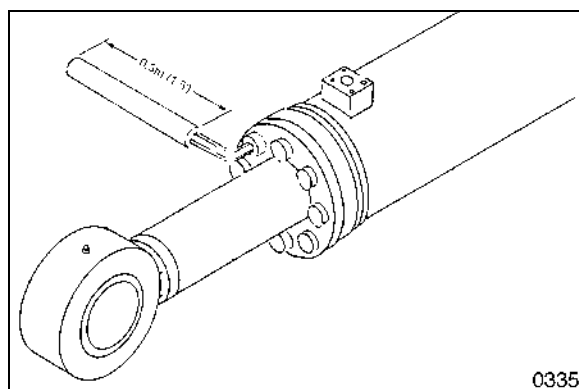


Figure 14

4. Tap two bolts into cover of cylinder head, 180° apart. Tighten them in a staggered, even sequence, to back off piston rod end cover from edge of cylinder wall. Look for adequate clearance between cover and end of cylinder wall before using a plastic or other soft-faced hammer for final disassembly.

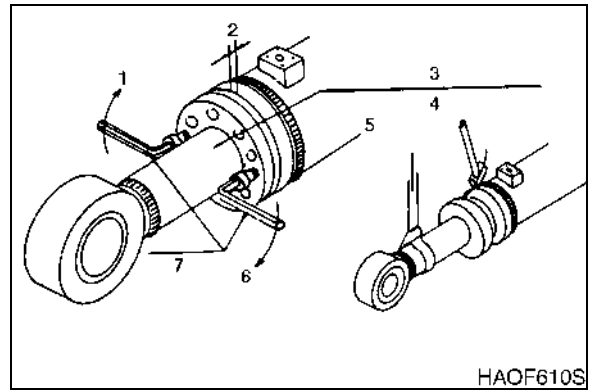


Figure 15

5. Begin withdrawing piston rod assembly, away from cylinder. Attach a lifting support when final 1/3 of rod is still inside barrel of cylinder. Prepare support blocks for piston rod before it has been completely withdrawn.

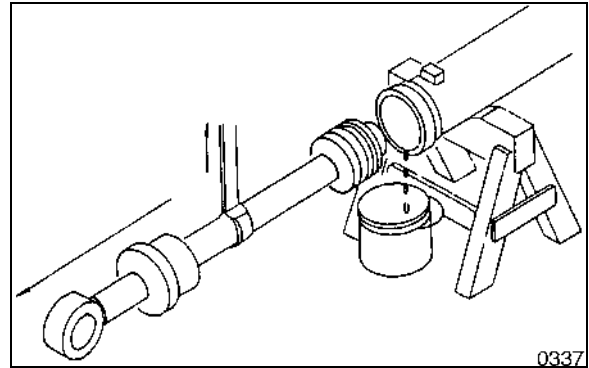


Figure 16

6. Lower piston rod to support blocks and detach wear ring (outer surface) (18) from end of rod.

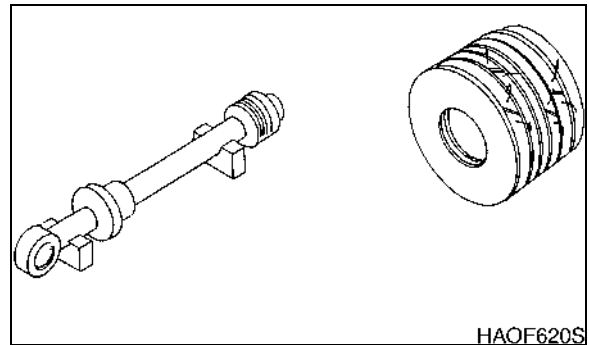


Figure 17

7. Immobilize piston rod by inserting a wooden or other nonscoring, nonmetallic support through end of rod.

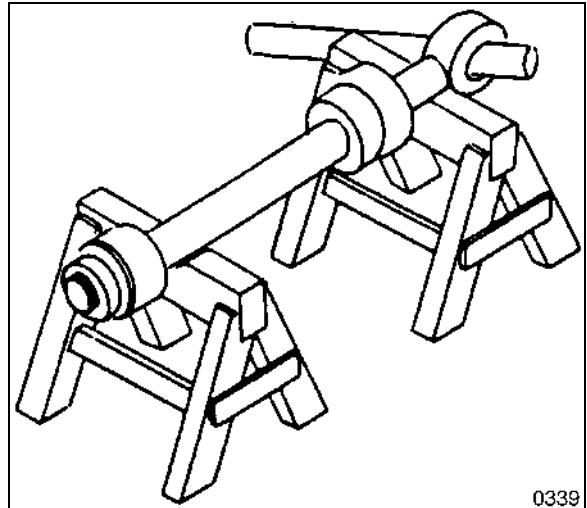


Figure 18

8. Remove set screw by using a socket wrench.

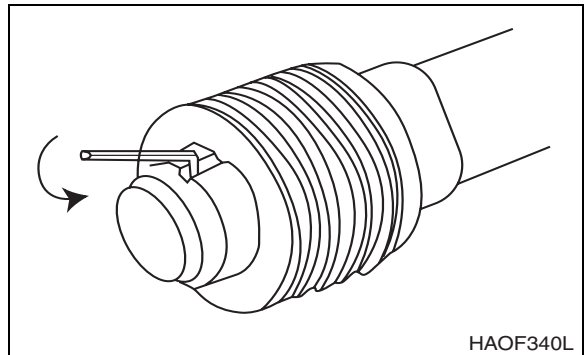


Figure 19

9. Fabricate or purchase a piston nut removal wrench. (Dimensions are called off at beginning of this procedure. This tool may also be ordered through your local Daewoo Parts distributor). Remove nut from end of piston.

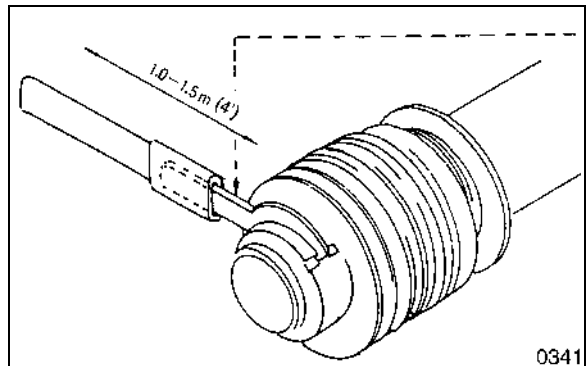


Figure 20

10. Use second piston tool described at beginning of this procedure to separate piston. Detach cushion ring (15), taking care not to damage cushion ring.

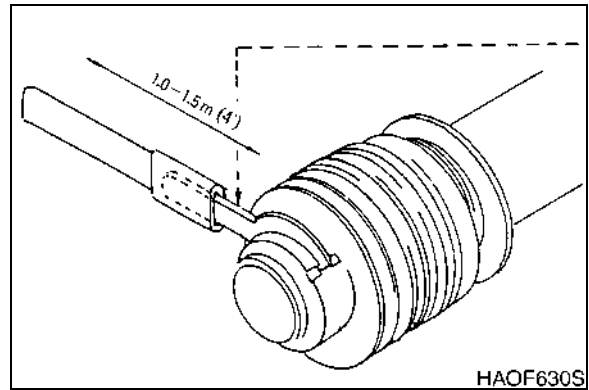


Figure 21

11. Use a plastic hammer to evenly pull off rod cover (9) from end of piston rod. Be careful not to damage rod bushing (6) and dust wiper, U-packing and other seals.

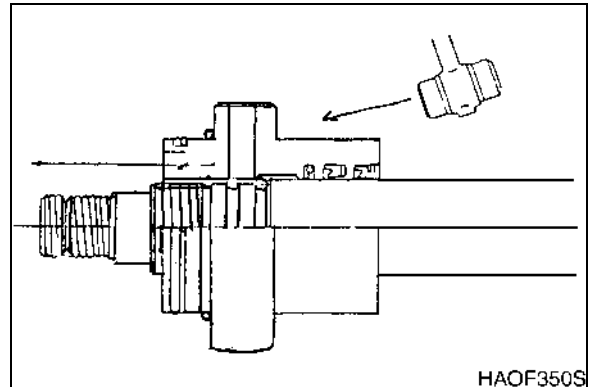


Figure 22

12. Use a dull, rounded-tip tool to pry off O-ring (11) and backup ring (12).

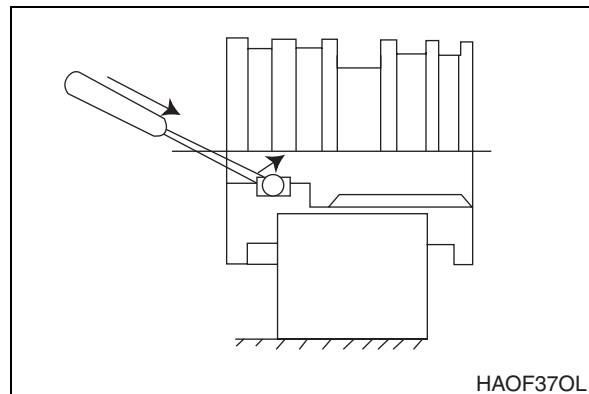


Figure 23

13. Find a screwdriver with an appropriate width tip to facilitate removal of slipper seal (19), wear ring (18) and slide ring (17) from piston (16).

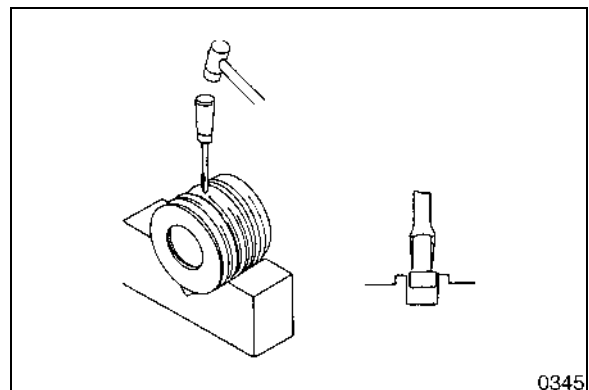


Figure 24

14. Pull off O-ring (20) and backup ring (21) from cylinder head.

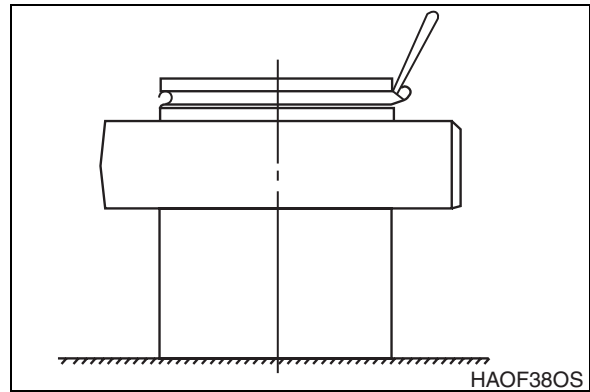


Figure 25

15. During disassembly of cylinder head, be careful not to damage buffer seal (5) and U-packing (4).

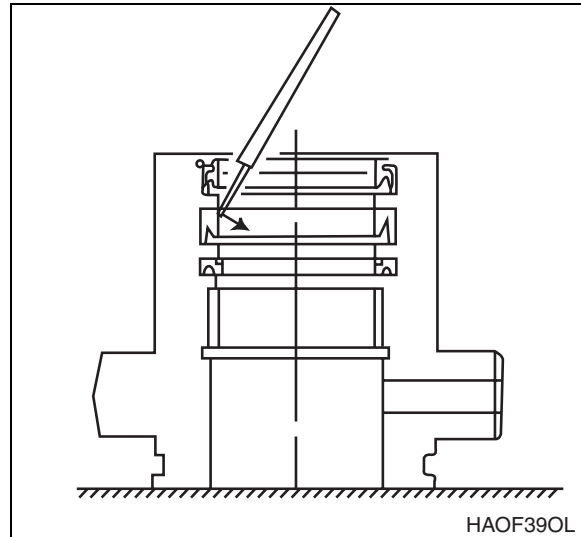


Figure 26

16. Disassemble retaining ring (3) and dust wiper (2). Separate retaining ring (8) and rod bushing (6).

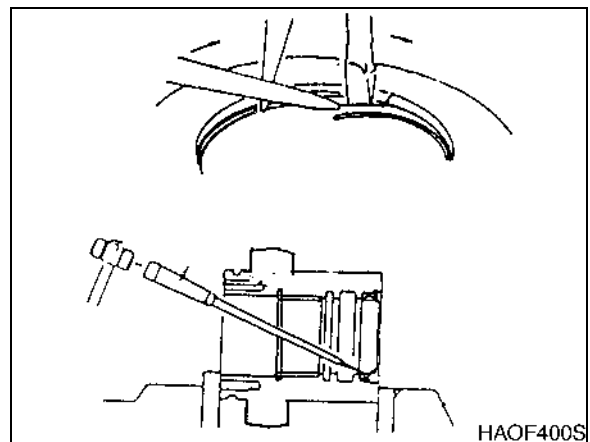


Figure 27

17. Force out pin bushing (1) from body of cylinder.

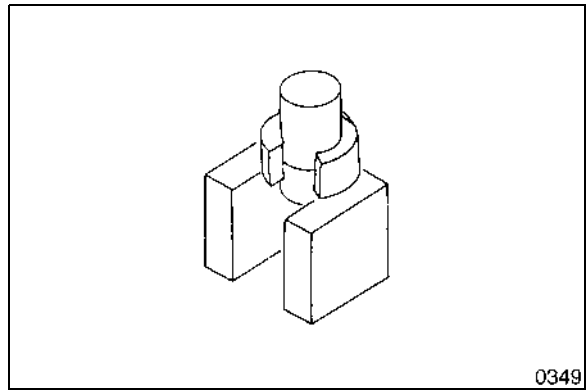


Figure 28

ASSEMBLY

IMPORTANT

Replace any part that shows evidence of damage or excessive wear. Replacement of all O-rings and flexible seals is strongly recommended. Before starting the cylinder assembly procedure, all parts should be thoroughly cleaned and dried, and/or prelubricated with clean hydraulic fluid. Prepare the work area beforehand to maintain cleanliness during the assembly procedure.

NOTE: Assemble subassemblies of cylinder in the following order:

1. Cylinder body
2. Piston rod
3. Piston assembly
4. Cylinder head assembly

1. Assemble pin bushing (1) to piston rod (13) and body of cylinder (14).
2. Following the assembly of rod cover components, install dust wiper (2) and rod bushing (6) to rod cover (9). Insert retaining rings (3 and 8).

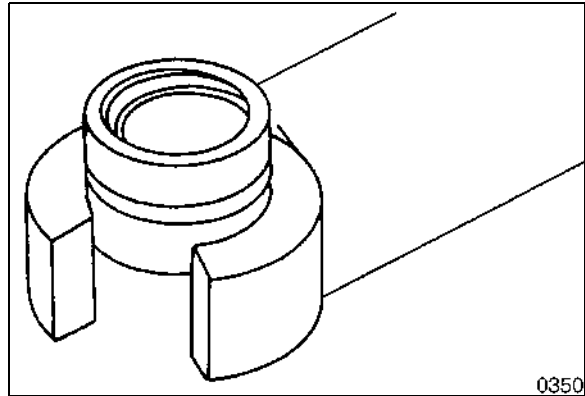


Figure 29

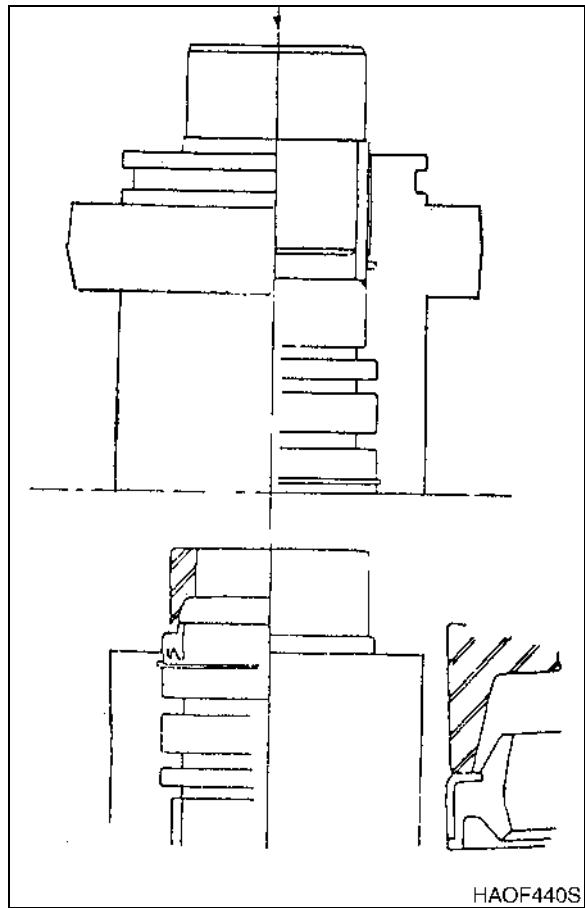


Figure 30

3. Pre-lubricate O-rings and seals before assembly (Figure 31).

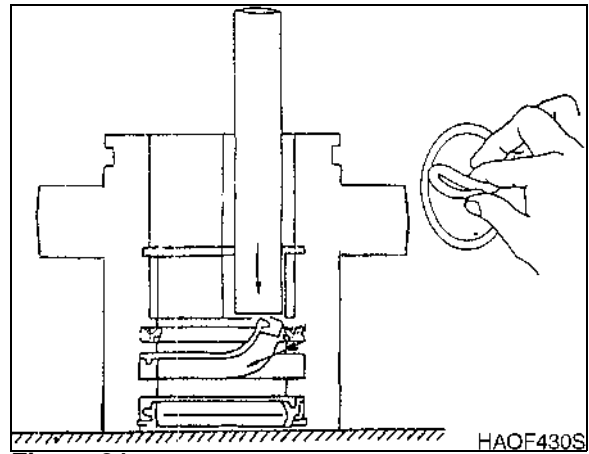


Figure 31

4. Before starting to rebuild piston assembly, heat slipper seal for 5 minutes in an oil bath warmed to 150°-180°C (302°-356°F). Use special slipper seal jig (third item in list of specialized tools at the beginning of this procedure) to attach seal. Cool seal by pushing a retracting jig against seal for several minutes. Apply a strip of clean, see-through sealing tape around slipper seal to keep it free of dust.

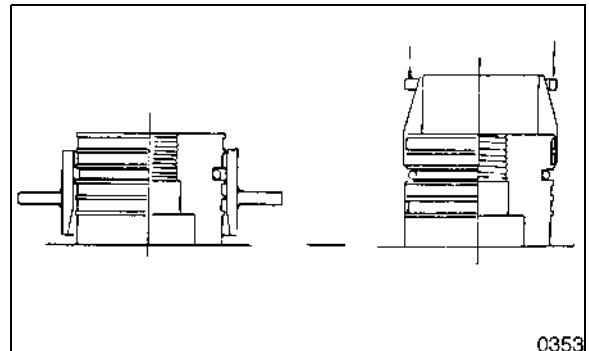


Figure 32

5. Immobilize piston rod on solid support blocks. Assemble O-ring (20) and backup ring (21). Prepare to attach rod cover assembly to piston rod. Push rod cover by tightening piston nut (22).

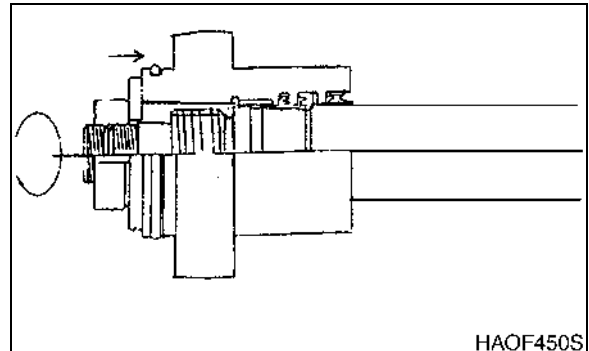


Figure 33

6. Assemble cushion ring (15) and attach piston assembly to piston rod.

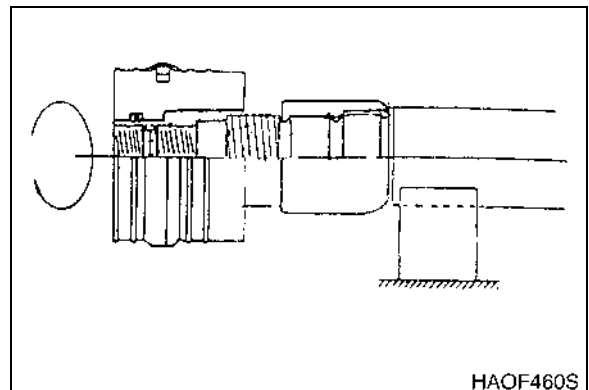


Figure 34

- Use specially fabricate or factory-sourced tool to tighten piston nut (22).

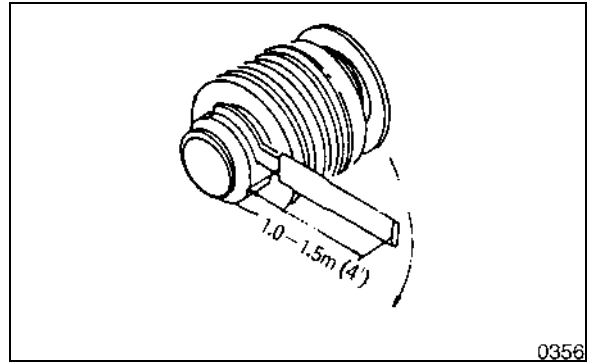


Figure 35

- Assemble wear ring (18), slide ring (17) and set screw (23) to piston assembly.

| Reference Number | Description |
|------------------|-------------|
| 1 | Set Screw |

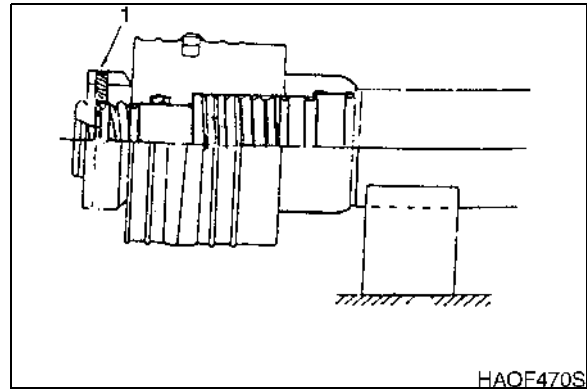


Figure 36

- Immobilize body of cylinder before assembly.

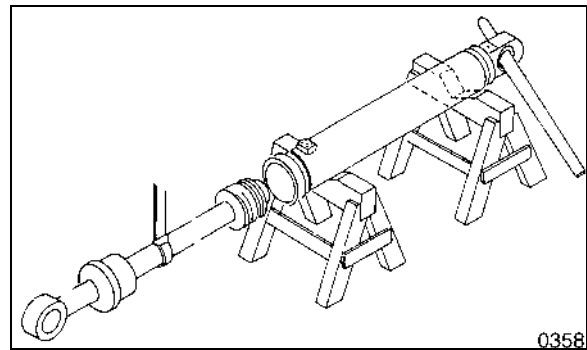


Figure 37

- Pre-apply fastener locking compound (Loctite #242 or #243 or an alternate manufacturer's equivalent product) to all end cover retaining bolts. Wrap a protective cushion around end of rod while tightening fasteners, to prevent possible damage to polished surface of rod, should a wrench slip during retightening.

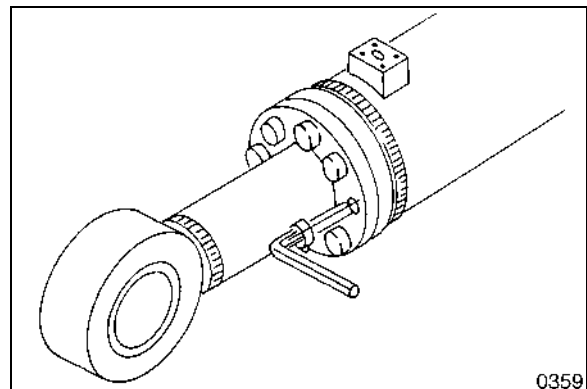


Figure 38

SWING MOTOR

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 |
|----------------|---------------------|
| Solar 225LC-V | 1001 and Up |
| Solar 225NLC-V | 1001 and Up |
| Solar 250LC-V | 1001 and Up |
| Solar 255LC-V | 1001 and Up |
| Solar 290LC-V | 0001 and Up |
| Solar 290LL | 1001 and Up |
| | |

TABLE OF CONTENTS

- General Description..... 3
 - Theory of Operation 3
 - Swing Motor Anti-cavitation Make-up Valve 4
 - Relief Valve 5
 - Swing Brake Operation 5
- Parts List (Model Solar 250LC-V, 255LC-V)..... 8
- Parts List (Models Solar 225LC-V, 225NLC-V, 290LC-V, and 290LL) 10
- Specifications (Model Solar 225LC-V, 225NLC-V)..... 12
- Specifications (Models Solar 250LC-V, 255LC-V, 290LC-V, and 290LL) 12
- Special Tools 13
- Disassembly 14
- Cleaning and Inspection (Wear Limits and Tolerances) 21
- Reassembly..... 23

GENERAL DESCRIPTION

THEORY OF OPERATION

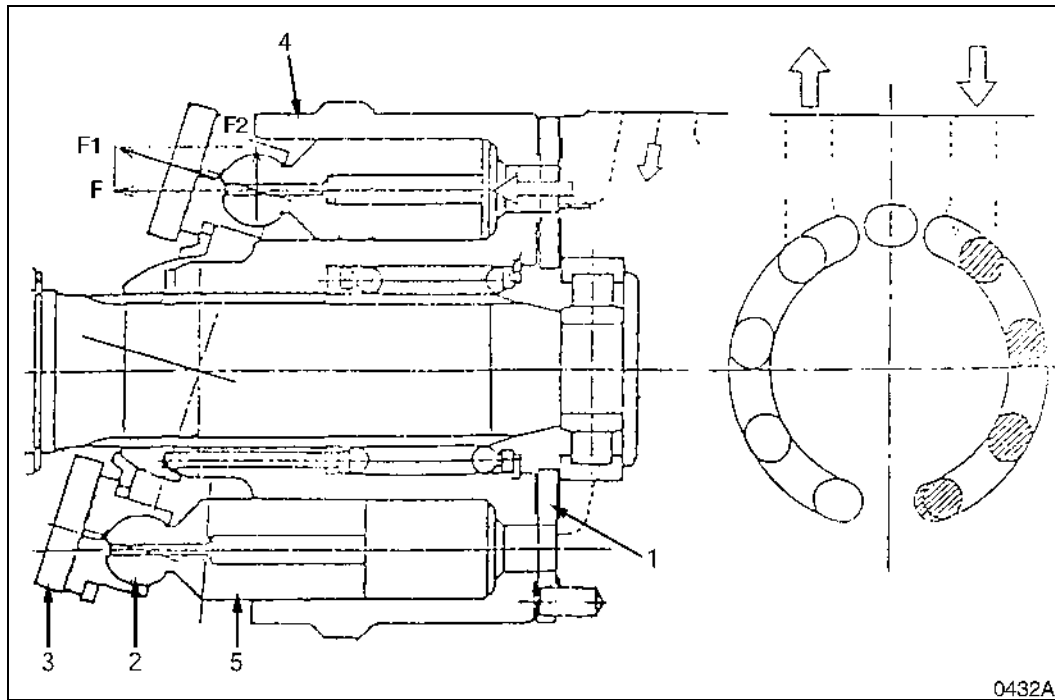


Figure 1

| Reference Number | Description |
|------------------|-------------|
| 1 | Valve Plate |
| 2. | Shoe |
| 3. | Swash Plate |

| Reference Number | Description |
|------------------|----------------|
| 4. | Cylinder Block |
| 5. | Piston |

The cross sectional views of the swing motor, show most of the main components of an axial-piston type hydraulic motor. Arrows indicating direction of flow and other graphic symbols provide a general guide for understanding basic operation (Figure 1).

When high-pressure oil enters the cylinder through the inlet port of the valve plate (1, Figure 1), the sliding piston inside the cylinder is driven back, generating force "F" against the shoe behind the piston (2).

Force "F" acts in two different directions, as indicated by the arrows (Figure 1). Force F1 exerts pressure directly on the swash plate (Item 3) to generate oil flow through the motor, while force F2 pushes laterally - at a right angle - against the drive shaft, providing the rotational energy to turn the cylinder block around the drive shaft.

All nine pistons in the cylinder block have equal width bore, length and volume. They are configured in a concentric layout around the drive shaft, as shown in the cross section end-view. As oil is forced through the inlet port, pistons rotating past the pressurized (supply) side of the motor (indicated as the shaded cylinders) transmit drive torque - one after the next, each in turn - to the swash plate (through F1, direct output force) and to the cylinder block (F2, lateral force to keep the block rotating).

If oil flow to the motor is directed to the opposite port (so that the supply side becomes the exhaust side and vice versa), the rotation of the motor is reversed.

Trench mode allows the operator to "prioritize" hydraulic oil flow between swing function and boom and arm function. Turning "ON" the trench mode boosts oil flow to swing circuit components, increasing swing speed, as boom up/arm dump speed is reduced. If trench mode is turned "OFF" - diminishing the size of the opening through the swing priority valve - boom/arm speed increases as slew rate falls off.

Connected through the EPOS-V controller, the switch of the trench mode changes the voltage of the electronic signal sent to the solenoid valve.

IMPORTANT

The trench mode setting only has a noticeable effect if both functions are used at the same time, when the right and the left joysticks are each engaged simultaneously, to control swing and boom/arm functions.

When the trench mode is engaged, an engaged voltage signal to the solenoid valve shifts the "swing priority" spool valve to increase oil flow through the swing motor. With trench mode "OFF," voltage is disengaged while current flow is reduced, shifting the spool in the priority valve for increased oil flow to the boom/arm side of the circuit.

SWING MOTOR ANTI-CAVITATION MAKE-UP VALVE

Unlike those designs for hydraulic swing motor application which incorporate a separate, external counterbalance valve, the problem of motor rotational speed overtaking or surpassing oil flow rate at the motor's supply-side inlet is answered with pressure-control valving that is incorporated in the motor casing.

An anti-cavitation "make-up" valve is incorporated into each relief valve (Figure 2) to prevent oil starvation on whichever side of the motor is serving as the supply side by allowing greater oil flow through one side of the circuit. There is one valve for each side of the motor. When swing motor case drain pressure increases past the set value of the make-up valves, oil flow is increased through that side of the motor circuit.

RELIEF VALVE

The relief valve is one in a set of two, and is Item "51" of the swing motor assembly.

Return line pressure (the normal pressurization of the hydraulic reservoir, also referred to as "tank pressure") pushes the valve piston to open ports "R" and "P" at the end of the valve whenever the hydraulic system is operating.

This valve initially reacts to the engagement of hydraulic function (and pressurization of the tank) by opening momentarily, so that there is no pressure developed through the valve at all.

Tank pressure at "pressurized area A2" is set against spring pressure inside the valve, opening the relief valve until pressure at the spring chamber ("g") momentarily reduces "g" chamber pressure "Pg." "Pg" subsequently increases until the piston reaches the end of travel inside the valve bore at "h."

After the piston reaches "h" and its normally closed, pressurized operating position, pressure through the valve can be continually increased up to the relief valve maximum pressure ("Ps").

$$P_s = \frac{F_{sp}}{A_1 - A_2}$$

Where Fsp: Spring Force

SWING BRAKE OPERATION

The swing brake is normally held in the applied position - preventing the upper deck revolving superstructure from rotating - whenever the hydraulic system is not operated (pressurized). The brake system is automatically released whenever the swing controls are engaged to swing in one direction or the other.

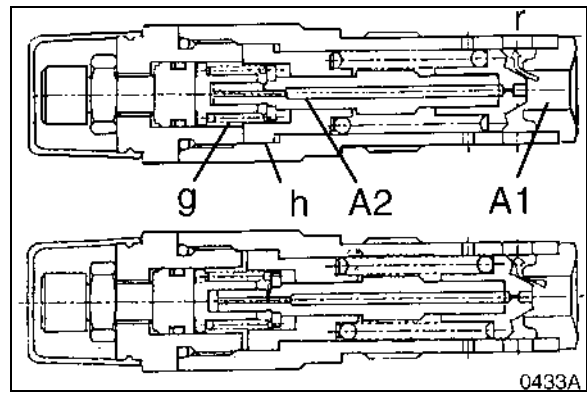


Figure 2

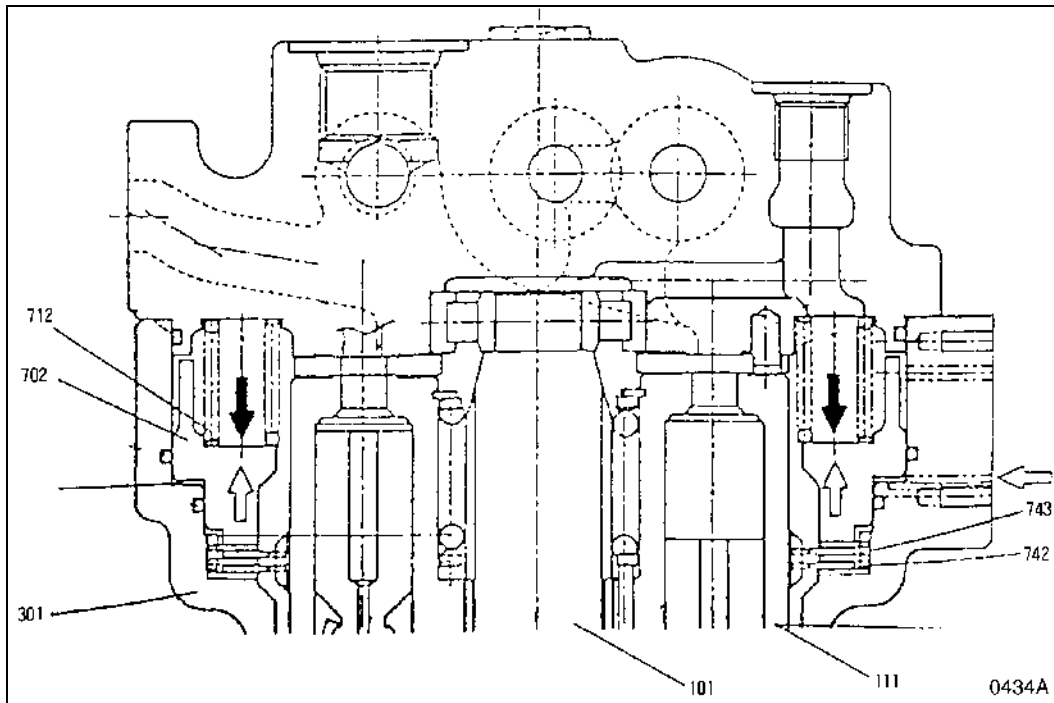


Figure 3

The swing brake is applied when the brake spring (Item 712, Figure 3) locks up the friction plate (742), split plate (743) and swing motor casing (301), preventing the motor drive shaft from turning. When hydraulic pressure is forced to the back side of the brake piston, the friction plate and swing motor casing are separated, releasing the brake.

IMPORTANT

Along with the swing brake, a 2-position positive swing lock has also been provided. It should be secured whenever the upper deck revolving superstructure must be locked down and positively kept from rotating - including maintenance and/or repair intervals. (Do not rely on the swing brake alone to hold the superstructure in position for repairs, transport, maintenance or normal storage.)

PARTS LIST (Model Solar 250LC-V, 255LC-V)

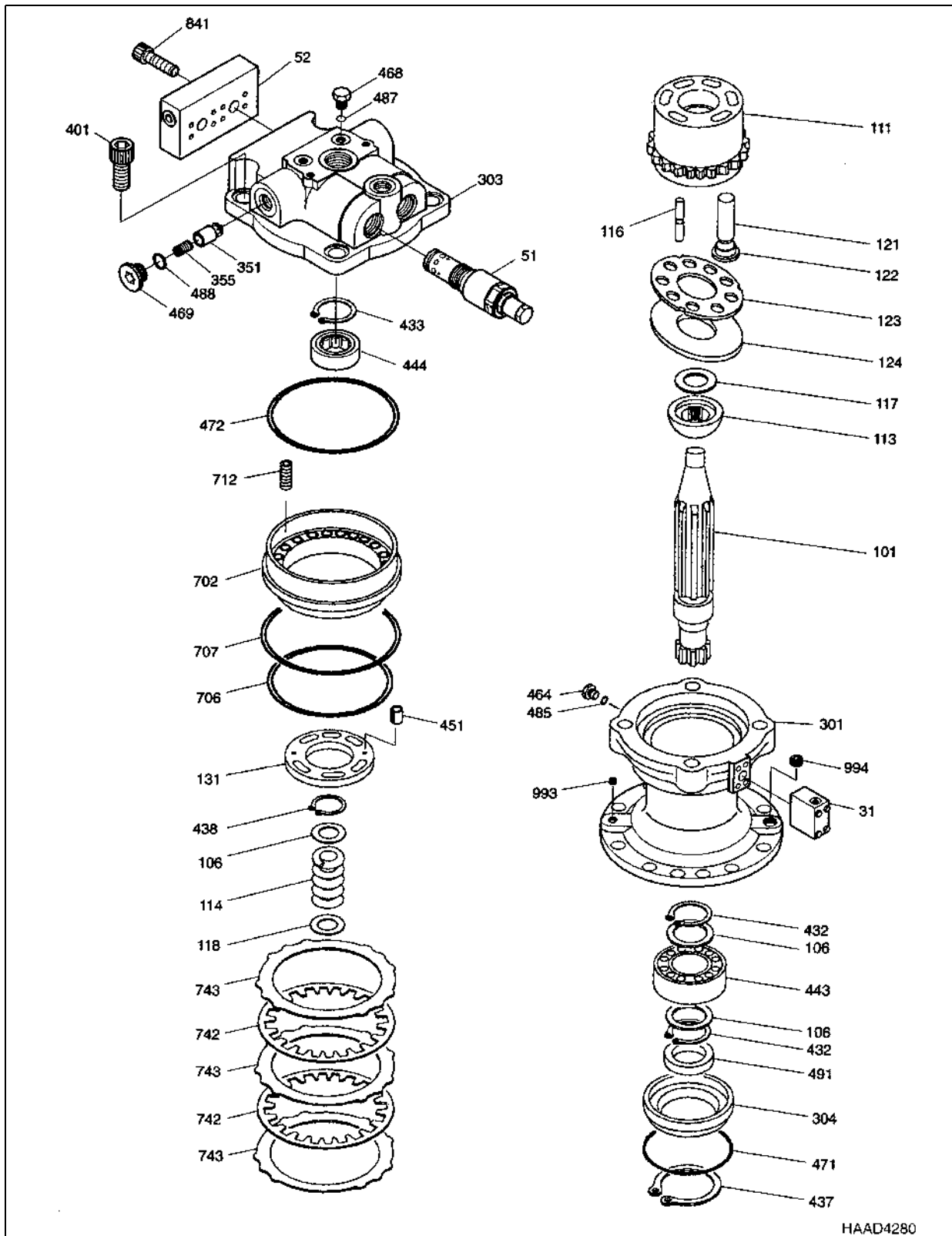


Figure 4

| Reference Number | Description |
|------------------|-----------------|
| 31 | Brake Valve |
| 51 | Relief Valve |
| 52 | S/R Valve Block |
| 101 | Drive Shaft |
| 106 | Spacer |
| 111 | Cylinder Block |
| 113 | Spherical Bush |
| 114 | Cylinder Spring |
| 116 | Push Rod |
| 117 | Spacer F |
| 118 | Spacer R |
| 121 | Piston |
| 122 | Shoe |
| 123 | Retainer |
| 124 | Shoe Plate |
| 131 | Valve Plate K |
| 301 | Casing |
| 303 | Valve Casing K |
| 304 | Front Cover |
| 351 | Plunger K |
| 355 | Spring |
| 401 | Socket Bolt |
| 432 | Ring Snap |
| 433 | Ring Snap |

| Reference Number | Description |
|------------------|-----------------|
| 437 | Ring Snap |
| 438 | Ring Snap |
| 443 | Roller Bearing |
| 444 | Roller Bearing |
| 451 | Pin Spring |
| 464 | VP Plug |
| 468 | VP Plug |
| 469 | RO Plug |
| 471 | O-ring |
| 472 | O-ring |
| 485 | O-ring |
| 487 | O-ring |
| 488 | O-ring |
| 491 | Oil Seal |
| 702 | Brake Piston |
| 706 | O-ring |
| 707 | O-ring |
| 712 | Brake Piston |
| 742 | Friction Spring |
| 743 | Separator Plate |
| 841 | Socket Bolt |
| 993 | PT Plug |
| 994 | PT Plug |

**PARTS LIST (Models Solar 225LC-V, 225NLC-V,
290LC-V, and 290LL)**

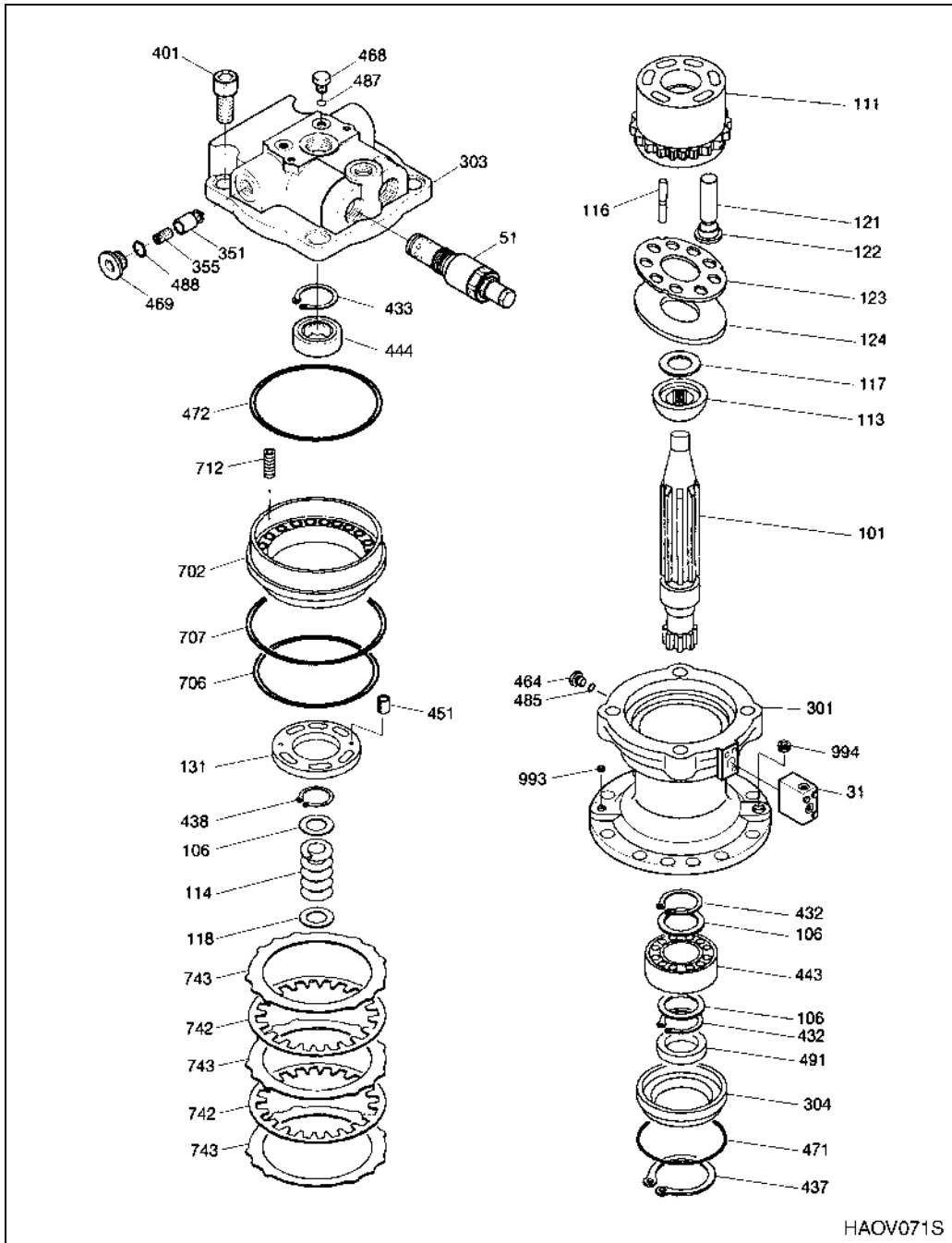


Figure 5

| Reference Number | Description |
|------------------|------------------------|
| 31 | Brake Valve |
| 51 | Relief Valve |
| 101 | Drive Shaft |
| 106 | Spacer |
| 111 | Cylinder Block |
| 113 | Spherical Bushing |
| 114 | Cylinder Spring |
| 116 | Push Rod |
| 117 | Spacer (F) |
| 118 | Spacer (R) |
| 121 | Piston |
| 122 | Shoe |
| 123 | Retainer Plate |
| 124 | Shoe Plate |
| 131 | Valve Plate |
| 301 | Lower Casing |
| 303 | Upper Valve Casing |
| 304 | Front Cover |
| 351 | Plunger |
| 355 | Spring |
| 401 | Socket Head Cover Bolt |
| 432 | Stop Ring |
| 433 | Stop Ring |

| Reference Number | Description |
|------------------|-----------------|
| 437 | Lock Ring |
| 438 | Lock Ring |
| 443 | Roller Bearing |
| 444 | Roller Bearing |
| 451 | Pin Spring |
| 464 | VP Plug |
| 468 | VP Plug |
| 469 | RO Plug |
| 471 | O-ring |
| 472 | O-ring |
| 485 | O-ring |
| 487 | O-ring |
| 488 | O-ring |
| 491 | Oil Seal |
| 702 | Brake Piston |
| 706 | O-ring |
| 707 | O-ring |
| 712 | Brake Spring |
| 742 | Friction Plate |
| 743 | Separator Plate |
| 993 | PT Plug |
| 994 | PT Plug |

SPECIFICATIONS (Model Solar 225LC-V, 225NLC-V)

| Swing Motor | Specification |
|-------------------------------------|---|
| Type | Axial Piston |
| Displacement | 128 cc/rev (7.81in ³ /rev) |
| Crossover Relief Valve Setting | 280 kg/cm ² (4,000 psi) |
| Maximum Supply Flow Rate @ 1640 rpm | 210 liters per minute (55 U.S. gal. per minute) |
| Max. Motor Shaft Speed | 1,640 rpm |
| Rated Motor Shaft Torque | 63 kg•m (456 ft lb) |
| Weight | 56.5 kg (125 lb) |

SPECIFICATIONS (Models Solar 250LC-V, 255LC-V, 290LC-V, and 290LL)

| Swing Motor | Specification |
|-------------------------------------|---|
| Type | Axial Piston |
| Displacement | 169.40 cc (26.26 in ³) |
| Crossover Relief Valve Setting | 285 - 290 kg/cm ² @ 250 liter/min. (4,054 - 4,125 psi @66.0 gpm) |
| Maximum Supply Flow Rate @ 2000 rpm | 265 liter/min. (70 gpm) |
| Motor Shaft Speed | 1558 rpm |
| Motor Shaft Torque | 76.8 kg•m (556 ft lb) |
| Weight | 59 kg (130 lb) |

SPECIAL TOOLS

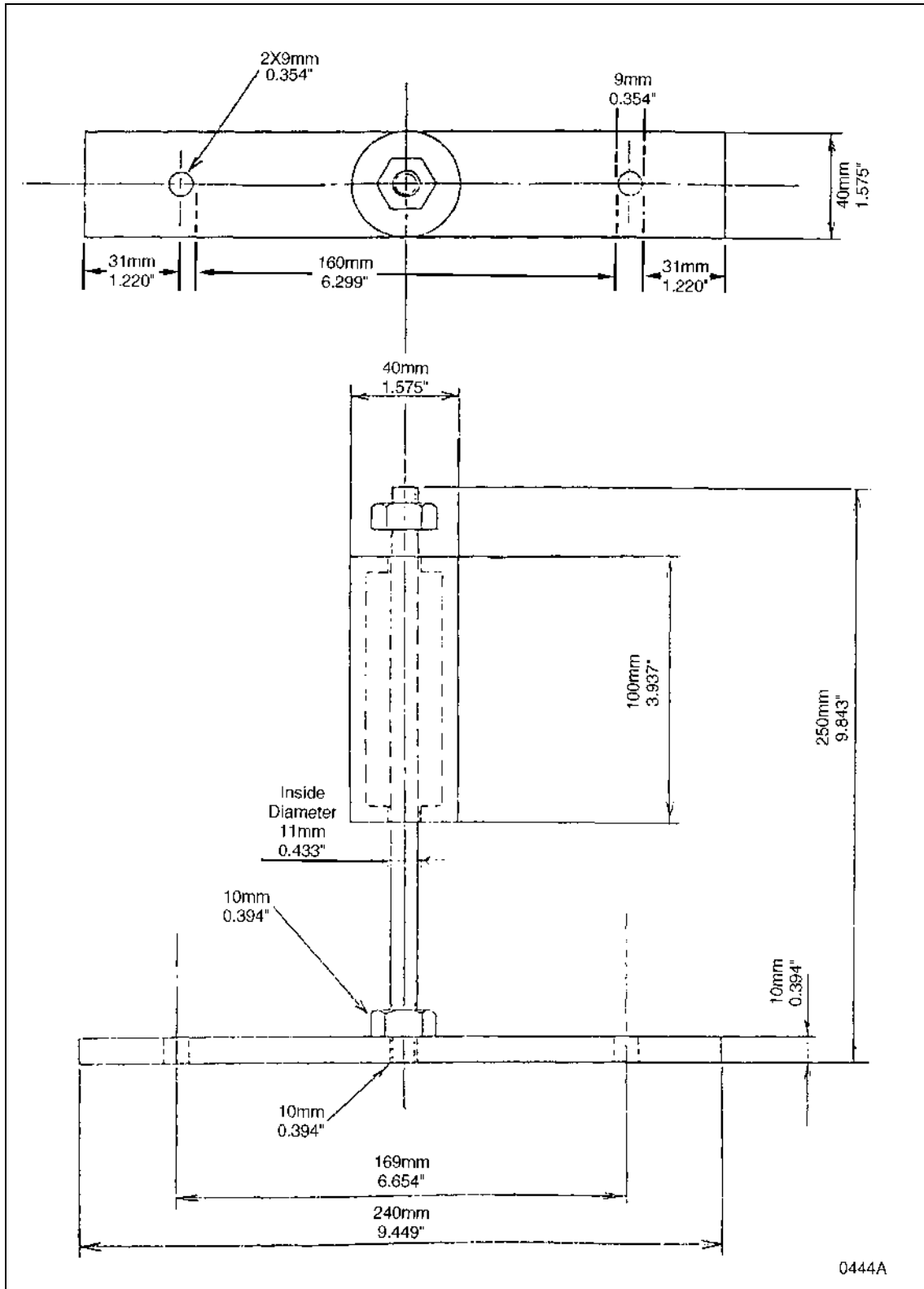


Figure 6

DISASSEMBLY

1. The area where the motor is going to be rebuilt should be well lighted, clean and protected from dust and/or wind gusts that could carry grit or dust. Use a rubber mat or other protective covering on the workbench area to prevent damage or scratching of any precision machined components.

IMPORTANT

Clean all of the exterior surfaces of the motor before disassembly. There should not be any visible dirt, grease, or other type of accumulation on the outside of the casing. Clean off or blow dry all traces of cleaner or solvent before starting work and cap off or use other types of protective seals, plugs or wrapping on temporarily disconnected hoses, piping or ports.

2. Open drain plug and drain all oil from motor casing.

NOTE: *Swing Motor component parts (numbered in parentheses) are keyed to Figure 5.*

IMPORTANT

Use a clean, dry container to catch gear oil. A clean container allows an evaluation to be made of the used oil. The presence or lack of metal wear shavings in the used oil or obvious deterioration or contamination of the oil can provide a useful indicator of the motor's general condition.

NOTE: *Used oil is an environmental contaminant and should be disposed of promptly at approved recycling facilities. Prolonged physical contact with used oil has been thought by some to pose a health risk. Clean oil residue from hands and clothing promptly, and do not allow used oil containers to accumulate.*

3. After oil has been drained completely, motor should be positioned so that exposed end of drive shaft faces downwards.

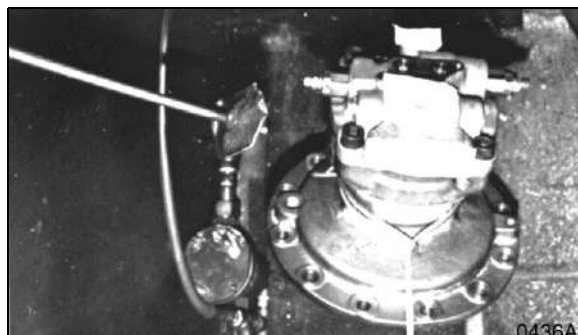


Figure 7

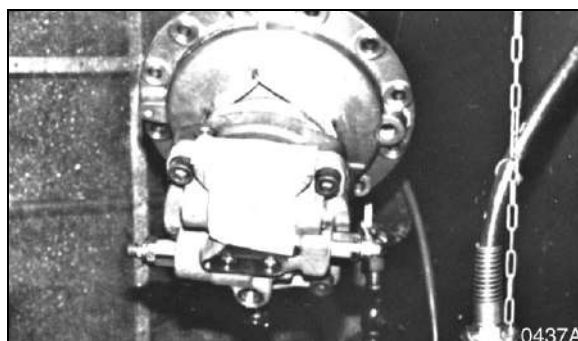


Figure 8

4. Make two permanent marks on exterior of motor to indicate assembly position of motor casing (301) and upper valve casing (303).

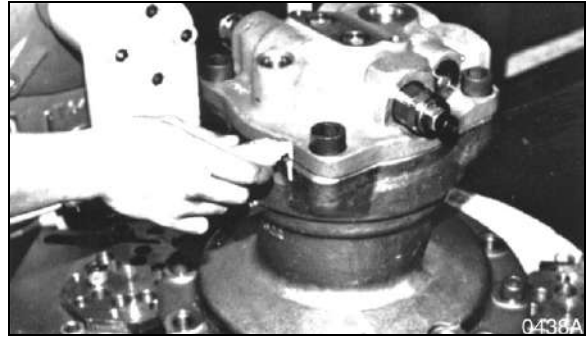


Figure 9

5. Disassemble brake valve (31) from side of casing.

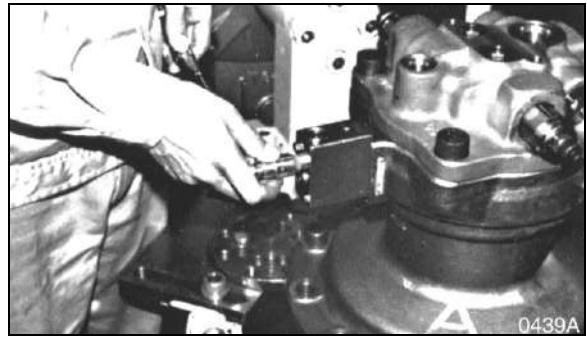


Figure 10

6. Loosen and remove relief valve assemblies (51) from upper valve casing (303).

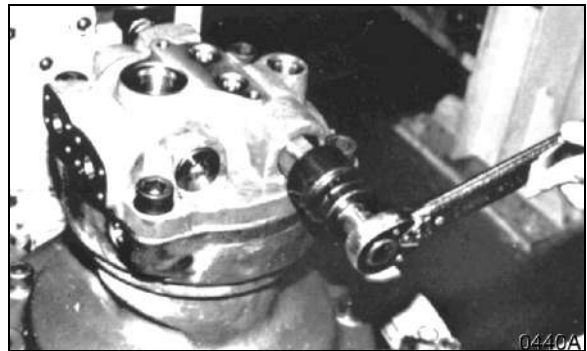


Figure 11

7. Remove RO plug (469) from upper valve casing (303). That will allow subsequent separation of spring (355) and plunger (351).

| |
|--|
| IMPORTANT |
| Use extra care to avoid damaging the plunger seat. |

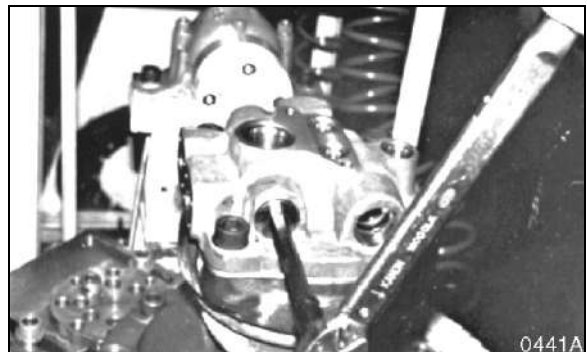


Figure 12

8. Loosen and remove all four socket head bolts (401) and separate upper valve casing (303) from lower casing (301).

NOTE: *Valve plate (131) inside upper valve casing (303) must be separated from assembly but take extra care to make sure that it is not scratched or damaged by an accidental fall, after cover is removed.*

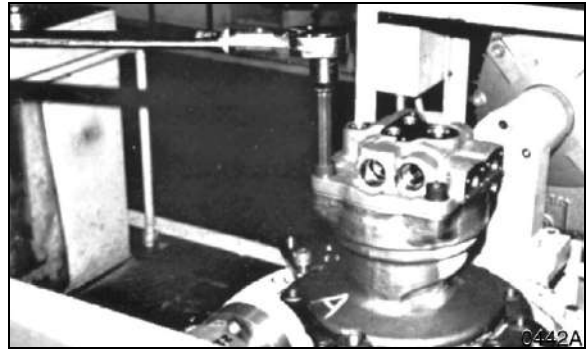


Figure 13

9. Remove all twenty brake springs.

NOTE: *If brake springs are to be reused and not replaced, check and record spring free height. If a test stand is available, check height of all twenty springs under consistent loading. Replace all springs that show excessive variation or weakness.*

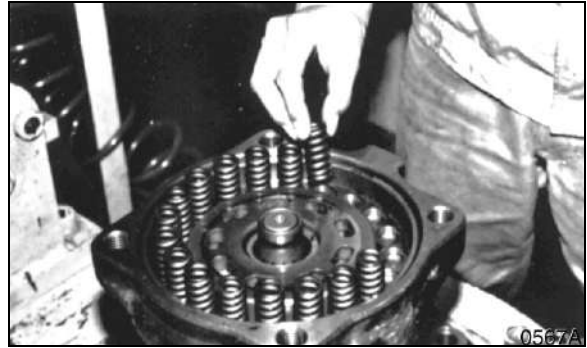


Figure 14

10. Disassemble brake piston assembly using special tool and corresponding piston bolt hole.

NOTE: *See "Special Tools" portion of this section for manufacturing details of special tool.*

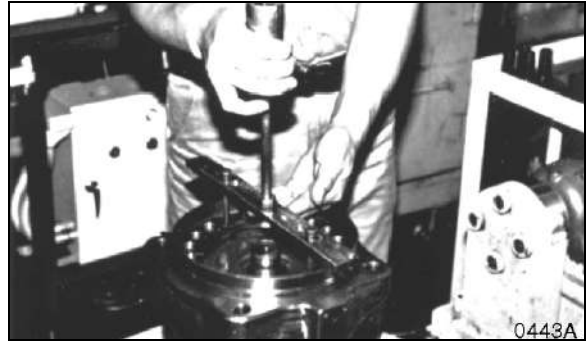


Figure 15

11. Reposition motor so that end of drive shaft faces out to one side. Pull out cylinder block (111) and disassemble pistons (121), retainer plate (123), spherical bushing (113), front spacer (117) and shoe plate (124). Be careful not to make any scratches or leave nicks on reciprocating parts.

NOTE: *Record or mark piston position or store them in order in which they were removed so that they can be returned to same cylinder bores they were taken out of. Service life could be extended incrementally by maintaining previous wear-pattern relationships by avoiding new ones.*

12. Pull out friction plates (742) and separator plates (743) from area behind cylinder block.

13. Remove lock ring (437) from around drive shaft. Use a large enough pair of snap-ring pliers to properly tension ring and pull it away from locking groove.

Use extra caution in pulling off front cover (304) behind snap ring. Drive shaft oil seal (491) underneath cover must be replaced if it is damaged during disassembly. Use a little bit of extra caution (and a very large set of channel locks, a puller or extra wide adjustable wrench) to carefully withdraw cover straight back off drive shaft.

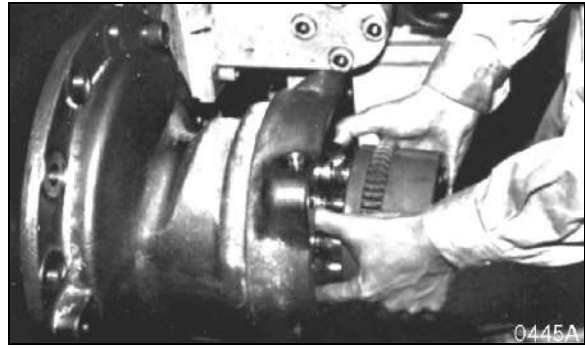


Figure 16

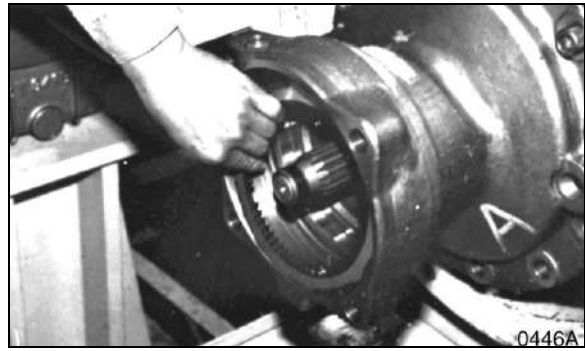


Figure 17

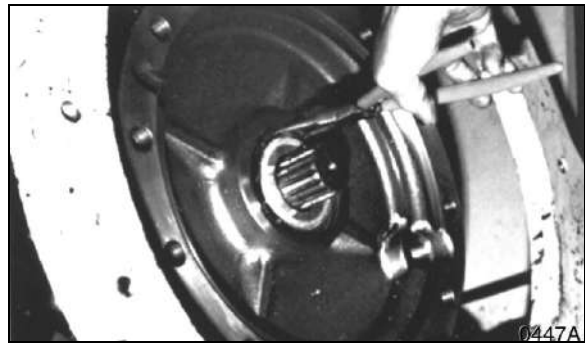


Figure 18

14. Separate casing and drive shaft (101). Tap upper end of drive shaft with a soft-faced, plastic hammer. To avoid damaging drive shaft, do not use excessive force.

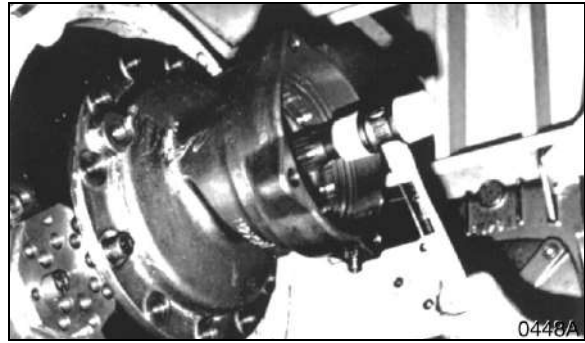


Figure 19

15. Tap bearing race out of casing.

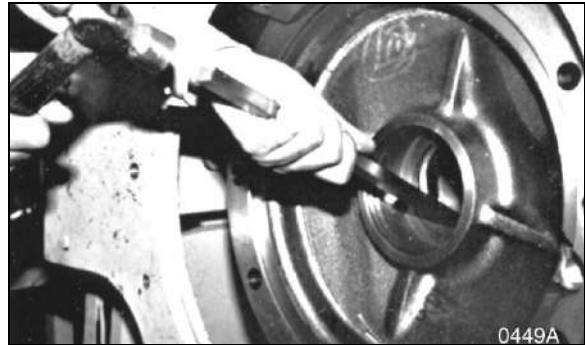


Figure 20

16. Disassembly of motor has now been completed, unless there is any reason to suppose that drive shaft bearing has become excessively worn.

If it is necessary, replace bearing by pulling away stop ring (432) and spacer (106). Put drive shaft in a press to separate bearing cage from drive shaft

| Reference Number | Description |
|------------------|----------------|
| 1 | Press |
| 2 | Drive Shaft |
| 3 | Roller Bearing |
| 4 | Base of Press |

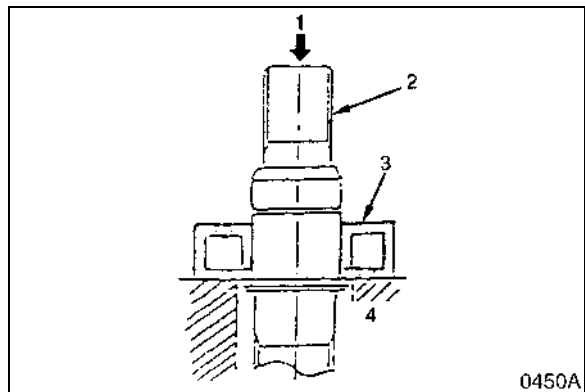


Figure 21

NOTE: *Final disassembly of individual components may also require:*

- A. Disassemble oil seal from the front cover if they were not separated during removal. Apply force (2, Figure 22) and use a plug (1) to hammer through drive shaft opening in cover.

| Reference Number | Description |
|------------------|-------------|
| 1 | Plug |
| 2 | Apply Force |

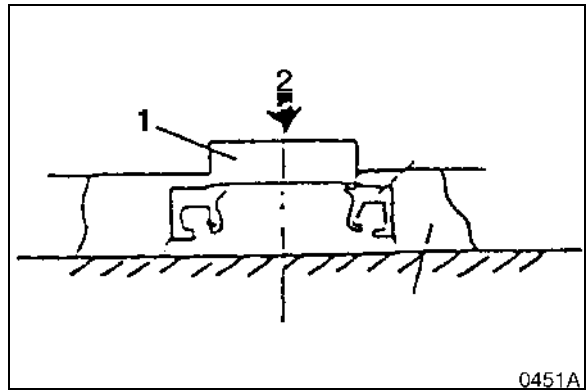


Figure 22



Figure 23

- B. If upper bearing is going to be replaced, whether as a general precaution as part of normal rebuilding or because of unmistakable wear, separate bearing from cover.



Figure 24

- C. Relief valves can be replaced in sets by ordering one part number through your authorized Daewoo dealer/parts distributor. To disassemble relief valves, pull out plug (201, Figure 5), disassemble bushing (343), spring (322) and spring seat (331) from rod (303). Position valve housing facing down and separate piston (302), rod (303), spring (321), spring seat (331) and plunger (301).

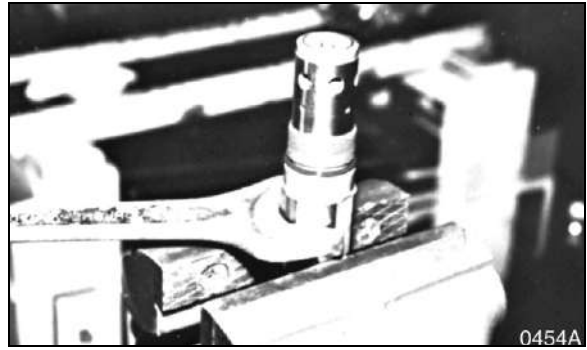


Figure 25

IMPORTANT

Do not touch the adjusting screw and lock nut. Replace the valve as a complete unit if any parts have been damaged.

CLEANING AND INSPECTION (WEAR LIMITS AND TOLERANCES)

Inspect all components and precision surfaces, to confirm that they haven't been worn beyond service limits. Refer to table below for dimensional specifications.

All parts should be cleaned, air-dried and re-lubricated with clean, approved-type hydraulic fluid, before final reassembly or as the final step after the unit has been put back together.

Replacement of all O-rings and oil seals with new parts is generally recommended, unless motor has had minimal use. Inspect O-rings and oil seals very carefully for cuts, nicks, brittleness or softness, or any other type of damage or distortion, before final reassembly.

NOTE: *When parts exceed the standard, replace them. When there is conspicuous surface damage, it is always safer to replace parts, whether standards are exceeded or not.*

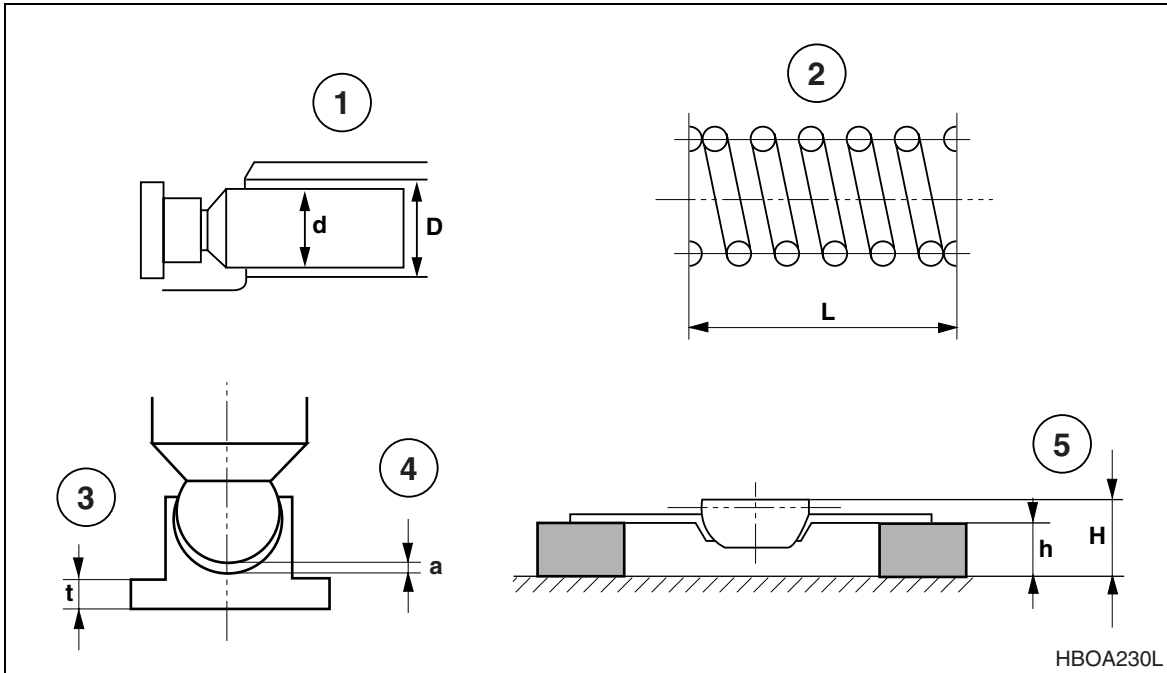


Figure 26

| Reference Number | Description |
|------------------|---|
| 1 | Clearance Between Piston and Cylinder Bore (D-d) |
| 2 | Spring Free Length (L) |
| 3 | Thickness of Shoe (t) |
| 4 | Piston Ball - Shoe Socket Clearance (a) |
| 5 | Height Between Round Bushing and Push Plate (H-h) |

NOTE: *Spherical bushing and push plate must always be replaced as a set. If either one requires replacement, replace the other*

| Item | Standard Value mm (In) | Replacement Recommended mm (In) | Remedy |
|---|-----------------------------------|--|---|
| Clearance between piston and the cylinder bore (D) | 0.028 mm (0.0011") | 0.058 mm (0.0023") | Replace piston or cylinder |
| Clearance between piston and shoe socket (d) | 0 mm (0.00") | 0.3 mm (0.0118") | Replace piston or shoe assembly |
| Thickness of shoe (t) | 5.5 mm (0.2166") | 5.3 mm (0.2087") | Replace piston or shoe assembly |
| Height of retainer and rounded bushing assembly (H-h) | 6.5 mm (0.256") | 6.0 mm (0.236") | Replace set; spherical bushing and retainer |
| Thickness of friction plate | 4.0 mm (0.157") | 3.6 mm (0.142") | Replace |

REASSEMBLY

Reassembly of the motor is basically accomplished by reversing disassembly steps.

Use a torque wrench to make sure that assembly fasteners are tightened to specified values. Always begin a bolt tightening sequence from the innermost part of the assembly, working outward toward the ends in careful, even rotation.

1. Position motor casing face down (Figure 27).

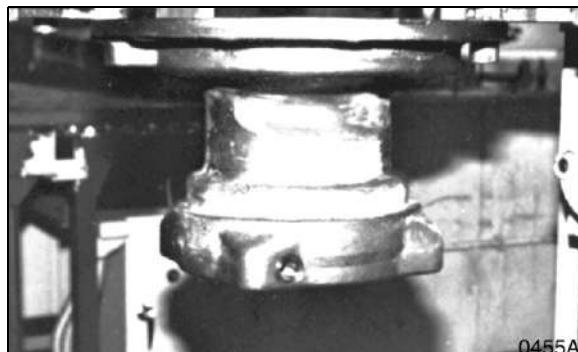


Figure 27

2. If drive shaft roller bearings were not disassembled, go onto next phase of assembly. Bearing reassembly begins with replacement of stop ring (432) (Figure 5 and its accompanying Parts List) and spacer (106) on drive shaft (101).



Figure 28

Make sure that bearing raceways (collars) are facing right direction. The drawing shows one side of the bearing collar (1, Figure 29), marked "R," which should be assembled next to spacer (2) on lower end of drive shaft.

- A. Both bearing cages (inner roller assemblies) will probably require heating in oil before reassembly. Heat bearings to cause sufficient expansion of their inner diameters to allow reassembly on drive shaft.

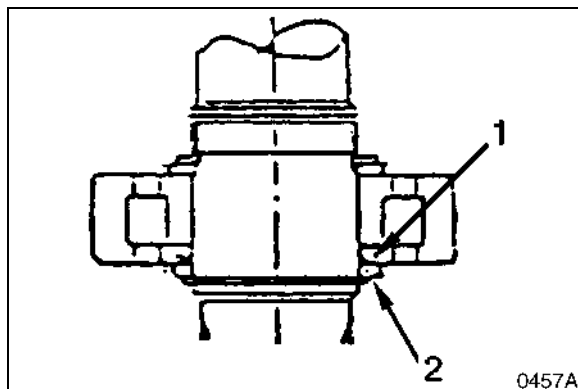


Figure 29

3. Reassemble drive shaft (101, Figure 5), roller bearing (443) and lower casing (301). Pay attention to bearing alignment inside bore of case. Make sure it is fully seated.



Figure 30

4. There is a "right side" and "wrong side" on oil seal. Be careful that you install seal inside cover with correct side facing in.

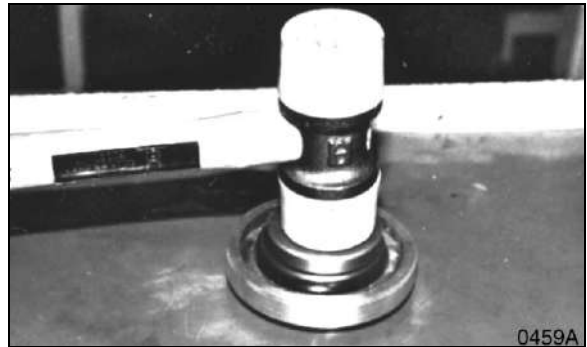


Figure 31

5. Before replacing O-ring (471) in lower casing (301), grease O-ring (and/or inside of groove) very lightly, to facilitate assembly and to help protect O-ring from accidental damage.



Figure 32

6. Put a little grease on lip of front cover oil seal before replacing front cover and tapping it lightly into place with plastic hammer.



Figure 33

7. Use snap-ring pliers to replace lock ring (437) into lower casing (301).



Figure 34

8. Turn motor sideways and assemble shoe plate (124), placing it in motor housing in same position it was in before removal. Using grease on assembled side can help keep individual components in place.

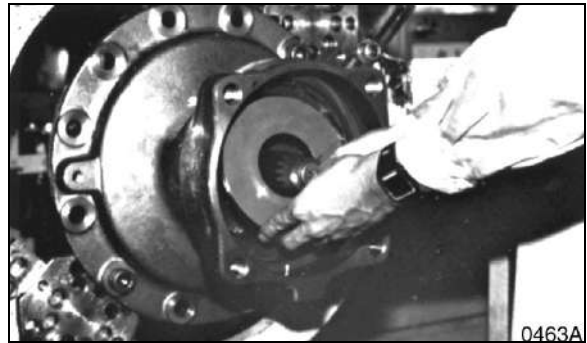


Figure 35

9. Carefully examine cylinder block for any evidence of damage around rotating parts. Put push rods (116) and front spacer (117) back into cylinder block and replace spherical bushing (113).



Figure 36

10. Using reference notes or marks made earlier, replace all of the pistons and shoes (121, 122) back in their original cylinder bores.



Figure 37

11. Put cylinder block (111) and retainer plate (123) back in motor. Spherical bushing and grooves of cylinder block splines should fit together without undue difficulty. (Do not try to force or pound parts together.)

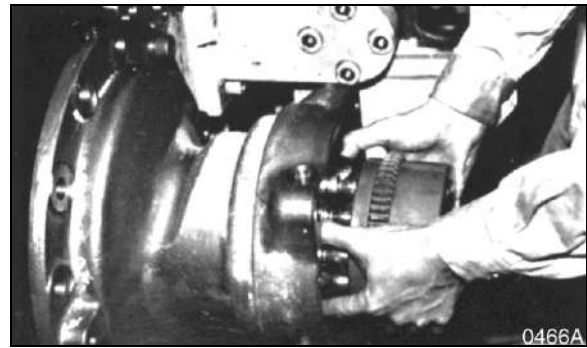


Figure 38

12. Turn motor so that front cover side (304) is down. Put separator plates (743) and friction plates (742) back in same order in which they were removed. There are three separator plates (743) and two friction plates (742), which should be positioned as shown in drawing below, with clearance towards side of casing with brake valve (1, Figure 39).

| Reference Number | Description |
|------------------|-------------|
| 1 | Brake Valve |

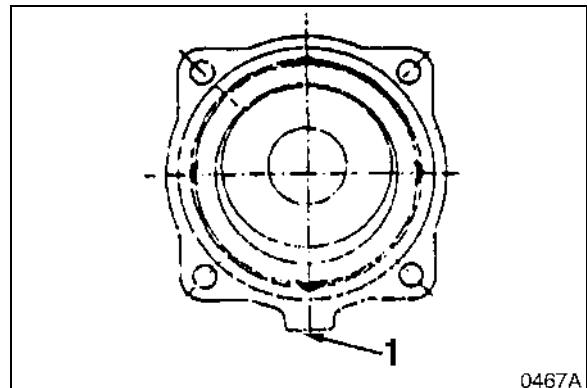


Figure 39 \

13. Very lightly grease larger O-rings (706 and 707, Figure 5) before replacing them in casing (301).



Figure 40

14. Position brake piston (1, Figure 41) in casing. The diagram shows position of four piston grooves (2) in relation to valve-connected side (3), and two 8 mm bolts which should be tightened in an even, progressive rotation.

| Reference Number | Description |
|------------------|----------------------|
| 1 | Brake Piston |
| 2 | Groove |
| 3 | Valve-connected Side |

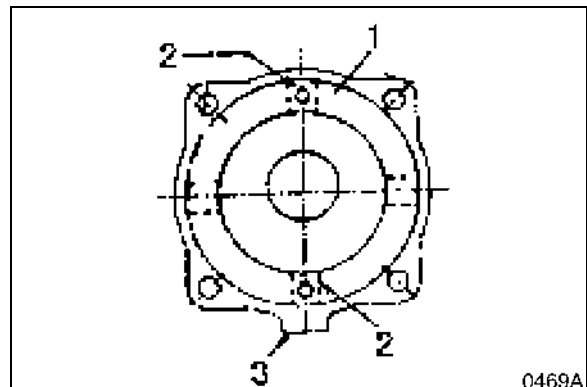


Figure 41

15. Reinstall brake springs, making sure that each gets fully seated on piston.



Figure 42

16. Tap roller bearing (444) race back into upper valve casing (303), using hammer and copper rod specified in tool list.

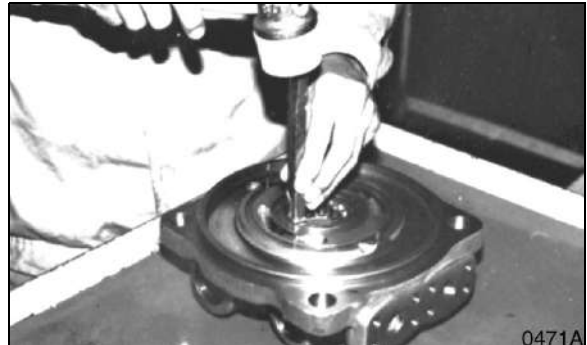


Figure 43

17. Assemble valve plate (131), O-ring and upper valve casing (303). Refer to assembly that shows "R" part (2, Figure 44) of the valve plate turned away from mounting flanges (1) on side of valve plate. Lightly grease O-ring to help keep it in place during assembly.

| Reference Number | Description |
|------------------|-------------|
| 1 | Flange Side |
| 2 | R Port |

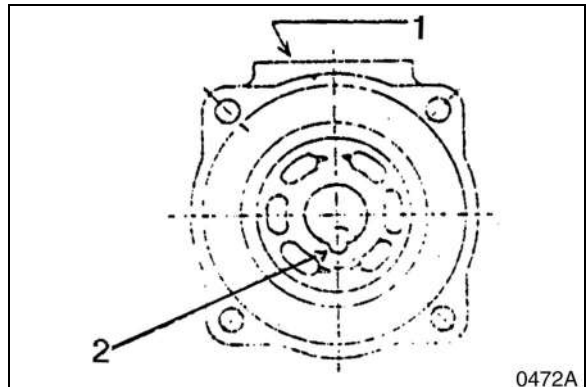


Figure 44

18. Bolt up two halves of motor casing (301 and 303, Figure 5). Be careful not to lose or damage O-ring. Tighten four 20 mm socket head bolts using a progressive, even rotation. Make sure that all brake springs are fully seated and that valve casing inlet and output ports are correctly matched.

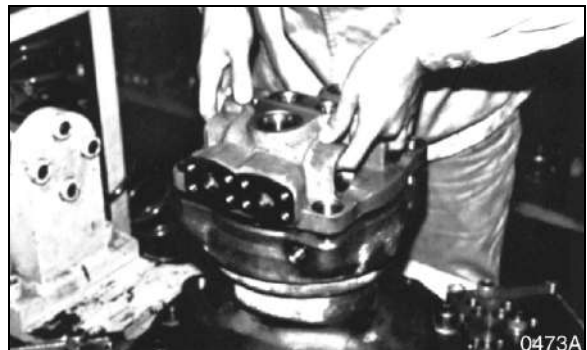


Figure 45

- 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.

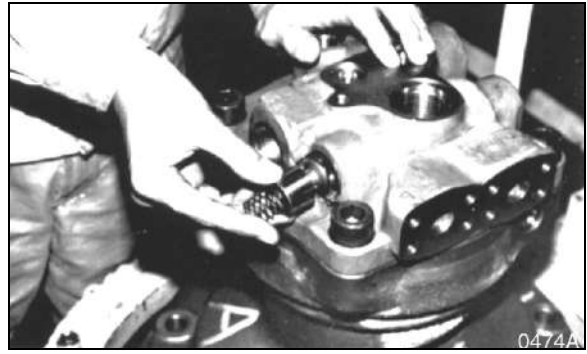


Figure 46

- 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 47

IMPORTANT

Be careful not to damage the plunger and spring seat.



Figure 48

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

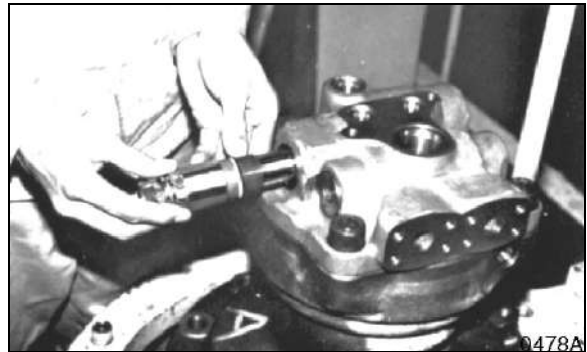


Figure 49

22. Replace VP plugs (464, 468) and O-rings (485, 487) on each of the three plugs. Reinstall the brake cutoff valve (31).

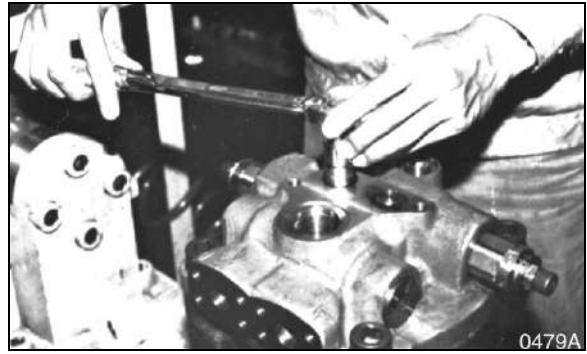


Figure 50



S0707330

TRAVEL MOTOR (WITH GEARBOX) (GM35VL)



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 |
|----------------|---------------------|
| Solar 220LC-V | 0111 and Up |
| Solar 220LL | 1002 and Up |
| Solar 220N-V | 1001 and Up |
| Solar 225LC-V | 1001 and Up |
| Solar 225NLC-V | 1001 and Up |

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Travel Motor (With Gearbox) (GM35VL)

S0707330

Page 1

TABLE OF CONTENTS

| | |
|---|----|
| General Description..... | 3 |
| Theory of Operation | 3 |
| Travel Motor Parts List..... | 10 |
| Travel Reduction Gearbox Parts List..... | 12 |
| Specifications | 14 |
| Troubleshooting, Testing and Adjustment..... | 16 |
| General Notice | 16 |
| Troubleshooting..... | 16 |
| Disassembly | 20 |
| Preparation for Travel Motor and Reduction Gear Disassembly | 20 |
| Travel Motor Rear Flange Disassembly | 22 |
| Travel Motor Internal Parts Disassembly..... | 26 |
| Cleaning and Inspection (Wear Limits and Tolerances) | 34 |
| General Inspection..... | 34 |
| Gear Oil..... | 34 |
| General Notice | 34 |
| Tightening Torque List..... | 35 |
| Wear Limits | 35 |
| Reassembly..... | 37 |
| General Instructions for Reassembly | 37 |
| Travel Motor Rear Flange Reassembly | 37 |
| Travel Reduction Gear Reassembly | 42 |
| Gear Holding Flange Gap Measurement and Adjustment | 49 |
| RV Gear Gap Measurement and Adjustment..... | 50 |
| Travel Motor and Reduction Gear Reassembly..... | 51 |
| Reduction Gear Cover Reassembly..... | 53 |

GENERAL DESCRIPTION

THEORY OF OPERATION

Refer to the assembly cross-section at the end. Travel motor consists of the hydraulic motor and reduction gearbox.

Hydraulic motor consists of the rotary part, cross relief valve, negative brake, counter balance valve and tilting parts. The reduction gearbox consists of a 3-speed planetary gearbox. Figure 1, shows the motor as a symbol.

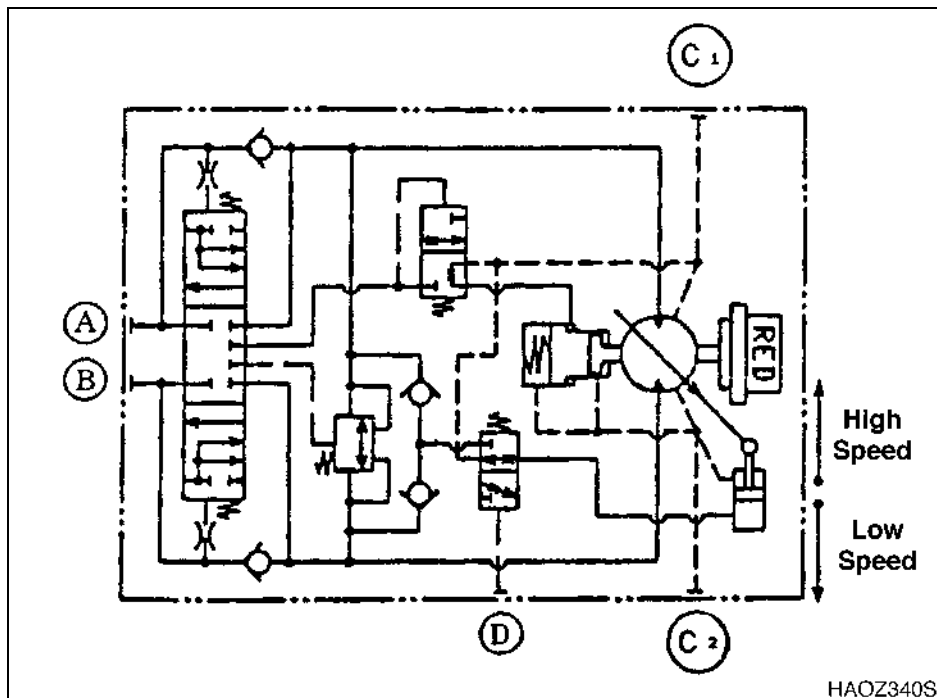


Figure 1

Hydraulic Motor Operation

1. Hydraulic Motor operation.

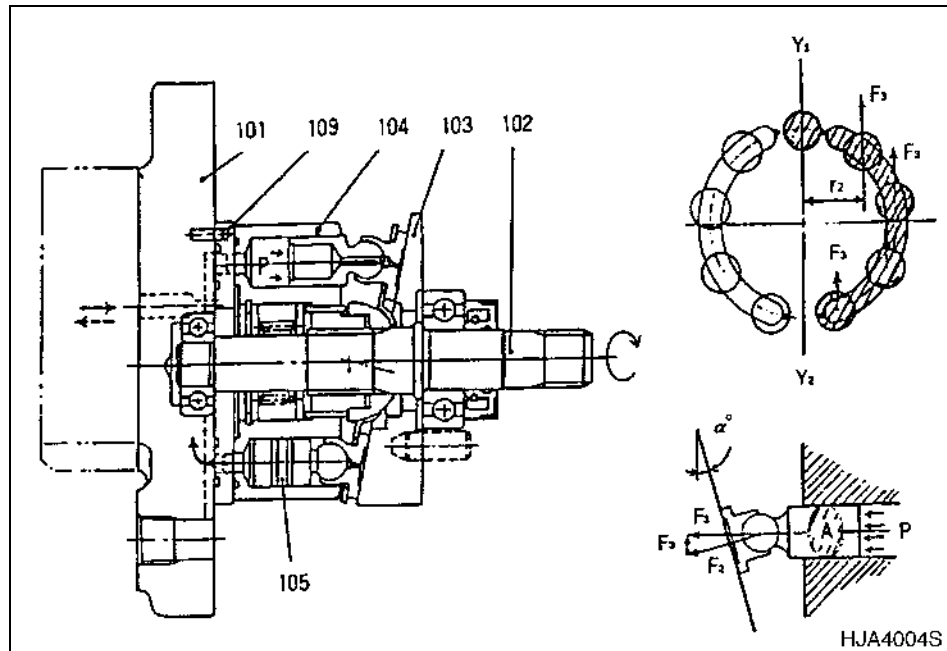


Figure 2

The high pressure oil from the hydraulic pump goes to the cylinder block (104) through the rear flange (101) of the motor and the brake valve device and the timing plate (109). This high pressure oil acts only on the single side of the line Y1-Y2 which connects the bottom dead center and the top dead center of the piston (105) stroke. The oil, after flowing into the side of the cylinder block (104), exerts force on each piston (4 or S pieces) and generates force F ($p \text{ kg/cm} \times A \text{ cm}^2$). The force F is exerted on the swash plate (103): as the swash plate (103) is tilted with respect to the driving shaft (102) by α degrees, the force F is divided into two resultant forces F_2 and F_3 . Among these forces, radial force F_3 develops torque T ($F_3 \times r_i$) with respect to each Y1-Y2 line. The combined torque T (Z ($F_3 \times r_i$)), which is a rotation force, rotates the cylinder block through pistons (105). The cylinder block is coupled with the driving shaft by a spline, and the driving torque is transferred to the shaft.

2. Brake Valve

A. During Travel.

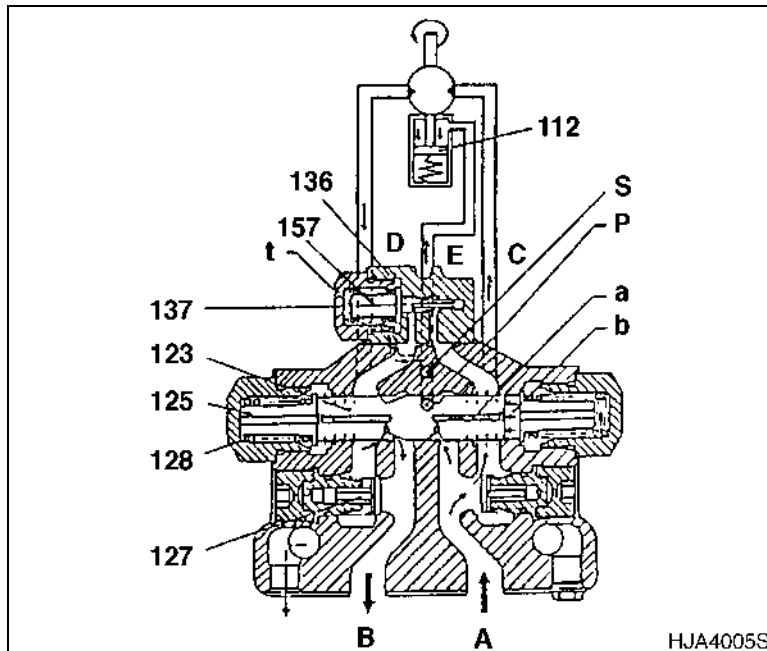


Figure 3

If the pressure oil is supplied from port A, this oil opens the valve (130), flows into the inlet port C of the hydraulic motor, and turns the hydraulic motor.

At the same time, the oil, which flows from a small hole of the spool (126) to the chamber b through passage a, exerts pressure on the spool section, and moves the spool to the left over spring (128) force.

As the spool moves, port D at the return side of the motor and part B at the tank are connected together by a hole in the spool, and the motor turns as the return oil from motor flows into the tank.

By the movement of spool (126), the pressure oil goes into port P and S. In port P, the pressure oil releases the parking brake force and moves the piston of parking brake.

In port S, the pressure oil goes into chamber t, presses the stopper (157) of the inner surface of the main body, prevents the spool (137) from moving, and closes port C during driving. If the pressure oil is supplied from port B, the spool (120) and the valve (130) operate in reverse, and rotate in the opposite direction.

B. When Stopping by Deceleration

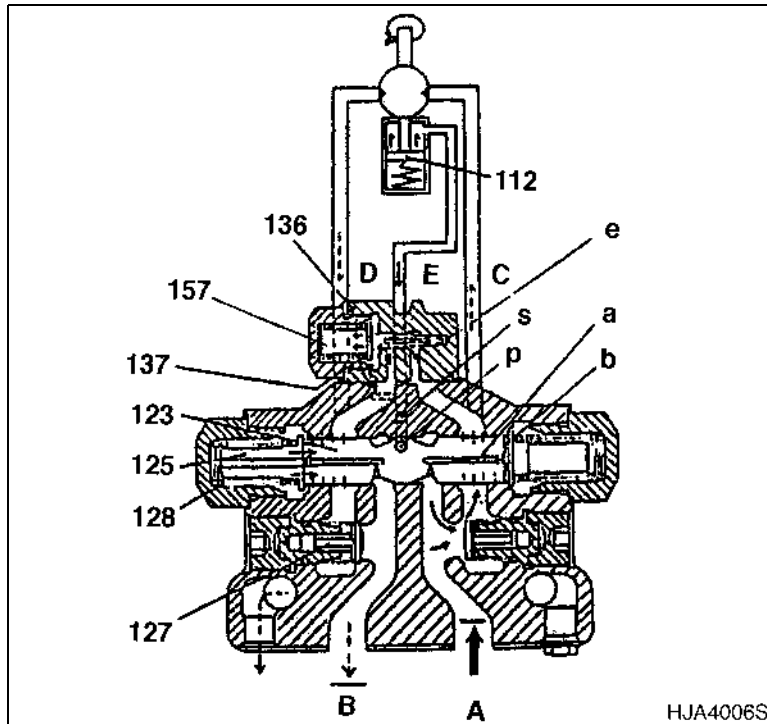


Figure 4

If the pressure oil supplied by the port A is cut off during drive, there will be no hydraulic force. Then, the spool (126) returns to the right (neutral position) through the stopper (125) by the spring (128).

The hydraulic oil in chamber b goes through passage a into port A, and back pressure, which is generated by throttling of passage a controls the return speed of spool (126).

At the same time, the hydraulic motor rotates by inertia force even without the pressure oil.

So the return oil from port D returns to port B through a gap between the spool hole and the rear flange.

If the spool returns to the neutral position, hydraulic motor stops because all passages are closed completely.

Like this, the spool's returning speed controls the return oil from motor gradually according to the spool's shape, and stops the hydraulic motor.

As the hydraulic motor rotates because of inertia force, it tries to absorb the hydraulic oil. But hydraulic oil cannot be supplied because the oil is blocked. So the hydraulic motor will be damaged by cavitation. But, at the same time, the pressure at port D rises because the return oil from the hydraulic motor is closed.

By this pressure, the spool (137) slides to the left, the ports D, C are connected. By this, cavitation and pressure rising is prevented.

(Function of the surge cut valve and anti-cavitation valve)

The valve (127) is operated by a little secondary pressure, opens the oil passage between the port A and the motor suction part, and it prevents the hydraulic motor from cavitation.

3. Parking Brake

A. During Travel.

If the pressure oil is supplied by the brake valve, the brake valve spool of the hydraulic motor part is operated, and the passage into the parking brake is opened. So the pressure oil flows into the cylinder which consists of a spindle and a piston.

If the pressure rises above 11 kg/cm^2 (156 psi), it overcomes the spring force, and the piston (112) moves.

By the movement of the piston, the force exerted by the piston (112) on the separator plate (116) and the friction plate (115) is released, and the friction plate (115) can move freely. So the brake force acting on the hydraulic motor's cylinders is released.

If the pressure rises above 45 kg/cm^2 (640 psi), the pressure is reduced by the reduction valve and the pressure at the chamber a is fixed at 45 kg/cm^2 (640 psi). A safety valve which is set up at 100 kg/cm^2 (1,422 psi) as a limit is installed to the reduction valve.

B. During Braking.

If the pressure of the cylinder drops below 11 kg/cm^2 (156 psi) because the pressure oil of the brake valve is blocked, the piston (112) returns by the spring (113) force.

If the piston (112) is pushed by the spring force, the separator plate (116) and the friction plate (115) are pushed to the spindle of the reduction device.

The friction force generated by this push generates braking torque of $49.3 \text{ kg}\cdot\text{m}$ (357 ft lb) to hydraulic motor shaft by removing turning force of the cylinder. It operates smoothly because of proper oil paths.

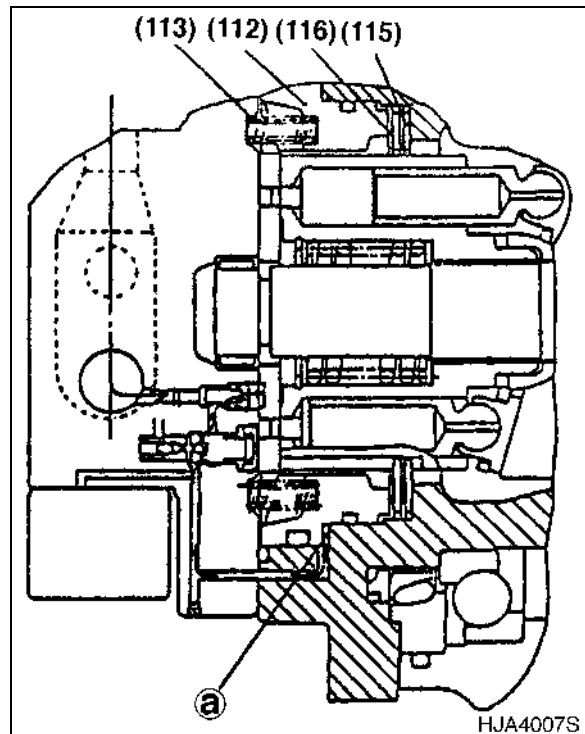


Figure 5

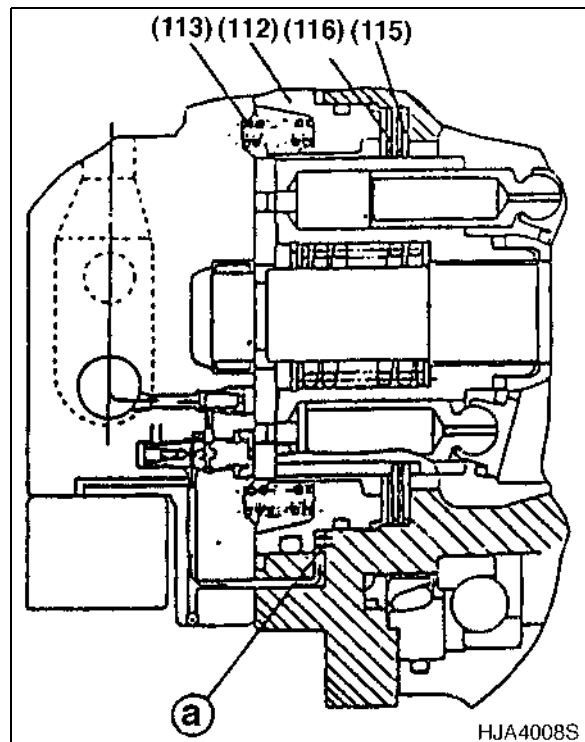


Figure 6

4. High and Low Speed Switching Device

A. At low speed (If the pilot pressure is lower than 10 kg•m (72 ft lb)).

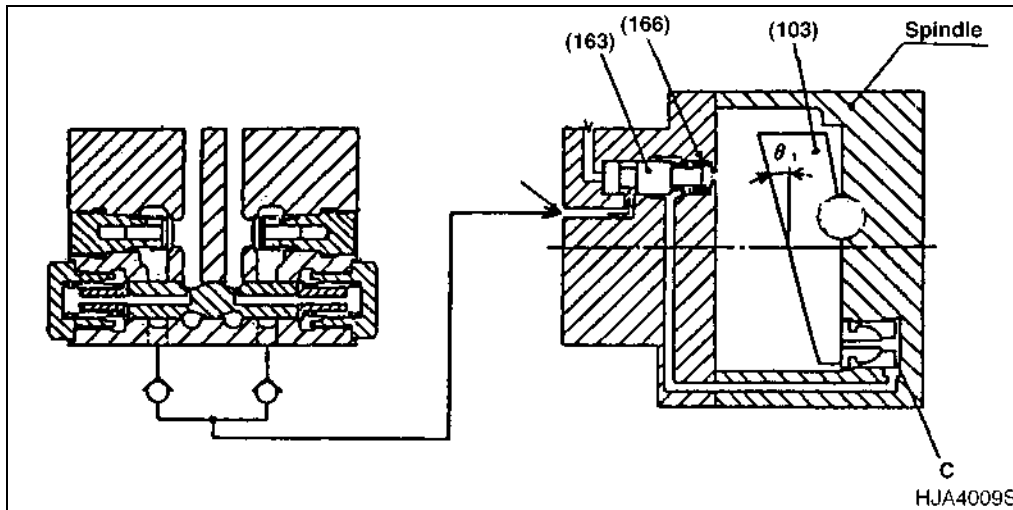


Figure 7

If pilot pressure is not applied from port A (If the pressure is lower than 10 kg•m (72 ft lb)), the valve (163) is pushed to the left by the spring (166) force, the pressure oil from the supply port B is blocked, and the oil of the chamber C flows through the valve (163) into the motor case. So it rotates at low speed because the swash plate (103) is tilted to the maximum angle, and the piston stroke volume is maximized.

B. At high speed (If the pilot pressure is higher than 20 kg•m (145 ft lb)).

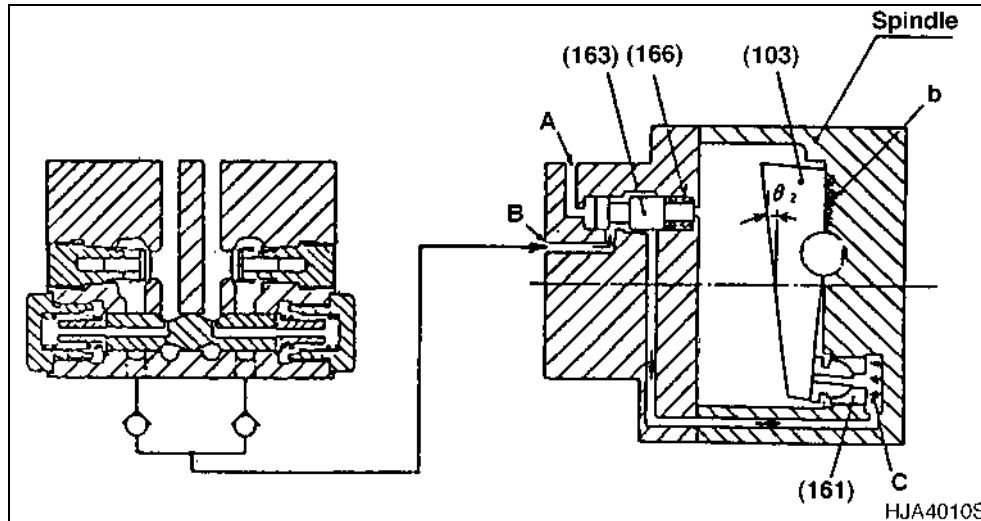


Figure 8

If pilot pressure is supplied from port A (If the pressure is higher than 20 kg•m (145 ft lb)), the valve (163) is pushed to the right by the spring (166) force, the pressure oil from the supply port B goes through valve (163) into the chamber C. So the piston (161) is fixed because the swash plate (103) is pushed to the plate b of the spindle. At this time, it rotates at high speed because the slope of the swash plate (103) becomes minimum and the piston's displacement volume becomes minimized (c: 20 kg•m (145 ft lb)).

Reduction Gearbox Operation

This reduction gear is a combined system of planetary gear and differential gear, It reduces rotational speed, while increasing output torque of the hydraulic motor, and rotates the gear case.

1. Planetary gear

If the sun gear (S) connected to the input shaft rotates, the planetary gear (P) turns around the teeth of the ring gear (R) while the shaft rotates. The planetary gear device transmits torque to the carrier (K) by transmitting this rotation.

$$i_1 = 1 + \frac{R \cdot P_2}{S \cdot P_1}$$

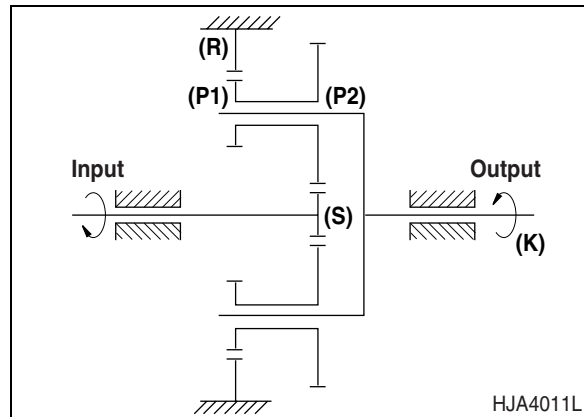


Figure 9

2. Differential gear

If the carrier combined to the input shaft rotates, the planetary gears (P1, P2) turn. If the gear ratios between (R) and (P1), (P1) and (P2) are properly different, the co-axial gears (P1) and (P2) transmit torque by generating different rotation with the gear (D).

$$i_2 = \frac{1}{1 - \frac{R \cdot P_2}{D \cdot P_1}}$$

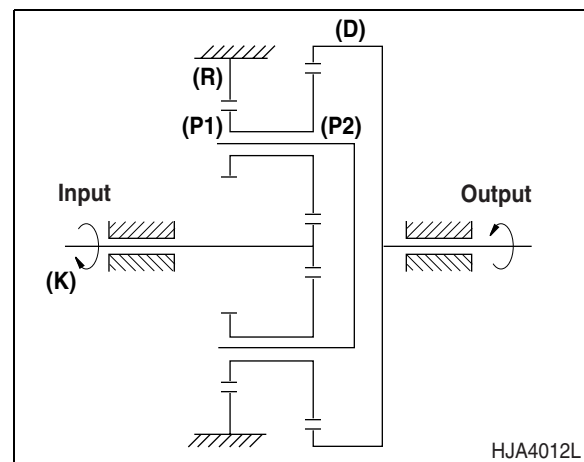


Figure 10

3. Combined device of planetary and differential device.

If the sun gear (S and R), and (P1), and the carrier rotates by the planetary motion of the gear (P 1).And the rotation of the carrier causes the differential motion between gears (R) and (P1), and between (P2) and (D), and causes the rotation of the ring gear, and so torque is transmitted.

$$i = i_1 \times i_2$$

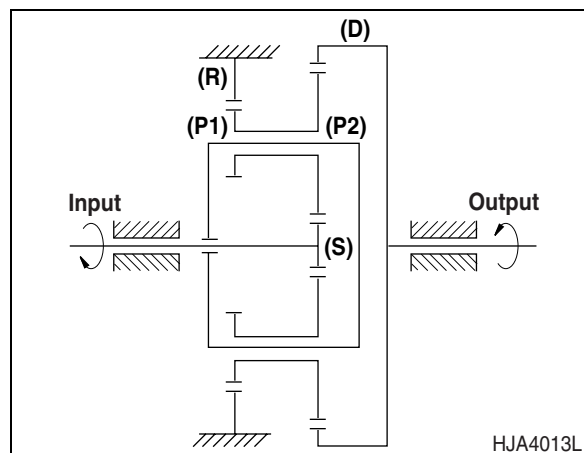


Figure 11

TRAVEL MOTOR PARTS LIST

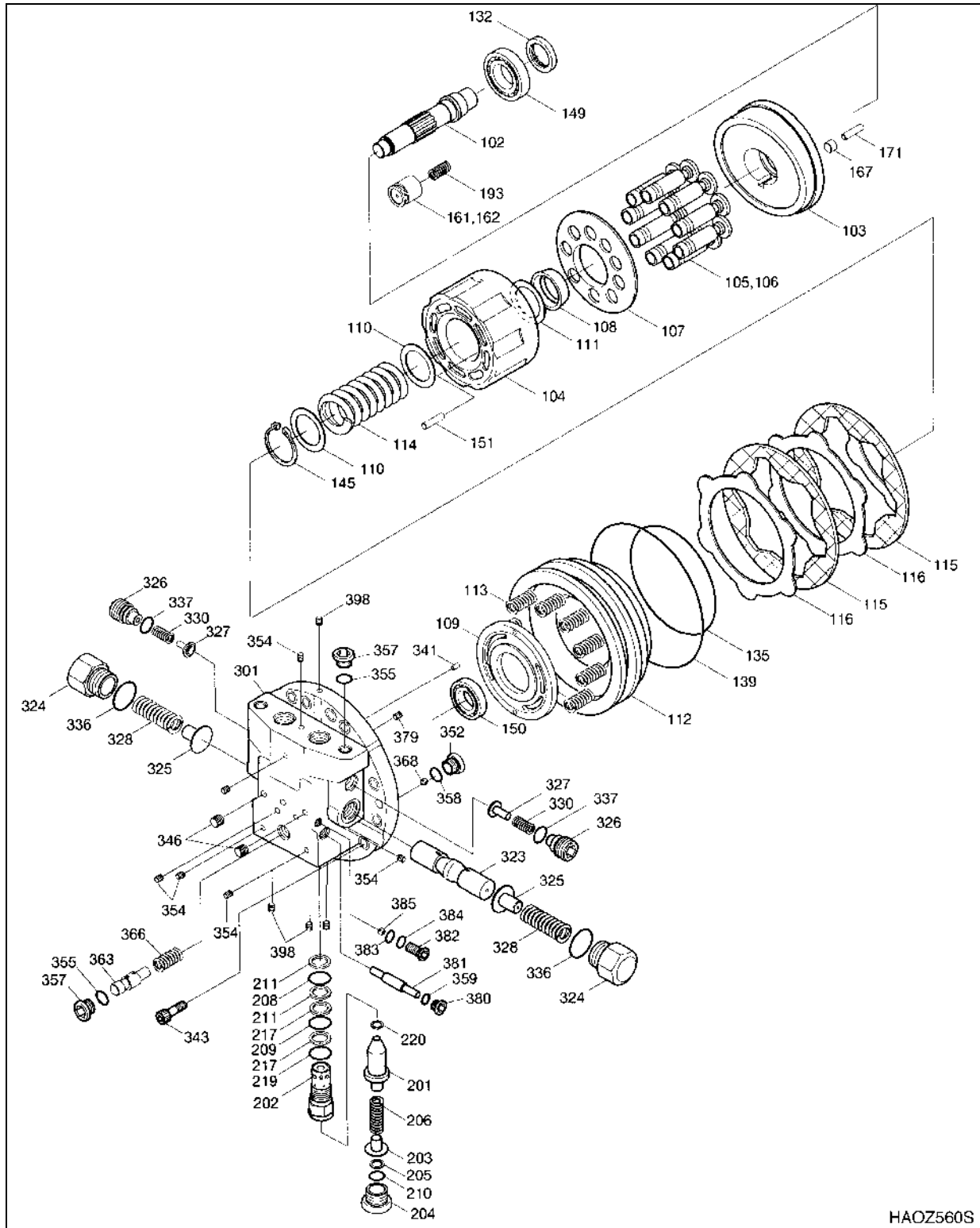


Figure 12

| Reference Number | Description |
|------------------|--------------------------|
| | Travel Motor |
| 102 | Shaft |
| 103 | Plate; Swash |
| 104 | Block; Cylinder |
| | Piston and Shoe Assembly |
| 105 | Piston |
| 106 | Shoe |
| 107 | Plate; Retainer |
| 108 | Ball; Thrust |
| 109 | Plate; Timing |
| 110 | Washer; Plain |
| 111 | Collar (Washer) |
| 112 | P/piston |
| 113 | Spring |
| 114 | Spring |
| 115 | Plate; Friction |
| 116 | Plate; Mating |
| 132 | Seal; Oil |
| 135 | O-ring |
| 139 | O-ring |
| 145 | Ring; Snap |
| 149 | Bearing; Ball |
| 150 | Bearing; Ball |
| 151 | Roller |
| | Piston and Shoe Assembly |
| 161 | Piston (Two Speed) |
| 162 | Shoe (Two Speed) |
| 167 | Pivot |
| 171 | Pin; Parallel |
| 193 | Spring |
| | Relief Valve Assembly |
| 201 | Valve |
| 202 | Sleeve |
| 203 | Retainer; Spring |
| 204 | Plug |
| 205 | Shim |
| 208 | O-ring 1BP16 |

| Reference Number | Description |
|------------------|---------------------|
| 209 | O-ring 1BP22 |
| 210 | O-ring 1BP18 |
| 211 | Ring; Backup |
| 217 | Ring; Backup |
| 219 | O-ring 1BP29 |
| 220 | Seal; Piston |
| 301 | Flange; Rear |
| 323 | Spool |
| 324 | Plug |
| 325 | Stopper |
| 326 | Plug |
| 327 | Valve |
| 328 | Spring |
| 330 | Spring |
| 336 | O-ring 1BP32 |
| 337 | O-ring 1BP22A |
| 341 | Pin; Parallel |
| 343 | Bolt; Socket M16x40 |
| 346 | Plug; Pt |
| 352 | Plug; Ro |
| 354 | Plug; Pt |
| 355 | O-ring 1BP18 |
| 357 | Plug; Ro |
| 358 | O-ring 1BP11 |
| 359 | O-ring 1BP14 |
| 363 | Spool |
| 366 | Spring |
| 368 | Ball; Steel |
| 379 | Filter |
| 380 | Plug |
| 381 | Piston |
| 382 | Plug |
| 383 | O-ring 1BP5 |
| 384 | O-ring 1BP8 |
| 385 | Ball; Steel |
| 397 | Orifice |
| 398 | Plug |

TRAVEL REDUCTION GEARBOX PARTS LIST

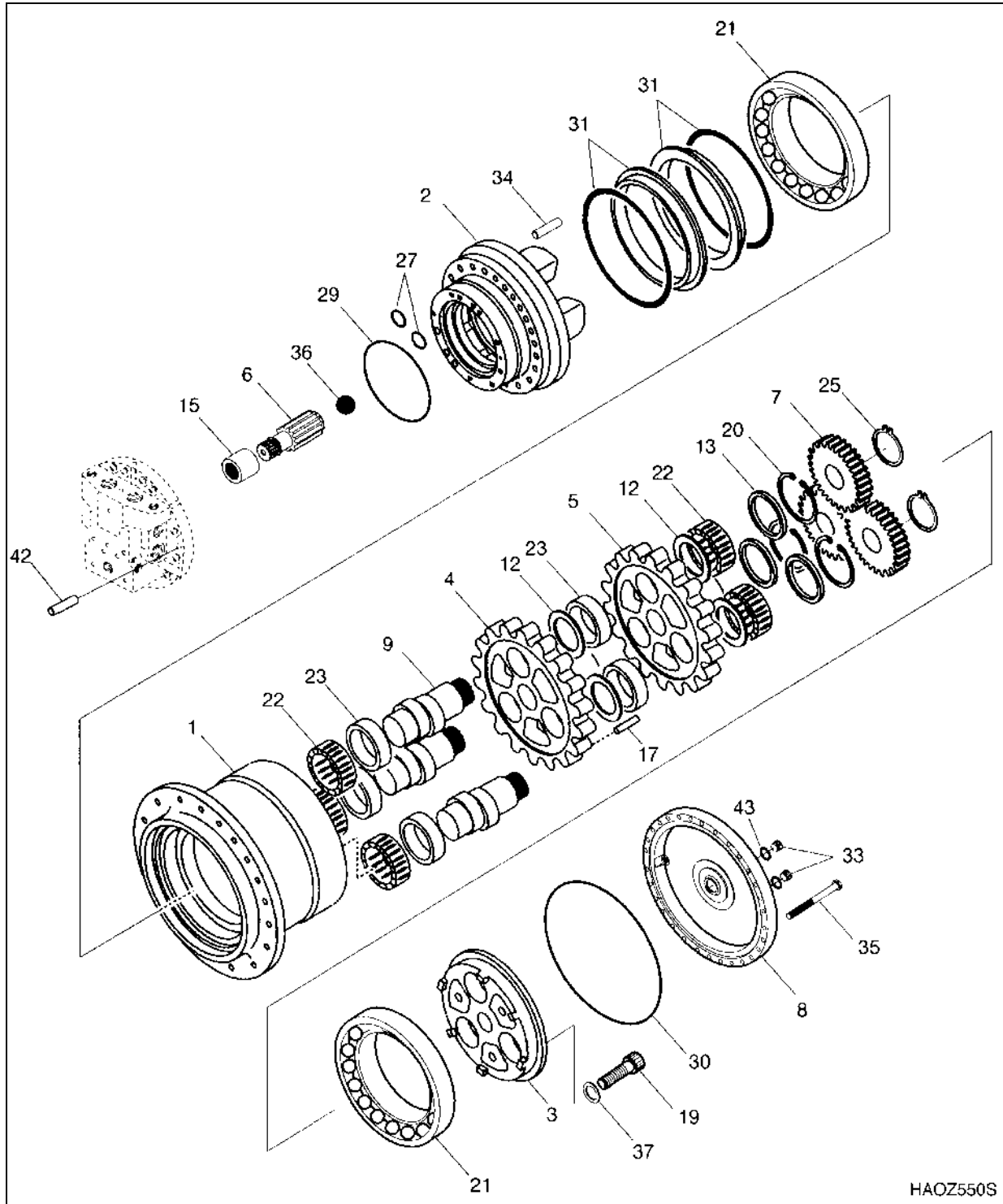


Figure 13

HAOZ550S

| Reference Number | Description |
|------------------|-----------------------|
| | Travel Reduction Gear |
| | Hub |
| 2 | Spindle |
| 3 | Flange; Holder |
| | RV Gear Kit |
| 4 | RV Gear A |
| 5 | RV Gear B |
| 6 | Gear; Input |
| 7 | Gear; Spur |
| 8 | Cover |
| 9 | Crank; Shaft |
| 12 | Spacer |
| 13 | Distance Piece |
| 15 | Coupling |
| 17 | Pin |
| 19 | Bolt; Socket M24x70 |

| Reference Number | Description |
|------------------|---------------------|
| 20 | Ring; Snap |
| 21 | Bearing; A/Ball |
| 22 | Bearing; T/R |
| 23 | Bearing; Needle |
| 25 | Ring; Snap |
| 27 | O-ring 1BP8 |
| 29 | O-ring 1AG230 |
| 30 | O-ring 1AP335 |
| 31 | Seal; Floating |
| 33 | Plug |
| 34 | Pin; Parallel |
| 35 | Bolt; Socket M12x32 |
| 36 | Ball; Steel |
| 37 | Washer; Plain |
| 42 | Pin; Parallel |
| 43 | O-ring 1 Bp18 |

SPECIFICATIONS

Name Plate Identification

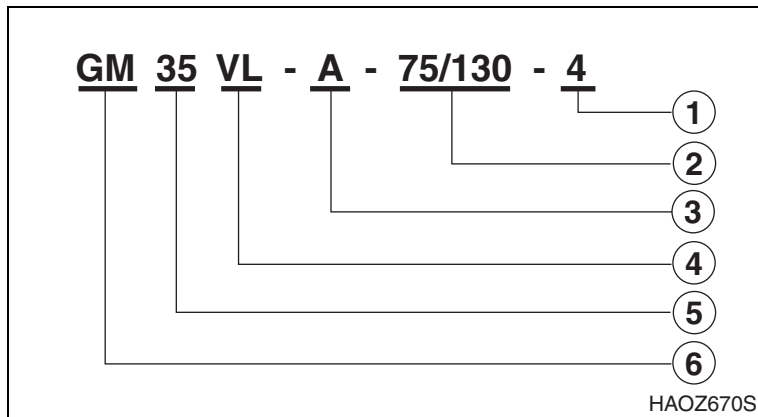


Figure 14

| Reference Number | Description |
|------------------|---|
| 1 | Design Number (Product Classification Number) |
| 2 | Volume Classification Number (cc/rev) |
| 3 | Deceleration Classification Number (A=1/56) |
| 4 | Model Classification Number |
| 5 | Size Number |
| 6 | Machine Type Symbol |

Specifications

Component specifications are shown in following table.

| Item | Specification |
|----------------------------------|---------------------------------------|
| Rated Torque | 60 kg•m (434 ft lb) |
| Max Rotation Rate | 3500 rpm |
| Reduction Rate | 1:66 |
| Max Output/rev | 140.50 cc (8.57 in ³) |
| Operating Rotation | 2800 rpm |
| Max Output Pressure | 350 kg/cm ² (4,978 psi) |
| 2 Speed Switching Pressure | Auto. Switching |
| Parking Brake Torque | 40.6 kg•m (294 ft lb) |
| Parking Brake Releasing Pressure | 6.0 kg/cm ² (85.34 psi) |

Recommended Bolt, Plug Sizes and Torques

| Reference Number | Description | Dimension | Tightening Torque |
|------------------|------------------------|-------------|-------------------|
| 19 | Bolt with Hexagon Hole | M24 (P3.0) | 72.3 ±11 |
| 33 | Plug with Hexagon Hole | PF 1/2 | 10 ±2 |
| 35 | Bolt with Hexagon Hole | M12 (P1.75) | 10.4 ±1.6 |
| 202 | Sleeve | PF 1 | 25 ±5 |
| 204 | Plug | PF 1/2 | 10 ±5 |
| 324 | Plug | M36 (P1.5) | 26 ±4 |
| 326 | Plug | M36 (P1.5) | 45 ±9 |
| 343 | Bolt with Hexagon Hole | M16 (P2.0) | 25.7 ±4 |
| 346 | Plug | PT 1/4 | 3 ±0.5 |
| 352 | Plug | PT 1/4 | 3 ±0.5 |
| 354 | Plug with Hexagon Hole | NPTF 1/16 | 1.0 ±0.25 |
| 357 | Plug | PF 1/2 | 10 ±0.25 |
| 380 | Plug | PF 3/8 | 6 ±1 |
| 382 | Plug | PF 1/8 | 1.5 ±0.25 |
| 398 | Plug with Hexagon Hole | PF 1/8 | 1.25 ±0.25 |

TROUBLESHOOTING, TESTING AND ADJUSTMENT

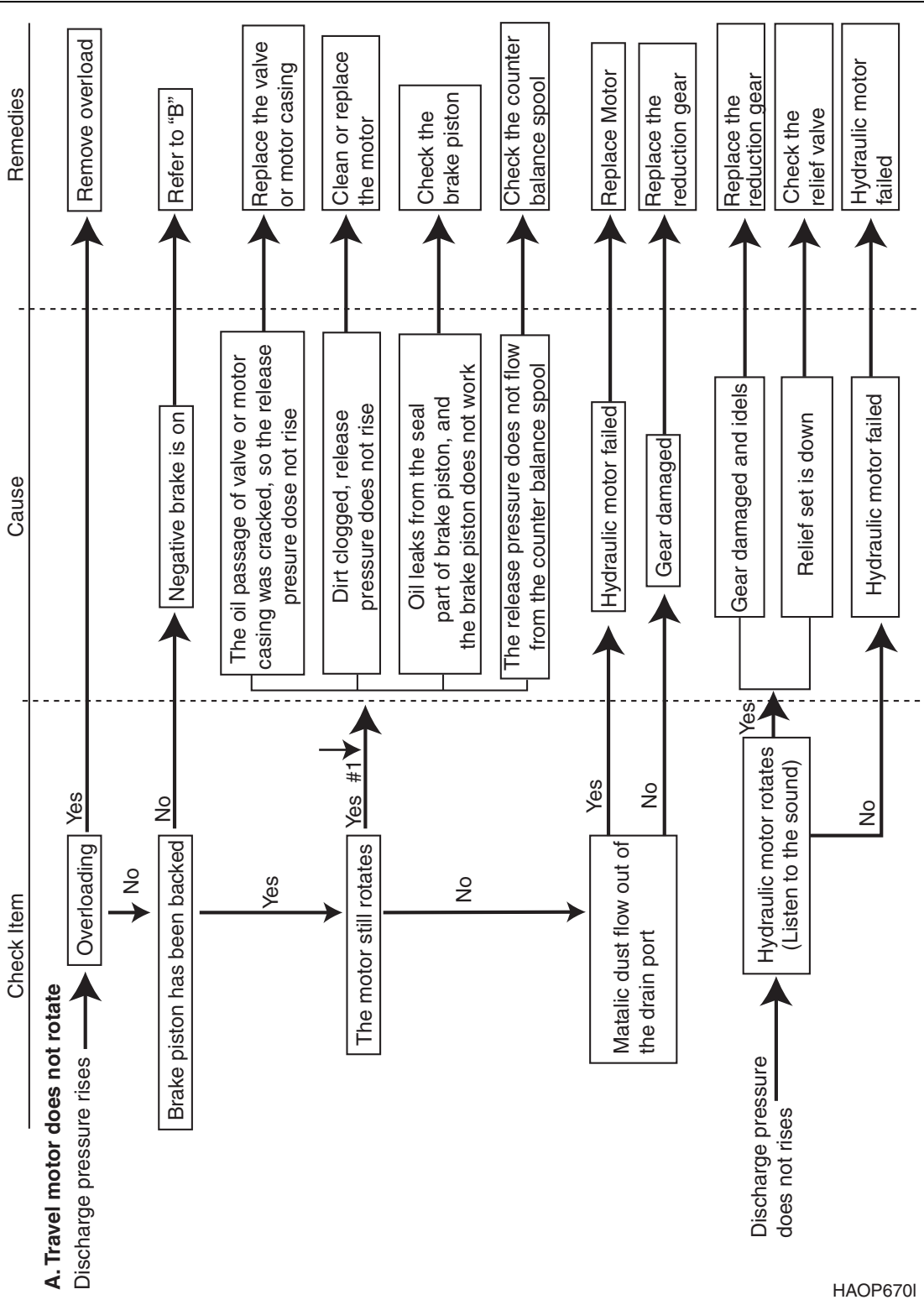
GENERAL NOTICE

- a) Check whether the same trouble has occurred before.
- b) Handle each part being careful not to damage especially sliding surface of components, gear, bearing and pin parts. Be careful not to insert dirt, rust, or rusted parts inside the parts.

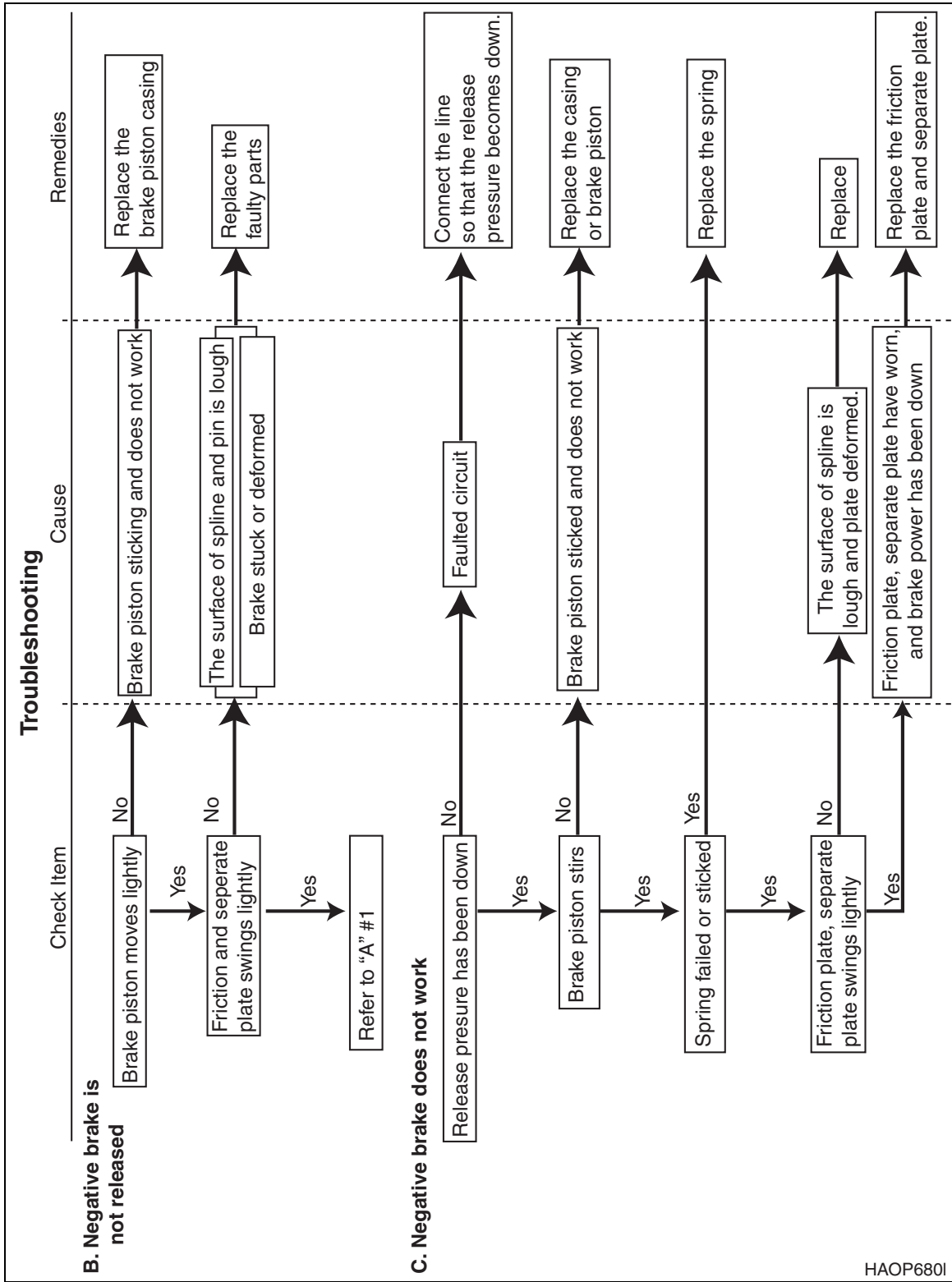
TROUBLESHOOTING

Refer to the following tables.

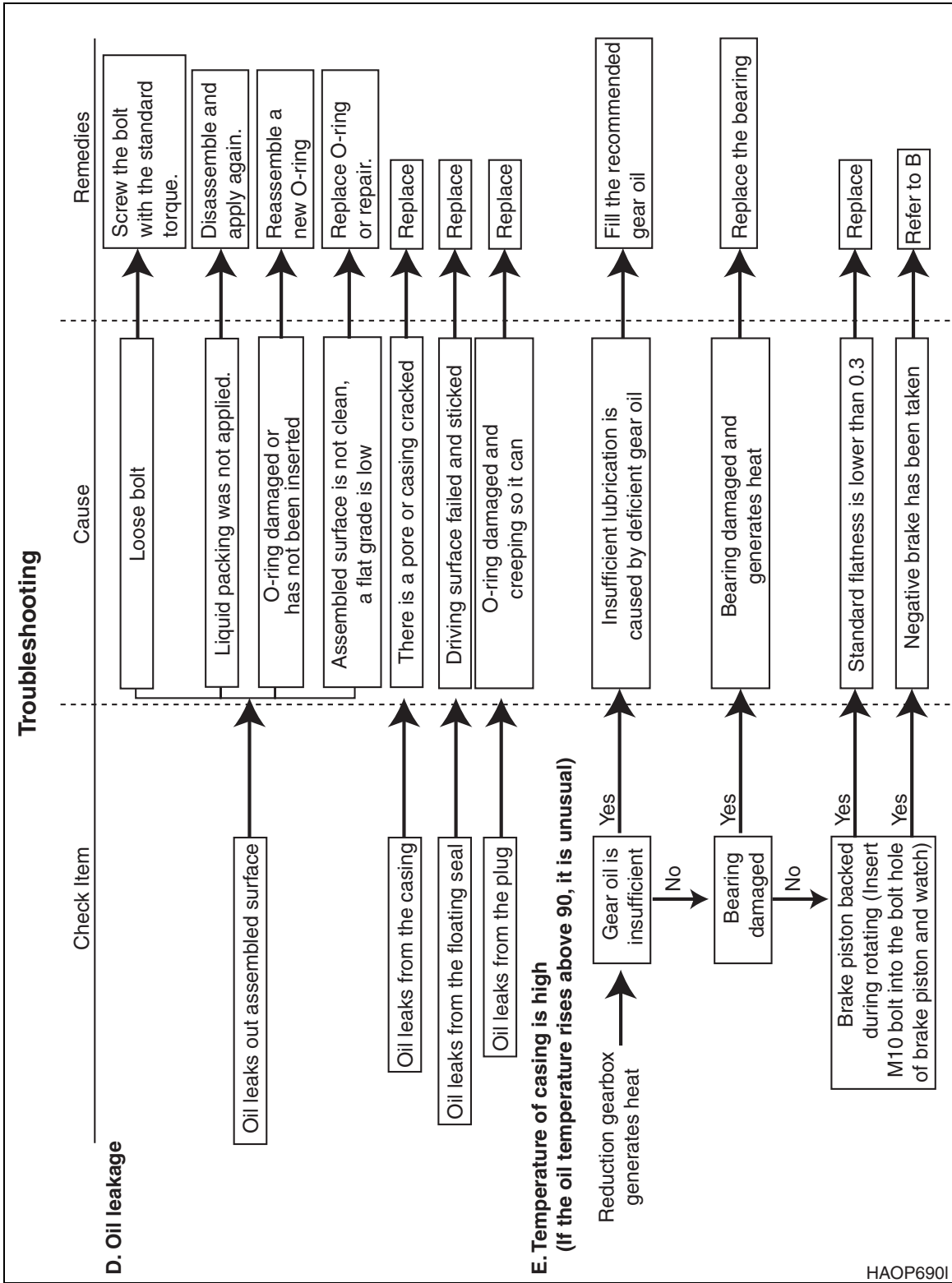
Troubleshooting



HAOP670I



HAOP680I



HAOP6901

DISASSEMBLY

PREPARATION FOR TRAVEL MOTOR AND REDUCTION GEAR DISASSEMBLY

1. The travel motor and gear box should be removed from the machine as an assembly. Once the unit is removed, place the assembly in an appropriate work area.
2. Remove twelve allen head bolts (343) from rear flange assembly.
3. Remove travel motor rear flange assembly (301) from spindle (2).



Figure 15



Figure 16



Figure 17

4. Remove timing plate (109), parallel pin (341), twelve springs (113) and ball bearing (150) from rear flange (301) and motor housing.

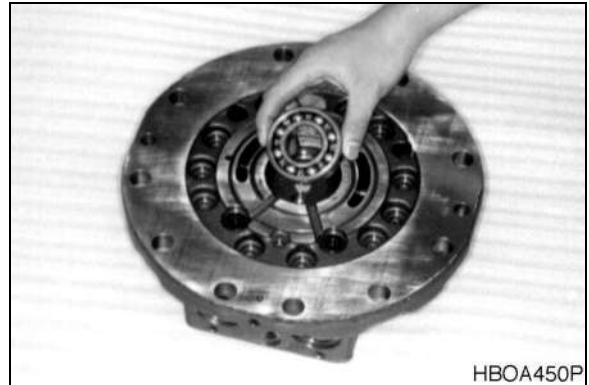


Figure 18

5. Drain gear oil from reduction gear housing.
6. Turn gear assembly around so that reduction gear cover is facing up.
7. Install two eye bolts to the screw holes.



Figure 19

8. Remove cover (8) by installing hooks to the eye bolts and lift using a lifting device.



Figure 20

TRAVEL MOTOR REAR FLANGE DISASSEMBLY

Spool Disassembly

1. Remove plug (324) from rear flange (301).
Remove O-ring (336) from plug (324).

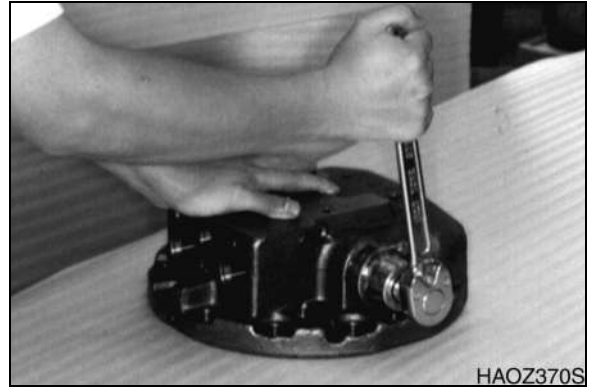


Figure 21

2. Remove two springs (328) and two stoppers (325) with two spools (3).

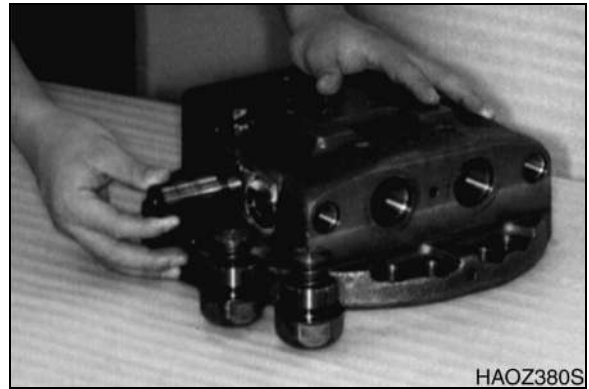


Figure 22

Check Valve Disassembly

1. Remove two plugs (326) from rear flange (301).

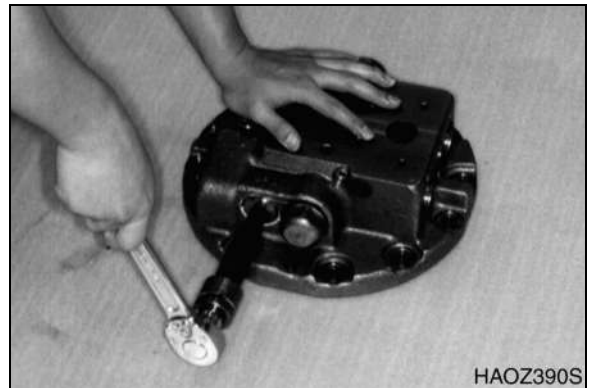


Figure 23

2. Remove springs (330) and valves (327) from two flanges (301).
3. Remove O-ring (337) from plug (326).



Figure 24

Two Speed Switching Valve Disassembly

1. Remove plug (357) from rear flange (301).

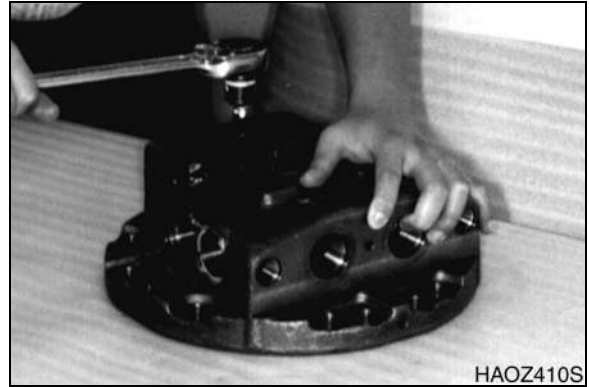


Figure 25

2. Remove spool (363) and spring (366) from rear flange (301)
3. Remove O-ring (355) from plug (357).

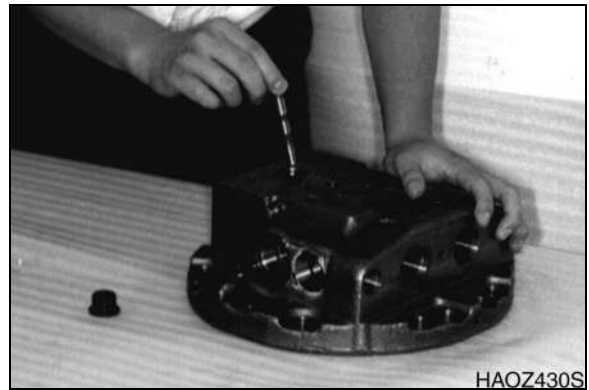


Figure 26

Disassembly of Internal Parts (SRV)

1. Remove two plugs (380).
2. Remove O-ring (359) from plug (380).

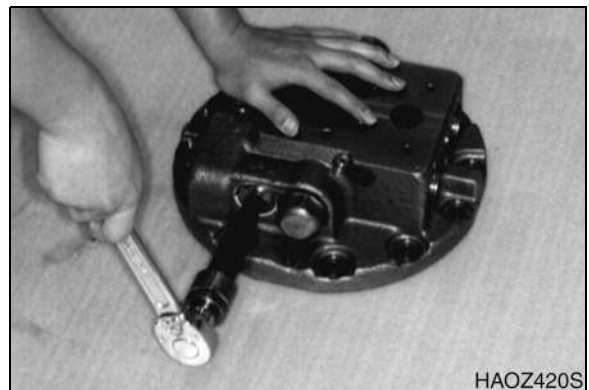


Figure 27

3. Remove piston (381) from rear flange (301)

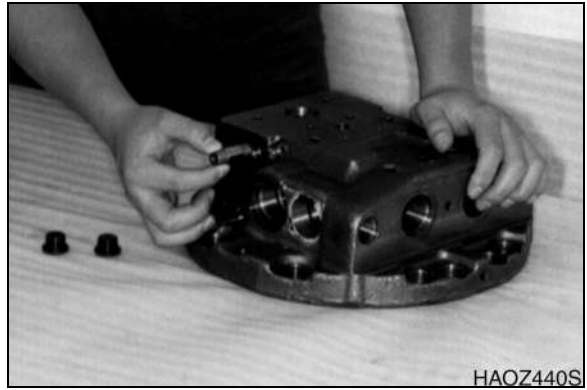


Figure 28

4. Remove two plugs (382).
5. Remove O-rings (383 and 384) from plug (382).

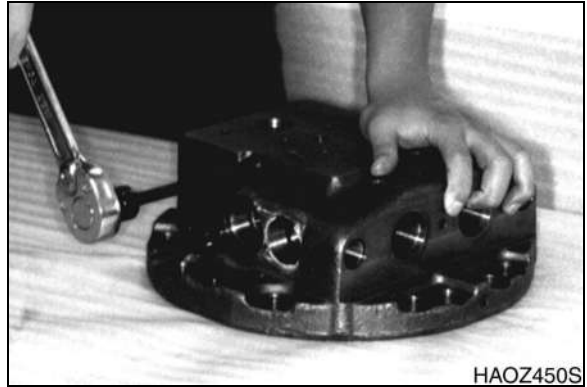


Figure 29

6. Remove steel ball (385) from each plug hole (301).

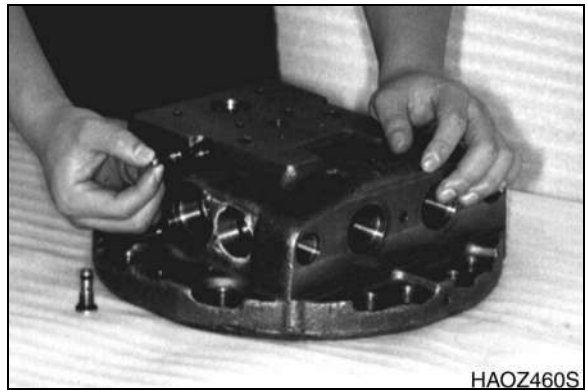


Figure 30

Relief Valve Disassembly

1. Remove plug (204) from sleeve (202).
2. Remove O-ring (210) from plug (204).



Figure 31

3. Remove seam (205) from plug (204).

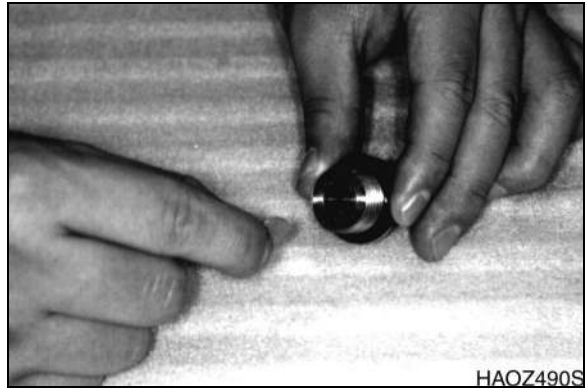


Figure 32

4. Remove spring retainer (203), spring (206), valve (201) from sleeve (202).



Figure 33



Figure 34



Figure 35

5. Remove piston seal A (220) from valve B (201).
6. Disassemble another side of sleeve in the same way.

NOTE: *In this disassembling, in case of replacing internal part of sleeve (202), if any parts except O-ring (210) or piston seal (221) are needed to replace, for it will necessitate the resetting of relief pressure, only one part cannot be replaced but must be replaced by relief valve.*

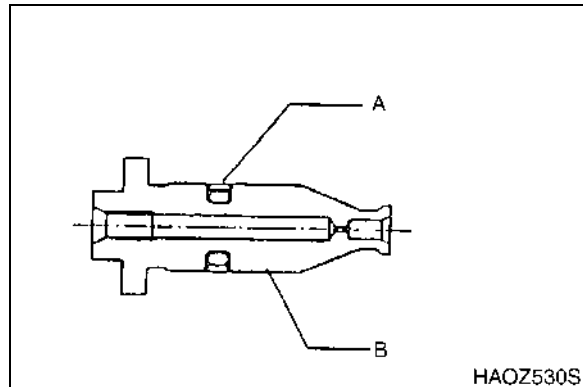


Figure 36

TRAVEL MOTOR INTERNAL PARTS DISASSEMBLY

Parking Brake Parts Disassembly

1. Blowing compressed air into through passage hole for parking brake of spindle (2) and pull out piston (112).
2. Remove O-ring (135), (139) from piston (112).



Figure 37

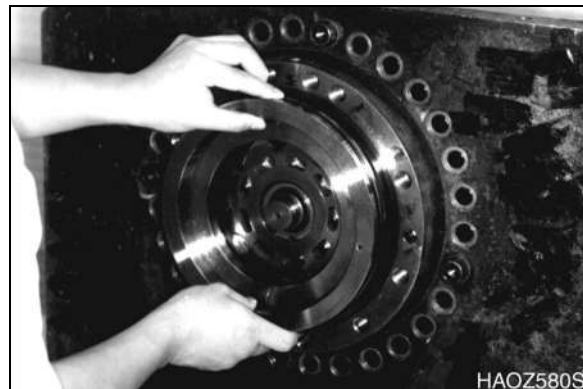


Figure 38

Motor Internal Parts Disassembly

1. Position motor laterally.
(Incline motor 90°.)
2. Drain oil in motor.
3. By holding cylinder block (104) with both hand, take out from spindle (2).
4. Remove companion plate (116) and friction plate (115) by two respectively that are attached around circumference of removed cylinder block (104).
5. Separate piston assembly. (piston (105), shoe (106)), collar (111), five needle type rollers (151) that are attached on removed cylinder block (104).
6. Take out swash plate (103) from the inside of spindle (2)
7. Take out shaft (102)
8. Take out two pivot (167) and two parallel pin (171).

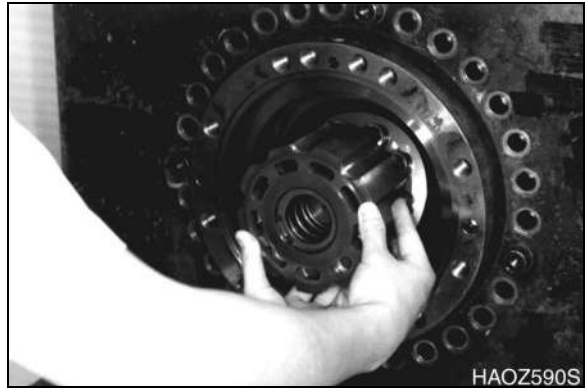


Figure 39

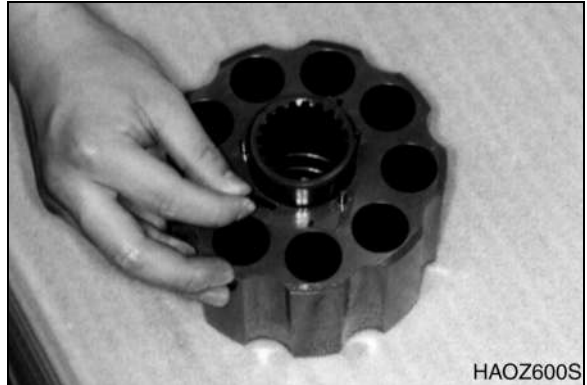


Figure 40



Figure 41



Figure 42

9. Take out 2 speed switching piston assembly (piston (161), shoe (162)) and spring (163) by blowing compressed air through passage of spindle (2).

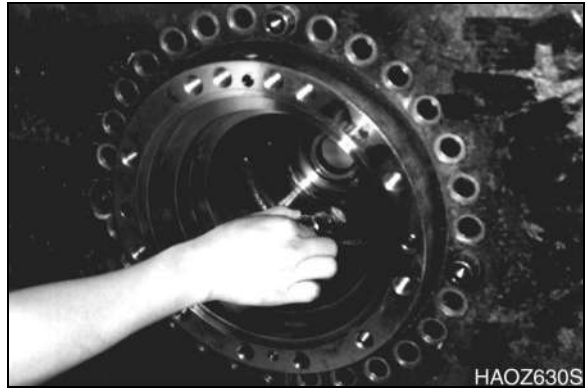


Figure 43

Cylinder Block Disassembly

1. Positioning cylinder block (104) on work bench and holding down putting the holding metal fitting (1) on washer (110) and remove C type snap ring (145).
2. Loosen the press until spring force is released.
3. Take out C type snap ring (145) for hole, washer (110), spring (114) in turn from the inside of cylinder block (104).



Figure 44



Figure 45

Input Gear Disassembly

1. Remove steel ball (36) and input gear (6) from coupling (15).

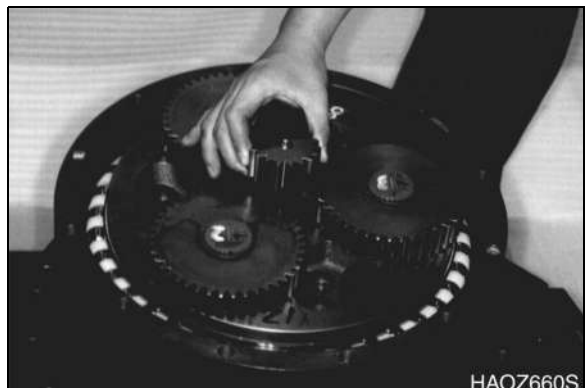


Figure 46

Spur Gear Disassembly

1. Remove three C type snap rings (25) for shaft from crankshaft (9).
2. Remove three spur gear (7) from crankshaft (9).
3. Remove coupling (15) from shaft (102).

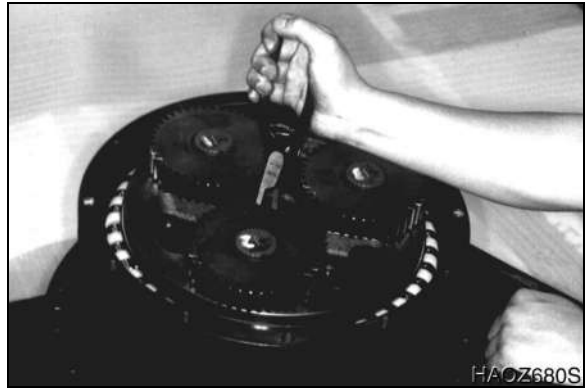


Figure 47



Figure 48

Hold Flange Disassembly

1. Rotate motor in opposite direction
2. Fix by tightening two stationary metal fitting to hub (1) and spindle (2). At this time, tighten for stationary metal fittings to be positioned in symmetry.
3. Rotate motor in opposite direction.
4. Remove snap ring (20), distance pieces (three respectively) from hold flange (3).
5. Cut caulked part at upper part of parallel pin hole.
6. Install pulling jig of parallel pin (34) and pull out parallel pin (34) up to the end face of hold flange (3) (6 places).

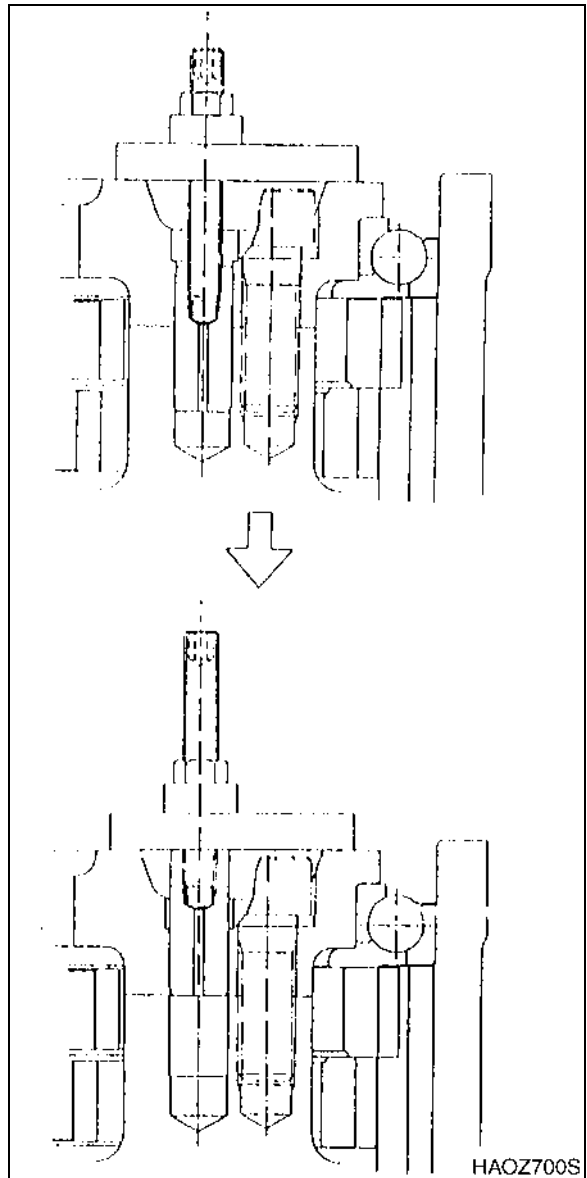


Figure 49

7. Loosen bolt with hexagon hole (19).

Loosening torque:
more than 70 kg•m (506 ft lb).

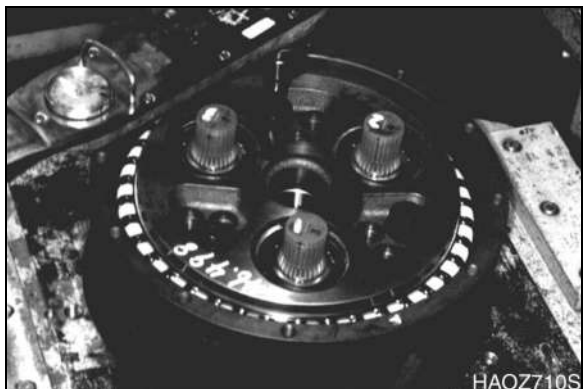


Figure 50

8. Remove hold flange (3) from spindle (2).
9. Rotate motor in opposite direction.
10. Remove two stationary metal fitting.



Figure 51

11. Install eye bolt (M16) to spindle (2), and hook the eye bolt, and remove from hub by hanging it with crane.



Figure 52

Ball Bearing, RV Gear Assembly, and Pin Disassembly

1. By tapping with sharp tip punch (B) and hammer (A) at pin (C) (17)'s end part, remove ball bearing (D) (21) from hub (1). At this time, RV gear assembly (RV gear A (4), RV gear B (5), crankshaft (9), conical roller bearing (22), needle type roller bearing (23) with support) along with pin (17) can be taken out together.

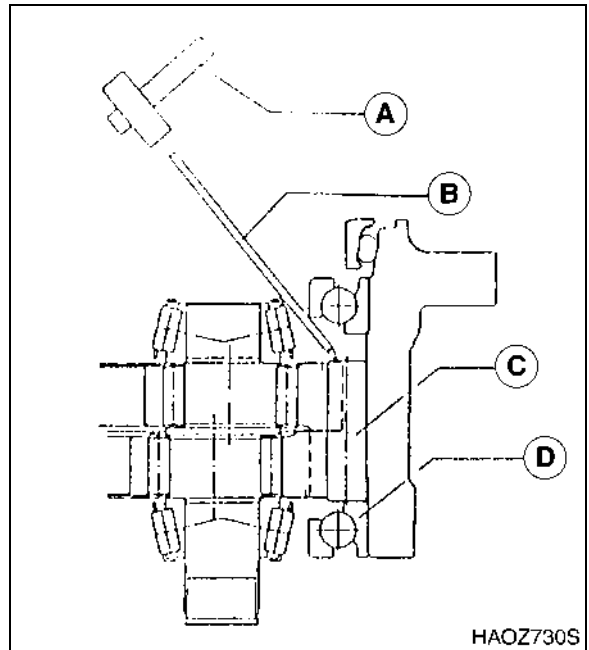


Figure 53

2. Take out floating seal (hub) from hub (1)
3. Rotate running motor in opposite direction.
4. From cove (8) side of hub (1), by tapping lightly with sharp tip punch (B) and hammer (A), remove ball bearing (C) (21) and hub (1).

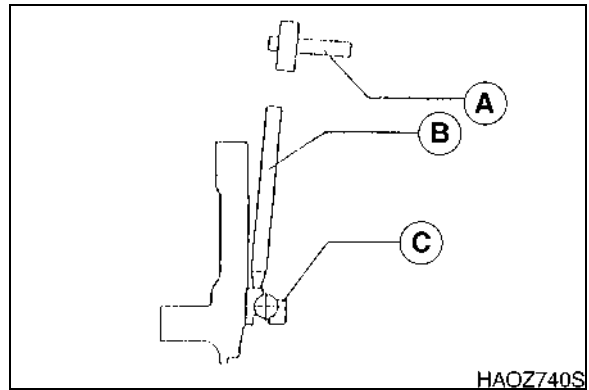


Figure 54

Spindle Disassembly

1. Take out floating seal (31) from spindle (2).
2. Take out the outer lace of conical roller bearing (22) from spindle (2).



Figure 55

3. Take out conical roller bearing (22)'s outer lace from hold flange (3).

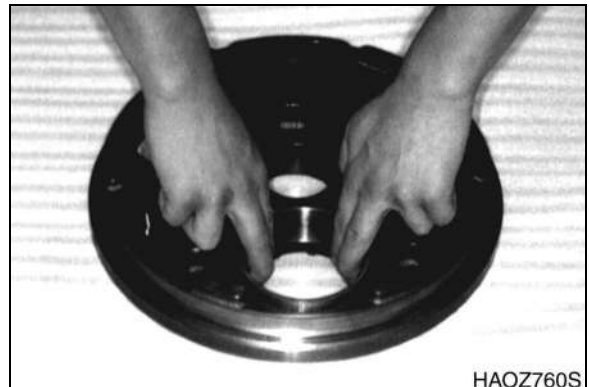


Figure 56

- Putting screw driver on the outer edge of oil seal (A) in spindle (2), by tapping with hammer, remove oil seal. (132).

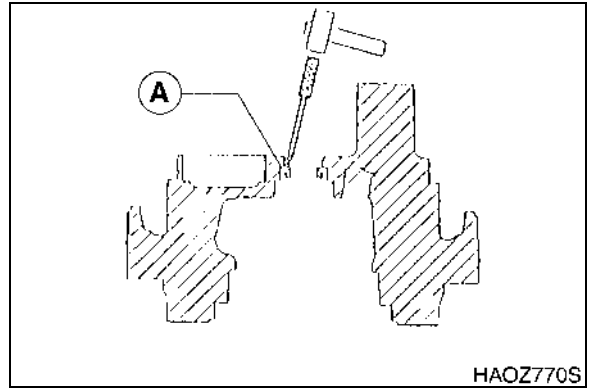


Figure 57

Bearing (149) Disassembly

- Putting clamping metal fitting {II} (D) on the press work bench, and put shaft into it.
- Remove deep ditch ball bearing (C, Figure 58) (149) with holding down the shaft tip (B) parts by a press (A).

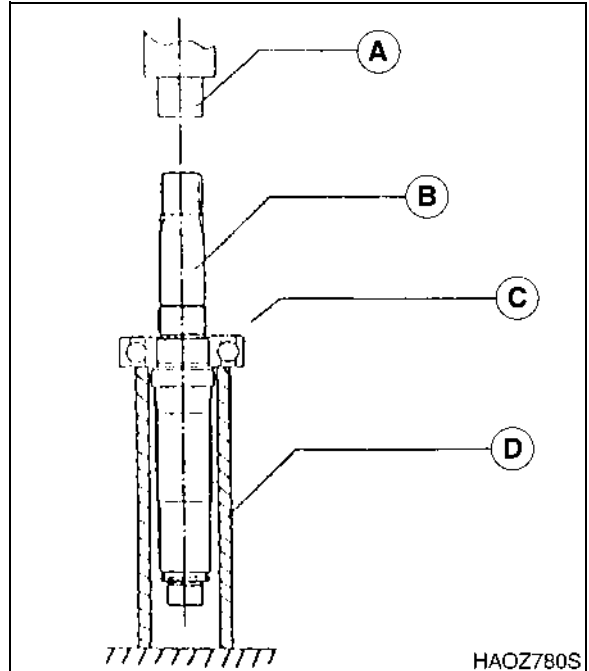


Figure 58

CLEANING AND INSPECTION (WEAR LIMITS AND TOLERANCES)

GENERAL INSPECTION

Check following inspection list before assembling, correct any problems if any signs of damage are visible.

| Inspection Item | Remedies |
|---|---|
| Are there any signs of damage caused by friction? | Contact service center. |
| Are there any loose bolts? | Tighten the bolt with proper tightening torque. |
| Is there sufficient gear oil? | Refill gear oil to proper level. |

GEAR OIL

1. Maker

If the oil is GL - 4 grade oil of API service of SAE # 90 degrees, you can use any brand of oil. But do not combine different oils. (When the machine is sent out, 90EP is inserted).

2. Drain oil

Rotate the motor so that the outlet is facing down and drain oil.

3. Refill oil

Turn the motor so that the inlet and level gauge are placed on the location as shown in the installation dimensions, then refill oil till the oil overflows from the level gauge. Make sure that the motor is in the horizontal position of the shaft direction.

GENERAL NOTICE

1. Be careful for oil leakage and looseness of bolt.
2. Be careful of the temperature of casing during driving. If the temperature is lower than 90 degrees, it is normal.

TIGHTENING TORQUE LIST

| Part No. | Name | Screw Dimension | Quantity | Tightening Torque |
|----------|------------------------|-----------------|----------|---------------------------------------|
| 19 | Bolt With Hexagon Hole | M24 (P3.0) | 3 | 72.3 ±11 kg•m (523 ±7 ft lb) |
| 33 | Plug With Hexagon Hole | PF 1/2 | 3 | 10 ±2 kg•m (72 ±14 ft lb) |
| 35 | Bolt With Hexagon Hole | M12 (P1.75) | 2 | 10.4 ±1.6 kg•m (75 ±11 ft lb) |
| 202 | Sleeve | PF 1 | 2 | 25 ±5 kg•m (180 ±36 ft lb) |
| 204 | Plug | PF 1/2 | 2 | 10 ±5 kg•m (72 ±36 ft lb) |
| 324 | Plug | M36 (P1.5) | 2 | 26 ±4 kg•m (188 ±29 ft lb) |
| 326 | Plug | M36 (P1.5) | 2 | 45 ±9 kg•m (325 ±65 ft lb) |
| 343 | Bolt With Hexagon Hole | M16 (P2.0) | 12 | 25.7 ±4 kg•m (186 ±29 ft lb) |
| 346 | Plug | PT 1/4 | 2 | 3 ±0.5 kg•m (523 ±7 ft lb) |
| 352 | Plug | PT 1/4 | 2 | 3 ±0.5 kg•m (22 ±4 ft lb) |
| 354 | Plug With Hexagon Hole | NPTF 1/16 | 8 | 1.0 ±0.25 kg•m (7.23 ±1.81 ft lb) |
| 357 | Plug | PF 1/2 | 2 | 10 ±0.25 kg•m (72 ±1.81 ft lb) |
| 380 | Plug | PF 3/8 | 2 | 6 ±1 kg•m (43 ±7 ft lb) |
| 382 | Plug | PF 1/8 | 2 | 1.5 ±0.25 kg•m (10.85 ±1.81 ft lb) |
| 398 | Plug With Hexagon. | PF 1/8 | 4 | 1.25 ±0.25 kg•m (9.04 ±1.81 ft lb) |

WEAR LIMITS

| Component and Inspection Item | Signs of Wear | Standard Value | Value for Replacement |
|-------------------------------|--|----------------|-----------------------|
| Rear flange | <ul style="list-style-type: none"> • Scar on moving part with spool (323). • Clearance with spool large. • Scar on sliding part with piston (381). • Clearance of piston large. • Scar on contacting face with valve (327). | 10 - 12 μ | 25 μ |
| Spool | <ul style="list-style-type: none"> • Scar on outer circle. • Uneven wear. | | |

| Component and Inspection Item | Signs of Wear | Standard Value | Value for Replacement |
|--------------------------------------|---|--------------------------------------|--------------------------------------|
| Shaft | <ul style="list-style-type: none"> • Contacting face with oil seal (132) worn. • Spline part worn. | | |
| Swash plate | <ul style="list-style-type: none"> • Burning marks. | | |
| Cylinder block | <ul style="list-style-type: none"> • Spline part worn. • Severe internal face wear. • Scar and uneven wear on sliding surface with timing plate (109). | | |
| Piston assembly Piston shoe | <ul style="list-style-type: none"> • Clearance toward shaft of piston (105) and shoe (106). • Shoe worn abnormally. • Shoe worn unevenly. | Clearance 0.050 mm (0.0020 in) | Clearance 0.150 mm (0.0059 in) |
| Retainer plate | <ul style="list-style-type: none"> • Circle end face uneven wear. | | |
| Thrust ball Timing plate | <ul style="list-style-type: none"> • Sphere sliding part with retainer plate (107) uneven wear. • Sticking phenomena and uneven wear on sliding face. | | |
| Thrust ball Timing plate | <ul style="list-style-type: none"> • Sphere sliding part with retainer plate (107) uneven wear. • Sticking phenomena and uneven wear on sliding face. | | |
| Deep ditch ball bearing | <ul style="list-style-type: none"> • Press trace. • Braking phenomena appeared. • Uneven wear. | | |
| Spool | <ul style="list-style-type: none"> • Scar on circle face. • Uneven wear on outer circle. | | |
| Valve | <ul style="list-style-type: none"> • Scar on circle face. • Uneven wear on outer circle. | | |
| Sleeve | <ul style="list-style-type: none"> • Scar on seat surface. • Clearance with valve (201) large. | | |

REASSEMBLY

GENERAL INSTRUCTIONS FOR REASSEMBLY

1. General Notes

- A. Clean parts with cleaning solution and dry with compressed air. Do not use cloth that may leave cloth fibers on parts.
 - B. Use the torque values provided to securely tighten all bolts, plugs and screws using a torque wrench.
 - C. When it is necessary to use a hammer, be certain to use a plastic hammer to prevent any damage to the parts.
 - D. The number in parentheses (#) after part name corresponds to the part number in the parts list.
- First Reassemble the hydraulic motor section then the reduction gearbox section.

TRAVEL MOTOR REAR FLANGE REASSEMBLY

Check Valve Reassembly

1. Assemble O-ring (337) to plug (326).
2. Assemble spring (330) and valve (327) into plug and lightly coat with grease.
3. Insert plug into rear flange (301) assembly and tighten to specified torque.
 - Tightening Torque:
26.0 \pm 4 kg•m (188 \pm 29 ft lb).

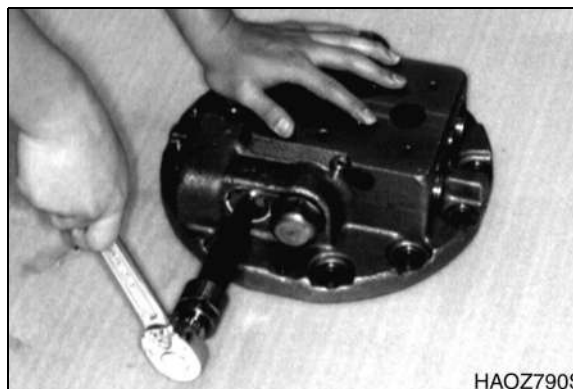


Figure 59

Spool Reassembly

1. Insert spool (323) into rear flange (301).
2. Install O-ring (326) to plug (324).

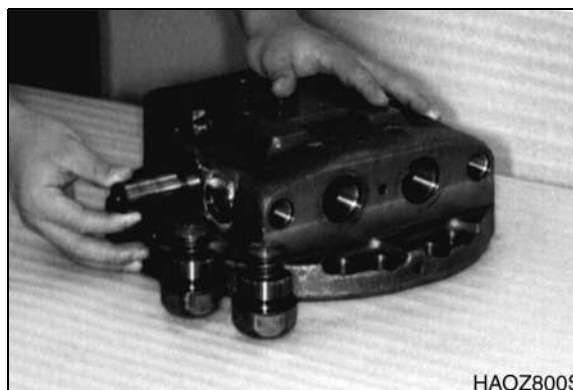


Figure 60

3. Install stopper (325) and spring (328) into plug (324) and insert into flange assembly.
4. Tighten two plugs to specified torque.

Tightening Torque:

$45 \pm 9 \text{ kg}\cdot\text{m}$ ($325 \pm 65 \text{ ft lb}$)

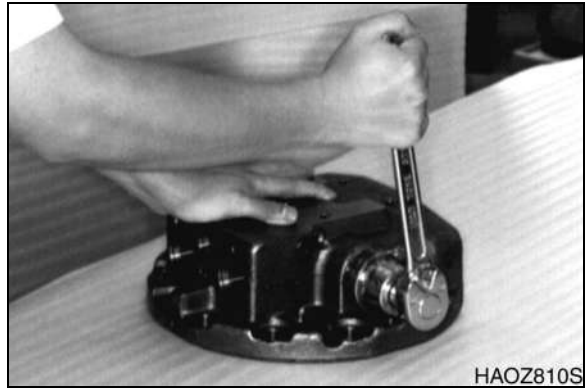


Figure 61

Two Speed Switching Valve Reassembly

1. Install O-ring to plug (357).
2. Place spring (366) in spool (363) and insert into flange assembly (301).

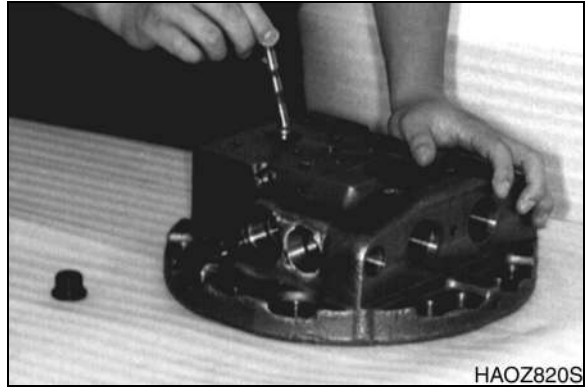


Figure 62

3. Install plug (357) into flange assembly (301) and tighten to specified torque.

Tightening Torque:

$10 \pm 2 \text{ kg}\cdot\text{m}$ ($72 \pm 14 \text{ ft lb}$)



Figure 63

Internal Parts Reassembly (SRV)

1. Insert two steel balls (385) into rear flange (301).
2. Install two O-rings (383 and 384) on plug (382).

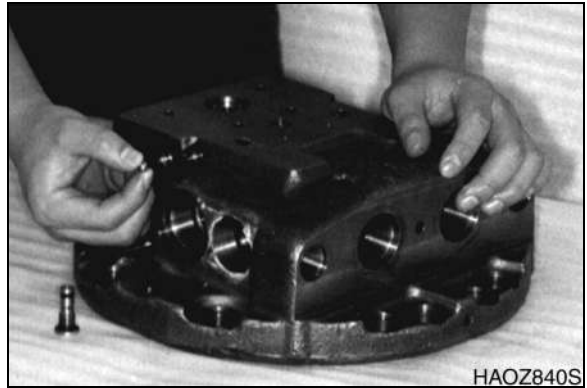


Figure 64

3. Install two plugs (382) into rear flange (301) and tighten to specified torque.
 - Tightening Torque:
 $1.5 \pm 0.25 \text{ kg}\cdot\text{m}$ ($10.85 \pm 1.81 \text{ ft lb}$)

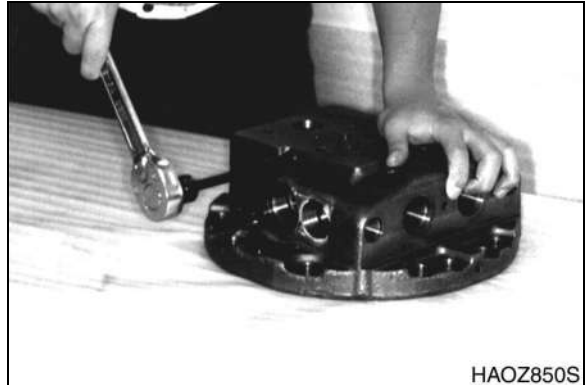


Figure 65

4. Insert piston (381) into rear flange (301).
5. Install O-ring (359) into plug (380)
6. Install plug (380) into rear flange (301) and tighten to specified torque.
 - Tightening Torque:
 $6 \pm 1 \text{ kg}\cdot\text{m}$ ($43 \pm 7 \text{ ft lb}$).

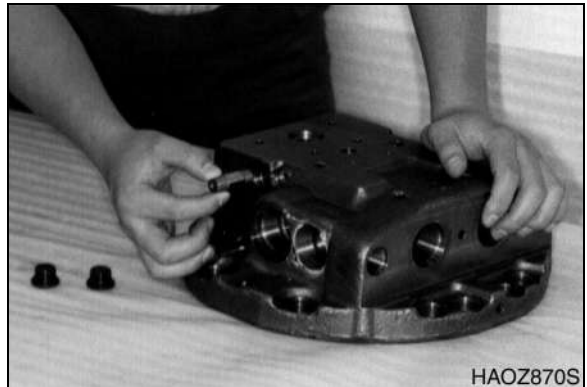


Figure 66

Relief Valve Reassembly

1. Install O-rings (208, 209 and 219), backup ring (211 and 217) on slip ring (202).
2. Install O-ring (210) on plug (204).
3. Put seam (205) at plug (204).

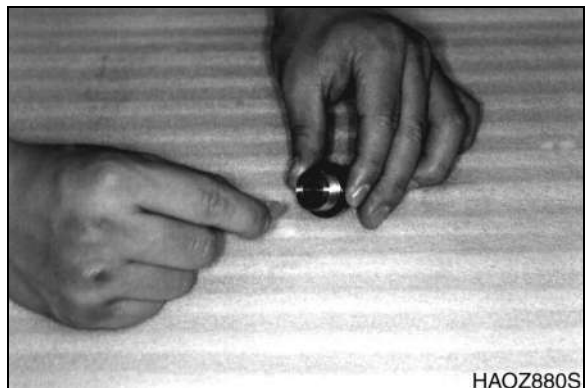


Figure 67

4. Install piston seal (A) (220) at valve (B) (201).

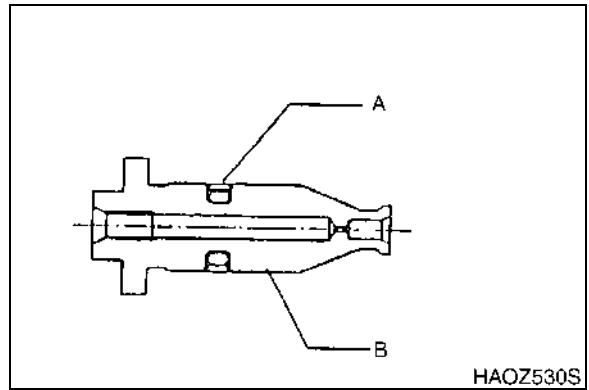


Figure 68

5. Insert valve (201), spring (206), spring retainer (203) into sleeve (202), and install plug (204) with seam (205) into assembly and tighten to specified torque.

Tightening Torque:

$10 \pm 2 \text{ kg}\cdot\text{m}$ ($72 \pm 14 \text{ ft lb}$)



Figure 69



Figure 70



Figure 71

6. Repeat procedure for the other side.

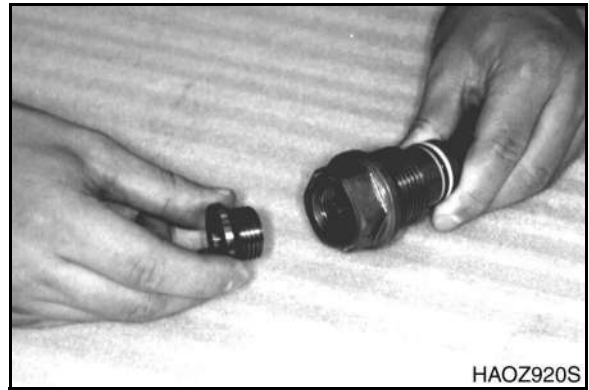


Figure 72

TRAVEL REDUCTION GEAR REASSEMBLY

Hub Reassembly

1. Place hub (1) on work bench.
2. Press in the outer race of ball bearing (A) (21) into hub (D) (1) by using jig (C) and hammer (B).
3. Assemble floating seal (B) (31) into hub (D) (1).

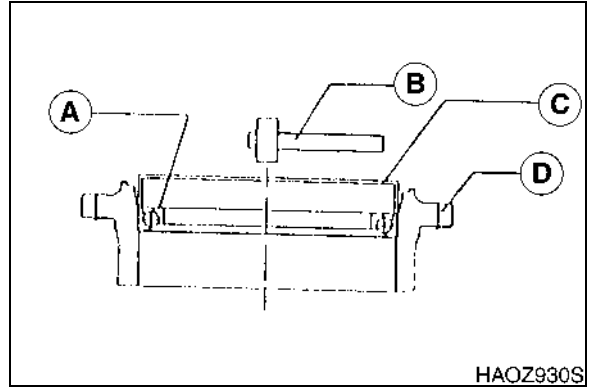


Figure 73

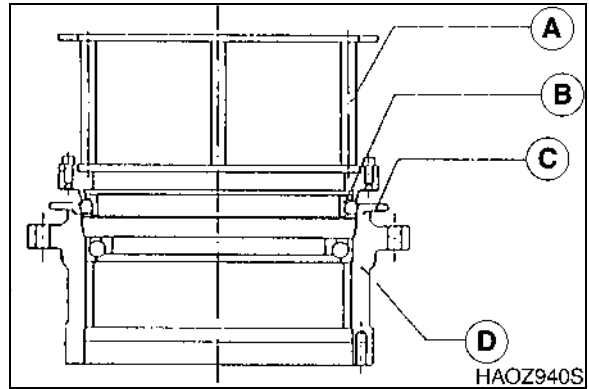


Figure 74

Spindle Reassembly

1. Assemble floating seal (B) (31) into spindle (D) (2)

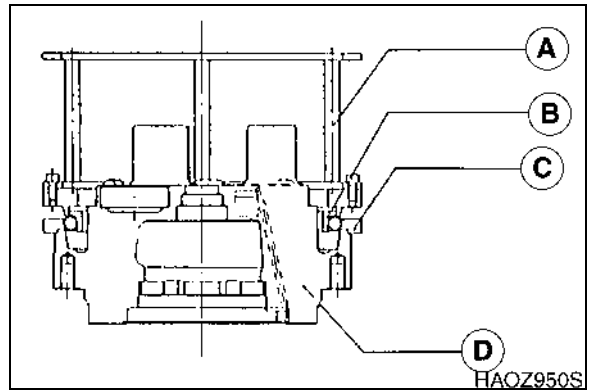


Figure 75

Hub and Spindle Reassembly

1. Install two eye bolts (M16) to spindle (2) at opposite ends to distribute the weight evenly.
2. Use a lifting device slowly lower spindle (2) into hub (1).
3. Insert two stationary metal fittings to hub (1) and spindle (2) and tighten.
4. Turn motor in opposite direction and position the cover side upward.
5. Place three bearing races (22) to their respective locations within the spindle (2).



Figure 76



Figure 77

RV Gear Reassembly

1. Install lifting tool (A, Figure 78) to RV gear assembly.
2. Using a lifting device lower RV gear assembly it into spindle (2).
3. Insert twenty-four pins (17) between the gear teeth and pin.

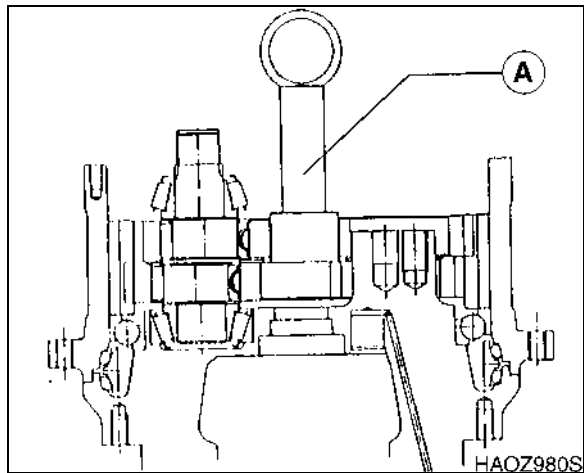


Figure 78

4. Insert ball bearing (21) into hub (1).
5. Insert outer races of three roller bearings (22).

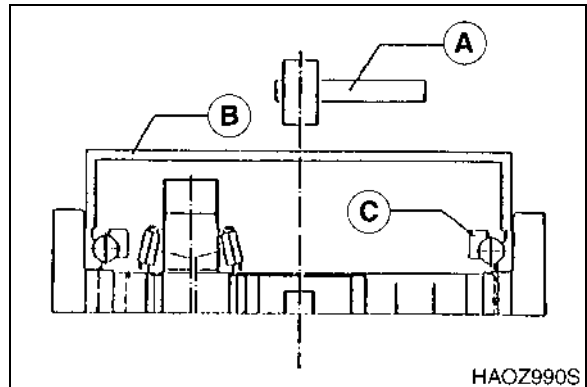


Figure 79

6. Install hold flange (3) at spindle (2).

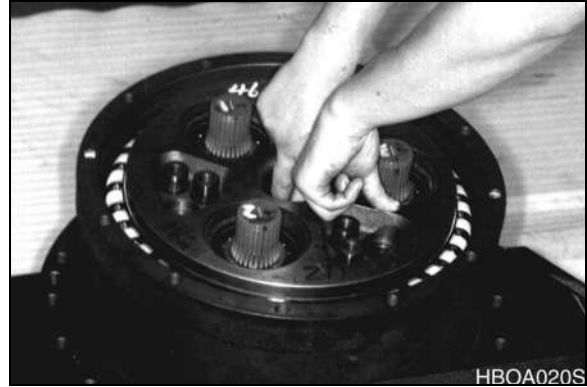


Figure 80

7. Coat locktite #638 at spindle (2) threads.
8. Place flat washers (37) in the three bolt holes of the flange (3).

Tightening Torque:
20 kg•m (145 ft lb).

9. Hammer six parallel pins with an air chisel until it reaches pin hole bottom.



Figure 81

10. Tighten allen head bolt (19) to specified torque.

Tightening Torque:
72.3 kg•m (523 ft lb).



Figure 82

11. Install shim (13) into holding flange.
12. Install snap ring (20) to hold flange.

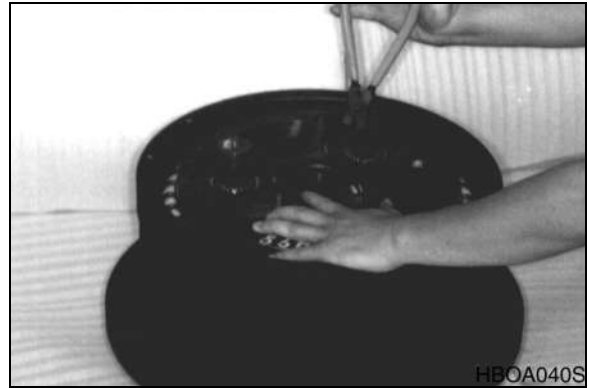


Figure 83

13. Align the mating marks of the three spur gears (7) and press into the respective crankshaft (9).



Figure 84

14. Mating mark positions of spur gear.

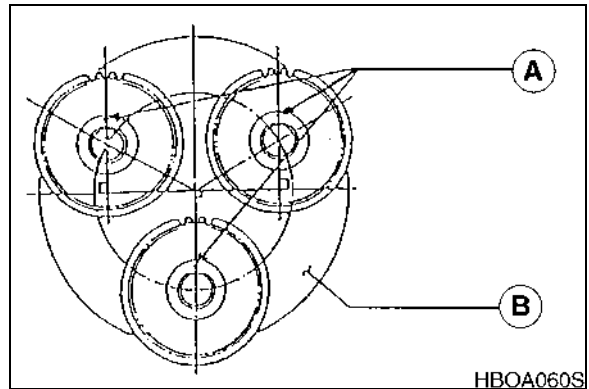
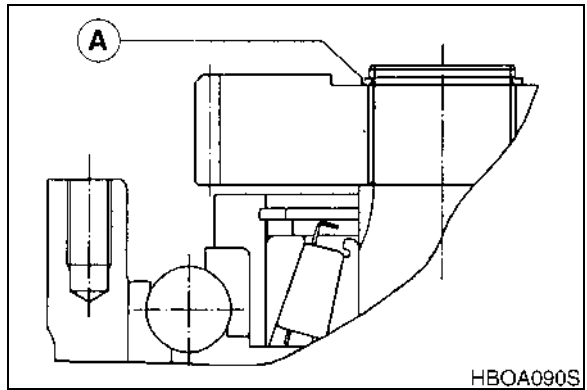


Figure 85

15. Install snap ring (25) to each of the three crankshafts' snap ring groove (A, Figure 87).



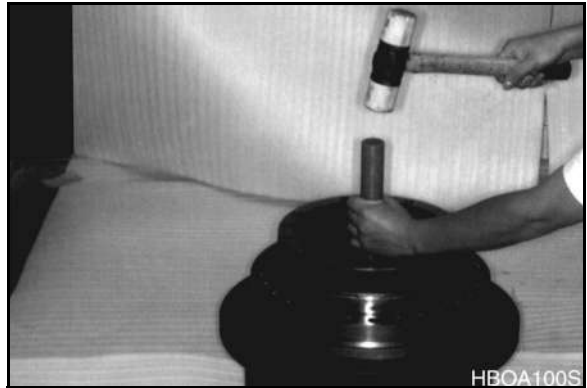
Figure 86



HBOA090S

Figure 87

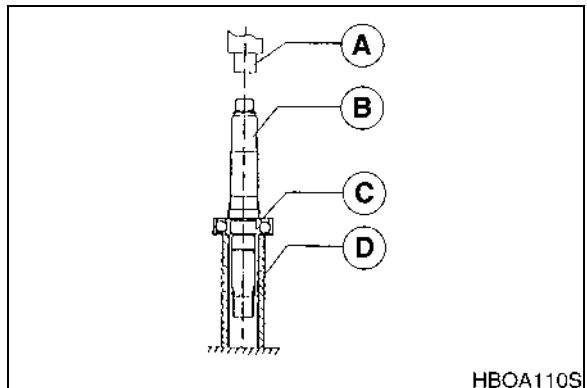
16. Turn motor assembly so that the motor side is facing up.
17. Insert oil seal (132) into spindle (2).



HBOA100S

Figure 88

18. Heat bearing (B, Figure 89) (149) and press shaft (B) (102) into bearing.



HBOA110S

Figure 89

Piston Assembly (161 and 162) Reassembly

1. Coat grease on spring (193) and install into piston assembly.
2. Coat piston assembly with hydraulic oil and install into piston hole of spindle (2).
3. Inserting two pins (171) and two pivot (167) into spindle.
4. Lightly coat grease onto spherical surface.

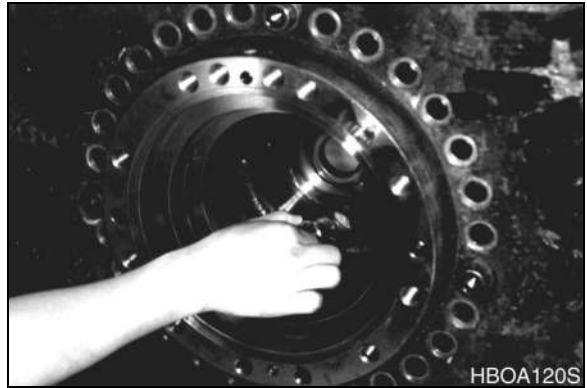


Figure 90

Cylinder Block Internal Parts Reassembly

1. Place cylinder block (104) on the press work bench.
2. Put washer (110), spring (114), washer (110) into cylinder block (104).
3. Place cylinder block assembly on work bench and press metal fitting on washer (114) and install C type snap ring (145).



Figure 91

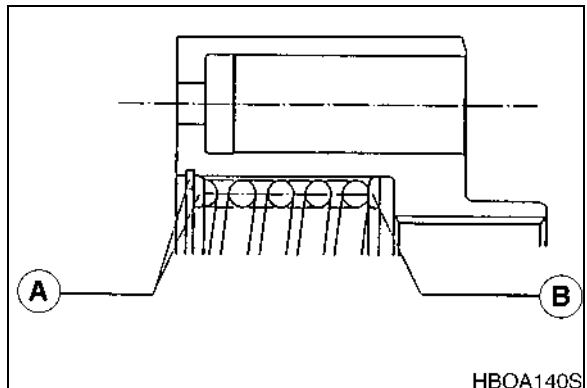


Figure 92



Figure 93

Motor Reassembly

1. Insert five needle type rollers (151) into cylinder block (104) and place collar (111) and thrust ball (108) on it.
2. Put piston pin assembly (105 and 106) into retainer plate (107).



Figure 94

3. Coating hydraulic oil on piston assembly and install into cylinder block (104).
4. Coat sliding face of shoe (106) and spherical surface of thrust ball (108) with hydraulic oil.



Figure 95

5. Assemble swash plate (103), thrust ball (108), collar (111), retainer plate (107), needle type roller (151), cylinder block (104), piston assembly (105).
6. Install lifting jig onto spline part of shaft (102) and lift assembly.
7. Insert assembly onto motor shaft by slowly lowering into housing.
8. After installing, remove the hanging tool.

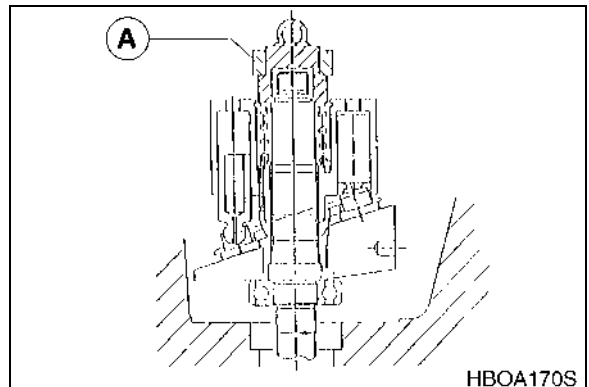


Figure 96

GEAR HOLDING FLANGE GAP MEASUREMENT AND ADJUSTMENT

1. Install main bearing pre-load adjustment jig (C, Figure 97) at spindle (D) (2).

Using a torque wrench (A) tighten special nut (B) on main bearing adjustment jig to specified torque.

Tightening Torque:

$12 \pm 2 \text{ kg}\cdot\text{m}$ ($87 \pm 14 \text{ ft lb}$)

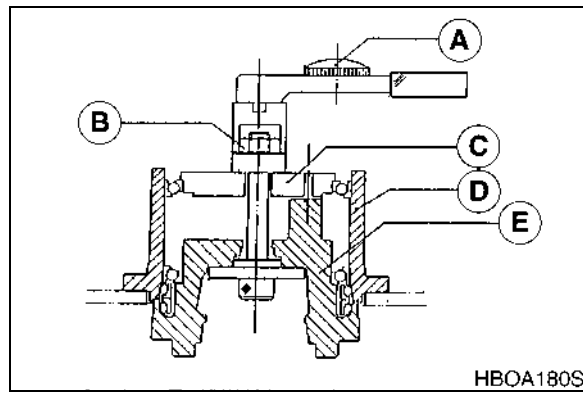


Figure 97

2. Through measuring hole of main bearing pre-load adjustment jig, measure the depth dimension "A" with a depth micrometer (1, Figure 98).
3. Since "B" dimension of the adjustment jig is known, calculate "C" dimension by subtracting "B" from "A."

A: Measured value.

B: Known dimension of jig body.

C: Calculated clearance.

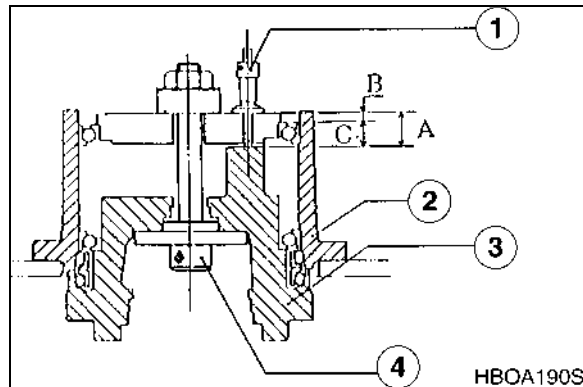


Figure 98

4. Obtain "D" dimension of gear holding flange (3) (Figure 99).

If the dimension "D" exceeds "C" ± 0.02 it is necessary to adjust the dimension.

If the dimension "D" is greater than the limits cut the surface with a lathe to the acceptable limits.

5. In case that hold flange's dimension "D" is less than the specified tolerance dimensions, replace with new spindle assembly.
6. Remove main bearing pre-load adjustment jig (C, Figure 97) from spindle (2).

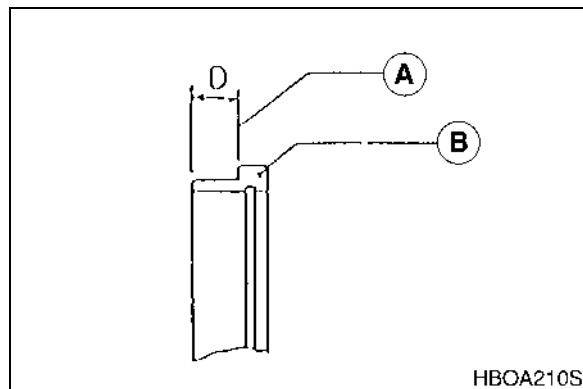


Figure 99

RV GEAR GAP MEASUREMENT AND ADJUSTMENT

1. Tap lightly together with press metal fitting (A, Figure 100) and hammer, the outer wheel of conical roller bearing (B) (22) that is attached to crankshaft (9) of RV gear assembly (C).
2. Install the thinnest shim (13) into hold flange (3), assemble snap ring (20) into snap ring groove.
3. Tap lightly around the snap ring with hammer.
4. Measure clearance by inserting thickness gage between snap ring (20) and shim (13).
5. Subtract from this value the known value of the shim already inserted to obtain the required shim thickness.

Select a shim which is within - 0.05 mm of the obtained value.

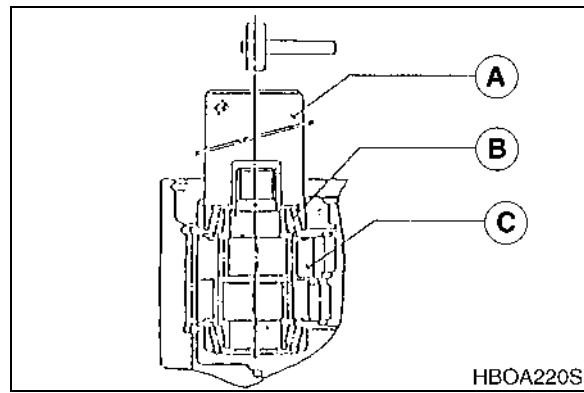


Figure 100

TRAVEL MOTOR AND REDUCTION GEAR REASSEMBLY

1. Insert friction plate (115) and companion plate (116) alternately into cylinder block.

IMPORTANT

Install friction plate (115) after soaking it in operating oil.

CAUTION!

Be careful not to mistake the order of friction plate and companion plate. If mistaken, there is possibility to weaken the parking brake.

2. Lightly coat O-rings with grease and install onto piston (112).
3. Insert piston (112) into spindle (2).
4. Lightly tap piston (112) end with plastic hammer and install piston (112) into spindle (2).

5. Install ball bearing (150), timing plate (109), parallel pin (341) and twelve springs (113) into rear flange (301).

IMPORTANT

Coat twelve springs (113) and timing plate (109) with generous amount of grease and be careful not to let springs fall out rear flange (301).

IMPORTANT

Coat ball bearing (150) with oil.



Figure 101



Figure 102

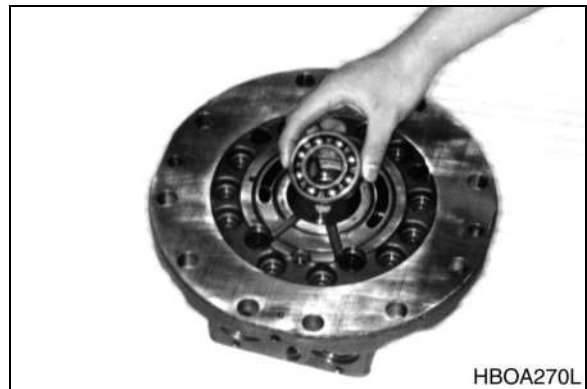


Figure 103

6. Fill reduction gear housing with hydraulic oil.
7. Install two O-rings (29 and 27), two parallel pins (42) into spindle (2).
8. Install rear flange (301) to spindle by aligning rear flange with aligning pins.

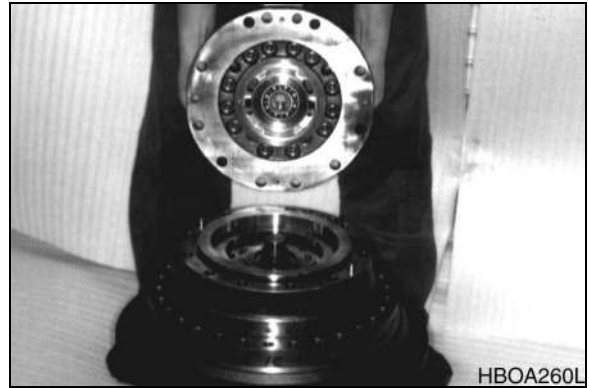


Figure 104

1. Install rear flange (301) to spindle (2). Tighten twelve bolts (343) to specified torque.
2. Install O-ring (355) to plug (357) and install in drain port.

Tightening Torque:
 $10 \pm 2 \text{ kg}\cdot\text{m}$ ($72 \pm 14 \text{ ft lb}$)



Figure 105

3. Install relief valve to rear flange (301).
 4. Tighten to specified torque.
- Tightening Torque:
 $25 \pm 5 \text{ kg}\cdot\text{m}$ ($181 \pm 36 \text{ ft lb}$)

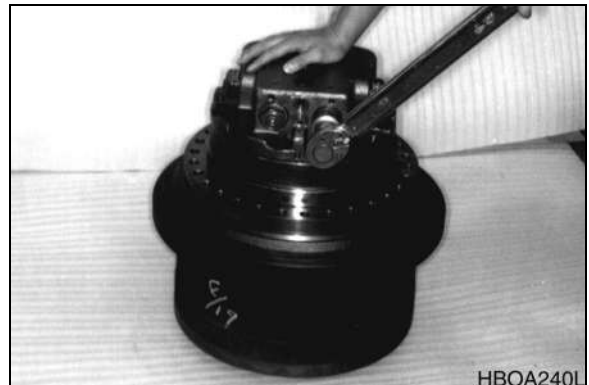


Figure 106

REDUCTION GEAR COVER REASSEMBLY

1. Insert coupling gear (15).
2. Coat a generous amount of grease onto steel ball (36) and place ball on concave part of input gear (6).
3. Attach O-ring (30) on cover (8).
4. Install two eye bolts into threaded holes on cover (8).



Figure 107

5. Lift cover (8) and install to hub (1).



Figure 108

6. Tighten twelve allen head bolts (35) to specified torque.
7. Fill with lubricating oil:
5.40 liters (1.4 U.S. gal.)
8. Tightening Torque:
 $10.4 \pm 1.6 \text{ kg}\cdot\text{m}$ ($75 \pm 12 \text{ ft lb}$).



Figure 109

9. Install O-ring (43) to drain / fill holes on cover.
10. Install and tighten plugs (33) to cover (8).
Tightening Torque:
 $10 \pm 2 \text{ kg}\cdot\text{m}$ ($72 \pm 14 \text{ ft lb}$)



Figure 110



Figure 111



MAIN PUMP (WITH REGULATOR)



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 |
|----------------|---------------------|
| Solar 220LC-V | 0001 and Up |
| Solar 220LL | 1001 and Up |
| Solar 225LC-V | 1001 and Up |
| Solar 225NLC-V | 1001 and Up |
| Solar 250LC-V | 1001 and Up |
| Solar 255LC-V | 1001 and Up |

TABLE OF CONTENTS

| | |
|--|----|
| General Description..... | 3 |
| Gear (Pilot) Pump | 5 |
| Relief Valve | 5 |
| Pump Regulator Description | 6 |
| Horsepower Control | 6 |
| Power Shift Control | 6 |
| Negative Oil Discharge (Pump Bypass) Control | 6 |
| Pump Regulator Operation | 7 |
| Pump Output Decrease..... | 9 |
| Pump Discharge Decrease | 9 |
| Pump Discharge Increase..... | 9 |
| Horsepower Control | 9 |
| Overload Protection | 10 |
| Regulator Adjustment..... | 10 |
| Pump Input Power Control Adjustment | 11 |
| Parts List | 12 |
| Specifications | 16 |
| Hydraulic Pump Performance Characteristics..... | 18 |
| Troubleshooting, Testing and Adjustment..... | 23 |
| Main Pump | 23 |
| Disassembly | 24 |
| General Disassembly | 24 |
| Main Pump Disassembly..... | 25 |
| Pump Regulator Disassembly..... | 27 |
| Cleaning and Inspection (Wear Limits and Tolerances) | 31 |
| Reassembly..... | 33 |
| Pump Regulator Reassembly | 33 |
| Main Pump Reassembly | 37 |

Models: Solar 220LC-V, 220LL, 225LC-V, 250LC-V

Main Pump Output: 106.0 cc/rev (6.47 in³/rev) (1 pump)

Gear (Pilot) Pump Output: 15 cc/rev

Pilot Pump Relief Valve: Relief pressure set at 40 kg/cm² (569 psi).

Model: Solar 255LC-V

Main Pump Output: 112.0 cc/rev (6.83 in³/rev) (1 pump)

Gear (Pilot) Pump Output: 15 cc/rev

Pilot Pump Relief Valve: Relief pressure set at 40 kg/cm² (569 psi).

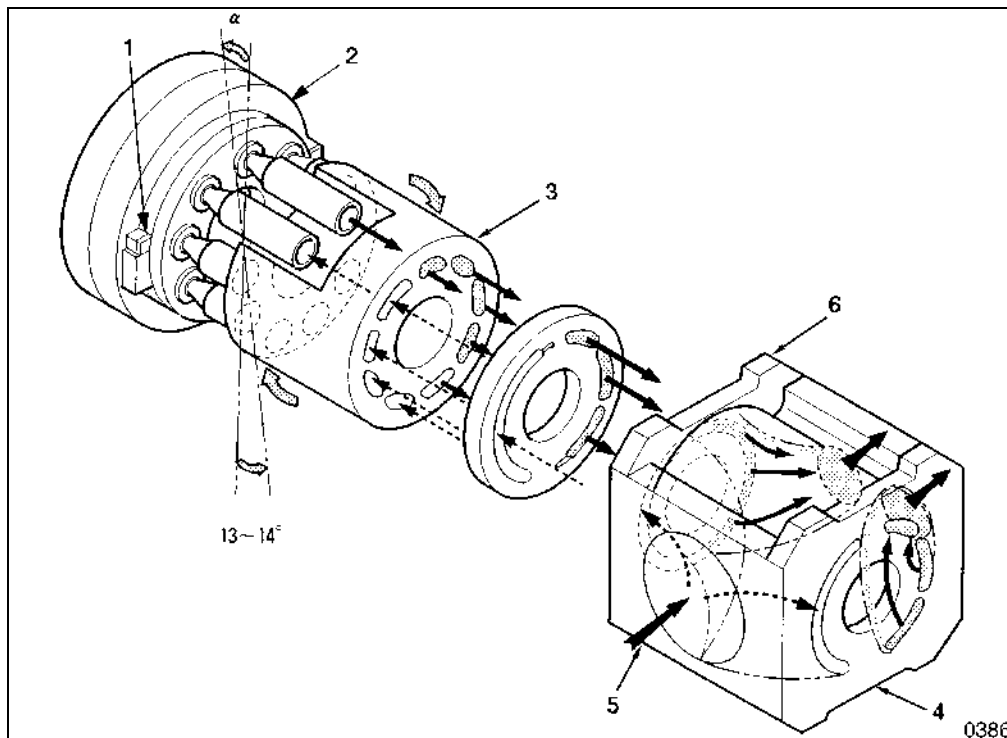


Figure 2

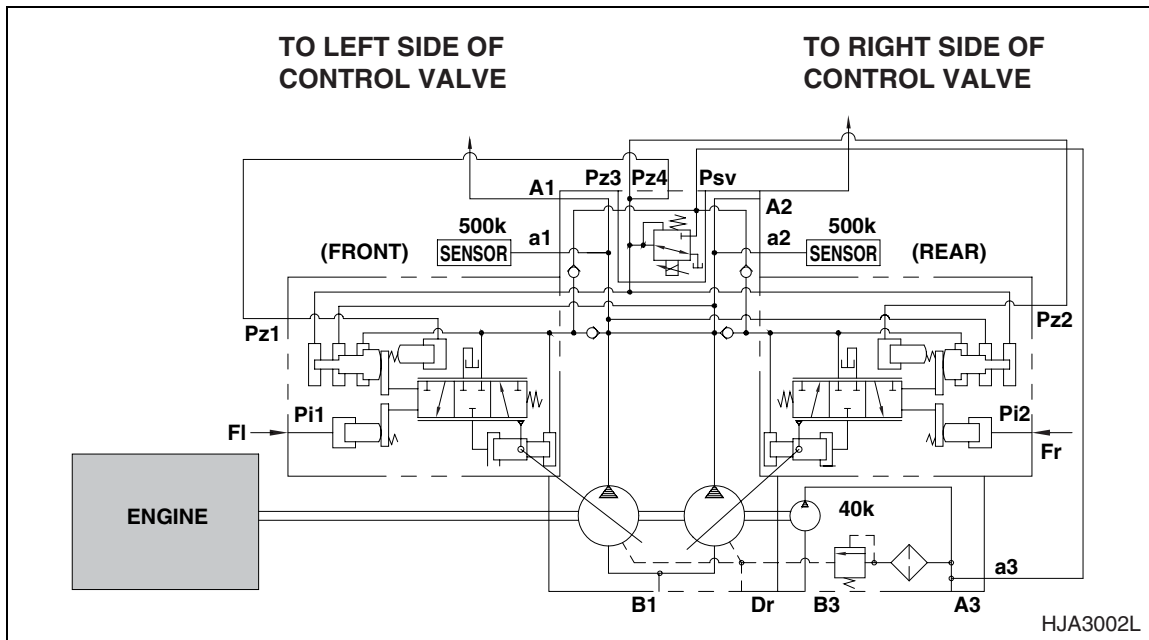


Figure 3

GEAR (PILOT) PUMP

The pilot pump is a gear-type pump, driven off the output end of the second main pump. Gear rotation inside the pump case produces oil flow from the intake side of the pump to the output side of the pump.

The function of the pilot pump in the hydraulic circuit is to maintain a flow of oil - independent of main pump oil flow output - for the operation of control valves.

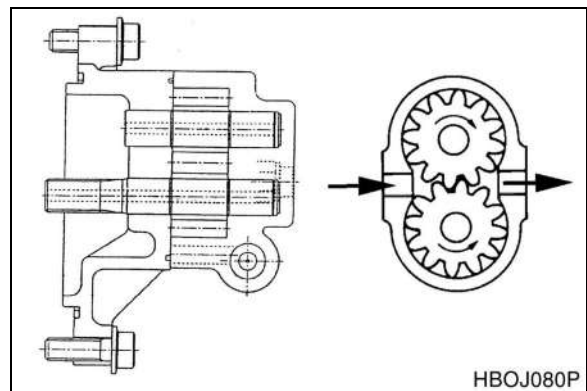


Figure 4

RELIEF VALVE

When the discharge pressure of the pilot pump exceeds 40 kg/cm² (569 psi), the ball and spool at the top of the valve shift to the right - maintaining pressure below the targeted 40 kg/cm² (569 psi) limit - as excess oil returns to the drain port.

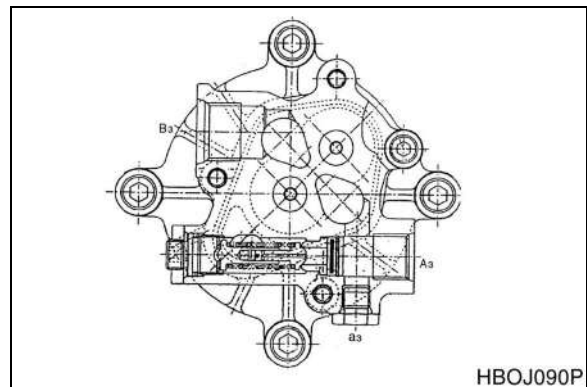


Figure 5

PUMP REGULATOR DESCRIPTION

A regulator control valve is integrally-mounted to the housing of each of the two variable displacement hydraulic pumps (Figure 1). The regulator valves perform the task of controlling the rate of pump discharge for the main pump assembly. Pump output may need to be varied as a result of increased or decreased work load demand, operator-input changes to control lever position and/or to maintain balanced output between pumps, increasing or decreasing the discharge rate at one pump to compensate for the output of the other pump.

The two regulators work in conjunction, varying pilot pressure (P_i) through three different control functions - "Horsepower Control," "Powershift Control," and "Negative Control."

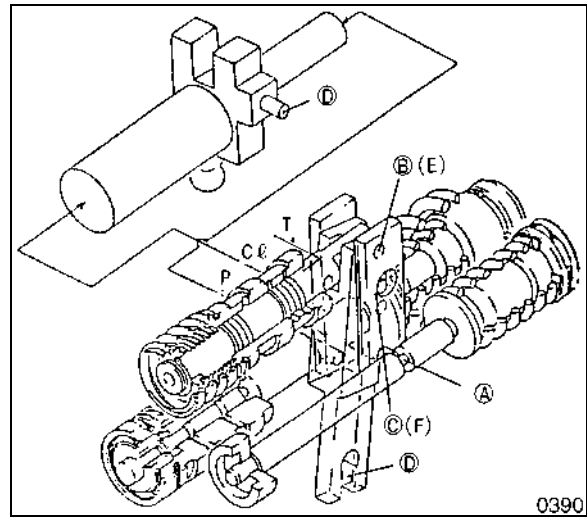


Figure 6

HORSEPOWER CONTROL

This hydraulic system design feature provides balanced pump output, maintaining steady and consistent power production through the hydraulic system.

If there is a momentary increase of outlet pressure (P_1) at one pump, the tilt angle of the swash plate in the remaining pump is automatically reduced - decreasing the other pump's outlet pressure (P_2) - to equalize system output. The advantage of this design feature is that it keeps available horsepower through the system constant, directly proportional to the input rotational speed (rpm) of the engine.

POWER SHIFT CONTROL

This design feature modifies the total available power output of the hydraulic system through microprocessor-controlled application of electronic controls. Supplementary electronic control of the hydraulic system provides increased operating flexibility.

The electronic proportional reducing valve through which the system operates is just upstream from the 2 pump regulators. It responds directly to signals from the EPOS-V microprocessor and relays control signals to each of the 2 pump regulators to optimize each pump's power output, according to changes in secondary pressure, P_f ("Powershift pressure").

P_f pressure is monitored from interior pump passages, through the horsepower control part of each pump regulator. It allows simultaneous control of horsepower output at both pumps, for optimum, efficient response to changing workload demand.

NEGATIVE OIL DISCHARGE (PUMP BYPASS) CONTROL

The volume of main pump bypass oil is automatically controlled by pilot pressure, which is regulated by the position of the spool in the control valve. When the control valve spool is in the neutral position (high pilot pressure, high bypass), the tilt angle of the swash plate decreases, reducing the volume of bypass oil through the main pump. When the control valve spool is at maximum stroke (low pilot pressure), the tilt angle of the swash plate increases, boosting main pump bypass oil volume.

PUMP REGULATOR OPERATION

The relationship between Pump Displacement Flow (Q on the vertical axis) and Pilot Pressure (Pi on the horizontal axis). Pump output discharge is controlled by increasing or decreasing pilot pump pressure (Figure 7).

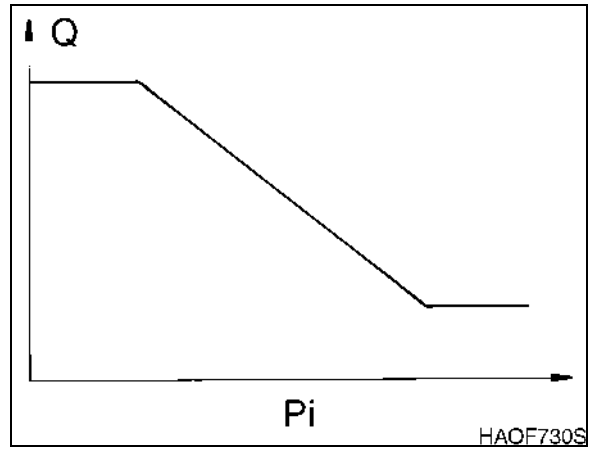


Figure 7

NOTE: Component parts (numbered in parentheses) correspond to those in Figure 8.

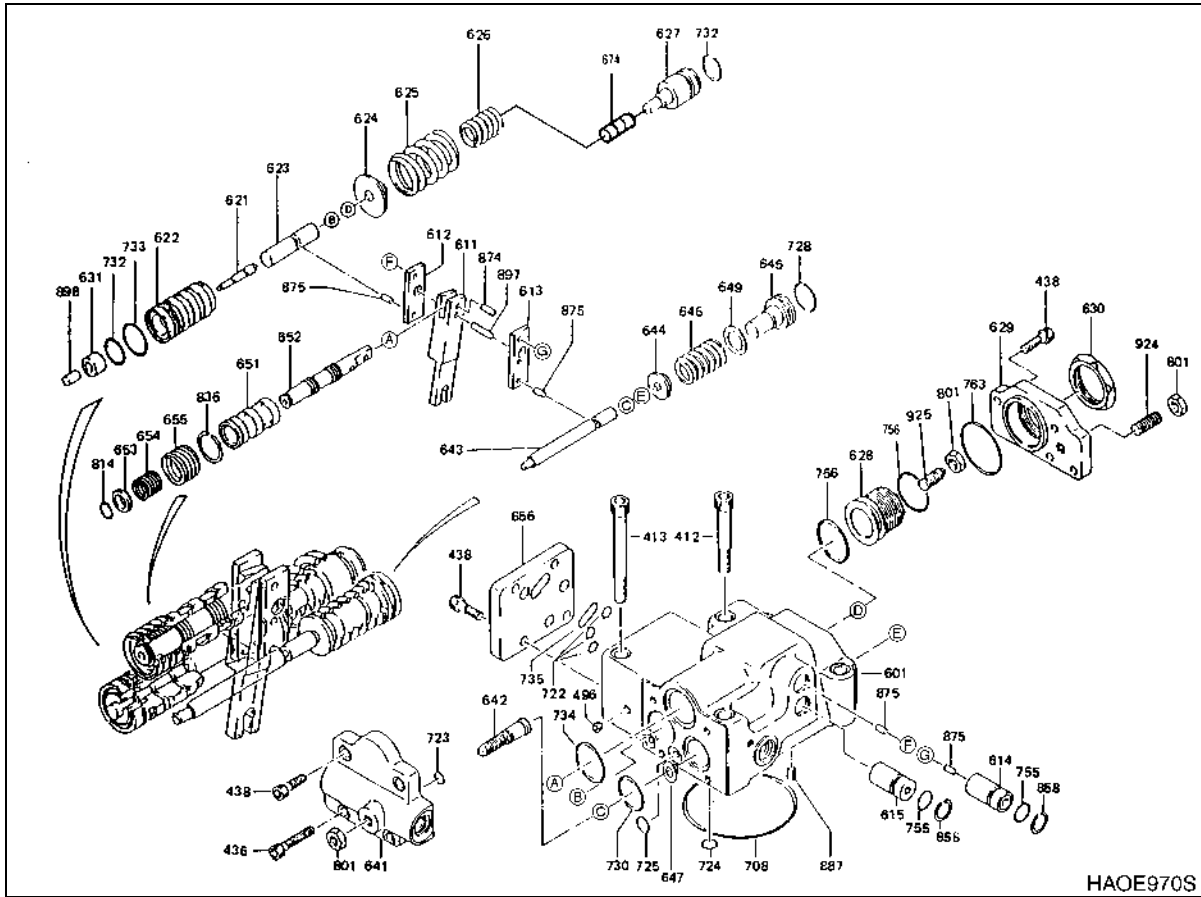


Figure 8

PUMP OUTPUT DECREASE

When pilot pressure (P_i) increases, the pilot piston (643) shifts toward the right, stopping at that point at which pilot pressure and the force of the return spring (646) cancel each other out. Movement of the pilot piston pushes the pin (875) attached to the feedback lever assembly (613, 611, 897) around the "B-point plug" (614) and the pin (875) on the opposite side of the feedback lever assembly. The pin at the lower end of the feedback lever is attached to the tilting pin of the swash plate (531/538 in Figure 1).

NOTE: *In Figure 6, the circled capital letter "D" at the lower end of the feedback lever shows the approximate location where the assemblies shown in Figure 1, Figure 6 and Figure 8 react as the pin (897) at the top of the feedback lever moves and the piston shifts, maintaining dynamic balance through the valve between pilot pressure (P_i) and discharge output flow (Q) as shown in Figure 7.*

PUMP DISCHARGE DECREASE

The regulator feedback lever assembly is also pin-connected to the outermost spool (652) in the discharge port (C1) of the regulator (Figure 8). As that spool moves toward the right, in response to differences in servo pressure, the servo piston moves to the right, resulting in a decreased swash plate tilt angle and reduced pump output flow. The system is balanced and control movement of the spool (and servo piston) stops when the outermost spool (652) and spool sleeve (651) close into each other, shutting off oil movement.

PUMP DISCHARGE INCREASE

When pilot pressure (P_i) decreases, the pilot piston shifts toward the left and the feedback lever assembly pivots around point "D" (Figure 6), pushing the spool and servo piston left. Swash plate tilt angle is heightened and pump output flow begins to increase as a result. Control movement of the spool and servo piston stops when the feedback lever assembly rotates around point "C" (Figure 6), moving the spool to the right until it slides into the sleeve (651) and oil movement is blocked.

HORSEPOWER CONTROL

Horsepower control function occurs as each regulator responds to changes in the output of the opposite pump. As increases or decreases in pump output occur (as outlined in the preceding paragraphs) at one pump, it is necessary for the output of the remaining pump to compensate to allow equalizing of the total discharge rate.

The relationship between changes in pressure and changes in output flow when the operation of both pumps (P_1 and P_2) is measured (Figure 9).

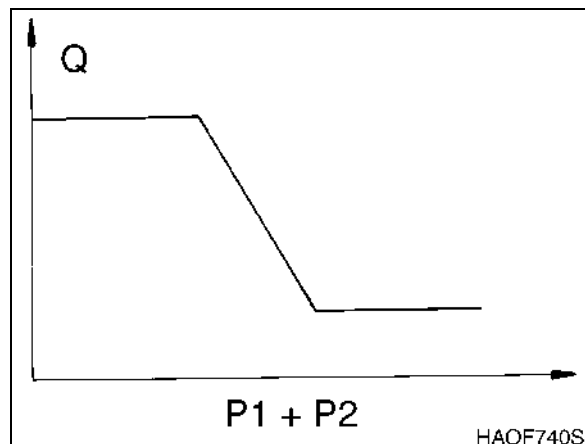


Figure 9

HAOF740S

OVERLOAD PROTECTION

Overload protection occurs automatically, in response to increased pressure on the piston (621) and compensator rod (623). Whenever the discharge pressure of Pump 1 and Pump 2 (P1 and P2) are increased beyond a certain point, the higher pressure acts on the piston and compensator rod (621 and 623), pushing both toward the right, until hydraulic pressure and the return force of the inner and outer springs balance out. The feed-back lever assembly pivots around Point "D" and the spool (652) is pushed toward the right, decreasing pump discharge to prevent engine overloading.

When discharge output of both pumps (P1 and P2) decreases, the compensator rod (623) is released, moving the feedback lever assembly in response to the pressure of the inner and outer return springs. The regulator "C1" port is connected to the tank port. Discharge flow recovery results in an increase of discharge flow.

REGULATOR ADJUSTMENT

Maximum and minimum discharge flow, horsepower control characteristics and discharge control characteristics can all be modified by changing the position of adjustment screws built into the pump housing (Figure 1) and the end plate of the regulator valve (Figure 8).

Maximum and minimum discharge flow can be modified by loosening lock nuts (808, Figure 1). To decrease maximum discharge flow (by approximately 5.6 lpm [0.025 gpm]), tighten adjusting screw (954) by 1/4 turn. Figure 10 shows the effect of this adjustment on the output characteristics of the pump.

To increase minimum discharge flow (also by 5.6 lpm [0.025 gpm]), tighten adjusting screw (953) by 1/4 turn. Figure 11 shows the effect of this adjustment on the output characteristics of the pump.

NOTE: *Other characteristics of operation should not be affected, when adjustments to maximum or minimum discharge flow are made, but very large changes to the adjustment position of either adjustment screw could cause changes in the maximum discharge pressure, and require a corresponding adjustment of the main relief valve pressure setting.*

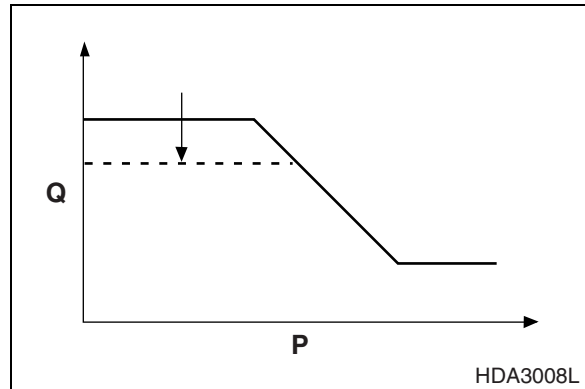


Figure 10

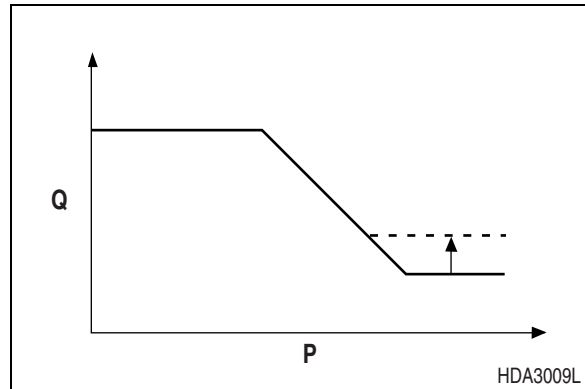


Figure 11

PUMP INPUT POWER CONTROL ADJUSTMENT

IMPORTANT

Input horsepower adjustments that are made to one pump should also be carried out on the remaining pump, so that both are adjusted to the same input range.

Horsepower control characteristics can be changed by loosening the large, thin nut (630) on the end of the regulator. The larger (outer) adjusting screw (628) affects adjustment of the outer return spring in the regulator outer spool. Tightening the outer screw approximately 1/4 turn increases compensator control pressure approximately 18 kg/cm^2 (256 psi), for a torque increase of $4 \text{ kg}\cdot\text{m}$ (29 ft lb). Changing the adjustment position of the outer screw (628) affects the adjustment position of the inner screw (924), which is the adjustment device for the inner spring of the regulator outer spool. Loosen the inner screw and back it out enough to compensate for the tightening adjustment made to the outer screw, to maintain the original setting. Changing the adjustment position of the inner screw 1/4 turn affects the working resistance of the inner spring. Increases in oil flow of approximately 10 lpm (0.04 gpm) and about $4.8 \text{ kg}\cdot\text{m}$ (35 ft lb) of input torque are the result.

The third adjustment screw on the side of the regulator (924) can be repositioned after the smaller lock nut (801) is loosened. Changing the position of the third adjustment screw (924) affects pilot pressure. Turning the screw in 1/4 turn increases pilot pressure by 1.5 kg/cm^2 (21 psi), and consequently, as a result of the increase in pilot pressure, the discharge flow from the main pump assembly will increase by about 16 lpm (0.07 gpm)

Electric Proportional Reducing Valve

- Current/Pressure Operating Characteristics

Condition: Primary Pressure
 50 kg/cm^2 (711 psi)

Load Discharge Flow
0 lpm (0 gpm)

70 Hz, 400 - 600 mA

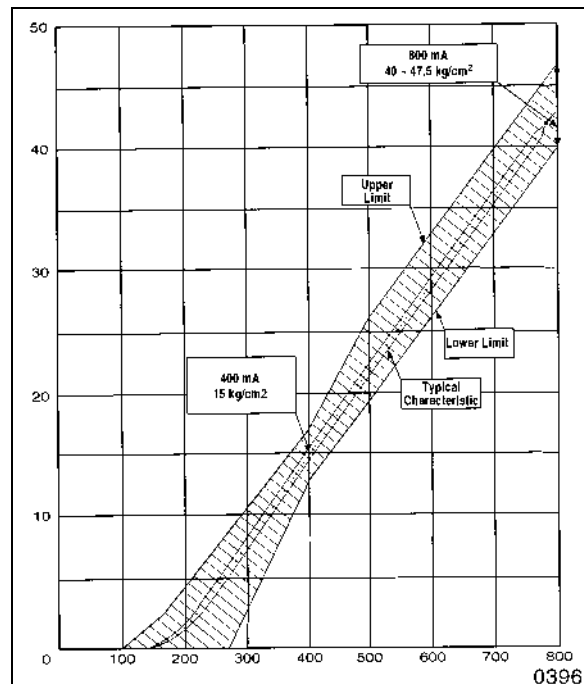


Figure 12

PARTS LIST

Main Pump

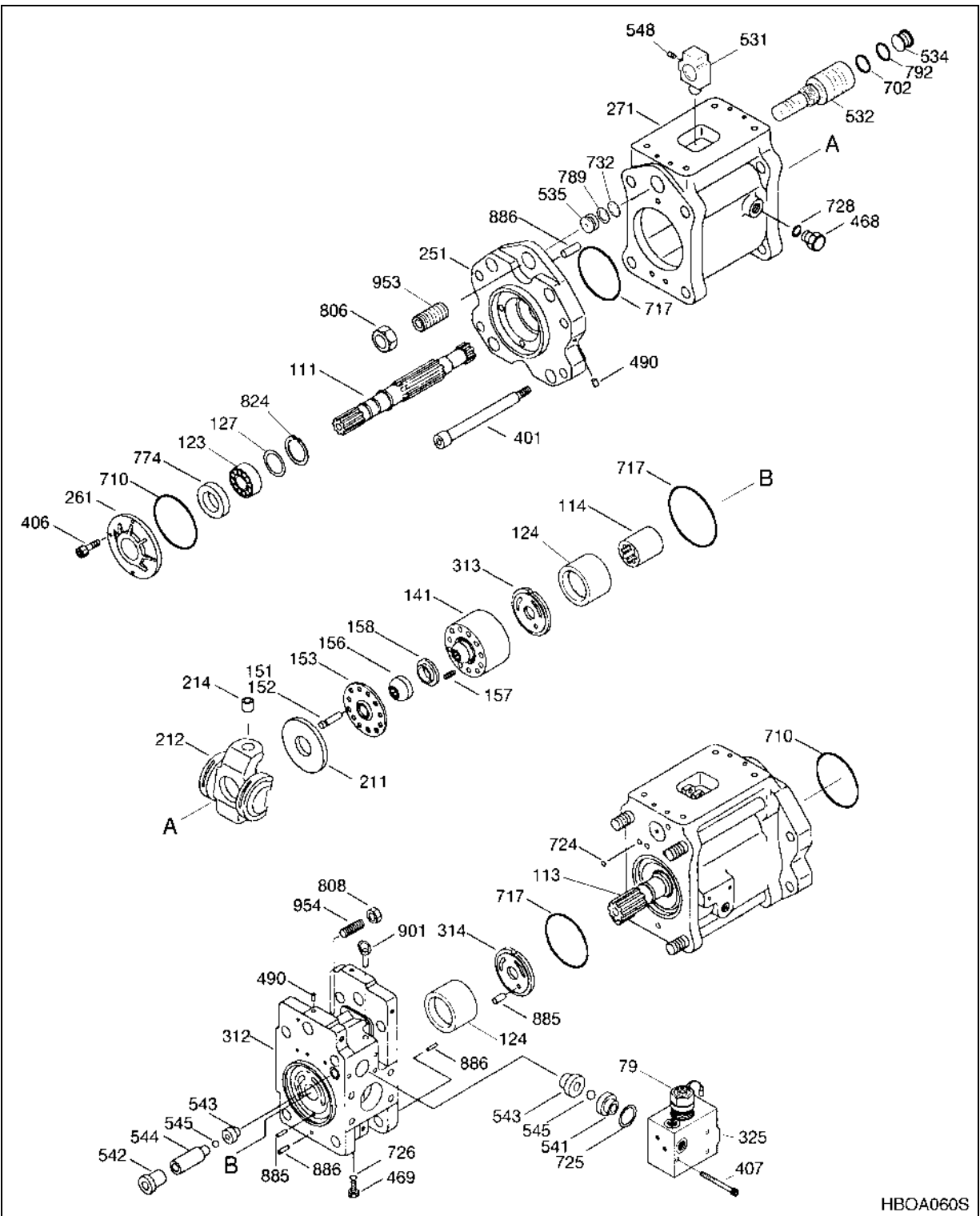


Figure 13

| Reference Number | Description |
|------------------|--------------------------------|
| 4 | Gear Pump |
| 79 | Electronic Proportioning Valve |
| 111 | Shaft (F) |
| 113 | Shaft (R) |
| 114 | Spline Coupling |
| 123 | Roller Bearing |
| 124 | Needle Bearing |
| 127 | Bearing Spacer |
| 141 | Cylinder Block |
| 151 | Piston |
| 152 | Shoe |
| 153 | Push Plate |
| 156 | Spherical Bushing |
| 157 | Cylinder Spring |
| 158 | Spacer |
| 211 | Shoe Plate |
| 212 | Swash Plate |
| 214 | Tilting Bushing |
| 251 | Support Plate |
| 261 | Seal Cover (F) |
| 263 | Rear Cover |
| 271 | Pump Casing |
| 312 | Valve Block |
| 313 | Valve Plate (R) |
| 314 | Valve Plate (L) |
| 325 | Valve Casing |
| 401 | Socket Bolt |
| 406 | Socket Bolt |
| 407 | Socket Bolt |
| 413 | Socket Bolt |
| 466 | VP Plug |

| Reference Number | Description |
|------------------|-----------------|
| 468 | VP Plug |
| 490 | Expander |
| 531 | Tilting Pin |
| 532 | Servo Piston |
| 534 | Stopper (L) |
| 535 | Stopper (S) |
| 541 | Seat |
| 542 | Spacer |
| 543 | Stopper |
| 544 | Stopper |
| 545 | Steel Ball |
| 548 | Feedback Pin |
| 702 | O-ring |
| 710 | O-ring |
| 717 | O-ring |
| 719 | O-ring |
| 724 | O-ring |
| 725 | O-ring |
| 726 | O-ring |
| 728 | O-ring |
| 732 | O-ring |
| 774 | Oil Seal |
| 789 | Backup Ring |
| 792 | Backup Ring |
| 808 | Nut |
| 824 | Snap Ring |
| 885 | Pin |
| 886 | Spring Pin |
| 901 | Eye Bolt |
| 953 | Set Screw |
| 954 | Adjusting Screw |

| 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 | Snap Ring |
| 836 | Snap Ring |
| 858 | Snap Ring |
| 874 | Pin |
| 875 | Pin |
| 887 | Pin |
| 897 | Pin |
| 898 | Pin |
| 924 | Adjusting Screw |
| 925 | Adjusting Screw (Qi) |

SPECIFICATIONS

Models: SOLAR 220LC-V, 220LL, AND 250LC-V

| | | |
|-----------|----------------------|--|
| Main Pump | Quantity: | 2 |
| | Displacement: | 106 cc/rev (6.47 in ³ /rev) |
| | Max Flow Rate: | 212 lpm x 2 pumps (56 gpm x 2 pumps) |
| | Flow Regulator Type: | Negative Control |
| | Pressurization: | Air Breather |
| | Weight: | 132 kg (291 lb) |

| | | |
|------------|----------------|--------------------------------------|
| Pilot Pump | Displacement: | 15 cc/rev (0.9 in ³ /rev) |
| | Max Flow Rate: | 30 lpm (8 gpm) |
| | Relief Valve: | 40 kg/cm ² (569 psi) |

Model: SOLAR 225LC-V

| | | |
|-----------|----------------------|--|
| Main Pump | Quantity: | 2 |
| | Displacement: | 108.7 cc/rev (6.63 in ³ /rev) |
| | Max Flow Rate: | 215 lpm x 2 pumps (57 gpm x 2 pumps) |
| | Flow Regulator Type: | Negative Control |
| | Pressurization: | Air Breather |
| | Weight: | 132 kg (291 lb) |

| | | |
|------------|----------------|--------------------------------------|
| Pilot Pump | Displacement: | 15 cc/rev (0.9 in ³ /rev) |
| | Max Flow Rate: | 30 lpm (8 gpm) |
| | Relief Valve: | 40 kg/cm ² (569 psi) |

Model: SOLAR 225NLC-V

| | | |
|-----------|----------------------|--|
| Main Pump | Quantity: | 2 |
| | Displacement: | 108.7 cc/rev (6.63 in ³ /rev) |
| | Max Flow Rate: | 211 lpm x 2 pumps (56 gpm x 2 pumps) |
| | Flow Regulator Type: | Negative Control |
| | Pressurization: | Air Breather |
| | Weight: | 132 kg (291 lb) |

| | | |
|------------|----------------|--------------------------------------|
| Pilot Pump | Displacement: | 15 cc/rev (0.9 in ³ /rev) |
| | Max Flow Rate: | 30 lpm (8 gpm) |
| | Relief Valve: | 40 kg/cm ² (569 psi) |

Model: SOLAR 255LC-V

| | | |
|------------|----------------------|--|
| Main Pump | Quantity: | 2 |
| | Displacement: | 122 cc/rev (6.47 in ³ /rev) |
| | Max Flow Rate: | 224 lpm x 2 pumps (59 gpm x 2 pumps) |
| | Flow Regulator Type: | Negative Control |
| | Pressurization: | Air Breather |
| | Weight: | 134 kg (295 lb) |
| Pilot Pump | Displacement: | 15 cc/rev (0.9 in ³ /rev) |
| | Max Flow Rate: | 30 lpm (8 gpm) |
| | Relief Valve: | 40 kg/cm ² (569 psi) |

HYDRAULIC PUMP PERFORMANCE CHARACTERISTICS

Main Pump Pressure/Flow Output (Models: SOLAR 220LC-V, 220LL, AND 250LC-V)

| | | |
|------------------------------|--|--|
| Engine Speed | 2000 rpm (High Mode) | 1850 rpm (Standard Mode) |
| Pump Input Horsepower | 132.0 ps (130.19 hp) (High Output Power Mode III) | 103.0 ps (101.59 hp) (Standard Output Power Mode II) |
| Main Pump Total Displacement | 106.0 cc (6.47 in ³) x 2 pumps | |
| Main Pump Pressure | 350 kg/cm ² (4,550 psi) (for pressure up) | |
| Pilot Pump Displacement | 15 cc/rev (0.9 in ³ /rev) | |
| Pilot Pump Pressure | 40 kg/cm ² (569 psi) | |

Main Pump Pressure/Flow Output (Model: SOLAR 225LC-V)

| | | |
|------------------------------|--|---|
| Engine Speed | 1950 rpm (High Mode) | 1800 rpm (Standard Mode) |
| Pump Input Horsepower | 135.0 ps (133 hp) (High Output Power Mode III) | 115.0 ps (113 hp) (Standard Output Power Mode II) |
| Main Pump Total Displacement | 108.7 cc (6.63 in ³) x 2 pumps | |
| Main Pump Pressure | 350 kg/cm ² (4,550 psi) (for pressure up) | |
| Pilot Pump Displacement | 15 cc/rev (0.9 in ³ /rev) | |
| Pilot Pump Pressure | 40 kg/cm ² (569 psi) | |

Main Pump Pressure/Flow Output (Models: SOLAR 225NLC-V)

| | | |
|------------------------------|--|--|
| Engine Speed | 2000 rpm (Power Mode) | 1850 rpm (Standard Mode) |
| Pump Input Horsepower | 132.0 ps (130.19 hp) (High Output Power Mode III) | 103.0 ps (101.59 hp) (Standard Output Power Mode II) |
| Main Pump Total Displacement | 106.0 cc (6.47 in ³) x 2 pumps | |
| Main Pump Pressure | 350 kg/cm ² (4,550 psi) (for pressure up) | |
| Pilot Pump Displacement | 15 cc/rev (0.9 in ³ /rev) | |
| Pilot Pump Pressure | 40 kg/cm ² (569 psi) | |

Main Pump Pressure/Flow Output (Model: SOLAR 255LC-V)

| | | |
|------------------------------|--|--------------------------|
| Engine Speed | 2000 rpm (High Mode) | 1900 rpm (Standard Mode) |
| Pump Input Horsepower | 162.0 ps (159.78 hp) | 132.0 ps (130.19 hp) |
| Main Pump Total Displacement | 112.0 cc (7.44 in ³) x 2 pumps | |
| Main Pump Pressure | 350 kg/cm ² (4,550 psi) (for pressure up) | |
| Pilot Pump Displacement | 15 cc/rev (0.9 in ³ /rev) | |
| Pilot Pump Pressure | 40 kg/cm ² (569 psi) | |

NOTE: Values in the graph marked "K" are pressure, in kg/cm².

NOTE: Values in the graph marked "L" are flow, in Liters/minute.

(Models: SOLAR 220LC-V, 220LL, AND 250LC-V)

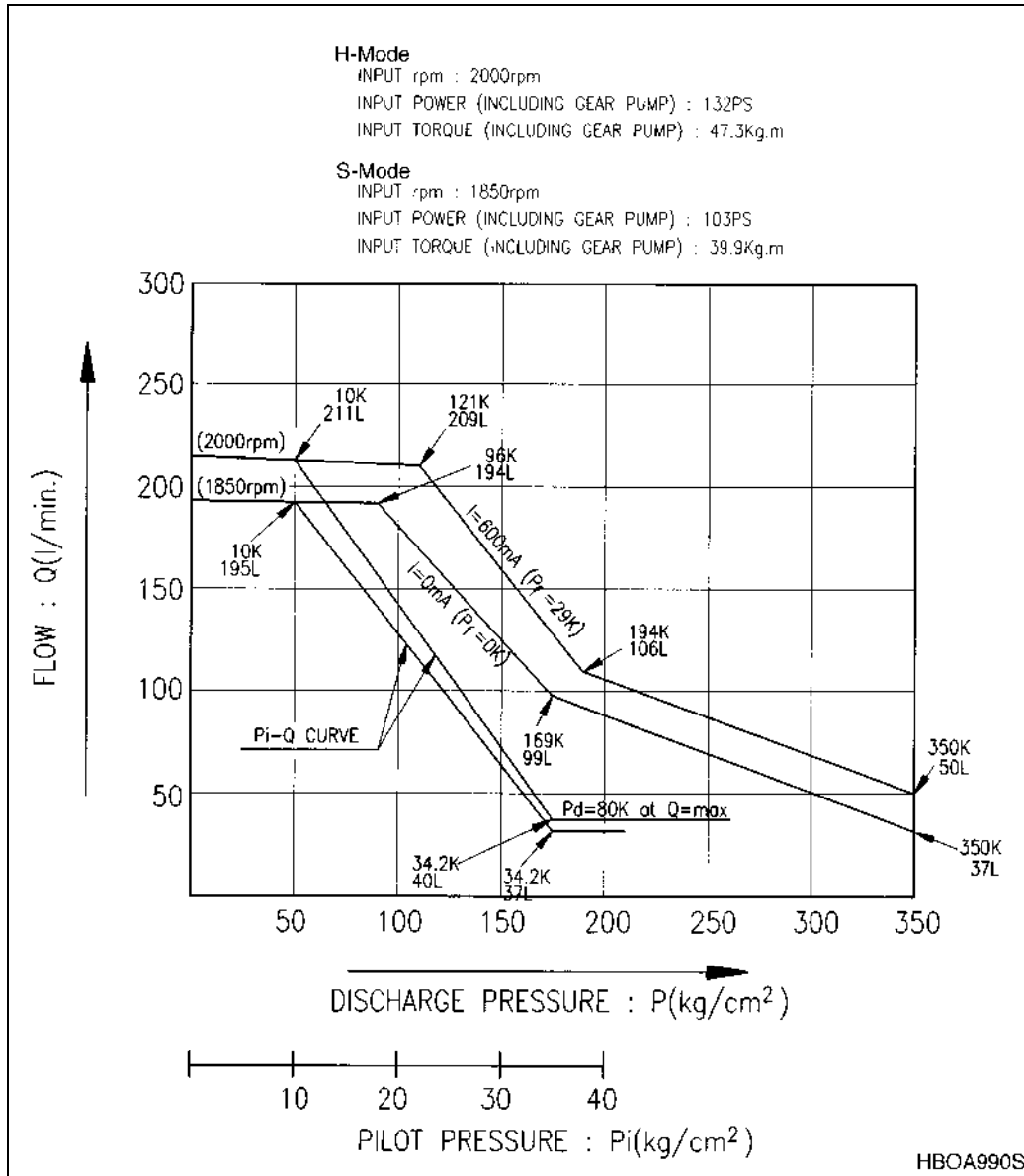


Figure 15

(Model: SOLAR 225LC-V)

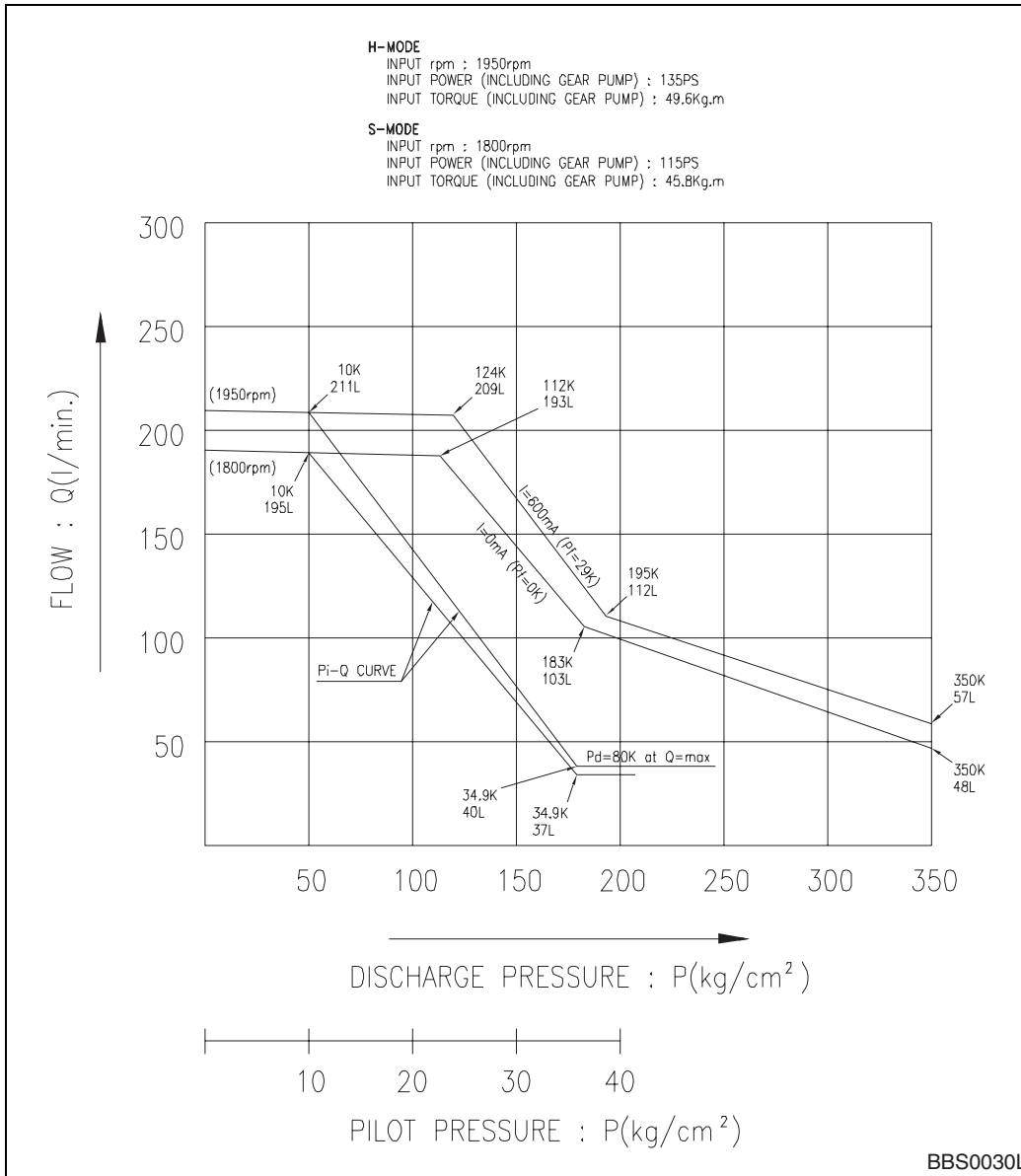


Figure 16

(Model: SOLAR 225NLC-V)

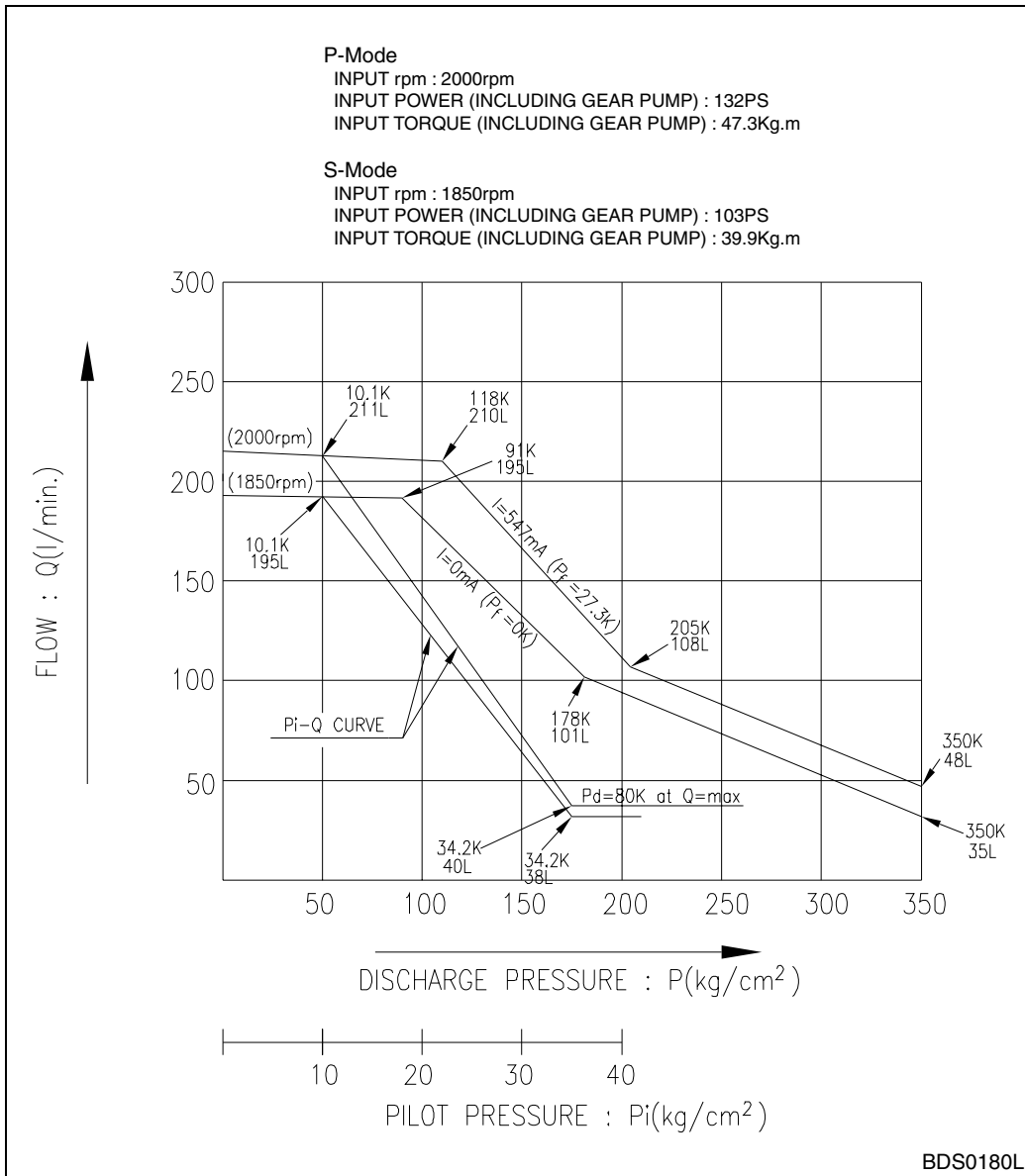


Figure 17

(Model: SOLAR 255LC-V)

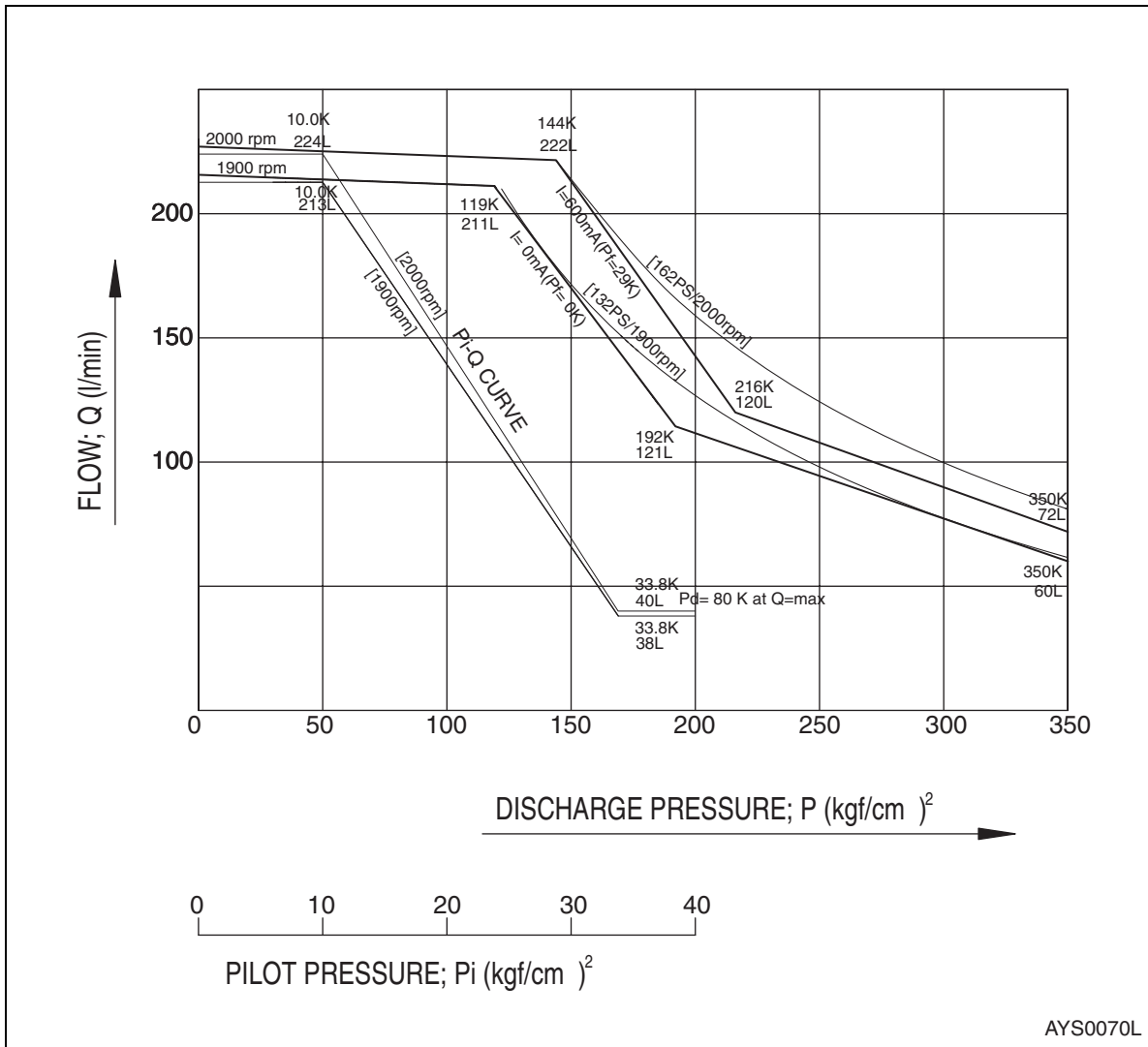


Figure 18

TROUBLESHOOTING, TESTING AND ADJUSTMENT

MAIN PUMP

| Problem | Possible Causes | Remedies |
|---|---|---|
| Engine overloading | Engine RPM control off Pump regulator set too high Pump inner parts worn or damaged Pump regulator piping clogged or leaking | Readjust RPM control Readjust Look for impurities or particles inside the filter and rebuild, replace pump components, as required Repair or replace piping |
| Overloading on one pump only | Regulator | Regulator compensator piston or pin (898) sticking. Disassemble, clean. |
| Pump discharge output reduced, pressure does not increase | Pump regulator faulty or piping clogged, leaking or kinked Pump inner parts worn or damaged Gear pump (pilot pump) worn or faulty Accessory control valve faulty | Repair or replace regulator or piping Look for particles inside the filter and rebuild or replace pump components Check pilot pressure and make sure pilot piston, spool and/or QMC are not sticking before repairing or replacing pilot pump Inspect valve (poppet, seat, spring) |
| Excessive vibration or noise | Cavitation Regulator or relief valve hunting Broken or damaged piston, shoe, cylinder | Look for leaks or evidence of air intrusion. Disconnect return lines, add clean oil and reassemble to bleed air Check pressures and inspect for clogged or damaged inlet piping Repair or replace damaged component. |

HAOE950L

DISASSEMBLY

GENERAL DISASSEMBLY

This procedure assumes that the main pump assembly will be removed from the upper deck plate. Use the eye bolts in the center valve block assembly to move the valve block and the assembled pumps (still bolted together) to the prepared work area.

The area where the pumps are to be rebuilt should be well-lit, clean and protected from dust and/or wind gusts that could carry in dust or grit. Use a rubber mat or other protective covering on the workbench area to prevent damage or scratching of any precision machined components.

IMPORTANT

Clean all of the exterior surfaces of the pump before disassembly. There should not be any visible dirt, grease or other type of accumulation on the outside of the pump case. Clean off or blow dry all traces of cleaner and solvent before starting work.

Open the drain plugs to drain oil from the pump cases before disassembly.

IMPORTANT

If at all possible, use a clean, dry container to catch gear oil. A clean container allows an evaluation to be made of the used oil. The presence or relative lack of metal wear shavings in the used oil or obvious deterioration or contamination of the oil can provide a useful indicator of the pumps' general condition.

NOTE: *Used oil is an environmental contaminant and should be disposed of promptly at approved recycling facilities. Prolonged physical contact with used oil has been thought by some to pose a health risk. Clean oil residue from hands and clothing promptly, and do not allow used oil containers to accumulate.*

NOTE: *Main Pump component parts (numbered in parentheses) are keyed to Figure 14.*

1. Loosen socket bolts (412, 413) to begin separation of regulator valves from two pumps.

NOTE: *See "Pump Regulator Disassembly" on page 27 of this section for disassembly procedures*

2. Unbolt gear pump (rear pilot pump) at rear of main pump assembly.

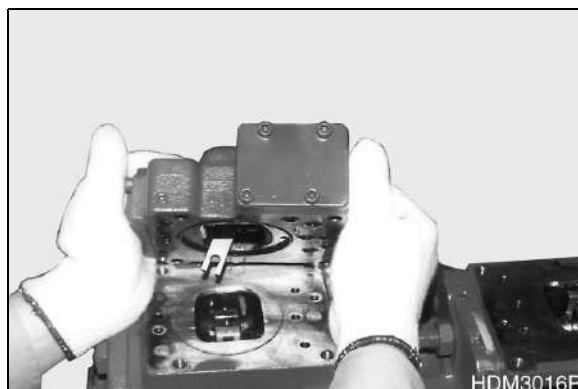


Figure 19

3. When pilot pump and valve regulators have been removed from assembly, the two pump cylinder blocks (271) can be unbolted from center valve support plate (251) and valve block (312). A total of eight 17 mm allen-head hex bolts hold pump assemblies together - four on each side.
4. Before unbolting eight pump block fasteners, flip pump assembly top to bottom so that regulator mounting surfaces are facing down.
5. Unbolt all eight 17 mm hex bolts and separate both pumps from center valve block, taking care not to damage O-rings (719) or lose or damage either one of spring pins (886), between valve block and pump casings.

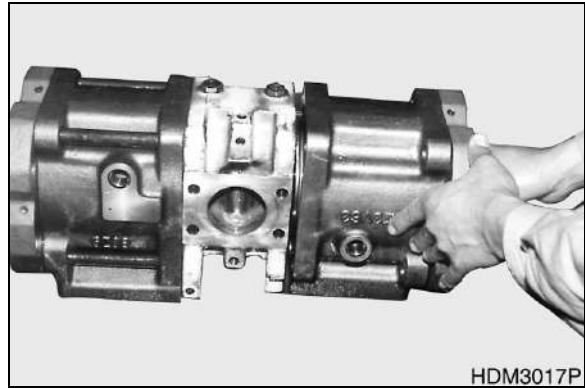


Figure 20

NOTE: *When pump assembly has been disassembled to three main component sections (center valve block, front pump and rear pump), the procedure can be continued in either one of two ways. Because both pumps, on either side of the center valve block are identical, both can be disassembled simultaneously, repeating the same steps on opposite ends of the assembly at the same time. If the rebuilding procedure is at all unfamiliar, though, or there are any other reasons to take a less aggressive approach, one pump can be disassembled, rebuilt and completely reassembled while the other pump is left for reference, until rebuilding of the first pump has been completed.*

MAIN PUMP DISASSEMBLY

1. Pull out cylinder block (141) from pump casing (271), together with all nine pistons (151), nine cylinder springs (157) and nine shoes (152), including push plate (153) and round bushing (156).

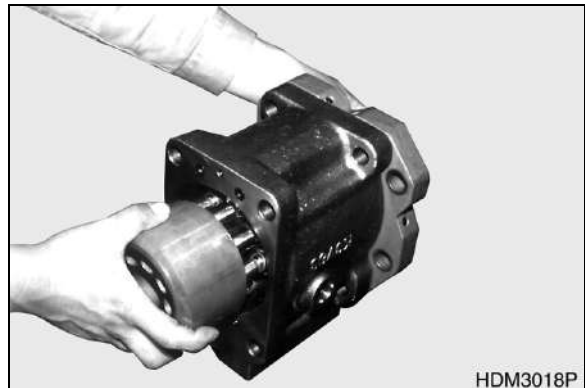


Figure 21

2. Unscrew two allen-head hex head bolts from front seal cover plate (261). To separate cover plate from rest of assembly, screw 6 mm cap screws into threaded holes tapped into cover. Tighten all four cap screws in a slow, staggered tightening sequence, taking wrench off of each cap screw after just a fraction of a turn and proceeding to next - in regular rotation - until cover drops out.



Figure 22

3. Separate pump casing (271) from support plate (251) by tapping lightly with a plastic hammer. Be careful not to damage either mating surface or O-ring (717).

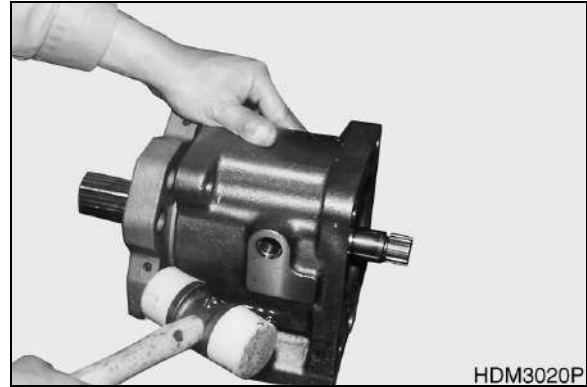


Figure 23

4. Withdraw drive shaft (111 and 113) on opposite sides of center valve block) from swashplate support and pull away valve plates (313 or 314).

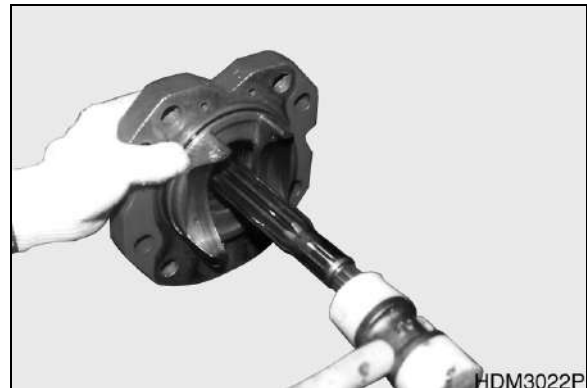


Figure 24

NOTE: *If a complete tear down and reassembly is being performed, the only parts which should NOT be loosened or removed are the hex nut (808) spring pin servo piston stoppers in the swash plate supports. (The preset discharge value would require calibration if they were removed.) All other remaining parts may be withdrawn from valve block - needle bearing (124), spline coupling (114) and pump casing - along with stoppers (534, 535), servo piston (532) and tilting pin (531) from the top of the pump casing.*

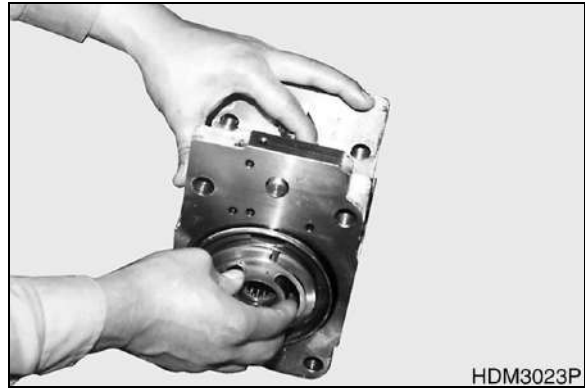


Figure 25

IMPORTANT

Separation of servo pistons (532) and tilting pins (531) must be done with a special fixture. Loctite #609 is required for reassembly - on servo piston/tilting pin/feedback pin (538).

NOTE: *Do not disassemble needle bearings (124). They can only be replaced with new parts if they are excessively worn or have been damaged.*

PUMP REGULATOR DISASSEMBLY

1. Remove four hex-head allen-style bolts (412, 413) and pump regulator assembly from pump body. Remove and inspect O-ring gaskets (708, 724) found between regulator casing and pump body.

NOTE: *The regulator mounting bolts are uneven in length and should be noted and replaced to the same location.*

Once the regulator has been removed from pump, go to a clean, well-lit, protected area for further disassembly. Use a rubber mat or other protective covering on the workbench area to prevent damage or scratching of any precision machined components.

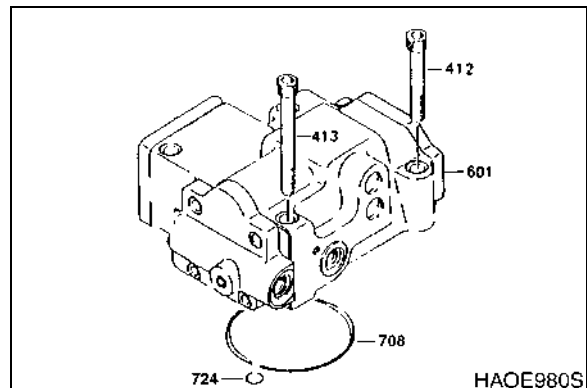


Figure 26

2. Remove four hex-head allen-style bolts (436, 438) and pilot cover (641) from the regulator casing. Remove and inspect O-rings (725, 730, 732, 734) found between the cover and regulator casing. Remove feed back lever set spring (655) and adjusting screw bushing (647).

NOTE: *These bolts are uneven in length and should be noted and replaced to the same location. The pilot cover is under pressure from feed back lever set spring and care should be used when removing it.*

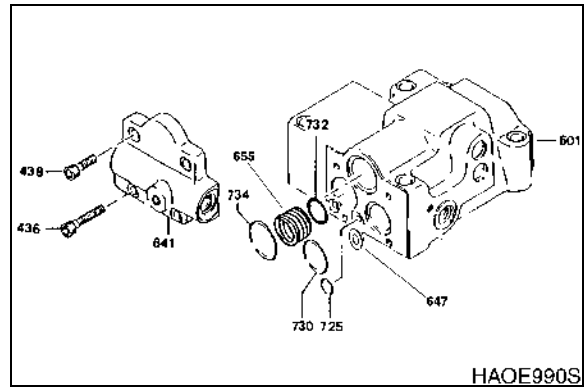


Figure 27

3. Remove snap ring (814), spring seat (653) and return spring (654) from feed back lever spool (652).
4. Remove pin (898) and Pf sleeve (631) from compensator piston bore.

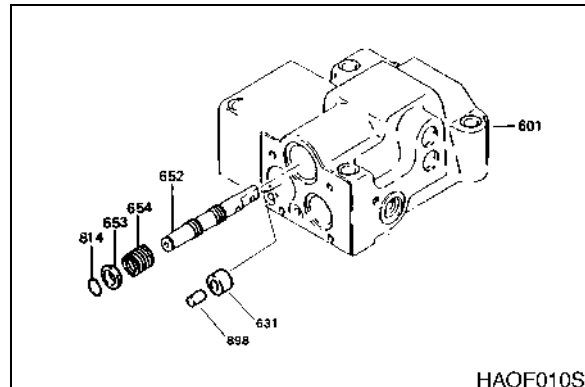


Figure 28

5. Remove four hex-head allen-style bolts (438) and pilot piston lower cover (629) from regulator casing. Remove and inspect O-rings (756, 763). Remove inner spring (626), outer spring (625) and spring seat (624) from Pf piston bore.

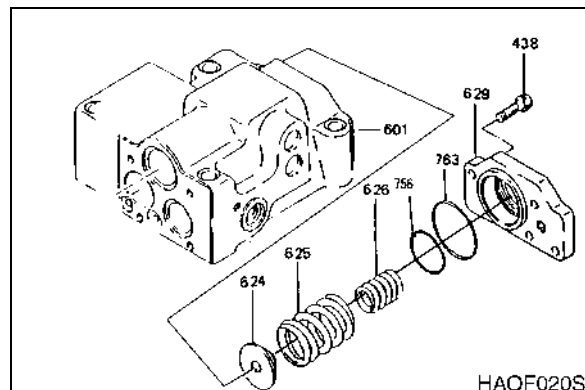


Figure 29

6. Remove adjusting ring (645) from bore by threading a 4 mm x 50 mm bolt into center of adjusting ring and gently pulling it out. Remove and inspect O-ring (728). The shim (649), pilot spring (646) and spring seat (644) will become loose and slide out of the bore.

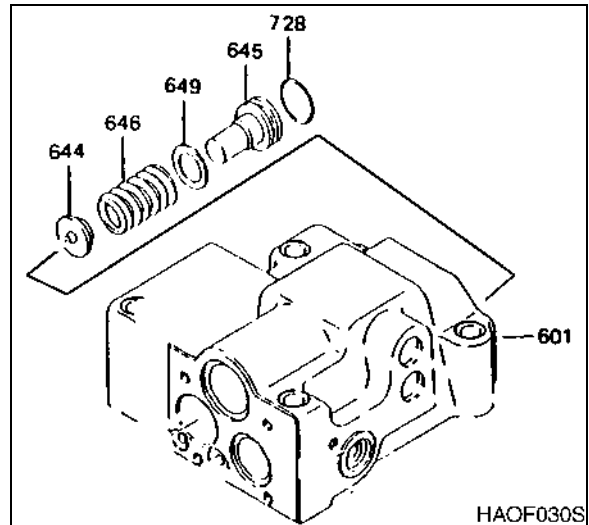


Figure 30

7. Remove four hex-head allen-style bolts (438) and cover (656) from opposite side of portion and adjusting plugs. Remove and inspect O-rings (722, 735).

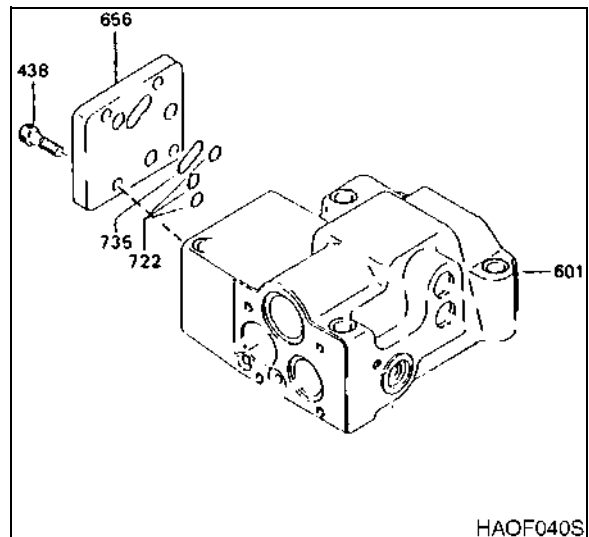


Figure 31

8. Remove two snap rings (858), portion plug (614) and adjusting plug (615) from bore. A 4 mm x 50 mm bolt can be threaded into these plugs and gently pulled out, if they do not freely slide out of the bore. Remove and inspect O-rings (755).

NOTE: *The portion plug (614) and adjusting plug (615) can be differentiated from each other by pin (875) at bottom of the portion plug (614).*

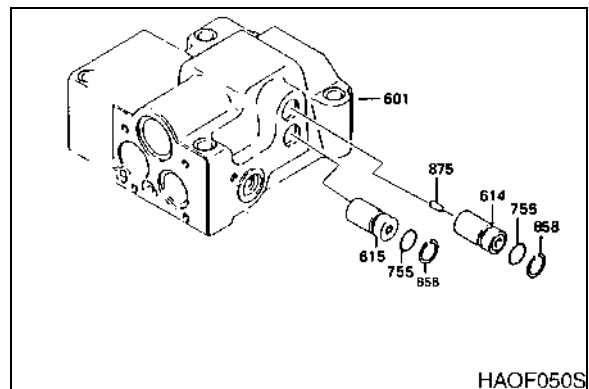


Figure 32

- Remove pilot piston (643) from bore.

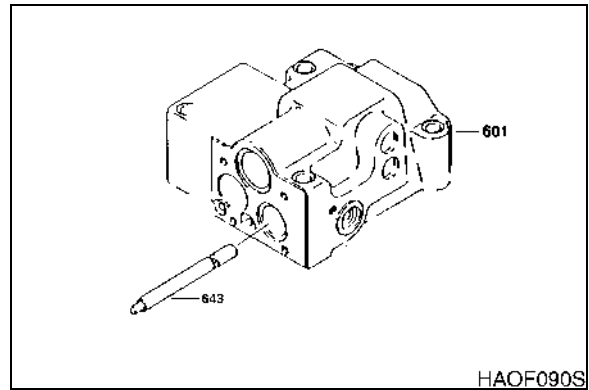


Figure 33

- Disassemble feedback lever (611) assembly by separating side levers (612, 613). A 2 mm punch can be used to drive out pins (875) from levers.

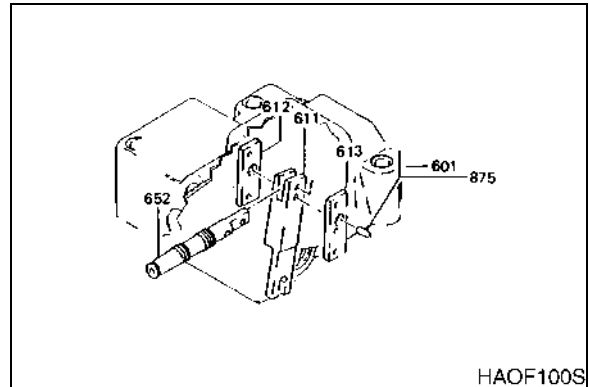


Figure 34

- Remove piston case (622), compensator piston (621) and piston rod (623) from piston bore. Remove and inspect O-ring (733) from piston case (622).

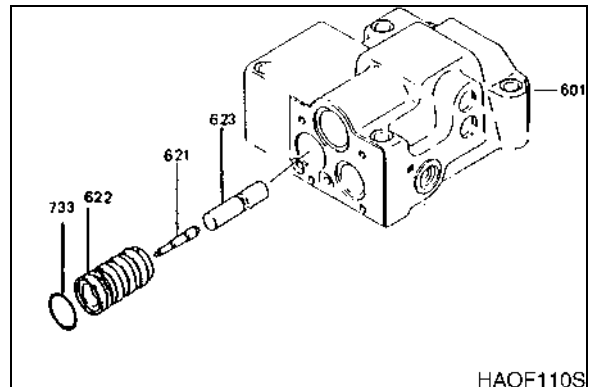


Figure 35

- Remove spool (652) and sleeve (651) from bore by driving out pin (874). This will release feedback lever (611) from housing. Inspect snap ring (836) on sleeve.

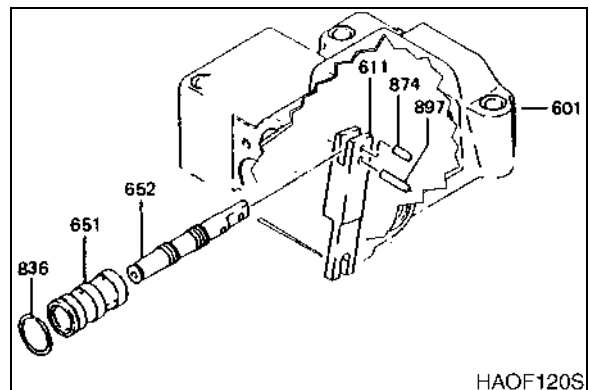


Figure 36

CLEANING AND INSPECTION (WEAR LIMITS AND TOLERANCES)

NOTE: *Inspect all components and precision surfaces to confirm that they haven't been worn beyond service limits. Check the table below for dimensional specifications.*

All parts should be cleaned, air-dried and re-lubricated with clean, approved-type hydraulic fluid, before final reassembly or as the final step after the unit has been put back together again.

Replacement of all O-rings and oil seals with new parts is generally recommended, unless pump has had very few operating hours of use.

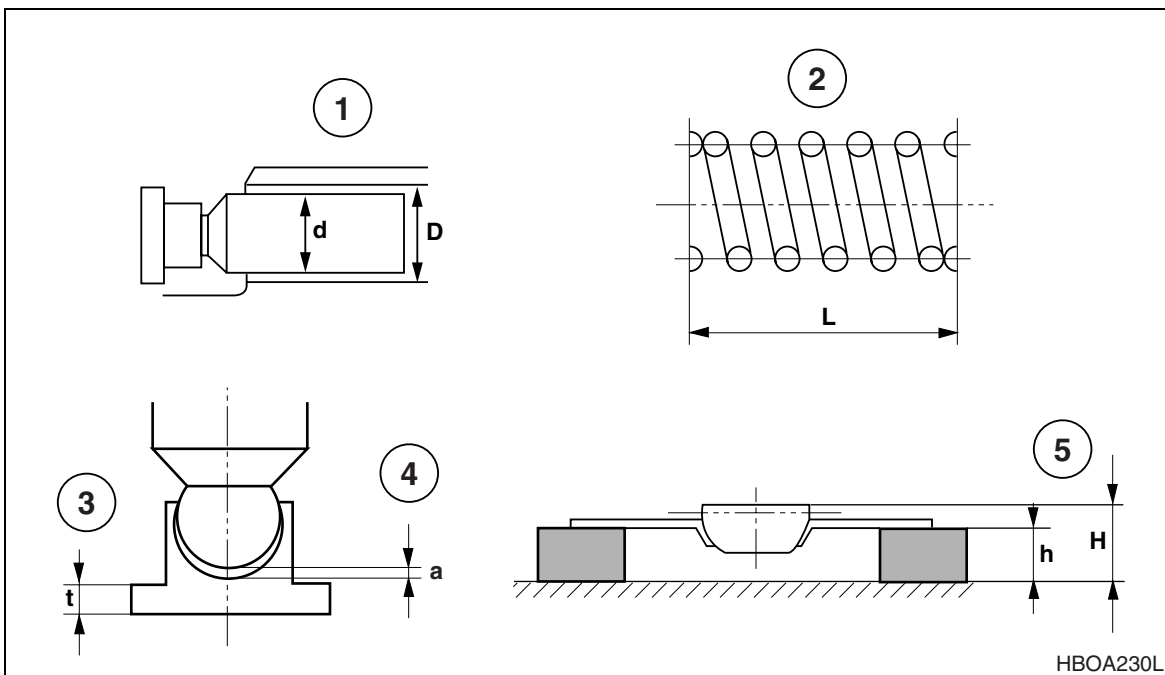


Figure 37

NOTE: *Rounded bushings and push plates must always be replaced in sets. If either one requires replacement, also replace the other.*

1. Clearance Between Piston and Cylinder Bore ($D-d$)
2. Spring Free Length (L)
3. Thickness of Shoe (t)
4. Piston Ball - Shoe Socket Clearance (a)
5. Height Between Round Bushing and Push Plate ($H-h$)

Service Standards for Replacing Worn Parts

NOTE: *When parts exceed the standard, replace them. When there is conspicuous surface damage, it is always safer to replace parts, whether standards are exceeded or not.*

| Reference Number | Item | Standard Value mm (In) | Replacement Limit mm (In) | Remedy |
|------------------|--|----------------------------|---------------------------|-------------------------------------|
| 1 | Clearance between cylinder bore and piston (D-d) | 0.0390 mm (0.0015 in) | 0.0670 mm (0.0026 in) | Replace piston or cylinder |
| 2 | Free-length of cylinder spring (L) | 41.10 mm (1.62 in) | 40.30 mm (1.59 in) | Replace spring |
| 3 | Thickness of shoe (t) | 5.4 mm (0.2126 in) | 4.80 mm (0.19 in) | Replace piston, shoe assembly parts |
| 4 | Piston ball - shoe socket clearance (a) | 0 - 0.1 mm (0.00394 in) | 0.30 mm (0.01 in) | Replace piston or shoe assembly |
| 5 | Height of push plate, round bushing assembly (H-h) | 9.80 mm (0.39 in) | 8.80 mm (0.35 in) | Replace |

Inspect O-rings and oil seals very carefully for cuts, nicks, brittleness, softness or any other type of damage or distortion, before final reassembly if any must be reused.

REASSEMBLY

PUMP REGULATOR REASSEMBLY

1. Install O-ring (733) and compensator piston (621) to piston case (622). Insert assembly into compensator bore.
2. Insert compensator piston rod (623) into piston bore.

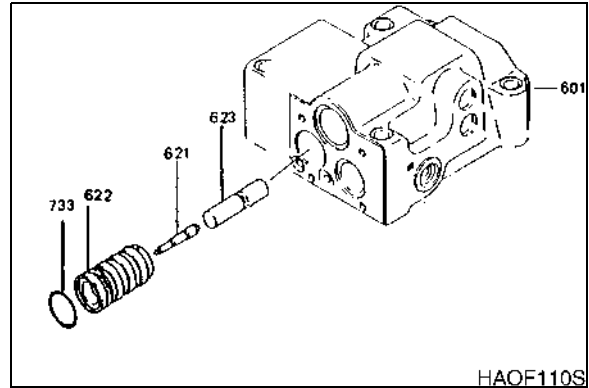


Figure 38

3. Assemble lever (612) to casing using pin (875).

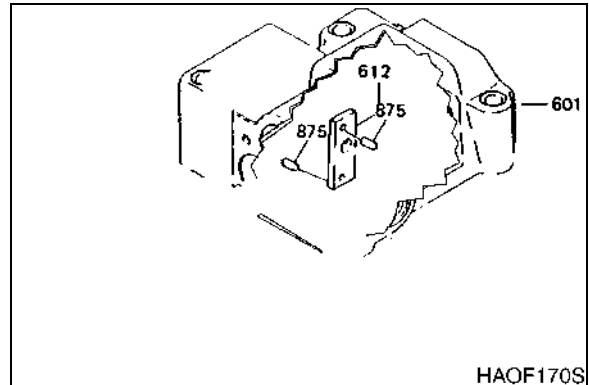


Figure 39

4. Install snap ring (836) onto spool sleeve (651) and insert sleeve into spool bore. Insert spool (652) into sleeve (already installed in block).

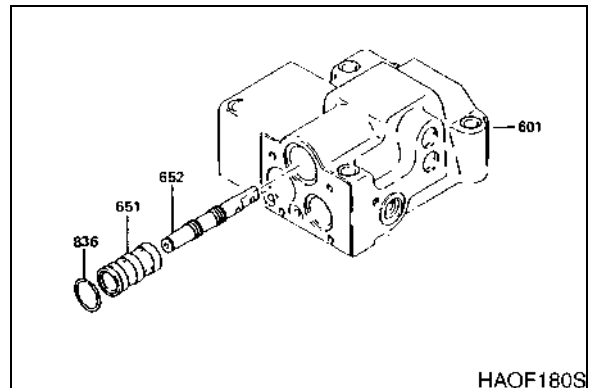


Figure 40

- Attach feedback lever (611) to spool (652) using pin (874).

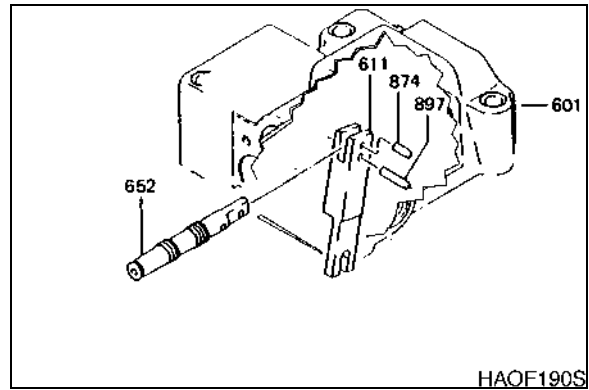


Figure 41

NOTE: The notched portion of spool should face down when mated into feedback lever for correct pin alignment. (Figure 42)

1, 2 - Feedback lever (611)
3 - Spool (652)

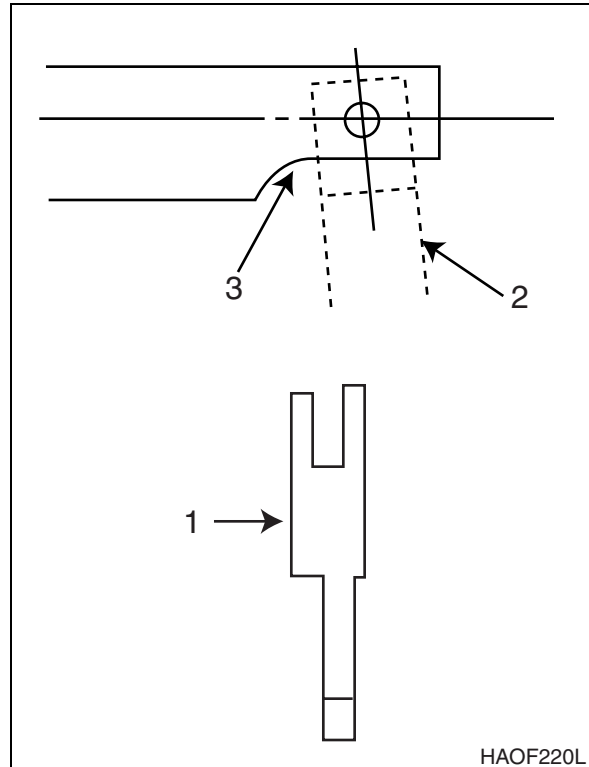


Figure 42

- Insert pilot piston (643) into bore.

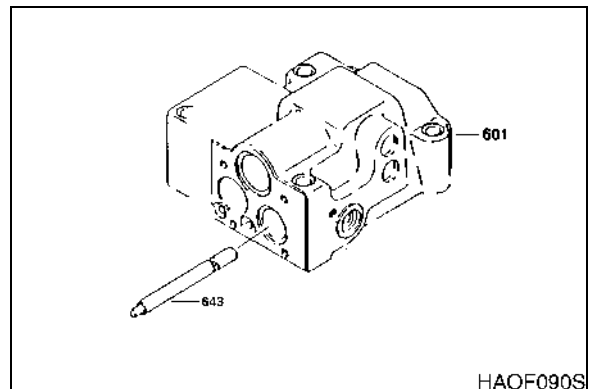


Figure 43

7. Assemble lever (613) onto feedback lever (611).

NOTE: *Make certain pin (875) at the lower portion of lever (613) is properly mated with groove in piston (643).*

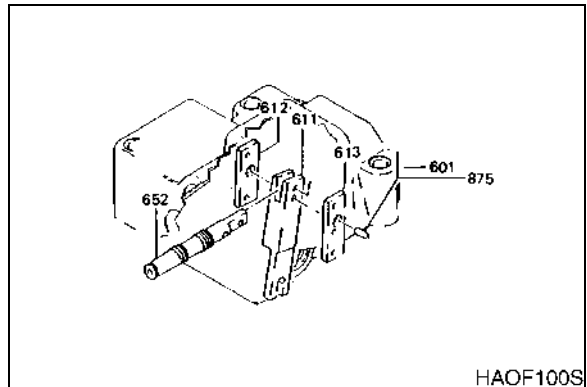


Figure 44

8. Install O-rings (755) onto portion (614) and adjusting (615) plugs. Insert pin (875) into portion plug. Install both plugs into their proper bore and secure with snap rings (858).

NOTE: *Be certain to install plugs into correct bore. Feedback lever should move freely and not bind up.*

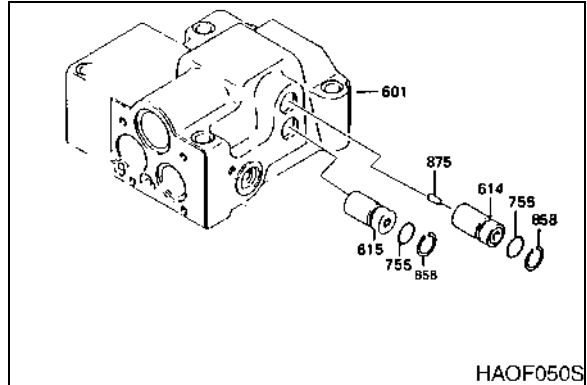


Figure 45

9. Install O-rings (722, 735) into cover and mount cover (656) onto block using four hex-head allen-style bolts (438).

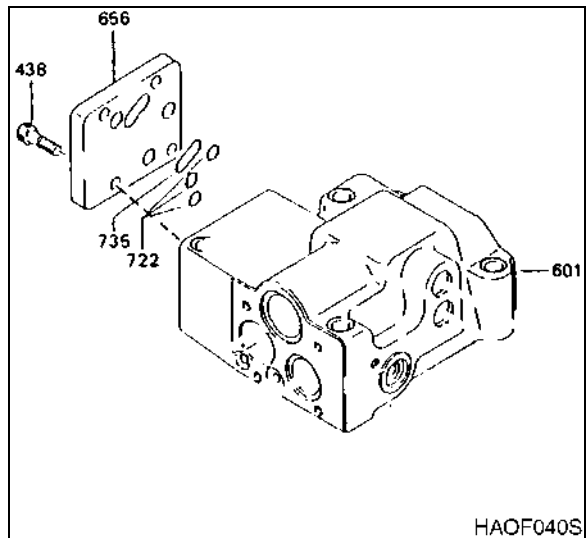


Figure 46

10. Install O-ring (728) onto adjusting ring (645). Insert spring seat (644), pilot spring (646) and adjusting ring (645) into adjusting ring bore.

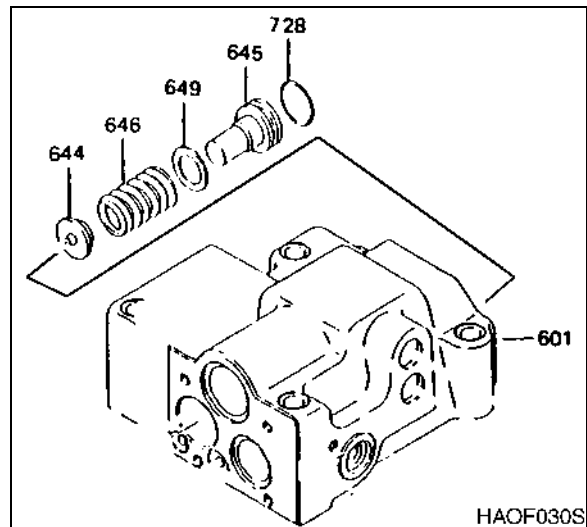


Figure 47

11. Insert spring seat (624), outer spring (625) and inner spring (626) into Pf piston bore. Install O-rings (756, 763) into pilot piston lower cover (629). Mount cover onto regulator casing by using four allen-head bolts (438).

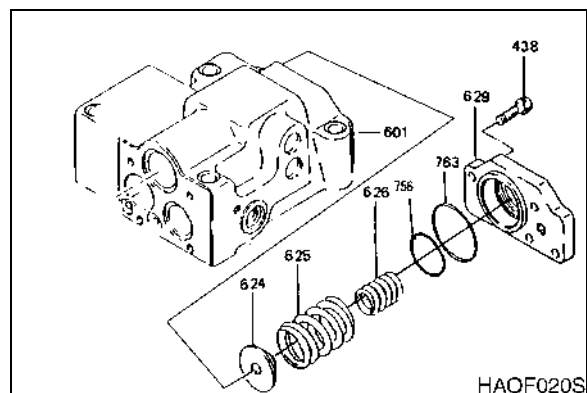


Figure 48

12. Install Pf sleeve (631) and pin (898) into compensator piston bore.
13. Install return spring (654), spring seat (653) and snap ring (814) onto feed back lever spool (652). Insert feed back lever set spring (655) around spool.

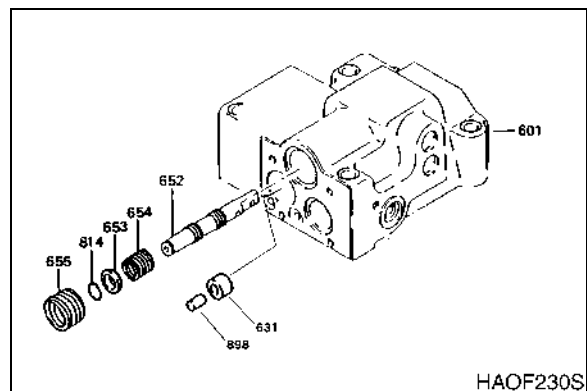


Figure 49

14. Insert adjusting screw bushing (647) into pilot piston bore. Install O-rings (725, 730, 732, 734) into their proper locations. Mount pilot cover (641) onto regulator casing by using four hex-head allen-style bolts (436, 438).

NOTE: *Cover mounting bolts (436, 438) are uneven in length and should be replaced to their proper location.*

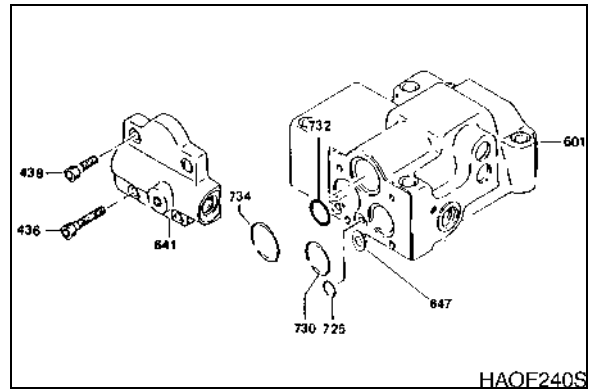


Figure 50

15. Install O-rings (708, 724) to regulator casing base and mount regulator to pump body using four hex-head allen-style bolts (412, 413).

NOTE: *The regulator mounting bolts (412, 413) are uneven in length and should be replaced to their proper location.*

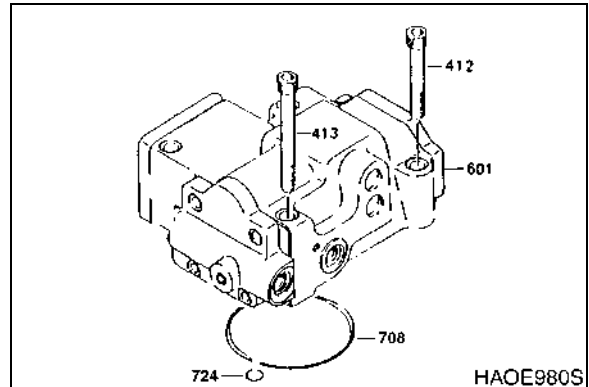


Figure 51

MAIN PUMP REASSEMBLY

NOTE: *Reassembly should be done by reversing disassembly steps.*

1. Begin reassembly with servo piston (532), tilting pin (531) and feedback pin (538) at top of pump case. Use Loctite #609 to hold tilting pin and servo piston if those parts have been disassembled.
2. Bolt swash plate support (251) to pump casing (271). Tighten four allen-head mounting bolts.
3. Turn pump case upside down, with regulator-mounting surface on work surface. Insert tilting bushing (214) of swash plate into tilting pin (531) and assemble swash plate assembly (212/211) to support (251).

NOTE: *Apply lubricant to all parts of swash plate assembly to make assembly work easier. Use both hands to check and verify complete free movement of assembly after parts have been reinstalled.*

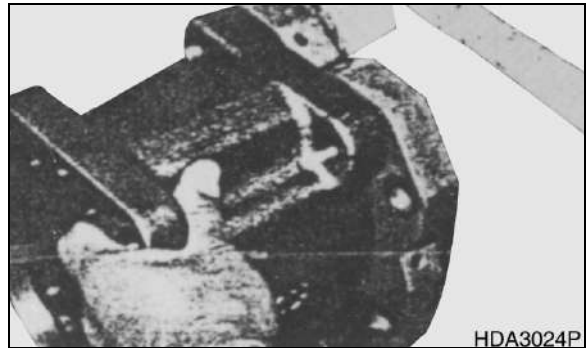


Figure 52

- Subassemble drive shaft (111 or 113) with roller bearing (123), bearing spacer (127) and snap ring (824). Install drive shaft into swash plate support (251).

IMPORTANT

Do not use excessive force, hammer blows or other mechanical advantage to re-install the drive shaft. The subassembly can be returned to place with only normal hand pressure.

- Mount outer wheel of bearing on end of drive shaft with plastic hammer. Use brass rod as a drift to push outer wheel into final position. Install snap ring (824).
- Grease O-ring (710) and oil seal (774) for protection; then install seal cover (261) and tighten mounting screws.

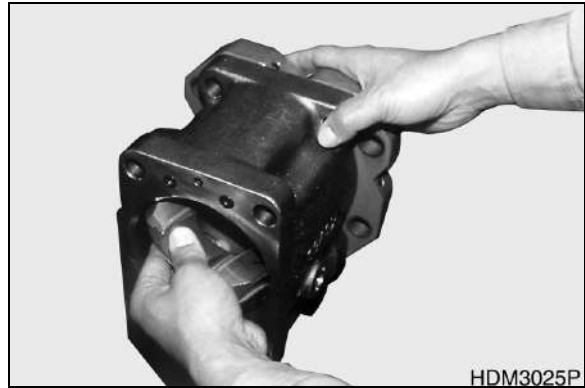


Figure 53

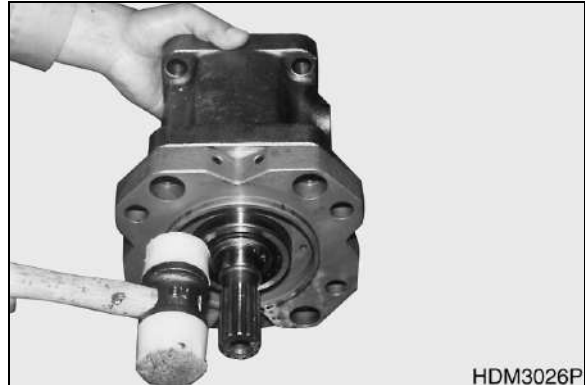


Figure 54

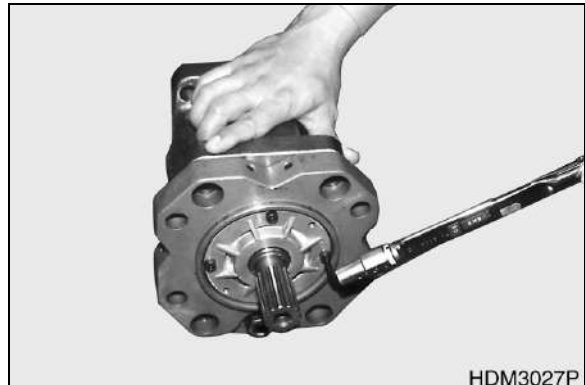


Figure 55

7. Assemble pistons (151) and shoes (152) and cylinder parts push plate (153), round bushing (156) and spacer (158) in cylinder (141) and install assembly in pump casing. Mount valve plate (313 or 314) on valve block (312) and verify valve plate inlet and outlet port alignment.

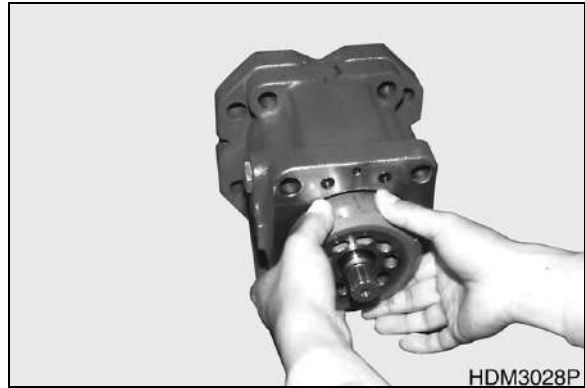


Figure 56



Figure 57

8. When both front and rear pump have been completely reassembled, verify direction of valve block. Install rear pump first.

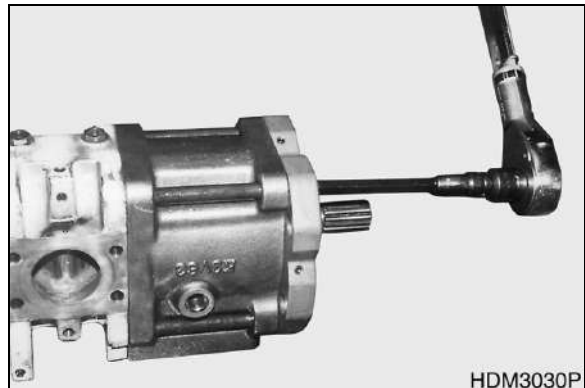


Figure 58

9. Install regulators after pump assembly is bolted together and replace case drain plugs.

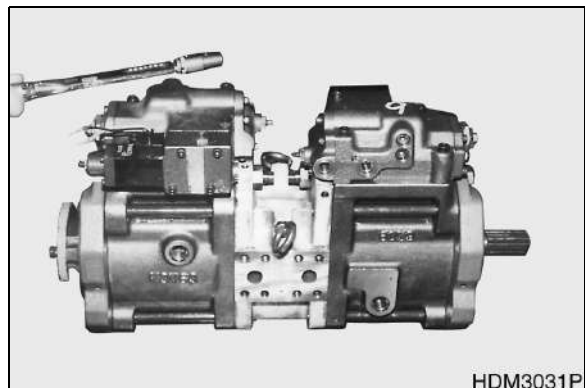


Figure 59



MAIN CONTROL VALVE (KAYABA)



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 |
|---------------|---------------------|
| Solar 225LC-V | 1001 and Up |
| Solar 255LC-V | 1001 and Up |
| Solar 300LC-V | 1001 and Up |
| Solar 340LC-V | 1001 and Up |
| | |

TABLE OF CONTENTS

| | |
|---|----|
| General Description..... | 5 |
| When All Spools are in Neutral | 5 |
| Neutral Passage..... | 5 |
| Signal Passage | 8 |
| Single Operation | 10 |
| Travel Spool Shifting | 10 |
| Spare Spool Shifting | 10 |
| Swing Spool Shifting..... | 12 |
| Bucket Spool Shifting..... | 12 |
| Boom Spool Shifting | 14 |
| Arm Spool Shifting | 17 |
| Parallel Orifice for Arm | 20 |
| Relief Valve | 21 |
| Combined Operation | 22 |
| Bucket Combined Operation | 24 |
| Antidrift Valve | 25 |
| Main Relief Valve | 26 |
| Overload Relief Valve (69, Total: Six Places) | 27 |
| Low Pressure Relief Valve (70, Total: Two Places) | 28 |
| Generation of Signal Pressure..... | 28 |
| Relief Operation | 29 |
| Parts List | 30 |
| Spool Assembly (2, Arm 2) | 34 |
| Spool Assembly (3, Boom1) | 34 |
| Spool Assembly (4, Bucket)..... | 34 |
| Spool Assembly (5, Travel) | 35 |
| Spool Assembly (6, Straight Travel) | 35 |
| Spool Assembly (14, Arm1) | 35 |
| Spool Assembly (15, Boom 2) | 36 |
| Spool Assembly (16, Swing)..... | 36 |

| | |
|--|----|
| Spool Assembly (17, Option) | 36 |
| Spool Assembly (20, Arm Regeneration Release Valve | 36 |
| Spacer Assembly (40)..... | 37 |
| Plug Assembly (60)..... | 37 |
| Anti-draft Valve Assembly (67)..... | 38 |
| Relief Valve Assembly (70) | 39 |
| Plug Assembly (90)..... | 39 |
| Specifications | 39 |
| Troubleshooting, Testing and Adjustment..... | 40 |
| General | 40 |
| Relief Valve | 41 |
| Hydraulic System | 41 |
| Adjustment of Relief Valve | 41 |
| Main Relief Valve | 41 |
| Over Load Relief Valve | 42 |
| Disassembly | 43 |
| General Instructions for Disassembly..... | 43 |
| Disassembly of Main Spool Part | 43 |
| Disassembly of Arm 1 Para Spool Turn | 44 |
| Disassembly of Arm Regeneration Release Valve Part..... | 45 |
| Disassembly of Rod Check Valve Part..... | 45 |
| Disassembly of Antidrift Valve..... | 46 |
| Disassembly of Relief Valve..... | 47 |
| Disassembly of Spare Section Part | 47 |
| Disassembly of Miscellaneous Plug Kind | 47 |
| Disassembly of Valve Housing Combined Bolt | 47 |
| Disassembly of Main Relief Valve | 48 |
| Disassembly of Overload Relief Valve | 48 |
| Disassembly of Low Pressure Relief Valve | 49 |
| Cleaning and Inspection (Wear Limits and Tolerances) | 50 |
| Cleaning..... | 50 |
| Inspection..... | 50 |
| Reassembly..... | 50 |

| | |
|--|----|
| Instructions for Reassembly | 50 |
| Handling Instructions of O-ring | 50 |
| Handling Instructions for Spool | 50 |
| Application Method of Loctite | 51 |
| Procedure of Subassembly | 51 |
| Reassembly of Spool Assembly (Main Spool) | 51 |
| Reassembly of Arm 1 Para Turn Spool Assembly | 52 |
| Reassembly of Antidrift Valve Assembly | 52 |
| Reassembly Procedure of Control Valve Body | 53 |
| Reassembly of Relief Valve | 53 |
| Reassembly of Load Check Valve | 53 |
| Reassembly of Antidrift Valve | 54 |
| Reassembly of Spare Section Part | 54 |
| Reassembly of Arm Regeneration Release Valve | 54 |
| Reassembly of Arm 1 Para turn Spool..... | 54 |
| Reassembly of Main Spool | 55 |
| Reassembly of Miscellaneous Plug Kinds | 55 |
| Reassembly of Main Relief Valve..... | 55 |
| Reassembly of Overload Relief Valve..... | 57 |
| Reassembly of Low Pressure Relief Valve | 57 |
| Installation | 58 |
| Start-up Procedures | 58 |

GENERAL DESCRIPTION

WHEN ALL SPOOLS ARE IN NEUTRAL

Neutral Passage

Oil supplied to port (P1, Figure 1 and Figure 2) flows through neutral passage (L1) to low pressure relief valve orifice (Lc1), to tank passage (Ta) and returns to ports (T1, T2, and T3).

Oil supplied to port (P1) flows through neutral passage (R1), to low pressure relief valve orifice (Rc1), then to tank passage (Ta), and returns to ports (T1, T2, and T3).

The pressures of low pressure relief valve upper chambers (L2 and R2) reach through ports (ps1 and ps2) to pumps and control displacement of pumps (P1 and P2).

If too much oil flows into neutral passages, low pressure relief valves are activated, and protect ports (P1 and P2) from rising pressures.

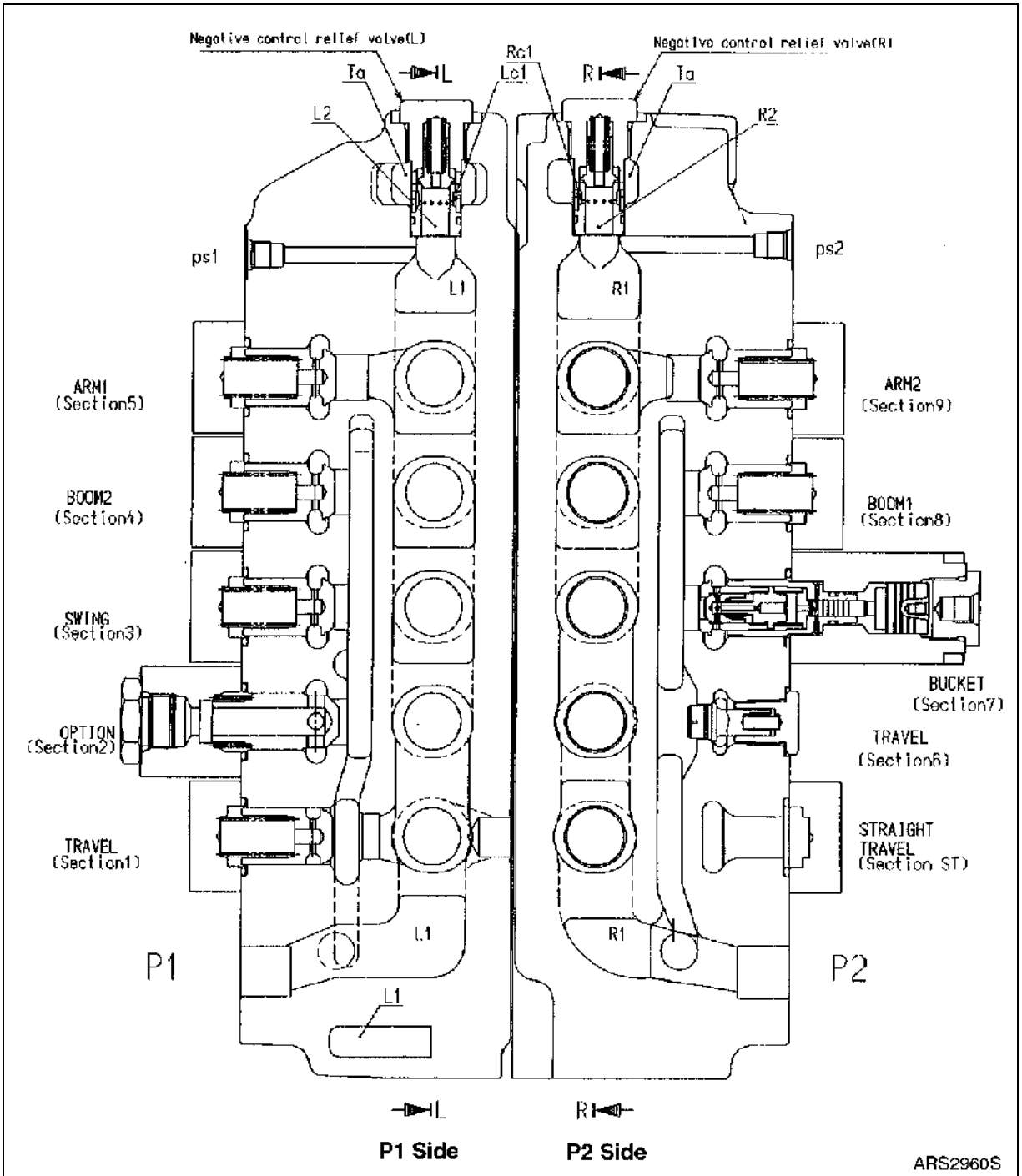


Figure 1

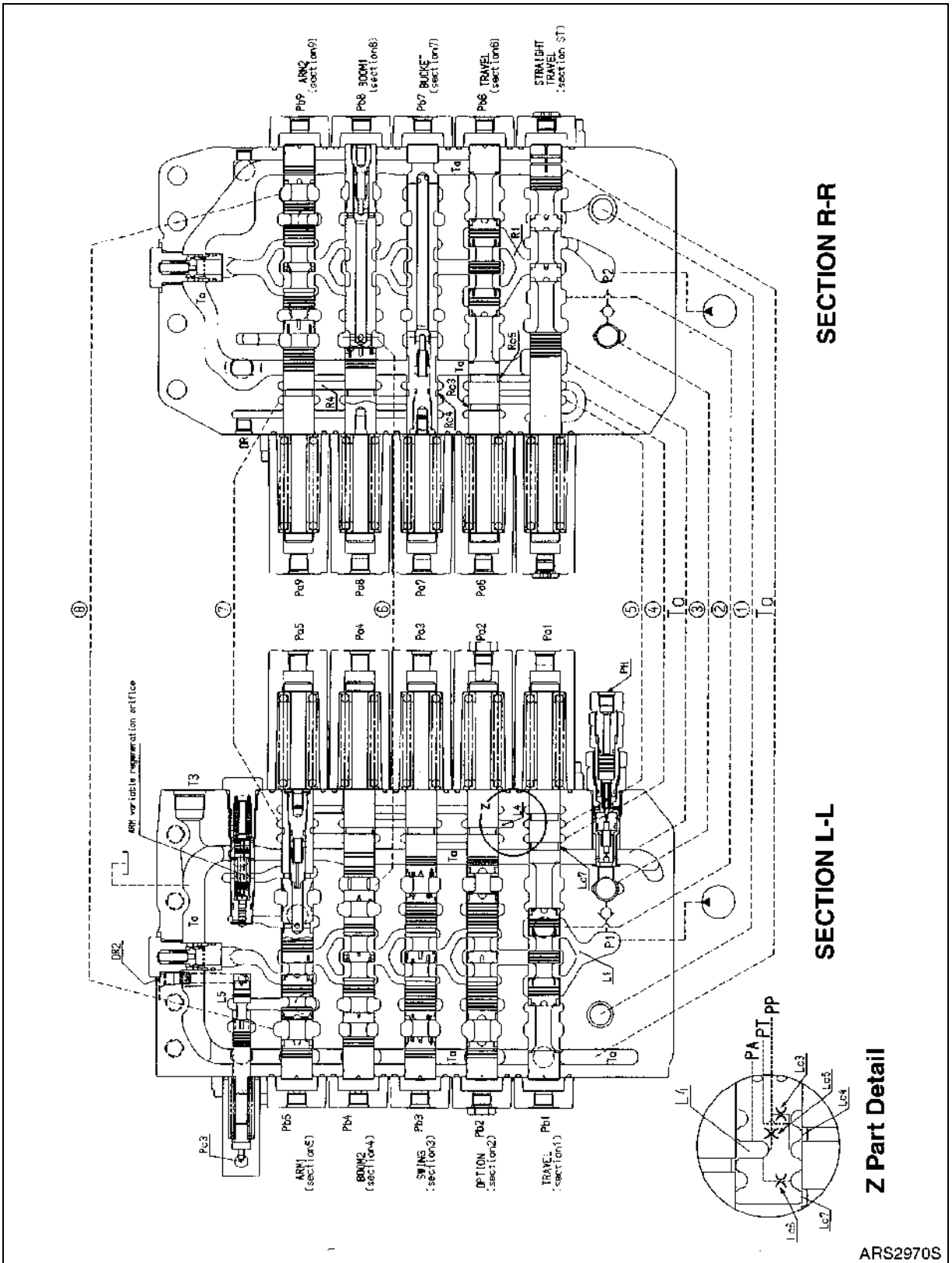


Figure 2

Signal Passage

1. Oil supplied to port (PP, Figure 2 and Figure 3) flows through orifice (Lc3) to port (PT) and simultaneously flows through land (Lc4), passage (5), and land (Rc3) into tank passage (Ta).
2. The same oil supplied to port (PP), then flows through orifice (Lc5) into port (PA), and it also flows through passages (L4)(7) and (R4) to bucket spool land (Rc4) and then flows into drain passage (DR).
3. The oil passing through orifice (Lc6) flows through land (Lc7) to tank passage (Ta) or flows through passage (4) to travel spool land (Rc5) and then flows into tank passage (Ta).

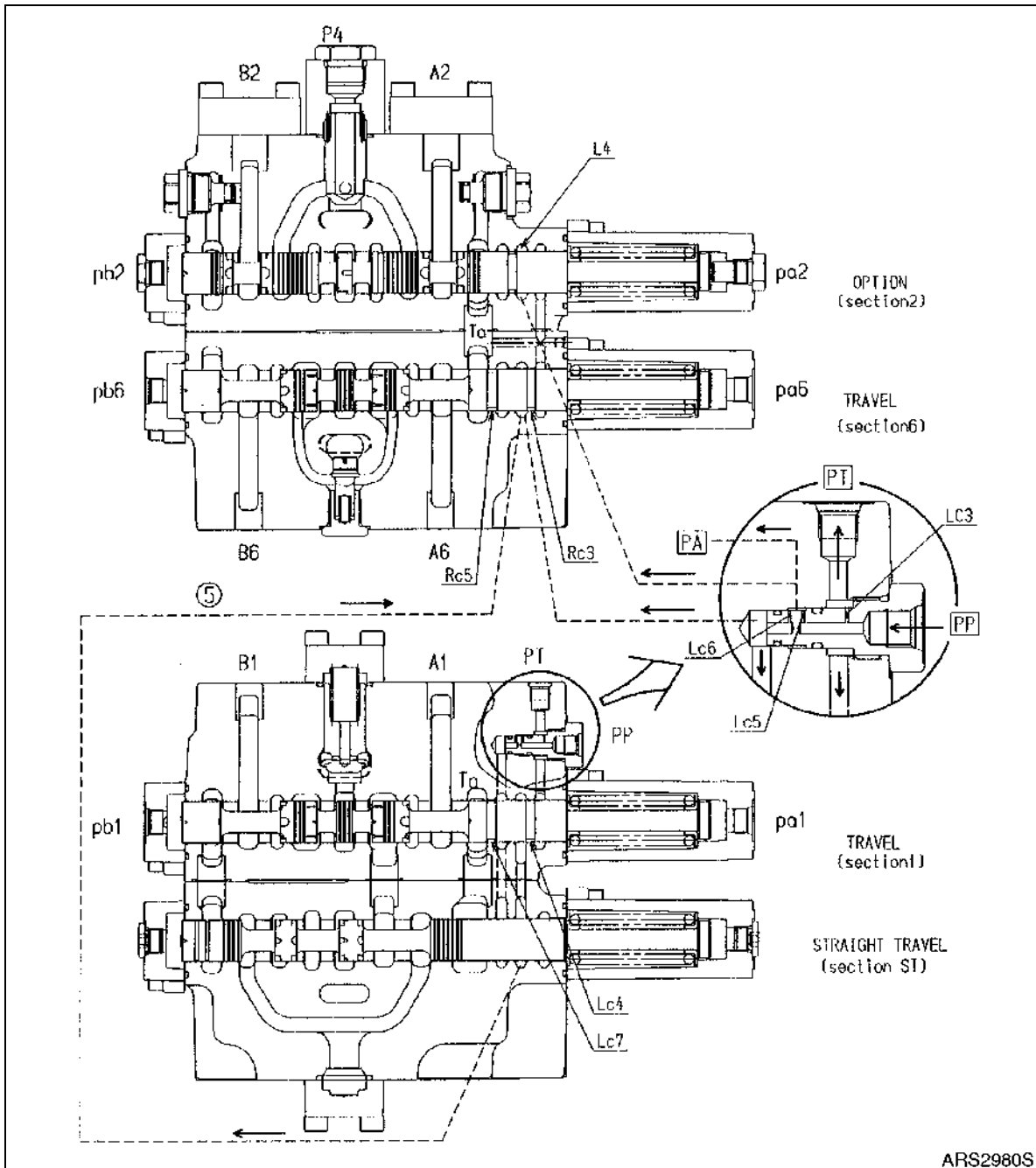


Figure 3

SINGLE OPERATION

Travel Spool Shifting

1. When shifting travel spool by increasing pressure of travel (section 1, Figure 4) pilot port (Pb1 (Pa1)), oil supplied to port (P1) flows through neutral passage (L1) to spool and flows to port (B1 (A1)). Return oil flows through port (A1 (B1)), to spool and returns to tank passage (Ta).
2. When shifting travel spool by increasing pressure of travel (section 6) pilot port (Pb6 (Pa6)), oil supplied to port (P2) flows through neutral passage (R1) to spool or passage (S6-1) and flows to port (B6 (A6)). At this time, pressure of parallel passage (R3) and passage (S6-1) are equal, so poppet (S6-2) does not open. Return oil flows through port (A6 (B6)) to spool and returns to tank passage (Ta).
3. When shifting either spool (section 1 or 6), land (Lc4) or (Rc3) is closed. Oil supplied from port (PP) does not flow into tank passage, so that pressure at port (PT) rises.

Spare Spool Shifting

1. When shifting spare spool by increasing pressure of spare (section 2, Figure 4) pilot port (Pb2 (Pa2)), neutral passage (L1) is closed. Oil supplied to port (P1) flows through parallel passage (L3), load check valve (S2-2), passage (S2-1), and spool, it then flows to port (B2 (A2)). Return oil flows through port (A2 (B2)) to spool and returns to tank passage (Ta). When oil is also supplied from port (P4), it flows through load check valve (S2-2) and is combined at passage (S-1).

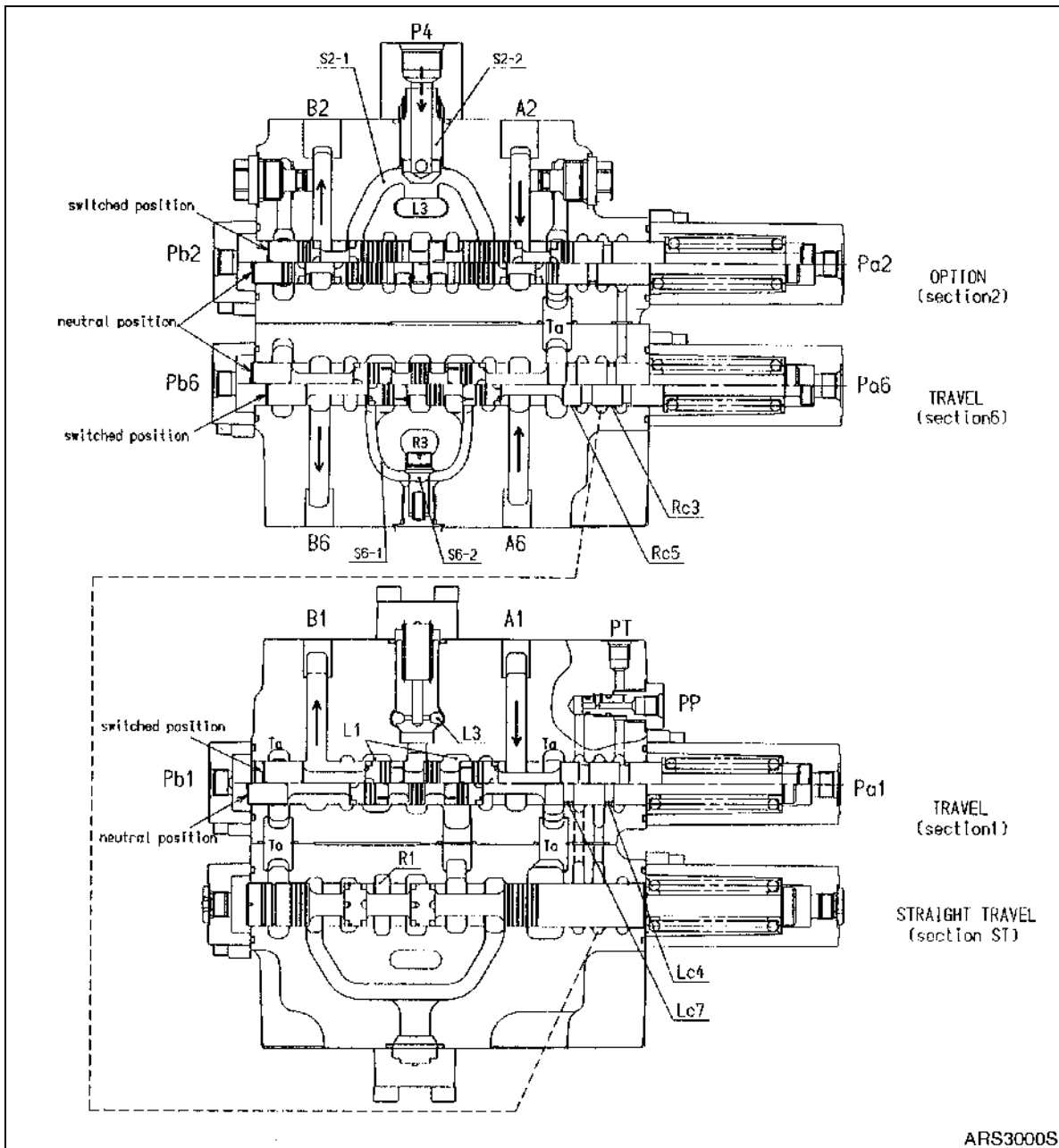


Figure 4

Swing Spool Shifting

1. When shifting swing spool by increasing pressure of swing (section 3, Figure 5) pilot port (Pb3 (Pa3)), neutral port (L1) is closed. Oil supplied to port (P1) flows through parallel passage (L3), load check valve (S3-2), passage (S3-1) and spool, it then flows to port (B3 (A3)). Return oil flows through port (A3 (B3)) to spool and is returned to tank passage (Ta).

Bucket Spool Shifting

1. Oil flow control in bucket section portion of valve is different from other sections because it has a regeneration function that works against pilot port pressure.

A. Dump

When bucket spool is shifted by increasing pressure of bucket (section 7, Figure 5) pilot port (Pa7), neutral passage (R1) is closed. Oil supplied to port (P2) flows through parallel passage (R3), load check valve (S7-2), passage (S7-1), spool and into port (B7). Oil returns through port (A7) and spool to tank passage (Ta).

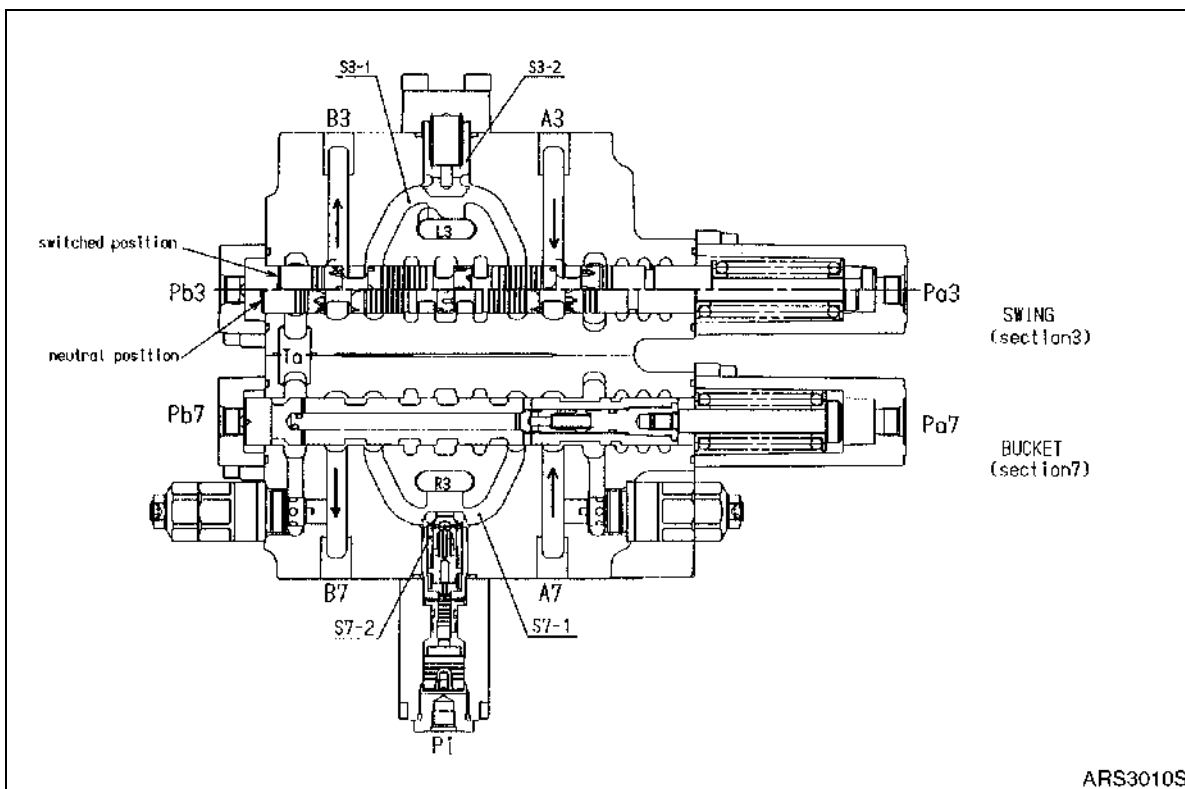


Figure 5

B. Crowd

When bucket spool is shifted by increasing pressure of bucket (section 7, Figure 6) pilot port (Pb7), neutral passage (R1) is closed. Oil supplied to port (P2) flows through parallel passage (R3), load check valve (S7-2), passage (S7-1), spool and into port (A7). Oil flows through port (B7) and one portion of the oil returns through spool to tank passage (Ta), and the other portion of oil flows through inside of spool, and pushes up load check, and then is combined at port (A7).

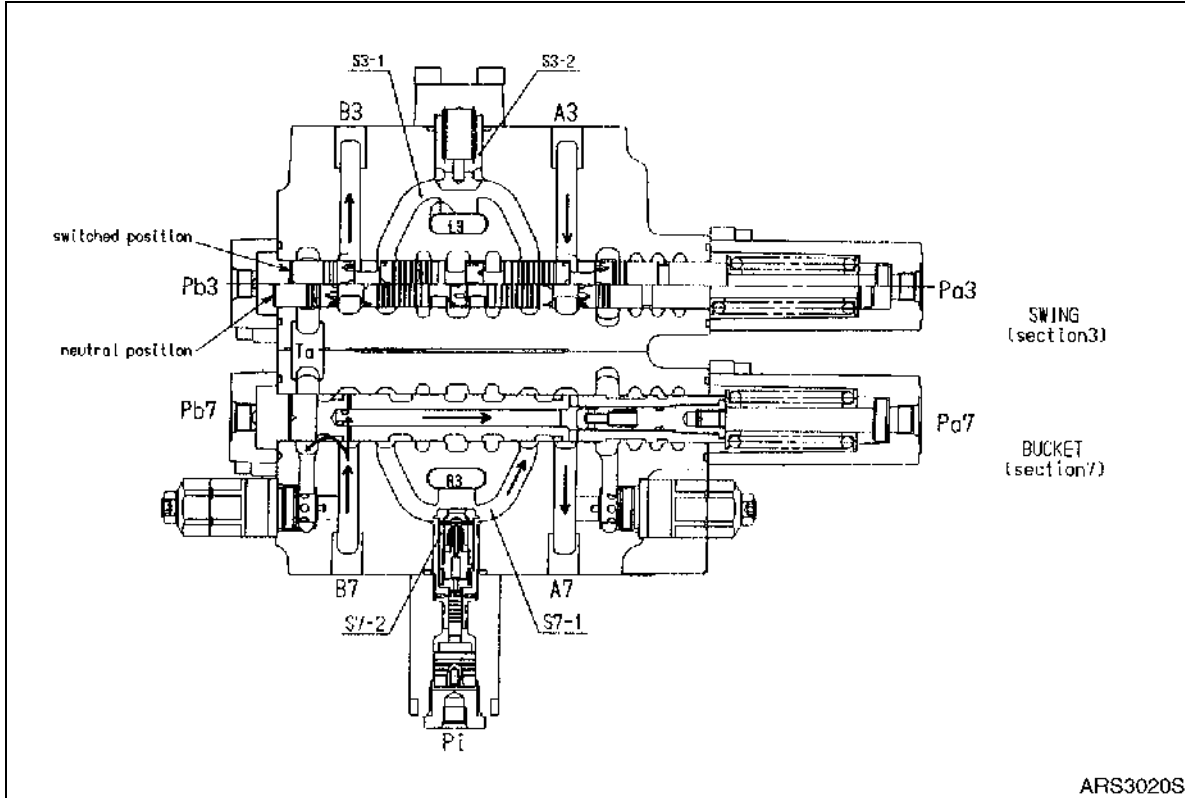


Figure 6

Boom Spool Shifting

1. Neutral

This valve also works with anti drift valves that are installed on the bottom side of each boom cylinder.

When in neutral, poppet (AD1, Figure 7) is closed by port (A8) pressure that is sent through passage (AD2), spool (AD3) to spring chamber (AD4).

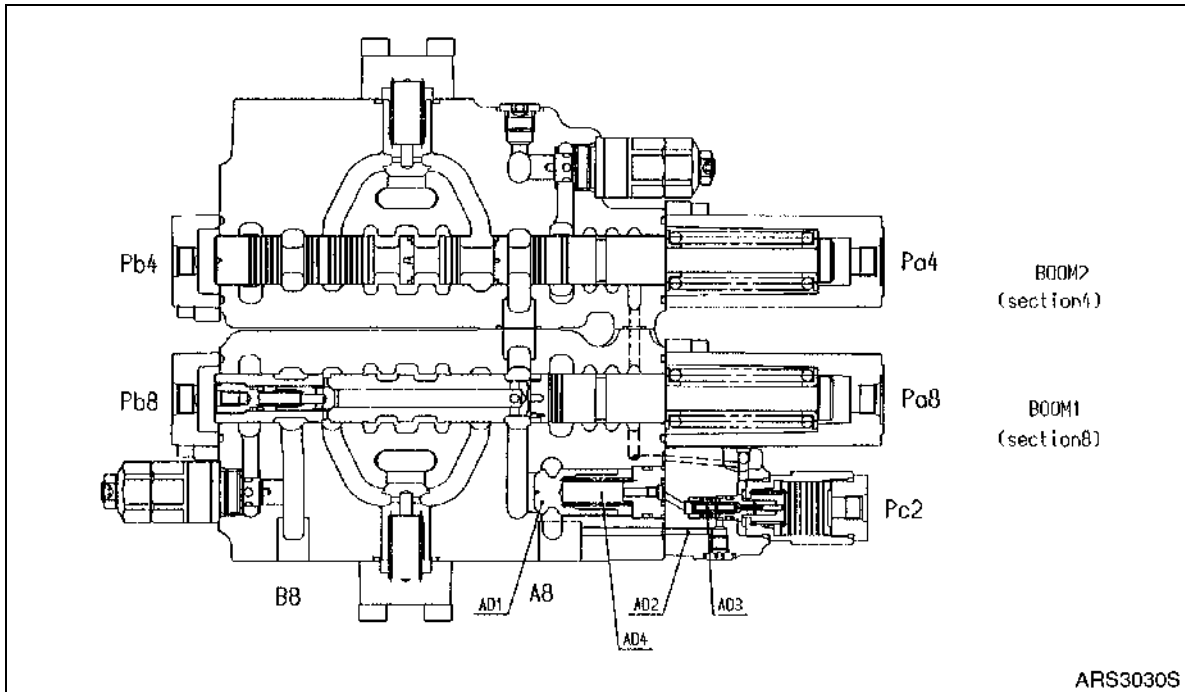


Figure 7

2. Boom Up (2 Speed Junction)

When boom 1 spool is shifted by increasing pressure of boom 1 (section 8) pilot port (Pa8), neutral passage (R1) is closed. Oil supplied to port (P2) flows through parallel passage (R3) and load check valve (S8-2) to spool and flows into port (A8).

When boom 2 spool is shifted by increasing pressure of boom 2 (section 4) pilot port (Pb4), neutral passage (L1) is closed. Oil supplied to port (P1) flows through parallel passage (L3), load check valve (S4-2), spool, and to passage (6) and joins at port (A8). Return oil flows from port (B8) to spool and returns to tank passage (Ta).

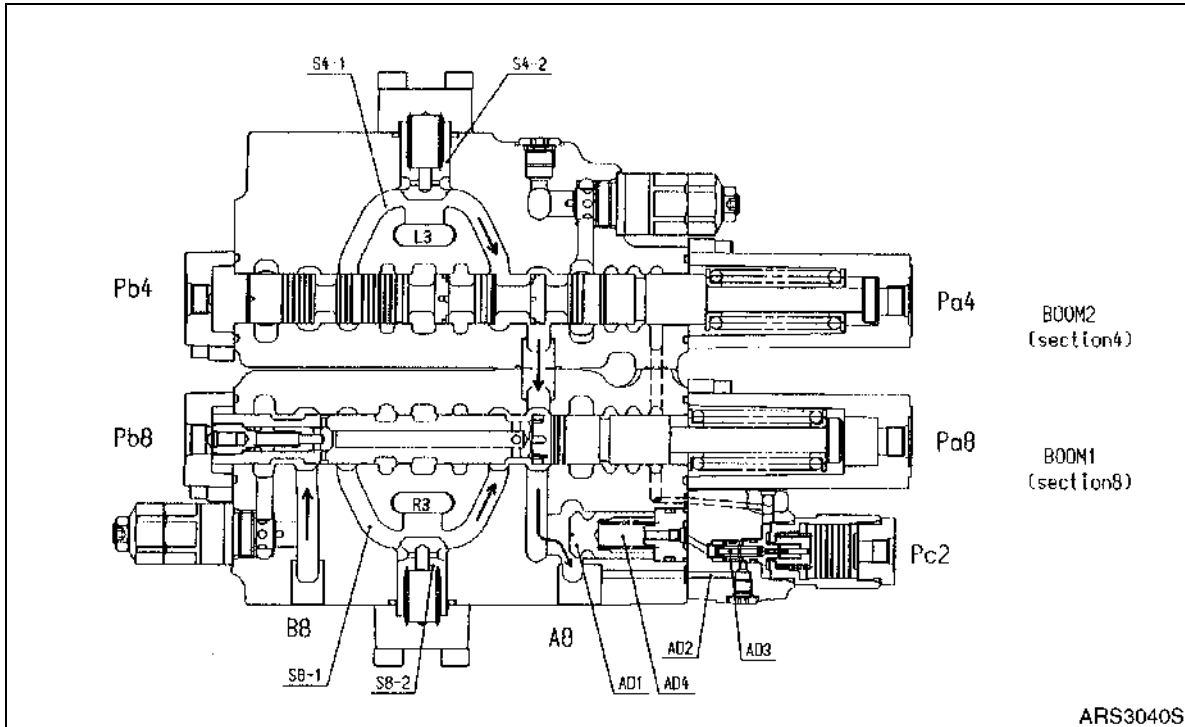


Figure 8

3. Boom Down (Regeneration)

When boom 1 (section 8, Figure 9) spool is shifted by increasing pressure of boom 1 pilot port (Pb8), neutral passage (R1) is closed. Oil supplied to port (P2) flows through parallel passage (R3) and load check valve (S8-2) to spool and flows into port (B8).

When spool (AD3) of antidrift valve is shifted by increasing pressure of port (P2), poppet (AD1) is opened by decreasing of pressure of spring chamber (AD4), and return oil from port (A8) flows to tank passage. Some return oil opens poppet (S8-3) in boom 1 spool, flows through passage (S8-2), joins at port (B7), and then prevents cavitation of cylinder rod side.

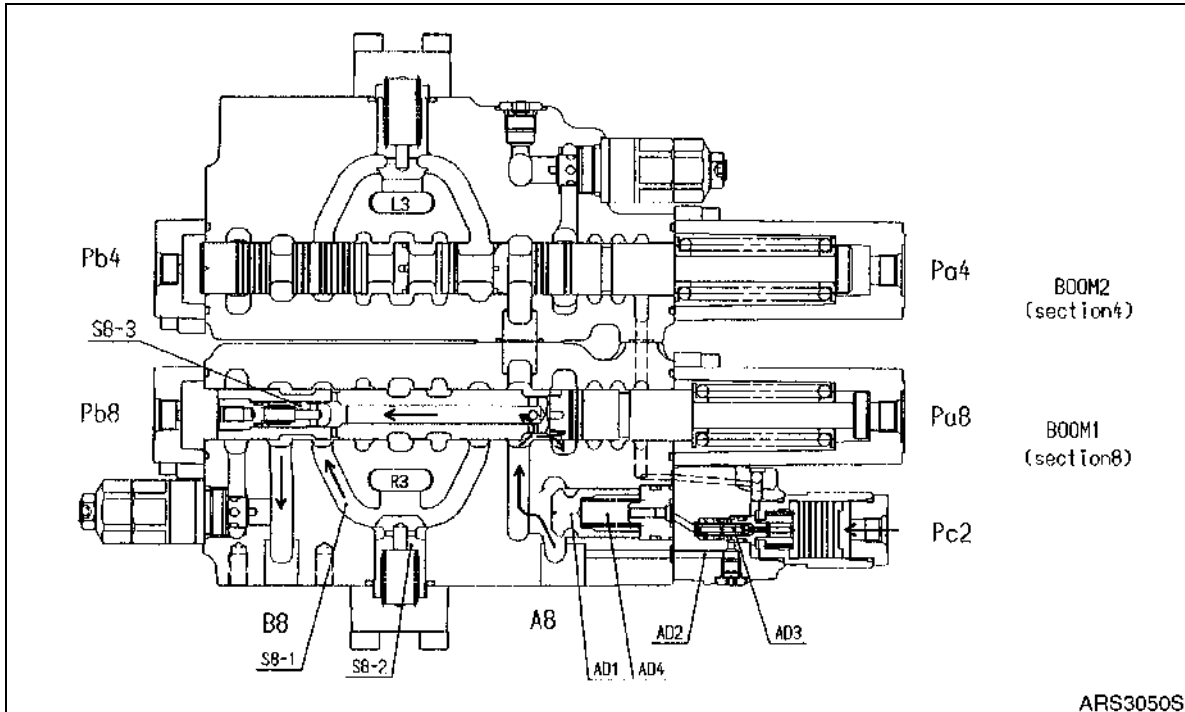


Figure 9

Arm Spool Shifting

1. Neutral

This valve also works with an anti drift valve that is installed on rod side of the arm cylinder.

When in neutral, poppet (AD1, Figure 10) is closed by port (A5) pressure that is sent through passage (AD2), spool (AD3) and to spring chamber (AD4).

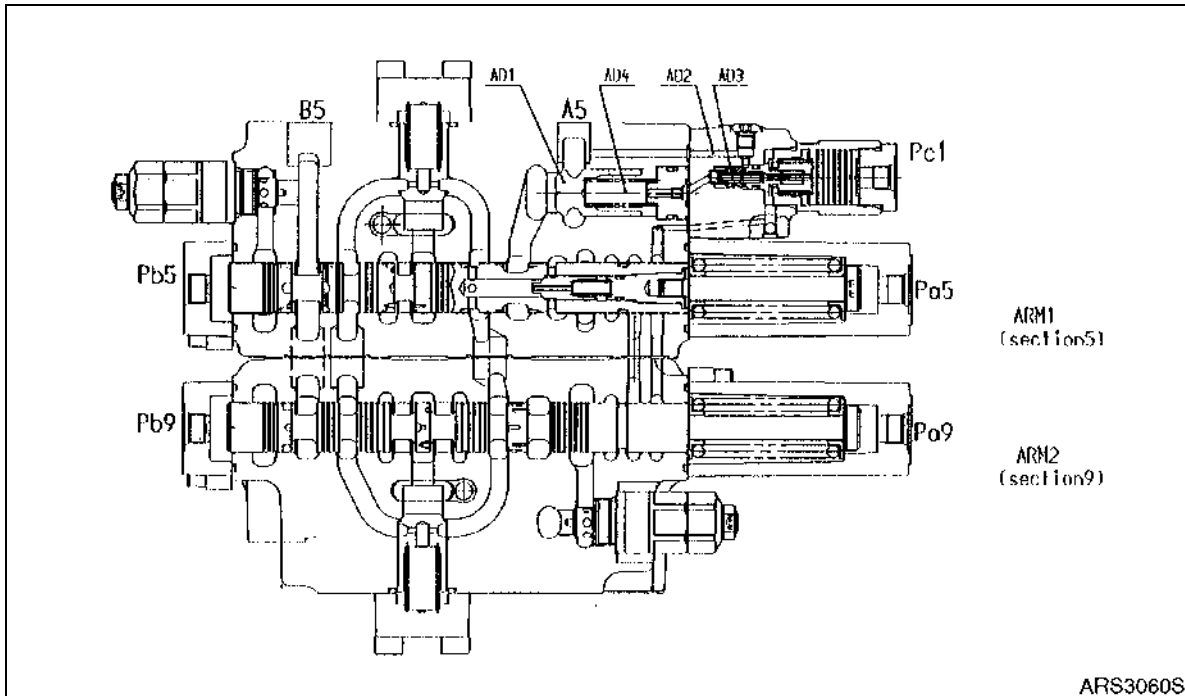


Figure 10

2. Arm Crowd (2 Speed Junction)

When arm 1 spool is shifted by increasing pressure of arm 1 (section 5, Figure 11) pilot port (Pb5), oil supplied to port (P1) flows through neutral passage (L1), load check valve (S5-2), passage (S5-1) and spool into port (B5).

When arm 2 spool is shifted by increasing pressure of arm 2 (section 9) pilot port (pb9), oil supplied to port (P2) flows through neutral passage (R1), load check valve (S9-1), passage (S9-2), and spool to passage (8) and joins at port (B5).

The return oil from port (B5) flows through regeneration check valve in spool, and then flows to port B to regenerate, and some oil returns through variable regeneration release valve to tank (Ta). (Refer to section 2-2)

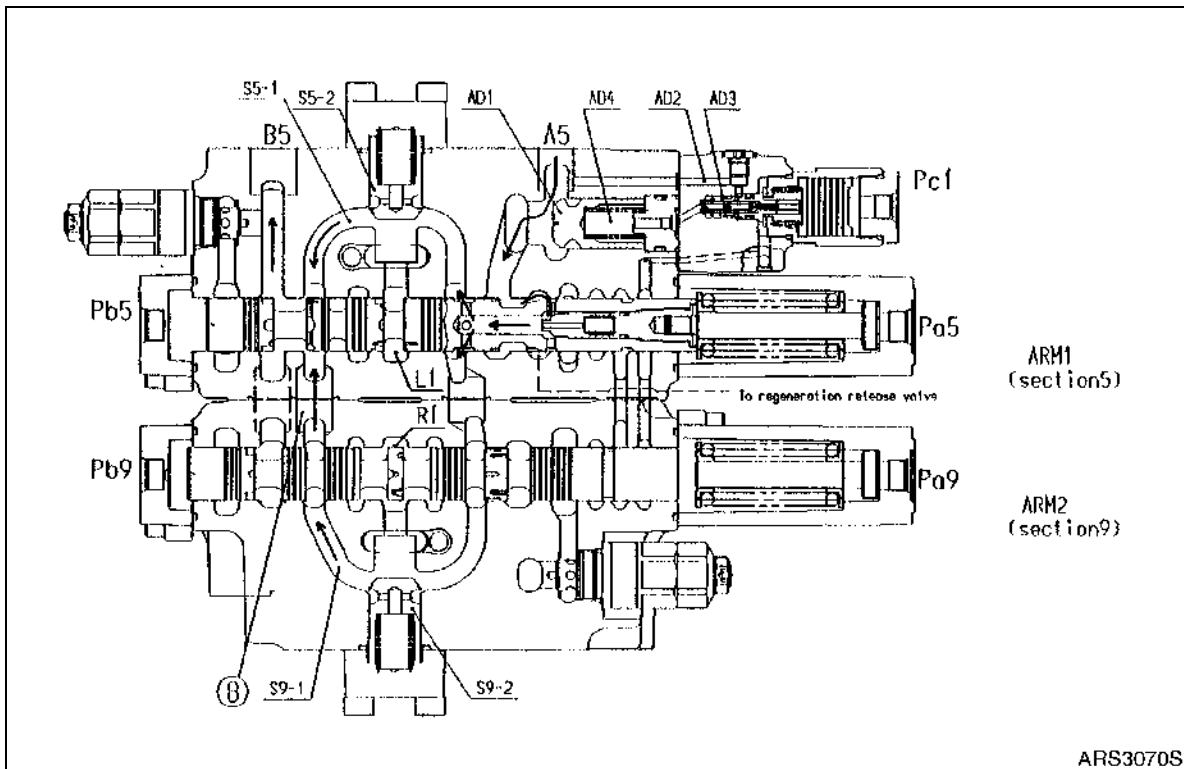


Figure 11

3. Arm Crowd (Variable Regeneration)

When crowding arm, after return oil from port (A5, Figure 12) flows through notch (a), one portion of the oil returns through fixed orifice (d), passage (e) and variable orifice (f) and to tank passage (Ta). The other portion of the oil flows through fixed orifice (b), regeneration check (c), and fixed orifice (i) in arm 1 spool, and joins in bridge passage (S5-1).

From there, if load pressure of port (B) is increased, it flows through regeneration release valve piston (g) and pushes regeneration release spool (h), as a result area of variable orifice (f) is increased, and oil returning to tank (Ta) is increased, and some oil to regenerate in port (B5) is decreased.

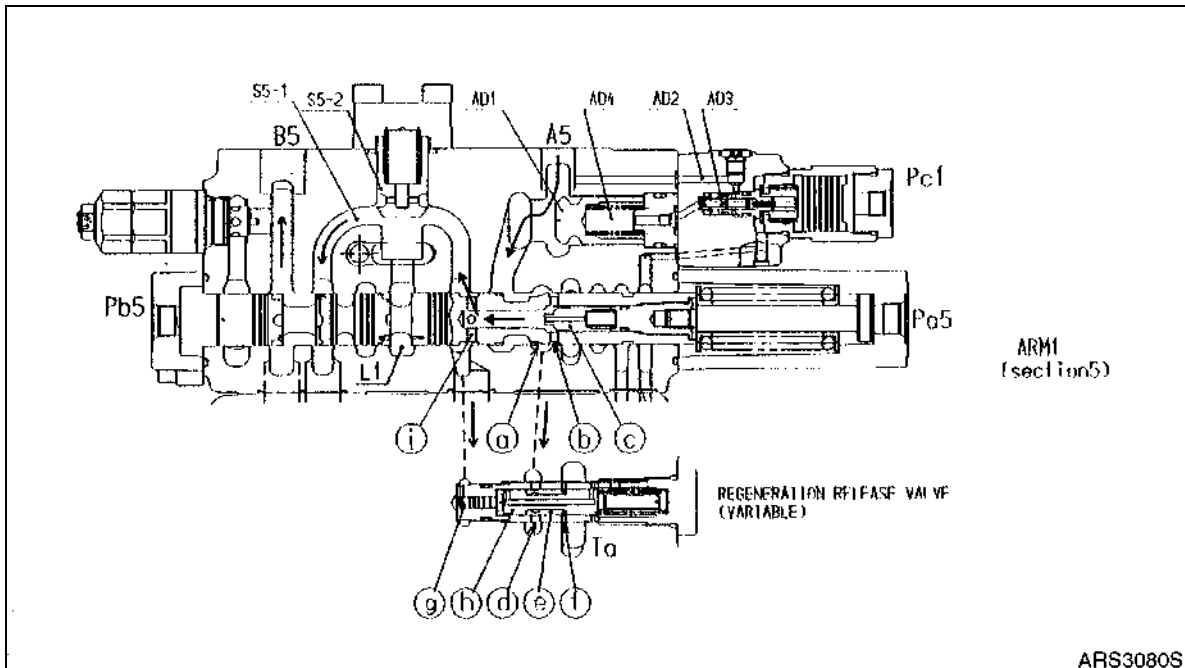


Figure 12

4. Arm Dump (2 Speed Junction)

When arm 1 spool is shifted by increasing pressure of arm 1 (section 5, Figure 13) pilot port (Pa5), oil supplied to port (P1) flows through neutral passage (L1), load check valve (S5-2), passage (S5-1) and spool and into port (A5).

Oil supplied to port (P2) flows through neutral passage (R1), load check valve (S9-2), passage (S9-1), spool and passage (8) and joins at port (A5). Return oil from port (B5) returns through spool to tank passage (Ta).

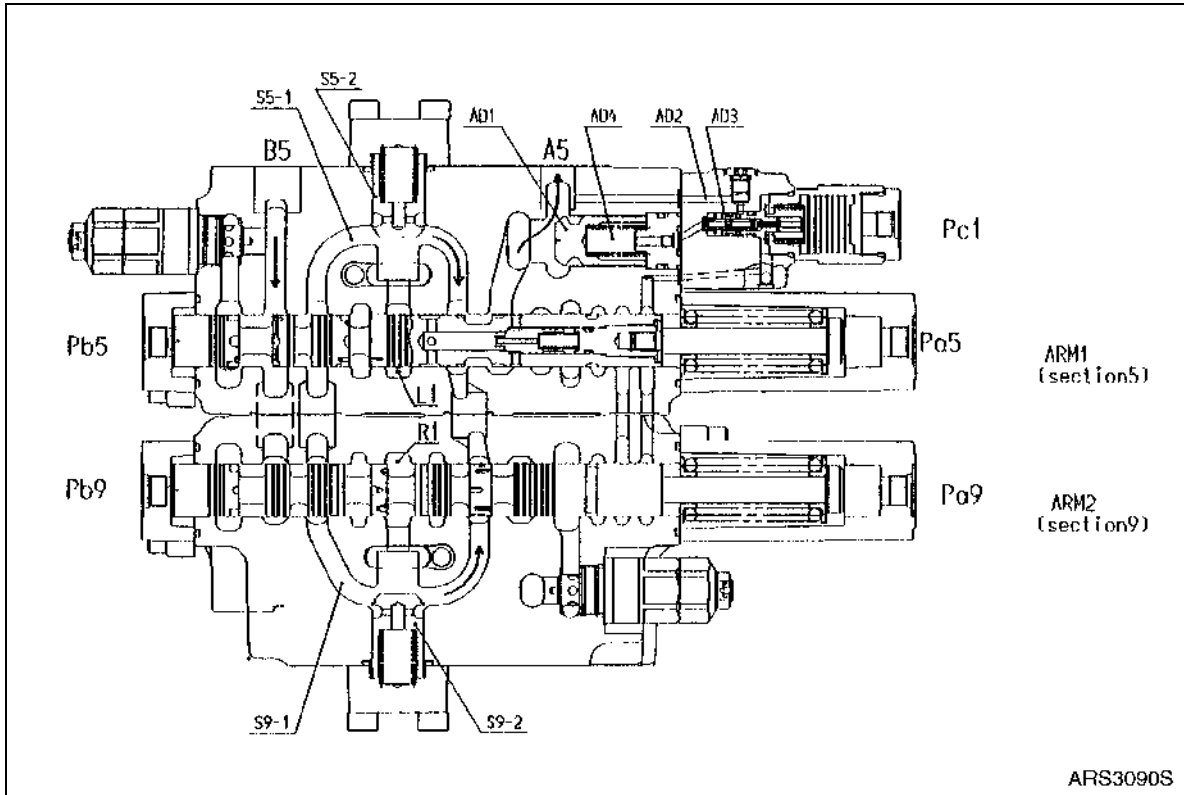


Figure 13

Parallel Orifice for Arm

The orifice, that is installed in parallel passage for arm 1, controls arm speed when operating in a combined operation. Oil supplied from parallel passage (L3, Figure 14) of arm 1 (section 5) pushes open poppet (S5-3). It then flows through orifice (Lc8) of variable orifice spool, and then is connected to passage (L5, Figure 3). From here, flow of orifice (Lc8) can be varied by increasing or decreasing pressure against pilot poppet (Pc3).

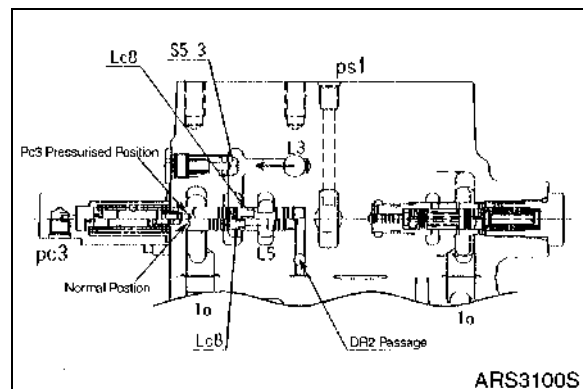


Figure 14

Relief Valve

1. Main Relief Valve

Oil supplied to port (P1, Figure 15) flows through poppet (LP). Oil supplied to port (P2) flows through poppet (RP) and passage (3). They join at the main relief valve. The highest pressure of pump (P1) and (P2) is controlled by reaction of main relief valve.

2. Over Load Relief Valve

The over load relief valve, that is installed in each cylinder port of boom 1, arm 1 and bucket, prevents pressure of actuator from increasing extremely high from outside forces. This relief valve, when pressure of cylinder port is negative, has a function to prevent cavitation by drawing oil from tank.

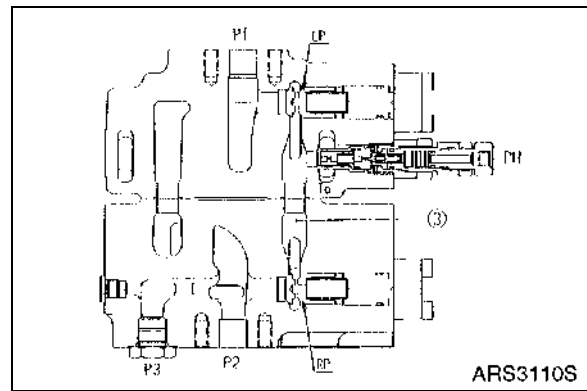


Figure 15

COMBINED OPERATION

When the unit is in operation the control valve spools will function differently, depending upon the type of operation and work being done.

The following spools are use for straight travel

Section 6: Travel

Section 1: Travel

Section ST: Straight Travel

When only traveling straight and no other functions are activated the following will occur:

Straight travel

Pump 1: 100% (Section 1: Travel)

Pump 2: 100% (Section 6: Travel)

PT: closed (The oil passage is closed at the land Lc4, Lc7, Rc3, and Rc5.)

PA: opened

PP: gear pump port

Signal passage pressure: Zero

There is no shifting pressure of Straight Travel.

When travel is combined with the operation of another function:

Traveling ex (front)

Pump 1: 100% (Section 1: Travel) -

Pump 2: 50% (Section 6: Travel) 50%

- If there is no travel straight circuit, machine will travel in zig-zag manner.

PT: closed (The oil passage is closed at the signal land Lc4, Lc7, Rc3, and Rc5.)

PA: closed (The oil passage is closed at the signal land like PT)

Signal passage pressure: Rises up to relief pressure.

Straight Travel spool: shifting - If straight Travel spool is shifted, pump 1 supplies oil to Section 1 and 6 Travel and pump 2 supplies oil to ex (front).

Traveling ex (front)

Pump 1: 100% (Section 1,6: Travel) -

Pump 2: - 100%

If the ex (front) pressure is higher than the travel pressure, some oil supplied from Pump 2 opens poppet S6-2, flows through poppet throttle and joins at passage S6-1.

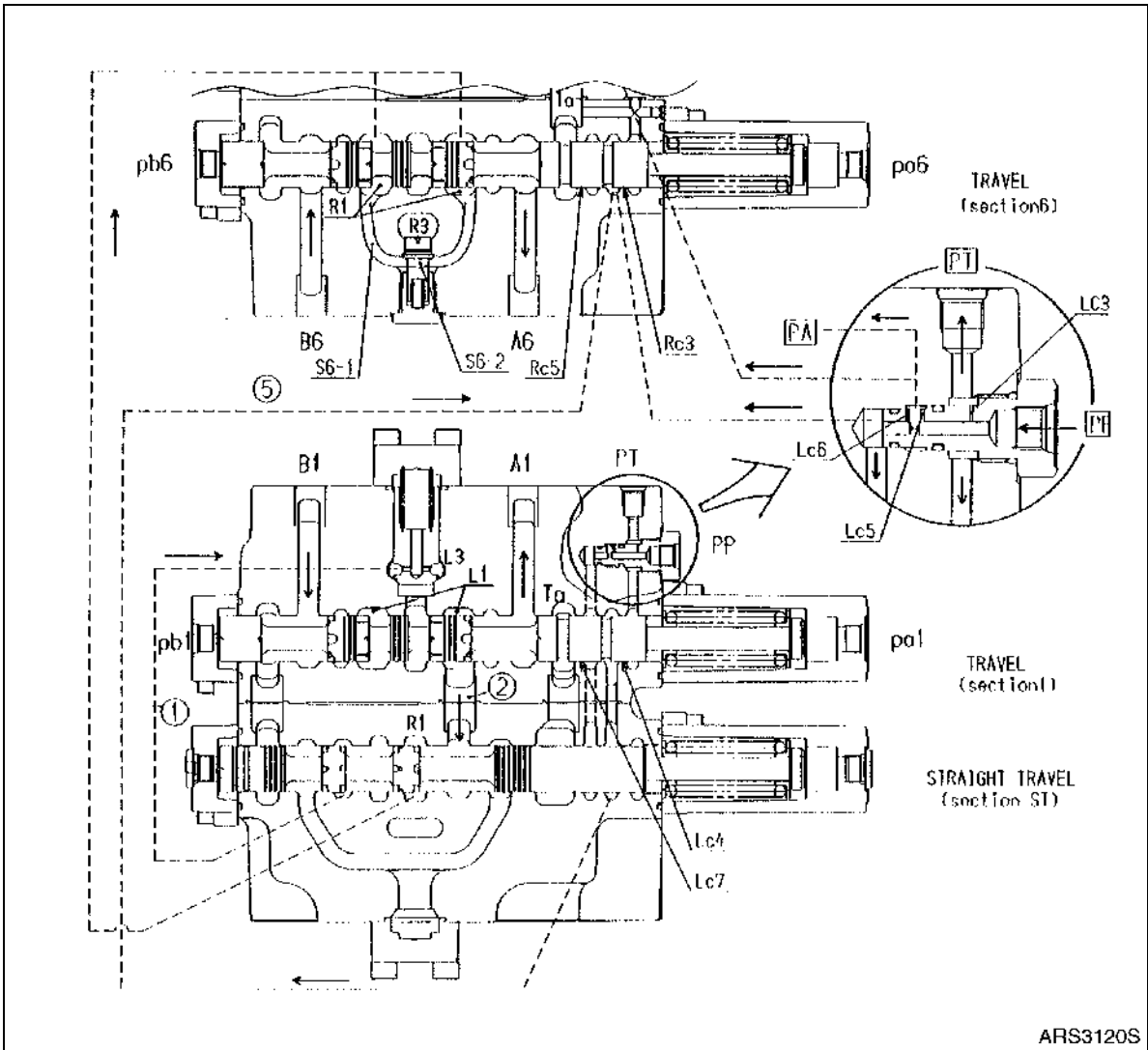
If main spool (travel, swing, etc.) of upper stream of L2(R2) operates, signal pressure of Ps1(Ps2) decreases because oil flowing to L2(R2) decreases.

When main spool acts, it reduces oil flowing to negacon valve.

Low pressure relief valve (negacon relief valve)

Pressure -> decreases

Flow -> decreases



ARS3120S

Figure 16

Bucket Combined Operation

A priority control valve is installed in bucket section 7, Figure 17). This valve controls oil flow entering into bucket when operating during a combined operation with travel, boom 1, and arm 2 sections, on P2 side.

If pressure at port (Pi) is increased when operating bucket, piston (S7-6), piston (S7-5) and plug (S7-4) are pressed, and poppet assembly (S7-2) is seated on valve housing. This causes oil flowing from parallel passage (R3) to open poppet (S7-3) in poppet assembly and flow into passage (S7-1).

As a result, passage diameter is smaller during combined operation, than passage diameter during a single operation. This smaller passage reduces flow of oil to port (A7, B7). Remaining oil flows through parallel passage (R3) and primarily flows to section being operated at P2 side during a combine operating procedure.

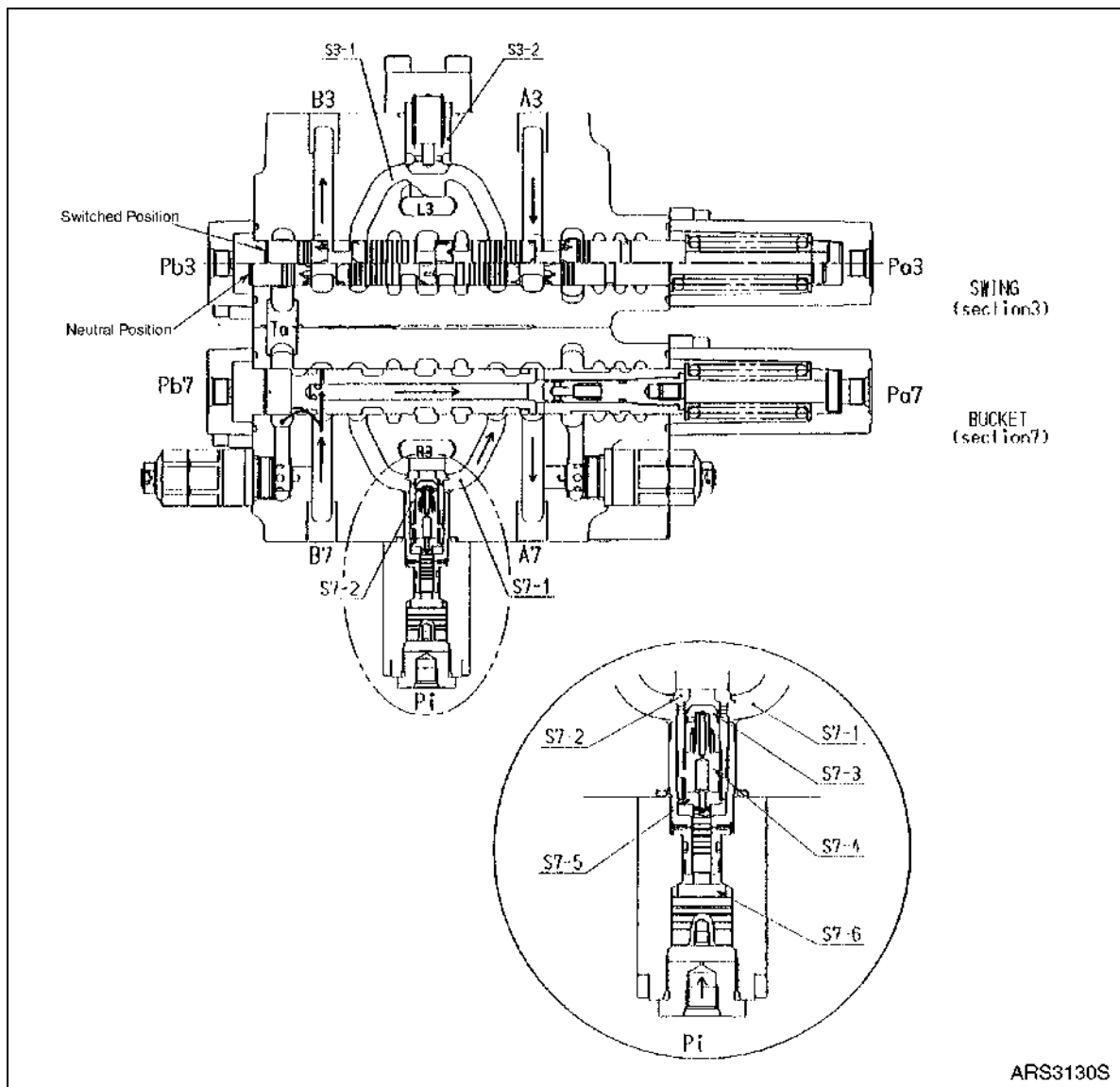


Figure 17

ANTIDRIFT VALVE

The antidrift valve is installed in cylinder port of arm rod (boom bottom) side to prevent arm (boom) cylinder from natural lowering. (As a representative arm side (A5) is shown.)

1. Neutral condition (A5, Figure 18 port keeping condition)

The holding pressure of A5 port is sent through passage (a, b, and c), and into spring chamber (d) of poppet (1). At this time pressurized oil flow from port A5 is cut off by seat S1 and seat S2.

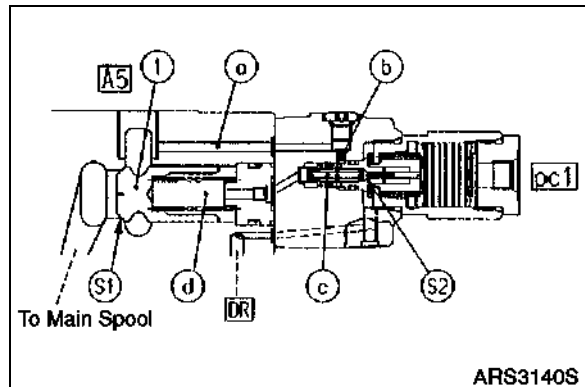


Figure 18

2. Cut off condition of passage of port A5 (Figure 19) and spring chamber

- A. If port pc1 is pressurized, piston 2 is moved and spool 3 reacts.
- B. Spool 3 activates poppet 4.
- C. And then by moving poppet 4, port A5 and spring chamber (d) is cut off by seat S1.

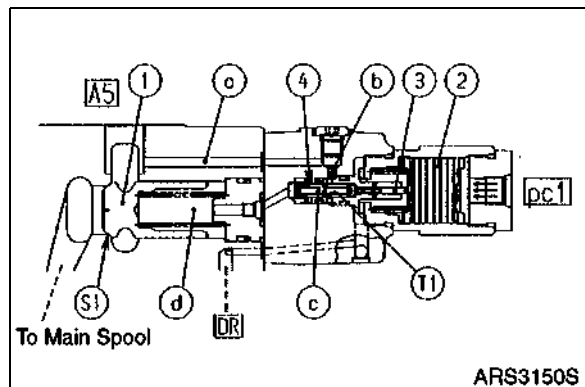


Figure 19

3. Operating condition of main poppet

- A. If again piston (2, Figure 20) reacts even more to pressure at port pc1, spring chamber (d) is then allowed to drain through passages (c and e) and to drain chamber (DR) through port T2.
- B. Spring chamber (DR) then lowers to drain pressure so that main poppet 1 is allowed to open.

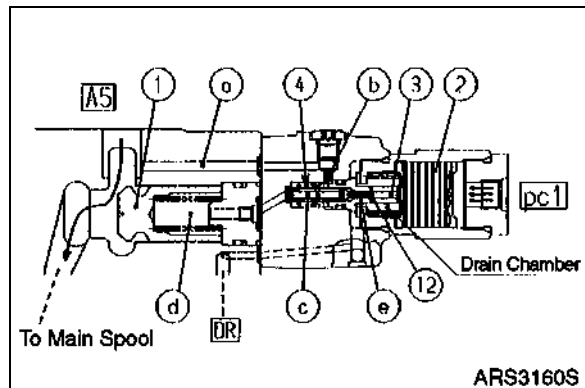


Figure 20

MAIN RELIEF VALVE

1. The main relief valve is located between neutral oil passage (HP, Figure 21) and low pressure oil passage (LP). Pressurized oil flows into neutral oil passage (HP) through orifice in the main poppet (C) to fill internal cavity (D). Due to the difference in areas between (A) and (B), on which hydraulic pressure acts, main poppet (C) seats on sleeve (E).

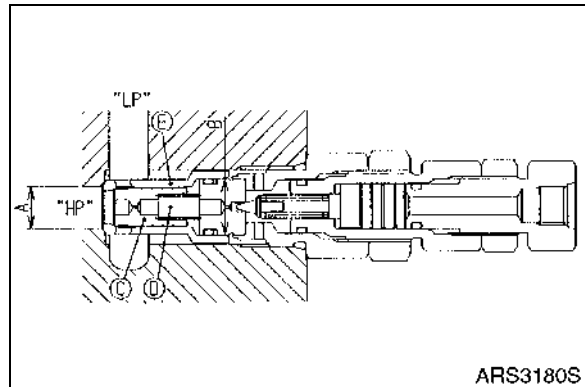


Figure 21

2. When pressure in neutral oil passage (HP) rises and exceeds relief valve setting, pilot poppet (F) opens. Pressurized oil flows through pilot poppet (F) into low pressure oil passage (LP), passing through hole (G).

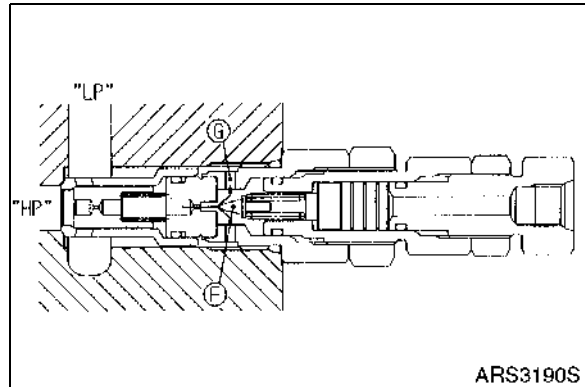


Figure 22

3. As pilot poppet (F) opens, pressure in internal cavity (D) lowers to move main poppet (C) so that pressurized oil flows into neutral oil passage (HP) and directly into low pressure oil passage (LP).

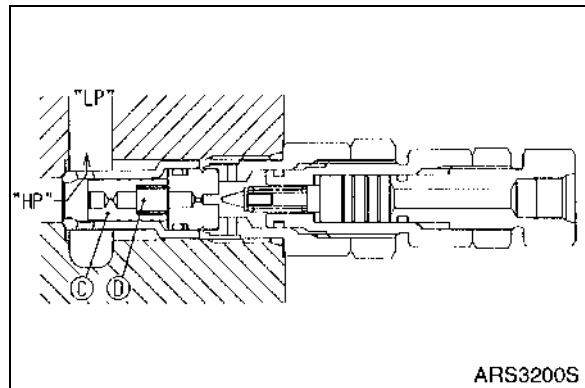


Figure 23

4. Pressure up operation

If pressure is applied to pilot port "PH," piston (H) moves to the pressure setting position of plug (I) so that the force of spring increases, thus increasing pressure in the neutral oil passage (HP).

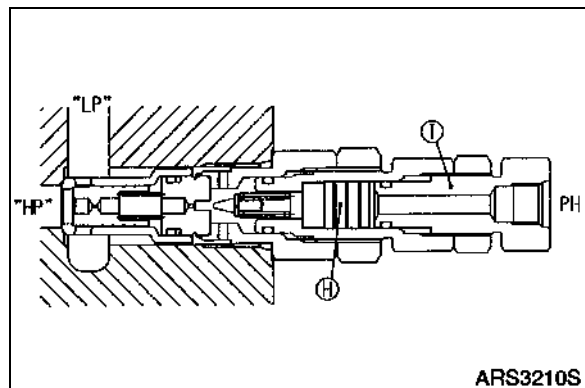


Figure 24

OVERLOAD RELIEF VALVE (69, TOTAL: SIX PLACES)

1. The overload relief valve is located between cylinder port (HP) and low pressure oil passage (LP). Pressurized oil at cylinder port (HP), flows through an orifice in piston (C), to fill internal cavity (G). Due to the difference in area between (A) and (B) on which the hydraulic pressure acts, main poppet (D) seats on sleeve (K).

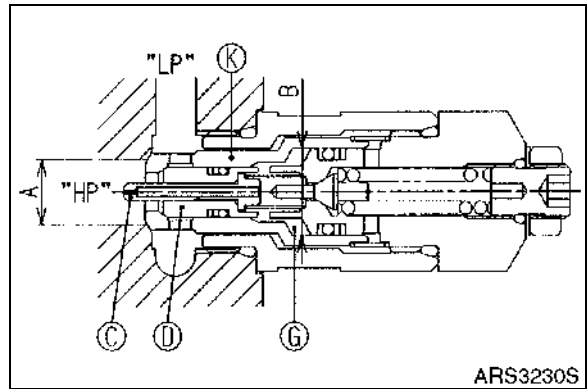


Figure 25

2. When pressure in cylinder port (HP) rises and exceeds the relief valve setting, pilot poppet (E) opens. Pressurized oil then flows through pilot poppet (E) into low pressure oil passage (LP), passing through hole (H).

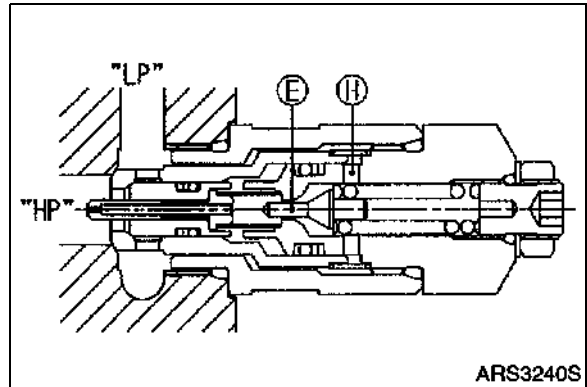


Figure 26

3. As pilot poppet (E) opens, pressurized oil flows through orifice (I) so that pressure on back of piston (C) lowers to move piston (C). As a result, piston (C) seats on pilot poppet (E).

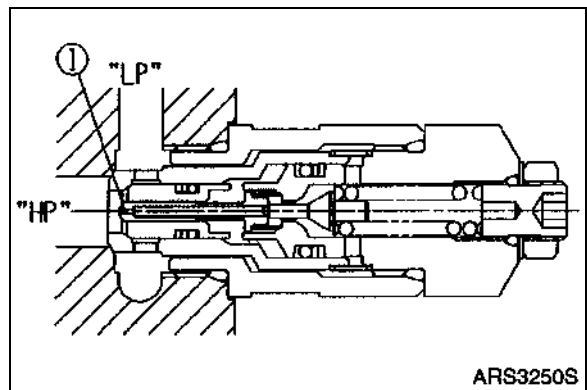


Figure 27

4. Pressurized oil in passage (HP) flows through orifice (F) in piston (C) so that pressure on back of main poppet (D) moves main poppet (D). Pressurized oil then flows into passage (HP) and directly into passage (LP).

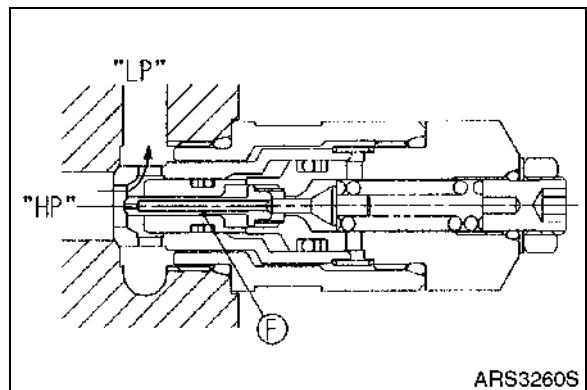


Figure 28

5. Sucking operation

An anti void unit is installed in cylinder port (HP) to prevent the development of cavitation. If pressure at cylinder port (HP) becomes lower than that of oil passage (LP), sleeve (K) moves so that oil is supplied from the low pressure oil passage (LP) to cylinder port (HP) to eliminate cavitation.

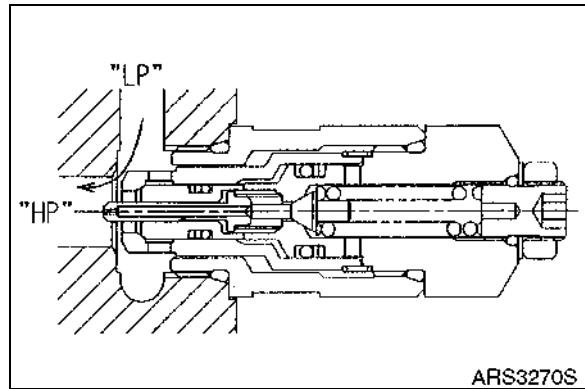


Figure 29

LOW PRESSURE RELIEF VALVE (70, TOTAL: TWO PLACES)

Generation of Signal Pressure

Oil supplied from pump port (P1 (P2)) flows through neutral passage (L1 (R1)), low pressure relief valve passage (L2 (R2)), and orifice (Lc1 (Rc1)) to tank passage (Ta).

Now, pressure generated at passage (L2 (R2)) by orifice (Lc1 (Rc1)) moves to low pressure relief signal port (Ps1 (Ps2)).

If main spool of upper reaches of L2 (R2) operates, signal pressure of Ps1 (Ps2) decreases because oil flowing to L2 (R2) decreases.

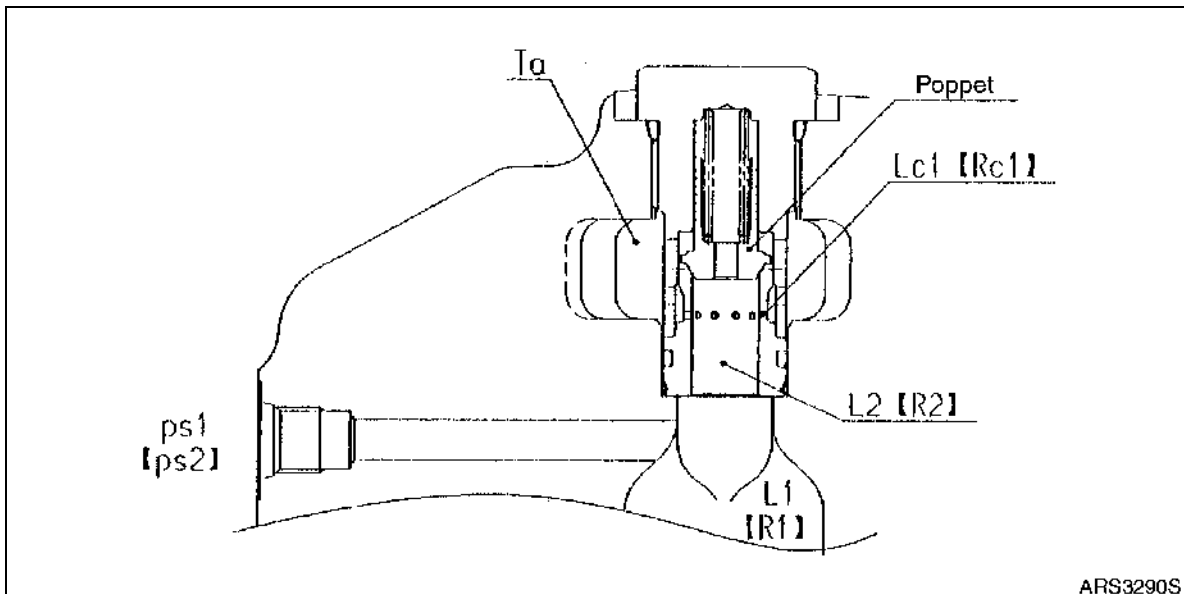


Figure 30

Relief Operation

If excessive oil flows into passage (L2 (R2)), pressure generated at passage (L2 (R2)) by orifice (Lc1 (Rc1)) goes to back chamber of poppet, and poppet operates by the difference of pressurized area between passage and back chamber.

By operation of this poppet, oil flows from passage through plug and drill hole to tank passage (Ta). By this action, generation of excessive pressure in low pressure relief signal port is prevented.

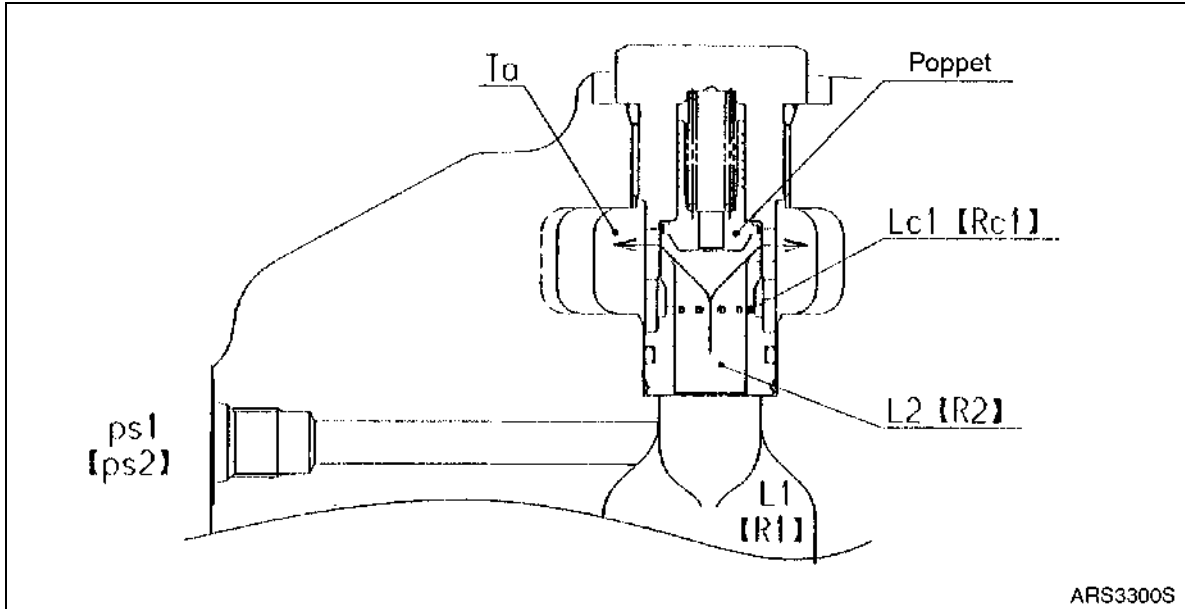


Figure 31

PARTS LIST

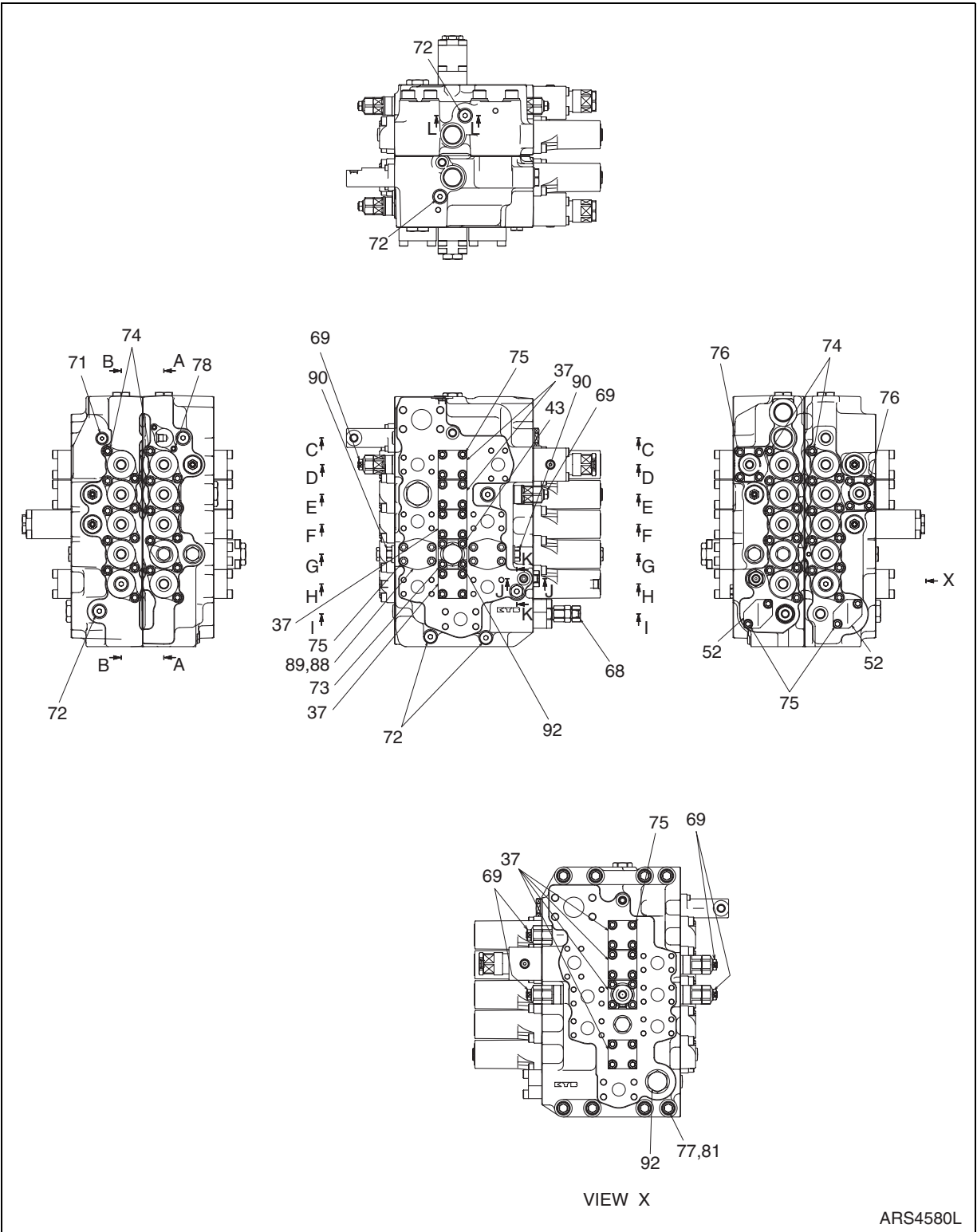


Figure 32

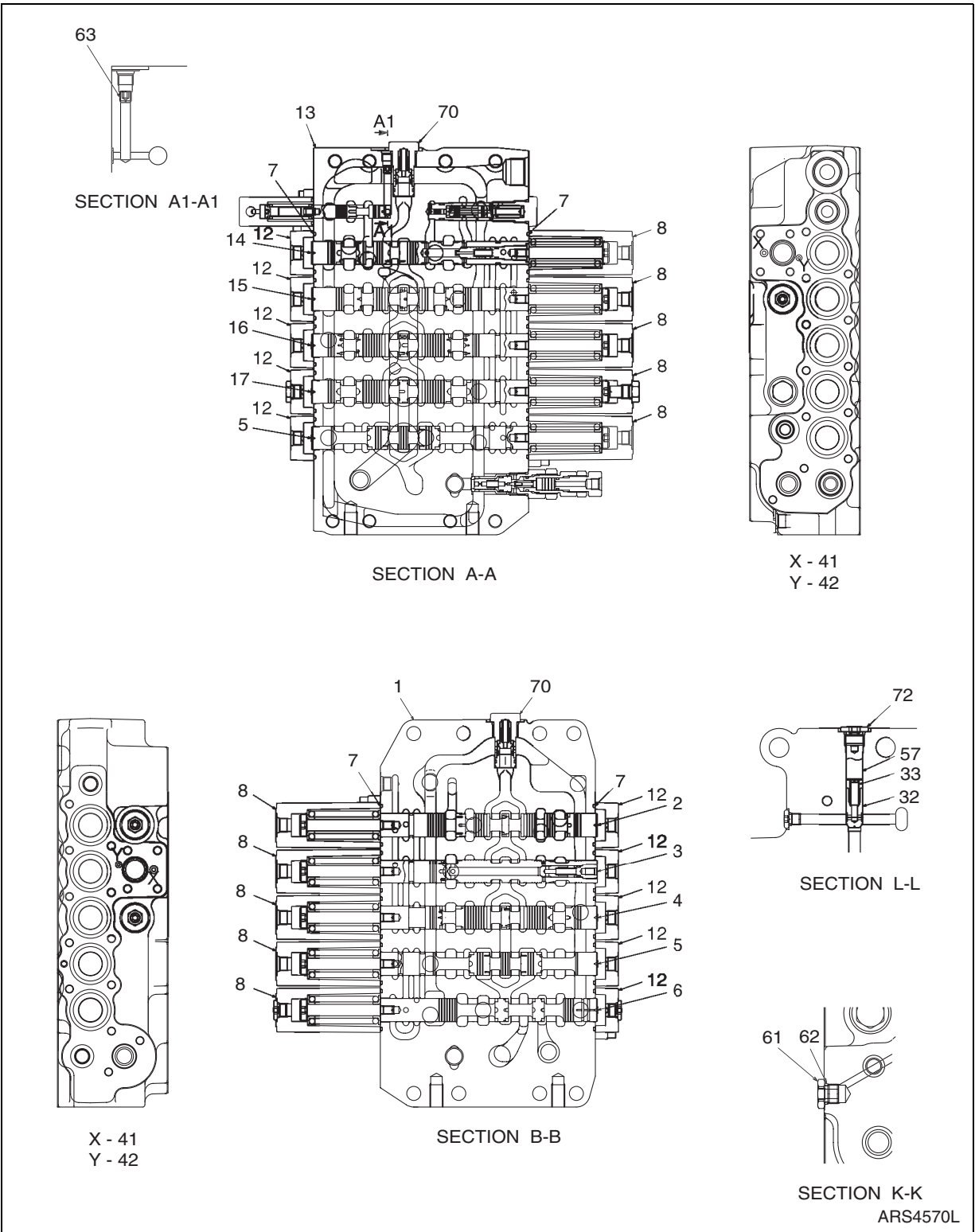


Figure 33

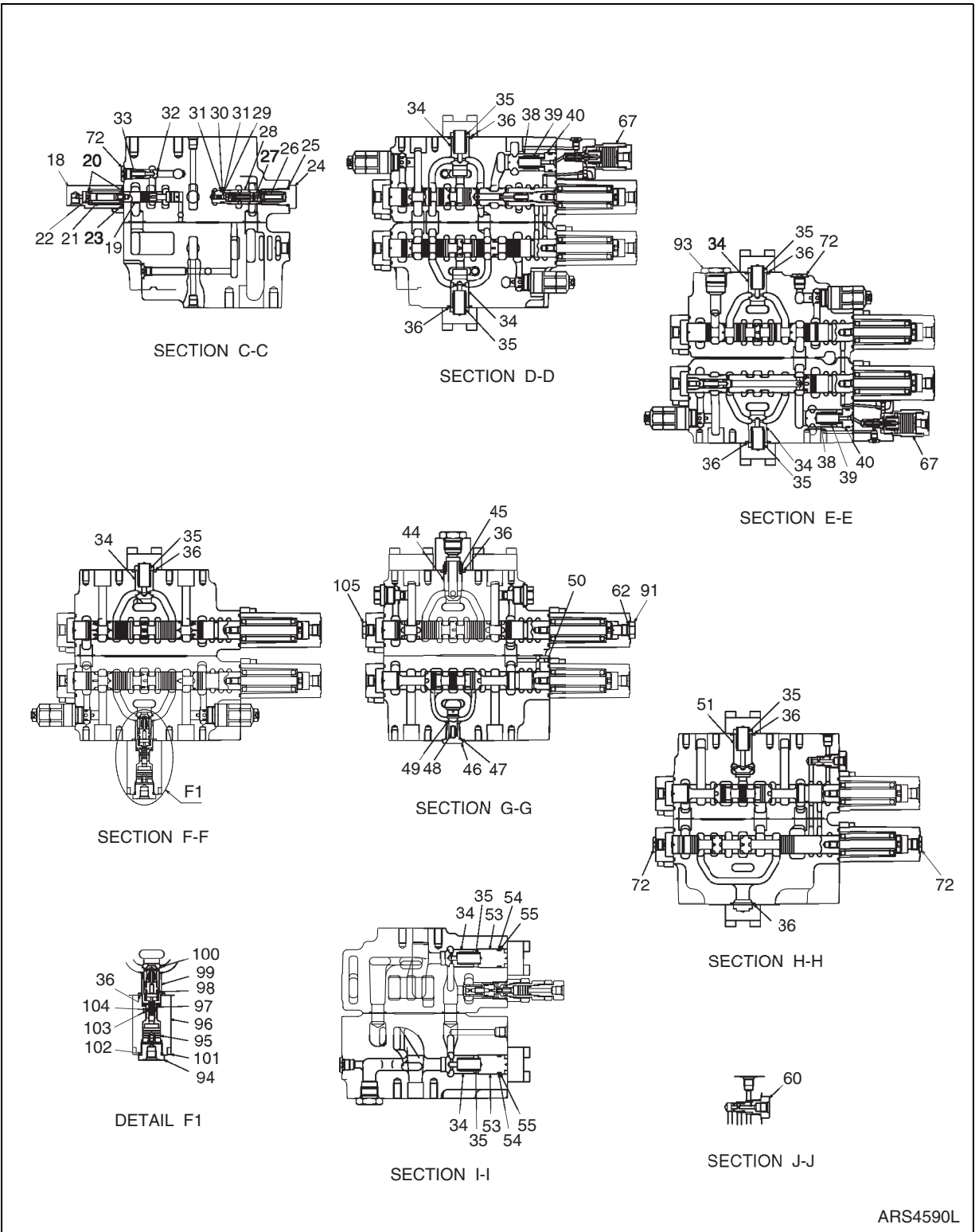


Figure 34

| Reference Number | Description |
|------------------|----------------------------------|
| 1 | Valve Housing |
| 2 | Spool Assembly (Arm2) |
| 3 | Spool Assembly (Boom1) |
| 4 | Spool Assembly (Bucket) |
| 5 | Spool Assembly (Travel) |
| 6 | Spool Assembly (Straight Travel) |
| 7 | O-ring |
| 8 | Cap |
| 12 | Cap |
| 13 | Valve Housing |
| 14 | Spool Assembly (Arm1) |
| 15 | Spool Assembly (Boom2) |
| 16 | Spool Assembly (Swing) |
| 17 | Spool Assembly (Option) |
| 18 | Cap |
| 19 | Spool |
| 20 | Spring Seat |
| 21 | Spring |
| 22 | Spool End |
| 23 | O-ring |
| 24 | Plug |
| 25 | O-ring |
| 26 | Spring |
| 27 | Spool Assembly |
| 30 | O-ring |
| 31 | Backup Ring |
| 32 | Poppet |
| 33 | Spring |
| 34 | Poppet |
| 35 | Spring |
| 36 | O-ring |
| 37 | Flange |
| 38 | Poppet |
| 39 | Spring |
| 40 | Spacer Assembly |
| 41 | O-ring |
| 42 | O-ring |
| 43 | Flange |
| 44 | Poppet |
| 45 | Spring |
| 46 | Plug |

| Reference Number | Description |
|------------------|---------------------------|
| 47 | O-ring |
| 48 | Spring |
| 49 | Poppet |
| 50 | Steel Ball |
| 51 | Poppet |
| 52 | Flange |
| 53 | Spacer |
| 54 | O-ring |
| 55 | Backup Ring |
| 57 | Spacer |
| 60 | Plug Assembly |
| 61 | Plug |
| 62 | O-ring |
| 63 | Orifice Plug |
| 65 | O-ring |
| 66 | O-ring |
| 67 | Anti-draft Valve Assembly |
| 68-70 | Relief Valve Assembly |
| 71 | Plug Assembly |
| 72 | Plug Assembly |
| 73-78 | Socket Head Bolt |
| 79 | Name Plate |
| 80 | Drive Screw |
| 81 | Washer |
| 88 | Cap |
| 89 | O-ring |
| 90 | Plug Assembly |
| 91 | Plug |
| 92 | Plug Assembly |
| 93 | Plug Assembly |
| 94 | Plug |
| 95 | Piston |
| 96 | Body |
| 97 | Piston |
| 98 | Spring |
| 99 | Sleeve |
| 100 | Poppet Assembly |
| 101 | Socket Head Bolt |
| 102 | O-ring |
| 103 | Backup Ring |
| 104 | O-ring |
| 105 | Plug Assembly |

Spool Assembly (2, Arm 2)

| Reference Number | Description |
|------------------|-------------|
| 1 | Spool |
| 2 | Spring Seat |
| 3 | Spring |
| 4 | Spool End |

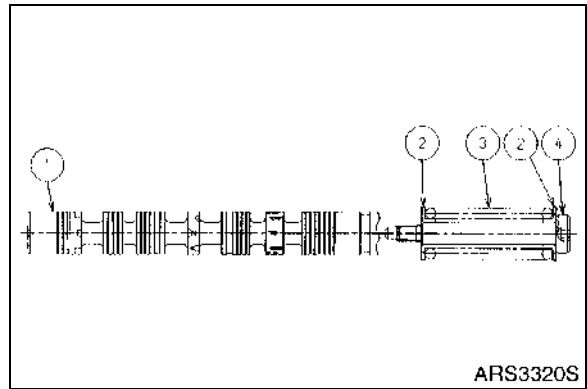


Figure 35

Spool Assembly (3, Boom1)

| Reference Number | Description |
|------------------|-------------|
| 1 | Spool |
| 2 | Spring Seat |
| 3 | Spring |
| 4 | Spool End |
| 5 | Plug |
| 6 | Poppet |
| 7 | Spring |
| 8 | O-ring |
| 9 | Backup Ring |

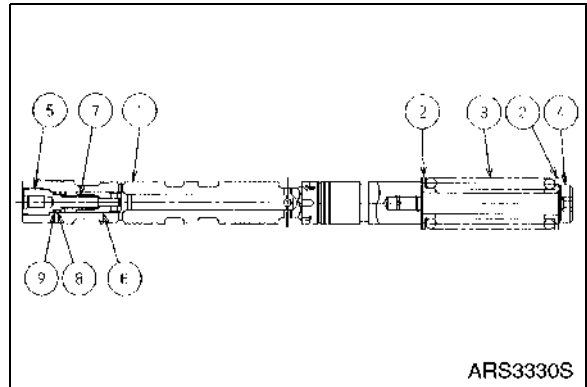


Figure 36

Spool Assembly (4, Bucket)

| Reference Number | Description |
|------------------|-------------|
| 1 | Spool |
| 2 | Spring Seat |
| 3 | Spring |
| 4 | Spool End |
| 5 | Plug |
| 6 | Poppet |
| 7 | Spring |
| 8 | O-ring |
| 9 | Backup Ring |

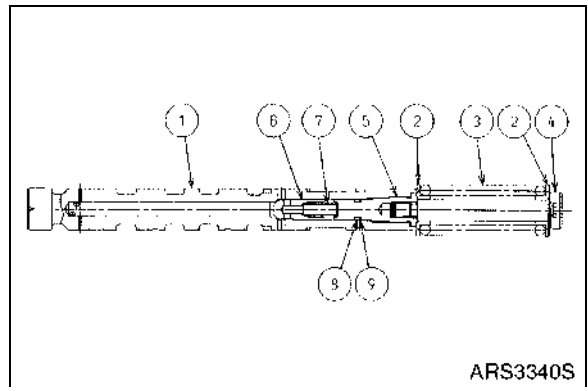


Figure 37

Spool Assembly (5, Travel)

| Reference Number | Description |
|------------------|-------------|
| 1 | Spool |
| 2 | Spring Seat |
| 3 | Spring |
| 4 | Spool End |

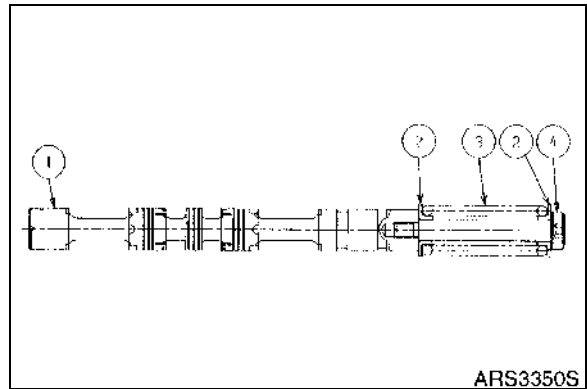


Figure 38

Spool Assembly (6, Straight Travel)

| Reference Number | Description |
|------------------|-------------|
| 1 | Spool |
| 2 | Spring Seat |
| 3 | Spring |
| 4 | Spool End |

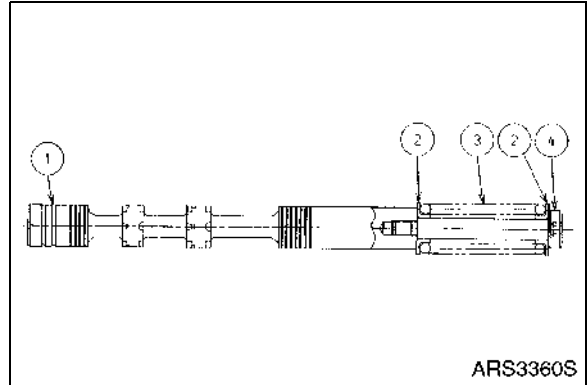


Figure 39

Spool Assembly (14, Arm1)

| Reference Number | Description |
|------------------|-------------|
| 1 | Spool |
| 2 | Spring Seat |
| 3 | Spring |
| 4 | Spool End |
| 5 | Plug |
| 6 | Poppet |
| 7 | Spring |
| 8 | O-ring |
| 9 | Backup Ring |

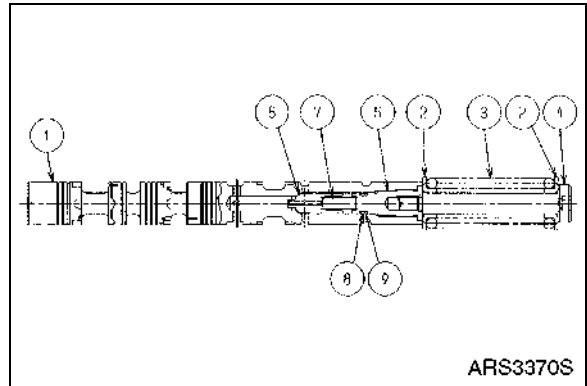


Figure 40

Spool Assembly (15, Boom 2)

| Reference Number | Description |
|------------------|-------------|
| 1 | Spool |
| 2 | Spring Seat |
| 3 | Spring |
| 4 | Spool End |

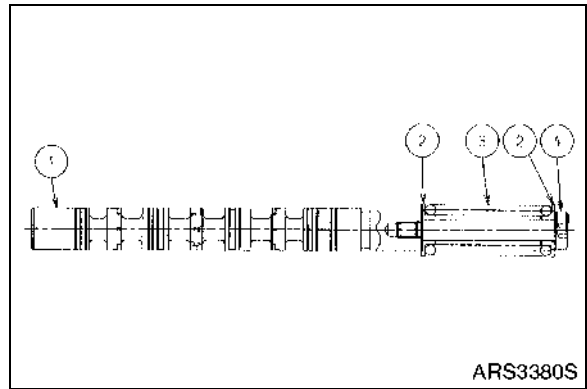


Figure 41

Spool Assembly (16, Swing)

| Reference Number | Description |
|------------------|-------------|
| 1 | Spool |
| 2 | Spring Seat |
| 3 | Spring |
| 4 | Spool End |

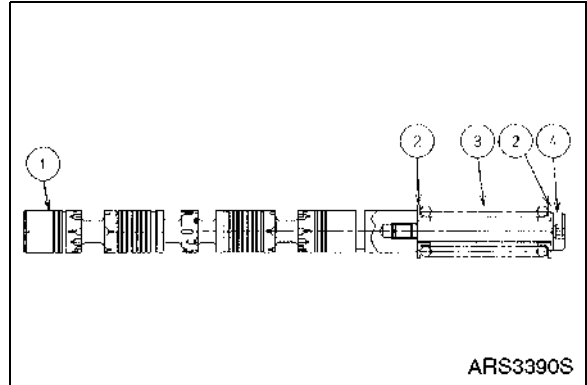


Figure 42

Spool Assembly (17, Option)

| Reference Number | Description |
|------------------|-------------|
| 1 | Spool |
| 2 | Spring Seat |
| 3 | Spring |
| 4 | Spool End |

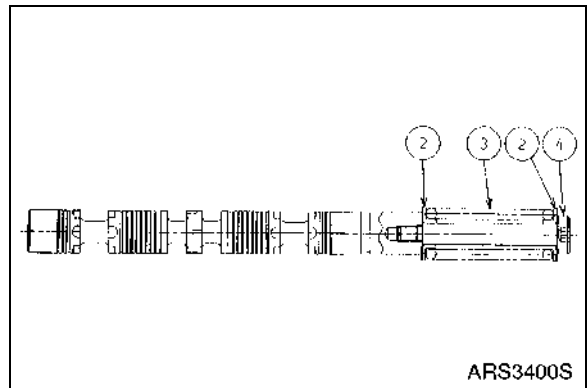


Figure 43

Spool Assembly (20, Arm Regeneration Release Valve)

| Reference Number | Description |
|------------------|-------------|
| 1 | Spool |
| 2 | Sleeve |
| 3 | Piston |

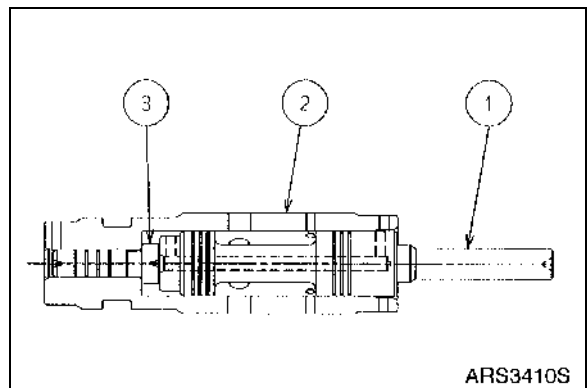


Figure 44

Spacer Assembly (40)

| Reference Number | Description |
|------------------|-------------|
| 1 | Spacer |
| 2 | O-ring |
| 3 | Backup Ring |
| 4 | O-ring |

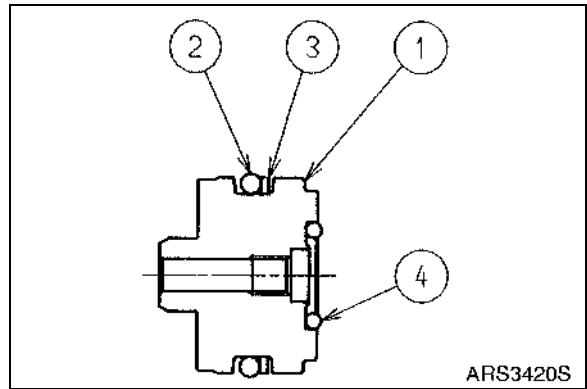


Figure 45

Plug Assembly (60)

| Reference Number | Description |
|------------------|-------------|
| 1 | Plug |
| 2 | O-ring |
| 3 | O-ring |
| 4 | O-ring |

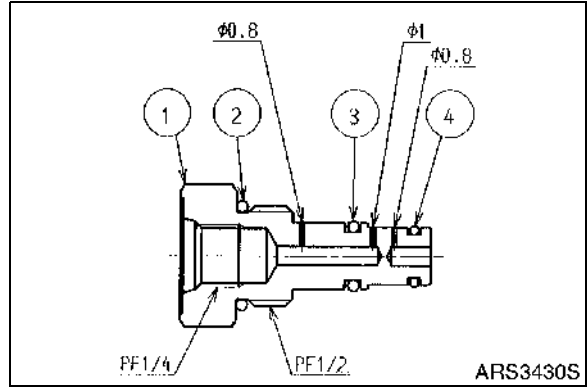


Figure 46

Anti-draft Valve Assembly (67)

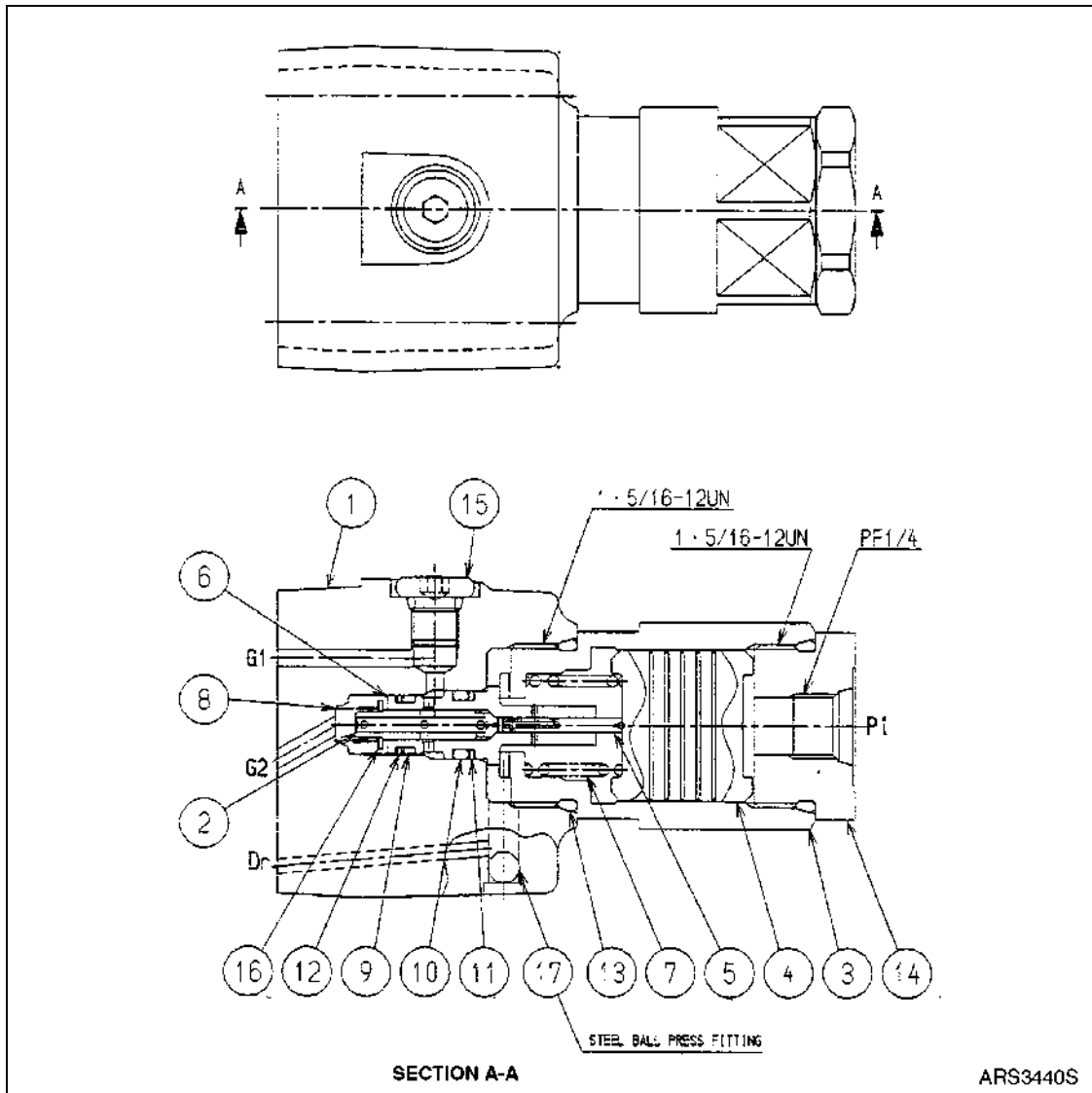


Figure 47

| Reference Number | Description |
|------------------|-------------|
| 1 | Body |
| 2 | Poppet |
| 3 | Plug |
| 4 | Piston |
| 5 | Spool |
| 6 | Sleeve |
| 7 | Spring |
| 8 | Spring |
| 9 | O-ring |

| Reference Number | Description |
|------------------|---------------|
| 10 | O-ring |
| 11 | Backup Ring |
| 12 | Backup Ring |
| 13 | O-ring |
| 14 | Plug Assembly |
| 15 | Plug Assembly |
| 16 | Spring Seat |
| 17 | Steel Ball |

Relief Valve Assembly (70)

| Reference Number | Description |
|------------------|-------------|
| 1 | Plug |
| 2 | Spring |
| 3 | Poppet |
| 4 | Sleeve |
| 5 | O-ring |
| 6 | O-ring |

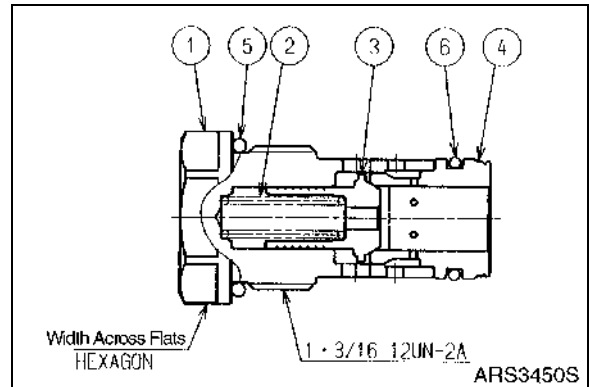


Figure 48

Plug Assembly (90)

| Reference Number | Description |
|------------------|-------------|
| 1 | Plug |
| 2 | O-ring |
| 3 | O-ring |
| 4 | Backup Ring |

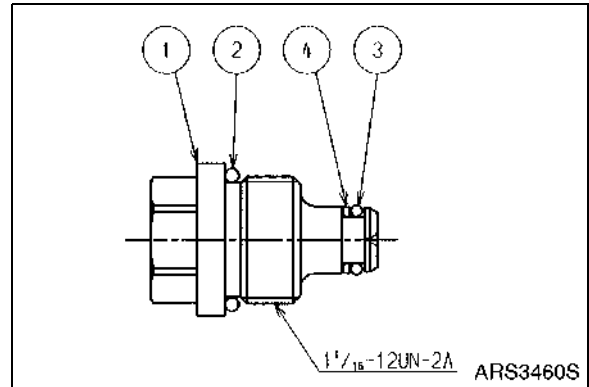


Figure 49

SPECIFICATIONS

| Control Valve | Specification |
|-------------------------------------|--|
| Rated Flow | 270 liter/min (71 gal/min) 50 liter/min (13 gal/min) at Neutral |
| Max. Pressure | 34.3 MPa [349.76 kg/cm ² (4,975 psi)] |
| Allowable Back Pressure | Peak Pressure: Below 1.5 MPa [15.30 kg/cm ² (218 psi)] Normal Pressure: Below 0.5 MPa [5.10 kg/cm ² (73 psi)] |
| Allowable Working Temperature Range | -20 - 90° C (-4 - 194°F) Peak Max: 100° C (212°F) (Seal is used nitrile rubber.) |

TROUBLESHOOTING, TESTING AND ADJUSTMENT

GENERAL

| Problem | Possible Cause | Remedy |
|--|--|--|
| Spool does not stroke. | Hydraulic oil excessively hot. | Remove blockage in oil piping. |
| | Hydraulic oil contaminated. | Change oil and clean oil passages. |
| | Over tightened piping port fittings. | Check torque. |
| | Valve housing deformed when assembling. | Remove assembling bolts and check. |
| | Pressure too high. | Check pump port pressure and cylinder port pressure with pressure gauge. |
| | Spool bent. | Replace valve assembly. |
| | Return spring damaged. | Replace damaged parts. |
| | Spring or cap crisscrossed. | Remove, center, and retighten cap. |
| | Valve temperature uneven. | Warm up entire system. |
| | Dirt in valve. | Clean valve (flushing). |
| | Lack of pilot pressure. | Check pilot valve and pilot relief pressure. |
| Fail to keep load | Cylinder leaks. | Check seal parts of cylinder. |
| | Spool leaks. | Check spool. |
| | Overload relief valve leaks. | Clean valve housing and relief valve seat parts. |
| | Antidrift valve leaks. | Remove antidrift valve and clean every seat parts. If seat parts are damaged, replace poppet or lap poppet and seat parts. If draft valve is malfunction, replace spool and sleeve at same time. |
| Load drops when changing spool from neutral to up. | Dirt in load check valve. | Remove and clean check valve. |
| | Poppet or seat parts in check valve scratched. | Remove poppet or lap poppet and seat parts. |

RELIEF VALVE

| Problem | Possible Cause | Remedy |
|-------------------------------|--|--|
| Pressure does not rise. | Stuck main poppet, sleeve or pilot poppet opened or dirt in seat part. | Replace relief valve. |
| Relief pressure unstable | Seat parts of pilot poppet damaged. | |
| | Piston or main poppet stuck. | |
| Relief pressure is incorrect. | Seat parts worn due to dust. | Reset pressure and tighten lock nut in rated torque. |
| | Lock nut and adjuster loose. | |
| Oil leaks | Relief valve seat parts damaged | Replace relief valve. |
| | Every parts stuck due to dust | |
| | O-ring worn. | Replace adjuster or O-ring. |

HYDRAULIC SYSTEM

| Problem | Possible Cause | Remedy |
|--|--------------------------------------|---------------------------------|
| Hydraulic system is malfunction or does not operate. | Hydraulic pump failed. | Check pressure or replace pump. |
| | Relief valve failed. | Replace pump. |
| | Some kinds of cylinders failed. | Repair or replace. |
| | Pump load pressure too high. | Check circuit pressure. |
| | Valve cracked. | Replace valve assembly. |
| | Spool does not fully stroke. | Check spool operation. |
| | Hydraulic oil level in tank too low. | Add hydraulic oil. |
| | Filter in circuit plugged. | Clean or replace filter. |
| | Circuit piping twisted. | Check piping. |

ADJUSTMENT OF RELIEF VALVE

Main Relief Valve

1. Connect an accurate pressure gauge to inlet port.
2. Start engine and maintain rated pump speed.
3. Shift control valve spool and read pressure gauge from stroke end of cylinder.

NOTE: Shift a spool that the actuator pressure setting of the over load relief valve is higher than the pressure of the main relief valve.

4. High pressure adjustment (1st stage) (refer to figure of page 32/63)
 - A. Loosen lock nut (7) and tighten plug (8) until piston contacts step (* mark) of plug (6). Plug (8) should be torqued below 19.6 N*M [2.0 kg•m (15 ft lb)]. While plug (8) is tightened, plug (6) should not be turned. Distance A (Page 32/63) must be more than 4.0 mm (0.16 in). Tighten lock nut (7).

- B. Loosen lock nut (4) and turn adjusting plug (6) clockwise to raise relief pressure of preceding step. Turn adjusting plug (6) counterclockwise to lower relief pressure. One turn varies pressure by approximately 28.4 MPa [9289.59 kg/cm² (4,120 psi)]. Tighten lock nut (4) after pressure has been adjusted.
5. Low pressure adjustment (second stage)
Loosen lock nut (7) and turn adjusting plug (8) counterclockwise to lower relief pressure at state of 4. One turn varies pressure by approximately 21.3 MPa [217.20 kg/cm² (3,090 psi)]. Tighten lock nut (7) after pressure has been adjusted.
6. Recheck pressure setting by raising pressure once more.

Over Load Relief Valve

IMPORTANT

If pressure of main relief valve is higher than the specified pressure for it, change main relief valve assembly setting without adjusting over load relief valve.

1. Shift control valve spool and read pressure gauge from stroke end of cylinder.
2. Loosen lock nut (3) and turn adjusting plug clockwise to raise pressure. Item number 69: six places
One turn varies pressure by approximately 21.2 MPa [216.18 kg/cm² (3,075 psi)].
3. Tighten lock nut (3) after pressure has been adjusted. Lock nut (3) should be torqued to 2.80 - 3.20 kg•m (20 - 23 ft lb).
4. Recheck pressure setting by raising pressure once more.

DISASSEMBLY

GENERAL INSTRUCTIONS FOR DISASSEMBLY

1. Shut down engine when pressure of actuator is not indicated.

It is dangerous to disassemble control valve while it is under pressure. High pressure oil can squirt out or components can spring out. When partially disassembling control valve that is on machine, be careful to follow the following caution.



CAUTION!

When disassembling assembly, when pressure is not fully released, or bucket is not lowered to ground, is very dangerous. A poppet in an antidrift valve may spring out and drop the bucket at the same time. Always lower bucket to ground and fully release pressure before disassembling.

2. Vent pressurized air from hydraulic oil tank.
3. Clean all exterior surfaces of valve before to disassembly and protect it from dirt and foreign materials.
4. Match mark the disassembled parts to ensure proper reassembling position.
5. Replace all sealing parts such as O-rings and backup rings with a new ones.
6. Do not replace spools, they are matched with valve housing and sleeve.

NOTE: *The further part numbers of an assembly part are shown as (assembly part number - further part number).*

Disassembly of Main Spool Part

1. Remove socket head bolt (74, two places per each section, width across flats: 8 mm) and cap (8, ten places).
2. Remove plug assembly (72, width across flats: 8 mm) and plug (91, width across flats: 22 mm) according to necessity.
3. Remove O-ring (7, one place per each section) from valve housing (1 and 13).
4. Remove all spool subassemblies from valve housing

IMPORTANT

When removing spool, be careful not to damage it.

Attach label to each spool in order to install it in the correct position when reassembling.

5. Remove socket head bolt (74, two places per each section, width across flats: 8 mm) and cap (12, ten places).
6. Remove O-ring (7, one place per each section) from valve housing (1, 13).

7. Disassembly of spool

IMPORTANT

Work with spool gripped in vise with wood (see Figure 50) not to scratch outside diameter of spool.

Because Loctite is applied to threaded portion of spool end, heat outside surface of spool with industrial drier to release Loctite.

Heat spool until spool end is easily loosened, and remove immediately after heating it to 200 - 250° C (392 - 482°F).

If it is over heated, change spring to new one.

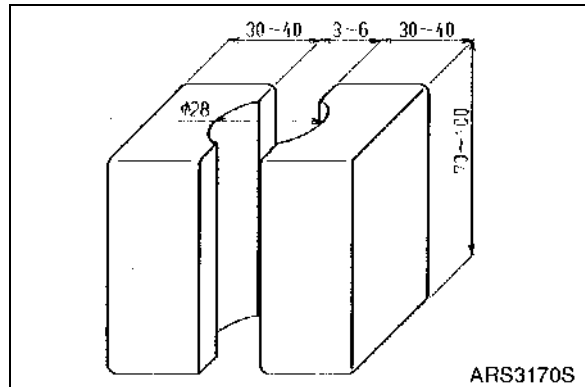


Figure 50

- A. Remove spool end (width across flats: 8 mm), spring seat and spring from spool assembly (2-6, 14-17).

NOTE: *There is a poppet, spring and plug in spool assembly. Do not disassemble unless absolutely necessary. If disassembly is necessary, heat spool outside surface to release Loctite in screw portion and remove plug. When reassembling, replace O-ring and backup ring to new ones.*

Disassembly of Arm 1 Para Spool Turn

1. Remove socket head bolt (78, width across flats: 5 mm) and cap (18).
2. Remove O-ring (23) from cap (18).
3. Remove spool (19) from valve housing under subassembly conditions.
4. Disassembly of spool.

IMPORTANT

Work with spool gripped in vise with wood (see Figure 50), so as not to scratch outside diameter of spool.

Because Loctite is applied to threaded portion of spool end, heat outside surface of spool with industrial drier to release Loctite.

Heat spool until spool end is easily loosened, and remove immediately after heating it to 200 - 250° C (392 - 482°F).

If it is over heated, replace spring with a new one.

- A. Remove spool end (22, width across flats: 5 mm), spring seat (20) and spring (21) from spool (19).

Disassembly of Arm Regeneration Release Valve Part

Small parts in assembly are indicated to (parental number - son number).



When removing a plug, when pressure is not fully released, or bucket is not lowered to ground, is very dangerous. A part in the valve may spring out and drop the bucket at the same time. Always lower bucket to ground and fully release pressure before disassembling.

1. Remove plug (24, width across flats: 32 mm) and O-ring (25).
2. Remove spring (26) and spool (27-1) from sleeve (27-2).
3. Remove sleeve (27-2) from valve housing.
4. Remove piston (27-3), O-ring (30) and backup ring (31) from sleeve (27-2).

Disassembly of Rod Check Valve Part



Removing a plug, when pressure is not fully released, or bucket is not lowered to ground, is very dangerous. A part in the valve may spring out and drop the bucket at the same time. Always lower bucket to ground and fully release pressure before disassembling.

1. Remove socket head bolt (75, four places per each section, width across flats: 8 mm) and flange (37, seven places).
2. Remove spring (35), poppet (34) (poppet (51)) and O-ring (36) from valve housing.

IMPORTANT

Be careful, there is not a poppet and spring in travel straight valve section (section H-H).

3. Remove socket head bolt (75, width across flats: 8 mm) and flange (52, two places).
4. Remove spacer (53) from valve housing. Remove O-ring (54) and backup ring (55) from spacer (53).
5. Remove spring (35) and poppet (34) from valve housing.
6. Remove plug (72, width across flats: 8 mm) (section C-C).
7. Remove spring (33) and poppet (32) from valve housing.
8. Remove plug (72, width across flats: 8 mm) (section L-L).
9. Remove spacer (57), spring (33) and poppet (32) from valve housing.
10. Remove plug (92, width across flats: 36 mm) (section G-G).
11. Remove socket head bolt (73, four places, width across flats: 8 mm) and flange (43).
12. Remove spring (45), poppet (44) and O-ring (36) from valve housing.
13. Remove plug (46, width across flats: 27 mm) and O-ring (47).

14. Remove spring (48) and poppet (49) from valve housing.
15. Remove socket head bolt (101, four places, width across flats: 8 mm) from body (96, one places).
16. Remove body (96) from valve housing. Remove sleeve (99), piston (97), spring (98), poppet assembly (100), backup ring (103), and O-ring (104).
17. Remove O-ring (36).
18. Grip body (96) in vise. Remove plug (94), piston (95) and O-ring (102).

Disassembly of Antidrift Valve

Small parts in assembly is indicated to (parental number - son number).



CAUTION!

Removing antidrift valve seat, when pressure is not fully released, or bucket is not lowered to ground, is very dangerous. A part in the valve may spring out and drop the bucket at the same time. Always lower bucket to ground and fully release pressure before disassembling.

1. Remove socket head bolt assembly (76, four places per section, width across flats: 8 mm) and antidrift valve assembly (67, two places).
2. Remove O-ring (41, 42) from valve housing. Remove O-ring (40-4) from spacer assembly.
3. Screw socket head bolt (78, M6*1) into spacer, and remove spacer assembly (40) from valve housing.
4. Remove O-ring (40-2) and backup ring (40-3).
5. Remove spring (39) and poppet (38) from valve housing.
6. Disassembly of antidrift valve assembly



CAUTION!

Removing inner parts of antidrift valve, when pressure is not fully released, or bucket is not lowered to ground, is very dangerous. A part in the valve may spring out and drop the bucket at the same time. Always lower bucket to ground and fully release pressure before disassembling.

Slowly loosen plug assembly (67-14) and plug (67-3), check if there is a resistance by remaining pressure and remove.

- A. Remove plug assembly (67-14, width across flats: 38 mm) and O-ring.
- B. Remove piston (67-4), spool (67-5), and spring (67-7).
- C. Remove plug (67-3, width across flats: 38 mm) and O-ring.
- D. Remove sleeve (67-6) and poppet (67-2) from body. Remove O-ring (67-9, 10) and backup ring (67-11, 12) from outside diameter of sleeve.
- E. Pull spring seat (67-16) and spring (67-8) out of inside hole.
- F. Remove plug assembly (67-15) if necessary.

NOTE: *But do not remove steel ball (67-14) because it is pressed in body.*

Disassembly of Relief Valve



Removing relief valve, when pressure is not fully released, or bucket is not lowered to ground, is very dangerous. A part in the valve may spring out and drop the bucket at the same time. Always lower bucket to ground and fully release pressure before disassembling.

Do not loosen adjusting plug for pressure setting or lock nut.

Adjusting plug for pressure setting is dangerous because pressure setting will be changed which may result in a dangerous situation.

1. Remove over load relief valve (69, six places, width across flats: 32 mm).
2. Remove main relief valve (68, width across flats: 32 mm).
3. Remove relief valve assembly (70, two places, width across flats: 32 mm) and O-ring (70- 5, 6).

Disassembly of Spare Section Part

1. Remove socket head bolt (75, width across flats: 8 mm), cap (88, two places) and O-ring (89).
2. Remove plug assembly (87, two places, width across flats: 24 mm), O-ring and backup ring.

Disassembly of Miscellaneous Plug Kind

1. Remove plug assembly (60, width across flats: 27 mm) and O-ring (section J-J).
2. Remove plug (61, width across flats: 22 mm) and O-ring (62) (section K-K).
3. Remove orifice plug (63, width across flats: 5 mm) (section A1-A1).
4. Remove plug assembly (92, width across flats: 36 mm) and O-ring.
5. Remove plug assembly (71, width across flats: 6 mm) and O-ring.
6. Remove plug assembly (72, width across flats: 8 mm) and O-ring.

Disassembly of Valve Housing Combined Bolt

IMPORTANT

Do not disassemble combined bolt (77) if it is unnecessary.

If it is necessary to disassemble it, work by placing it horizontally on a work bench.

Prepare spare O-ring (65, 66).

1. Remove socket head bolt (77, eight places, width across flats: 14 mm) and washer (81, eight places).
2. Remove O-ring (65, 66) from valve housing mating surface.

Disassembly of Main Relief Valve

This relief valve should be replaced as an assembly. When replacing it, remove plug (1, width across flats: 32 mm), and O-ring (2). If oil is leaking from nut (4), remove nut (4) and plug (1), and replace O-ring (3). If oil is leaking from nut (7), remove nut (7) and plug (8), and replace O-ring (3).

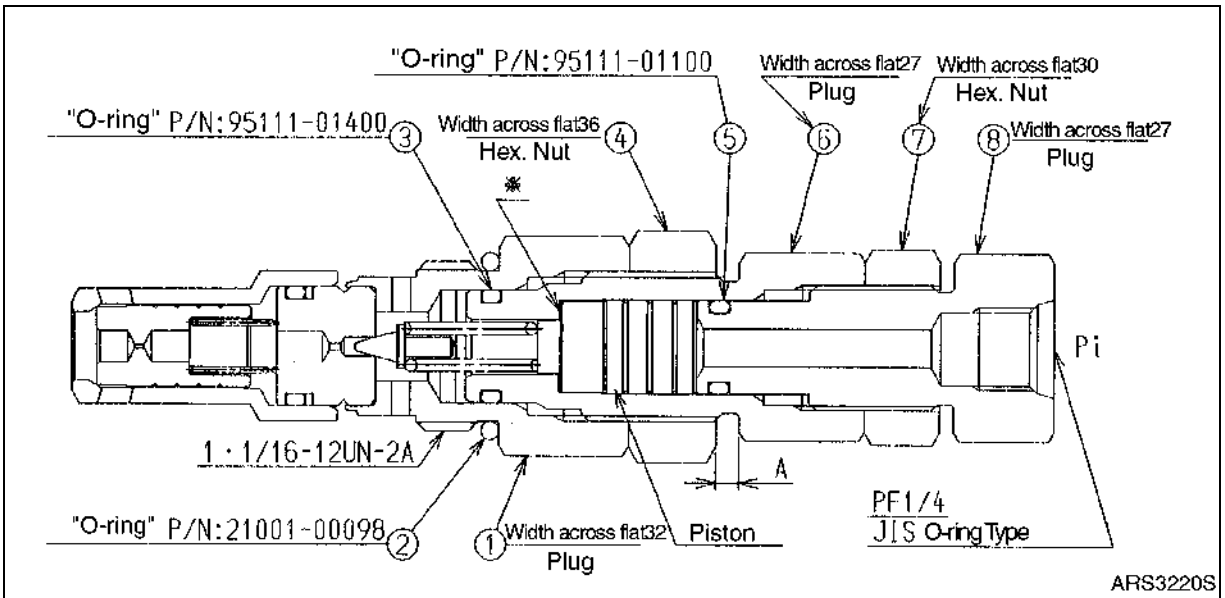


Figure 51

Disassembly of Overload Relief Valve

This relief valve should be replaced as an assembly. When replacing it, remove plug (1, width across flats: 32 mm) and O-ring (2). If oil is leaking from nut (4), remove nut (4) and plug (1), and replace O-ring (3). If oil is leaking from nut (7), remove nut (7) and plug (8), and replace O-ring (3).

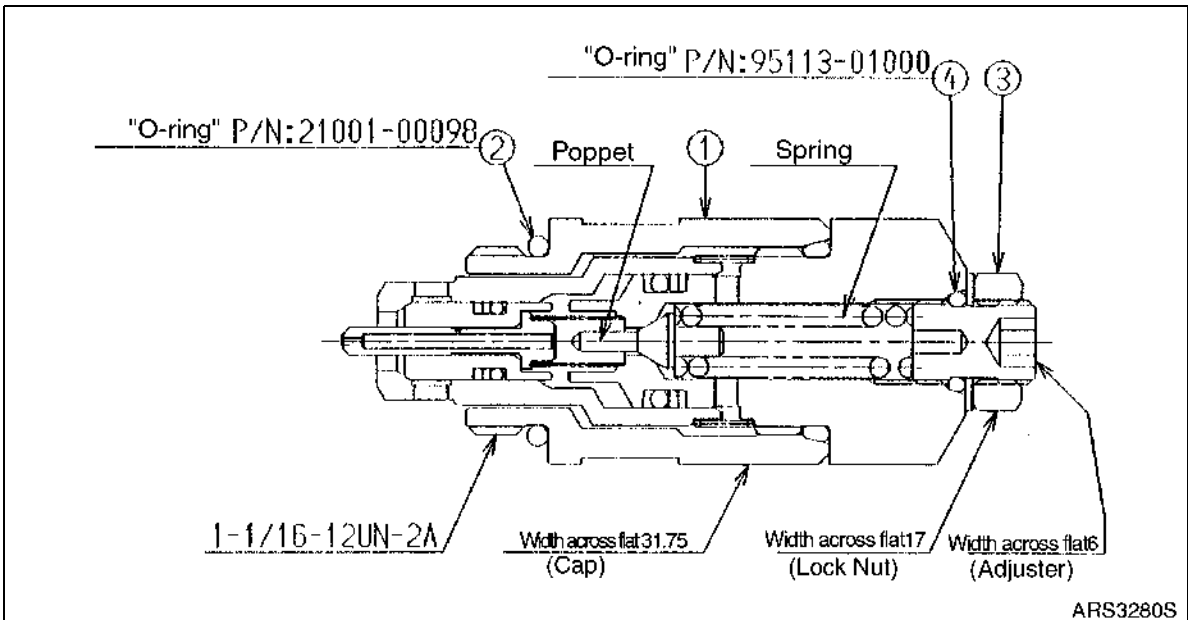


Figure 52

This relief valve should be replaced as an assembly. When replacing it, Remove cap (1, width across flats: 31.75 mm) and O-ring (2). If oil is leaking from adjusting kit (3), remove adjusting kit (3), and replace O-ring (4).

IMPORTANT

When disassembling adjuster kit, be careful not to let parts spring out or lose poppet because of spring force.

Disassembly of Low Pressure Relief Valve

This unit has press fit portion (D) so that it should be replaced by assembly.

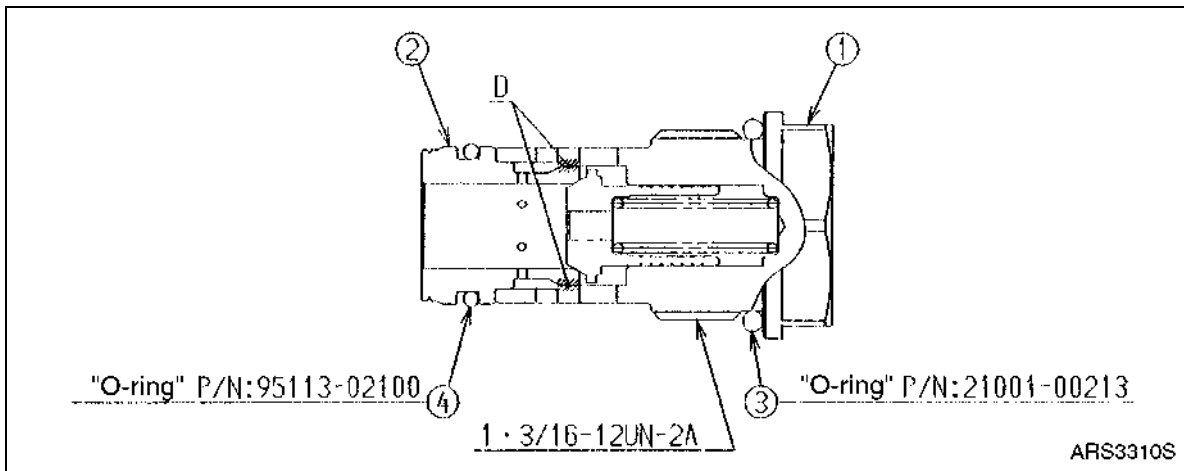


Figure 53

CLEANING AND INSPECTION (WEAR LIMITS AND TOLERANCES)

CLEANING

Clean all parts thoroughly using a suitable cleaning fluid and dry them with moisture free compressed air. Put them on a clean paper or a vinyl for inspection.

INSPECTION

Inspect all parts for scratches, notches and other defects.

1. Inspect load check seat surface of valve housing for scratches, scores, dirt, notches and corrosion. Remove small scratches with oilstone.
2. Inspect exterior surface of spool for scratches and notches. Remove small scratches with oilstone.
3. Sliding parts should be moved lightly and foreign materials should be removed in all grooves and passages.
4. Replace any springs that are damaged, heavy deformed or worn.
5. If relief valve malfunction, inspect it using relief valve maintenance procedure.
6. Replace all O-rings and backup rings with new.
7. After disassembling cap or plug, check whether there are paint chips around body hole or plug. If paint chips penetrate into valve, they can cause malfunction or valve to leak.

REASSEMBLY

INSTRUCTIONS FOR REASSEMBLY

Handling Instructions of O-ring

1. Do not use O-ring which has any defect or scratches from handling.
2. Apply grease or hydraulic oil to installation portion of O-ring grooves and O-ring to ease installation.
3. Do not stretch O-ring beyond permanent set.
4. When installing O-ring, be careful not to twist it. (A twisted O-ring, is very difficult to return to its original shape after installing it. This could also cause a leak.)

Handling Instructions for Spool

1. Rated torque should be kept because over torque of screw part cause malfunction of spool.
2. Be careful that each spool, spring and spool end should be reassembled like before disassembling.

Application Method of Loctite

Male and female screw threads of parts which need to adhere.



CAUTION!

When working with Loctite, work in a place that is well ventilated.

1. Cleaning (removal of grease)
Remove grease with steam, acetate, etc. or clean with an alkali cleanser.
2. Dry
Dry Loctite surface with moisture free air or naturally. If it is not completely dried, the effect of Loctite is weakened.
3. Primer painting
Slightly spray Loctite primer T effect promoter to Loctite surface and leave it for three or five minutes to dry.
4. Loctite application
Lightly apply Loctite #274 or equivalent to two or three threads of spool female inlet. At this time, be careful not to touch applying part to spring seat.

PROCEDURE OF SUBASSEMBLY

IMPORTANT

Check number of each part, installation position and tools needed before reassembling.

Reassembly of Spool Assembly (Main Spool)

1. Apply Loctite to threaded portion of spool (2-6, 14-17) and install spring seat, spring and spool end.
2. After gripping spool in vise with wood (that is used when disassembling it), tighten spool end. Tightening torque: 2.04 - 2.24 kg•m (15 - 16 ft lb).

IMPORTANT

Be careful not to get Loctite into spool by over applying it.

Be careful that spool operation does become deteriorated by over torquing spool end.

When reassembling it and A56, be careful because there are two different types of springs.

Reassembly of Arm 1 Para Turn Spool Assembly

1. Apply Loctite to threaded portion of spool (19) and install spring seat (20), spring (21) and spool end (22).
2. After gripping spool in vise with wood (that is used when disassembling it), tighten spool end. Tightening torque: 1.94 - 2.24 kg•m (14 - 16 ft lb).

IMPORTANT

Be careful not to get Loctite into spool by over applying it.

Be careful that spool operation does not become deteriorated by over torquing spool end.

Reassembly of Antidrift Valve Assembly

1. Install O-ring (67-9, 10) and backup ring (67-11, 12) in groove of sleeve (67-6).

IMPORTANT

Be careful of installation position of O-ring and backup ring.

If they are reversed, the O-ring will be damaged and natural lowering speed of actuator can be increased.

2. Insert poppet (67-2) and spool (67-5) in sleeve hole.
3. Install spring seat (67-16) on small diameter of poppet end. Insert spring (67-8) and poppet assembly with sleeve into body (67-1).

IMPORTANT

It is better to apply grease to seat surface when installing spring and spring seat onto seat of poppet.

4. Install spring (67-7) and piston (67-4) in plug (67-3).
5. Tighten plug assembly (67-14) with O-ring installed on plug (67-3). Tightening torque: 14.99 - 16.01 kg•m (108 - 116 ft lb).
6. Install O-ring (67-13) on plug (67-3). Install it in body (67-1). Tightening torque: 14.99 - 16.01 kg•m (108 - 116 ft lb).
7. Tighten plug assembly (67-15) with O-ring in body (67-1). Tightening torque: 1.43 - 1.84 kg•m (10 - 13 ft lb).

REASSEMBLY PROCEDURE OF CONTROL VALVE BODY

Reassembly of Relief Valve



When reassembling safety valve, securely tighten plug that is installed in body.

Do not loosen adjusting plug for pressure setting or lock nut.

Adjusting plug for pressure setting is dangerous because pressure setting will be changed which may result in a dangerous situation.

1. Install main relief valve (68). Tightening torque: Tightening torque: 7.95 - 8.97 kg•m (58 - 65 ft lb).
2. Install over load relief valve (69, six places) in each section. Tightening torque: 7.95 - 8.97 kg•m (58 - 65 ft lb).
3. Install spring seat (67-16) on small diameter of poppet. Then insert spring (67-8) and them with sleeve to body (67-1). Tightening torque: 10.50 - 11.52 kg•m (76 - 83 ft lb).

Reassembly of Load Check Valve

1. Install O-ring (36) on arm (1, 2, section D-D), boom (1, 2, section E-E) and swing section (section F-F). Install poppet (34) and spring (35). Mount flange (37) and install socket head bolt (75). Tightening torque: 5.91 - 6.53 kg•m (43 - 47 ft lb).
2. Install O-ring (36) on travel section (section H-H). Install poppet (51) and spring (35). Mount flange (37) and install socket head bolt (75). Tightening torque: 5.91 - 6.53 kg•m (43 - 47 ft lb).
3. Install O-ring (36) on travel straight section (section H-H). Mount flange (37) and install socket head bolt (75). Tightening torque: 5.91 - 6.53 kg•m (43 - 47 ft lb).
4. Install poppet (51) and spring (35) in common (section I-I). Insert spacer (53) with O-ring (54) and backup ring (55). Tightening torque: 3.98 - 4.49 kg•m (29 - 32 ft lb).

IMPORTANT

Be careful of installation position of O-ring and backup ring.

If they are reversed, the O-ring will be damaged and an oil leak can occur.

5. Install O-ring (36) on spare section (section G-G). Install poppet (44) and spring (45). Mount flange (43) and install socket head bolt (96). Tightening torque: 5.91 - 6.53 kg•m (43 - 47 ft lb).
6. Tighten flange assembly (92) with O-ring. Tightening torque: 20.90 - 23.15 kg•m (151 - 167 ft lb).
7. Insert poppet (49) and spring (48) in travel section (section G-G). Install plug (46) with O-ring (47). Tightening torque: 10.91 - 11.93 kg•m (79 - 86 ft lb).
8. Bucket section (section F-F)
 - A. Insert piston (95) and O-ring (102) on plug (94) and install in body (96). Tightening torque: 10.50 - 11.52 kg•m (76 - 83 ft lb).
 - B. Insert backup ring (103), O-ring (104), spring (98) and poppet assembly (100) in sleeve (99), and install it to body (96).

- C. Install O-ring (36) in valve housing and fasten body by means of socket head bolt (101). Tightening torque: 5.91 - 6.53 kg•m (43 - 47 ft lb)
9. Insert poppet (32) and spring (33) in arm 1 para turn part (section C-C). Install plug assembly (72) with O-ring. Tightening torque: 7.44 - 8.06 kg•m (54 - 58 ft lb).
10. Insert poppet (32), spring (33), and spacer (57) in arm 2 para turn part (section L-L). Install plug assembly (72) with O-ring. Tightening torque: 7.44 - 8.06 kg•m (54 - 58 ft lb).

Reassembly of Antidrift Valve

1. Install O-rings (41 and 42) on surfaces of antidrift valve assembly of arm 1 section (section D-D) and boom 1 section (section E-E).
2. Insert poppet (32) and spring (39). Install spacer assembly (40) with O-ring and backup ring.

IMPORTANT

Be careful of installation position of O-ring and backup ring.

If they are reversed, the O-ring will be damaged and an oil leak can occur.

Check installing of O-ring (40-4) on spacer assembly and be careful of installation direction.

3. Install antidrift valve assembly (67, two places) and socket head bolt. Tightening torque: 3.98 - 4.49 kg•m (29 - 32 ft lb).

Reassembly of Spare Section Part

1. Install O-ring (89) on cap (88, two places) and fasten it in place with socket head bolt (76). Tightening torque: 5.91 - 6.53 kg•m (43 - 47 ft lb).
2. Install O-ring and backup ring on plug assembly (87, two places). Install plug assembly. Tightening torque: 7.95 - 8.97 kg•m (58 - 65 ft lb)

Reassembly of Arm Regeneration Release Valve

1. Install O-ring (30) and backup ring (31, two places) on sleeve (28).
2. Install piston (29) and spool (27) on sleeve. Insert sleeve in valve housing.
3. Install O-ring (25) on plug (27), insert spring (26) and install it in valve housing. Tightening torque: 10.50 - 11.52 kg•m (76 - 83 ft lb).

Reassembly of Arm 1 Para turn Spool

1. Install spool of subassembly condition (19) to valve housing.

IMPORTANT

After inserting spool, check to see if it slides easily.

2. Install O-ring (23) on cap (18) and fasten it in place with socket head bolt (78). Tightening torque: 0.90 - 1.10 kg•m (6.49 - 7.97 ft lb).

Reassembly of Main Spool

1. Install O-ring on mating surface of valve housing cap.
2. Install spool of subassembly condition (2-6, 14-17) in same positions that they were removed from during disassembly

IMPORTANT

Align spool with hole and insert it slowly.

After inserting spool, check to see if it slides easily.

If spool is inserted when it is in a poor operating condition with a scratch, it can cause a malfunction of the spool.

3. Install cap (12, ten places) and fasten it in place with socket head bolt (74). A129
4. Install cap (8, ten places) and fasten it in place with socket head bolt (74). Tightening torque: 3.98 - 4.49 kg•m (29 - 32 ft lb)
5. Install O-ring on plug assembly (72) and tighten it to two sides of cap of travel straight section (section H-H).
6. Install O-ring (62) on plug assembly (91) and install it on long cap of spare section (section G-G). Install O-ring (62) on plug assembly (105). Install plug assembly on short cap of spare section (section G-G).

IMPORTANT

When tightening plug to cap, be careful not to over tighten. If it is over tightened, threads of cap can be damaged.

Reassembly of Miscellaneous Plug Kinds

1. Install O-ring on plug assembly (60) and install. Tightening torque: 10.50 - 11.52 kg•m (76 - 83 ft lb)
2. Install O-ring (62) on plug assembly (61) and install. Tightening torque: 3.98 - 4.49 kg•m (29 - 32 ft lb)
3. Tighten orifice plug (63). Tightening torque: 1.43 - 1.84 kg•m (10.33 - 13.28 ft lb).
4. Install O-ring on plug assembly (92) and install. Tightening torque: 20.90 - 23.15 kg•m (151 - 167 ft lb).
5. Install O-ring on plug assembly (71) and install. Tightening torque: 1.43 - 1.84 kg•m (10 - 13 ft lb).
6. Install O-ring on plug assembly (72) and install. Tightening torque: 7.44 - 8.06 kg•m (54 - 58 ft lb)

Reassembly of Main Relief Valve

Check if there is dirt and paint chips around threads of plug (1, 6, 8) and nut (4, 7). Replace O-ring with new one. Clean installation portion of relief valve and valve housing. Install valve, and then tighten plug (1, width across flats: 32 mm). Tightening torque: 7.95 - 8.97 kg•m (58 - 65 ft lb). If relief valve was disassembled, adjust pressure by referring to "Main Relief Valve" on page 41.

NOTE: *The torque values are based on use of lubricated threads.*

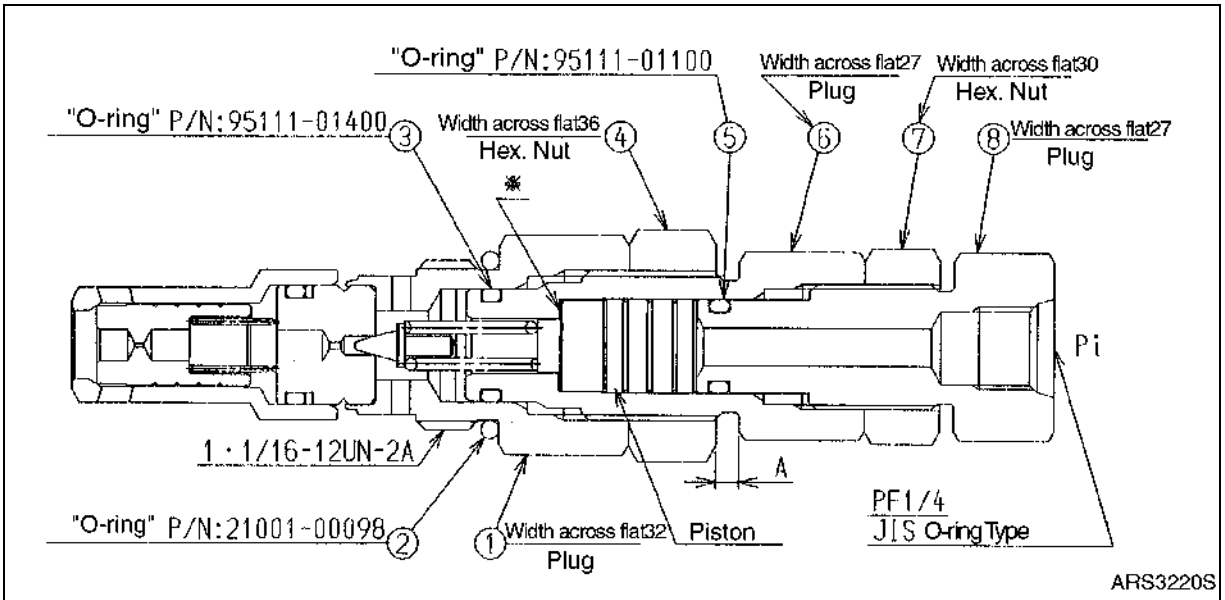


Figure 54

Reassembly of Overload Relief Valve

Check if there is dirt and paint chips around cap (1). Replace O-ring with new one. Clean installation portion of relief valve and valve housing. Install relief valve and tighten cap (1). Torque: 78 - 88N*M [7.95 - 8.97 kg•m (58 - 65 ft lb)].

If relief valve was disassembled, adjust pressure by referring to "Over Load Relief Valve" on page 42.

NOTE: The torque values are based on use of lubricated threads.

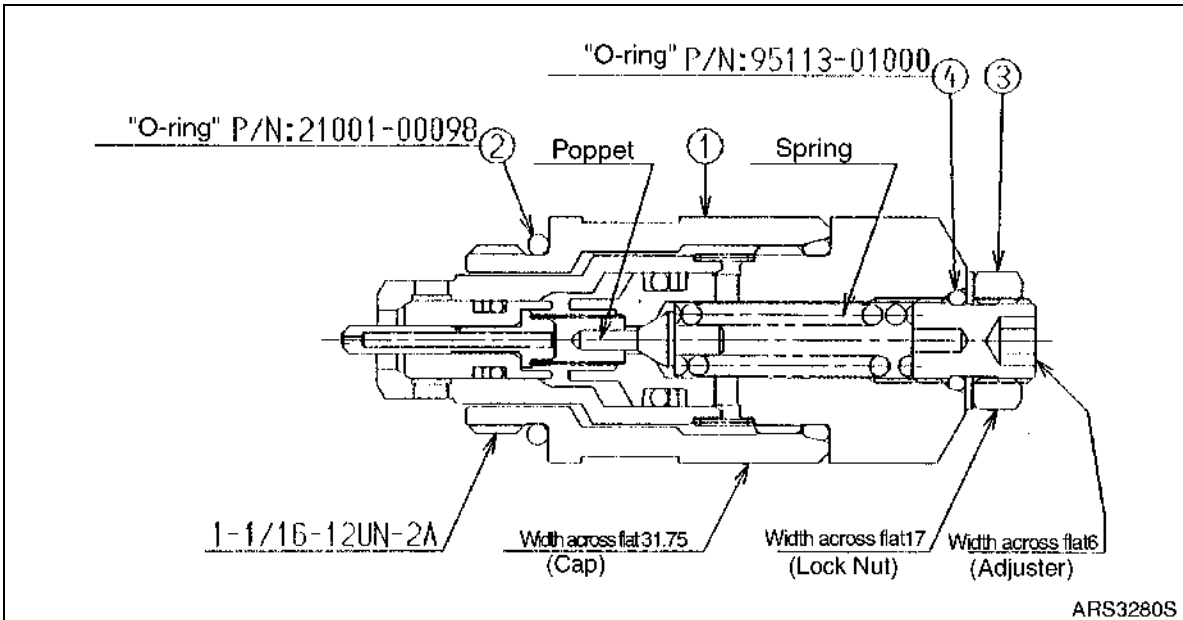


Figure 55

Reassembly of Low Pressure Relief Valve

Check if there is dirt and paint chips around plug (1). Replace O-ring (3) with new one. Install new O-ring (4) on sleeve (2). Clean installation portion of relief valve and valve housing. Tighten plug (1, width across flats: 32 mm) of relief valve. Torque: 10.50 - 11.52 kg•m (76 - 83 ft lb).

NOTE: The torque values are based on use of lubricated threads.

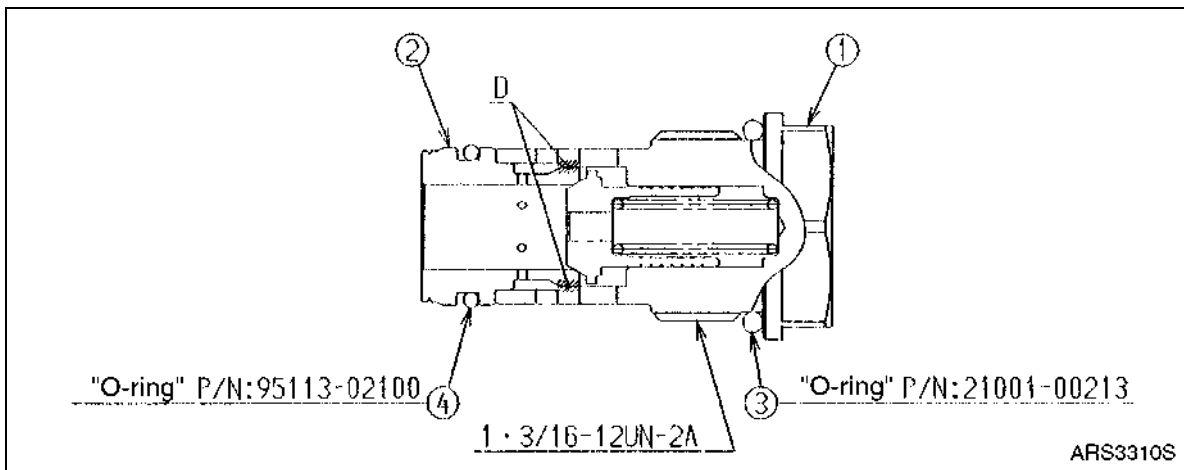


Figure 56

INSTALLATION

1. Be careful not to apply stress on control valve when attaching piping and hoses. Unnecessary stress may cause spools to bind and the control valve from functioning properly.
2. Tighten the assembling bolts alternately and evenly to the specified torque.
3. If welding procedures are being performed near the control valve, the valve could be damaged by weld spatter and heat. Use adequate shielding to protect valve.
4. Clean the installation portion of relief valve and install it. Tighten plug (1). Torque: 10.50 - 11.52 kg•m (76 - 83 ft lb).
5. Valve ports should be covered with caps, plugs or tape to protect them from dust and other foreign materials, until pipe laying work is started.

START-UP PROCEDURES

1. Before operating machine, make sure that oil passages and hydraulic oil are clean.
2. Hydraulic oil of which annealing point is 82-113°C (180 - 235°F) should be used in the hydraulic system.
3. Relief valve pressure should not be raised above specified pressure setting.
4. The difference between main relief valve setting pressure and over load relief valve setting pressure should not be over 2.0 MPa [20.39 kg/cm² (290 psi)].
5. Before operating machine, the hydraulic system should be fully warmed up. If machine is operated with cold hydraulic oil and valve, be careful of the following, to prevent spool sticking due to heat shock.

NOTE: *Do not operate main relief valve or over load relief valve suddenly and continuously. Cycle oil through all actuators and warmed up cold hydraulic oil in the lines and components uniformly.*

NOTE: *Slight or compound work should not be suddenly operated at cold weather because heat is developed partly at all the orifices.*

PILOT CONTROL VALVE (WORK LEVER / JOYSTICK)



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 |
|----------------|---------------------|
| Solar 75-V | 1001 and Up |
| Solar 140W-V | 1001 and Up |
| Solar 160W-V | 1001 and Up |
| Solar 180W-V | 1001 and Up |
| Solar 210W-V | 1001 and Up |
| Solar 225LC-V | 1001 and Up |
| Solar 225NLC-V | 1001 and Up |
| Solar 255LC-V | 1001 and Up |
| Solar 300LC-V | 1001 and Up |
| Solar 340LC-V | 1001 and Up |
| | |

TABLE OF CONTENTS

- General Description..... 3
 - Theory of Operation 3
 - Structure 3
 - Function 3
 - Parts List 4
 - Specifications 5
 - Torques 5
 - Performance..... 6
- Removal 6
- Disassembly 9
- Cleaning and Inspection (Wear Limits and Tolerances) 13
- Reassembly..... 14
- Installation 19
- Start-up Procedures 20

GENERAL DESCRIPTION

THEORY OF OPERATION

Structure

The remote control valve contains four push rods, spring holders, spools and return springs, which are located in the valve casing. The valve works as a pressure reduction valve.

The housing has six ports, which include input port P, tank port T, and four secondary pressure ports.

The electric horn switch is installed in the valve handle. Gear pump pressure is used for operating control spools.

Function

1. Neutral Mode

When the lever is in neutral mode, the spool is thrust upward by return spring, and the force of balancing spring, which determines the secondary discharge pressure, is not transmitted to the spool. The input port is closed and the pressure of the output port is the same as the pressure of the tank port T.

2. Control Mode

When push rod is pushed, the balance spring begins to compress, and spring force is conveyed to the spool. Ports P and T are then connected together and the pilot pressure is conveyed to the area. Output pressure works on the bottom of the spool, thrusting the spool upward until it is balanced with the power of the balance spring. The secondary pressure (output pressure), therefore, changes in proportion to the compression force of the balance spring.

PARTS LIST

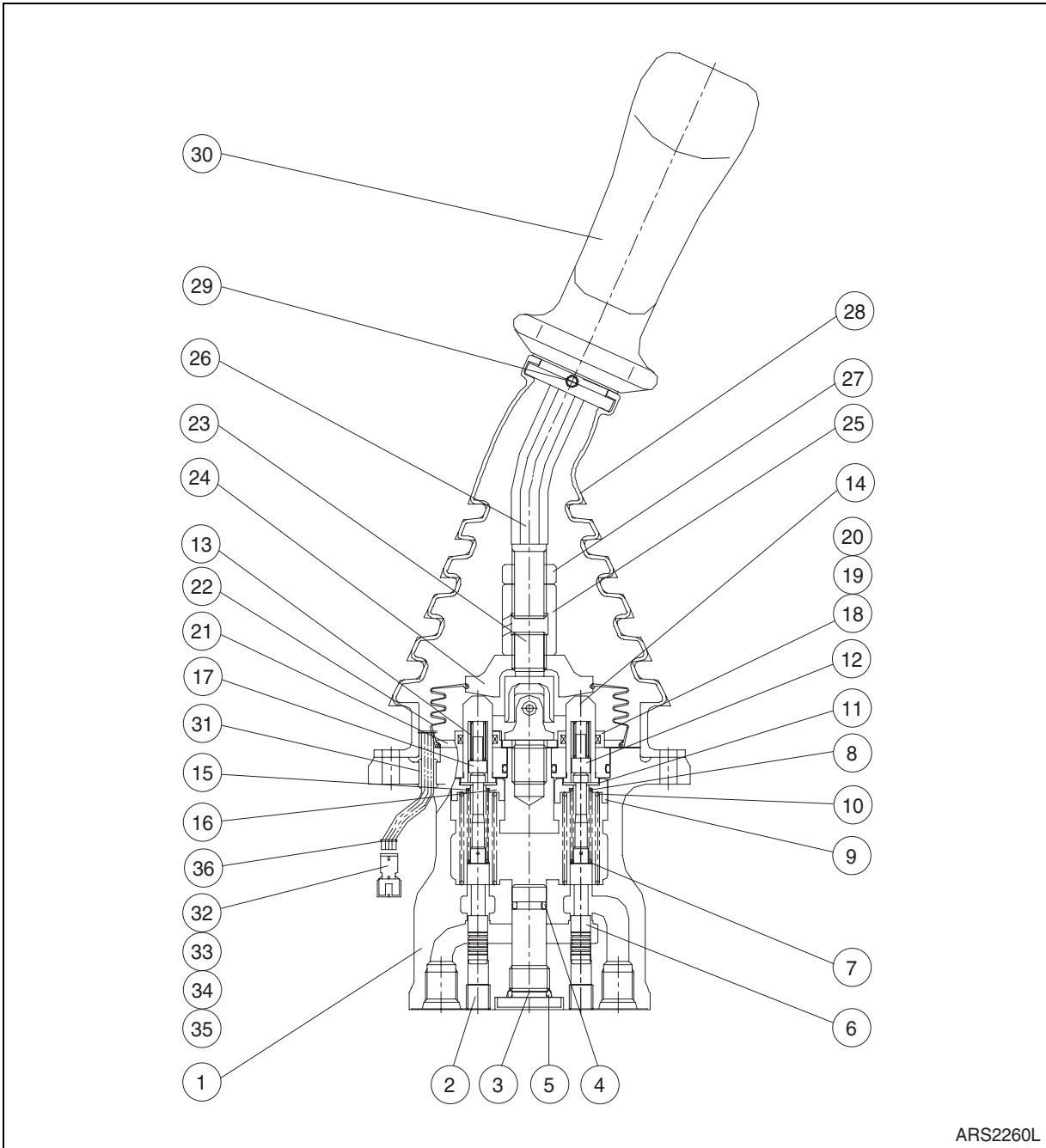


Figure 1

ARS2260L

| Reference Number | Description |
|------------------|-------------|
| 1 | Case |
| 2 | Plug |
| 3 | Plug |
| 4 | O-ring |
| 5 | O-ring |
| 6 | Spool |
| 7 | Shim |
| 8 | Spring |
| 9 | Spring Seat |
| 10 | Spring |
| 11 | Stopper |
| 12 | Stopper |
| 13 | Spring |
| 14 | Push Rod |
| 15 | Spring |
| 16 | Spring Seat |
| 17 | Stopper |
| 18 | Plug |

| Reference Number | Description |
|------------------|-----------------|
| 19 | O-ring |
| 20 | Rod Seal |
| 21 | Plate |
| 22 | Boot |
| 23 | Joint Assembly |
| 24 | Swash Plate |
| 25 | Hex Nut |
| 26 | Handle Bar |
| 27 | Nut |
| 28 | Boot |
| 29 | Spring Pin |
| 30 | Handle Assembly |
| 31 | Bushing |
| 32 | Terminal |
| 33 | Seal Wire |
| 34 | Housing |
| 35 | Holder Rear |
| 36 | Clip Band |

SPECIFICATIONS

| Pilot Control Valve | Specification |
|---------------------|--|
| Type | Pilot Control (2-Stage Joystick) |
| Pressure / Stroke | (1,3) 28 kg/cm ² @ 6.5 mm Stroke (398 psi @ 0.256 in. Stroke) (2,4) 28 kg/cm ² @ 7.5 mm Stroke (398 psi @ 0.295 in. Stroke) |
| Weight | 4.8 kg (11 lb) |

Torques

| Reference Number | Bolt Size | Tool | Torque |
|------------------|-----------|---------------|------------------------|
| 2 | PT 1/8 | 5 mm L-Wrench | 150 kg•cm (11 ft lb) |
| 3 | PF 3/8 | 8 mm L-Wrench | 500 kg•cm (36 ft lb) |
| 24 | M14 | 24 mm Spanner | 1,240 kg•cm (90 ft lb) |
| 25 | M14 | 22 mm Spanner | 1,240 kg•cm (90 ft lb) |
| 27 | M14 | 22 mm Spanner | 1,240 kg•cm (90 ft lb) |

Performance

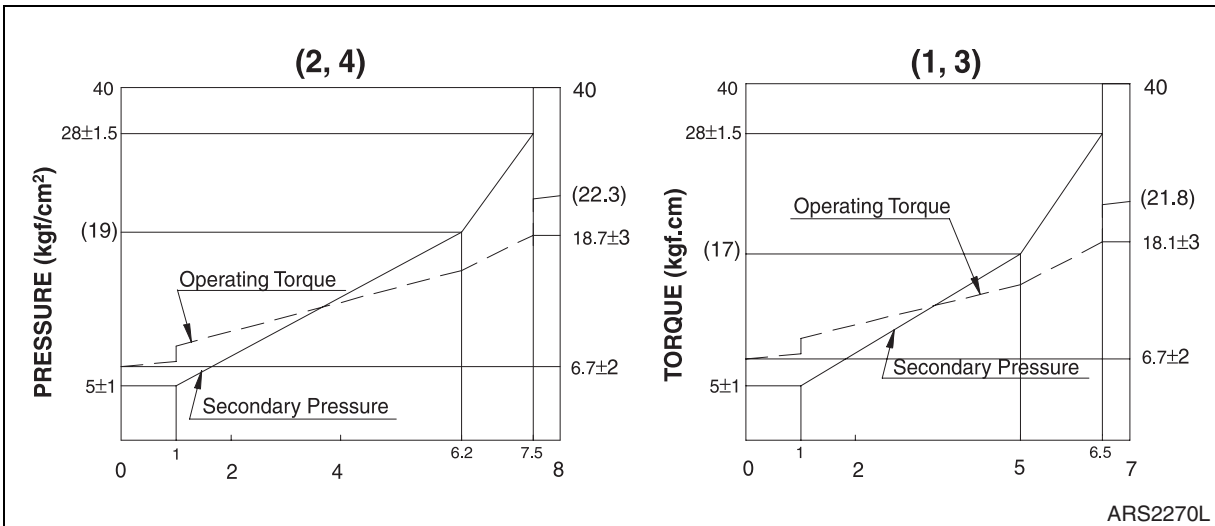



Figure 2

REMOVAL

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

 **WARNING!**

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

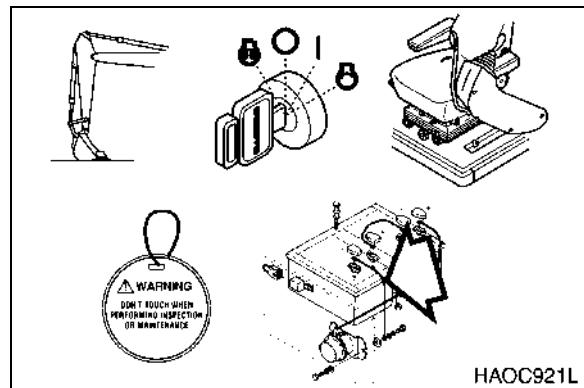


Figure 3

6. Fully stroke work levers (joysticks) in all directions to relieve pressure from accumulators.
7. Set safety lever on "LOCK" position.
8. Turn key to "OFF" position and remove from starter switch.
9. Hang maintenance warning tag on controls.
10. Disconnect negative (-) battery cable leading to frame from battery.

11. Remove four bolts and washers (2, Figure 4) and cover (1).
12. Pull cap (5, Figure 4) out and remove two screws, two bolts and washers (6) and cover (3).
13. Remove three screws, one bolt and washers (7, Figure 4) and cover (4).

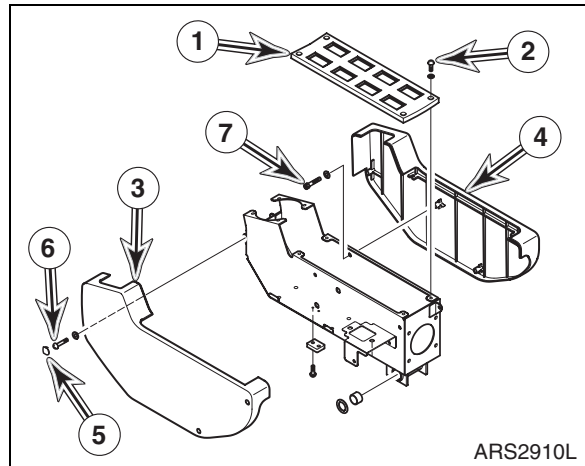


Figure 4

14. Remove four bolts (3, Figure 5) and cover (2), and pull remote control valve L.H. (1) out.
15. Tag and disconnect hoses from remote control valve L.H. (1, Figure 5). Plug and cap hoses and ports to prevent contamination from entering hydraulic system or component.

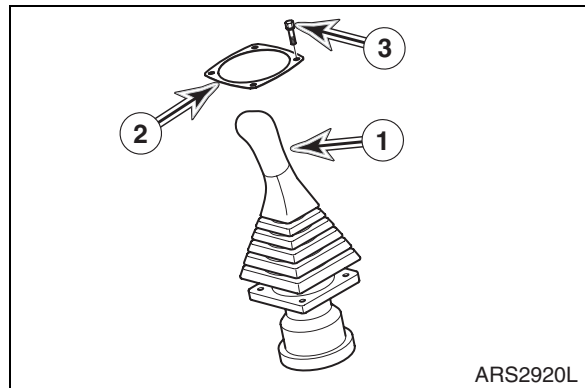


Figure 5

16. Remove four bolts and washer (2, Figure 6), and cover (2).
17. Pull cap (5, Figure 6) out and remove screw, three bolts and washers (6) and cover (3).
18. Remove two screws, two bolts and washers (7 and 8, Figure 6) and cover (4).

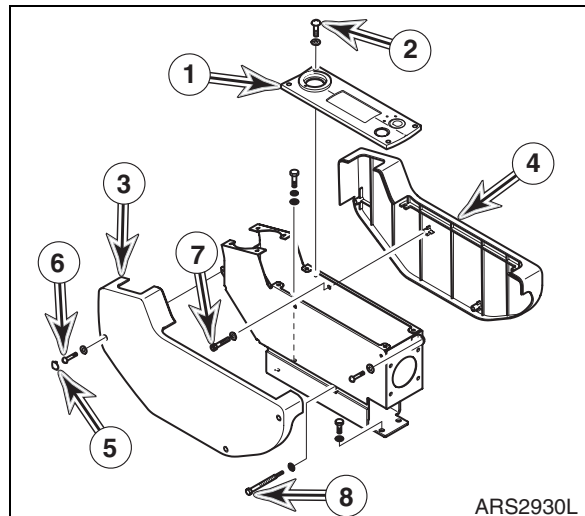


Figure 6

19. Remove four bolts (3, Figure 7) and cover (2), and pull remote control valve R.H. (1) out.
20. Tag and disconnect hoses from remote control valve R.H. (1, Figure 7). Plug and cap hoses and ports to prevent contamination from entering hydraulic system or component.

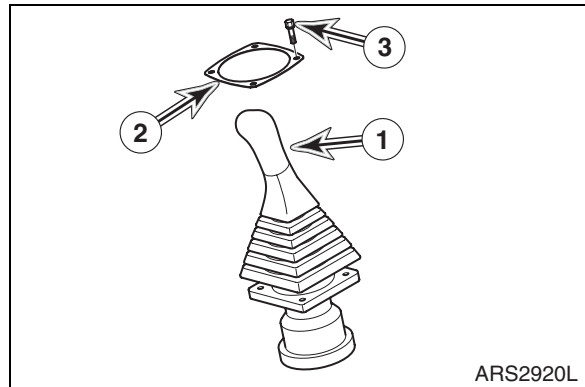


Figure 7

DISASSEMBLY

1. Lift up the boot (28) and pull the switch cord through the hole in the case (1).



Figure 8



Figure 9

2. Loosen nut (27) from hex nut (25) and remove handle assembly (30).



Figure 10

3. Remove hex nut (25) and swash plate (24).

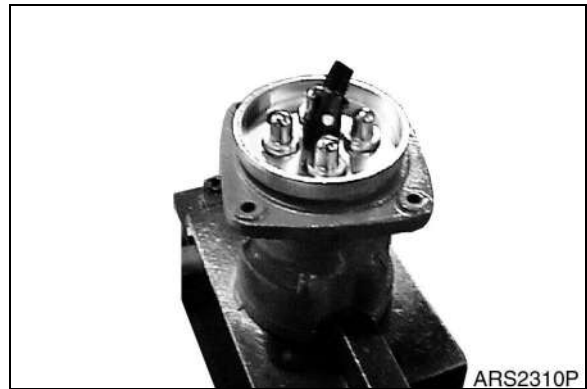


Figure 11

4. Remove joint (23) from case (1).



Figure 12

5. Remove plate (21).

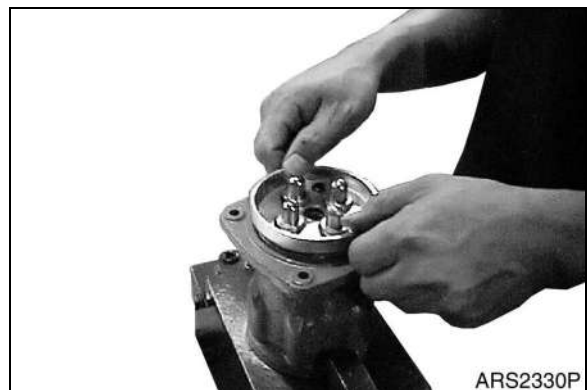


Figure 13

6. Press spring (10) and remove plug (18).

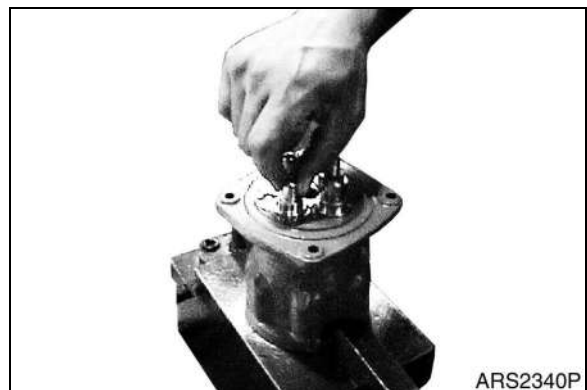


Figure 14

7. Remove pressure reduction valve (6, 7, 8, 9, 11) and spring (10).

IMPORTANT

Mark valve disassembling position (port).

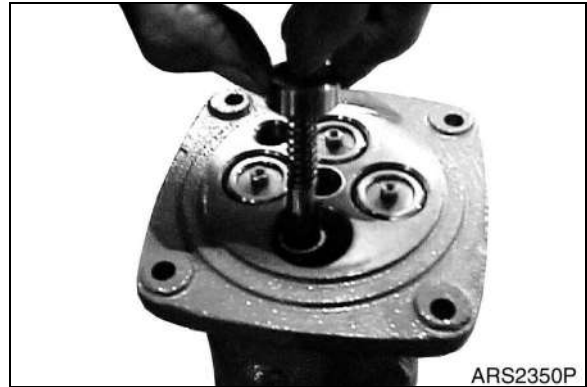


Figure 15

8. Remove plug (3) and four plugs (2).



Figure 16

9. Remove stopper (11) from pressure reduction valve (6, 7, 8, 9, 11).



Figure 17

10. Remove spool (6), spring seat (9), spring (8) and shim (7).



Figure 18

11. Remove push rod (14) and plug (18).



Figure 19

12. Remove O-ring (19) from plug (18).



Figure 20

13. Remove seal (20) from plug (18).

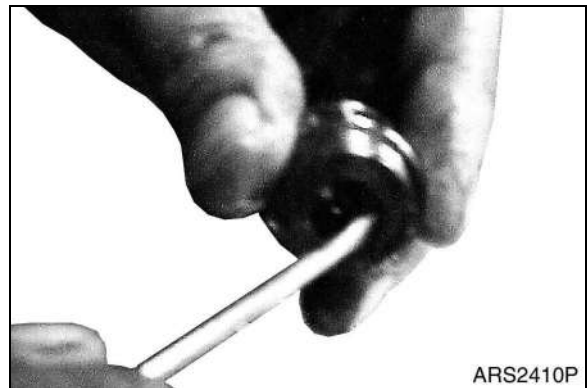


Figure 21

CLEANING AND INSPECTION (WEAR LIMITS AND TOLERANCES)

For general cleaning and inspection procedures, refer to "General Maintenance Procedures" section.

Clean all parts and dry them with compressed air. Keep all parts free from dust. Lubricate all moving parts.

REASSEMBLY

1. Tighten plug (3) slowly.

NOTE: *Tightening torque: 350 kg•cm
(25 ft lb).*

Tighten four plugs (2).

NOTE: *Use Loctite #592 pipe sealant
on plugs.*

NOTE: *Tightening torque 150 kg•cm
(11 ft lb).*

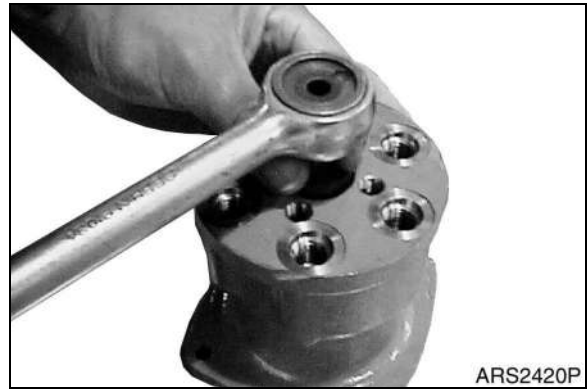


Figure 22

2. Install shim (7), spring (8), spring seat (9), and spool (6).

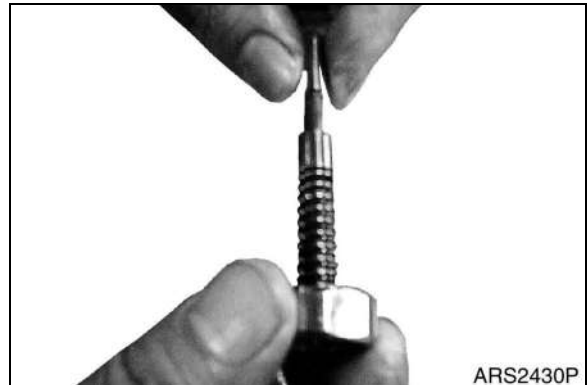


Figure 23

3. Press spring (9) and install stopper (11).



Figure 24

4. Install spring (10) in case (1) and pressure reducing valve assembly (6, 7, 8, 9, 11).

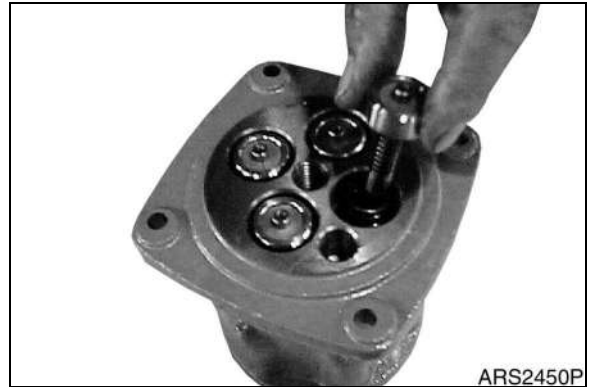


Figure 25

5. Install seal (20) on plug (18).



Figure 26

6. Install O-ring (19) on plug (18).

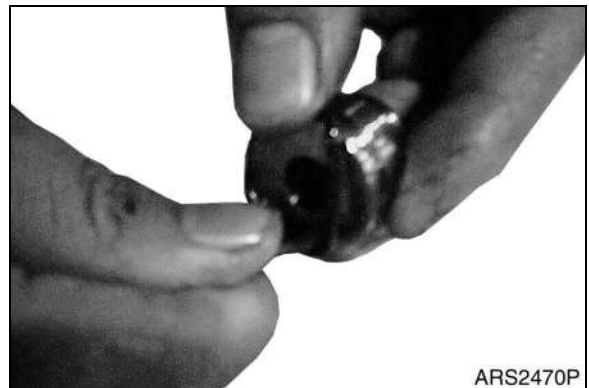


Figure 27

7. Install push rod (14) on plug (18).

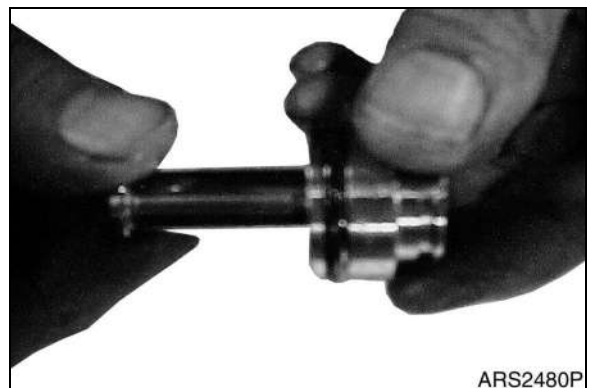


Figure 28

8. Install spring (13) on stopper (12).

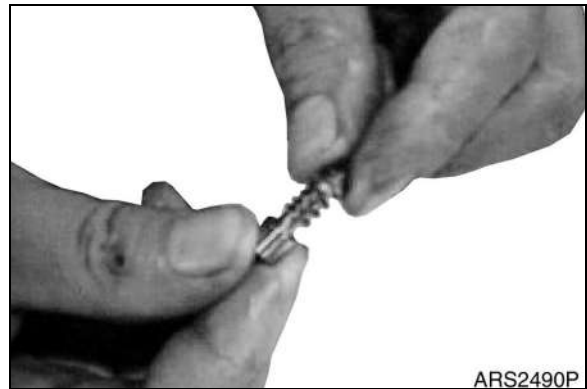


Figure 29

9. Position stopper (12) and spring (13) on pressure reducing valve.

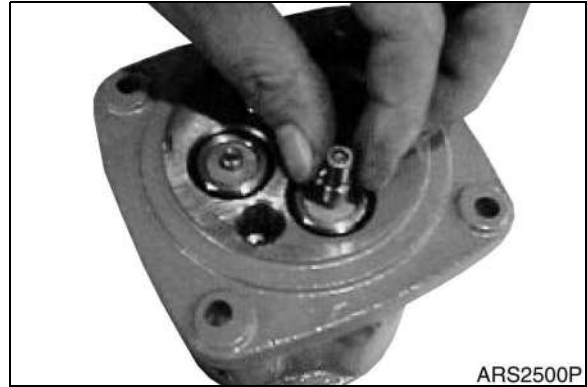


Figure 30

10. Install plug (18) in case (1).

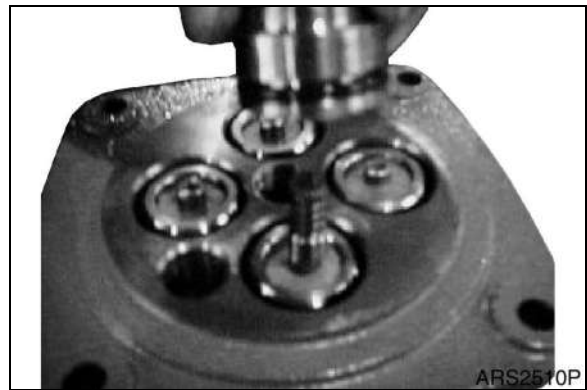


Figure 31

11. Install plate (21) and tighten joint (23).

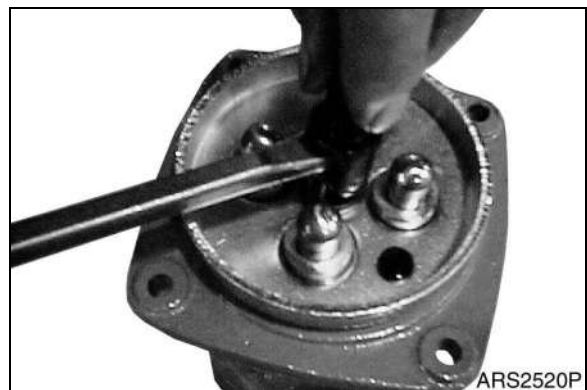


Figure 32

12. Install swash plate (24) on joint (23).

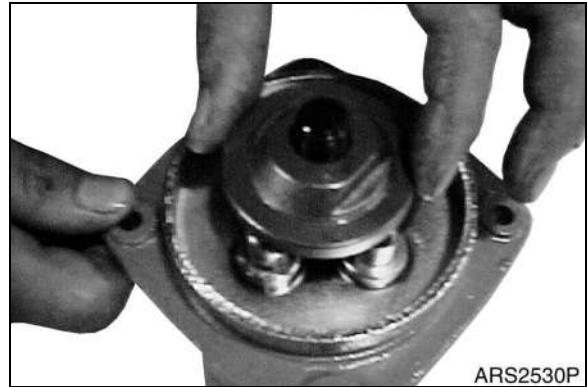


Figure 33

13. Install hex nut (25) and tighten swash plate (24).

NOTE: *Tightening torque 1,240 kg•cm (90 ft lb).*

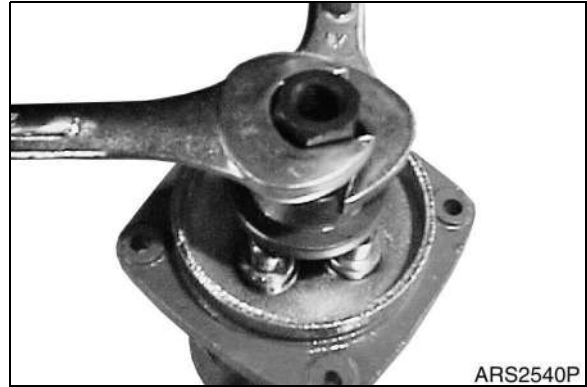


Figure 34

14. Pull cord and tube out through hole of hex nut (25).

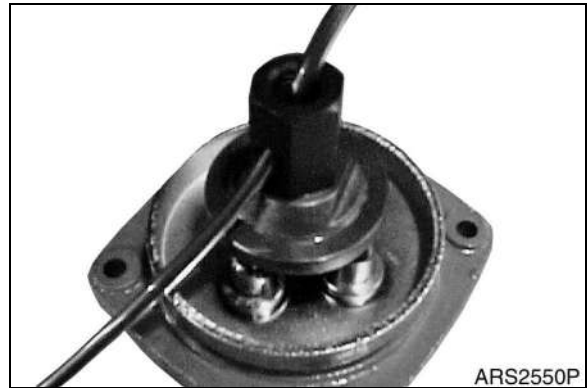


Figure 35

15. Align the direction of handle (30) and tighten hex nut (25) and nut (27).

NOTE: *Tightening torque 1,240 kg•cm (90 ft lb).*

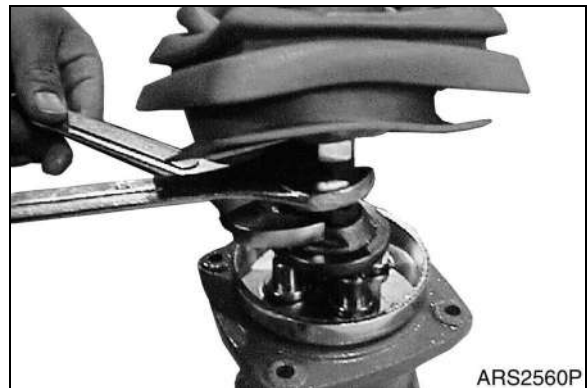


Figure 36

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



Figure 37

- Install boot (28).



Figure 38

INSTALLATION

1. Connect hoses as tagged during removal to remote control valve R.H. (1, Figure 39).
2. Position remote control valve R.H. (1, Figure 39) on control stand and install four bolts and washers (3) and cover (2).

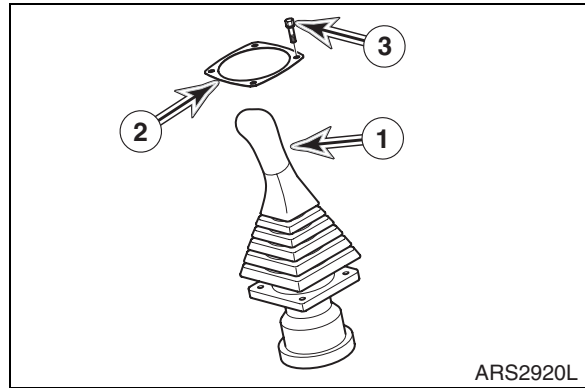


Figure 39

3. Install two screws, two bolts and washers (7 and 8, Figure 40) and cover (4).
4. Install a screw, three bolts and washers (6, Figure 40) and cover (3). Push cap (5) into cover (3).
5. Install four bolts and washers (2, Figure 40) and cover (1).

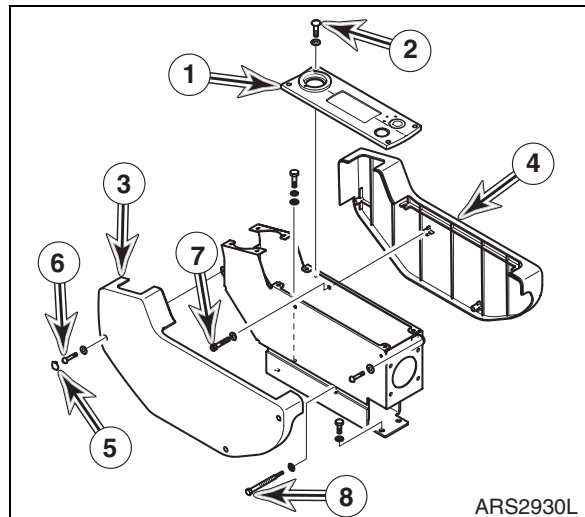


Figure 40

6. Connect hoses as tagged during removal to remote control valve L.H. (1, Figure 41).
7. Position remote control valve L.H. (1, Figure 41) on control stand and install four bolts and washers (3), and cover (2).

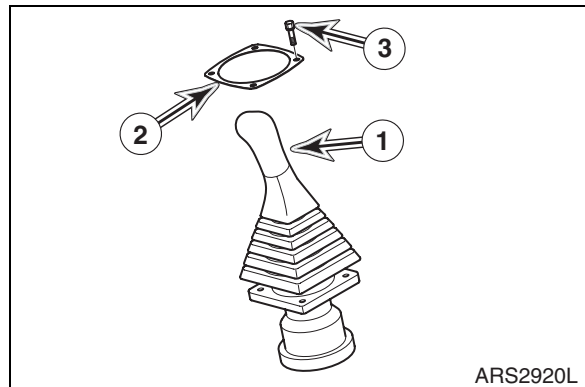


Figure 41

8. Install three screws, one bolts and washers (7, Figure 42), and cover (4).
9. Install two screws, two bolts and washers (6, Figure 42), and cover (3). Push cap (5) into cover (3).
10. Install four bolts and washers (2, Figure 42), and cover (1).

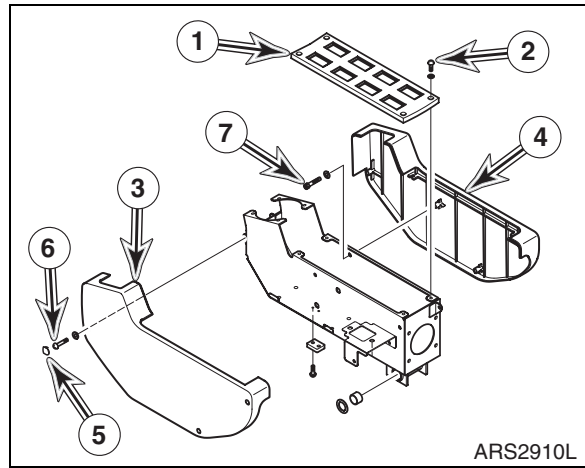


Figure 42

START-UP PROCEDURES

1. Start engine and set throttle at "LOW IDLE."
2. Set safety lever on "UNLOCK" position.

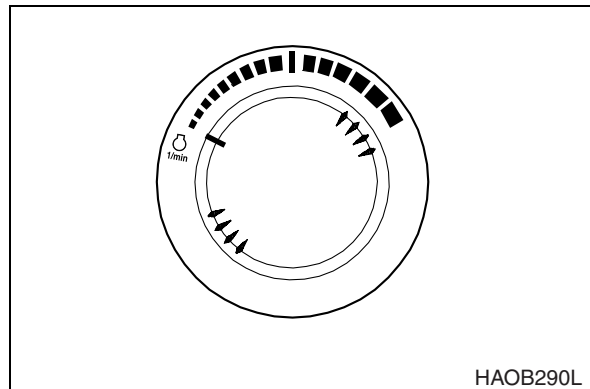


Figure 43

3. Slowly cycle boom, arm, bucket cylinders and swing motor about five times without a load to vent air from pilot lines. Do this for 5 minutes.

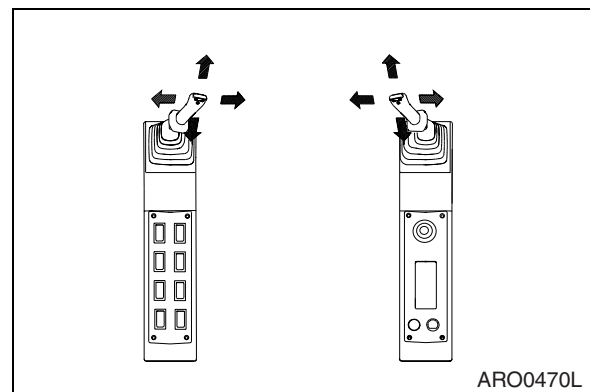


Figure 44



TRAVEL CONTROL VALVE (WITH DAMPER)



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 |
|----------------|---------------------|
| Solar 75-V | 1001 and Up |
| Solar 225LC-V | 1001 and Up |
| Solar 225NLC-V | 1001 and Up |
| Solar 255LC-V | 1001 and Up |
| Solar 300LC-V | 1001 and Up |
| Solar 300LL | 1001 and Up |
| Solar 340LC-V | 1001 and Up |
| Solar 420LC-V | 1001 and Up |
| Solar 470LC-V | 1001 and Up |
| | |

TABLE OF CONTENTS

- General Description..... 3
 - Theory of Operation 3
 - Pressure Reducing Valve..... 3
 - Operating Theory of Damper Mechanism..... 5
 - Parts List 6
 - Specification..... 7
 - Torque 7
- Troubleshooting, Testing and Adjustment..... 8
- Removal 9
- Disassembly 11
- Cleaning and Inspection (Wear Limits and Tolerances) 17
- assembly 18
- Installation 23
- Start-up Procedures 24

GENERAL DESCRIPTION

THEORY OF OPERATION

The damper valve is divided into two areas of operation. There is the pressure reducing valve (a) and the damper mechanism (b). The following hydraulic circuit is an example of a remotely located control valve.

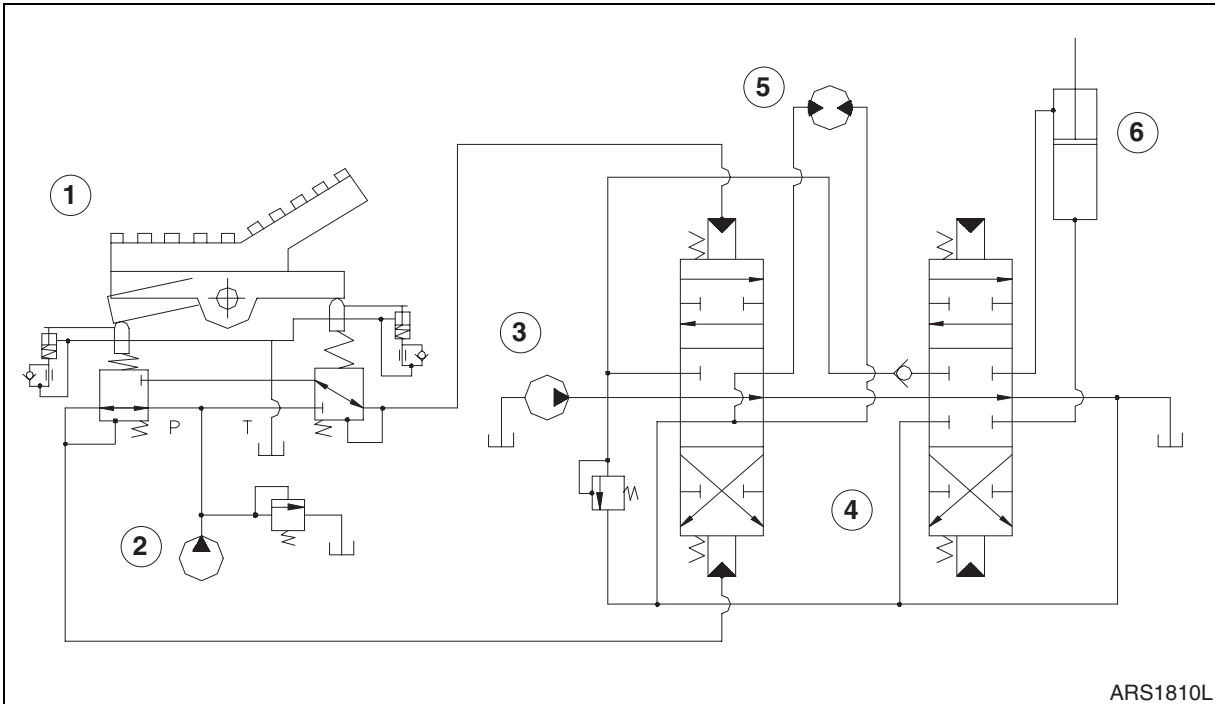


Figure 1

| Reference Number | Description |
|------------------|----------------------|
| 1 | Remote Control Valve |
| 2 | Pilot Pump |
| 3 | Main Pump |

| Reference Number | Description |
|------------------|--------------------|
| 4 | Control Valve |
| 5 | Hydraulic Motor |
| 6 | Hydraulic Cylinder |

Pressure Reducing Valve

1. Neutral Condition

If pedal is in neutral, spool is pushed up by return spring and spring seat. Port (P) is blocked by bottom part of spool and four operating ports (left forward and backward, right forward and backward) are connected to port (T) through inner hole of spool.

2. Half Operation Condition

If pedal is moved, push rod moves down, and they transmit this force through spring seat and control spring to spool. If spool is moved, primary pressure is transmitted through an inner hole of spool to operating port. If lever is stopped in middle position, compressed control spring force and secondary pressure transmitted through hole acts at bottom part of spool, balance is maintained by hydraulic force acted upward, and then this pressure is transmitted to traveling spool of control valve. That is,

primary pressure is transmitted to operating port as secondary pressure equivalent to control spring force compressed by spool.

3. Full Operating Condition

If pedal is moved to a maximum, bottom part of push rod presses spool seat to a maximum, and compresses control spring to a maximum. Primary pressure is transmitted through inner hole of spool to operating port, secondary pressure transmitted through spool overcomes control spring force and pushes spool up, but spool is restricted by push rod and does not move any more. That is, when pedal lever is moved to a maximum, control spring does not function, spool is restricted by push rod, and then primary pressure equalizes to secondary pressure.

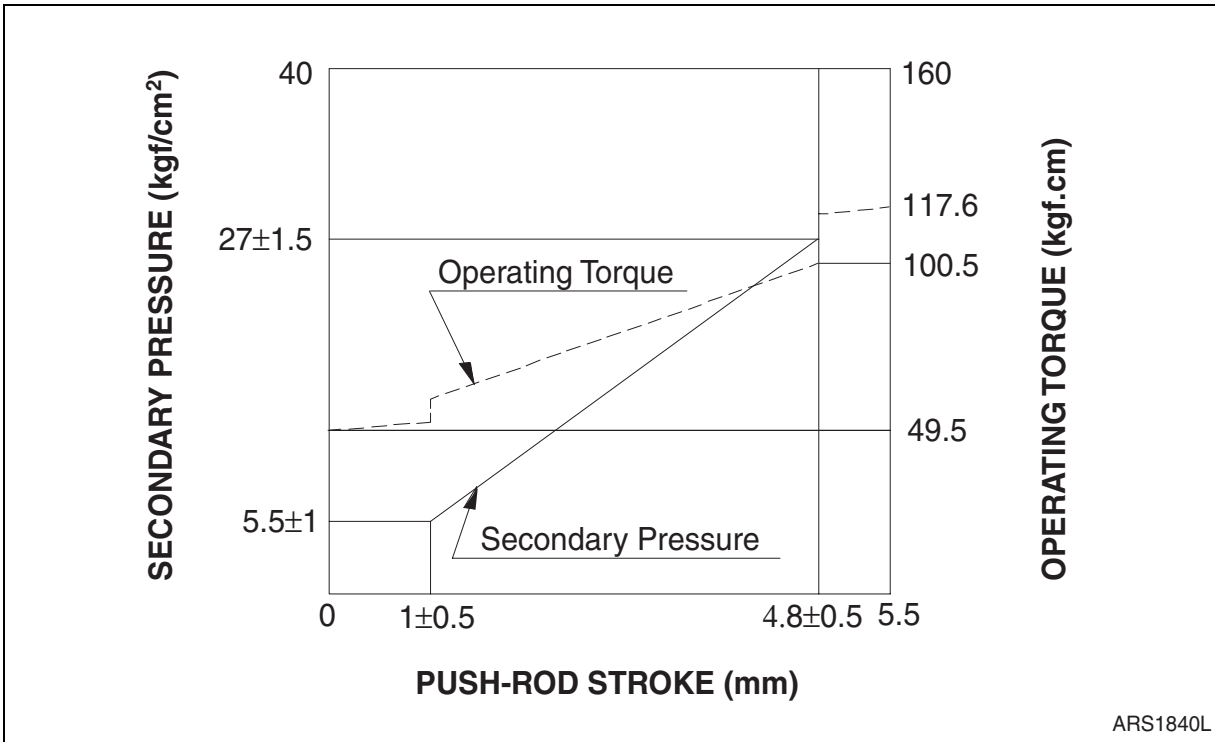


Figure 2

Operating Theory of Damper Mechanism

1. Operation When Operating Lever

When pushing pedal, pushing force pushing push rod and spool presses cylinder, return spring and hydraulic oil in cylinder is compressed, piston coming down with push rod compresses vibration prevention chamber of lower part, oil of vibration prevention chamber of lower part is flowed through orifice to oil pressure vibration prevention chamber of upper part of low pressure, at this time, ball check valve becomes closing condition because high pressure operates to vibration prevention chamber of lower part.

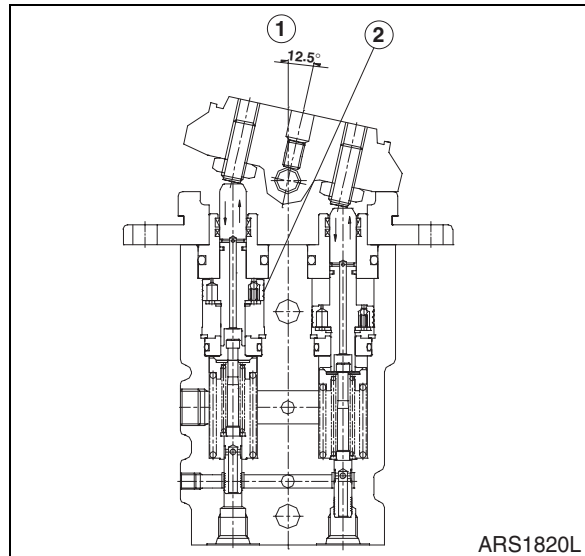


Figure 3

2. Operation When Operating Lever In Neutral Condition

Climbing restoring force acting on push rod, raises piston in oil pressure prevention chamber and compresses upper oil pressure prevention chamber. This compression operation of upper oil pressure prevention chamber prevents the push rod from quickly rising by restoring spring, and the damping force is generated.

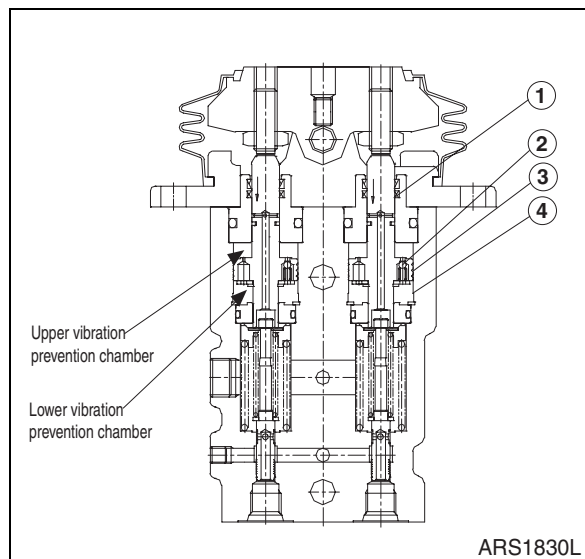


Figure 4

PARTS LIST

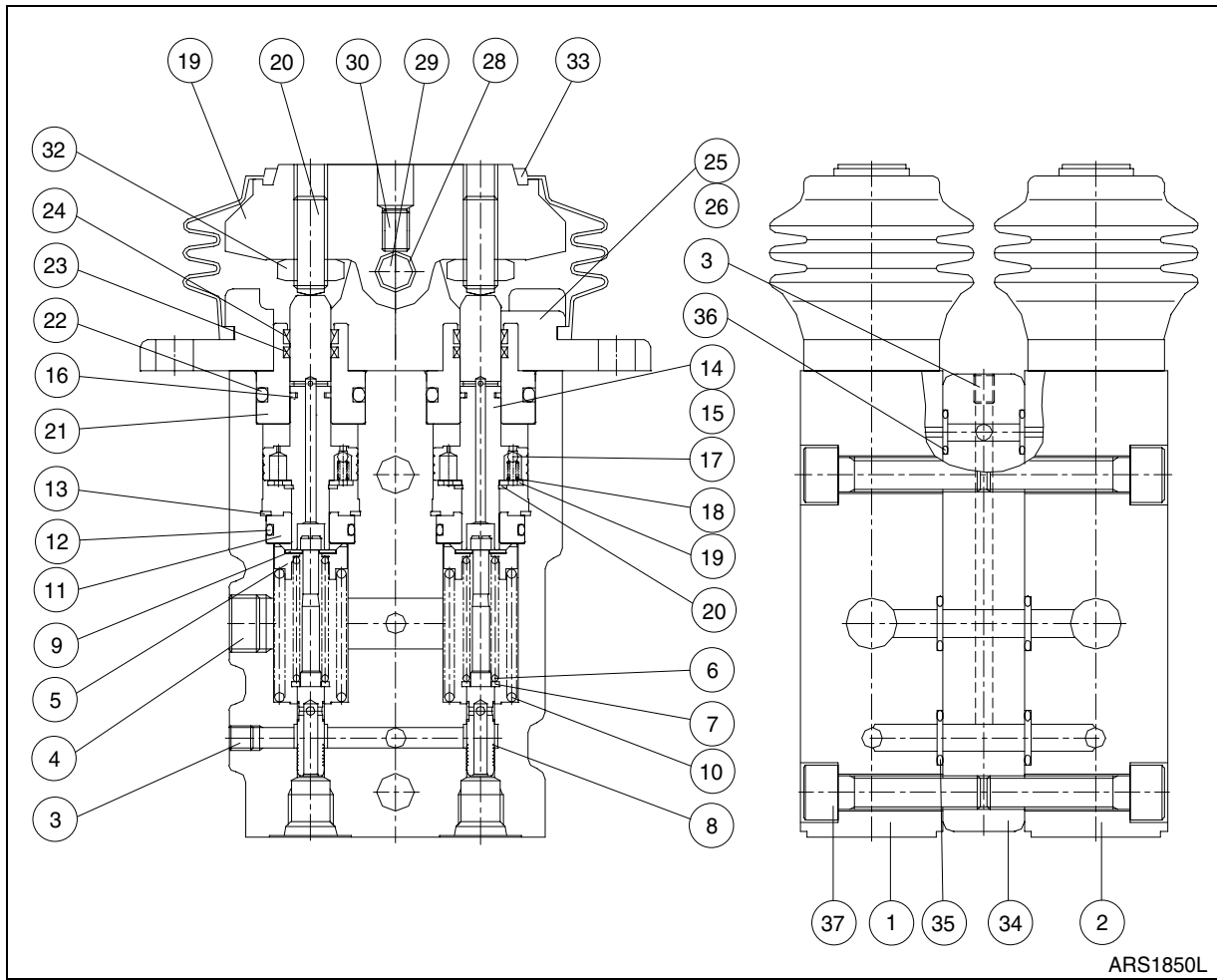


Figure 5

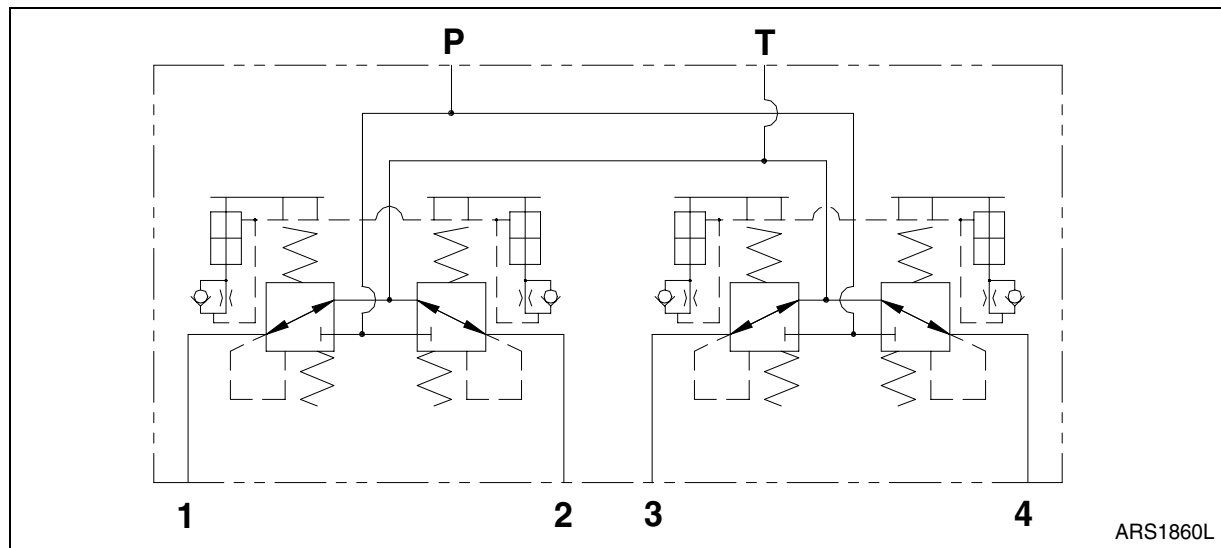


Figure 6

| Reference Number | Description |
|------------------|-------------|
| 1 | Body (1) |
| 2 | Body (2) |
| 3 | Plug |
| 4 | Plug |
| 5 | Spring Seat |
| 6 | Spring |
| 7 | Spring Seat |
| 8 | Spool |
| 9 | Stopper |
| 10 | Spring |
| 11 | Rod Guide |
| 12 | O-ring |
| 13 | Snap Ring |
| 14 | Push Rod |
| 15 | Spring Pin |
| 16 | Seal |
| 17 | Steel Ball |
| 18 | Spring |
| 19 | Plate |

| Reference Number | Description |
|------------------|-------------|
| 20 | Snap Ring |
| 21 | Plug |
| 22 | O-ring |
| 23 | Rod Seal |
| 24 | Dust Deal |
| 25 | Cover |
| 26 | Wrench Bolt |
| 27 | Cam |
| 28 | Bushing |
| 29 | Camshaft |
| 30 | Set Screw |
| 31 | Set Screw |
| 32 | Hex Nut |
| 33 | Bellows |
| 34 | Space |
| 35 | O-ring |
| 36 | O-ring |
| 37 | Wrench Bolt |

SPECIFICATION

| Travel Control Valve | Specification |
|----------------------|---|
| Type | Pilot Control (With Damper) |
| Pressure / Stroke | 27 kg/cm ² @ 4.8 mm Stroke (384 psi @ 1.890 in. Stroke) |
| Weight | 7.8 kg (17 lb) |

TORQUE

| Part Reference Number | Bolt Size | Tool | Tightening Torque |
|-----------------------|-----------|---------------|-------------------------|
| 26 | M6 | 5 mm L-Wrench | 88 kg•cm (7 ft lb) |
| 30 | M8 | 4 mm L-Wrench | 100 kg•cm (7 ft lb) |
| 32 | M10 | 17 mm Spanner | 440 kg•cm (32 ft lb) |
| 37 | M10 | 8 mm L-Wrench | 440 kg•cm (32 ft lb) |

TROUBLESHOOTING, TESTING AND ADJUSTMENT


At times pinpointing the source of the problem may be difficult. The following table lists some possible problems, causes and remedies. Refer to this table for possible causes and remedies to help in correcting problems.

The table only lists general problems, causes and remedies. Often the problem is not caused by the failure of a single part but, may be the result of a combination of problems from related parts and their components. Possible problems other than the ones listed are not being specified but that is not to say that these are the only possible problems that can occur. The technician must diagnose the problem, considering all possible causes and repair the source of the malfunction.

| Problem | Possible Cause | Remedy |
|---------------------------------------|---|---|
| Secondary pressure will not increase. | Low primary pressure. | Adjust primary pressure. |
| | Defective secondary pressure select spring. | Replace with new spring. |
| | Gap between spool and casing is abnormally large. | Replace spool casing assembly. |
| | Defective operating parts and components. | Disassemble/reassemble and replace defective parts. |
| Unstable secondary pressure. | Jamming of interconnected parts. | Repair/replace cause of jamming. |
| | Unstable tank line pressure. | Install direct line to hydraulic tank. |
| | Air in hydraulic lines. | Vent air from system. |
| Abnormally high secondary pressure. | High tank line pressure. | Install direct line to hydraulic tank. |
| | Jamming of unconnected parts. | Repair/replace cause of jamming. |
| No damping. | Jamming of interconnected parts. | Repair/replace cause of jamming. |
| | Worn damping piston and housing. | Replace damping piston and housing assembly. |
| | Defective/damaged check valve. | Disassemble and examine check valve. |
| | Worn damping piston orifice. | Replace damping piston. |
| Damping piston feels heavy. | Defective interconnected components. | Repair/replace defective parts. |
| | Restricted movement of damping piston. | Repair/replace damaged piston. |
| | Plugged orifice. | Replace related parts. |

REMOVAL

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

| | |
|---|-----------------|
|  | WARNING! |
| If engine must be run while performing maintenance, use extreme care. Always have one person in the cab at all times. Never leave the cab with the engine running. | |

6. Fully stroke work levers (joysticks) in all directions to relieve pressure from accumulators.
7. Set safety lever on "LOCK" position.
8. Turn key to "OFF" position and remove from starter switch.
9. Hang maintenance warning tag on controls.
10. Disconnect negative (-) battery cable leading to frame from battery.
11. Remove cabin under cover by loosening bolts.
12. Tag and disconnect hoses from pedal valve (1, Figure 8). Plug and cap hoses and ports to prevent contamination from entering hydraulic system or component.

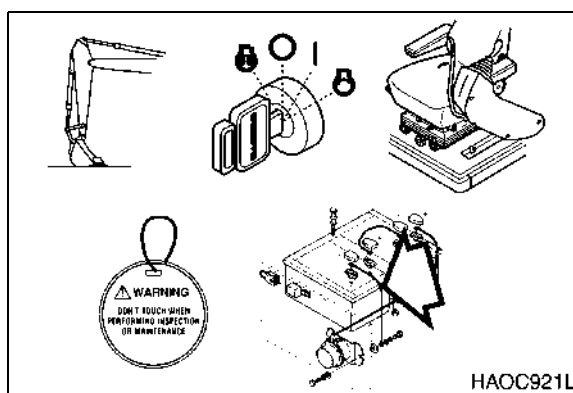


Figure 7

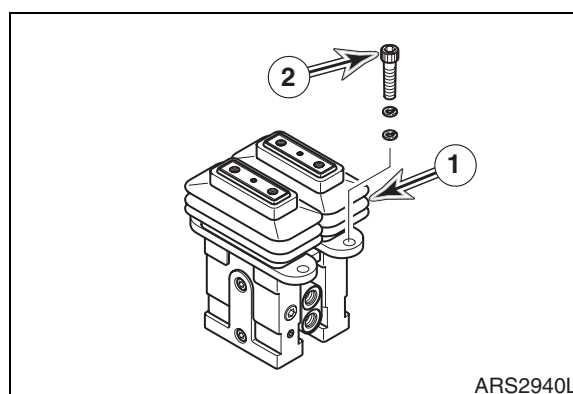


Figure 8

13. Remove rubber boots (1, Figure 9).
14. Remove four bolts and washers (2, Figure 9), pedal brackets (3) with levers.

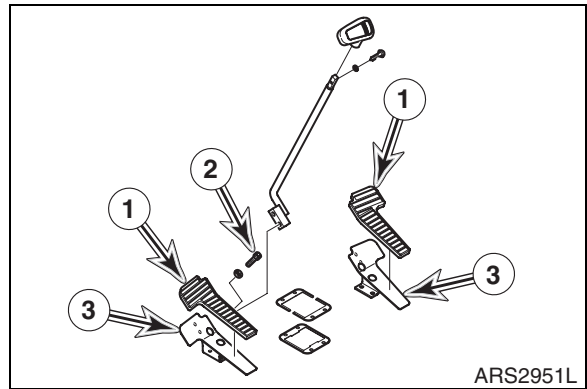


Figure 9

15. Remove four bolts and washers (2, Figure 10), and pedal valve (1).

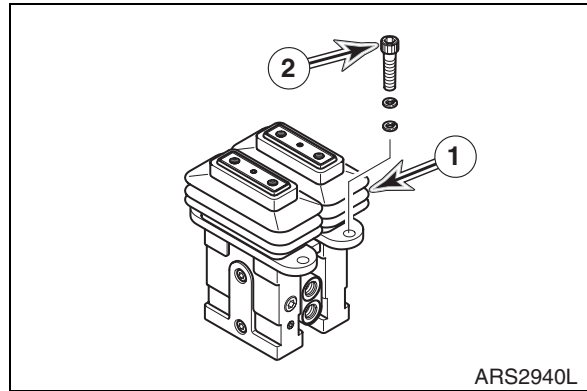


Figure 10

DISASSEMBLY

IMPORTANT

1. Prepare a clean, well lit, stable work bench where disassembly can be performed.
2. Prepare the necessary tools, materials and a container in which disassembled parts can be stored.
3. All precision parts must be handled with great care and all parts must be reassembled to their original position.
4. All parts must be carefully reassembled and not be forced. Damaged parts will cause oil leaks and poor performance of the equipment.
5. Do not leave parts exposed to air during or after disassembly. Exposed parts will come in contact with contaminants and will cause rust and damage.

1. Remove bellows (33).



Figure 11

2. Remove set screw (30) by using L wrench.



Figure 12

3. Remove cam shaft (29) and bushing (28) from cam (27).



Figure 13

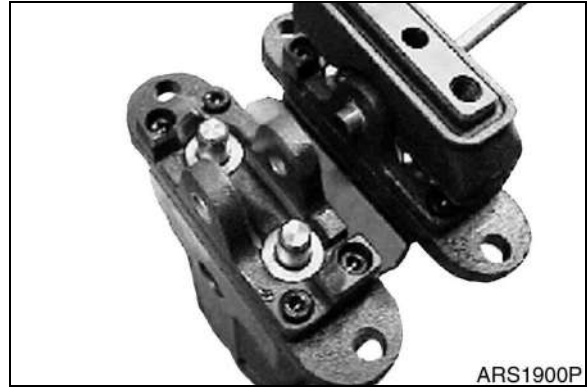


Figure 14

4. Remove cam (27) from cover (25).



Figure 15

5. Remove wrench bolt (26) by using tool.

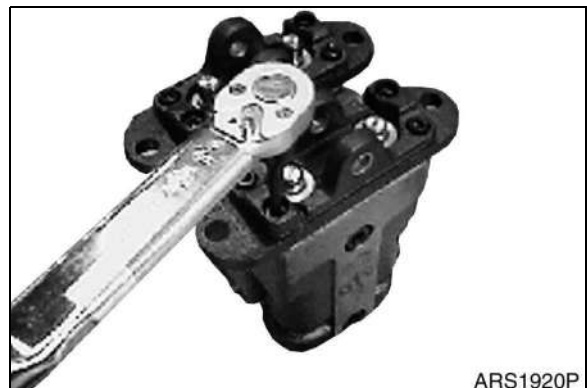


Figure 16

6. Remove cover (25) from body (1 and 2).

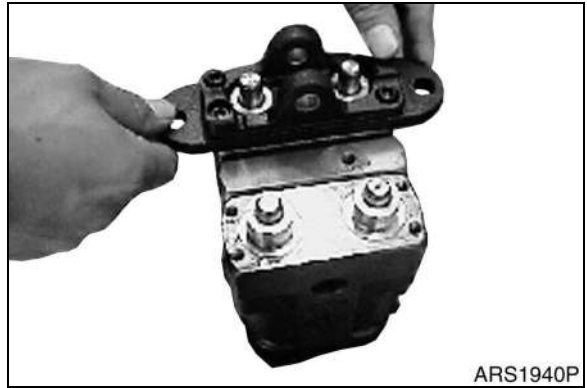


Figure 17

7. Remove plug assembly (21 - 24) with push rod assembly (14 - 20).



Figure 18

8. Remove snap ring (13).

IMPORTANT

Be careful not to spring rod guide (11).

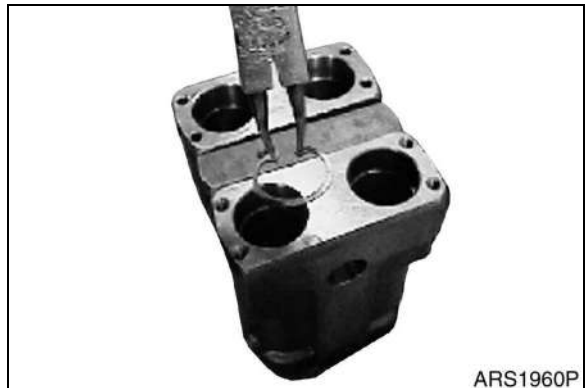


Figure 19

9. Remove rod guide (11).



Figure 20

10. Remove spool assembly (5 - 9).

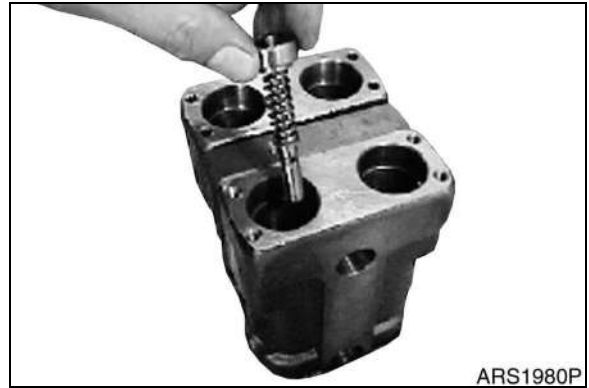


Figure 21

11. Remove spring (10).

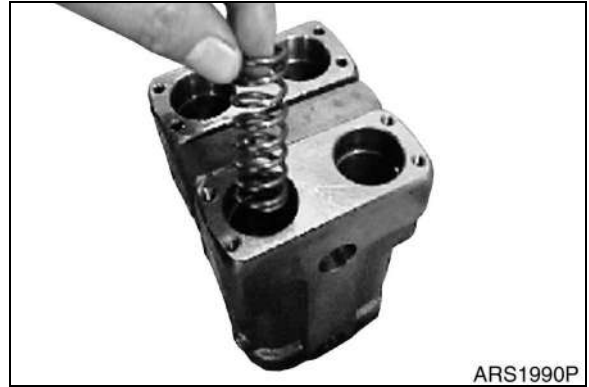


Figure 22

12. Remove stopper (9), spring (6) and spring seat (7) from spool assembly (5 - 9).



Figure 23

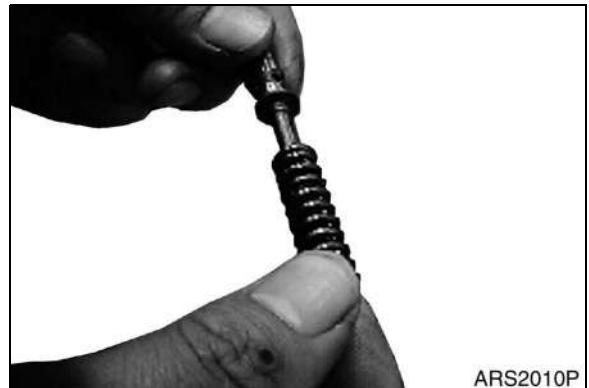


Figure 24

13. Remove plug assembly (21 - 24) from push rod assembly (14 - 20).

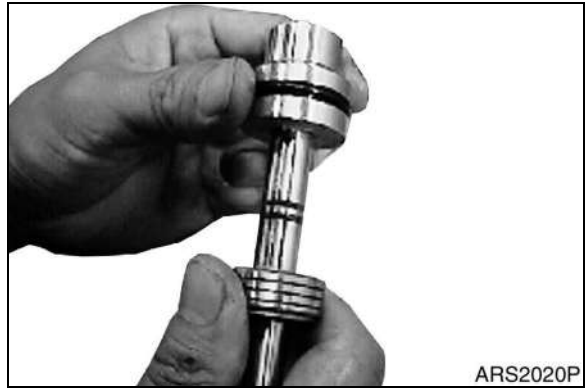


Figure 25

14. Remove seal (23 and 24) from plug (21).



Figure 26

15. Remove O-ring (22) from plug (21).

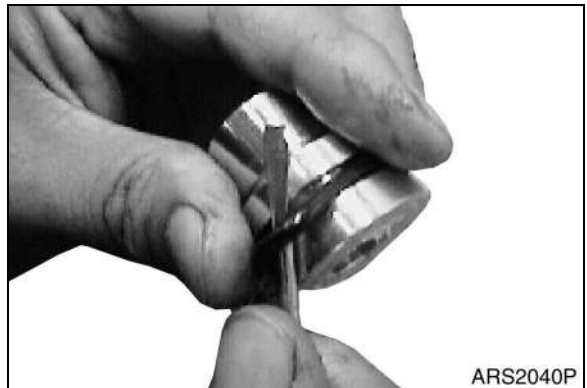


Figure 27

16. Remove seal (16) from push rod (14).



Figure 28

17. Remove snap ring (20) from push rod (14).

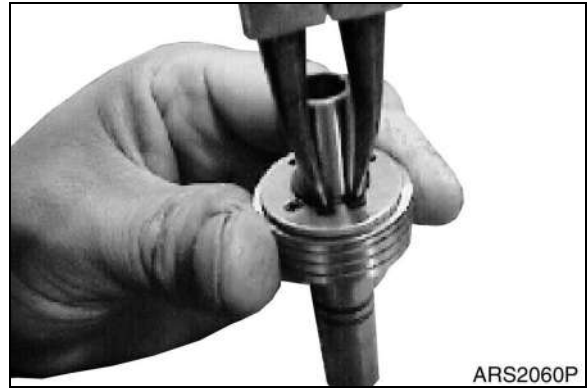


Figure 29

18. Remove plate (19) from push rod (14).



Figure 30

19. Remove spring (18) from push rod (14).



Figure 31

20. Remove steel ball (17) from push rod (14).

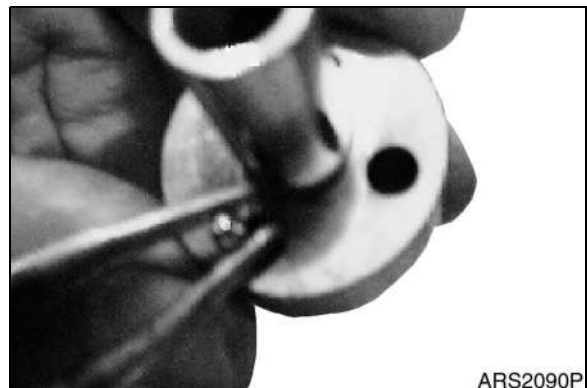


Figure 32

CLEANING AND INSPECTION (WEAR LIMITS AND TOLERANCES)

1. Cleaning disassembled parts.
 1. Place parts in a container with cleaning solvent.
 - Allow all parts to soak in solvent until grease and other foreign substances have dissolved and become loose, before cleaning.
 - Contaminated cleaning solvent may cause damage to parts and may cause poor equipment performance. Be sure to use clean, uncontaminated solvent when cleaning precision parts.
 2. Clean parts thoroughly by gently turning the solvent. Dry and clean each part with a clean cloth.
 - Do not use compressed air to dry parts. Foreign material and moisture present in compressed air may cause damage or rust.
2. Anti-corrosive treatment of disassembled parts.

Apply an anti-corrosive lubricant to all disassembled parts.

 - Leaving cleaned parts exposed to contaminants and moisture in the air will cause rust and may cause poor equipment performance.

ASSEMBLY

IMPORTANT

1. Prepare a clean, well lit, stable work bench where assembly can be performed.
2. Prepare the tools and materials necessary for the assembly process.
3. Inspect all parts, making sure that all parts are free from dirt and damage. If minor surface scratches are visible, use a very fine crocus cloth to clean it off.
4. Replace all O-rings and NHU packings with new ones. Use care when assembling O-rings and NHU packings.
5. Apply a light coat of approved lubricant to aid in smooth assembly.
6. Tighten all bolts to the specified torque rating as outlined in the torque table.
7. Seal all opens ports to prevent foreign material from entering the valve assembly.
8. All precision parts must be handled with great care and all parts must be reassembled to their original position.
9. All parts must be carefully reassembled and not be forced. Damaged parts will cause oil leaks and poor performance of the equipment.
10. Do not leave parts exposed to air during or after disassembly. Exposed parts will come in contact with contaminants and will cause rust and damage.
11. Grease must be applied to the top portion of each push rod.
12. Grease must be filled into each grease cup.
13. Spray Anti-rust lubricant into each bellows.

1. Clean body (1 and 2) and all parts.
2. Install spring (10) on body (1 and 2).

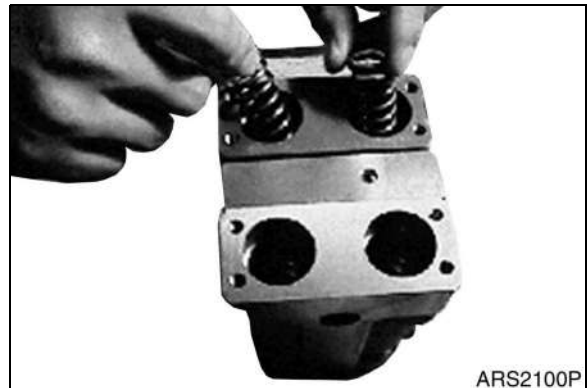


Figure 33

3. Clean plug (21) with thinner, inspect burrs and install rod seal (23) and dust seal (24) on both sides of plug by using tool.

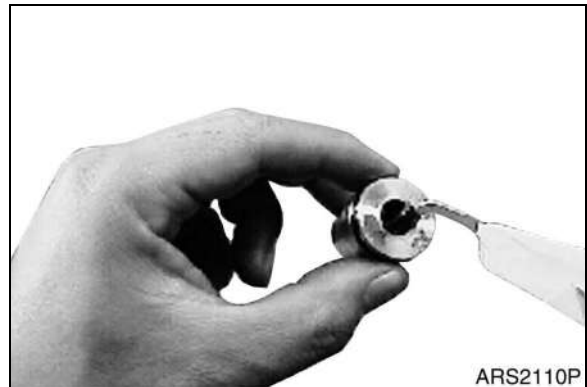


Figure 34

4. Install O-ring (22) on outside diameter of plug (21) and check plug whether it is abnormal.



Figure 35

5. Install spring seat (7), spring (6) and spring seat (5) on spool (8).



Figure 36

6. Install O-ring (12) on rod guide (11).



Figure 37

7. Install steel ball (17), spring (18), plate (19) and spring pin (15) on push rod (14).

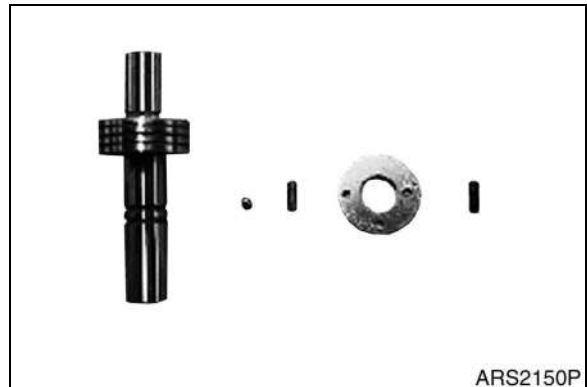


Figure 38

8. Install snap ring (20) on push rod assembly (14 - 19).



Figure 39

9. Install seal (16) on push rod (14).

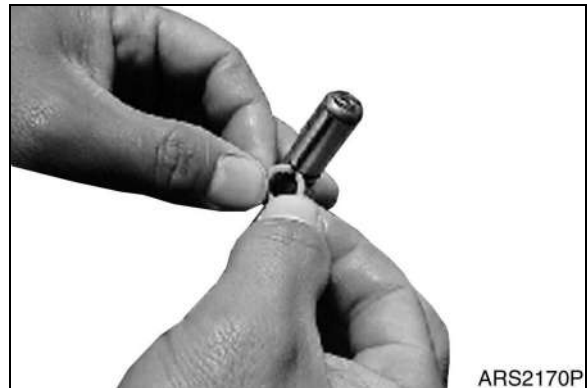


Figure 40

10. After installing spool assembly (5 - 9) on body (1 and 2), insert rod guide (11) and install snap ring (13).



Figure 41

11. Install plug assembly (21 - 24) with push rod assembly (14 - 20) on body (1 and 2).

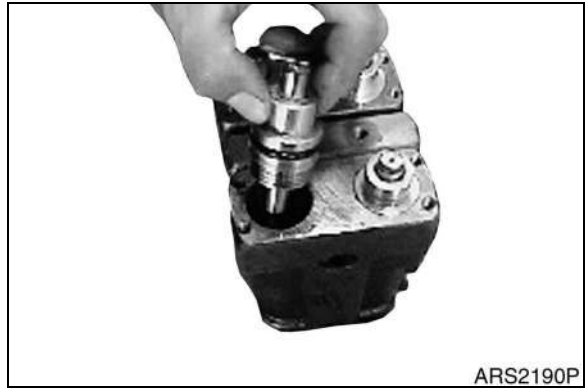


Figure 42

12. Install cover (25) on the upside of body (1 and 2).

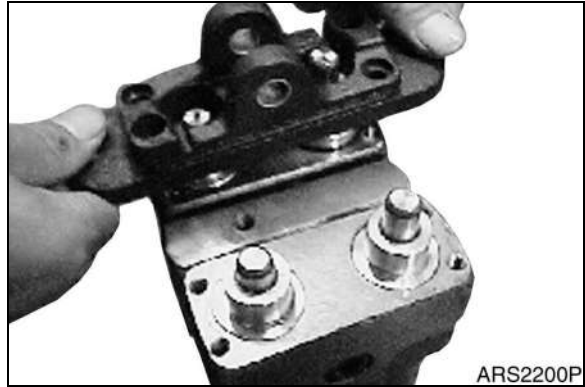


Figure 43

13. Tighten wrench bolt (26).

NOTE: *Tightening torque: 88 kg•cm
(7 ft lb).*

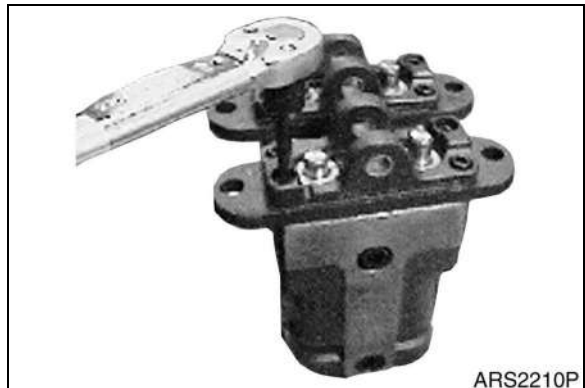


Figure 44

14. Put cam (27) on cover (25) and install cam shaft (29).

IMPORTANT

Check whether there is a play of cam.



Figure 45

15. Tighten set screw (30) on center of cam (27) not to loose cam (27) and cam shaft (29) by using wrench.

NOTE: *Tightening torque: 88 kg•cm
(7 ft lb).*



Figure 46

16. One side holds L wrench and the other side holds spanner and tighten set screw (31) and hex nut (32) attached to cam (27) not to loose.

IMPORTANT

Check whether there is a play of cam.

NOTE: *Tightening torque: 440 kg•cm
(32 ft lb).*

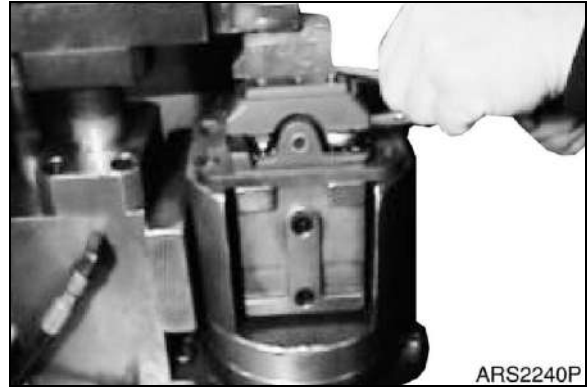


Figure 47

17. Install bellows.



Figure 48

INSTALLATION

1. Position pedal valve (1, Figure 49) on cabin floor plate and install four bolts and washers (2).

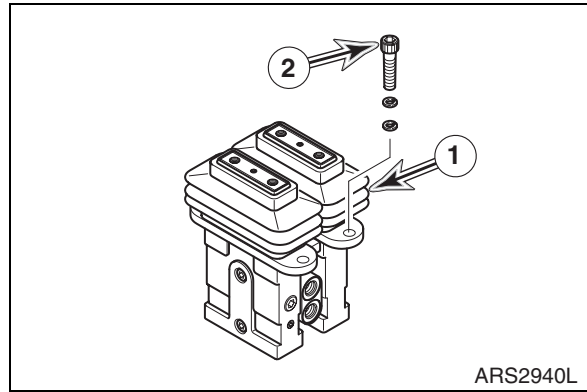


Figure 49

2. Install pedal brackets (3) and levers (4, Figure 50) on pedal valve and install four bolts and washers (2).
3. Install rubber boots (1, Figure 50).

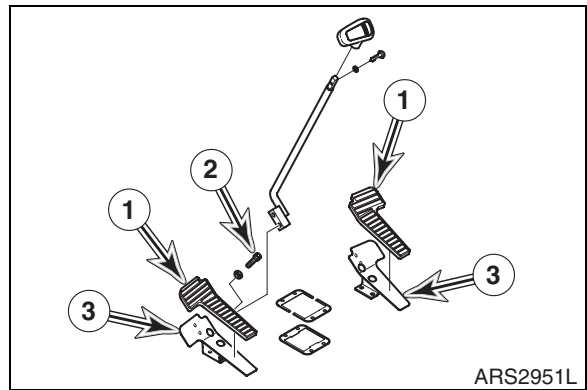


Figure 50

4. Connect hoses as tagged during removal to pedal valve (1, Figure 51).
5. Install cabin under cover by tightening bolts.

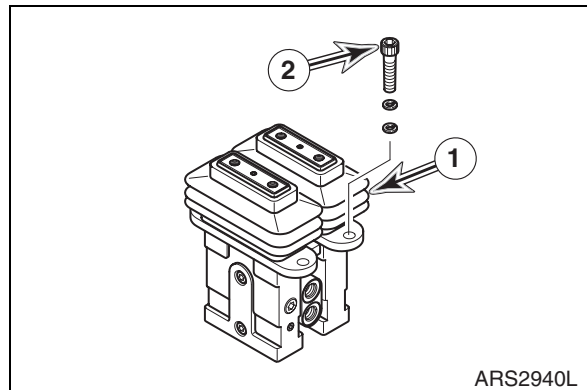


Figure 51

START-UP PROCEDURES

1. Start engine and set throttle at "LOW IDLE."
2. Set safety lever on "UNLOCK" position.

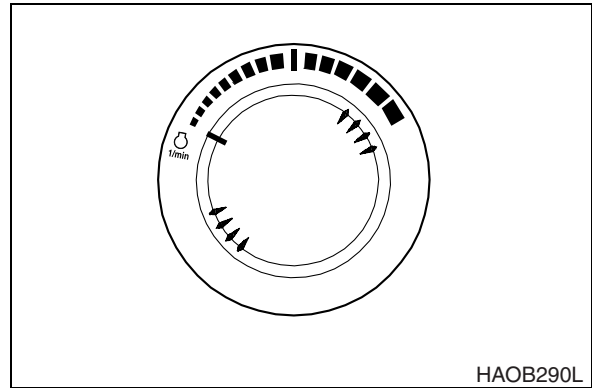


Figure 52

3. Slowly push and pull both travel lever about five times without a load to vent air from pilot lines.

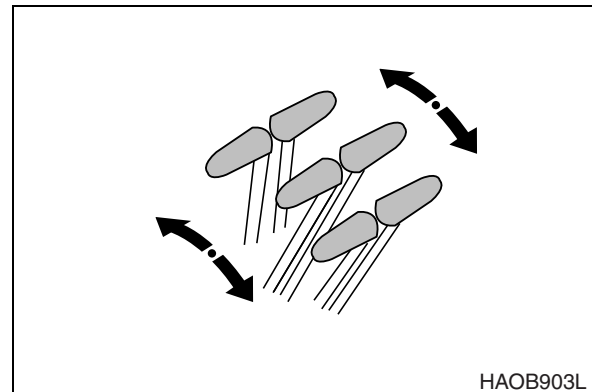


Figure 53



HYDRAULIC SCHEMATIC (SOLAR 225LC-V/ 225NLC-V)



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 |
|----------------|---------------------|
| Solar 225LC-V | 1001 and Up |
| Solar 225NLC-V | 1001 and Up |
| | |
| | |

TABLE OF CONTENTS

General Description..... 3
Solar 225LC-V 4
Solar 225NLC-V 6

GENERAL DESCRIPTION

Schematic(s) presented in this section are laid out on facing pages.

An overlapping edge has been taken into consideration so that a photocopy can be made and pasted together to make a complete schematic.

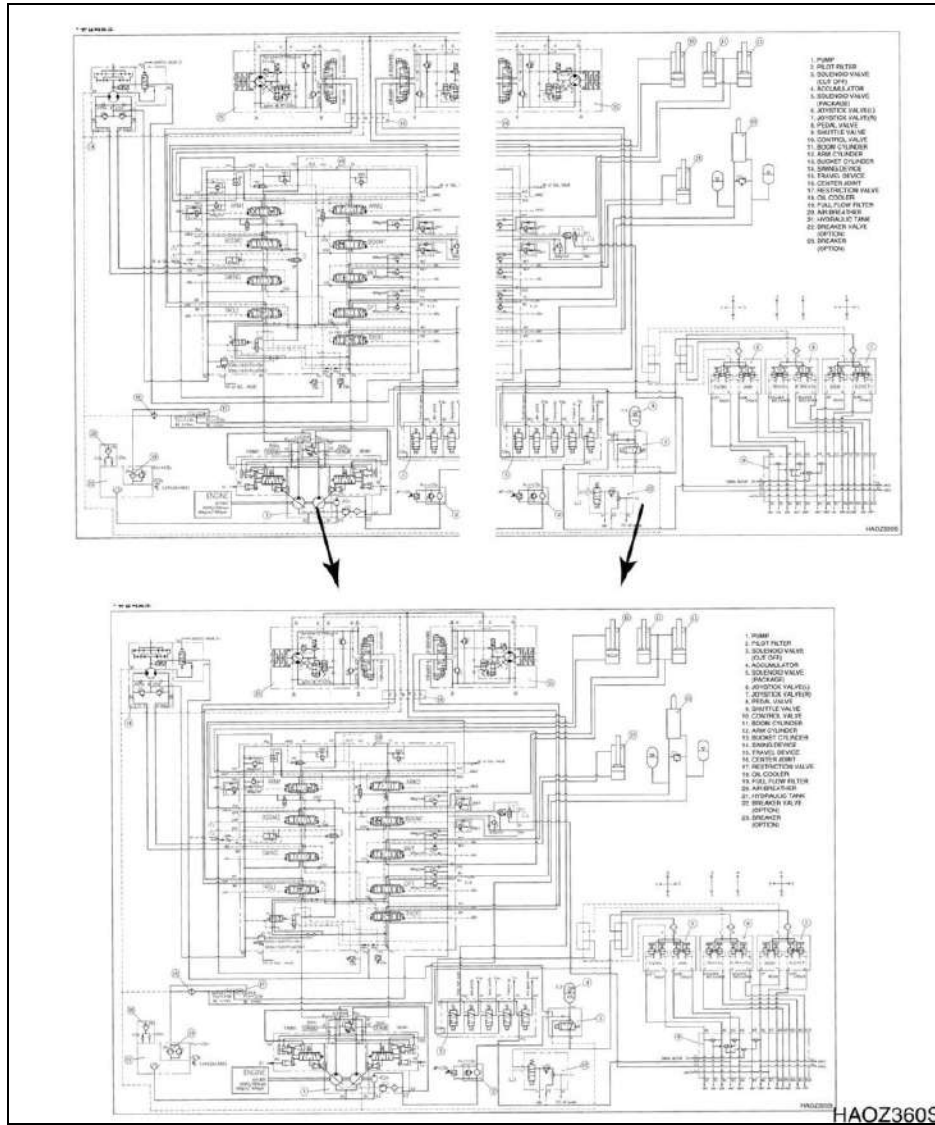


Figure 1

SOLAR 225LC-V

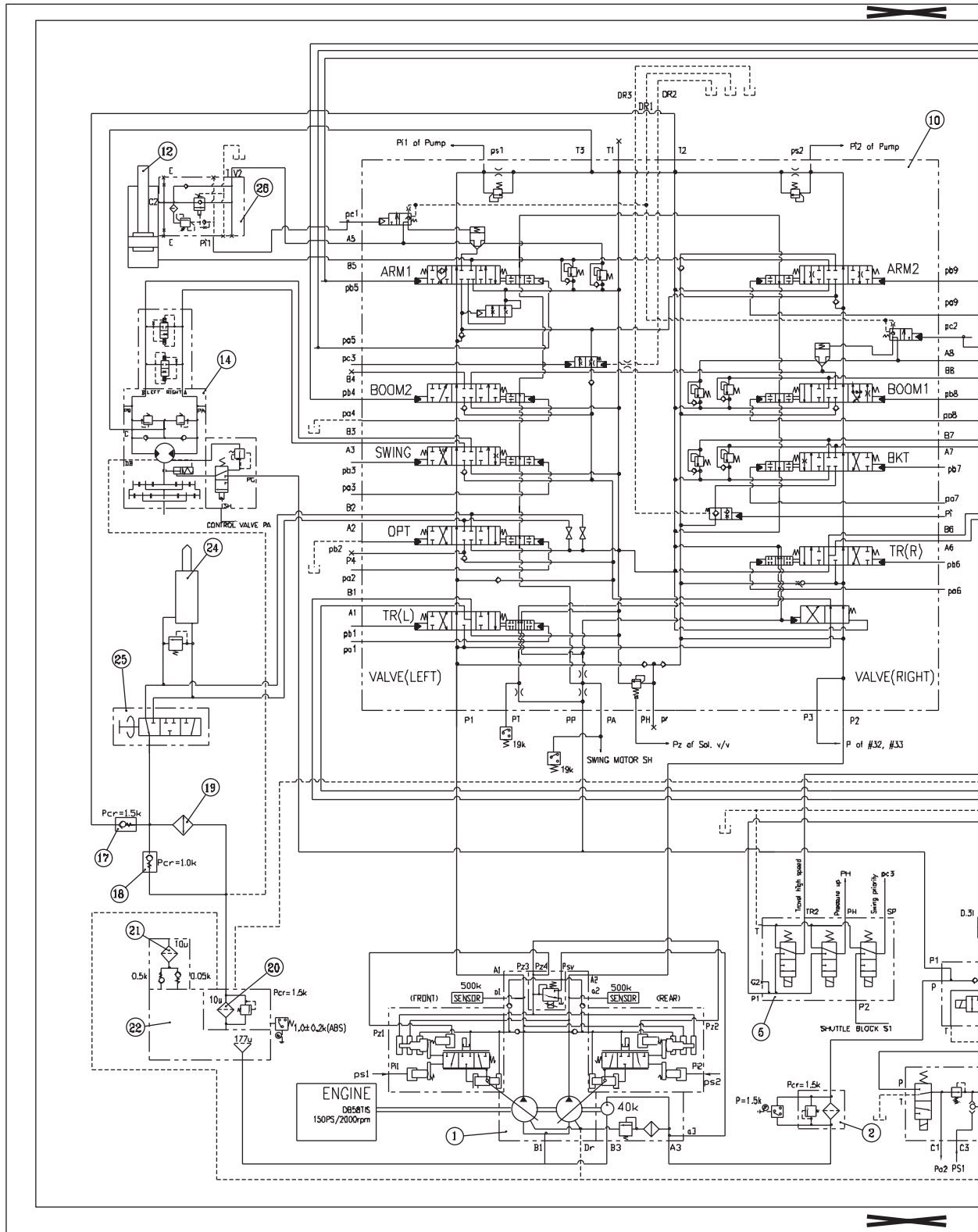
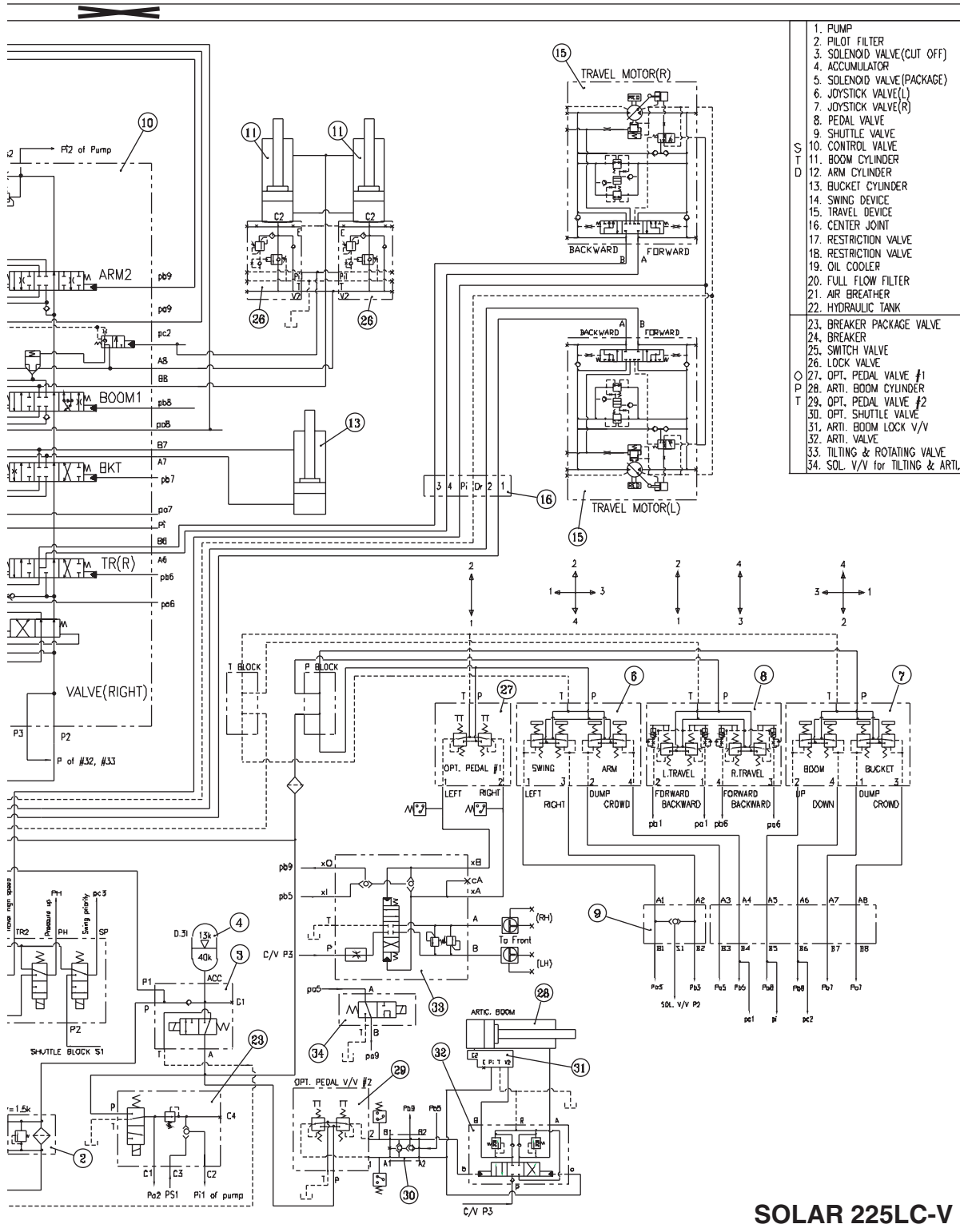


Figure 2



SOLAR 225LC-V

BBS0070L

SOLAR 225NLC-V

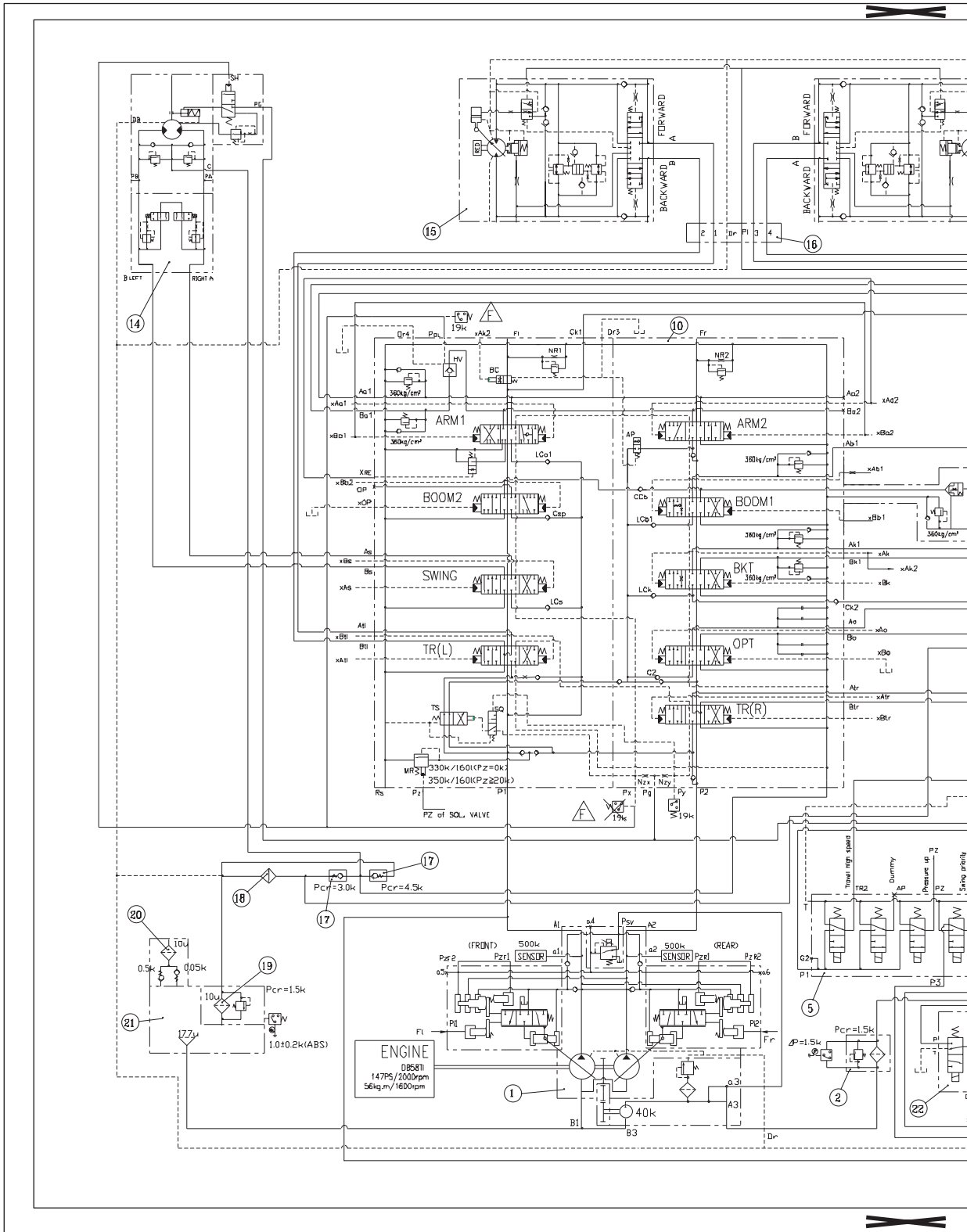
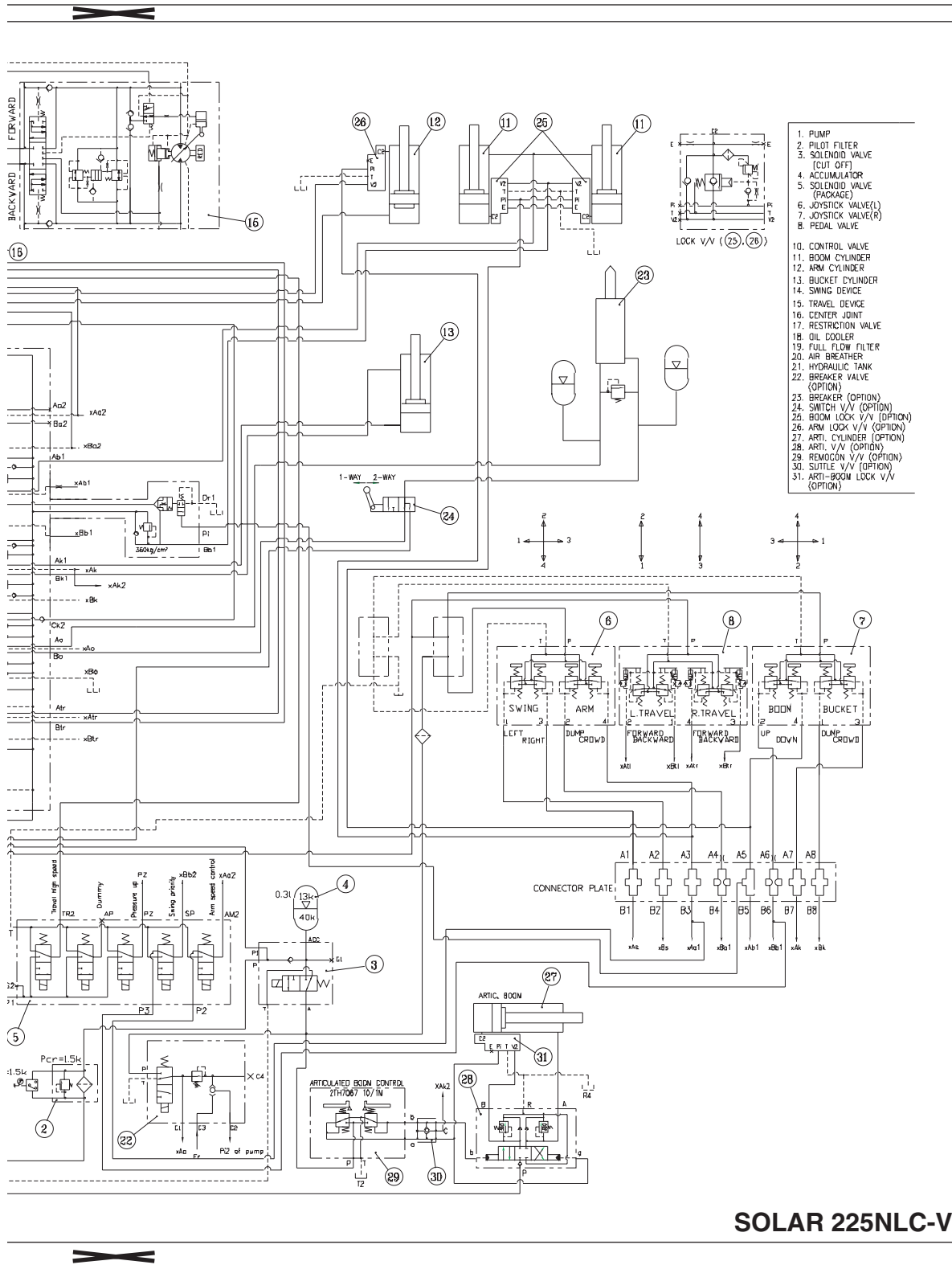


Figure 3



SOLAR 225NLC-V

BDS0110L

ELECTRICAL SYSTEM

ELECTRICAL SYSTEM



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 |
|----------------|---------------------|
| Solar 225LC-V | 1001 and Up |
| Solar 225NLC-V | 1001 and Up |
| Solar 255LC-V | 1001 and Up |
| Solar 300LC-V | 1001 and Up |
| Solar 300LL | 1001 and Up |
| Solar 340LC-V | 1001 and Up |
| Solar 420LC-V | 1001 and Up |
| Solar 470LC-V | 1001 and Up |
| | |

TABLE OF CONTENTS

| | |
|---|----|
| Troubleshooting - Electrical System | 4 |
| Overview | 5 |
| Electric Supply System | 6 |
| Engine Starting Circuit | 7 |
| Operation During Start Process | 7 |
| Operation After Start Process | 8 |
| Engine Preheating System..... | 9 |
| Engine Stop System..... | 10 |
| Charging System..... | 13 |
| Monitoring System | 14 |
| Instrument Panel | 15 |
| Monitoring System Schematic | 16 |
| Operation..... | 18 |
| Instruments | 18 |
| Warning and Indicator Lights..... | 20 |
| Initial Operation | 22 |
| Mode Select Switch..... | 23 |
| Graphic Information Area Display | 24 |
| Overview | 24 |
| Main Menus for the Graphic Display Area..... | 25 |
| Menu Selection Buttons | 25 |
| Main Menu..... | 26 |
| Language setting..... | 26 |
| Time Setting | 26 |
| Filter/Oil information | 27 |
| Special Menu..... | 28 |
| Entering/Accessing and Exiting/Escaping Menus | 28 |
| Special Menu Selections..... | 29 |
| Electronic Hydraulic Control System (e-EPOS) | 42 |
| Control System Schematic..... | 42 |
| Power Mode Control..... | 44 |

| | |
|---|----|
| Operation | 45 |
| Power Mode Control - Circuit Diagram | 48 |
| Work Mode Control | 50 |
| Operation | 51 |
| Work Mode Control - Circuit Diagram | 52 |
| Engine Control System..... | 53 |
| Engine Control Motor | 55 |
| Engine Control Dial | 56 |
| Engine Control Circuit Diagram | 58 |
| Automatic Deceleration Control (Auto Idle Control)..... | 59 |
| Engine Overheat Protection System | 60 |
| Power Boost Mode | 61 |
| Operation | 61 |
| Power Boost Control - Circuit Diagram | 62 |
| Automatic Travel Speed Control | 63 |
| Automatic Travel Speed Control - Circuit Diagram | 64 |
| Engine Control Device - Adjustment | 65 |
| Self-diagnostic Function | 68 |
| e-EPOS Controller | 68 |
| Engine Throttle Controller | 70 |
| Wiper System | 71 |
| Wiper Circuit..... | 71 |
| Wiper Operation | 71 |
| Window Washer Operation | 72 |
| Lighting System..... | 74 |
| Lighting System Circuit Diagram | 74 |
| Kind of Light | 75 |
| Operation | 75 |
| Overload Warning Device..... | 76 |
| Overload Warning Device Circuit Diagram..... | 76 |

TROUBLESHOOTING - ELECTRICAL SYSTEM

| Problem | Possible Causes | Remedies |
|---------------------------------------|---|--|
| Battery will not stay charged. | Internal battery short. | Replace battery. |
| | Short in other part of circuit. | Repair wiring or replace component. |
| Battery does not charge. | Battery worn out or defective. | Replace battery. |
| | Defective alternator or belt. | Repair or replace. |
| | Cable connection loose or severely corroded. Circuit ground corroded or weak. | Repair or replace. |
| Engine rpm not controllable. | Engine speed potentiometer or dial defective. | Repair or replace. |
| | Engine control cable broken or loose. | Repair or replace. |
| | Engine control motor defective or not connected. | Repair connection or replace component. |
| | Engine throttle controller defective or not connected. | Repair connection or replace component. |
| | Blown fuse. | Replace fuse. Check connections and circuit components for shorts or other damage. |
| | Wiring harness or connector defective or damaged. | Repair or replace. |
| Power mode selection does not change. | Blown fuse. | Replace fuse. Check connections and circuit components for shorts or other damage. |
| | Instrument Panel switch broken. | Repair or replace. |
| | Wiring harness or connector defective or damaged. | Repair or replace. |
| | e-EPOS controller defective. | Replace. |
| | Speed sensor defective. | Replace. |
| Work mode selection does not change. | Blown fuse. | Replace fuse. Check connections and circuit components for shorts or other damage. |
| | Instrument Panel switch broken. | Repair or replace. |
| | Wiring harness or connector defective or damaged. | Repair or replace. |
| | e-EPOS controller defective. | Replace. |
| | Solenoid valve defective. | Replace. |

OVERVIEW

The electrical system for this equipment is DC 24 volts. The rated voltage for all electric components is 24 volts with the exception of the car stereo and the air-conditioning control actuator. The system contains two 12 volt batteries connected in series and a three phase AC generator with a rectifier. The electric wiring used in the system is easily identifiable by the insulator color. The color symbols used in the electrical system are listed in the following chart.

Electric Wire Color

| Symbol | Color |
|--------|-------------|
| W | White |
| G | Green |
| Or | Orange |
| B | Black |
| L | Blue |
| Lg | Light green |

| Symbol | Color |
|--------|--------|
| R | Red |
| Gr | Gray |
| P | Pink |
| Y | Yellow |
| Br | Brown |
| V | Violet |

NOTE: *RW: Red wire with White stripe*
R - Base Color, W - Stripe Color

NOTE: *0.85G: Nominal sectional area of wire core less insulator = 0.85 mm²*

ELECTRIC SUPPLY SYSTEM

The electric power circuit supplies electric current to each electric component. It consists of a battery, battery relay, starter switch, circuit breaker, fusible link and fuse box.

The negative terminal of the battery is grounded to the vehicle body.

Even when the starter switch (5) is in the "OFF" position, electric current is supplied to the following components through battery (1) →fusible link (3) →fuse (6).

1. Cabin light, fuel pump switch, No. 1 terminal of DC-DC converter (backup for car stereo memory)
2. "B" terminal of starter switch and No. 22 terminal of air conditioner control panel.
3. No. 17 terminal of instrument panel (backup for instrument panel).
4. Power terminal "B" of engine stop motor.

When the starter switch (5) is in the preheat, on and start positions, the current flows from the battery (1) →fusible link (3) →fuse (6) →starter switch (5) "B" terminal/starter switch (5) "BR" terminal →battery relay (2) "BR" terminal which activates the coil of the battery relay and the electric supply system is energized.

When the battery relay's contacts are connected, all electric devices can be operated.

While the engine is not running, the electric power for all electric devices are supplied by the battery. Once the engine is started the power is supplied from the alternator (7).

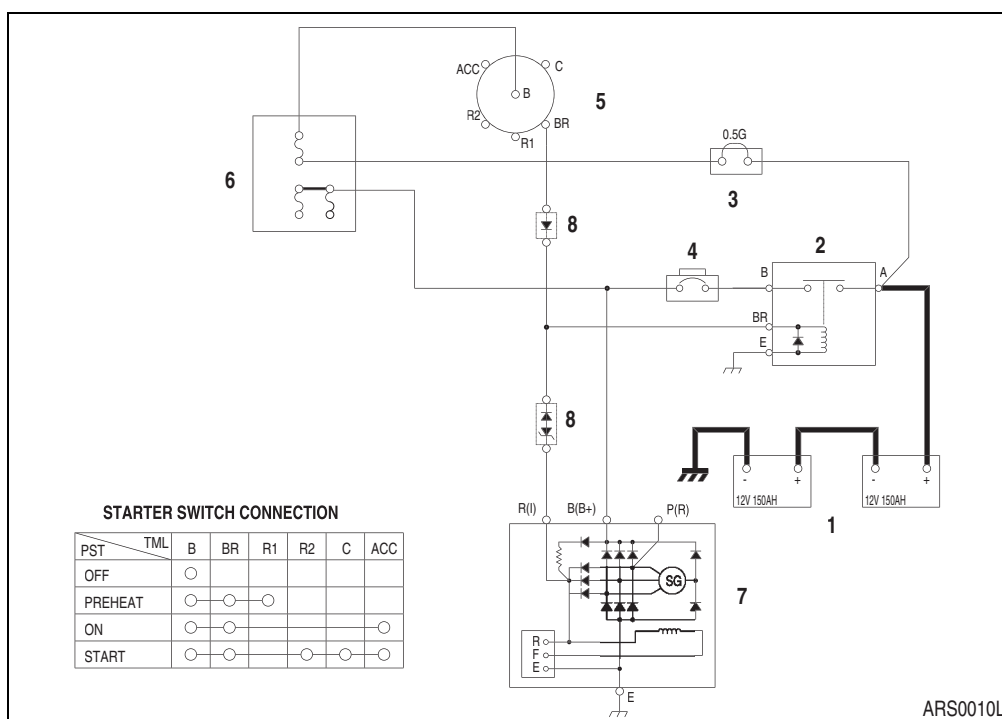


Figure 1 ELECTRIC POWER CIRCUIT DIAGRAM

| Reference Number | Description |
|------------------|-----------------|
| 1 | Battery |
| 2 | Battery Relay |
| 3 | Fusible Link |
| 4 | Circuit Breaker |

| Reference Number | Description |
|------------------|----------------|
| 5 | Starter Switch |
| 6 | Fuse Box |
| 7 | Alternator |
| 8 | Diode |

ENGINE STARTING CIRCUIT

OPERATION DURING START PROCESS

When the starter switch is turned to the start position, the "S" and "E" terminals of the starter controller (7) are connected. At this time the contacts in the starter relay (8) are closed by the current flow from the battery (1, Figure 2) →fusible link (3) →"B" terminal of the starter switch (5) →"C" terminal of the starter switch (5) →"C" terminal of the starter relay (8) →"D" terminal of starter relay (8) →"S" terminal of starter controller (7) →"E" terminal of the starter controller (7) →ground.

The contact point "B" and "PP" of starter relay (8) are connected, the pinion gear of the starter (9) is pushed forward and makes contact with the ring gear of the flywheel and the internal contacts of the starter are connected.

The current flows from the battery (1) →"A" terminal of the battery relay (2) →"B" terminal of the battery relay (2, Figure 2) →"B" terminal of the starter (9). The starter motor is rotated and the engine is started.

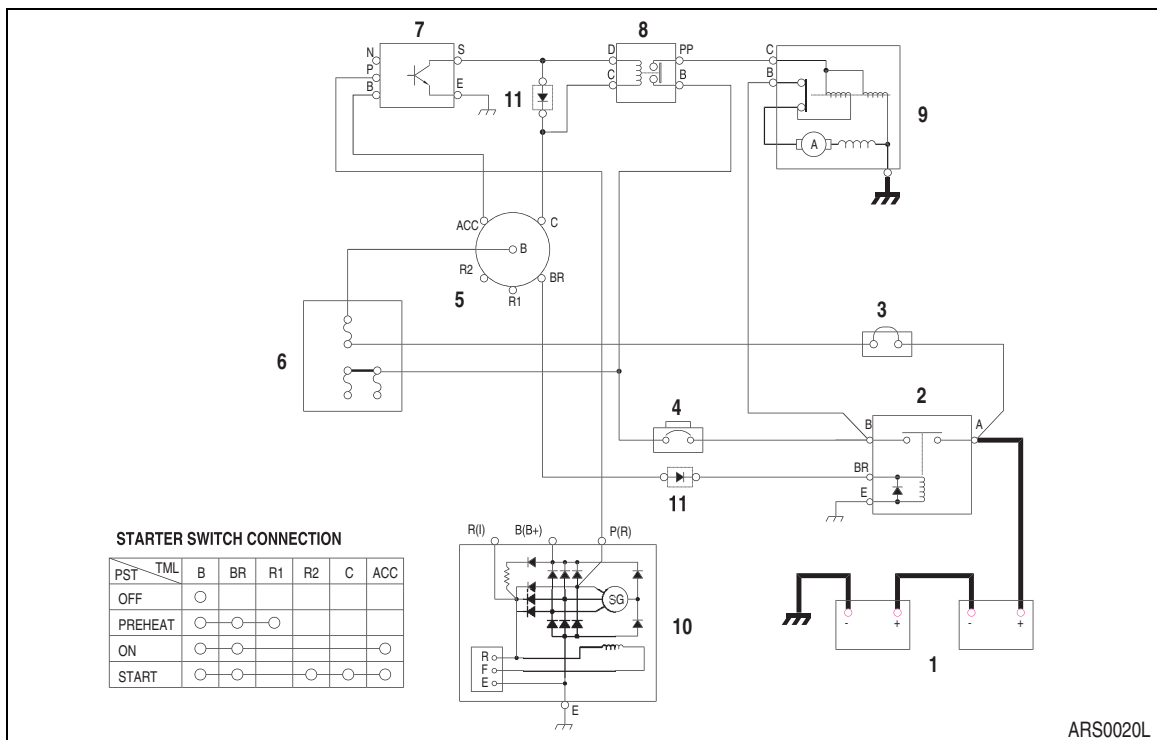


Figure 2 STARTER CIRCUIT (1) - WHILE STARTING

| Reference Number | Description |
|------------------|-----------------|
| 1 | Battery |
| 2 | Battery Relay |
| 3 | Fusible Link |
| 4 | Circuit Breaker |
| 5 | Starter Switch |
| 6 | Fuse Box |

| Reference Number | Description |
|------------------|--------------------|
| 7 | Starter Controller |
| 8 | Starter Relay |
| 9 | Starter |
| 10 | Alternator |
| 11 | Diode |

OPERATION AFTER START PROCESS

Once the engine has been started, the belt driven alternator (10) generates a current.

The output generated by the alternator (10) is a square wave pulse voltage through the "P" terminal and the frequency of the pulse voltage is proportional to the rotation of the alternator.

The starter controller (7) monitors the frequency of the output current. Once the frequency equivalent to 500 rpm is sensed the connection between "S" and "E" terminals and the connection between "B" and "PP" terminals are opened. As a result the rotation of the starter (9) is stopped. Once the engine is running, the starter (9) will not operate even if the starter switch (5) is moved to the start position, preventing possible damage to the starter.

Operation of the Start Circuit (2) - Immediately After Start

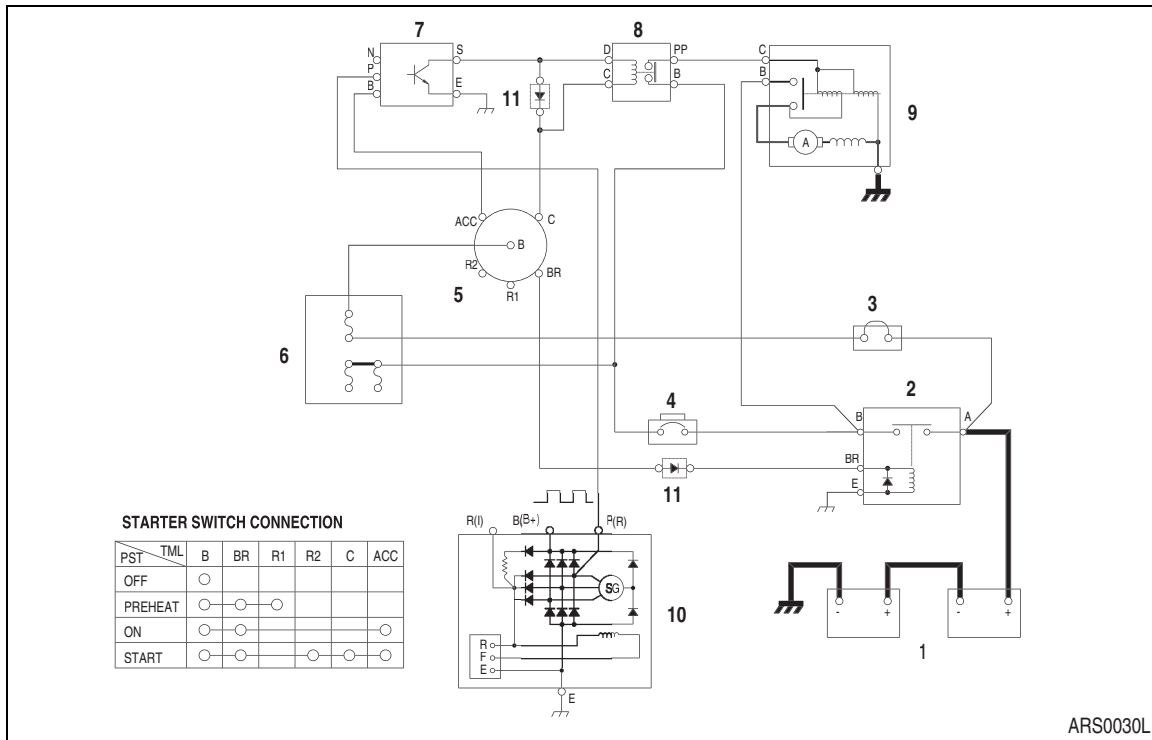


Figure 3 OPERATION OF START CIRCUIT (2) - IMMEDIATELY AFTER START

| Reference Number | Description |
|------------------|-----------------|
| 1 | Battery |
| 2 | Battery Relay |
| 3 | Fusible Link |
| 4 | Circuit Breaker |
| 5 | Starter Switch |
| 6 | Fuse Box |

| Reference Number | Description |
|------------------|--------------------|
| 7 | Starter Controller |
| 8 | Starter Relay |
| 9 | Starter |
| 10 | Alternator |
| 11 | Diode |

ENGINE PREHEATING SYSTEM

An air heater (8) device is installed in the intake manifold of the engine.

When the starter switch (5) is turned to the "Preheat" position, the current flows from the battery (1) → fusible link (3) → "B" terminal of starter switch (5) → "R1" terminal of starter switch (5) → "C" terminal of preheat relay (7) → ground and the contact points of the preheat relay are closed.

When the contact points of the preheat relay (7) are closed, the heating coils of the air heating device are heated by current flowing from the battery (1) → battery relay (2) → preheat relay (7) → air heater (8) → ground.

The preheat time is approximately 19 seconds. A built-in timer in the instrument panel will activate an indicator light approximately 19 seconds after the preheat process has been selected.

Even after the starter switch (5) has been moved to the start position the current will continue to flow through the "R2" terminal of the starter switch (5) to the coil of the preheat relay (7) without disruption of the preheat process.

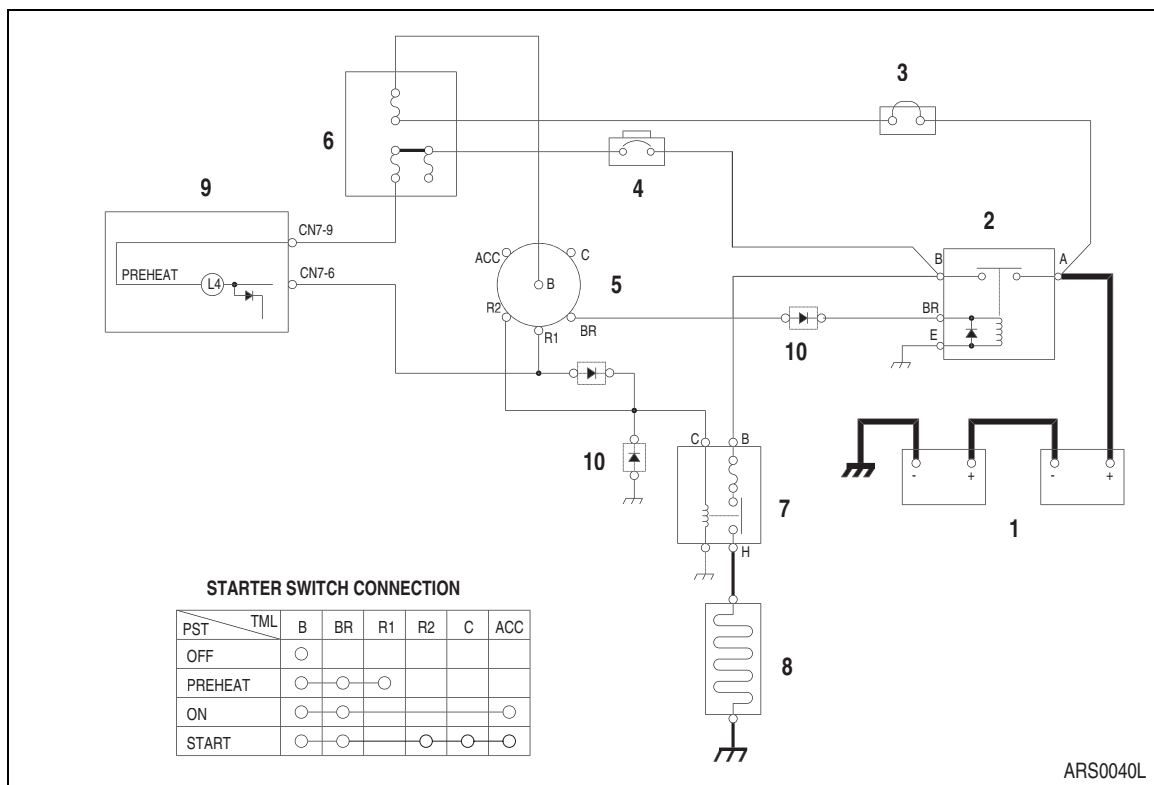


Figure 4 ENGINE PREHEAT CIRCUIT

| Reference Number | Description |
|------------------|-----------------|
| 1 | Battery |
| 2 | Battery Relay |
| 3 | Fusible Link |
| 4 | Circuit Breaker |
| 5 | Starter Switch |

| Reference Number | Description |
|------------------|----------------|
| 6 | Fuse Box |
| 7 | Preheat Relay |
| 8 | Air Heater |
| 9 | Indicator Lamp |
| 10 | Diode |

ENGINE STOP SYSTEM

The engine stop circuit consists of a starter switch (5), engine stop motor (9) and engine stop relay (8). There are two modes of operation - engine running and engine stop.

The worm gear built into the motor reduces the engine stop motor's speed and changes motor's revolution to reciprocation. The fuel shut off lever is pushed or pulled by this change.

When the start switch is in the "ON" position, the engine stop motor rotates 180° and comes to a stop due to the cam switch. When the start switch is in the "OFF" position, the engine stop motor moves 180° from the running mode position and is stopped by the cam switch.

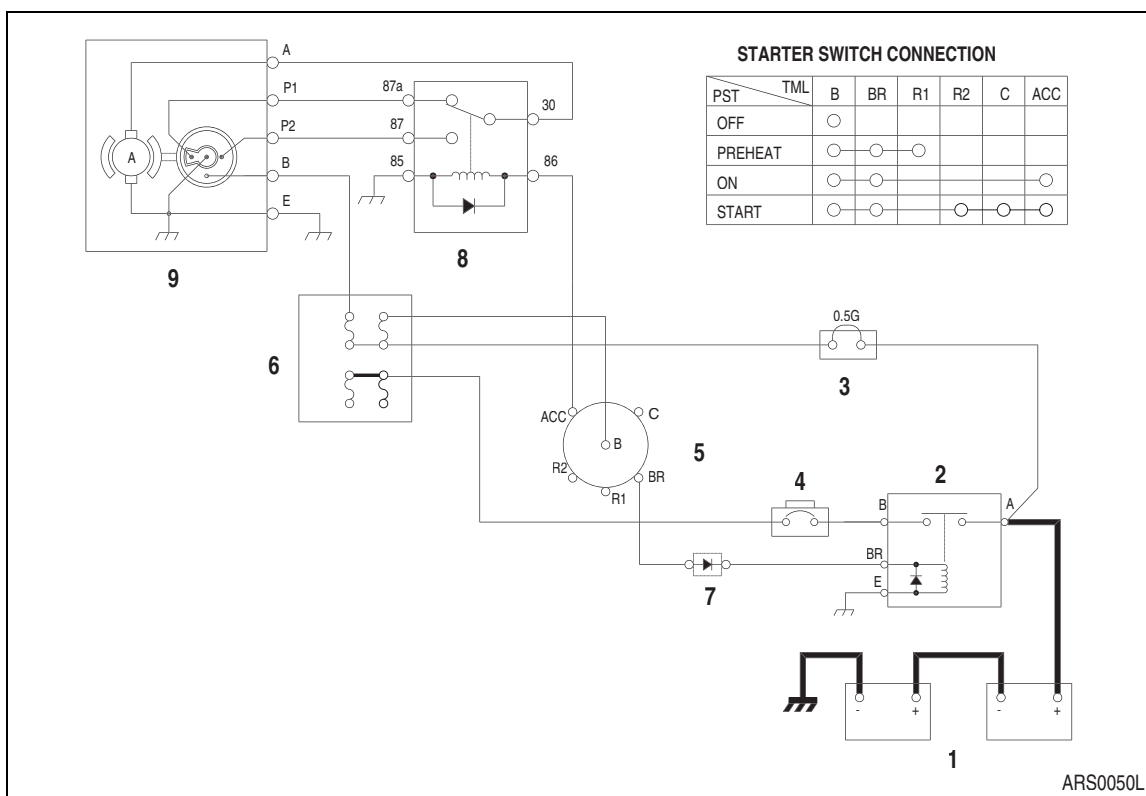


Figure 5 ENGINE STOP CIRCUIT

| Reference Number | Description |
|------------------|-----------------|
| 1 | Battery |
| 2 | Battery Relay |
| 3 | Fusible Link |
| 4 | Circuit Breaker |
| 5 | Starter Switch |

| Reference Number | Description |
|------------------|-------------------|
| 6 | Fuse Box |
| 7 | Diode |
| 8 | Engine Stop Relay |
| 9 | Engine Stop Motor |

Operation In Engine Running Mode

When the starter switch (3) is turned to the "ON" position, the contact points "30" and "87" of the engine stop relay (5) are closed due to current flowing from the battery (1) → fusible link (2) → "B" terminal of starter switch (3) → "ACC" terminal of starter switch (3) → "86" terminal of engine stop relay (5) → "85" terminal of engine stop relay (5) → ground.

As a result, the engine stop motor (6) is rotated by the current flow from the battery (1) → fusible link (2) → "B" terminal of the engine stop motor (6) → "P2" terminal of engine stop motor (6) → "87" terminal of engine stop relay (5) → "30" terminal of the engine stop relay (5) → "A" terminal of engine stop motor (6) → "E" terminal of engine stop motor (6) → ground. The engine stop motor opens (pushes) the fuel shut off lever of the fuel injection pump and the system is in the running mode. The engine stop motor rotates 180° and comes to a stop due to the cam switch which shuts off the current to the motor.

When the starter switch is in the "ON" position, the internal components of the engine stop motor's cam switch is in running mode position.

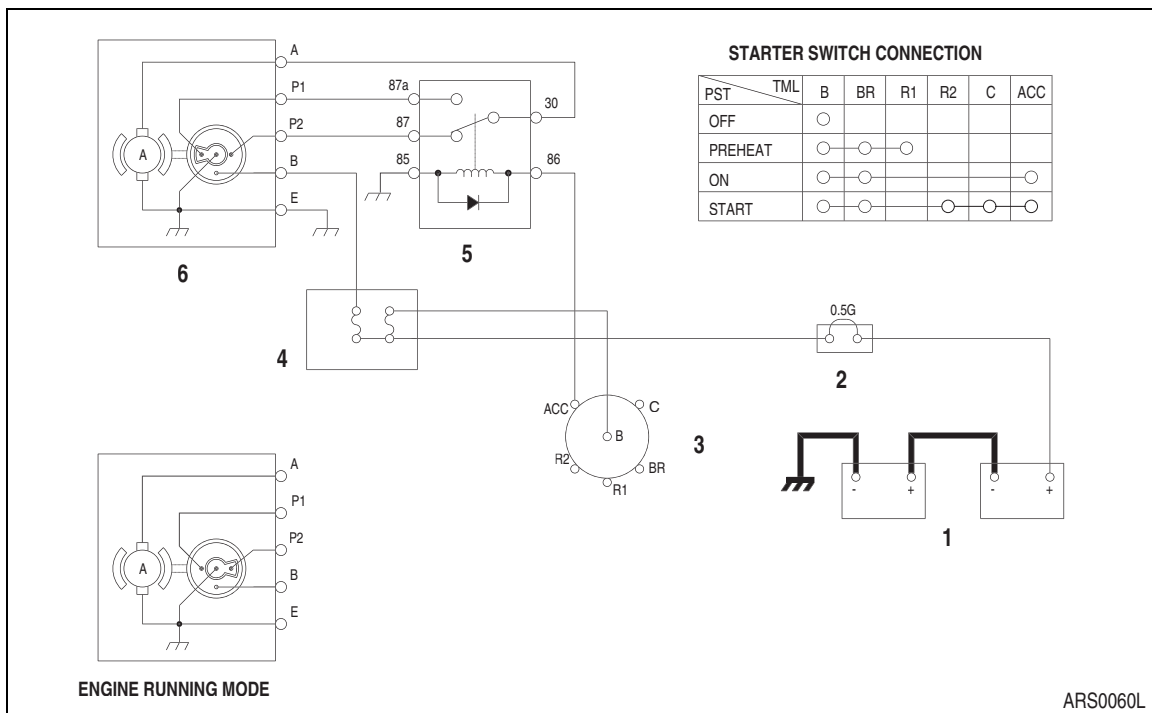


Figure 6 ENGINE STOP CIRCUIT - RUNNING MODE

| Reference Number | Description |
|------------------|----------------|
| 1 | Battery |
| 2 | Fusible Link |
| 3 | Starter Switch |

| Reference Number | Description |
|------------------|-------------------|
| 4 | Fuse Box |
| 5 | Engine Stop Relay |
| 6 | Engine Stop Motor |

Operation In Engine Stop Mode

When the starter switch (3) is in the "OFF" position, the electric current flow to the coil of the engine stop relay (5) is shut off.

As a result, the "30" and "87a" contact point of the engine stop relay are connected and current is supplied to the engine stop motor from the battery (1) → fusible link (2) → "B" terminal of engine stop motor (6) → "P1" terminal of engine stop motor (6) → "87a" terminal of engine stop relay (5) → "30" terminal of engine stop relay (5) → "A" terminal of engine stop motor (6) → "E" terminal of engine stop motor (6) → ground and the motor is rotated.

The shut off lever of the fuel injection pump, linked to the engine stop motor by a cable, is moved to the close (pull) position and the engine is stopped. The engine stop motor moves 180° from the running mode position and is stopped by the internal cam switch which cuts off the current to the motor.

When the starter switch is in the "OFF" position, the internal components of the engine stop motor's cam switch is in the stop mode position.

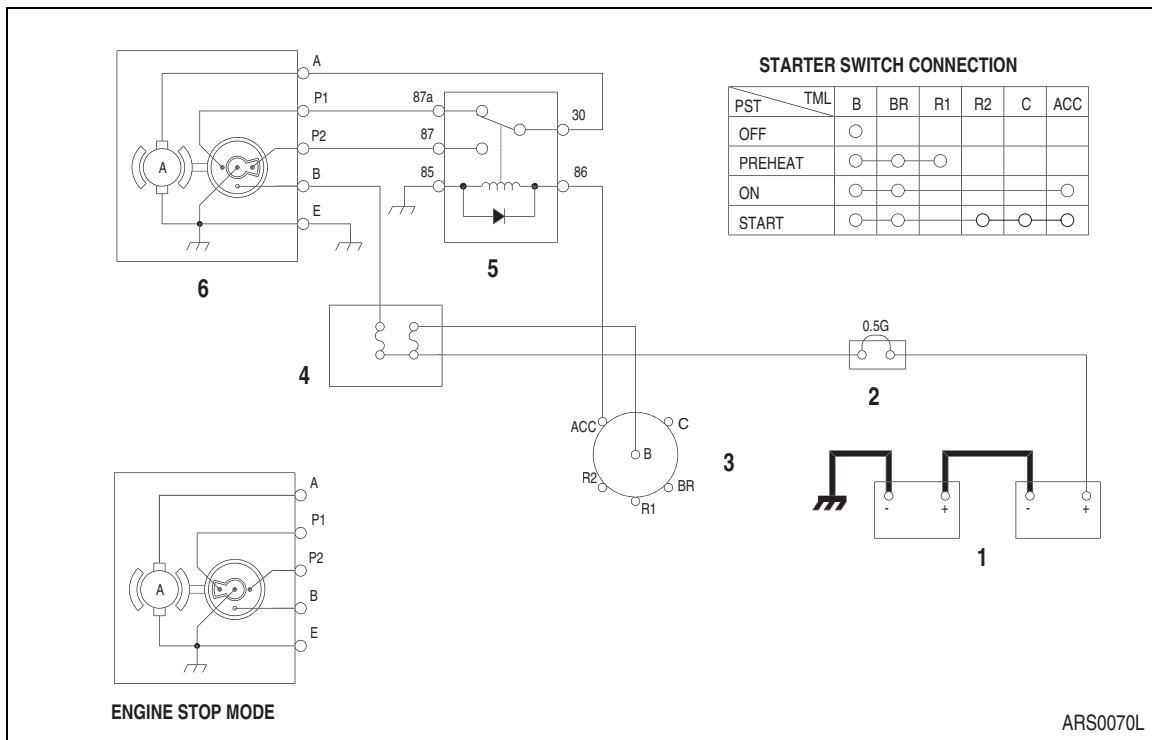


Figure 7 ENGINE STOP CIRCUIT - STOP MODE

| Reference Number | Description |
|------------------|----------------|
| 1 | Battery |
| 2 | Fusible Link |
| 3 | Starter Switch |

| Reference Number | Description |
|------------------|-------------------|
| 4 | Fuse Box |
| 5 | Engine Stop Relay |
| 6 | Engine Stop Motor |

CHARGING SYSTEM

When the starter switch (5) is turned to the "ON" position, an initial excited current flows to the field coil of the alternator (7) through the battery relay (2) and circuit breaker (4). When the engine is started from this condition the alternator (7) starts charging. The current flows from the "B" terminal of alternator (7) → circuit breaker (4) → battery relay (2) → battery (1).

The alternator also supplies electric current to other electrical components. When the alternator (7) starts to operate, a current flows from the "R(I)" terminal of alternator → diode (8) → battery relay (2) coil securing a path for the charging current to the battery (1). Thus preventing the possibility of a high voltage build up and possible damage to the electric system.

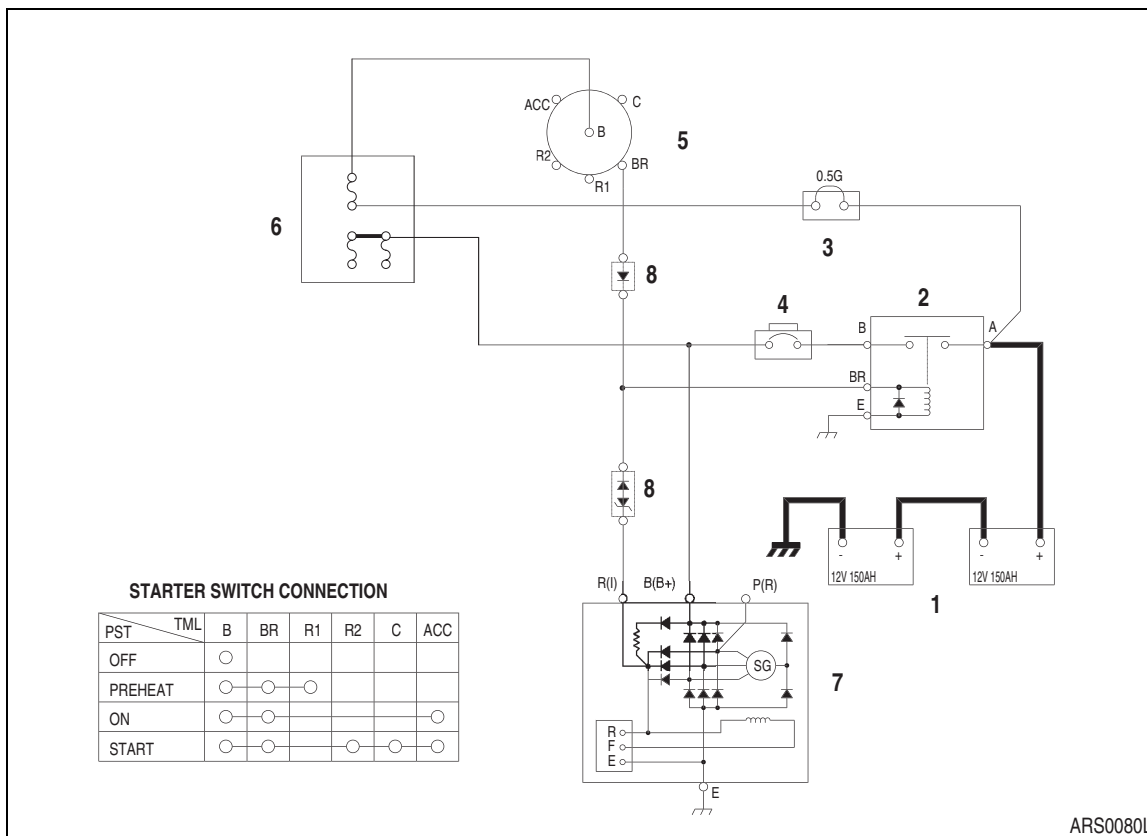


Figure 8 CHARGING CIRCUIT

| Reference Number | Description |
|------------------|-----------------|
| 1 | Battery |
| 2 | Battery Relay |
| 3 | Fusible Link |
| 4 | Circuit Breaker |

| Reference Number | Description |
|------------------|----------------|
| 5 | Starter Switch |
| 6 | Fuse Box |
| 7 | Alternator |
| 8 | Diode |

MONITORING SYSTEM

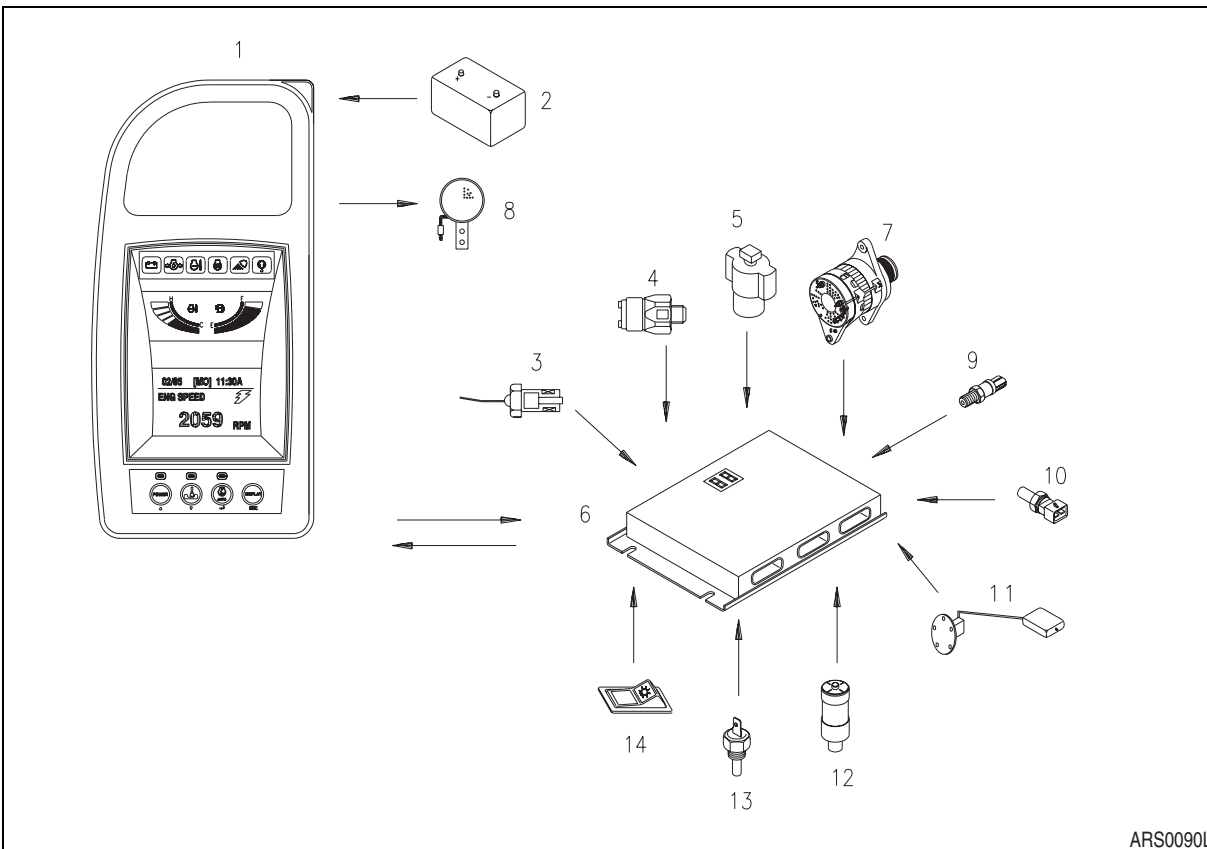


Figure 9

| Reference Number | Description |
|------------------|----------------------|
| 1 | Instrument Panel |
| 2 | Battery |
| 3 | Engine Speed Sensor |
| 4 | Return Filter Switch |
| 5 | Pilot Filter Switch |
| 6 | e-EPOS Controller |
| 7 | Alternator |
| 8 | Warning Buzzer |

| Reference Number | Description |
|------------------|-----------------------------------|
| 9 | Pump Discharge Pressure Sensor |
| 10 | Engine Coolant Temperature Sensor |
| 11 | Fuel Sensor |
| 12 | Air Cleaner Indicator |
| 13 | Engine Oil Pressure Switch |
| 14 | Light Switch |

The monitoring system displays the various data and warning signals onto the instrument panel by processing the information gathered from the e-EPOS controller. It displays information selected by the operator.

INSTRUMENT PANEL

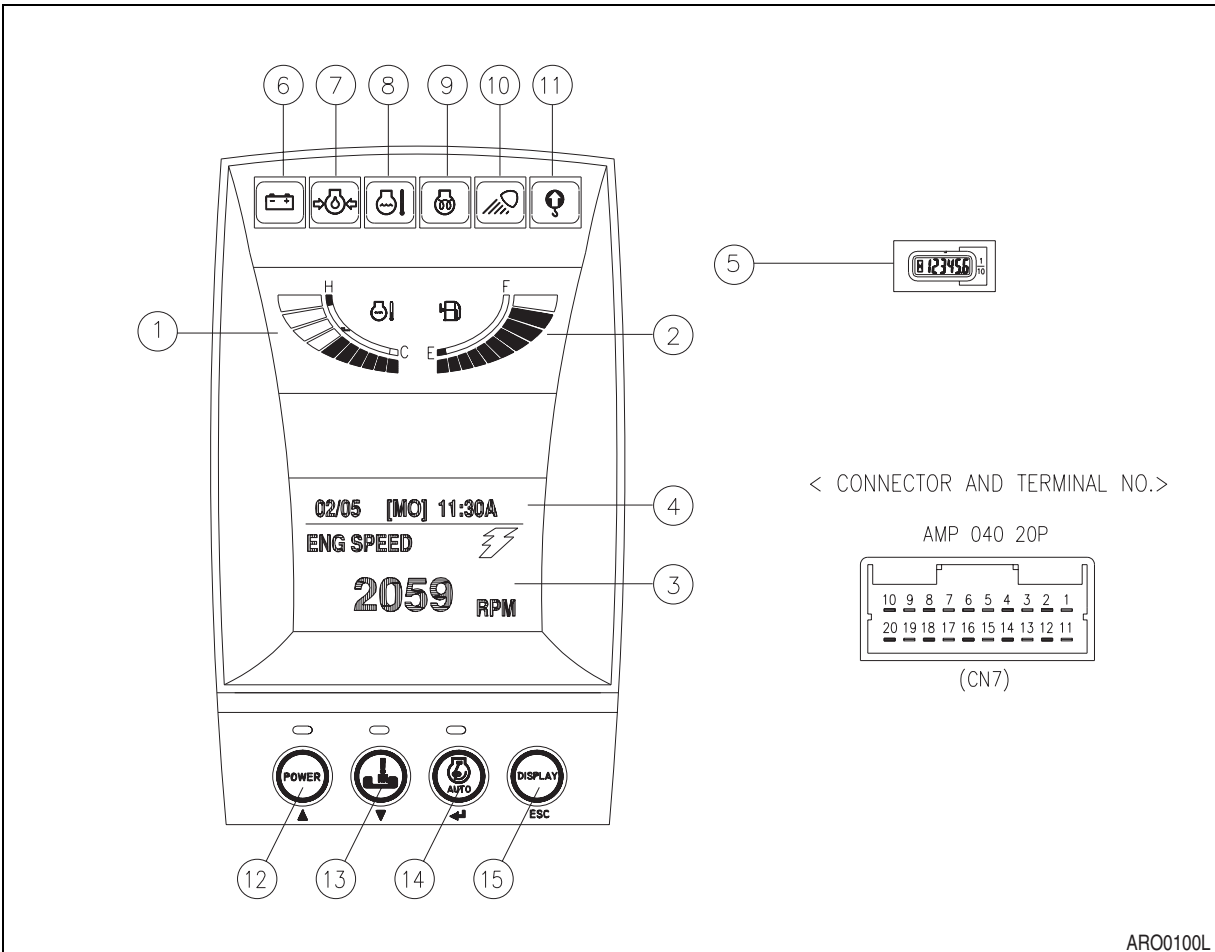


Figure 10

| Gauges | Warning Lights | Mode Select Switches |
|---|--------------------------------------|--|
| 1. Engine Temperature Gauge | 6. Charge Warning Light | 12. Power Mode Select Switch (Up Arrow Button) |
| 2. Fuel Gauge | 7. Engine Oil Pressure Warning Light | 13. Trenching Mode Select Switch (Down Arrow Button) |
| 3. Multifunction Gauge and Graphic Information Area | 8. Coolant Temp. Warning Light | 14. Auto Idle Switch (Enter Button) |
| 4. Digital Clock | 9. Preheat Completion Light | 15. Display Select Switch (Escape Button) |
| 5. Service Hour Meter | 10. Work Light Indicator Light | |
| | 11. Overload Warning Light | |

When the engine starter switch is turned to the "I" (ON) position, all bands of gauges, indicator lights of switches/buttons and indicator/warning lights will turn "ON" and the alarm buzzer will sound for about 2 seconds.

During this time, a moving excavator will appear on the digital clock and graphic information area (3 and 4, Figure 10).

MONITORING SYSTEM SCHEMATIC

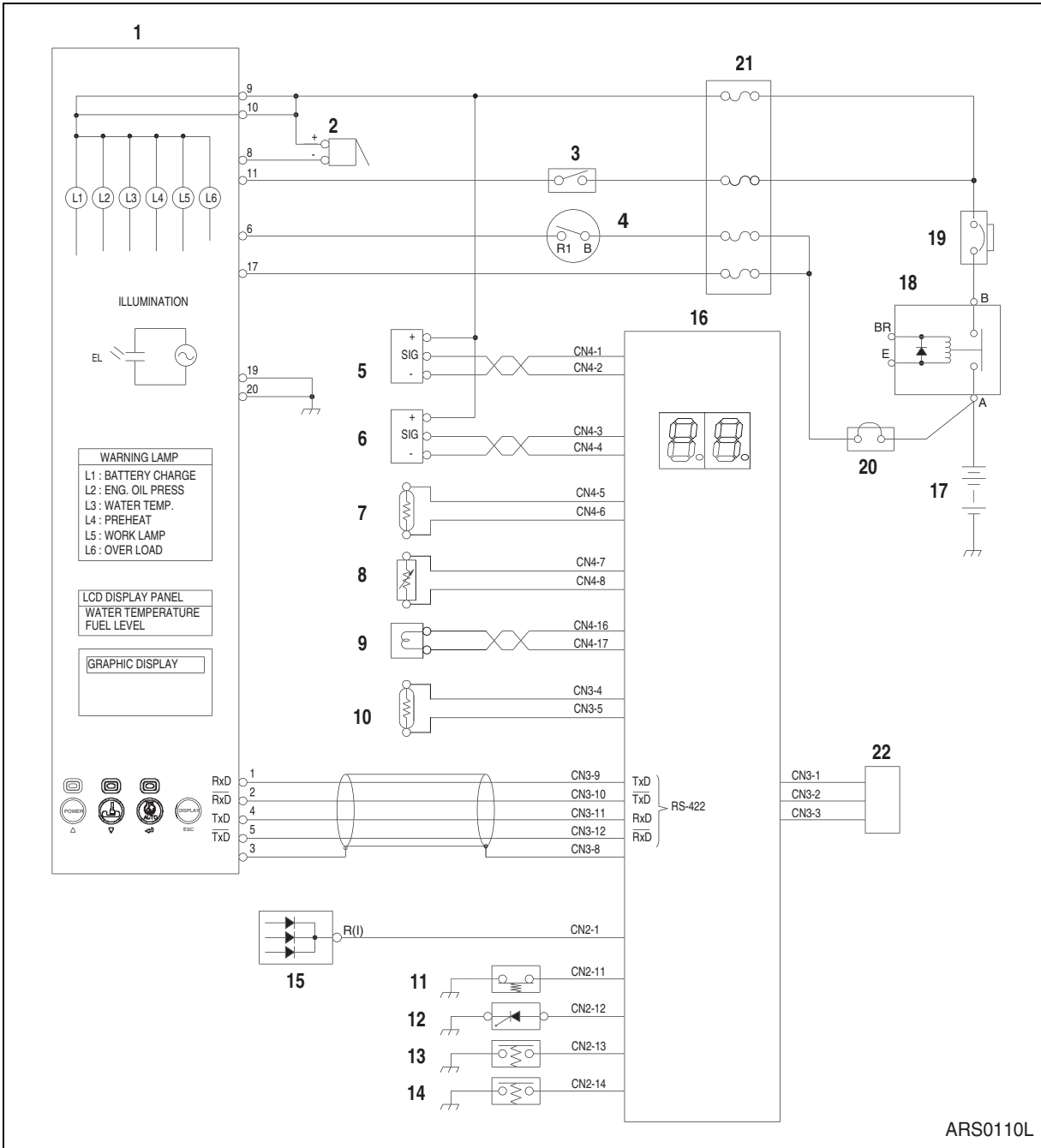


Figure 11

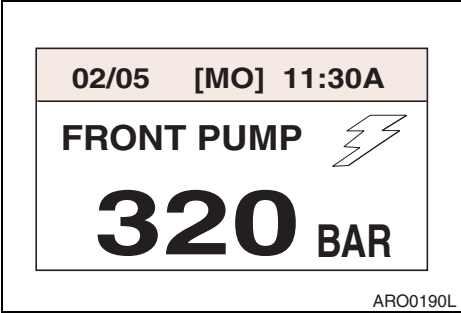

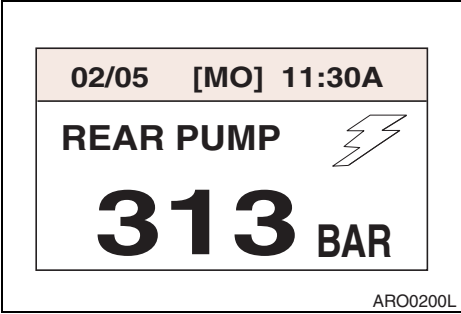

| Reference Number | Description |
|-------------------------|-----------------------------------|
| 1 | Instrument Panel |
| 2 | Pilot Buzzer |
| 3 | Light Switch |
| 4 | Start Switch |
| 5 | Front Pump Pressure Sensor |
| 6 | Rear Pump Pressure Sensor |
| 7 | Engine Coolant Temperature Sensor |
| 8 | Fuel Gauge |
| 9 | Engine Speed Sensor |
| 10 | Hydraulic Oil Temp. Sensor |

| Reference Number | Description |
|-------------------------|----------------------------|
| 11 | Engine Oil Pressure Switch |
| 12 | Air Cleaner Indicator |
| 13 | Return Filter Switch |
| 14 | Pilot Filter Switch |
| 15 | Alternator |
| 16 | e-EPOS Controller |
| 17 | Battery |
| 18 | Battery Relay |
| 19 | Circuit Breaker |
| 20 | Fusible Link |
| 21 | Fuse Box |
| 22 | Check Connector |

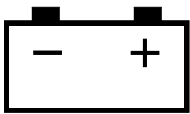
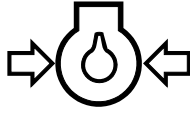



OPERATION


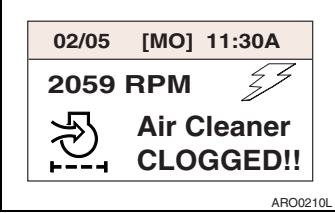
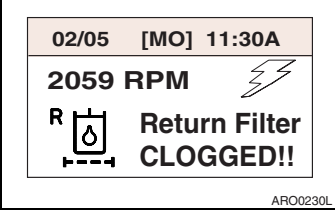
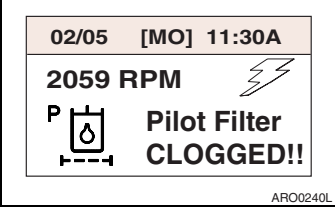
INSTRUMENTS

| Function | Display | Sensor Specification | |
|----------------------------|---------|----------------------|--|
| | | Input Terminal | Input Specification |
| Engine Coolant Temperature | | CN4-5 CN4-6 | 41°C (106°F) →1,372 ohms 61°C (142°F) →855 ohms 102°C (216°F)→160 ohms 105°C (221°F) →147 ohms 107°C (225°F) →128 ohms |
| Fuel Level | | CN4-7 CN4-8 | 1/10 LCD Blinking →over 5K ohms FULL →under 525 ohms |
| Tachometer | | CN4-16 CN4-17 | N = 129 f / 60 (S225LC-V) N = 129 f / 60 (S225NLC-V) N = 129 f / 60 (S255LC-V) N = 146 f / 60 (S300LC-V) N = 146 f / 60 (S300LL) N = 152 f / 60 (S340LC-V) N = 152 f / 60 (S420LC-V) N = 152 f / 60 (S470LC-V) N = Engine speed (rpm) f = Frequency of engine speed sensor (Hz) |
| Voltmeter | | CN7-9 CN7-19 | 0 - 32 VDC |

| Function | Display | Sensor Specification | |
|---|--|----------------------|---|
| | | Input Terminal | Input Specification |
| Main pump discharge pressure (front pump) |  <p>02/05 [MO] 11:30A FRONT PUMP  320 BAR <small>ARO0190L</small></p> | CN4-1 CN4-2 | $V = 0.00816 \times P + 1.0$ V: Sensor output voltage (V) P: Displayed pressure (Bar) |
| Main pump discharge pressure (rear pump) |  <p>02/05 [MO] 11:30A REAR PUMP  313 BAR <small>ARO0200L</small></p> | CN4-3 CN4-4 | |

WARNING AND INDICATOR LIGHTS

| Description | Symbol | Input Terminal | Operation | Remarks |
|----------------------------|--|---------------------|---|---|
| Charge |  <p style="text-align: right; font-size: small;">HAOA610L</p> | CN2 - 1 | Lights up when not charging [R(I) terminal output drops below 12±1V] and over charging [R(I) terminal output increase over 33 V]. | Lights up before engine start up and shut off once engine is running. |
| Engine Oil Pressure |  <p style="text-align: right; font-size: small;">HAOA620L</p> | CN2 - 11 | Lights up when engine oil pressure switch is turned "ON" (Oil pressure drops below 0.7 kg/cm ² (10 psi)). | After starting engine, if engine oil pressure is insufficient after 8 seconds, a warning buzzer will sound. |
| Engine Coolant Temperature |  <p style="text-align: right; font-size: small;">HAOD350L</p> | CN4 - 5 CN 4 - 6 | Lights up when the resistance of engine coolant temperature sensor drops below 128 ohms. | |
| Preheat |  <p style="text-align: right; font-size: small;">HAOA639L</p> | CN7 - 6 | Lights up when preheat process is completed. (Approximately 19 seconds from start) | |
| Work Light |  <p style="text-align: right; font-size: small;">2658A</p> | CN2 - 7 | Lights up when work light switch is turned "ON." | |

| Description | Symbol | Input Terminal | Operation | Remarks |
|---------------------------------|--|--------------------|--|---|
| Overload (Optional) |  <p style="text-align: right; font-size: small;">ARO0220L</p> | CN1 - 3 CN1 - 4 | Lights up when lifting load exceeds limit. (When the over load warning switch is turned "ON," output voltage increases over reading in remarks.) | Warning buzzer will sound. 2.68 V (S225LC-V) 2.80 V (S225NLC-V) 2.80 V (S255LC-V) 2.80 V (S300LC-V) 2.80 V (S300LL) 2.80 V (S340LC-V) 2.88 V (S420LC-V) 2.80 V (S470LC-V) |
| Graphic Information Area | | | | |
| Air Cleaner |  <p style="text-align: right; font-size: small;">ARO0210L</p> | CN2 - 12 | Lights up when air cleaner is clogged | Symbol is blinking. |
| Return Filter |  <p style="text-align: right; font-size: small;">ARO0230L</p> | CN2 - 13 | Lights up when return filter pressure increases over 1.5 kg/cm ² (21 psi). | Symbol is blinking. |
| Pilot Filter |  <p style="text-align: right; font-size: small;">ARO0240L</p> | CN2 - 14 | Lights up when pilot filter pressure increases over 1.0 kg/cm ² (14 psi). | Symbol is blinking. |

INITIAL OPERATION

| Item | Input (Terminal) | Output (Operation and initial setting mode) |
|-------------------|--|--|
| Initial Operation | When battery voltage is input to CN7 - 9 (starter switch is turned from "OFF" to "ON" position). | <ul style="list-style-type: none">• All LCD, LED and warning lights are turned on and turned off after about 2 seconds.• Warning buzzer is activated and turned off after about 2 seconds.• Power mode: Standard mode.• Work Mode: Digging mode.• Auto Idle: High Output (Activation).• Numerical display: Engine speed.• Clock: Current time display. |

NOTE: Refer to the clock setting method of operation manual for time setting.

MODE SELECT SWITCH

Power Mode / Trenching Mode Switch

| Operation Mode | | Output Check (Operation mode display LED) | e-EPOS Output | | | |
|----------------|----------------|--|------------------------------|---------------------------------|----------------------------------|----------------------|
| | | | Pump Volume Valve (mA) | Discharge Control Current | Swing Priority Solenoid Valve | 7-Segment Display |
| Power Mode | Power Mode | ON | Variable Output | | - | 9 x |
| | Standard Mode | OFF | 0 | | - | 7 x |
| Work Mode | Trenching Mode | ON | - | | ON | x 2 |
| | Digging Mode | OFF | - | | OFF | x 0 |

Auto Idle Switch

| Operation Mode | | Output Check (Operation mode display LED) | e-EPOS Output (CN1 - 7 Terminal) |
|----------------|--------------|--|-------------------------------------|
| Auto Idle | Activation | ON | H (11 ±1.5V) |
| | Cancellation | OFF | L (0 - 1V) |

GRAPHIC INFORMATION AREA DISPLAY

OVERVIEW

Many kinds of condition of machine are displayed on the letter information display department. The information display department is divided into two menus. One is main menu for user and the other is special menu for specialist. These menus can be moved from normal display mode by the combination of select buttons.

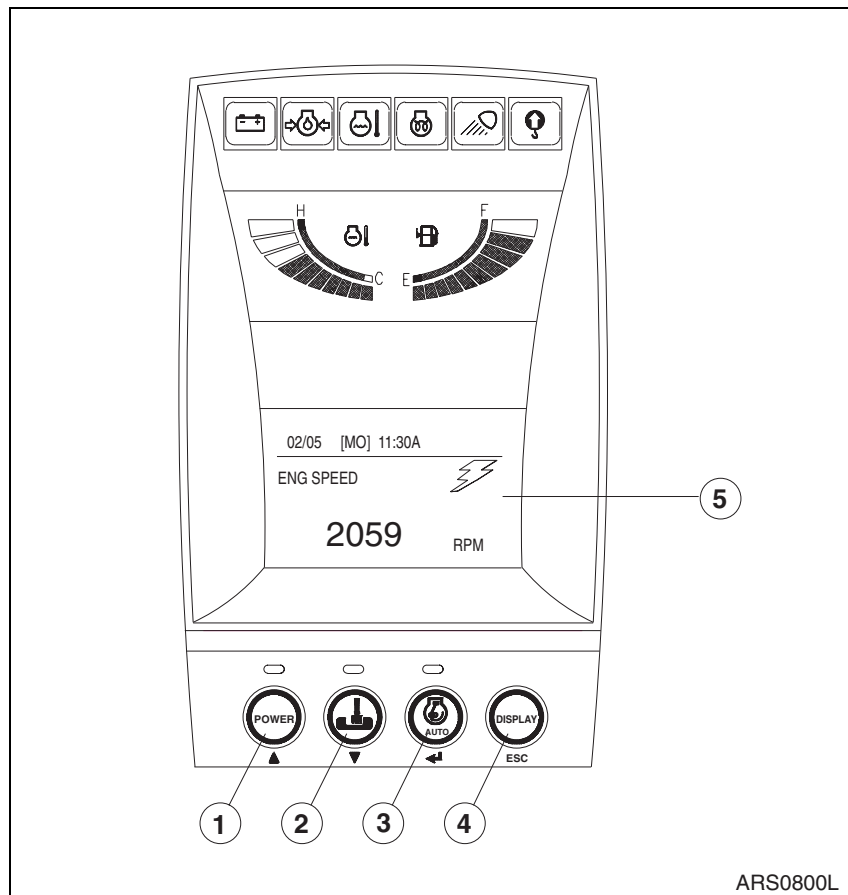


Figure 12

| Selection Buttons | Graphic Display Area |
|---|--|
| <ul style="list-style-type: none"> 1. Up Arrow Button 2. Down Arrow Button 3. Enter Button 4. Escape Button | <ul style="list-style-type: none"> 5. Letter Information Display Department |

MAIN MENUS FOR THE GRAPHIC DISPLAY AREA

1. Main menu: Language setting, Time setting, Filter/Oil information
2. Special menu: Information of machine status, failure information, Information of machine operation.

MENU SELECTION BUTTONS

1. Up Arrow Button (▲, 1 on Figure 12): Move the cursor to up, left and previous screen.
2. Down Arrow Button (▼, 2 on Figure 12): Move the cursor to down, right and next screen.
3. Enter Button (↵, 3 on Figure 12): Move the menu to selected mode. When setting the menu, this button is used to function as the select button.
4. Escape Button (ESC, 4 on Figure 12): Move a screen to previous menu or main menu.

MAIN MENU

When the "ESC" button is pressed for more than 3 seconds, the main menu screen is displayed.

Main menu offers three sub-menus (language setting, time setting, or filter/oil information) to the operator.

Refer to the "Operation and Maintenance Manual" for details.

LANGUAGE SETTING

This mode is used for setting desired language.

TIME SETTING

This mode is used for setting time on the digital clock.

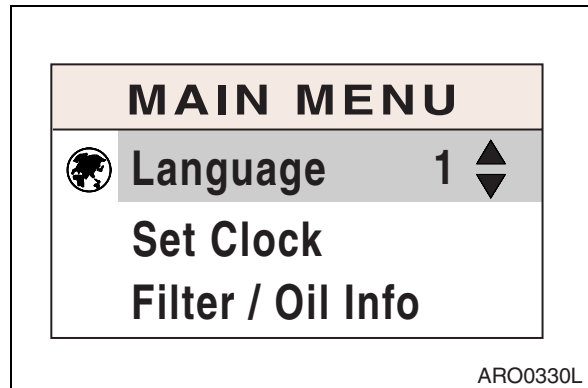


Figure 13

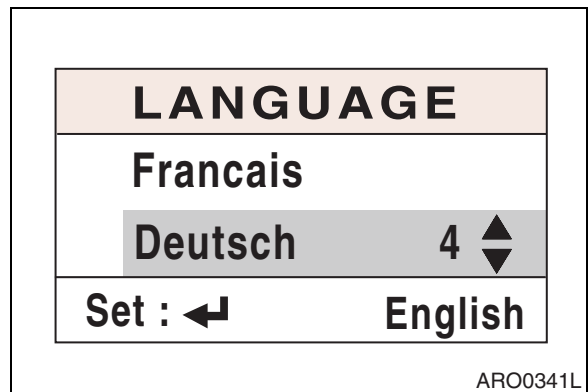


Figure 14

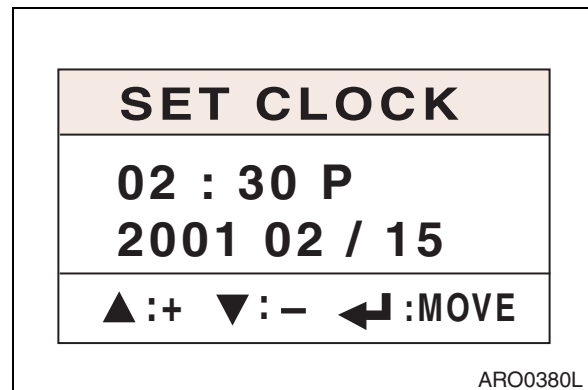


Figure 15

FILTER/OIL INFORMATION

This mode displays total operating hours of filters and oils.

After changing the filter and oil, reset the operating hour and then the operating hours until the next service interval can be easily checked.

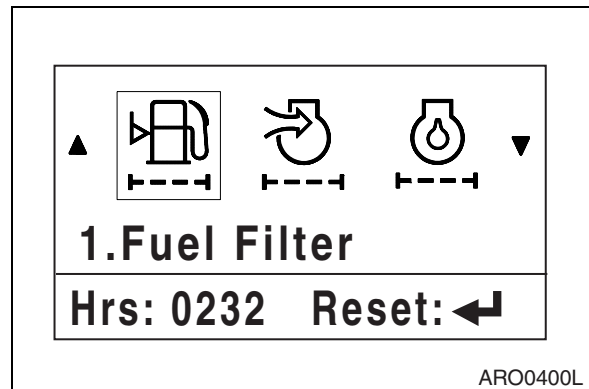


Figure 16

Menu Display Order and Icon Explanation

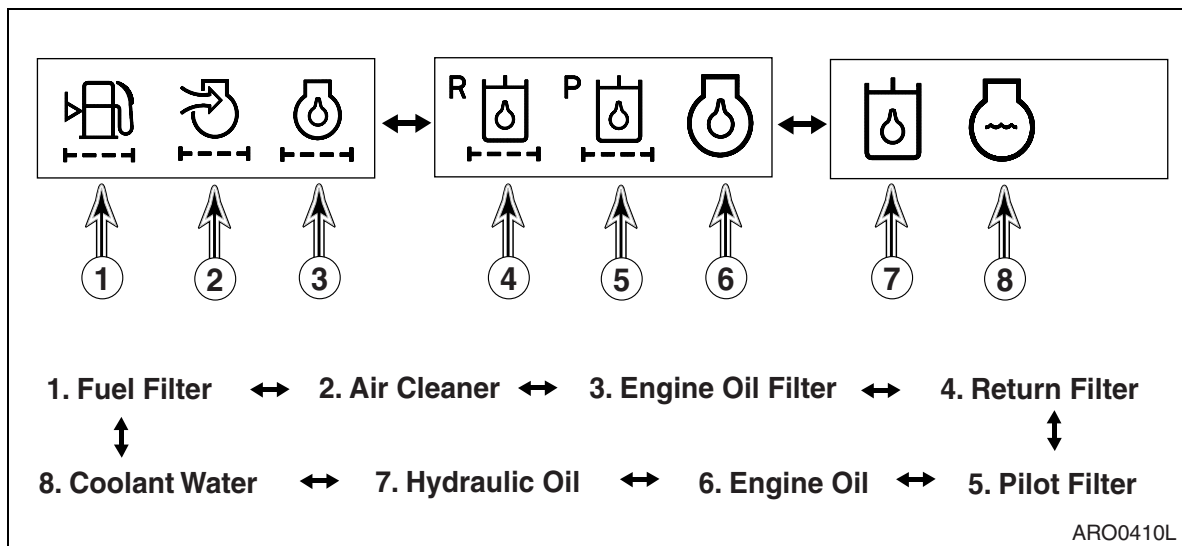


Figure 17

SPECIAL MENU

In this menu, many types of operating conditions and functions can be accessed and displayed, including the e-EPOS controller. This menu is mainly used for machine testing and failure diagnostics.

The special menu offers three sub-menus;

1. Machine status.
2. Failure information.
3. Information on machine operation

ENTERING/ACCESSING AND EXITING/ESCAPING MENUS

Entering/Accessing Menus

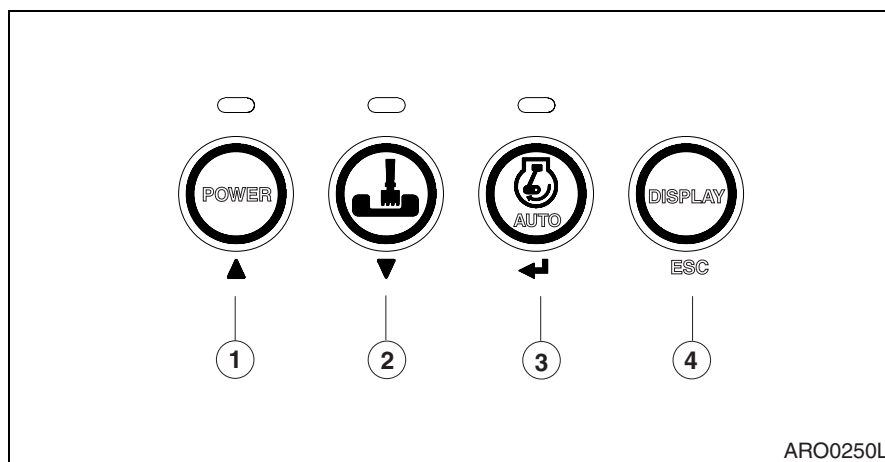


Figure 18

When normal mode screen is displayed, if the enter button (←, 3) and escape button (ESC, 4) are pressed simultaneously for more than 3 seconds, normal mode screen (Figure 19) will be changed to special menu screen (Figure 20).

Normal Mode Screen

NOTE: Normal mode screen can display many kinds of display mode by selecting, for example, engine revolution (RPM), battery voltage (V), front pump pressure (BAR), rear pump pressure (BAR) and so on by selecting.

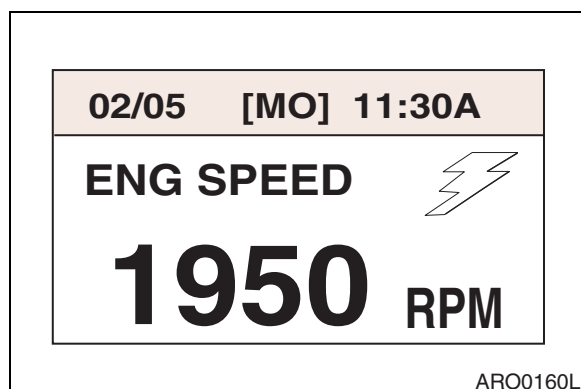


Figure 19

Special Menu Screen

NOTE: *Displayed language on the special menu screen consists of Korean and English.*

If any language except for Korean is selected during language selection mode of main menu, only English will be displayed on special menu screen.

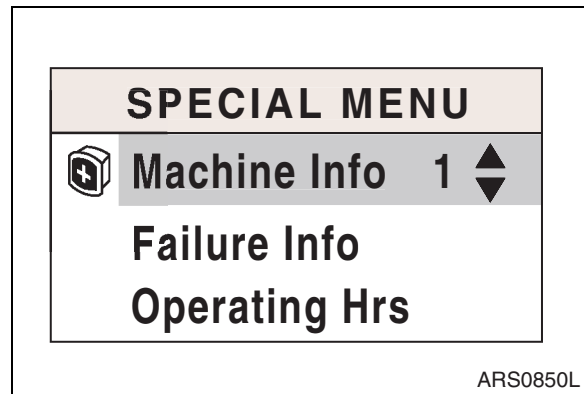


Figure 20

Exiting/Escaping Menus

1. If escape button (ESC, 4 on Figure 18) is pressed for more than 1 second, the special menu screen will be returned to the normal mode screen.
2. If this special menu is "ON" without any activity, for more than 20 seconds, it will turn to the normal mode screen.
3. After the turning starter switch to the "OFF" position, turn it back to the "ON" position, and the normal mode screen displayed once again.

SPECIAL MENU SELECTIONS

Sub-menu Selection Method

Various sub-menus can be selected by pressing "Up (▲, 1 on Figure 18)" and "Down (▼, 2 on Figure 18)" button.

Move the cursor to desired menu and a selected menu will be inverse displayed.

When the selected menu is inverse displayed, press the "Enter (↵, 3 on Figure 18)" button for menu selection.

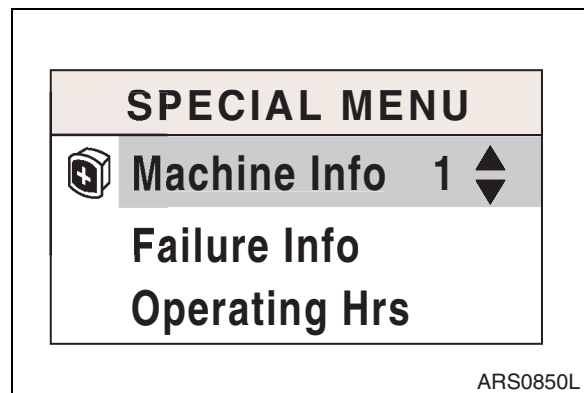


Figure 21

Information of Machine Status

1. Entering Sub-menus: When cursor is located on "Machine Info" of special menu screen, press "Enter (↵, 3 on Figure 18)" button and the "Machine Info Sub-menu" will be displayed.
2. Exiting Sub-menus: If escape button (ESC, 4 on Figure 18) is pressed for more than 1 second, display will be turned to previous sub-menu.

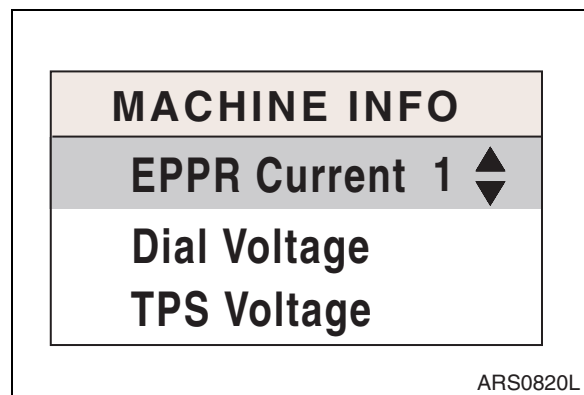


Figure 22

Contents of Machine Status

| Display Item of Machine State Information | | Display | Remarks |
|---|-------------------------|-------------------|--|
| 1. EPPR Current | | "mA" | EPPR valve current |
| 2. Dial Voltage | | "mV" | Dial voltage |
| 3. TPS Voltage | | "mV" | TPS voltage |
| 4. Input State | 1. Alternator | 8. Pressure (Px) | Input status delivered from switches and sensors to e-EPOS controller is displayed as on or off. * Number 3 (Work/Travel Solenoid) is used only wheel type machine. * Number 13 (OWD Select) is optional part. |
| | 2. Power Max | 9. E/G Oil Press. | |
| | 3. Work/Travel Solenoid | 10. Air Cleaner | |
| | 4. Hi Speed Solenoid | 11. Return Filter | |
| | 5. Auto Travel | 12. Pilot Filter | |
| | 6. Work Lamp | 13. OWD Select | |
| | 7. Pressure (Py) | | |
| 5. Output State | 1. Relief Press Up | 4. Spare Out 1 | Output status delivered from e-EPOS controller to solenoid valves is displayed as on or off. |
| | 2. High Speed | 5. Spare Out 2 | |
| | 3. Swing Priority | | |
| 6. Hydraulic Oil Temp | | °C (°F) | Hydraulic oil temperature. |
| 7. Boom Pressure (Opt) | | BAR | On machine with overload warning device, it displays cylinder pressure. |
| 8. T/M Pressure (Wheel Type) | | BAR | At this machine, it is always displayed as "O." |

Sub-menu Selections

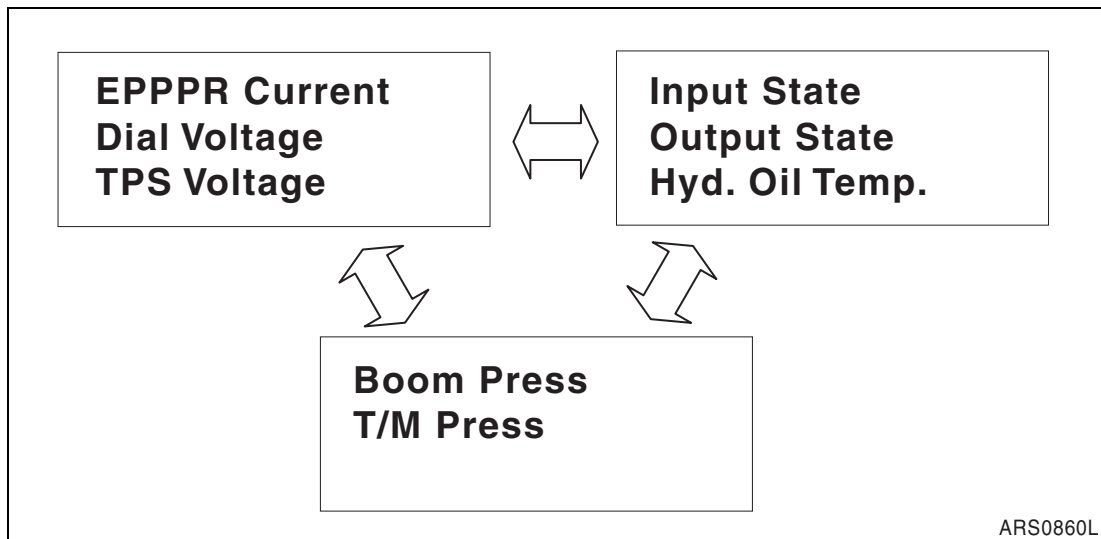


Figure 23

Display Example: Machine Status Information

1. EPPR Valve Current

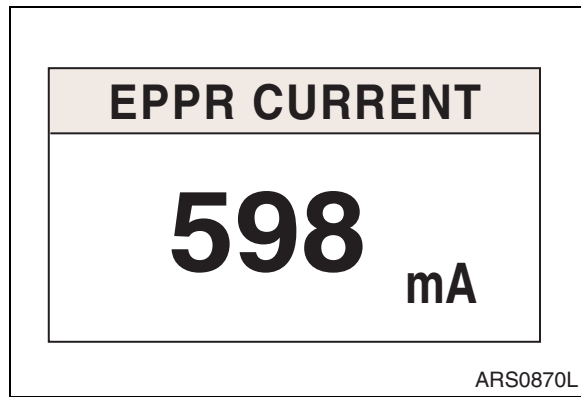


Figure 24

2. Dial Voltage

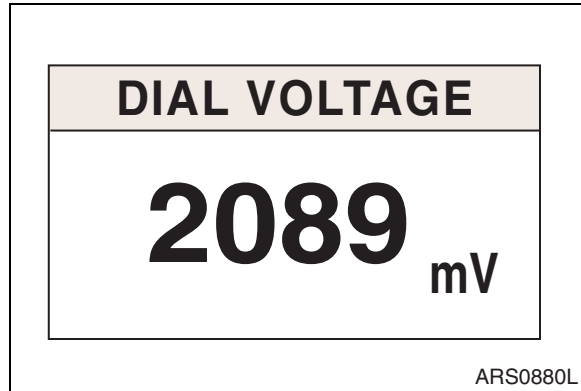


Figure 25

3. TPS Voltage

Output voltage of potentiometer built into engine control motor.

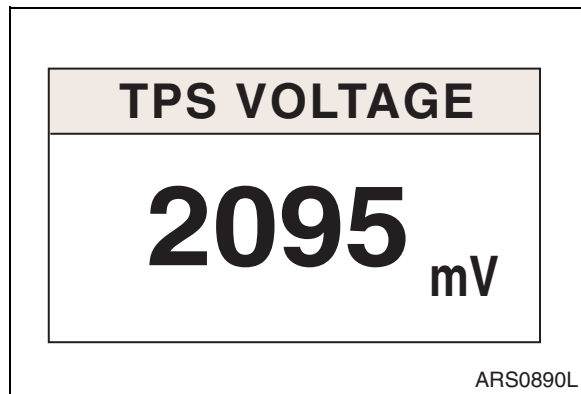


Figure 26

4. Input Status

"YES" or "NO" for alternator's generation (Generation: "ON"/ Nongeneration: "OFF"), selection status of select switch (Selection: "ON"/ Nonselection: "OFF") and the other statuses of on/off type sensors.

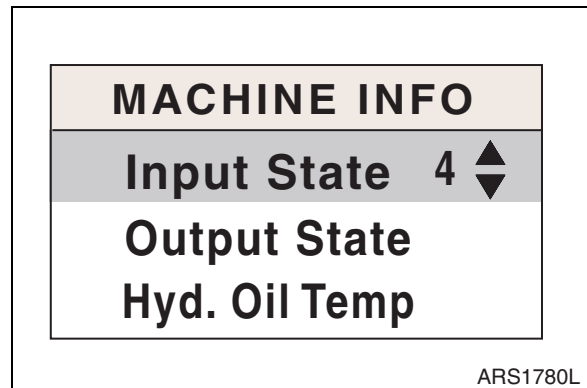


Figure 27

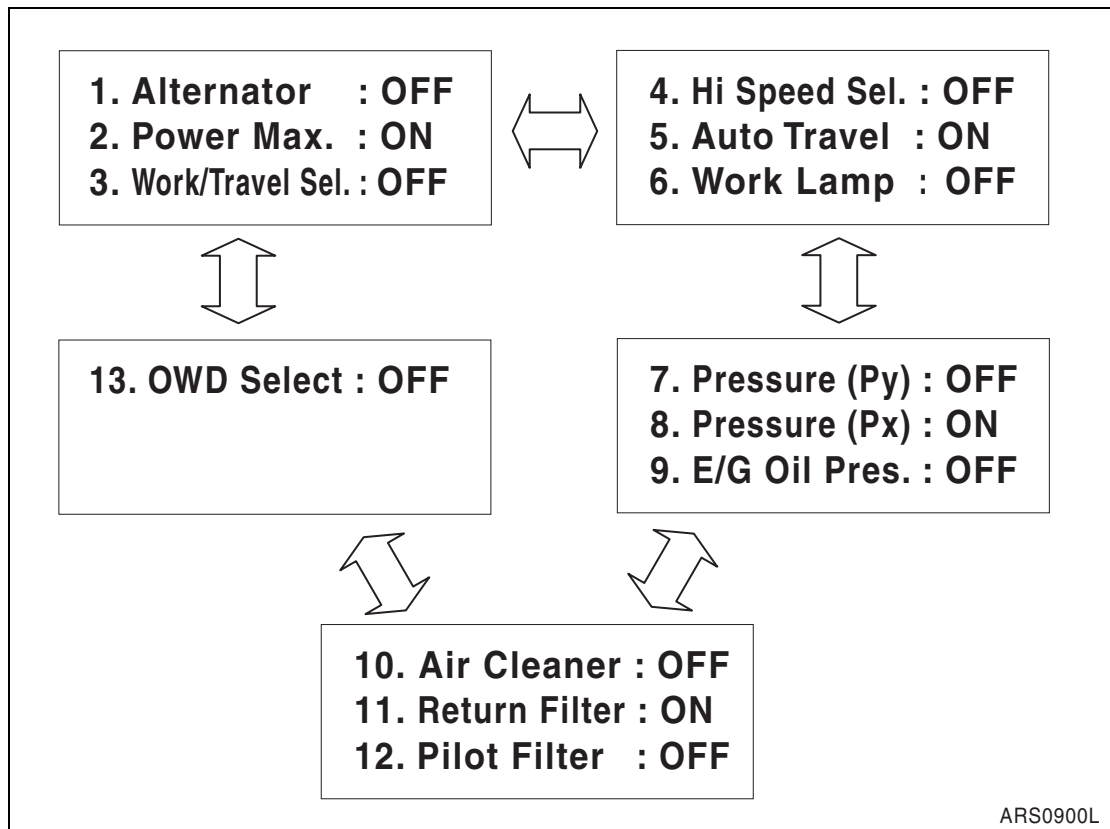


Figure 28

5. Output Status: Output status of solenoid valves and spare valves are displayed. (Output: "ON"/ Nonoutput: "OFF")

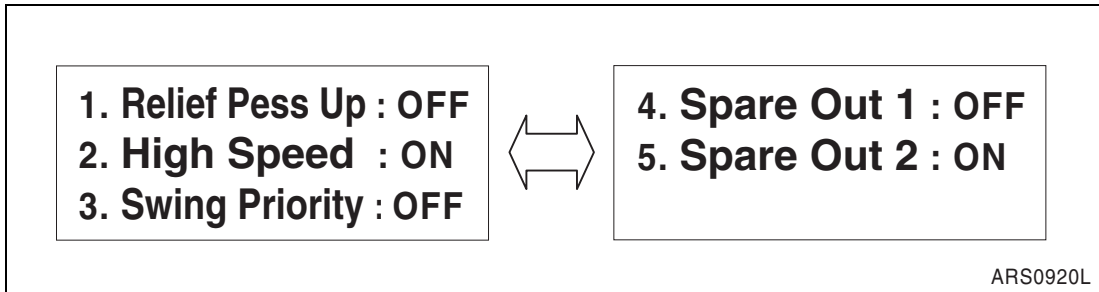


Figure 29

6. Hydraulic Oil Temperature

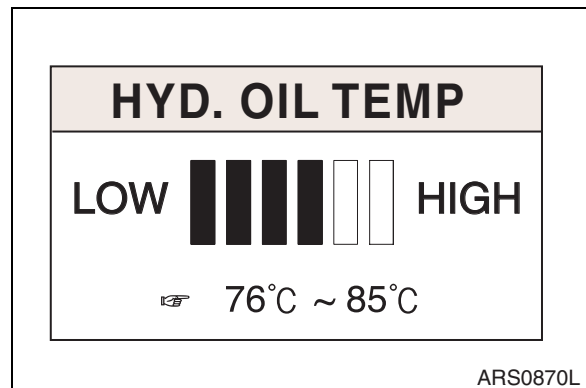


Figure 30

- Display Specification

| BAR Graph Display | Input Terminal | Sensor Input Specification | Remarks |
|-------------------|----------------------|----------------------------|----------------------------|
| 1/6 BAR Lit | CN 3 - 4 CN 3 - 5 | Over 1,510 Ω | Below 30°C (Below 86°F) |
| 1/6 - 2/6 BAR Lit | | 745 - 1,510 Ω | 31 - 50°C (87 - 122°F) |
| 1/6 - 3/6 BAR Lit | | 332 - 745 Ω | 51 - 75°C (123 - 167°F) |
| 1/6 - 4/6 BAR Lit | | 244 - 332 Ω | 76 - 85°C (168 - 185°F) |
| 1/6 - 5/6 BAR Lit | | 181 - 244 Ω | 86 - 95°C (186 - 203°F) |
| 1/6 - 6/6 BAR Lit | | Under 181 Ω | Over 96°C (Over 204°F) |

7. Boom Pressure (Optional)

On machine with OWD (Overload Warning Device), detected pressure from boom cylinder is displayed with numeric values (Unit: Bar).

The relative equation between the, output voltage of pressure sensor, and the pressure of boom cylinder, is as follows.

- $V = 0.00816P + 1$

V: Output voltage of pressure sensor (V).

P: Displayed pressure (Bar).

NOTE: *At standard machine, "0 BAR" is always displayed.*

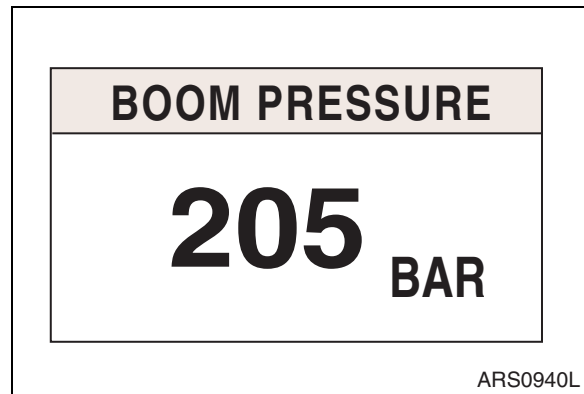


Figure 31

Failure Information

1. Entering Sub-menus: When a cursor is located in "Failure Info" of special menu screen press enter button (↵, 3 on Figure 18) and "Failure Info" screen is displayed.
2. Exiting Sub-menus: If escape button (ESC, 4 on Figure 18) is pressed for more than 1 second, this information screen will be returned to previous screen.

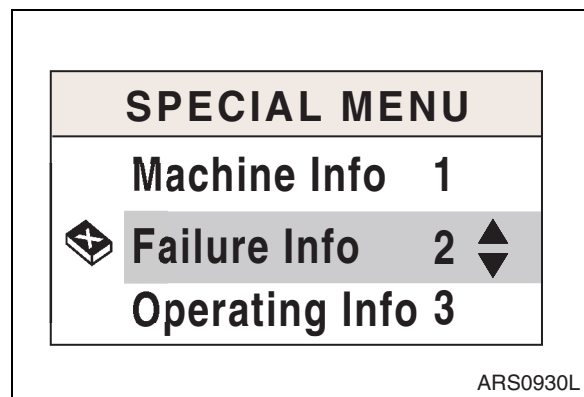


Figure 32

- * Real-time Failure:
Current status of failure is displayed.
- * Failure Log:
Memorized record of past failure is displayed.
- * Delete Fail Log:
This mode is used to delete all of the memorized record of past failure.

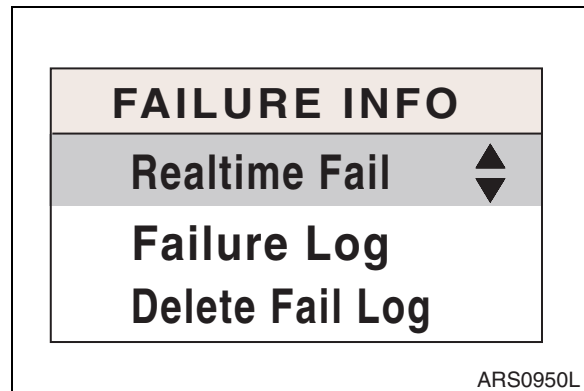


Figure 33

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.)

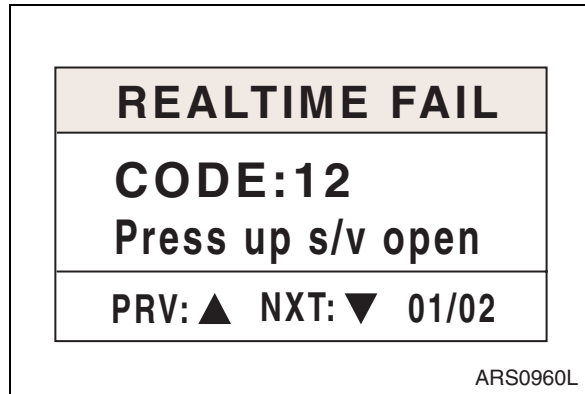


Figure 34

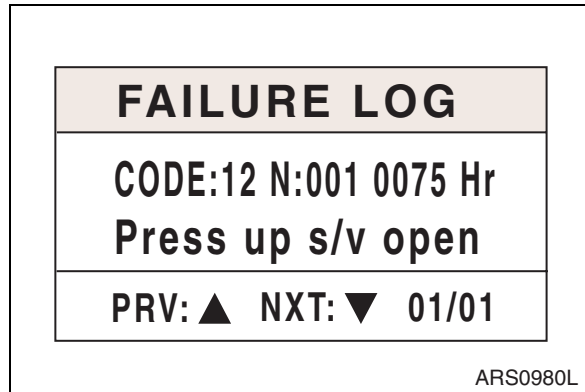


Figure 35

C. Failure record deletion

This mode is used to delete the memorized record of past failure. If this mode is selected, all records will be deleted.

When "YES" (←, 3 on Figure 18) button is pressed, the memorized record will be deleted.

At this time, deletion signal will be displayed and the screen will move to previous menu after deletion.

This screen will be displayed during 3 seconds.

When "NO" (ESC, 4 on Figure 18) button is pressed, the screen will recover to previous menu without deletion.

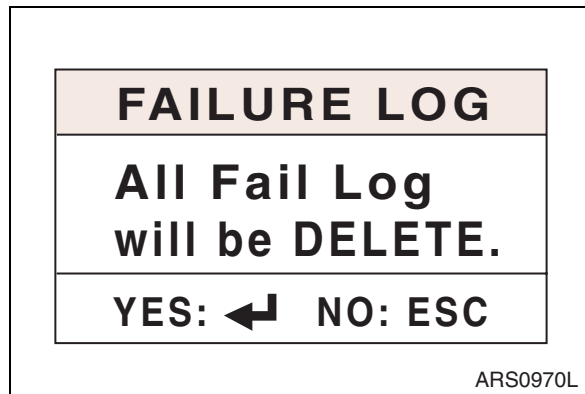


Figure 36

Code Description of Failure Information

| Code | State |
|------|---------------|
| 0 x | Short Circuit |
| 1 x | Open circuit |
| 2 x | Output error |
| 3 x | Output error |
| 8 x | Communication |

Display Contents of Failure Information Code

| Code | Contents | Cause | Operation | Reset Procedure |
|-------------|----------------------|--|-------------------------------|---|
| 82 | Communication Err!! | Communication error between e-EPOS controller and instrument panel | * Note | Automatic reset when problem is corrected |
| 01 | EPPR v/v short | Short Circuit | Cut off output current (0 mA) | After correcting problem, turn start switch from "OFF" to "ON." |
| 02 | Press Up s/v short | Short Circuit | | |
| 03 | Swing pri. s/v short | Short Circuit | | |

| Code | Contents | Cause | Operation | Reset Procedure |
|------|----------------------|---|---------------------------------|---|
| 11 | EPPR v/v open | Open Circuit | - | Automatic reset when problem is corrected |
| 12 | Press Up s/v open | Open Circuit | - | |
| 13 | Swing pri. s/v open | Open Circuit | - | |
| 21 | Dial Voltage Err (H) | Output voltage Over 4.6 \pm 0.2 V | - | |
| 22 | Dial Voltage Err (L) | Output voltage Over 4.6 \pm 0.2 V | - | |
| 23 | TPS Voltage Err (H) | Output voltage Over 4.6 \pm 0.2 V | Cut off EPPR v/v current (0 mA) | |
| 24 | TPS Voltage Err (L) | Output voltage Over 4.6 \pm 0.2 V | Cut off EPPR v/v current (0 mA) | |
| 25 | Fpump Sensor Err (H) | Output voltage Over 4.6 \pm 0.2 V | - | |
| 26 | Fpump Sensor Err (L) | Output voltage Over 4.6 \pm 0.2 V | - | |
| 27 | Rpump Sensor Err (H) | Output voltage Over 4.6 \pm 0.2 V | - | |
| 28 | Rpump Sensor Err (L) | Output voltage Over 4.6 \pm 0.2 V | - | |
| 29 | Speed Sensor Err | Under 1067 \pm 20Hz (On condition that alternator output exceeds over 12 \pm 1V) | - | |
| 31 | Fuel shot to GND | Sensor's resistance between two terminals is under 150 \pm 100 Ω | - | |
| 32 | Fuel Sensor open | Sensor's resistance between two terminals is under 6.5 \pm 0.5 k Ω | - | |
| 33 | Alternator too high | Output voltage of alternator exceeds 33 V for more than 3 seconds | - | |
| 34 | Alternator too low | When the output voltage is maintained under 18 \pm 1 for more than 3 seconds (On condition that speed sensor output exceeds over 1,067Hz) | - | |

NOTE:

1. If a communication error is generated during operation, the power mode, work mode and auto idle mode will be maintained at the last mode setting before the failure took place until the unit is shut down.
2. When start switch is turned to the "ON" position during a period of a communication error, the e-EPOS controller will operate in the following modes.
 - Power mode: Standard mode

- Work mode: Digging mode
 - Auto idle: "ON" (Selection state)
3. The above mentioned two statuses are applicable to normal condition of an e-EPOS controller.
 4. Under the abnormal condition of an e-EPOS controller, communication cable or instrument panel failure, "Failure code: 82" can be generated.

Information of Machine Operation

Accumulated operation hour of each mode and status is displayed.

1. Operating Hour Information

- A. Entering Sub-menus: When a cursor is located in "Operating Info" of special menu screen (Figure 37) press enter button (↵, 3 on Figure 18) and "Operating Info" screen will be displayed (Figure 38).

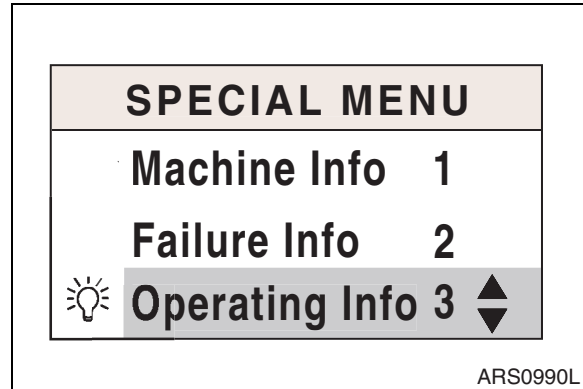


Figure 37

- B. Information screen of machine operation (Figure 38).

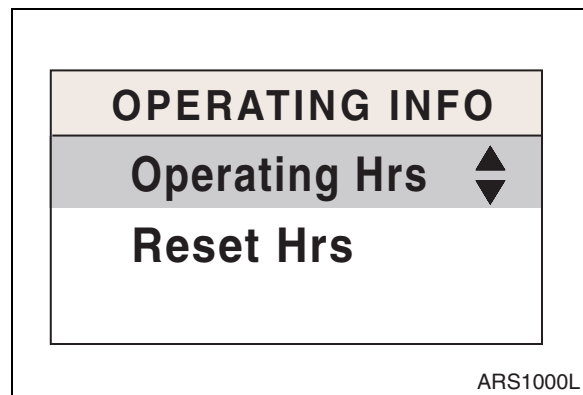


Figure 38

- C. Operation Hour Screen
- D. Exiting Sub-menus: If escape button (ESC, 4 on Figure 18) is pressed for more than 1 second, this information screen will be returned to previous screen.

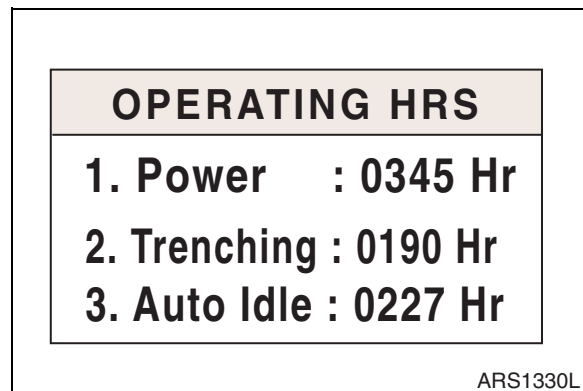


Figure 39

Information contents of operation hour

| Item | Information Contents | Detection Method |
|--|---|--|
| Power Mode | Operation hours used power mode are displayed. | Power mode switch (Instrument panel) - "ON" status and Alternator signal (CN2-1) |
| Trenching Mode | Operation hours used trenching mode are displayed. | Trenching mode switch (Instrument panel) - "ON" status and Alternator signal (CN2-1) |
| Auto Idle | Operation hours used auto idle status are displayed. | Auto idle switch (Instrument panel) - "ON" status and Alternator signal (CN2-1) |
| Travel Speed: - Low speed - High speed | Operation hours used low speed and high speed are displayed | Low speed: High speed s/v "OFF" status and travel pressure switch "Py" (control valve) - "ON" status High speed: High speed s/v and travel pressure switch "Py" (control valve) - "ON" status |
| Hydraulic Oil Temperature Distribution (°C (°F)) | Temperature of hydraulic oil is classified 6 steps, and operation hours of each step are displayed Under 30°C (87°F) 31 - 50°C (88 - 123°F) 51 - 75°C (124 - 168°F) 76 - 85°C (169 - 186°F) 86 - 95°C (187 - 203°F) Over 96°C (204°F) | The resistance delivered from temperature sensor of hydraulic oil is classified 6 steps, and operation hours of each step are displayed. (Alternator output) |
| Coolant Temperature Distribution (°C (°F)) | Temperature of coolant is classified 6 steps, and operation hours of each step are displayed Under 40°C (105°F) 41 - 60°C (106 - 141°F) 61 - 85°C (142 - 186°F) 86 - 95°C (187 - 204°F) 96 - 105°C (205 - 222°F) Over 106°C (223°F) | The resistance delivered from coolant sensor is classified 6 steps, and operation hours of each step are displayed. (Alternator output) |

Menu Selection of Operation Hour Information

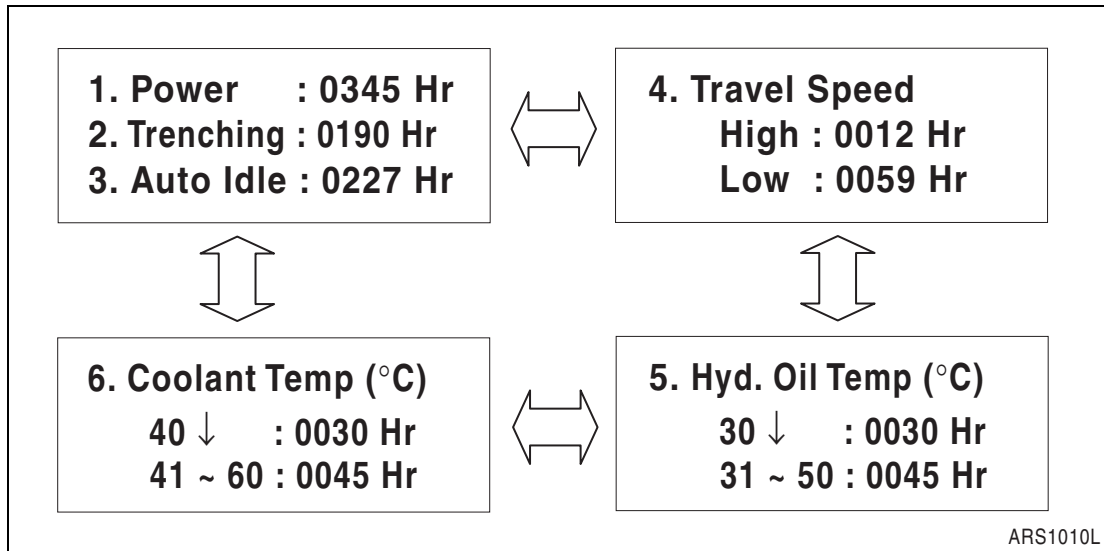


Figure 40

2. Operation hour reset

- A. Entering Sub-menus: When cursor is located in "Reset Hrs" of information screen of operation hour press enter button (↵, 3 on Figure 18) and "Reset Hrs" screen will be displayed.

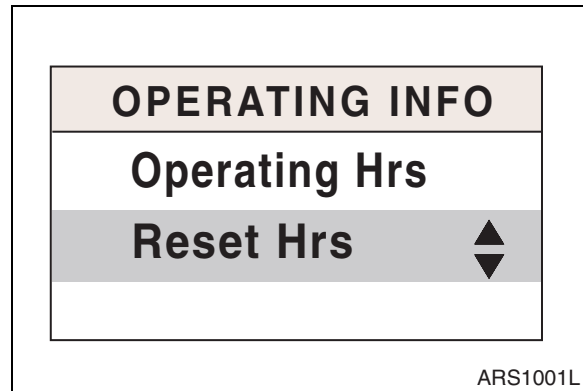


Figure 41

- B. Reset screen of operation hour
- C. Exiting Sub-menus: If escape button (ESC, 4 on Figure 18) is pressed for more than 1 second, this information screen will be returned to previous screen.

NOTE: When "YES" (↵, 3 on Figure 18) button is pressed, operation hours will reset. At this time, resetting signal will be displayed and the screen will move to previous menu after resetting.

NOTE: When "NO" (ESC, 4) button is pressed, the screen will recover to previous menu without resetting.



Figure 42

ELECTRONIC HYDRAULIC CONTROL SYSTEM (e-EPOS)

CONTROL SYSTEM SCHEMATIC

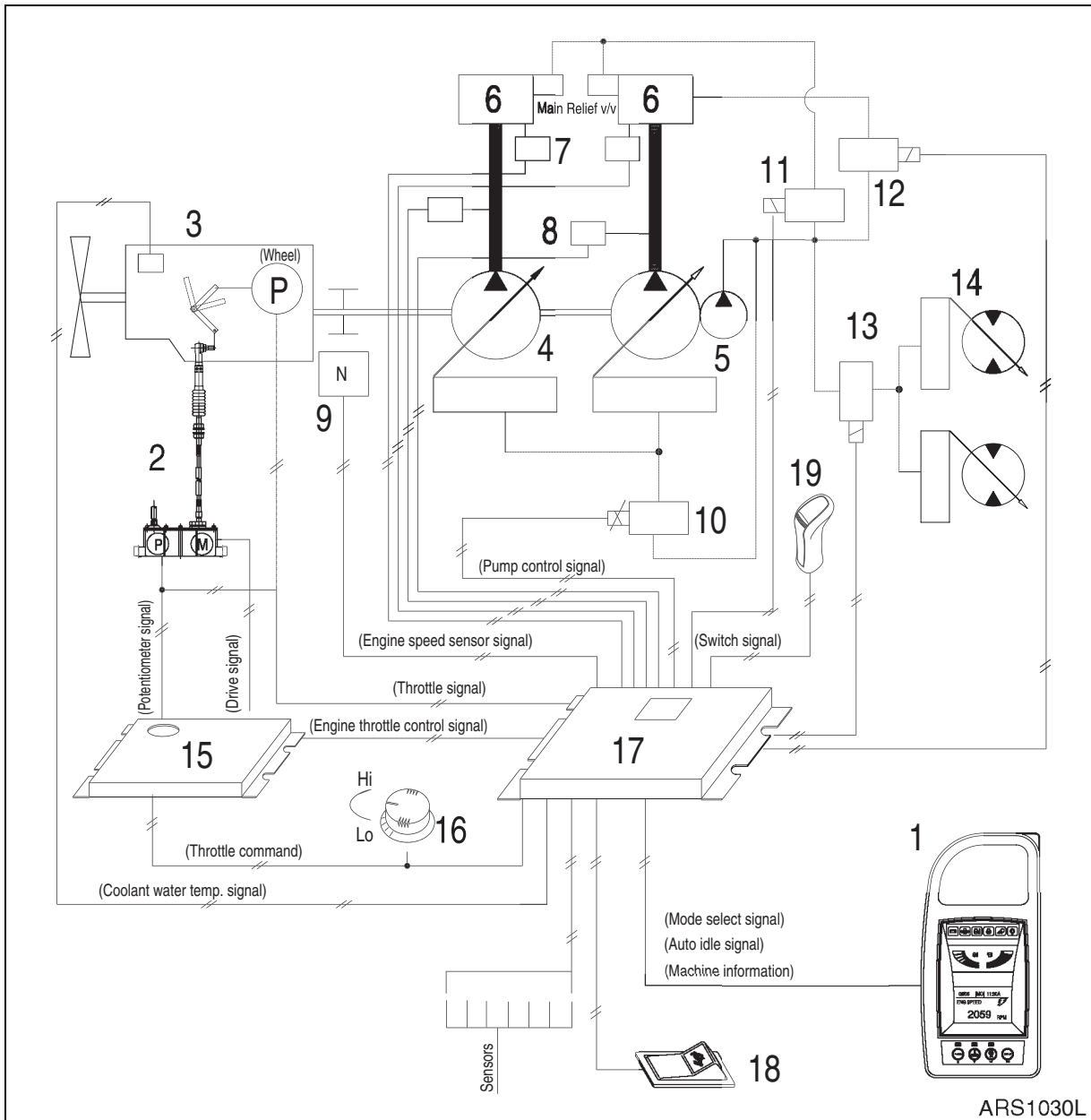


Figure 43

| Reference Number | Description |
|------------------|--|
| 1 | Instrument Panel |
| 2 | Engine Control Motor |
| 3 | Engine |
| 4 | Main Hydraulic Pump |
| 5 | Control Pump |
| 6 | Control Valve |
| 7 | Pressure Switch |
| 8 | Pump Pressure Sensor |
| 9 | Engine Speed Sensor |
| 10 | Electro-magnetic Proportional Pressure Reducing Valve (E.P.P.R. Valve) |

| Reference Number | Description |
|------------------|---------------------------------|
| 11 | Solenoid Valve (Pressure Up) |
| 12 | Solenoid Valve (Swing Priority) |
| 13 | Solenoid Valve (High Speed) |
| 14 | Travel Motor |
| 15 | Engine Throttle Control |
| 16 | Engine Control Dial |
| 17 | e-EPOS Controller |
| 18 | Auto Travel Select Switch |
| 19 | Boost Switch (Right Work Lever) |

POWER MODE CONTROL

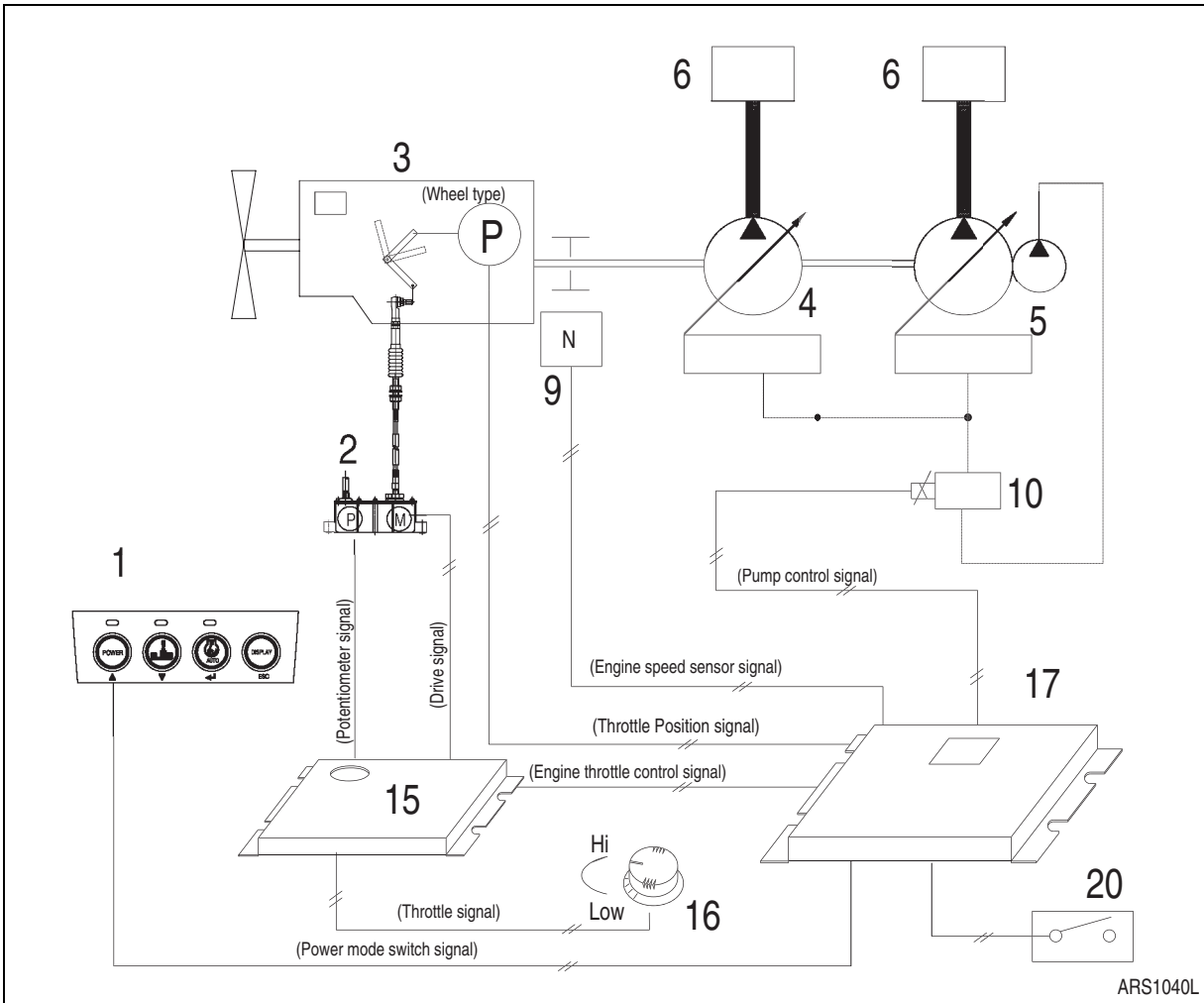


Figure 44

| Reference Number | Description |
|------------------|--|
| 1 | Instrument Panel (Power Mode Selection Switch) |
| 2 | Engine Control Motor |
| 3 | Engine |
| 4 | Main Hydraulic Pump |
| 5 | Control Pump |
| 6 | Control Valve |

| Reference Number | Description |
|------------------|---|
| 9 | Engine Speed Sensor |
| 10 | E.P.P.R. Valve |
| 15 | Engine Throttle Controller |
| 16 | Engine Control Dial |
| 17 | e-EPOS Controller |
| 20 | Work / Travel Selection Switch (Wheel Type) |

The power mode switch permits the selection of the appropriate engine power depending on the working condition. One of the two, Power Mode or Standard Mode, setting can be selected. When the engine start switch is turned "ON," the power mode is automatically defaulted to standard mode. The desired mode can be selected by pressing the select button on the instrument panel. When the power mode is selected, the indicator lamp will turn "ON" to display the selected mode.

The quantity of oil discharged by the pump and the engine speed are determined by the mode selected by the operator. The pump output in each mode is determined by the mode selection and is listed in the following table

| Mode | Standard Mode | Power Mode |
|------------|-------------------|------------|
| Output (%) | Approximately 85% | 100% |

OPERATION

1. Power Mode

This mode should be selected for high speed work. In this mode the engine output is most efficiently utilized due to the discharged oil volume being controlled based on the equivalent horsepower curve at various loaded pressures. The e-EPOS controller compares the target engine speed with the actual engine speed and controls the signal to the E.P.P.R. (Electric Proportional Pressure Reducing) valve which in turn varies the pump output quantity.

If the load increases, the engine speed will fall below the rated speed. When this occurs, the controller senses this decrease and immediately reduces the pump discharge volume to maintain the engine speed at the rated level.

On the other hand, if the load is decreased the controller increases the discharge volume of the pump to maintain the engine speed at the rated level.

By repeating these control operations, the engine speed is maintained at the rated speed so that maximum power can be generated.

In Power Mode, the controller receives engine speed signals from the engine speed sensor and the throttle position sensor (sensor is built into engine control motor) and converts it to an operating signal current and is then transferred to the pump's E.P.P.R valve. At this time the E.P.P.R. valve converts the electric signal to the corresponding control pressure and sends it to the two pumps, adjusting the pump discharge volume to the desired level.

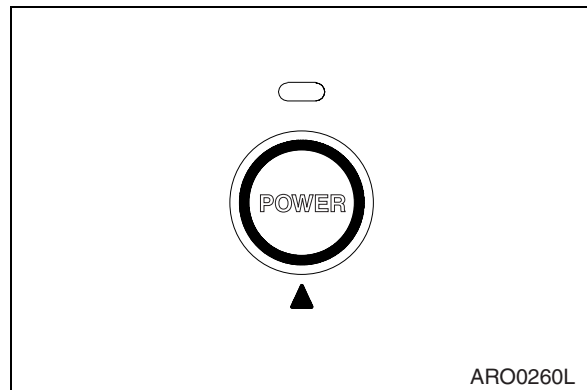


Figure 45

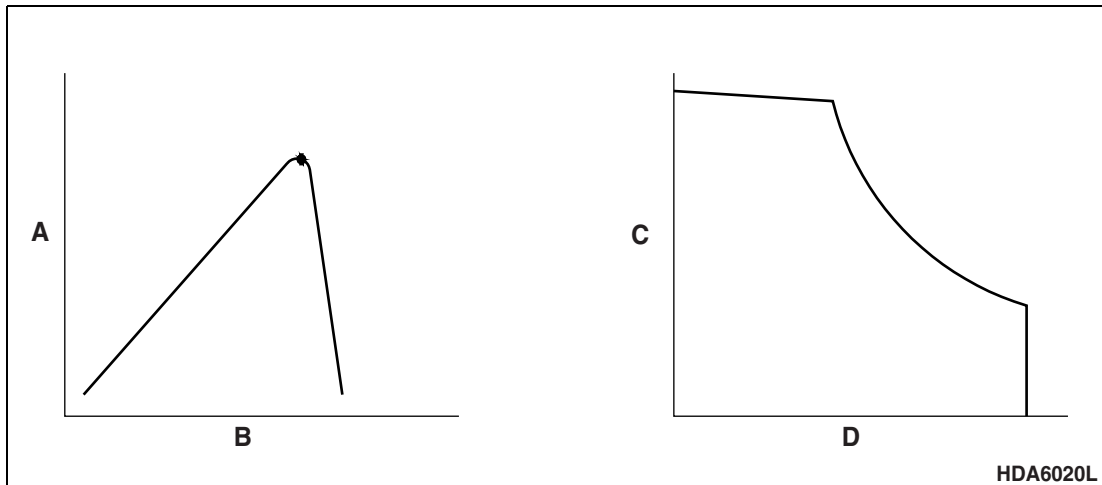


Figure 46

| Reference Number | Description |
|------------------|-----------------------------|
| A | Engine Horsepower (hp) |
| B | Engine Speed (rpm) |
| C | Pump Discharge Volume (lpm) |

| Reference Number | Description |
|------------------|---|
| D | Pump Discharge Pressure (kg/cm ²) |

2. Standard Mode

Standard Mode is used for general work. When this mode is selected it will reduce noise and fuel consumption in comparison with Power Mode. The current to the E.P.R. valve is shut off and pump discharge volume is controlled by pump regulator.

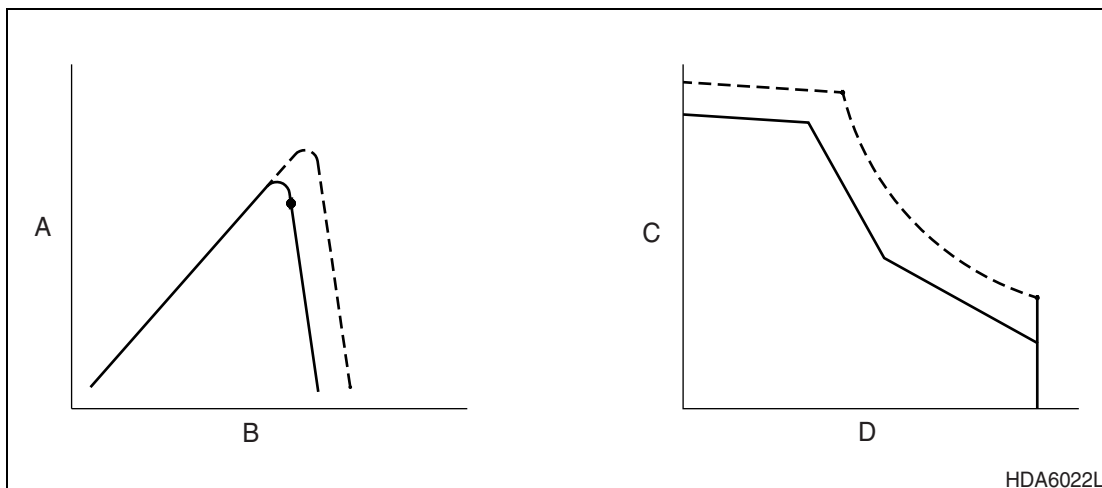


Figure 47

| Reference Number | Description |
|-------------------------|-----------------------------|
| A | Engine Horsepower (hp) |
| B | Engine Speed (rpm) |
| C | Pump Discharge Volume (lpm) |

| Reference Number | Description |
|-------------------------|---|
| D | Pump Discharge Pressure (kg/cm ²) |

POWER MODE CONTROL - CIRCUIT DIAGRAM

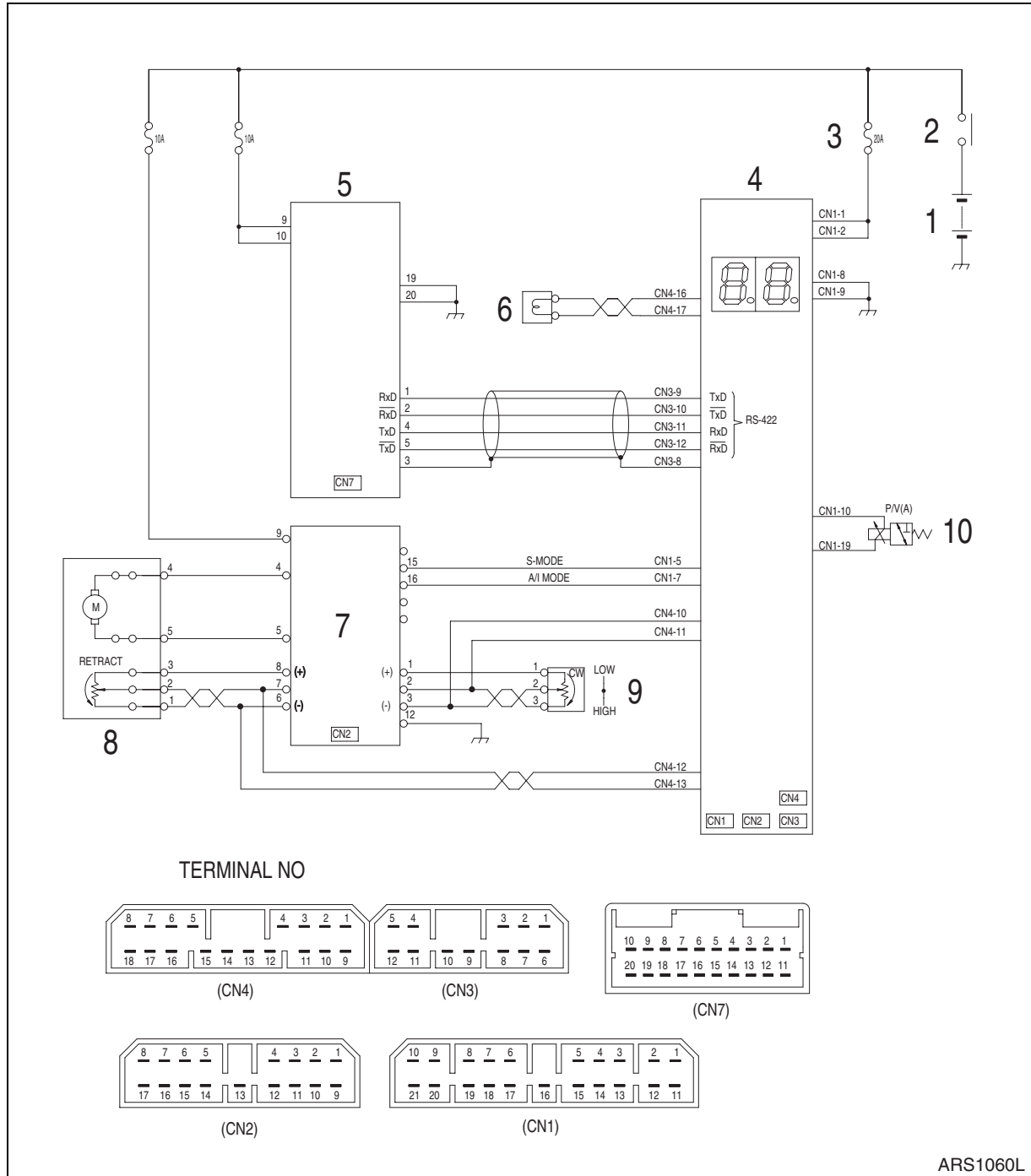


Figure 48

ARS1060L

| Reference Number | Description |
|-------------------------|--------------------|
| 1 | Battery |
| 2 | Battery Relay |
| 3 | Fuse |
| 4 | e-EPOS Controller |
| 5 | Instrument Panel |

| Reference Number | Description |
|-------------------------|----------------------------|
| 6 | Engine Speed Sensor |
| 7 | Engine Throttle Controller |
| 8 | Engine Control Motor |
| 9 | Engine Control Dial |

WORK MODE CONTROL

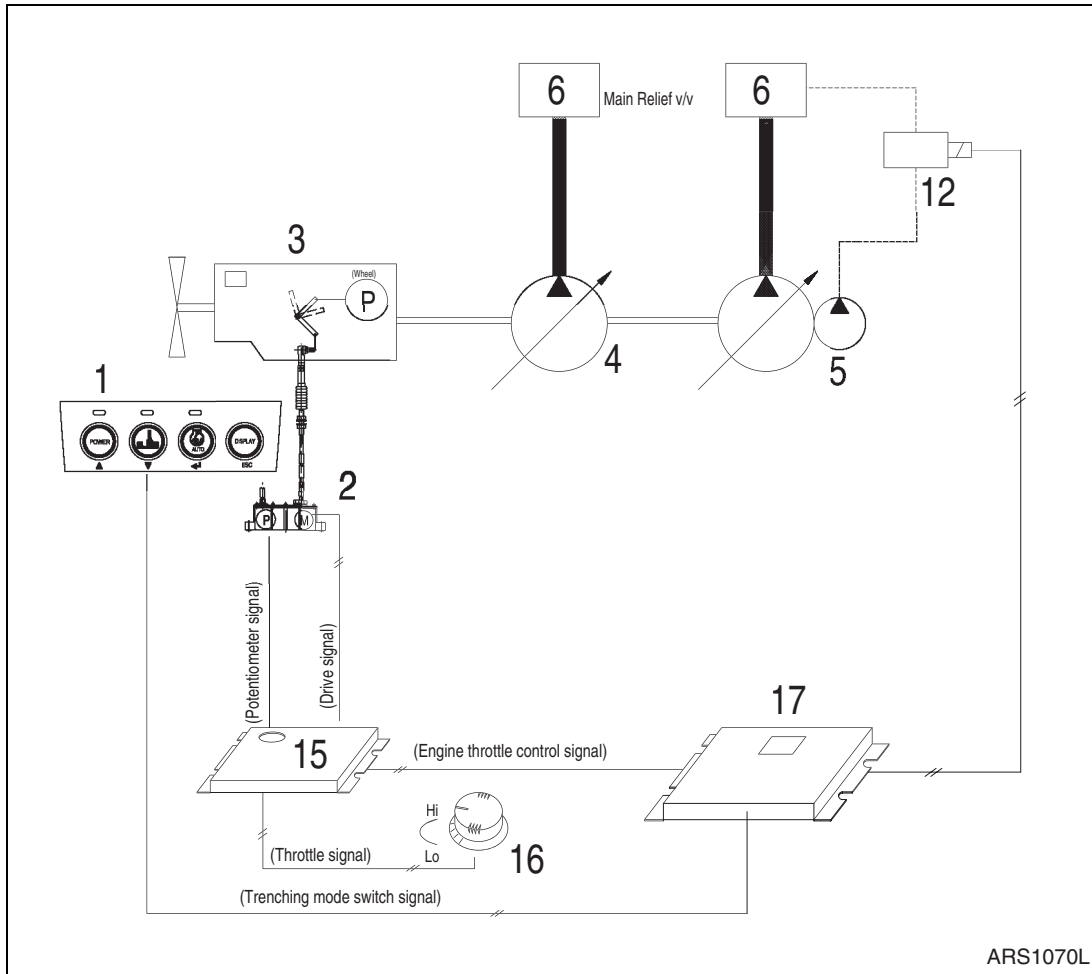


Figure 49

| Reference Number | Description |
|------------------|---|
| 1 | Instrument Panel (Trenching Mode Select Switch) |
| 2 | Engine Control Motor |
| 3 | Engine |
| 4 | Main Hydraulic Pump |
| 5 | Control Pump |

| Reference Number | Description |
|------------------|-------------------------|
| 6 | Control Valve |
| 12 | Solenoid Valve |
| 15 | Engine Throttle Control |
| 16 | Engine Control Dial |
| 17 | e-EPOS Controller |

Depending on the working condition, one of two work modes, "DIGGING" or "TRENCHING" can be selected from the instrument panel.

When the engine start switch is turned "ON," the work mode is automatically defaulted to digging mode.

Depending on the trenching mode selected, the control valve solenoid adjusts the assignment of hydraulic oil flow to each device on the equipment.

OPERATION

1. Digging Mode

This mode is used for general digging work, loading work and ground leveling work requiring quick stops. The current to the solenoid valve for swing priority is shut off.

2. Trenching Mode

This mode is used for heavy duty ditch digging work or for loading work requiring big swing angles. The voltage is assigned to the swing priority control valve activating the swing control valve restricting the flow of oil to the boom and the arm.

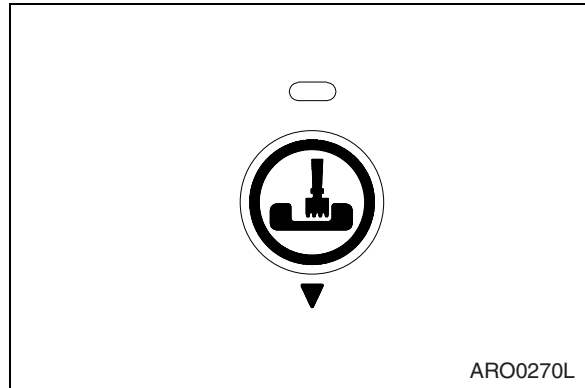


Figure 50

WORK MODE CONTROL - CIRCUIT DIAGRAM

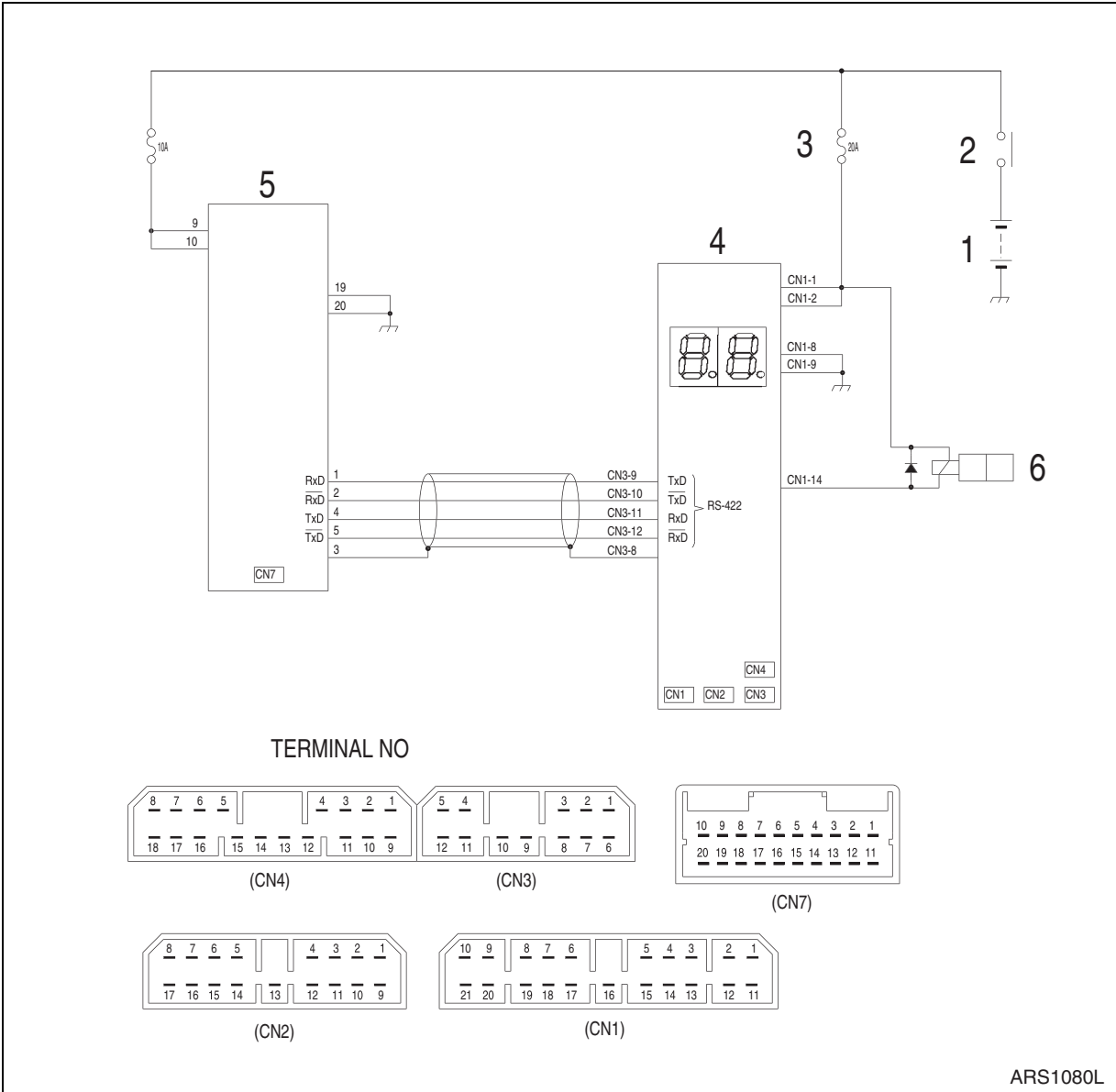


Figure 51

| Reference Number | Description |
|------------------|---------------|
| 1 | Battery |
| 2 | Battery Relay |
| 3 | Fuse |

| Reference Number | Description |
|------------------|---------------------------------|
| 4 | e-EPOS Controller |
| 5 | Instrument Panel |
| 6 | Solenoid Valve (Swing Priority) |

ENGINE CONTROL SYSTEM

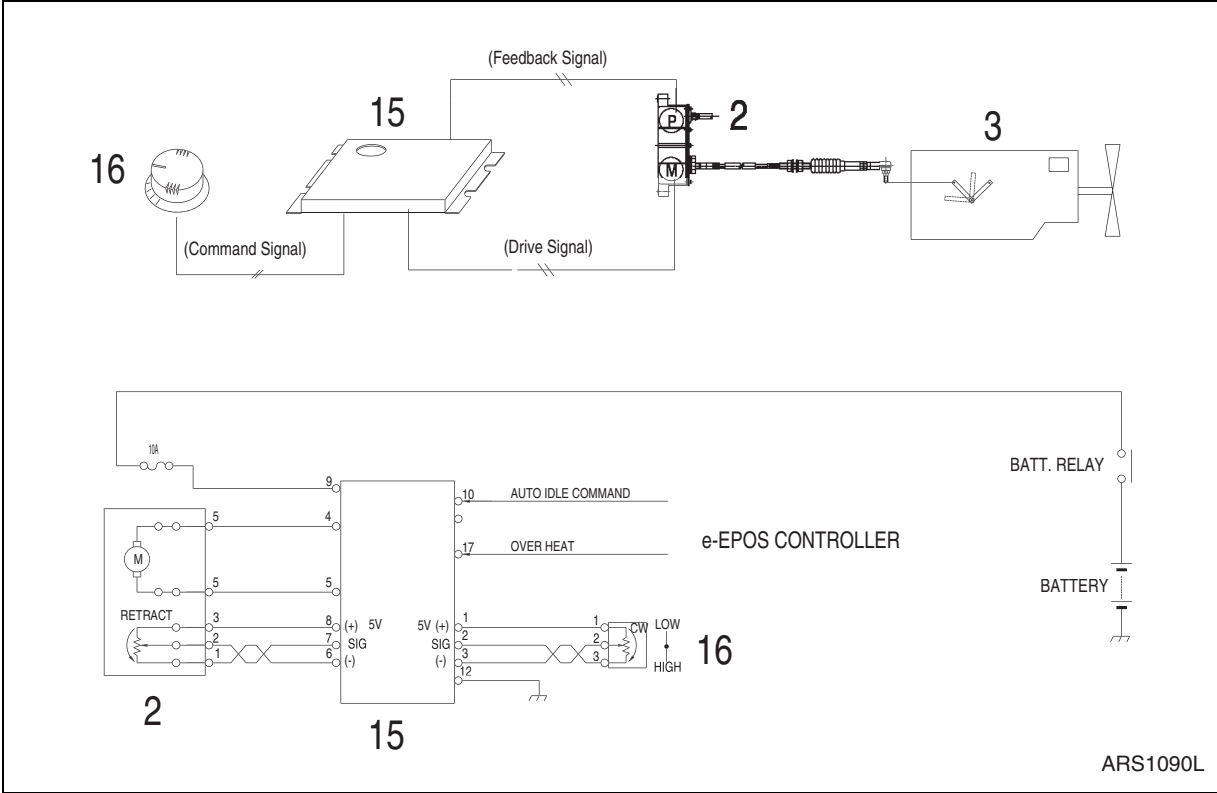


Figure 52

| Reference Number | Description |
|------------------|----------------------|
| 2 | Engine Control Motor |
| 3 | Engine |

| Reference Number | Description |
|------------------|----------------------------|
| 15 | Engine Throttle Controller |
| 16 | Engine Control Dial |

When the engine control dial is moved the output voltage changes according to the dial position. This signal is input to the engine throttle controller. The engine throttle controller then compares the input voltage from the engine speed dial with the feedback signal from the throttle position sensor built into the engine control motor and drives the motor to the position set by the control dial. When the command signal and the potentiometer feed back signals are the same the engine controller shuts off the current to the control motor. The engine control motor cable is a solid type and is connected to the engine fuel injection control lever. The engine speed is controlled by the movement of the fuel injection lever which is directly linked with the rotation of the control motor.

ENGINE CONTROL MOTOR

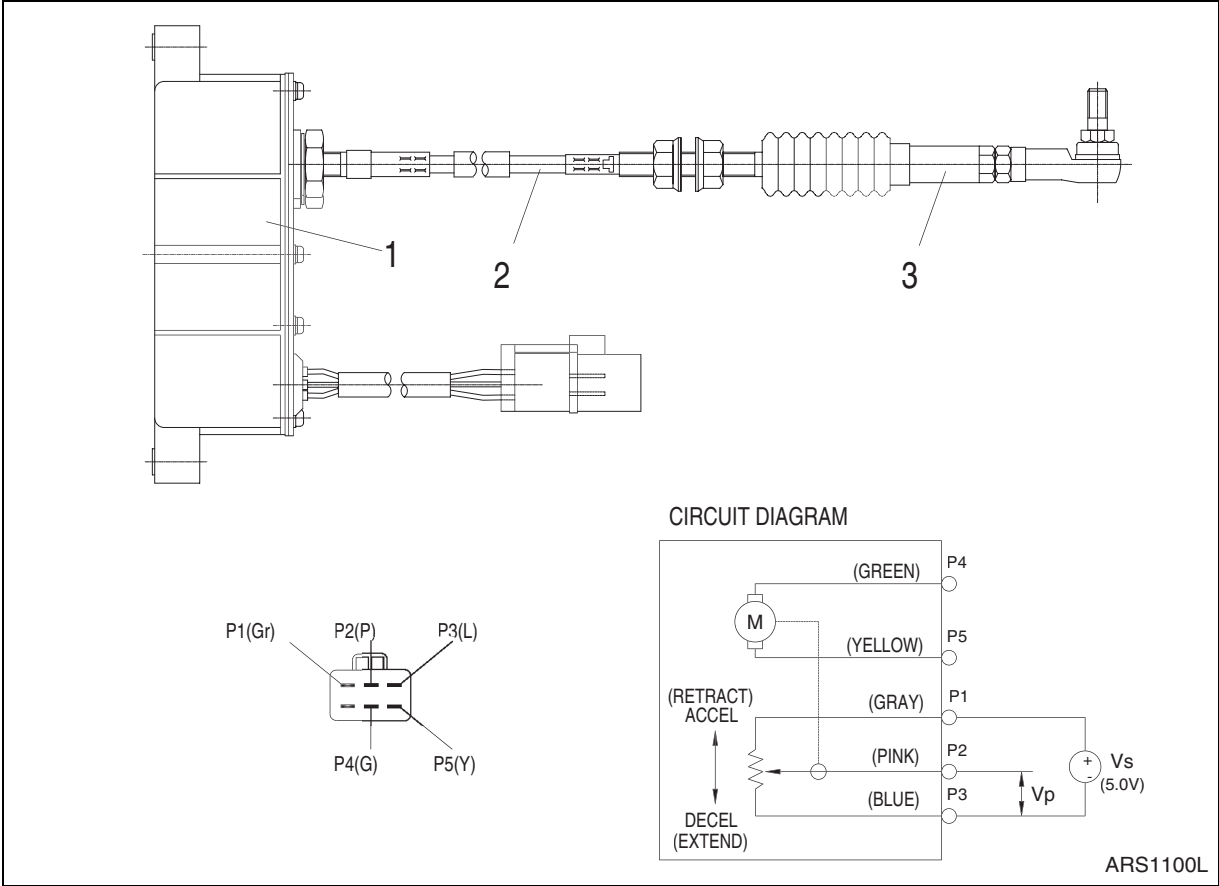


Figure 53

| Reference Number | Description |
|------------------|-----------------|
| 1 | Motor Assembly |
| 2 | Cable |
| 3 | Spring Assembly |

The engine control motor uses a D.C. motor with a built in potentiometer to sense the position of the control cable. If an abnormal load (worn or kinked control cable) is sensed in the control motor, the engine controller cuts off the electric current flowing to the engine control motor to protect the system. In such a case, the engine control motor will not operate even though the engine control dial is moved.

The starter switch should be turned off and the cause of abnormal load should be repaired and the starter switch can be turned on again. The engine control dial can once again be used to control the engine speed.

IMPORTANT

When the engine control motor has been replaced or repaired refer to Adjusting the Engine Control Device for correct adjustment of the engine control system. The engine will not perform to its maximum efficiency if it is not adjusted properly.

ENGINE CONTROL DIAL

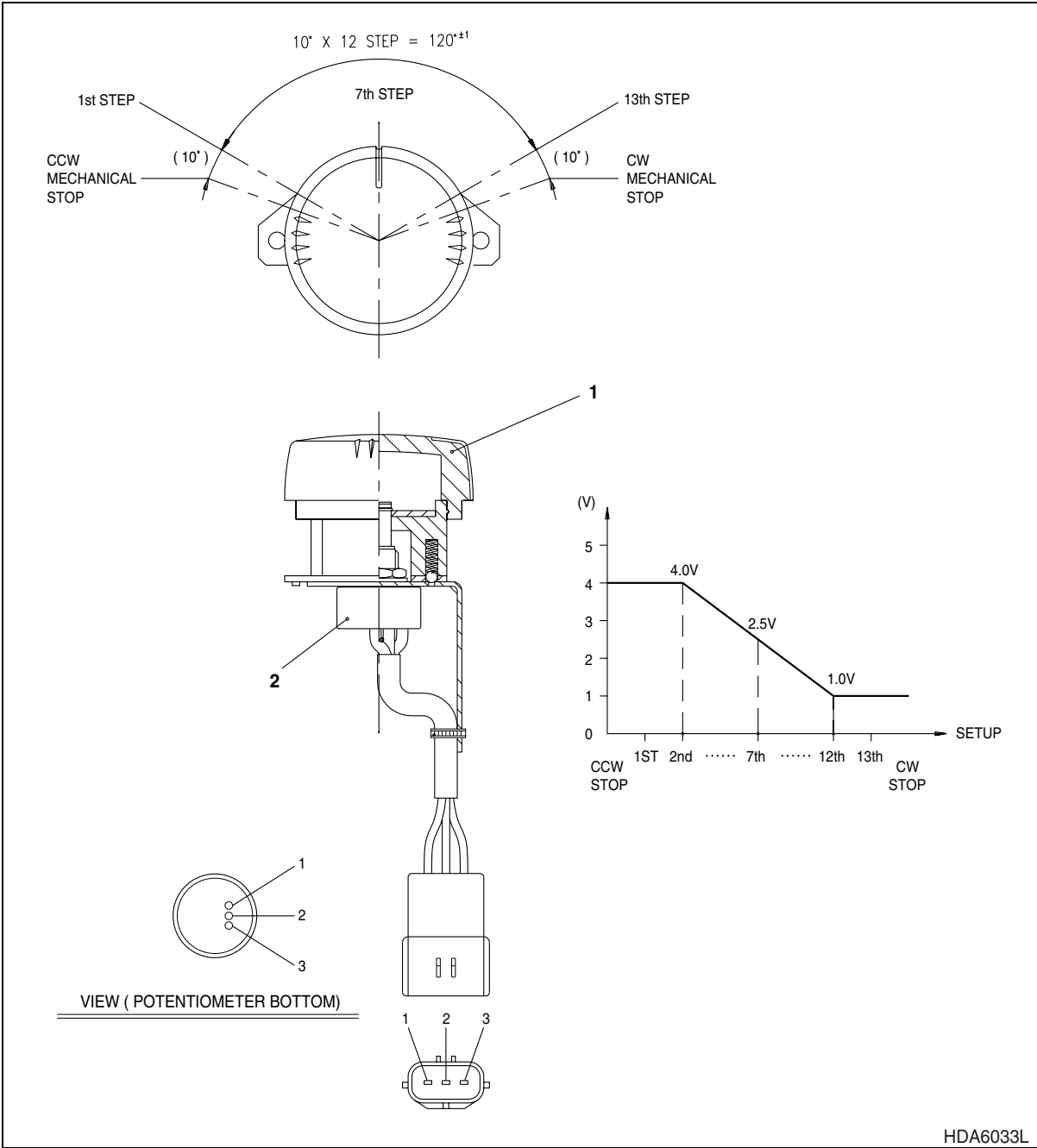


Figure 54

| Reference Number | Description |
|------------------|-----------------------------------|
| 1 | Knob |
| 2 | Potentiometer (Variable Resistor) |

The engine control dial has a built in potentiometer. When the control knob is moved the output voltage (through terminals 2 and 3) will vary from the 5 V supplied from the throttle controller as shown in the graph.

ENGINE CONTROL CIRCUIT DIAGRAM

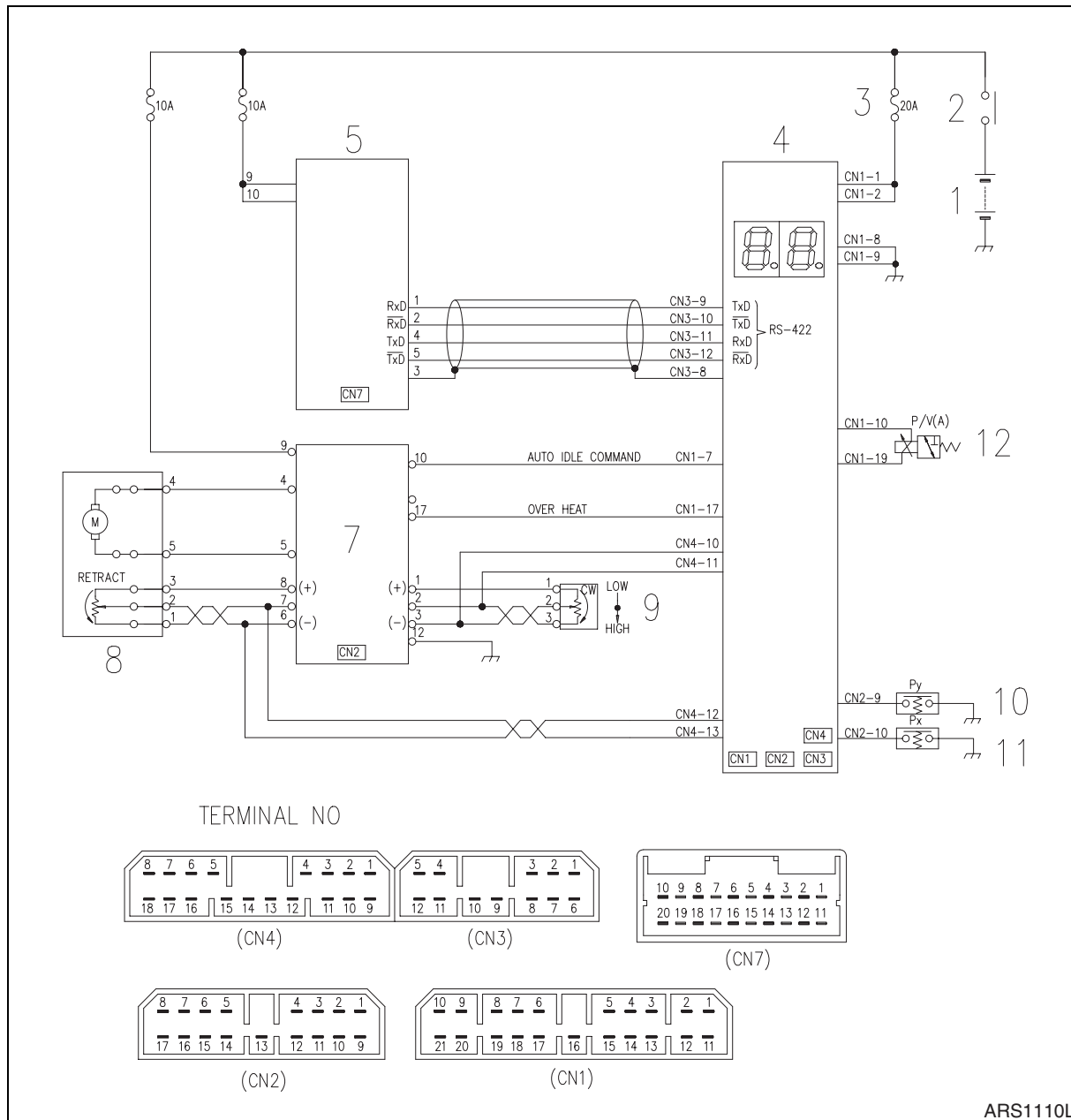


Figure 55

| Reference Number | Description |
|------------------|---------------------|
| 1 | Battery |
| 2 | Battery Relay |
| 3 | Fuse |
| 4 | e-EPOS Controller |
| 5 | Instrument Panel |
| 6 | Engine Speed Sensor |

| Reference Number | Description |
|------------------|----------------------------|
| 7 | Engine Throttle Controller |
| 8 | Engine Control Motor |
| 9 | Engine Control Dial |
| 10 | Pressure Switch (Py Port) |
| 11 | Pressure Switch (Px Port) |

AUTOMATIC DECELERATION CONTROL (AUTO IDLE CONTROL)

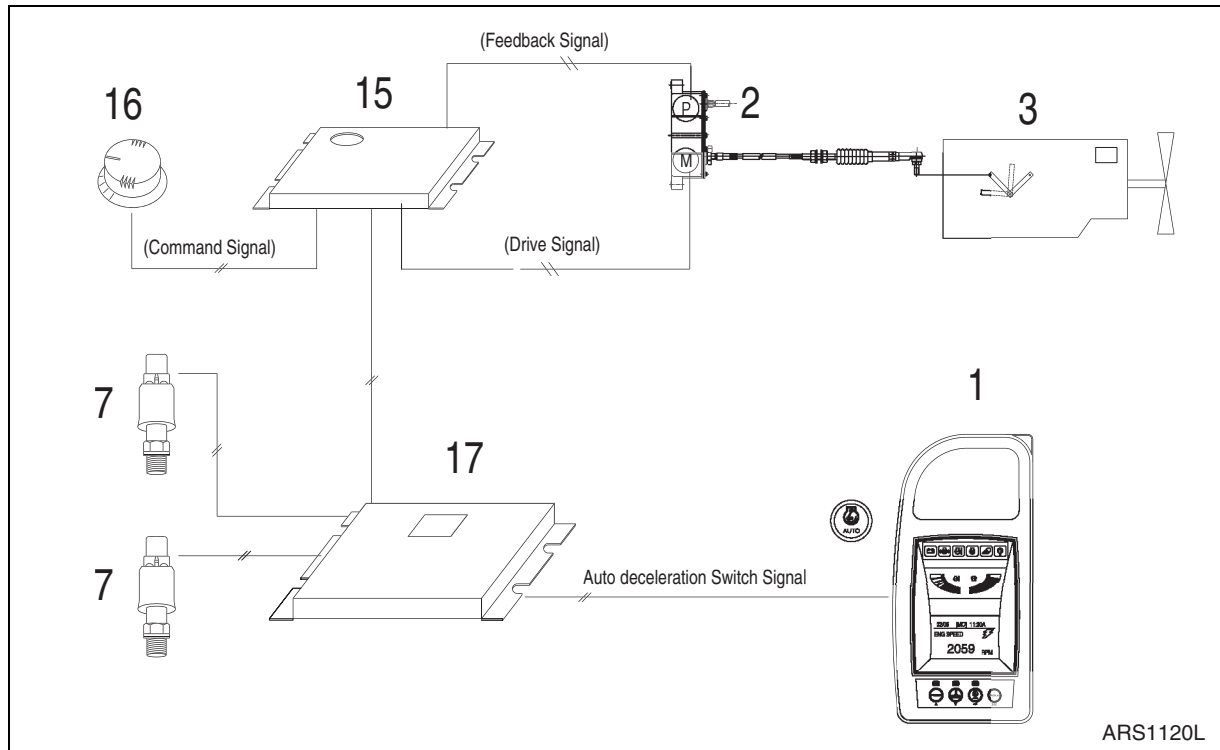


Figure 56

| Reference Number | Description |
|------------------|----------------------|
| 1 | Instrument Panel |
| 2 | Engine Control Motor |
| 3 | Engine |
| 7 | Pressure Switch |

| Reference Number | Description |
|------------------|----------------------------|
| 15 | Engine Throttle Controller |
| 16 | Engine Control Dial |
| 17 | e-EPOS Controller |

If the machine is idling without the controls being operated or is waiting for a dump truck the engine speed is automatically lowered. Once the controls are operated and work is being started the machine will be restored to the previous settings. As a result, noise and fuel consumption will be reduced. This function can be selected or cancelled through the Auto Idle Select Switch on the instrument panel.

The initial setting at start-up is with this switch in the select position. Approximately 4 seconds after this function is selected, if all work levers are in the neutral position, the e-EPOS controller sends an automatic reduction signal to the throttle controller. When the engine throttle controller receives this signal, it is compared with the signal set by the engine control dial. The lower of the two signals is selected and the engine control motor is adjusted to this engine speed.

The neutral status of the machine is detected by the two pressure switches in the control valve. When the work levers are in the neutral position, the switch is in the off position.

ENGINE OVERHEAT PROTECTION SYSTEM

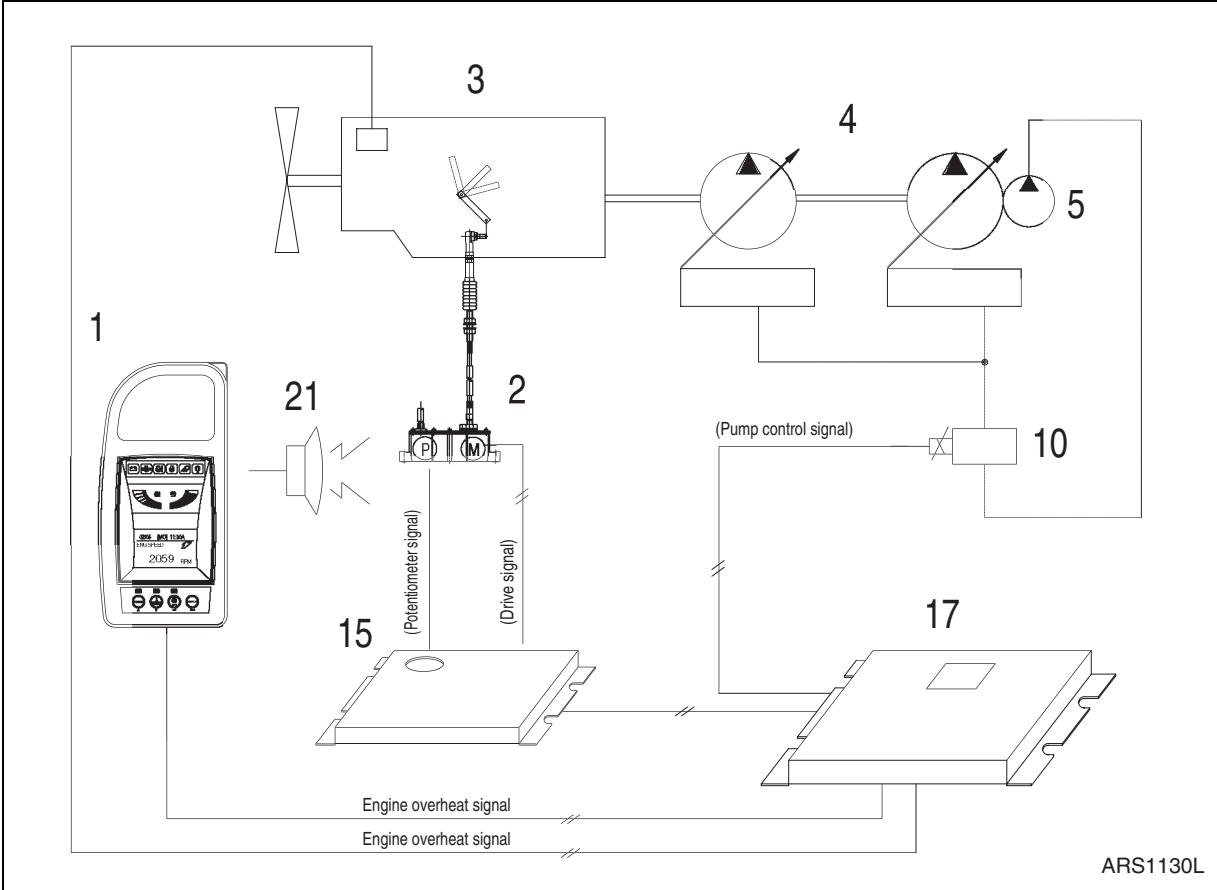


Figure 57

| Reference Number | Description |
|------------------|----------------------|
| 1 | Instrument Panel |
| 2 | Engine Control Motor |
| 3 | Engine |
| 4 | Main Pump |
| 5 | Control Pump |

| Reference Number | Description |
|------------------|----------------------------|
| 10 | E.P.P.R. Valve |
| 15 | Engine Throttle Controller |
| 17 | e-EPOS Controller |
| 21 | Warning Buzzer |

When the engine coolant temperature increases to over 107°C (225°F), the sensor mounted in the coolant line will send a signal to the instrument panel. A overheat signal is also sent to the e-EPOS controller and the overheat warning buzzer will sound. The e-EPOS controller will send a signal to the engine throttle controller and the engine speed is adjusted to standard mode. The engine throttle controller will signal the engine control motor to decrease the engine speed.

When the coolant is overheated, the warning buzzer will sound, standard mode is selected and low engine speed will be selected.

When the coolant temperature falls below 95°C (203°F), normal operation will resume.

POWER BOOST MODE

OPERATION

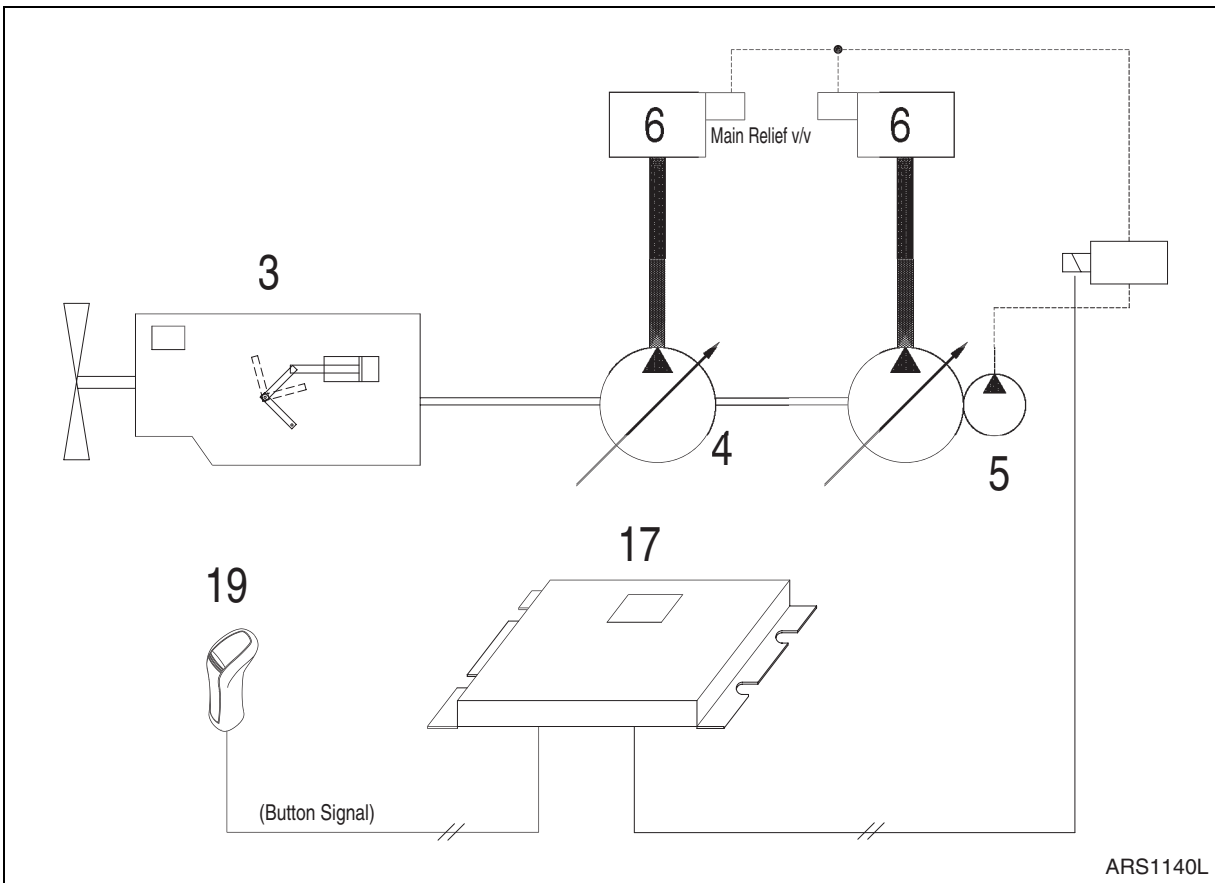


Figure 58

| Reference Number | Description |
|------------------|---------------|
| 3 | Engine |
| 4 | Main Pump |
| 5 | Control Pump |
| 6 | Control Valve |

| Reference Number | Description |
|------------------|--|
| 11 | Solenoid Valve |
| 17 | e-EPOS Controller |
| 19 | Power Boost Switch (Top of Right Work Lever) |

The Power Boost function is used to temporarily increase the main relief pressure to enhance excavation ability. When the switch button on top of the right work lever is pressed during work, the e-EPOS controller will activate the power boost solenoid valve and increase the relief valve pressure from 330 - 350 kg/cm² (4,700 - 5,000 psi). The excavation ability is increased by approximately 6%.

NOTE: Do not use this switch for more than 10 seconds.

POWER BOOST CONTROL - CIRCUIT DIAGRAM

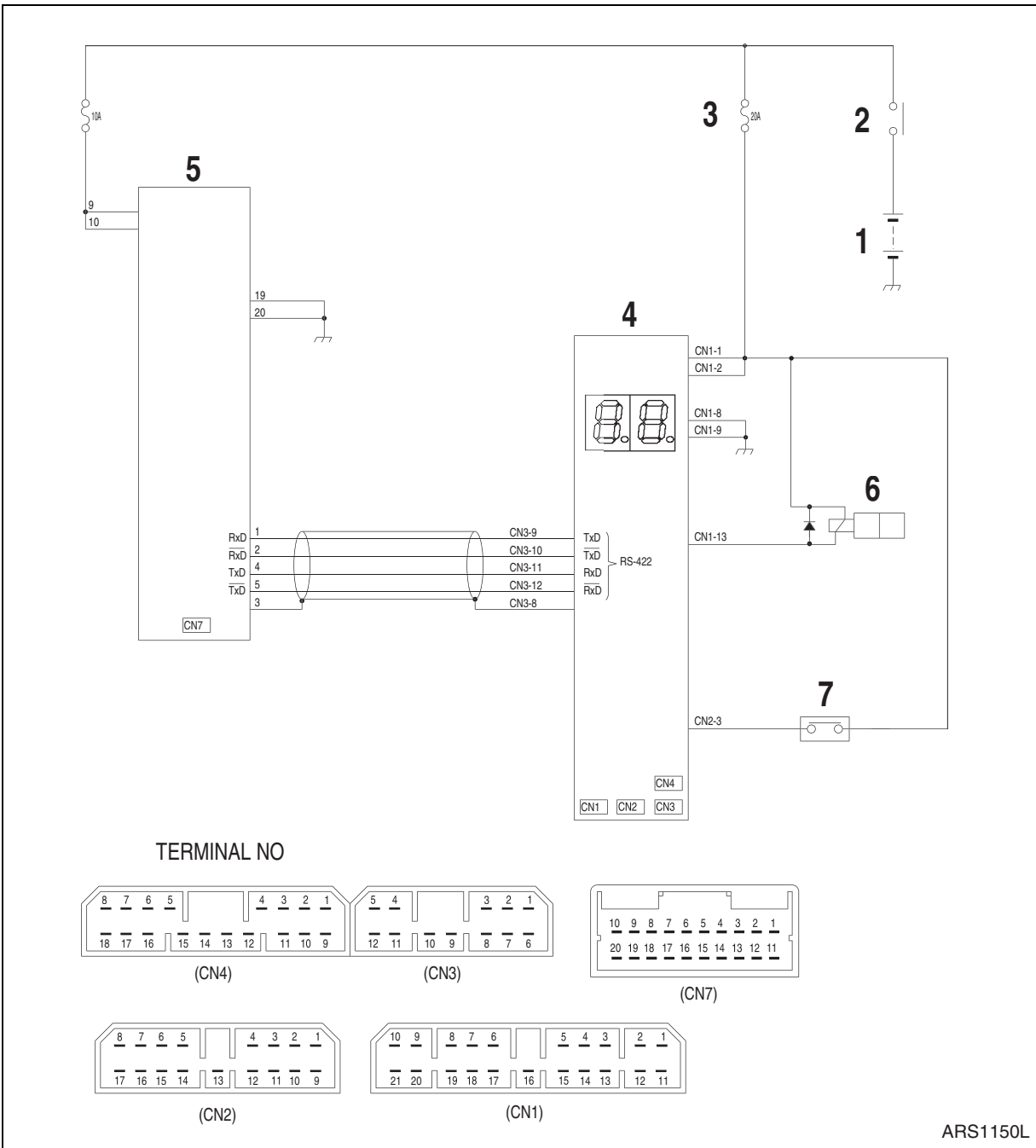


Figure 59

| Reference Number | Description |
|------------------|-------------------|
| 1 | Battery |
| 2 | Battery Relay |
| 3 | Fuse |
| 4 | e-EPOS Controller |

| Reference Number | Description |
|------------------|--|
| 5 | Instrument Panel |
| 6 | Solenoid Valve (Pressure Up) |
| 7 | Power Boost Switch (Top of Right Work Lever) |

AUTOMATIC TRAVEL SPEED CONTROL

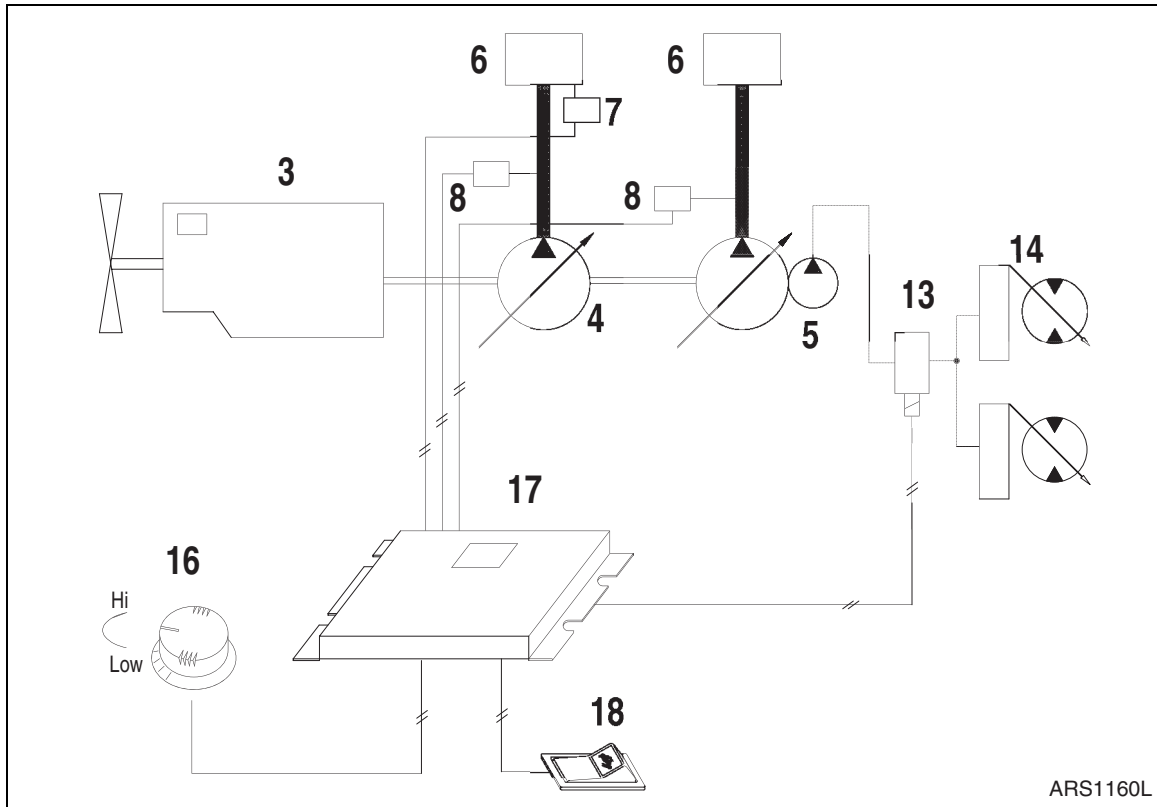


Figure 60

| Reference Number | Description |
|------------------|----------------------|
| 3 | Engine |
| 4 | Main Pump |
| 6 | Control Valve |
| 7 | Pressure Switch (Py) |
| 8 | Pump Pressure Sensor |

| Reference Number | Description |
|------------------|---------------------------------------|
| 13 | Solenoid Valve (High speed) |
| 14 | Travel Motor |
| 16 | Engine Control Dial |
| 17 | e-EPOS Controller |
| 20 | Selection Switch For Automatic Travel |

If the automatic travel speed control switch is set to the "OFF" position, the travel motor will run in the I-speed (low speed) range. If the selection switch is set to the "I" position, the travel motor will run in the II-speed (high speed) range. If the selection switch is set to the "II" position, the e-EPOS controller will monitor the main pump discharge pressure and automatically select the "ON" - "OFF" status of the II - speed travel solenoid valve based on the travel load. The travel speed is changed between the I-speed and the II-speed mode.

The travel load is monitored by the two pressure sensors in the discharge lines of the front (upper) and rear (lower) pumps. When the travel load is high (pressure over 300 kg/cm² (4,300 psi) the solenoid valve is turned "OFF" and I-speed (low) is selected. In the case when the travel load is low (pressure under 160 kg/cm² (2,280 psi), the solenoid valve will be turned "ON" and the II-speed will be selected. But, if the engine speed control switch dial is set below approximately 1400 rpm, the travel speed will be set to I-speed mode.

AUTOMATIC TRAVEL SPEED CONTROL - CIRCUIT DIAGRAM

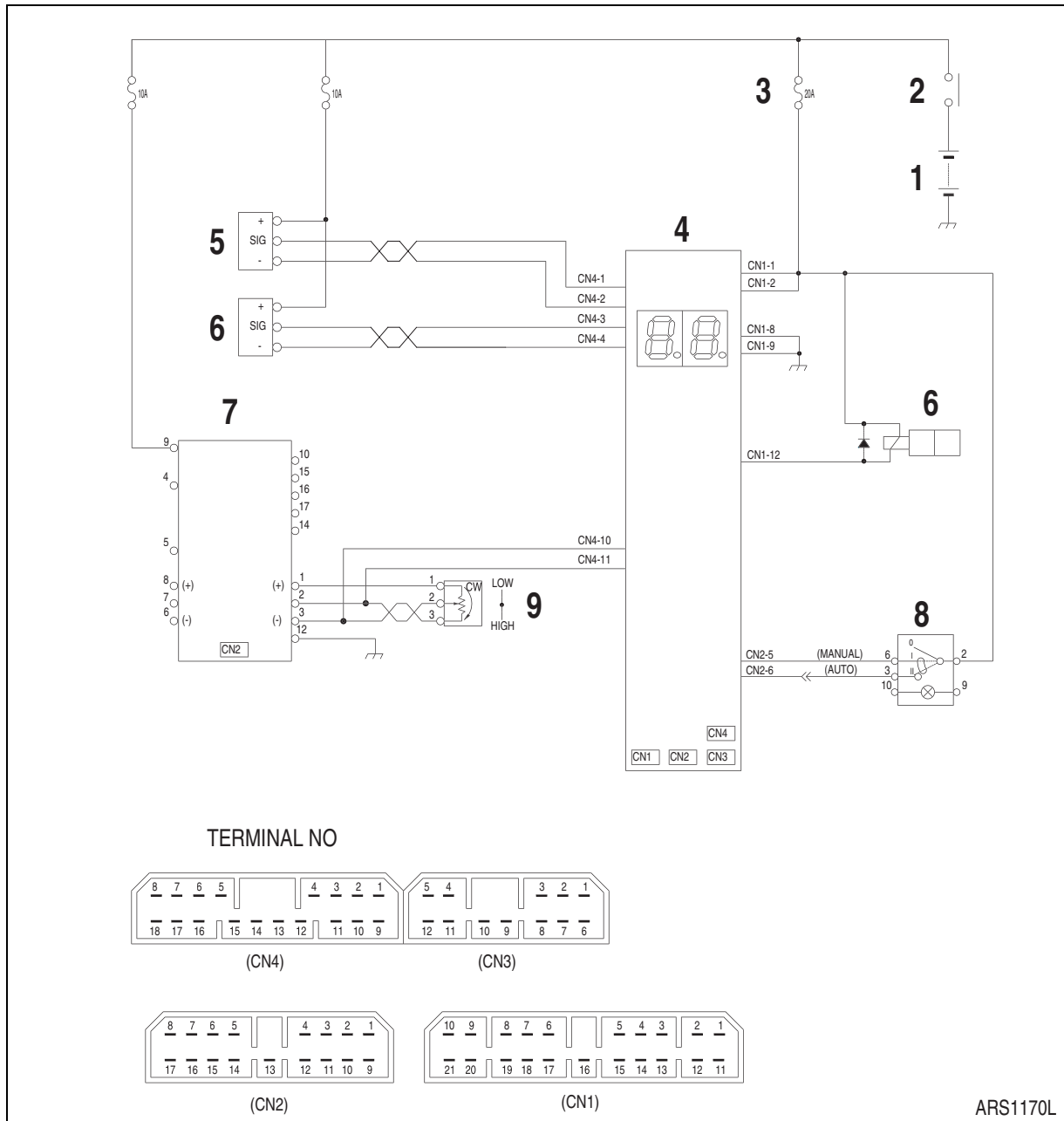


Figure 61

| Reference Number | Description |
|------------------|------------------------------|
| 1 | Battery |
| 2 | Battery Relay |
| 3 | Fuse |
| 4 | e-EPOS Controller |
| 5 | Pressure Sensor (Front Pump) |

| Reference Number | Description |
|------------------|--------------------------------|
| 6 | Pressure Sensor (Rear Pump) |
| 7 | Engine Throttle Controller |
| 8 | Automatic Travel Select Switch |
| 9 | Engine Control Dial |
| 10 | Solenoid Valve (High Speed) |

ENGINE CONTROL DEVICE - ADJUSTMENT

Engine speed adjustment should be made by following the procedures listed below. (Under no load conditions)

1. Adjusting The High Idle Speed

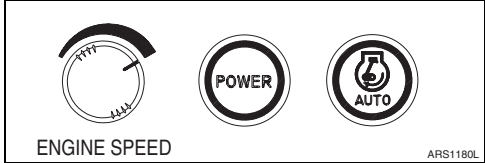

1. Turn the starter switch to the "ON" position. Select Power Mode from the instrument panel. Turn the engine speed control dial to the "HIGH IDLE" position to reduce the (3) motor cable to the shortest length.
2. Adjust the (3) motor cable linked with the (2) bracket so that the engine governor lever touches the maximum position of the stopper.

2. Adjusting The Low Idle Speed

1. Turn the engine speed control dial to the "LOW IDLE" position so that the (3) motor cable is extended to the maximum length. (The maximum stroke range for the lever and cable is 37.0 mm (1.46 in).)
2. Check that the engine governor is at the minimum stopper position and the cable slack is acceptable.
3.
 - A. If the lever is not in the minimum position and touching the stopper, move the (3) cable to one hole lower on the lever. If the cable slack is excessive, move the (3) cable to one hole above the original hole on the lever. Repeat above steps 1 and 2.
 - B. Shorten the (3) motor cable 1 - 1.25 mm (0.0394 - 0.0591 in) by turning the cable adjustment nut for motor cable (3), 2/3 - 1 turn in the high idle position.

3. Adjusting The Automatic Deceleration System and Power Mode (First perform Adjustments 1 and 2 before performing this adjustment.)

1. Automatic Deceleration (Auto Idle)
 - A. Turn engine speed control dial to "HIGH IDLE" position.
 - B. Turn power mode and auto idle buttons to "ON" position.
 - C. Adjust engine speed by slowly turning variable resistor screw "VR1." (See Figure 64.)
2. Standard Mode
 - A. Turn engine speed control dial to "HIGH IDLE" position.
 - B. Turn power mode and auto idle buttons to "OFF" position.
 - C. Adjust engine speed by slowly turning variable resistor screw "VR2." (See Figure 64.)

| Mode | Variable Resistor | Dial Position and Mode Setting | Engine Speed Setting |
|------------------------------------|-------------------|--|---|
| Automatic Deceleration (Auto Idle) | VR1 |  | Refer to throttle controller name plate (3, Figure 64). |
| Standard Mode | VR2 |  | Refer to throttle controller name plate (3, Figure 64). |

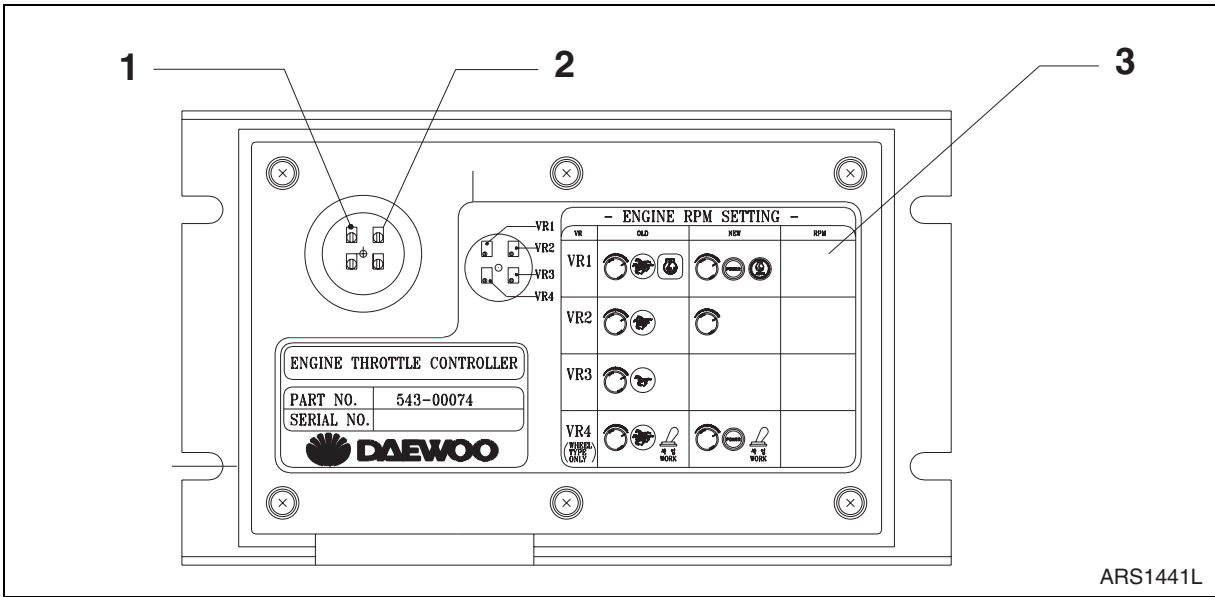


Figure 64

| Reference Number | Description |
|------------------|--|
| 1 | VR1 (Automatic Deceleration Adjusting Variable Resistor) |
| 2 | VR2 (Stand Mode Adjusting Variable Resistor) |
| 3 | Name Plate |

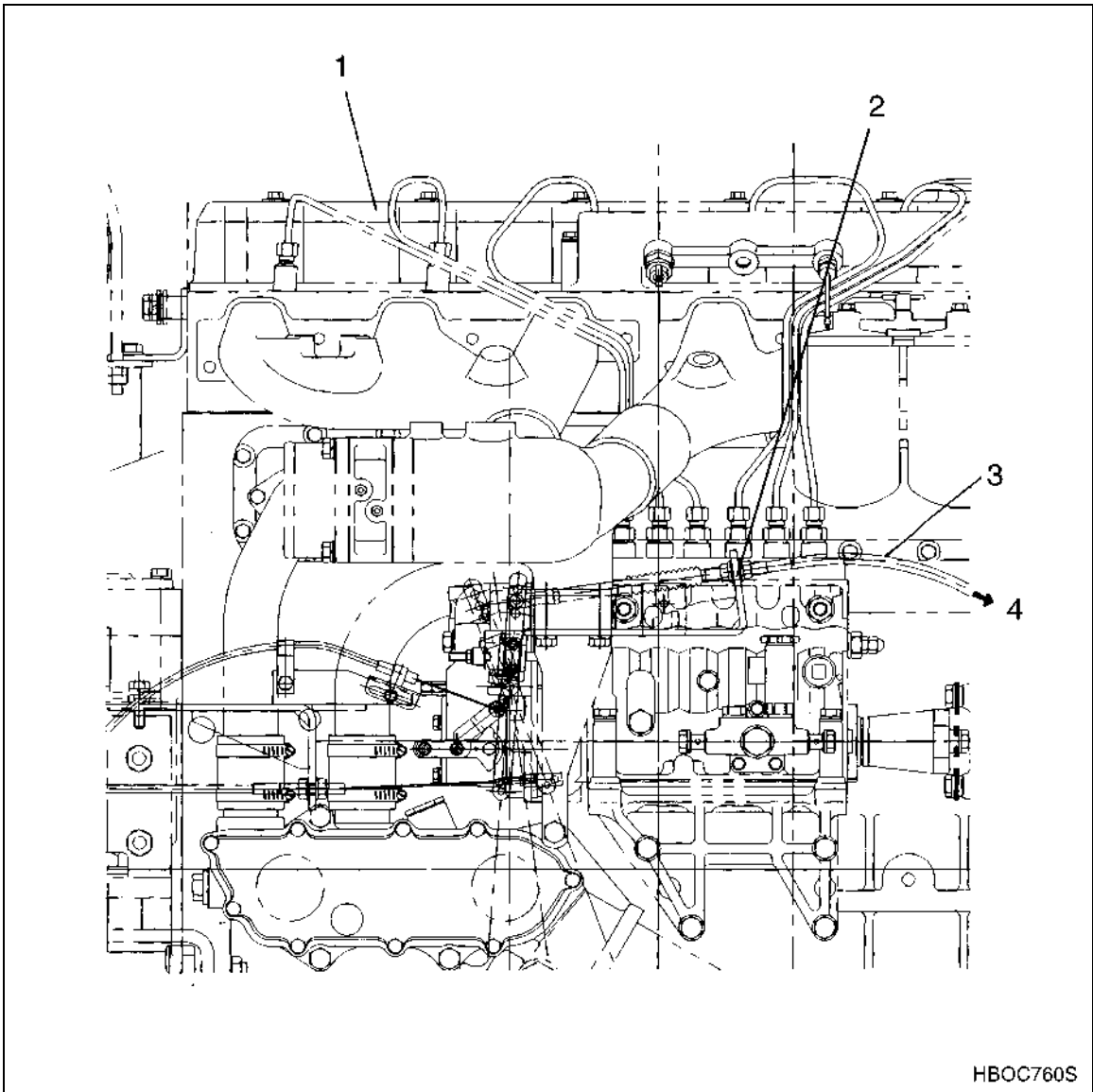


Figure 65

| Reference Number | Description |
|------------------|----------------------------------|
| 1 | Engine - Fuel Control Lever Area |
| 2 | Control Motor Cable Bracket |

| Reference Number | Description |
|------------------|----------------------------|
| 3 | Engine Speed Control Cable |
| 4 | To Engine Control Motor |

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.

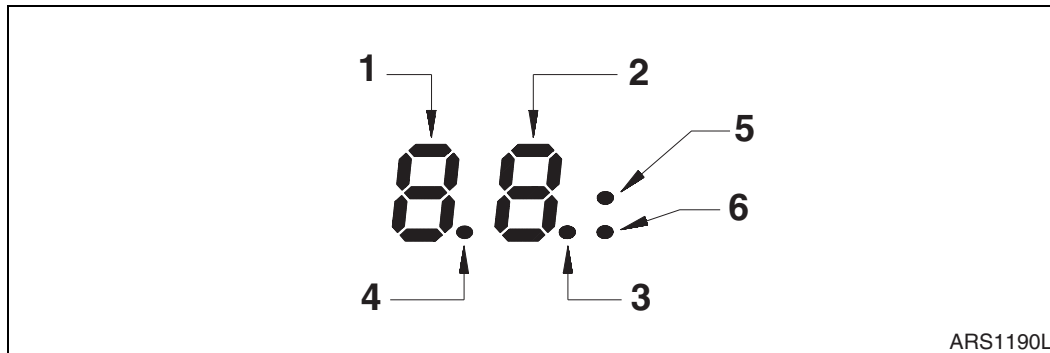


Figure 66

| 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 lamps flash when normal state of communication between main controller and instrument panel.

4. Normal Operation Display Readout

| Mode Selection | | Display Readout | | Operation Status |
|-------------------|---------------|-----------------|---------------|------------------------------------|
| | | Upper Digit | Lower Digit | |
| Power Mode | Power Mode | 9 HAOH340L | | Normal Operation Power Mode |
| | Standard Mode | 7 HAOH350L | | Normal Operation Standard Mode |
| Work Mode | Digging | | 0 HAOH370L | Normal Operation Digging Mode |
| | Trenching | | 2 HAOH380L | Normal Operation Trenching Mode |

5. Malfunction Display and Reset Procedure

The malfunction codes displayed on the top of the e-EPOS controller and reset procedure are the same with failure information codes a part of failure information.

Refer to the failure information part of letter information display for details.

ENGINE THROTTLE CONTROLLER

Under the rubber cap on the surface of the engine controller, there are three LEDs. Based on the equipment status the following LEDs will turn "ON."

| Throttle Controller Input Signal | Status | LED Status | | | Voltage At Control Motor Terminal |
|--|---|------------|-------|--------|-----------------------------------|
| | | Red | Green | Yellow | |
| Dial Voltage < Motor Potentiometer Voltage | While Control Motor Is Operating (Increasing rpm) | X | Δ | O | Approximately +24 V |
| Dial Voltage > Motor Potentiometer Voltage | While Control Motor Is Operating (Decreasing rpm) | Δ | X | O | Approximately -24 V |
| Dial Voltage = Motor Potentiometer Voltage | Control Motor Stopped | O | O | O | 0 V |
| | Motor Overload (Cut Off Motor Current) | X | X | O | 0 V |
| | Abnormal Controller Power Voltage (Low Or No Input) | X | X | X | 0 V |

| | | |
|---------------------|-----------|------------|
| Δ | O | X |
| Brightly Lit | ON | OFF |

- NOTE:**
1. Control Motor Voltage is Measured at throttle controller 4 (+) and 5 (-) terminals.
 2. Yellow LED indicates power status (ON, OFF).
 3. To protect the control motor from overloads, the control motor automatically cuts off supply voltage to the motor when there is a heavy load on the motor and the possibility of motor damage or burn out exists.
 4. After the malfunction is corrected, turn the starter switch from "OFF" to the "ON" position and normal operation will resume.

WIPER SYSTEM

WIPER CIRCUIT

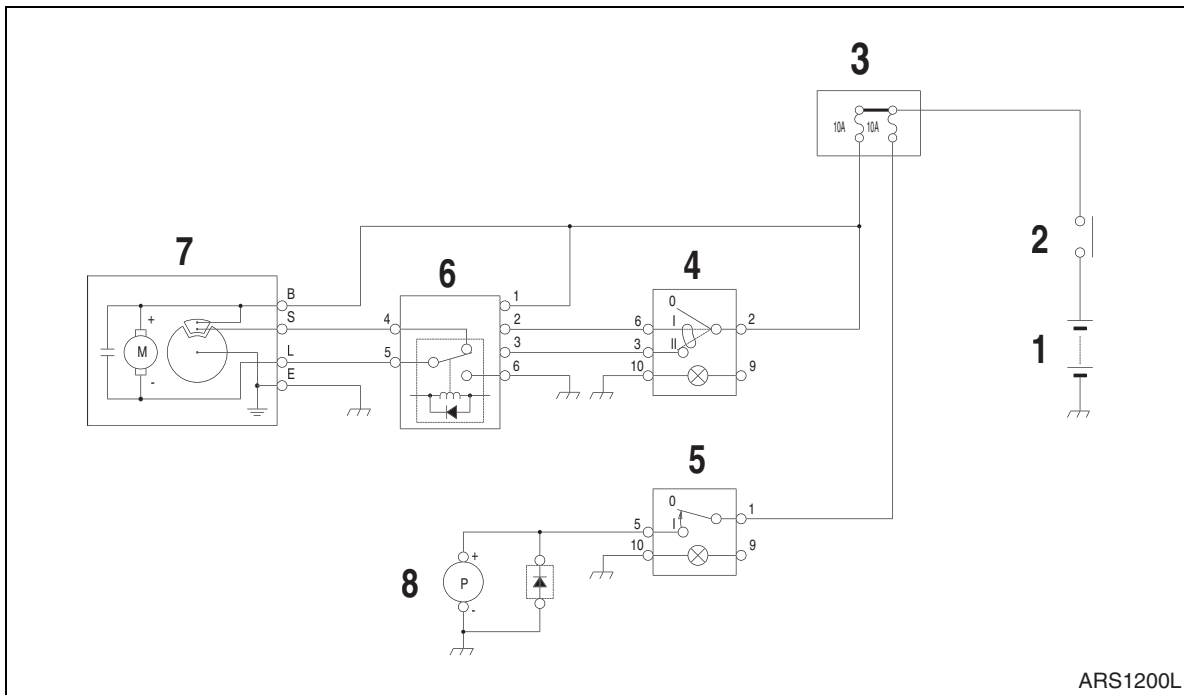


Figure 67

| Reference Number | Description |
|------------------|---------------|
| 1 | Battery |
| 2 | Battery Relay |
| 3 | Fuse |
| 4 | Wiper Switch |

| Reference Number | Description |
|------------------|---------------|
| 5 | Washer Switch |
| 6 | Wiper Timer |
| 7 | Wiper Motor |
| 8 | Window Washer |

WIPER OPERATION

Intermittent Operation (I - position)

When the wiper switch (4) is turned "I" position, the current flows from the fuse (3) → "B" terminal of wiper motor (7) → "L" terminal of wiper motor (7) → "5" terminal of wiper timer (6) → "6" terminal of wiper timer (6) → ground and the wiper motor operates intermittently by the timer built in wiper timer. (On: approximately 1 second, Off: approximately 5 seconds)

Continuous Operation (II - Position)

When the wiper switch (4) is turned "II" position, the current flows from the fuse (3) → "B" terminal of wiper motor (7) → "L" terminal of wiper motor (7) → No. 5 terminal of wiper timer (6) → No. 6 terminal of wiper timer (6) → ground and the contact points No. 5 and No. 6 of wiper timer (6) are connected continuously, the wiper motor operates continuously.

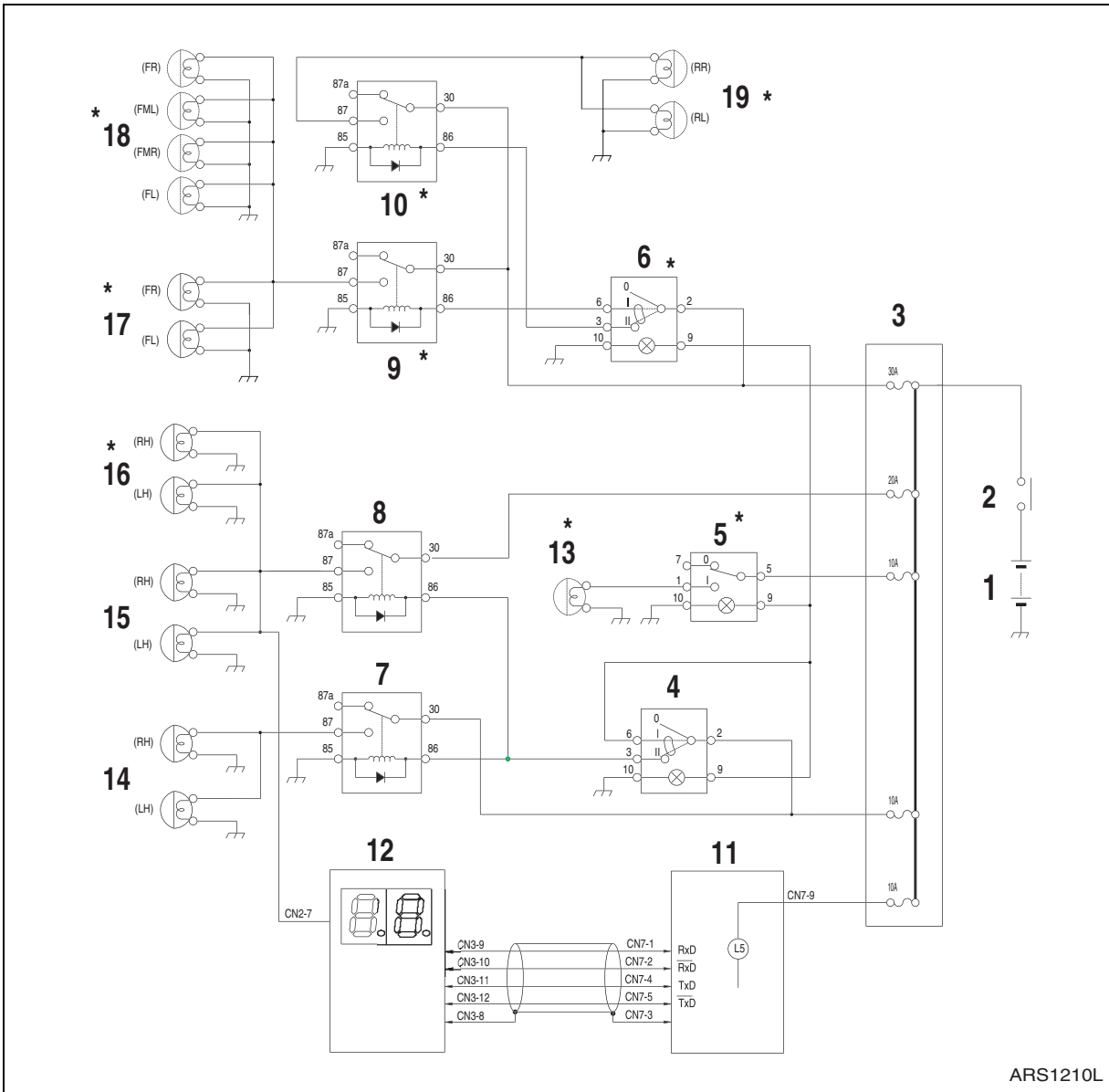
When the wiper switch (4) is turned "OFF," the current flows from the fuse (3) →"B" terminal of wiper motor (7) →"L" terminal of wiper motor (7) →No. 5 terminal of wiper timer (6) →No. 4 terminal of wiper timer (6) →"S" terminal of wiper motor (7) →"B" terminal of wiper motor (7) and the wiper motor is stopped at the auto stop position.

WINDOW WASHER OPERATION

When the window washer switch is turned "ON," the current flows from the fuse (3) →No. 1 terminal of washer switch (5) →No. 5 terminal of washer switch (5) →"+" terminal of window washer (8) →ground and windshield washer fluid is sprayed.

LIGHTING SYSTEM

LIGHTING SYSTEM CIRCUIT DIAGRAM



ARS1210L

Figure 68

| Reference Number | Description |
|------------------|---|
| 1 | Battery |
| 2 | Battery Relay |
| 3 | Fuse Box |
| 4 | Light Switch |
| *5 | Warning Light Switch |
| 6 | Cabin Light Switch |
| 7 | Headlight Relay (Work Light Indicate Light) |
| 8 | Work Light Relay |
| *9 | Front Cabin Light Relay |

| Reference Number | Description |
|------------------|-------------------------------|
| *10 | Rear Cabin Light Relay |
| 11 | Instrument Panel |
| 12 | e-EPOS Controller |
| *13 | Rotating Warning Light |
| 14 | Headlight (2 ea.) |
| 15 | Work Light (2 ea.) |
| *16 | Additional Work Light (2 ea.) |
| *17 | Front Cabin Light (2 ea.) |
| *18 | Front Cabin Light (4 ea.) |
| *19 | Rear Cabin Light (2 ea.) |

NOTE: The "*" mark (5, 9, 10, 13, 16, 17, 18, 19) are optional parts.

KIND OF LIGHT

The lighting system is consists of headlights, work lights, cabin lights (optional), rotating warning light (optional), relays and switches.

OPERATION

| Switch | Position | Connected Terminal of switch | Activated Relay | Lit Light |
|----------------------|----------|------------------------------|-------------------------|--|
| Light Switch | 1 | 2-6 Terminal | - | Illumination Light of Switch |
| | 2 | 2-6 Terminal | - | Illumination Light of Switch |
| | | 2-3 Terminal | Headlight Relay | Headlight (2 Ea.) |
| Cabin Light Switch | 2 | 2-3 Terminal | Work Relay | Work Light (2 Ea.), Additional Work Light (2 Ea.) Indicator Light of Work Light (L5) |
| | | | 2-6 Terminal | Front Cabin Light Relay |
| | 1 | 2-6 Terminal | Front Cabin Light Relay | Front Cabin Light (2 Ea.) or Front Cabin Light (4 Ea.) |
| Warning Light Switch | - | 5-1 Terminal | Rear Cabin Light Relay | Rear Cabin Light (2 Ea.) |
| | | | - | Rotating Warning Light |

OVERLOAD WARNING DEVICE

OVERLOAD WARNING DEVICE CIRCUIT DIAGRAM

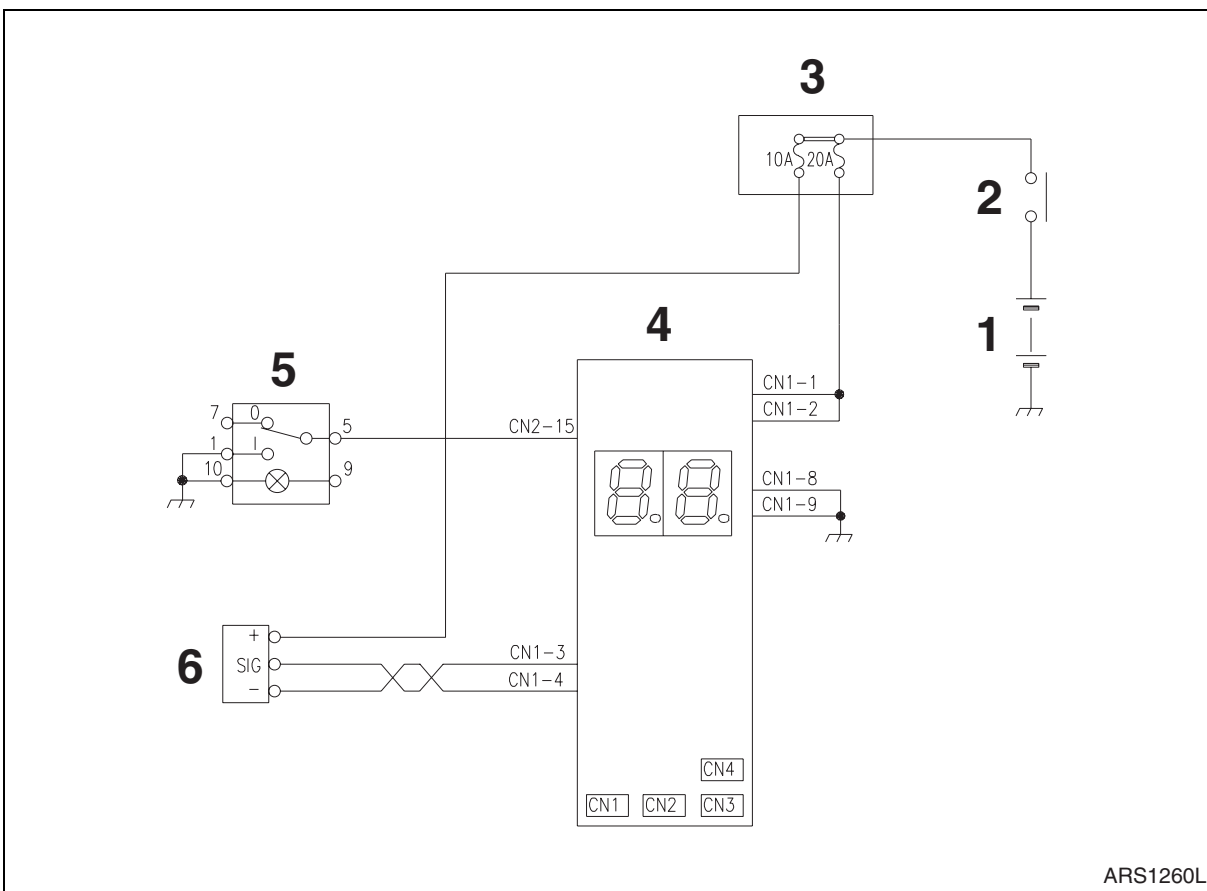


Figure 69

| Reference Number | Description |
|------------------|---------------|
| 1 | Battery |
| 2 | Battery Relay |
| 3 | Fuse Box |

| Reference Number | Description |
|------------------|-------------------|
| 4 | e-EPOS Controller |
| 5 | OWD Select Switch |
| 6 | Pressure Sensor |



ELECTRICAL SCHEMATIC (SOLAR 225LC-V/ 225NLC-V)



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 |
|----------------|---------------------|
| Solar 225LC-V | 1001 and Up |
| Solar 225NLC-V | 1001 and Up |
| | |
| | |

TABLE OF CONTENTS

General Description..... 3
Solar 225LC-V 4
Solar 225NLC-V 6

GENERAL DESCRIPTION

Schematic(s) presented in this section are laid out on facing pages.

An overlapping edge has been taken into consideration so that a photocopy can be made and pasted together to make a complete schematic.

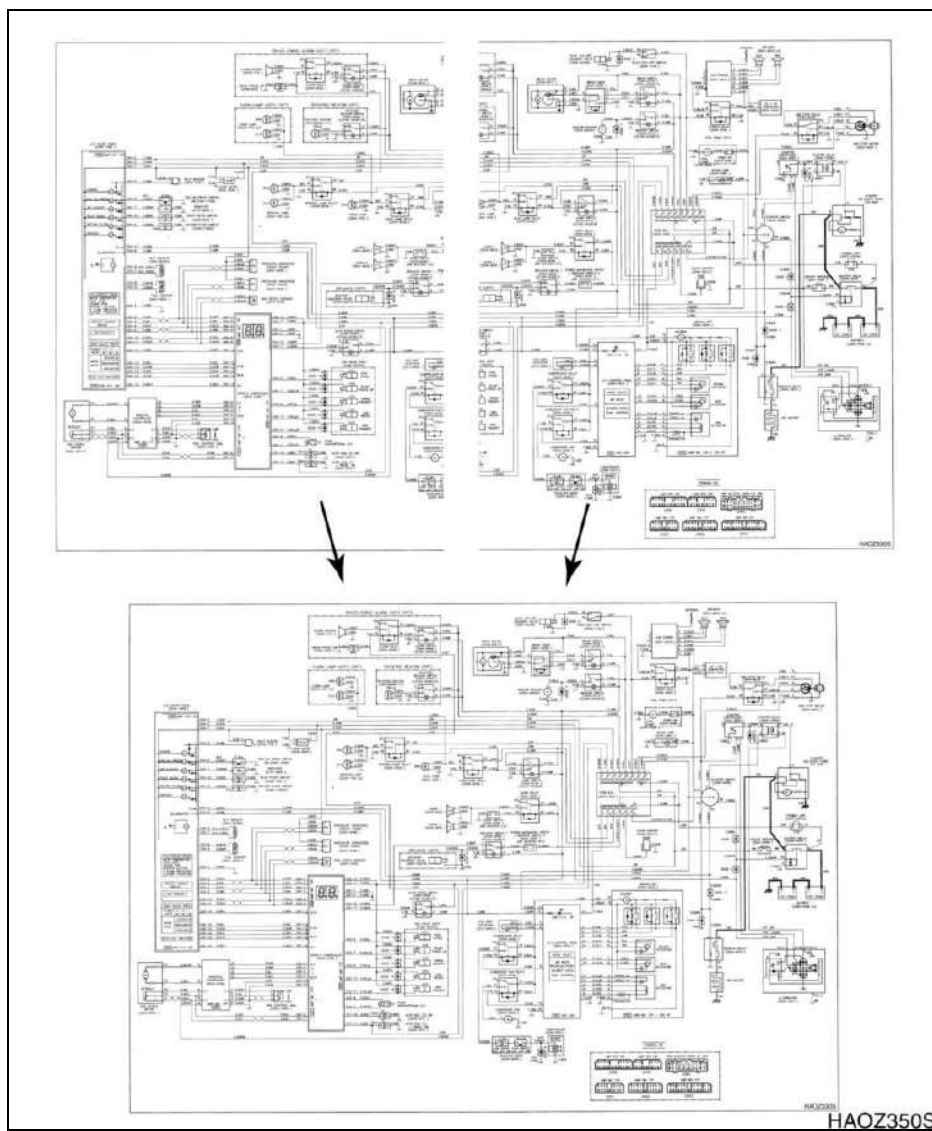


Figure 1

SOLAR 225LC-V

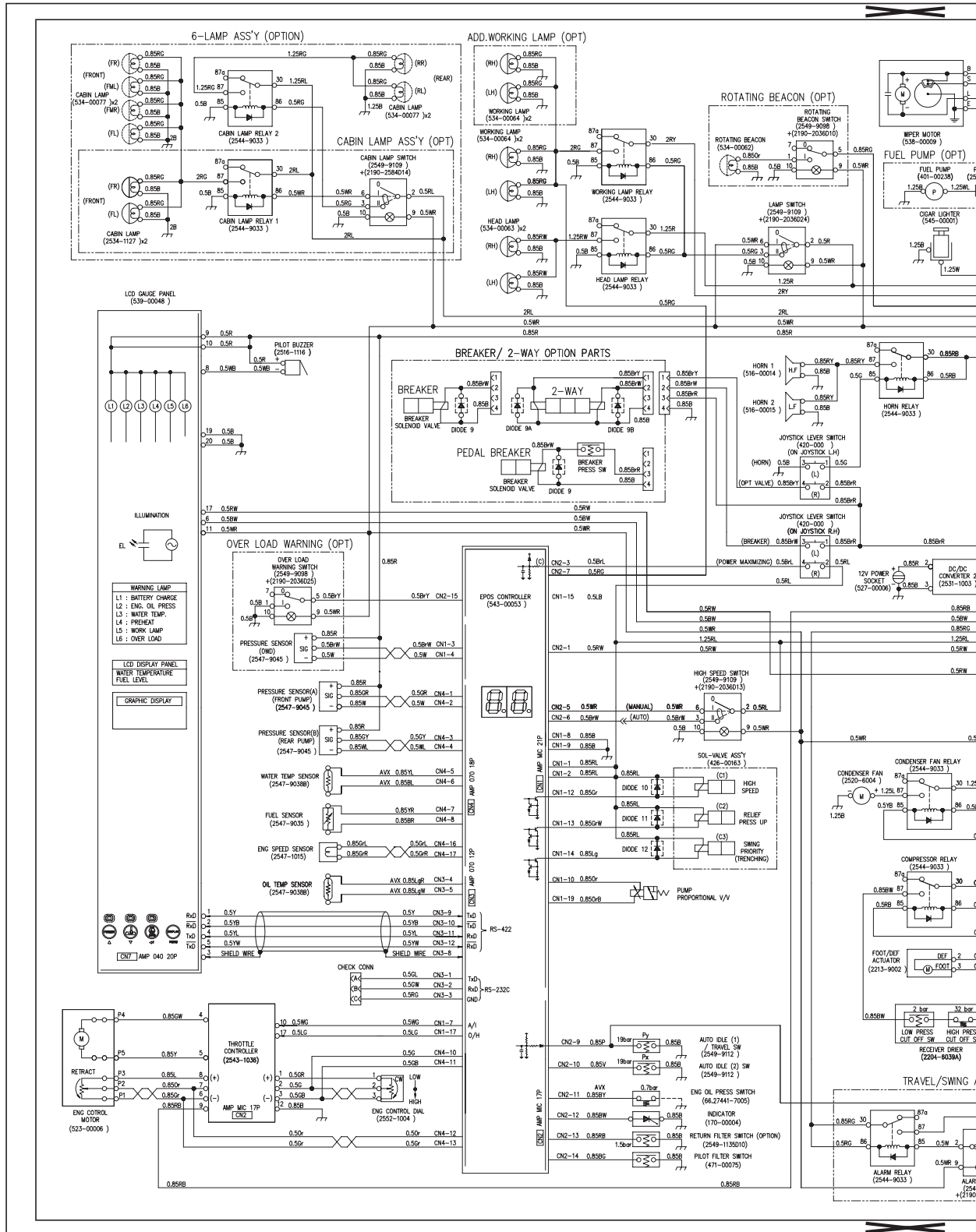
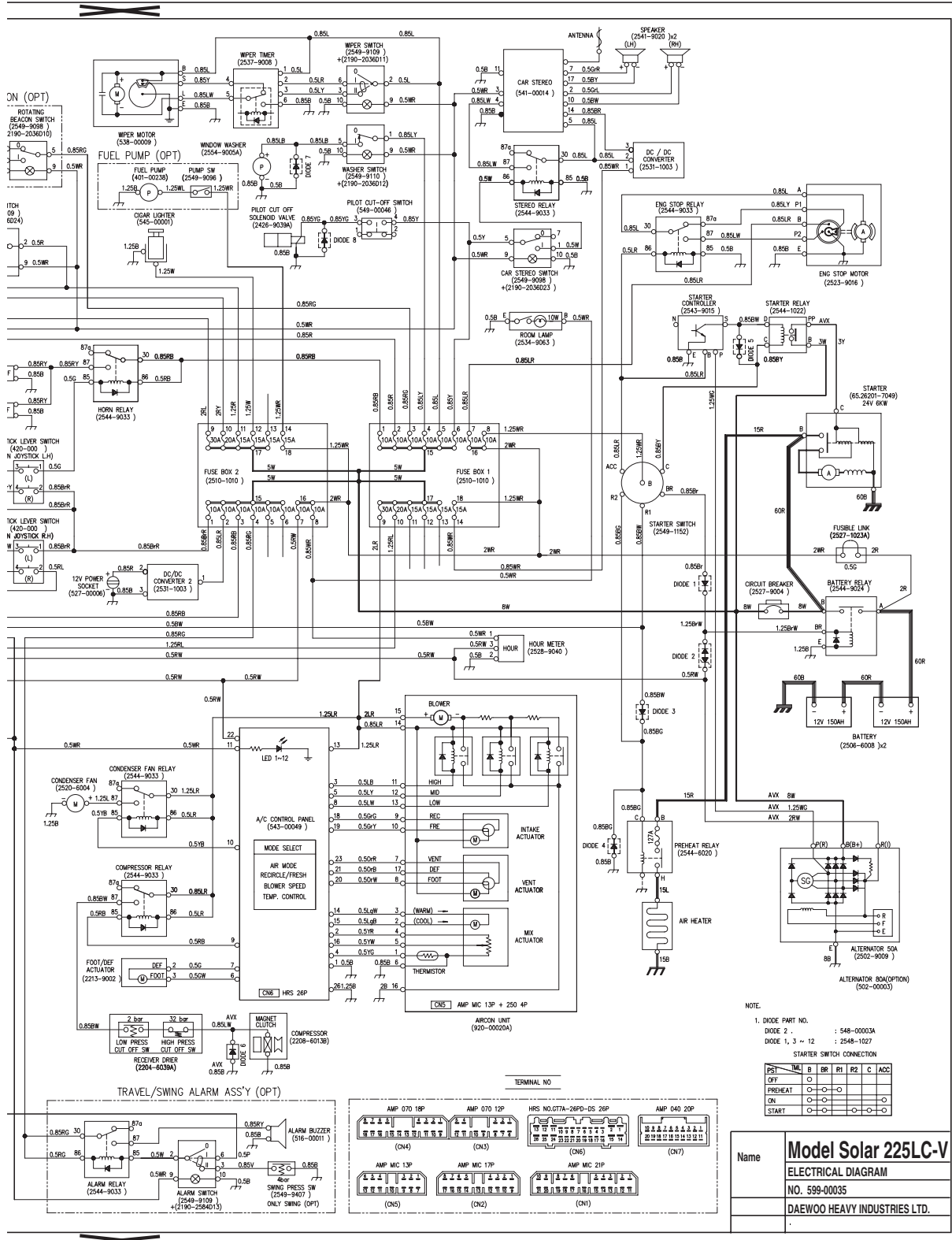


Figure 2



HAAD4191

SOLAR 225NLC-V

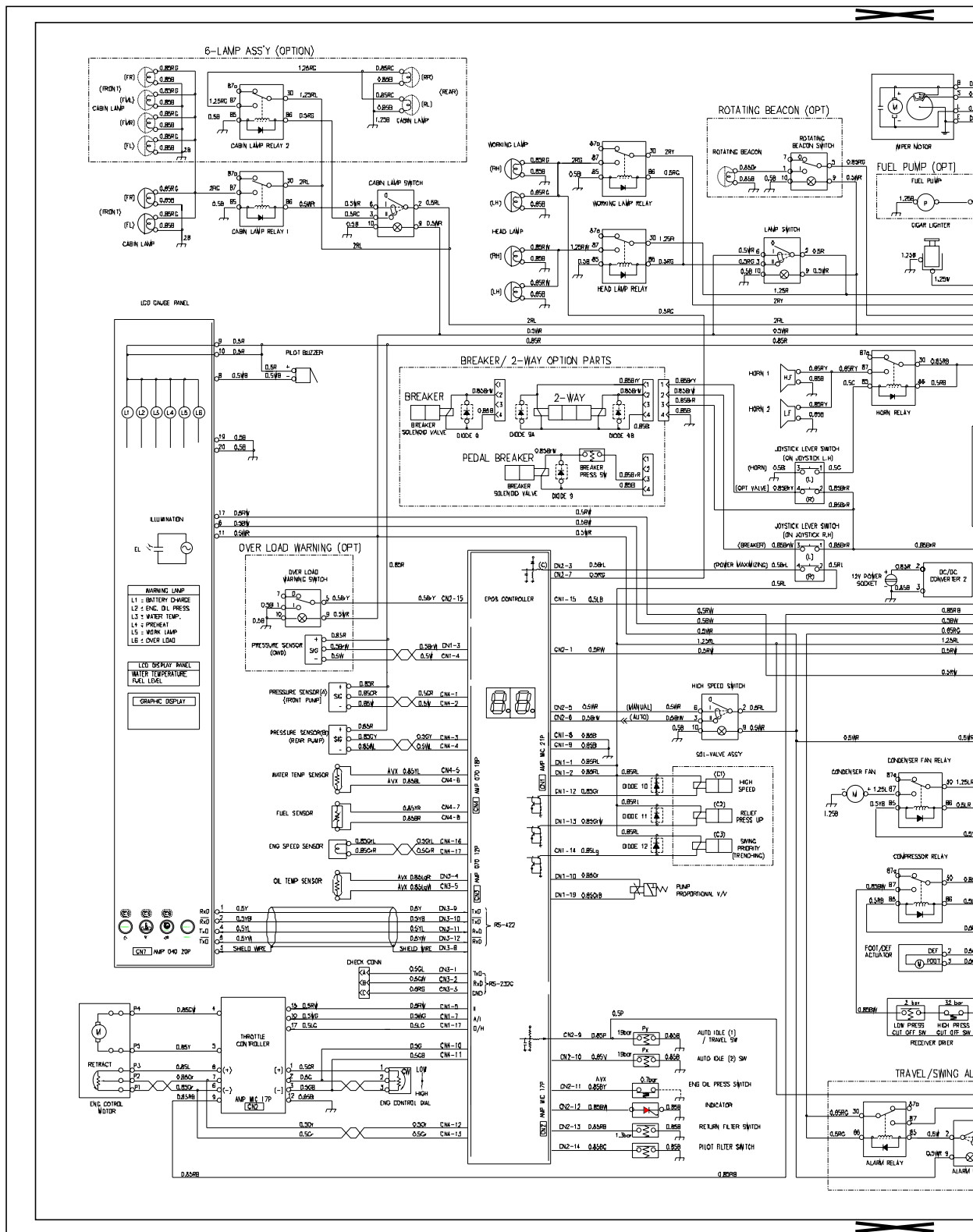


Figure 3

ATTACHMENTS

BOOM AND ARM



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 |
|----------------|---------------------|
| Solar 220LC-V | 0001 and Up |
| Solar 225LC-V | 1001 and Up |
| Solar 225NLC-V | 1001 and Up |
| | |

TABLE OF CONTENTS

- Front Attachment Pin Specifications 3
- Front Attachment - Removal and Installation 4
 - Arm Removal Procedure 4
 - Boom Removal Procedure 6
- Installation 7
 - Arm Installation Procedure 7
 - Boom Installation Procedure 7
- Start-up Procedures 8

FRONT ATTACHMENT PIN SPECIFICATIONS

The table below has a complete listing of dimensional specifications for all mounting pins used on the front attachment.

NOTE: *Some mounting pins must be drilled and tapped for lubrication fittings and piping, or may have other required specifications. Consult Daewoo After Sales Service for information on wear tolerances and replacement limits for mounting pins.*

| Mounting Pin | Diameter, mm (Inches) | Length, mm (Inches) |
|--------------|-----------------------|---------------------|
| A | 90.0 mm (3.54 in) | 792.0 mm (31.18 in) |
| B | 80.0 mm (3.15 in) | 792.0 mm (31.18 in) |
| C | 80.0 mm (3.15 in) | 225.0 mm (8.86 in) |
| D | 90.0 mm (3.54 in) | 529.0 mm (20.83 in) |
| E | 80.0 mm (3.15 in) | 225.0 mm (8.86 in) |
| F | 80.0 mm (3.15 in) | 211.0 mm (8.31 in) |
| G | 71.0 mm (2.80 in) | 448.0 mm (17.64 in) |
| H | 80.0 mm (3.15 in) | 448.0 mm (17.64 in) |
| I | 80.0 mm (3.15 in) | 509.0 mm (20.04 in) |
| J | 80.0 mm (3.15 in) | 509.0 mm (20.04 in) |
| K | 80.0 mm (3.15 in) | 211.0 mm (8.31 in) |

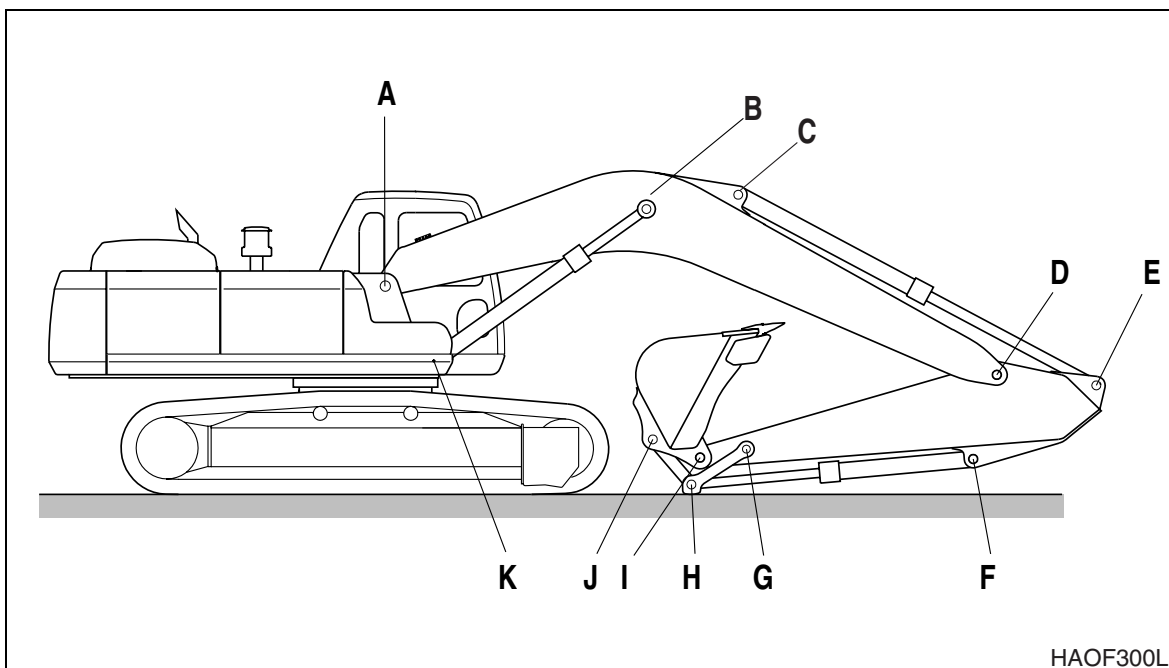


Figure 1

FRONT ATTACHMENT - REMOVAL AND INSTALLATION

DANGER!

Daewoo warns any user, that the removal of the counterweight from the machine, front attachment or any other part, may affect the stability of the machine. This could cause unexpected movement, resulting in death or serious injuries. Daewoo is not liable for any misuse.

Never remove the counterweight or front attachment unless the upper structure is in-line with the lower structure.

Never rotate the upper structure once the counterweight or front attachment has been removed.

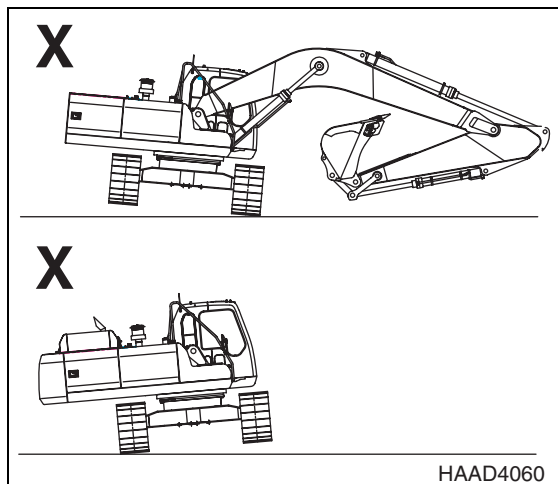


Figure 2

IMPORTANT

Always break down the front attachment by removing outermost sections first - the bucket before the arm, the arm before the boom. Reinstallation of the attachment should begin with the boom and end with the bucket.

Refer to the appropriate Bucket section for its removal and installation procedure before going onto the initial step of the front attachment removal or installation procedure.

ARM REMOVAL PROCEDURE

WARNING!

This procedure is only intended for routine removal or replacement of the attachment, while working under normal, safe operating conditions. In the event of a major structural collapse of some part of the attachment, an accident or complete loss of attachment hydraulic function, DO NOT proceed with attachment disassembly unless you are completely sure of what you are doing. Please call your local Daewoo distributor or Daewoo After Sales Service for assistance. DO NOT allow personnel to stand underneath a weakened or only partially supported attachment section. Keep clear of hydraulic lines that may have fluid escaping at high pressure - it can cause severe or even fatal injuries.

Complete the bucket end removal procedure by pulling out the two bucket linkage pins and the bucket cylinder mounting pin, on the arm. Use an assist crane or hoist to lift the cylinder and relieve weight on mounting pins.

Park the excavator away from obstructions and all traffic on clear, flat, level ground. Extend the arm cylinder and crowd the arm into the boom. Partially retract the boom cylinder so that the boom is stretched out in front of the excavator, as low to the ground as possible, with the arm crowded under the boom.

The tip of the arm point should be lowered to secure blocking that will safely support the weight of the arm. Place the blocking directly in front of the excavator and make sure that it will not be unbalanced with an initial weight load that is all to one end, under the arm point.

Shut off the engine and release hydraulic system pressure - move any of the control levers with the engine off to release pressure built up in the accumulator. Manually vent residual hydraulic pressure in the tank by moving the lever near the cap, on top of the reservoir.

 **WARNING!**

Secure the swing lock and tag and lock out controls in the operator's cab to keep anyone from moving or inadvertently starting the engine. Restrict access to the work site while sections of the attachment are in the air, or while they are being supported by the assist crane. The safe lifting capacity of the assist crane or hoist that is used must exceed the weight of the heaviest section of the attachment, the boom (approximately 2,000 kg [4,400 lb], not including the weight of accessories or fixtures).

Before beginning the disassembly of attachment mounting pins, disconnect the arm cylinder hydraulic hose couplings and put a clean plug in the end of each one. Use any and all reasonable precautions necessary to avoid introducing dirt or other contaminants into the hydraulic system. Wipe down coupling points before disconnecting hydraulic lines and use evaporative-type solvent spray cleaner. Tag and mark hoses for reassembly, if necessary.

Place a sling under the arm cylinder (the cylinder used to extend and retract the attachment arm, pinned to the top of the boom). Lift the sling so that the weight load on the rod end of the arm cylinder (pinned to the ears on the inner end of the arm) is released. Prepare blocking under the arm that will securely support the weight of the arm and arm cylinder.

 **CAUTION!**

To make sure that the polished surfaces of cylinder rod ends will not suffer accidental damage during disassembly or removal procedures, wrap exposed rod surfaces (especially those of boom cylinders) with a protective covering material. Immediately following disassembly and removal, cylinder rods should always be fully retracted. This eases handling problems and also avoids possible damage.

Remove retainers on the end of the mounting pin for the arm cylinder rod end. Use the assist crane to relieve the weight load and withdraw the pin. Lower the arm down to the blocking support for any continued disassembly procedures.

BOOM REMOVAL PROCEDURE

NOTE: *Boom removal may be simplified if the shell of the operator's cab is taken off the turntable deck first. Refer to the Operator's Cab Removal procedure before continuing, if both components are to be removed from the excavator.*

After the bucket, arm and arm cylinder have been removed, lower the end of the boom to a stable, secure blocking support.

Attach the assist crane sling to the body of either boom cylinder, break the mounting pin connection to the boom by tapping through the pin from the same side of the boom and repeat for the opposite cylinder.

Release hydraulic pressure and disconnect line couplings as previously outlined in the Arm Removal Procedure, observing the same precautions.

Disconnect wiring for work light assemblies and any other accessory lines or connections. Locate the sling of the assist crane near the center of gravity, optimum lift point for the boom, and use the crane to take pressure off the boom foot pin. Drive out the pin after disassembling retainers and carefully lift away the boom.



Traveling the excavator, swinging the turntable or movement over bumps or sloping, uneven surfaces could all produce loss of control and possible accidents or injuries, if the turntable deck has been unbalanced by removal of weight from one end only.

To maintain stability, the counterweight should be removed whenever the front attachment is taken off the machine.

INSTALLATION

ARM INSTALLATION PROCEDURE

Re-attach the base of the arm cylinder to the mounting point on top of the boom.



Before assembling the front attachment, make sure that the individual boom, arm and bucket sections are all compatible and can be used safely for work intended. Refer to the General Safety Pages, Lift Ratings, Working Range Diagrams and Weights of Materials sections in the Operation and Maintenance Manual. Consult your dealer or Daewoo After Sales Service for more information if you have any questions or require more information.

Begin with the arm securely supported on blocking in front of the excavator. Pre-grease the mounting pin for the rod end of the arm cylinder and push it through the ears on the end of the arm. Attach a sling around that mounting pin and lift the arm with an assist crane until it is in position for the boom-arm pin connection to be made.

Relieve hydraulic pressure from all points of the system before any hydraulic lines are opened, then carefully assemble hydraulic connections to the arm cylinder.

Remove the sling from around the rod end arm cylinder pin, withdraw the pin and lift the body of the arm cylinder to re-pin the mounting connection.

BOOM INSTALLATION PROCEDURE

Before reassembling the attachment, make sure to inspect all bushings and pivot points of each section. To avoid damaging the seats, bushings should never be hammered or chiseled out of their seats.

Installation is otherwise a reversal of the removal procedures.

START-UP PROCEDURES

Once the boom has been serviced, it should be lubricated as outlined in the initial start-up procedures of the operation manual. Refer to the appropriate operation and maintenance manual for unit.



BUCKET

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 |
|---------------|----------------------------|
| Solar 225LC-V | 1001 and Up |
| Solar 255LC-V | 1001 and Up |

TABLE OF CONTENTS

- Bucket Tooth Inspection and Replacement 3
 - Type 1..... 3
 - Type 2..... 4
- Bucket O-ring Replacement 6
- Bucket Shimming Procedures 8
 - New Bucket Installation 8
 - Shimming Procedures for Installed Bucket 8
- Bucket Attachment, Removal and Reversal 9
 - Detaching the Bucket 9
 - Attaching The bucket..... 9
 - Reversing the Bucket 10

BUCKET TOOTH INSPECTION AND REPLACEMENT

There are several different types of attachment methods for replaceable bucket teeth. Some of the most common types are shown in the following drawings.

Bucket teeth are usually replaced in sets but it may sometimes be necessary to replace individual teeth.

TYPE 1

Look for the following indications of wear or damage:

- Lock pins protrude unevenly on one side.
- Lock pins have been worn down so far that they no longer make full contact through the length of the pin hole.
- Lock washers or pins show obvious damage or weakness.
- Wear points on the working surfaces of tooth points - pits, cracks, chips or craters - are larger than 8 mm to 10 mm (1/3" to 1/2") across.

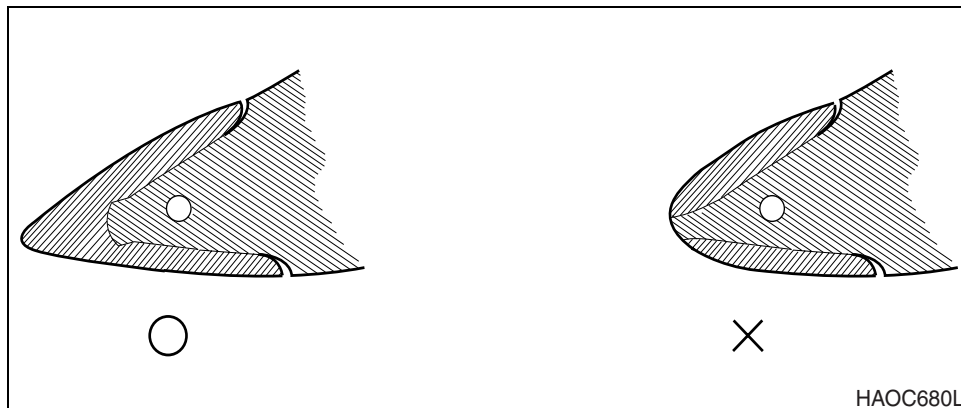


Figure 1

1. On a routine basis, inspect the bucket teeth to make sure that tooth wear or breakage has not developed. Do not allow the replaceable bucket teeth to wear down to the point that the bucket adapter is exposed. See Figure 4.
2. To replace a tooth (1, Figure 2), use a hammer and punch to drive the locking pin (2) and lock washer (3) out of the tooth adapter (4).
3. Once the worn tooth has been removed, use a putty knife to scrape the adapter as clean as possible.
4. Slide the new tooth into position and insert the lock washer.
5. Insert the locking pin into the tooth and with a hammer, drive the pin in until the lock washer seats in the locking groove.

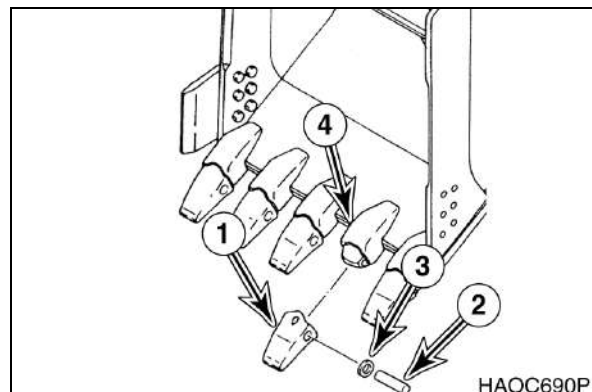


Figure 2

! WARNING!

Due to the possibility of flying metal objects, always wear safety helmet, protective gloves and eye protection when changing bucket teeth.

Curl the bucket upwards and place the round rear surface of the bucket firmly on the ground. Place wooden blocks under front of bucket. Shut the engine off and lock out the hydraulic controls before working on the bucket.

Inspect locking pin assembly and replace it if the following conditions exist;

1. The locking pin is too short when both surfaces are aligned.
2. The rubber has been torn and bosses of the steel balls are liable to slip off.
3. Pressing steel ball causes the boss to go inside.

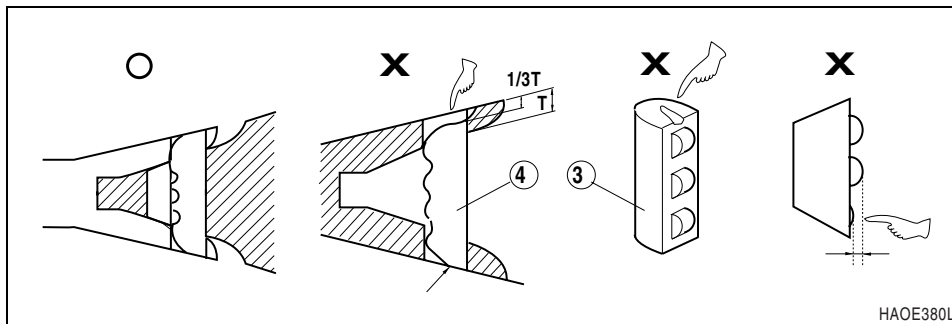


Figure 3

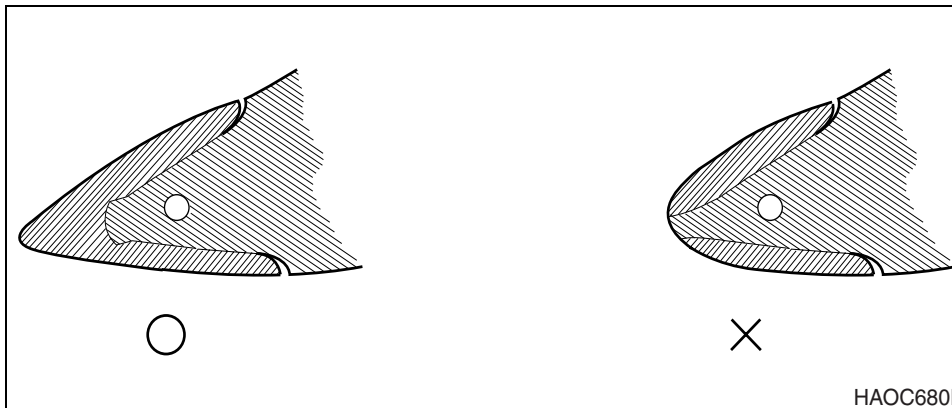


Figure 4

1. On a routine basis, inspect bucket teeth to make sure that tooth wear or breakage has not developed. Do not allow replaceable bucket teeth to wear down to a point that bucket adapter is exposed. See Figure 4.
2. To replace a tooth, use a hammer (1, Figure 5) and punch (2) to drive locking pin assembly out of tooth and tooth adapter.
3. Once the worn tooth has been removed, use a putty knife to scrape adapter as clean as possible.
4. Slide new tooth into position and insert locking pin assembly.

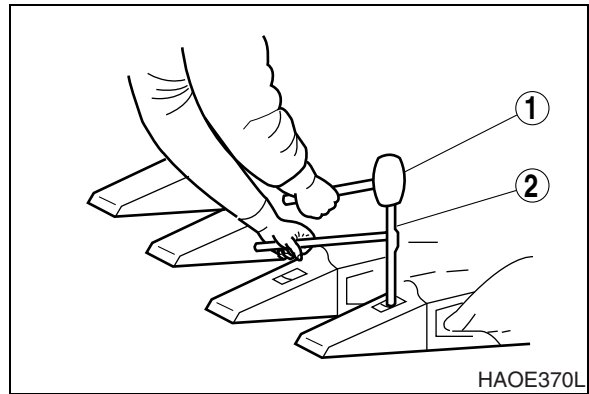


Figure 5

BUCKET O-RING REPLACEMENT



WARNING!

Due to possibility of flying metal objects, always wear safety helmet, protective gloves and eye protection when changing pins.

1. Inspect the bucket O-rings on a routine basis. If worn or damaged, replacement is necessary.

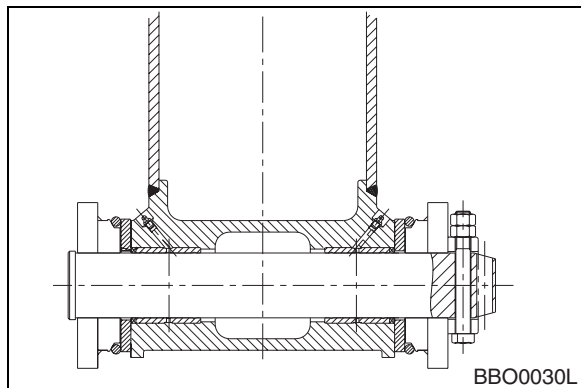


Figure 6

2. Roll the old O-ring (1, Figure 7) onto the boss (2) around the bucket pin (3). Remove the bucket pin and move the arm or bucket link (4) out of the way.

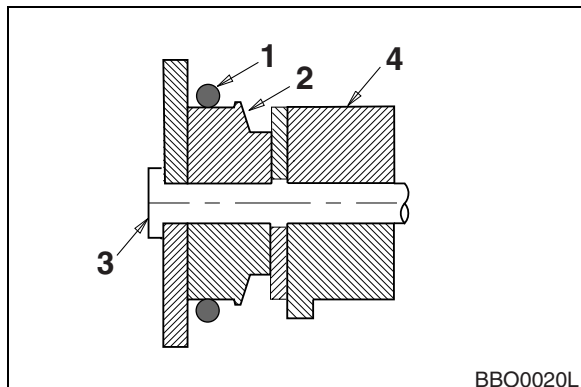


Figure 7

3. Remove the old O-ring and temporarily install the new O-ring (1, Figure 8) onto the bucket boss (2). Make sure that the O-ring groove on both the bucket link (4) and boss have been cleaned.
4. Realign the arm or link with the bucket pin hole and insert the bucket pin (3, Figure 7).

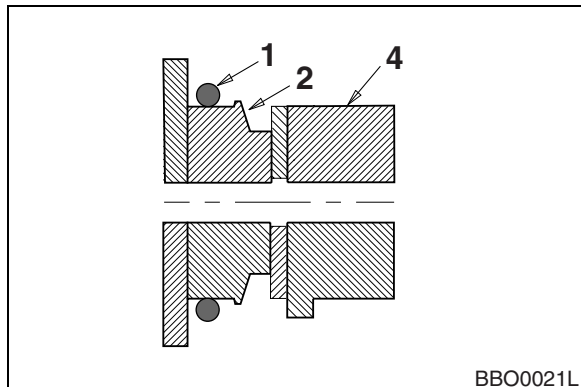


Figure 8

5. Roll the new O-ring (1, Figure 9) into the O-ring groove.

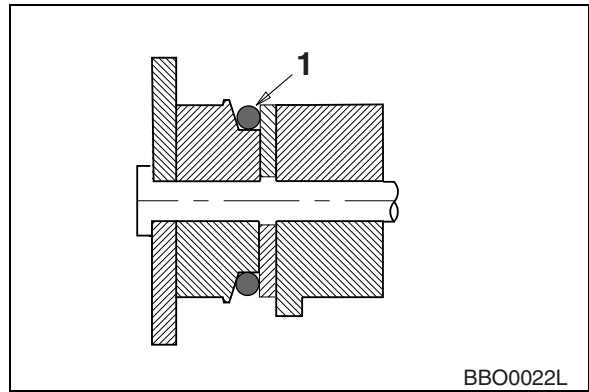


Figure 9

BUCKET SHIMMING PROCEDURES

NEW BUCKET INSTALLATION

1. If a new bucket is being installed on the excavator, measure the inside dimension between the bucket ears and the outside dimension across the arm mounting boss.
2. Subtract the clearance on both sides from the difference of the two and shim accordingly, prior to assembly.



WARNING!

To check end play (side-to-side) clearance at bucket attachment point, the bucket must be free to move but at all other times lower it to the ground or use support blocks to immobilize this assembly. Shut off engine and tag and lock out controls to prevent movement during this procedure.

Shimming Procedures for Installed Bucket

1. With bucket attached, curl bucket and arm outward and lower boom so that bucket teeth are pointing away from excavator, just a few inches off ground. This position provides easy accessibility for dimensional measurements.
2. Force bucket to one side and check for end play (side-to-side) clearance under O-rings at attachment point. Total clearance should be 1 mm (0.04 in) between side face of boss and inside edge of ear bushing (Y, Figure 10). Too tight a fit (less than 1 mm (0.04 in)) can cause excessive wear while too much clearance may produce excessive noise and potentially hazardous slack control.
3. Recheck end play by forcing bucket towards opposite side and repeating clearance measurements.
4. If an adjustment is required, remove two jam nuts (1, Figure 10) and bolt (2) from pin (3). Add or remove shims (4) as required. Use equal amount of shims on each side. Install bolt (2) and two jam nuts (1). Jam nuts must clear boss by 1 - 2 mm (0.04 - 0.08 in) at point (X).

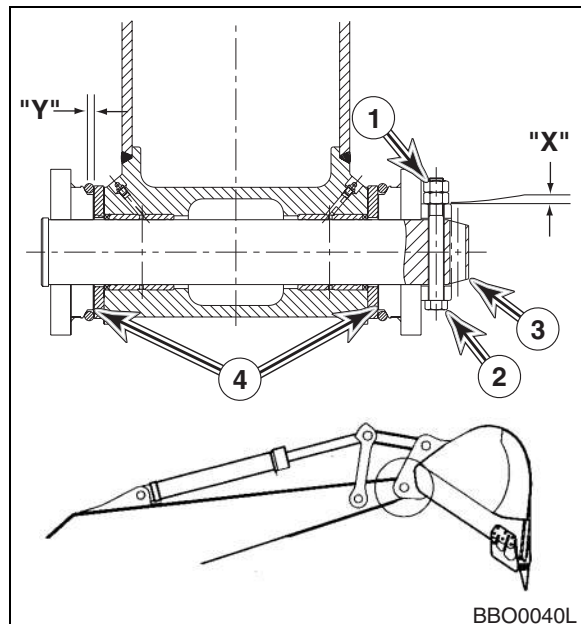


Figure 10

BUCKET ATTACHMENT, REMOVAL AND REVERSAL

DETACHING THE BUCKET

Park the excavator away from obstructions on clear, flat, level ground. Lower the bucket carefully to pre-assembled blocking on the ground. Brace the bucket so that there is no load weight on the pin connecting the bucket and arm. Disassemble the fasteners on the end of the bucket pin and pull out the pin.

If the pin sticks and resists normal withdrawal, there may be a load on it. Raise and lower the arm slightly until an unstressed pin position is located.



Use care pulling out the pin to avoid damaging the dust seals on either end of the arm.

When the pin has been withdrawn, move the operating joystick slightly to take weight off the remaining link pin. Disassemble the link pin end retainers and pull out the pin.

Lift the arm away from the bucket so that the bucket can be carried away or another end attachment can be put on the excavator.

ATTACHING THE BUCKET

Carefully inspect all parts before reassembling the bucket linkage. Look for cracks or any other evidence of physical damage and replace any seal or O-ring that is not in like-new condition. Pre-lube linkage pins before reassembly.

Use an old cylinder rod, a long breaker bar or a similar, relatively thin diameter support bar for making the first (temporary) pin connection, between the bucket and arm. If the support bar is straight, the arm can be raised and the bucket will hang level, allowing direct insertion of the bucket ear-attachment linkage pin.

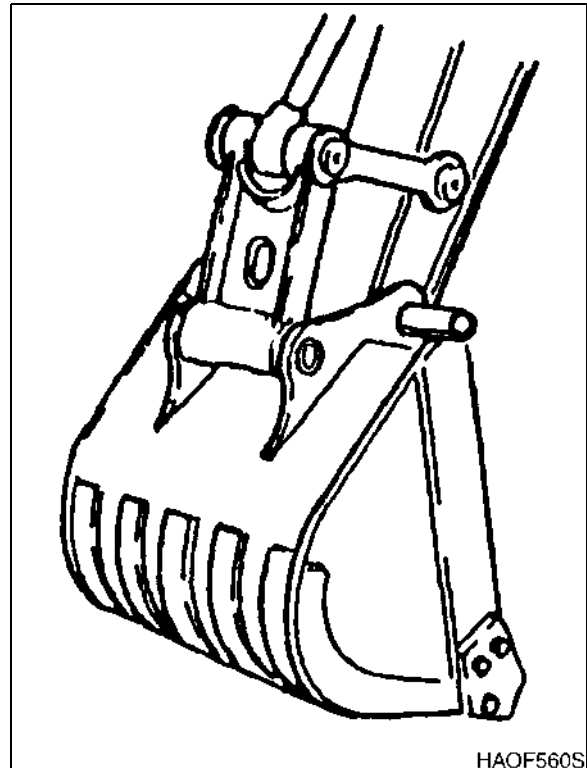


Figure 11

When the link pin has been installed, withdraw the temporary support rod from the bucket pin holes, lower and raise the arm and boom and install the bucket pin.

! WARNING!

When making linkage alignments, never insert fingers into pin holes. The attachment or bucket could shift position and cause a severe injury. Match holes by visually lining them up. Use the sharp-tipped, soft point of a pencil or a similar tool to check for high spots or irregularities.

REVERSING THE BUCKET

Follow instructions for "Detaching the Bucket" and remove both the bucket and link pins. Rotate the bucket 180° to change bucket configuration. This procedure is greatly simplified if some type of rotating or swiveling support can be used, on the ground underneath the bucket. Follow instructions for "Bucket Attachment" to replace pins.

! WARNING!

Bucket curl and dump levers must be used in opposite directions, after the bucket has been reversed.

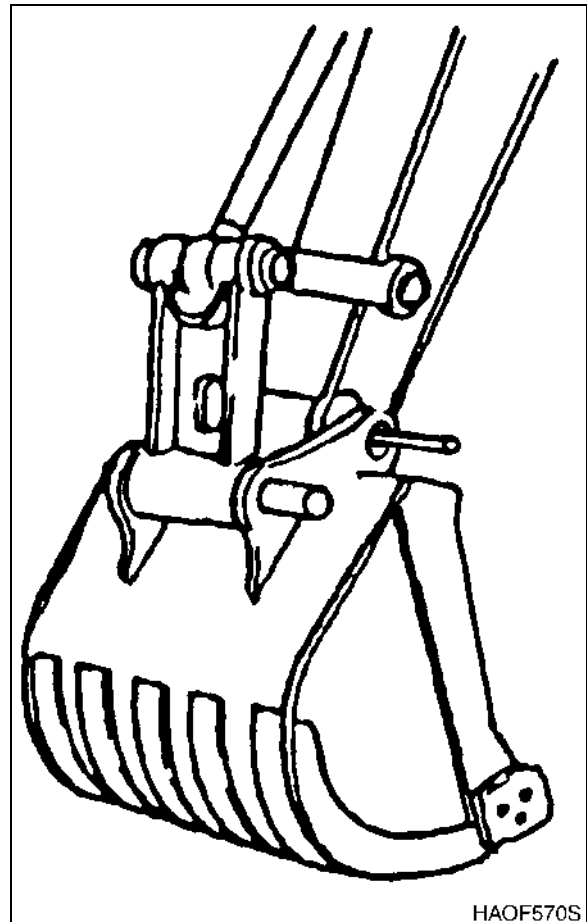


Figure 12

